INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE

REPORT OF THE COMBINED NINTH MEETING OF THE FANS IMPLEMENTATION TEAM, BAY OF BENGAL (FIT-BOB/9) AND NINETEENTH MEETING OF THE BAY OF BENGAL ATS COORDINATION GROUP (BBACG/19)

Bangkok, Thailand, 21 to 25 January 2008

The views expressed in this Report should be taken as those of the Meeting and not of the Organization

Approved by the Meeting
and Published by the ICAO Asia and Pacific Regional Office

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PART I – HISTORY OF THE MEETING

1. Introduction

1.1 The Combined Ninth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/9) and the Nineteenth Meeting of the Bay of Bengal ATS Coordination Group (BBACG/19) were held consecutively at the Kotaite Wing, ICAO Asia and Pacific Regional Office, Bangkok, Thailand. The FIT-BOB/9 meeting was held between 21 and 22 January 2008 and the BBACG/19 meeting was held from 23 to 25 January 2008.

2. Attendance

2.1 The respective meetings were attended by 41 participants from Australia, Indonesia, Malaysia, Pakistan, Singapore, Sri Lanka, Thailand, IATA, ARINC, BOEING and SITA. A list of participants is at **Attachment 1**.

3. Officers and Secretariat

3.1 Mr. Andrew H. Tiede, Regional Officer, Air Traffic Management from the ICAO Asia and Pacific Regional Office, acted as the Moderator and Secretary for the FIT-BOB/9 and BBACG/19 meetings. He was assisted by Mr. Polawat Chootai, Regional Officer, Air Traffic Management.

4. Opening of the Meeting

4.1 Mr. Andrew Tiede, on behalf of Mr. Mokhtar A. Awan, Regional Director, ICAO Asia and Pacific Regional Office welcomed all participants to Bangkok. He wished all participants a Happy New Year for 2008 and highlighted a number of successful ATM related implementations during 2007.

4.2 Mr. Tiede commented that the traffic growth for Asia in particular continues unabated and ANSPs must be in a position to increase airspace capacity and efficiency by whatever means available. Additionally, there is increasing awareness of global environmental issues and aviation activities do not escape criticism in this respect. Mr. Tiede considered that this simply means that as responsible civil aviation partners we all must deliver environmental gains consistently and continuously.

4.3 In this respect, the implementation of long range international ATFM procedures across the Bay of Bengal and South Asia during July 2007 was one of the outstanding milestones during 2007 and would long stand as an example of what could be achieved in a cooperative manner between States, ICAO, IATA and their member airlines for the systemic benefit of the region. Mr. Tiede urged continued cooperation of this nature amongst Bay of Bengal States and international organizations and invited the meetings to set a target date for implementation of 50NM longitudinal reduced separation in large areas of the Bay of Bengal during 2009.

4.4 Mr. Tiede wished the meeting every success in addressing the multitude of matters that lay before it.

5. Documentation and Working Language

5.1 The working language of the meeting and the language for all documentation were in English. Three (3) Working Papers and five (5) Information Papers were presented to the FIT-BOB/9 meeting. Seventeen (17) Working Papers and seven (7) Information Papers were presented to the BBACG/19 meeting. The list of papers is shown at **Attachment 2**.

FIT-BOB/9

REPORT OF THE FIT-BOB/9 MEETING

Agenda Item 1: Adoption of Agenda

1.1 The meeting adopted the following Agenda for the meeting:

Agenda Item 1: Adoption of Agenda

Agenda Item 2: Central Reporting Agency

Agenda Item 3: Review Bay of Bengal ADS/CPDLC Operational Trial

Agenda Item 4: Review Arabian Sea ADS/CPDLC Operational Trial

Agenda Item 5: Review ADS/CPDLC Implementation

Agenda Item 6: Data Link Guidance Materials

Agenda Item 7: Update FIT-BOB Task List

Agenda Item 8: Any other business

Agenda Item 9: Date and venue for the next meeting

Agenda Item 2: Central Reporting Agency

Funding the BOB-CRA

2.1 The meeting noted with disappointment that the matters in relation to the funding of CRA services had still not been resolved and therefore CRA services were still not available to the FIT-BOB. The meeting considered that this situation was extremely regrettable as the many benefits available from data link operations were not yet able to be realized.

2.2 Additionally, the meeting was informed that APANPIRG/18 (September 2007) had recently considered, as discussed in paragraphs 2.1 to 2.3 of the BBACG/19 report, that there was no need for further activity on mechanisms for regional funding of safety monitoring. This meant that local arrangements for the funding of the BOB-CRA still had to be devised and implemented by FIT-BOB.

2.3 The meeting recalled that the BBACG and FIT-BOB had previously recognized that the establishment and funding of a CRA was essential to enable States to meet the Annex 11 safety monitoring provisions required to implement ADS and CPDLC systems. The meeting recognized that the CRA analysis would comprise a significant and critical component of the safety assessment in the context of implementing ADS/CPDLC. As the CRA analysis and ongoing CRA monitoring capability was not available to the FIT-BOB, relevant safety assessments could not be completed.

2.4 As such, it was evident to the meeting that the significant investment in ground based data link capability made by States of the Bay of Bengal could not be fully utilized until the data link technical parameters had been appropriately demonstrated and ongoing monitoring and remediation arrangements were in place. Urgent solutions needed to be found to provide CRA services to support the progress made by Malaysia and Indonesia towards datalink trials during second quarter 2008, as well as advancing the capabilities of Myanmar, India and Sri Lanka.

2.5 The meeting noted the slow progress in establishing the CRA for India using the 3 party funding model wherein IATA entered into a contract with both India and Boeing for the provision of CRA services to Indian ACCs. The meeting also recognized that if the same model were to be adopted for the rest of the Bay of Bengal region, it would require IATA to enter into multiple contracts with each State and the CRA service provider in order for the CRA services to be provided.

2.6 Noting that the BOB-CRA area of responsibility was extensive and stretched from the Indonesian FIRs in the east to ASIOACG members Oman and Yemen in the west, the meeting was of the opinion that more flexible arrangements would be easier to manage. Accordingly, the meeting considered an alternative 2 party model wherein States would formally agree, via the FIT-BOB, to accept the services of a CRA service provider to be funded by airlines through IATA. IATA would undertake to contract with the CRA service provider to provide such services to a number of States over a predetermined period of time and cost. In consideration for the services to be provided by the CRA service provider, the State will undertake to provide all data required by the FOM to the CRA as well as air traffic movement data to IATA to enable IATA to collect the necessary funding from airlines.

2.7 IATA agreed to study the possibilities of implementing the alternative 2 party model and would provide feedback to the next meeting but, in the interim, would also continue to progress the 3 party model that was already in work.

BOB-CRA review of technical matters

2.8 Despite the lack of formal funding arrangements, the Boeing CRA had continued to review the limited number of problem reports provided by some States and operators of the Bay of Bengal. The FIT-BOB expressed their appreciation for the ongoing efforts by the Boeing CRA to attempt to provide services to the FIT-BOB despite the funding difficulties being experienced.

2.9 Difficulties identified as a result of the CRA analysis were categorised under the following headings:

a) Monthly monitoring of system performance;

b) Problem reports;

c) Reporting rate for ADS-C contracts;

d) Cancellation of ADS-C contracts at FIR boundary;

e) Use of ADS-C contract numbers;

f) Use Of Message Reference Numbers;

g) No response to CPDLC downlink requests; and

h) Internetworking issues

<u>CRA data requirements</u>

2.10 Routine collection of data is necessary in order to ensure that the system continues to meet its performance, safety and interoperability requirements, and that operation and procedures are working as planned. The monitoring program is a two-fold process which is fully described in Section 3.6 of the FANS Operations Manual. First, summary statistical data should be produced periodically

showing the performance of the system. This is accomplished through FANS-1/A Periodic Status Reports as required by Section 3.6.4 of the FOM. In addition, as problems or abnormalities arise, they should be identified, tracked, analyzed, corrected and information disseminated as required, utilizing the FANS-1/A Problem Report as required by FOM procedures. This process should remain continuously in effect until the system conforms as planned.

Monthly system performance monitoring data

2.11 In respect to the provision of monthly system data, despite a requirement to provide this data being a long standing item on the FIT-BOB Task List, the CRA has not received any system performance data for the BOB region. This meant that the BOB-CRA had been unable to carry out any meaningful analysis.

2.12 The meeting encouraged ATSUs to work with their engineering staff to secure provision of monthly monitoring data and to forward that information onto the CRA on a monthly basis as required by the FOM.

Problem reporting

2.13 Section 3.6.3 of the FOM describes the problem reporting process. The CRA reported that currently only one BOB State and one BOB operator are currently providing problem reports to the CRA. This data was extremely useful in local analysis but was not sufficient for systemic analysis. ATSUs and operators are encouraged to log problems as they occur and submit problem reports to the CRA as soon as possible after each occurrence.

Reporting rate for ADS-C contracts

2.14 Section 6 of the FOM describes the procedures to be used when establishing ADS contracts. Section 6.5.2 of the FOM titled “Appropriate reporting rates” requires that ATSUs should ensure that the periodic reporting rate in use is in accordance with the position reporting requirements of the separation standards being used. When not required for the application of separation, or other factors, ATSUs should consider using less frequent periodic reporting rates for individual aircraft to reduce overall costs to the system. Since we are not yet applying a 30/30 separation standard all FIT BOB ATSUs should ensure they do not use ADS reporting rates less than 30 minutes. If ATSUs wish to test reporting rates of less than 30 minutes they can contact the Boeing CRA representatives to schedule specific lab testing.

2.15 It should be noted that inadvertent selection of reporting rates higher than required for the separation standard being applied not only costs operators more money than needed it also unnecessarily over burdens the data link system. Both outcomes are undesirable and should be avoided.

Cancellation of ADS-C contracts at FIR boundary

2.16 Section 6.4.4 of the FOM titled “Ground system termination of ADS-C connections” provides guidance for ATSUs on when to cancel ADS contracts. During problem report investigations the Boeing CRA found several occasions where ATSUs were not canceling ADS contracts when the aircraft were no longer in their FIR. Not canceling ADS contracts when they are no longer required also unnecessarily over burdens the data link system but it also costs operators a lot of money for reports that are not required. All BOB ATSUs are encouraged to review their current procedures to ensure ADS contracts are canceled when they are not required.

ADS Contract number

2.17 During problem report investigations the Boeing CRA noticed that one center was not incrementing (i.e. increasing the number by +1) the ADS-C uplink contract number each time as required per the specification which caused the aircraft to reject the uplink. The aircraft ADS applications use the contract number to determine if the contract is a duplicate; duplicates uplinks are rejected. Therefore, all contract uplinks must contain a new contract number. All BOB ATSUs are encouraged to review their current procedures to ensure ADS contract numbers are incremented each time the ADS contract is changed or modified.

CPDLC Uplink Message Reference Number

2.18 During problem report investigations the Boeing CRA noticed that one center did not use the CPDLC Message Reference Number (MRN) in the uplink response to the downlink request from the pilot as required by the specification. The MRN is used to allow the airborne system to associate the uplink response with the downlink request. If the MRN is not used, the downlink request will remain "open", and the pilots may be confused because downlink requests will be shown as "open" in the aircraft even after an uplink response has been sent. All BOB ATSUs are encouraged to review their current procedures to ensure message reference numbers are used.

Internetworking

2.19 During problem report investigations there were several instances identified when one Datalink Service Provider (DSP) was not able to deliver uplinks to the aircraft because the aircraft had flown into a different DSP area. Although these internetworking issues have been resolved between DSPs in other regions it was noted that the BOB region has an additional DSP. The DSPs providing service in the BOB region are encouraged to work together to resolve any potential internetworking issues. The DSPs can use the resources of the Boeing CRA if specific internetworking testing is required.

Overall system performance degradation

2.20 The CRA had noted that other regions are experiencing some system performance degradation which had become evident over the last several years. A global SATCOM Improvement Team has been established to address the overarching issues. However, the CRA considered that a BOB regional system performance picture must be established if improvements in operational performance are to be achieved and the FIT-BOB would need to pursue this matter in the near term.

CRA test facilities

2.21 The CRA highlighted the scope and availability of their test facilities to members of the FIT-BOB. The Boeing laboratory could simulate all datalink messages from an aircraft, as well as conducting simulated vertical and lateral deviation events to trigger ground based system conformance warnings. States wishing to conduct ground equipment tests were encouraged to contact the CRA (by email) approximately two weeks in advance to arrange the conduct of a test scenario.

Agenda Item 3: Review Bay of Bengal ADS/CPDLC Operational Trial

3.1 As described in paragraphs 5.4 to 5.11 below, the meeting noted the intention of Malaysia and Indonesia to commence operational trials during the second quarter 2008 and the availability of H24 datalink services from Sri Lanka for the Colombo FIR.

3.2 India was not present at the meeting and had not provided additional information over the update presented to FIT-BOB/8 in January 2007.

Agenda Item 4: Review Arabian Sea ADS/CPDLC Operational Trial

4.1 India was not present at the meeting and had not provided additional information over the update presented to FIT-BOB/8 in January 2007. However, India had informed the ASIOACG/2 meeting (Dubai, UAE, January 2007), as discussed in paragraphs 8.1 to 8.8 of the BBACG/19 report, that the Mumbai ACC was currently providing CPDLC services for 17 hours per day and that plans for an increase to H24 were under consideration. Indications were that only about 40% of aircraft transiting the Mumbai FIR were actually logging-on during those hours. India had also confirmed that the ADS-C/CPDLC services would need to undergo a safety assessment and be assessed by the BOB-CRA before any reduction in longitudinal separation to 50NM could be achieved.

Agenda Item 5: Review ADS/CPDLC Implementation

5.1 The Secretariat encouraged States to continue the implementation of data link systems in accordance with the regional ANP and urged States to assign a high priority towards participating in ADS/CPDLC operational trials to the maximum extent possible.

Status of regional implementation

5.2 The meeting was updated in relation to the status of regional ADS/CPDLC implementation for the States of the BBACG as follows:

India

5.3 India was not present at the meeting and had not provided additional information over the update presented to FIT-BOB/8 in January 2007.

Indonesia

5.4 Indonesia informed the meeting that that in relation to the Ujung Pandang FIR, PT. (Persero) Angkasa Pura I (AP-I) was working towards joining the operational trial during mid 2008 using the technology available in the Makassar Advanced ATS System (MAATS). AP-I will sign a contract with SITA the end of January 2008 and was estimated to be ready in full operation after June-2008. Training arrangements had been made with Airservices Australia for relevant training to be conducted in Australia and 8 staff members have been sent to Australia to undertake the training, with an additional 10 staff members to be trained during 2008.

5.5 In relation to the Jakarta FIR, PT. (Persero) Angkasa Pura II (AP-II) was in the early stages of arrangements to select a data services provider with a view to making contract arrangements by the end of 2008.

5.6 The Indonesian DGCA is developing suitable operational procedures in coordination with AP-I & AP-II and would publish an AIC before mid 2008.

Malaysia

5.7 Malaysia informed the meeting that they were in the process of installing an ADS/CPDLC system at the Kuala Lumpur Area Control Centre. The system would integrate both ADS and Radar data to display multi surveillance tracking. The training phase for ATC personnel was planned to start in the middle of March 2008 which included a limited initial trial to familiarize controllers with ADS/CPDLC data link applications for Bay of Bengal routes. This would be followed by a full H24 operational trial targeted to take effect from 0001UTC on 15th April 2008.

5.8 The meeting noted that the ADS and CPDLC service would be made available on a 24-hour basis on ATS routes P628, L510, L645, N571, B466, P574 and A327 in Kuala Lumpur FIR and that, in due course, Malaysia would issue an AIC detailing all arrangements.

Myanmar

5.9 Myanmar was not present at the meeting and had not provided additional information over the update presented to FIT-BOB/7 in July 2006.

Singapore

5.10 Singapore reaffirmed to the meeting that their ADS/CPDLC equipment had been operational for some years. Planning was now in progress towards the implementation of RNP/10 based 50/50NM separation using CPDLC during 2008 and for RNP4 based 30/30NM separation in 2010 for the South China Sea area.

Sri Lanka

5.11 Sri Lanka was providing datalink services in the Colombo FIR on a H24 basis in accordance with NOTAM A0344/06, using a stand alone workstation. At this stage, between approximately 15 to 20 logons were experienced each day, although not all FANS capable aircraft were logging on.

Thailand

5.12 Thailand confirmed that although the international airspace of Thailand was mostly covered by radar and VHF radio, Thailand had recognised a need for datalink and had conducted some earlier trials with stand-alone equipment. The construction of the new Bangkok ACC, which was expected to commence operations in late 2008, had provided an opportunity to further study the matter and the outcomes of these planning discussions would be provided to FIT-BOB in due course.

Tables of ADS/CPDLC Equipage and ATS Status

5.13 Recognizing that up-to-date information was important in the planning and conduct of operational trials, the meeting reviewed and updated the Tables of ADS/CPDLC Equipage and ATS Status for the Bay of Bengal/Arabian Sea/Indonesian FIRs as shown in **Appendix A.** The Secretariat stressed the importance of maintaining the list of contact officers up to date in order to facilitate timely and efficient communications in relation to operational trial activities.

Capacity/Performance Planning

5.14 The meeting recalled that to provide a basis for long term satellite traffic load estimates to assist data link service provider (DSP) network planning, FIT-BOB/7 had drafted a table of ADS/CPDLC implementation planning for all FIT-BOB and FIT-SEA FIRs including estimated dates for implementation of CPDLC communications, ADS/CPDLC full implementation, 50NM longitudinal separation using CPDLC and 30NM/30NM reduced separation using ADS & CPDLC. The meeting reviewed and updated the table, as shown in **Appendix B**.

Prioritise planning for 50NM longitudinal separation in BOB

5.15 The meeting recognised that with operational ADS/CPDLC trials commencing in Kuala Lumpur and Ujung Pandang FIRs, significantly more ANSP datalink capability was becoming available around the Bay of Bengal area. Jakarta FIR was making progress towards datalink capability with stand alone equipment later in 2008 and would transition to fully integrated equipment in the new Jakarta Centre. Sri Lanka has H24 operational capability in Colombo FIR, as have Chennai and Kolkata FIRs. Myanmar has been periodically testing stand alone equipment for some years.

5.16 The meeting considered that it was timely to commence firm planning for implementation of 50NM longitudinal separation using CPDLC communications in the near term in as many areas of the Bay of Bengal as possible. A significant impediment existed in that CRA services were not yet available, however it was anticipated that a solution would be reached during 2008 in this respect. The meeting agreed to accelerate planning for implementation of 50NM longitudinal separation during the July 2008 FIT-BOB meeting and added an item to the Task List accordingly.

Agenda Item 6: Data Link Guidance Materials

Guidance Material – Datalink Procurement, Deployment and Implementation

6.1 The Secretariat drew attention to the work of the Regional Airspace Safety Monitoring Advisory Group of APANPIRG (RASMAG) in trying to assist States entering the area of datalink service provision for ATM operations, including reduced horizontal separation applications. RASMAG had recognized the need for 'new starter' States to better understand the procurement and implementation processes for the ground based datalink systems forming the ATM end of the datalink messaging chain.

6.2 In this context, RASMAG had prepared the *Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation*, which was adopted under APANPIRG Conclusion 18/5 as regional guidance material. Copies of the *Guidance Material* are available from the website of the ICAO Asia/Pacific Office at http://www.bangkok.icao.int/ under the "APAC e-Documents" menu.

FANS 1/A Operations Manual (FOM)

6.3 The meeting recalled that APANPIRG/15 (August 2004, Bangkok) had agreed that States should take all relevant ICAO provisions on data link into account when establishing their operating requirements and procedures. Further, APANPIRG/15 agreed under Conclusion 15/7 that the FANS 1/A Operations Manual (FOM) provided the necessary procedures for ATS providers and should be used as a basis to operate ADS and CPDLC in the Asia and Pacific Region with aircraft equipped with the FANS-1/A systems.

6.4 Accordingly, the FOM comprises the primary procedures document for FANS datalink and should be followed by all datalink participants regionally. Version 4 of the FOM has been published effective 28 September 2006. Copies of the FOM may be freely downloaded from the following websites:

http://www.crasa.cra-japan.org (the JCAB CRASA web page)
http://www.faa.gov/ats/ato/130.htm (the FAA's Oceanic Procedures Branch)
http://www.faa.gov/ats/ato/ipacg.htm (the IPACG web page)
http://www.faa.gov/ats/ato/ispacg.htm (the ISPACG web page)

6.5 As a result of the major web reorganization recently completed by the United States FAA, supplemental links may be encountered whilst using the FAA addresses, leading to the FOM at http://www.faa.gov/about/office%5Forg/headquarters%5Foffices/ato/service%5Funits/enroute/oceanic/data%5Flink/

Guidance Material for the End-to-End Monitoring of Data Link Systems

6.6 The Secretariat informed the meeting that the *Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region*, which was developed under the auspices of RASMAG, had been adopted by APANPIRG/16 (August 2005) under Conclusion 16/20 as regional guidance material.

6.7 Subsequently, the *Guidance Material* was updated by RASMAG during 2007 to reflect new information and experiences gained since the document was published. Copies of the current version of the *Guidance Material* are available from the website of the ICAO Asia/Pacific Office at http://www.bangkok.icao.int/ under the "APAC e-Documents" menu.

Agenda Item 7: Update FIT-BOB Task List

7.1 The meeting reviewed and updated the Task List for the FIT-BOB, incorporating information provided during the meeting. The updated Task List is shown at **Appendix C**.

Agenda Item 8: Any other business

8.1 The FIT-BOB did not identify any other business for discussion.

Agenda Item 9: Date and venue for the next meeting

9.1 The meeting was appraised of a proposal from ASIOACG/2 that a FIT-BOB meeting be held immediately following an ASIOACG meeting. This would allow members of the ASIOACG to attend the FIT meeting and become familiar with the FIT-BOB and BOB CRA processes, and was expected to assist general understanding of datalink matters.

9.2 ASIOACG/2 had proposed that during the week 7-11 July 2008, a two day ASIOACG meeting be held on the Monday and Tuesday, followed by a two day FIT-BOB meeting on the Wednesday and Thursday with the Friday available for a meeting of the Arab FANS Implementation Group (AFIG). The proposed venue was in Mumbai, India, hosted by the Airports Authority of India (AAI). The AAI was considering the proposal and would advise the ASIOACG Secretariat and others in due course.

9.3 The meeting expressed support for this proposal, noting that it would also be convenient if the ATFM/TF/11 meeting and proposed regional coordination meeting could be held back-to-back with the ASIOACG/FIT-BOB sequence. The Regional Office would attempt to coordinate this arrangement and would advise participants accordingly.

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Indian Ocean, Bay of Bengal, Arabian Sea incl ASIOACG, Indonesia- ADS/CPDLC equipage and ATS Status

(last update 22 January 2008)

STATE/ ORGANIZATION	FIR	LOGON CODE	Ground Station Manuf-acturer	DSP	ADS	CPDLC	AIDC	FDP	Test, Ops Trial or Operational	Procedures Published	BOB TRIAL	CONTACTS ATM contacts in **bold** text	REMARKS
AUSTRALIA Airservices Australia	Melbourne Brisbane	YMMM YBBB	Thales	SITA	YES	YES	YES	YES	Operational	YES	NO	**Warren Beeston** National ATC Systems Manager Tel,+61 7 3866 3720 Mobile, +61 403 274 701 Fax,+61 7 3866 3833 E-mail: warren.beeston@airservicesaustralia.com	Integrated System, ADS - B in 2006/07
INDIA Airport Authority of India	Chennai	VOMF	ECIL	SITA	YES	YES	NO	YES	Ops Trial	A1783/03, NOTAM A0700/03 A1177/03 A1796/05, updated 3 monthly AIP SUP 7/2006 published 2006	YES	**Mr. S.V. Satish** Joint General Manager (ATM) Airports Authority of India Tel: +91 44 22561539 Fax: +91 44 22560700 E-mail: svsatish@aai.aero	ADS-C Integrated with DPS, work in progress to integrate with RDPS
	Kolkata	VECF	ECIL	SITA	YES	YES	NO	YES	Ops Trial	A1278/00 NOTAM A0700/03 A1177/03 A1276/05, updated 3 monthly AIP SUP 6/2006 published 2006	YES	**Mr. S.N. Ray** General Manager (ATM) Airports Authority of India Tel: +91 33 2511 9966 Fax: +91 33 2511 8873 E-mail: svsatish@aai.aero	ADS-C Integrated with DPS, work in progress to integrate with RDPS
	Mumbai	VABF	Raytheon	SITA	YES	YES	NO	YES	Ops Trial Early 2006	A0894/06	Arabian Sea Trial YES	**Mr. M.K. Nelli** Deputy General Manager (ATM) Airports Authority of India Tel: +91 22 26828015 Fax: +91 22 26828066 E-mail: mknelli21@gmail.com	India commenced Ops Trial in Arabian Sea portion of Mumbai FIR from 1st July 2006

STATE/ ORGANIZATION	FIR	LOGON CODE	Ground Station Manuf-acturer	DSP	ADS	CPDLC	AIDC	FDP	Test, Ops Trial or Operational	Procedures Published	BOB TRIAL	CONTACTS ATM contacts in **bold** text	REMARKS
	Delhi	VIDF	Raytheon	SITA	YES	YES	NO	YES	Ops Trial Early 2006	A0403/06	Arabian Sea Trial YES	**Mr. Bakhshish Singh** Deputy General Manager (ATM) Airports Authority of India Tel: +91 11 2565 4367 26828015 Fax: +91 11 2567 5120 E-mail: mknelli21@gmail.com	India commenced Ops Trial in Arabian Sea portion of Delhi FIR from 1st July 2006
INDONESIA Directorate General of Air Communications Note: All datalink matters for the Jakarta and Ujung Pandang FIRs are managed by the FIT-BOB and BOB-CRA	Jakarta	WIIF	Ongoing									Novie Riyanto Deputy Director System & Procedure of Air Navigation Directorate of Aviation Safety DGCA Indonesia E-mail: novierianto@telkom.net Mr. Asoka Wardhana ATC System Specialist Soeta Itnl Airport Tel: 62 21 5506152 E-mail: asoka.wardhana@angkasapura2.co.id	
	Ujung Pandang	WAAF	Thales	SITA	YES	YES	Trial	YES	Trial May 2008; Ops June 2008	NO	NO	Novie Riyanto Deputy Director System & Procedure of Air Navigation Directorate of Aviation Safety DGCA Indonesia E-mail: novierianto@telkom.net Mr. Harjoso Deputy Director of ATS AP1 Tel : 62 21 6541961 ext 2310 Fax. 62 21 65866838 E-mail atc@angkasapura1.co.id tugiyono_w@yahoo.co.id	

STATE/ ORGANIZATION	FIR	LOGON CODE	Ground Station Manuf-acturer	DSP	ADS	CPDLC	AIDC	FDP	Test, Ops Trial or Operational	Procedures Published	BOB TRIAL	CONTACTS ATM contacts in **bold** text	REMARKS
MALAYSIA Department of Civil Aviation	Kuala Lumpur	WMFC	SELEX	SITA	YES	YES	NO	YES	Mid April 2008		Apr-08	**Mr.Harizan Mohammad Yatim** Director ATS Tel: 603-88714000 Fax: 603-88714290 E-mail: accwmfc@tm.net.my harizan@dca.gov.my **Mr Omran Zakaria** Deputy Director ATS Email:omran@dca.gov.my	Malaysia does not expect to implment datalink for Kota Kinabalu FIR due existing extensive radar coverage.
MALDIVES	Male		NO	SITA	NO	NO	NO	NO	NO	NO	NO		
MYANMAR Department of Civil Aviation	Yangon	VYYF	Thales	SITA	YES	YES	NO	NO	Ops Trial	AIC A1/99 (10.1.99)	NO	**U Yoa Shu** Director of ATS, DCA Myanmar Tel: 95 1 663838 Fax: 95 1 665124 E-mail ats@dca.gov.mm	Stand alone. Moved to new ATS Centre 2006, intermittent participation in BOB trial
SINGAPORE Civil Aviation Authority of Singapore	Singapore	WSJC	Thales	SITA	YES	YES	NO	YES	Operational	YES	NO	yeo_cheng_nam@caas.gov.sg	Ops Trial completed 1999, integrated system
SRI LANKA Airport & Aviation Services (AASL) Ltd	Colombo	VCCC	Thales	SITA	YES	YES	NO	YES	Operational	YES	NO	**Mr. P. Ranjith Perera** Senior Air Traffic Controller Colombo Airport, ratmalana Sri Lanka Mobile Tel: 94 71 2730661 Tel/Fax: 94 11 2635105 E-mail: ranpravi@slt.lk	Stand alone system, intermittent participation in BOB trial
THAILAND AEROTHAI	Bangkok	VTBB	ARINC	ARINC	YES	YES	YES	YES	Ops Trial	3 monthly NOTAM	DEFER	**Mr. Tinnagorn Choowong** Tel: 66-2-285 9975 Mobile: 66-09-816 6486 Fax: 66-2-285 9077 E-mail: tinnagorn.ch@aerothai.co.th	Stand alone system, intermittent participation in BOB trial.Further study on the suitable ADS/CPDLC equipage for the new ACC in progress.
OMAN													
YEMEN													

STATE/ ORGANIZATION	FIR	LOGON CODE	Ground Station Manuf-acturer	DSP	ADS	CPDLC	AIDC	FDP	Test, Ops Trial or Operational	Procedures Published	BOB TRIAL	CONTACTS ATM contacts in **bold** text	REMARKS
ARINC											YES	Mr. Sarawut Assawachaichit Program Manager, Globalink Asia Tel: 66 2 2859435-6 Fax: 66 2 2859437 E-mail: sassawac@arinc.com	
CENTRAL REPORTING AGENCY (CRA)											YES	Mr. Bradley Cornell Boeing Tel: 1 425 2946520 E-mail: bradley.d.cornell@boeing.com	
IATA											YES	Soon Boon Hai Assistant Director Safety Operations & Infrastructure Tel: 65 62397267 Fax: 65 65366267 E-mail: soonbhd@iata.org	
IFALPA											YES	Capt. Toby Gursanscky Regional Vice President South Pacific Tel: 61 2 99487532 E-mail: gursanscky@bigpond.com	
SITA											YES	Mr. Philip Koh AIRCOM CNS Manager, Asia & Pacific SITA 11, Loyang Way Singapore 508723 Tel: 65-81633696 E-mail: philip.koh@sita.aero	
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DATALINK CAPACITY PLANNING TABLE

Bay of Bengal, Arabian Sea and Indian Ocean datalink implementation

(last updated FIT-BOB/9 22 January 2008)

STATES	FIR	ESTIMATED DATE	DATE COMPLETED	NOTES
Commence ADS/CPDLC Operational Trial				
India	Chennai Kolkata Delhi Mumbai	2004 2004 2006 2006	Commenced 19 Feb 2004 Commenced 19 Feb 2004 Commenced 1 July 2006 Commenced 1 July 2006	
Indonesia	Ujung Pandang Jakarta	2008 2008		New Makassar ATS Centre commissioned 2006, fully integrated ADS/CPDLC capable; will commence operational trials during 2008 Jakarta has stand alone system, will attempt to join BOB trials 2008, new ATS Centre in Jakarta under construction & will include integrated equipment,
Malaysia	Kuala Lumpur	First quarter 2008		Will commence operational trials for Kuala Lumpur FIR from April 2008 using integrated equipment. No datalink for Kota Kinabalu FIR due extensive radar coverage
Maldives	Male	TBA		
Mauritius	Mauritius		Operational from 2004	
Myanmar	Yangon	Intermittent from 2006		Conducting intermittent activity as part of BOB Trial
Seychelles	Seychelles	Target 2010		
Sri Lanka	Colombo		Operational H24 from January 2007	
Singapore	Singapore		Operational	

STATES	FIR	ESTIMATED DATE	DATE COMPLETED	NOTES
Thailand	Bangkok	2008		Had previously participated in BOB trials, some equipment issues. New ACC under construction for commissioning 2008/09
Implement CPDLC – Controller Pilot Data Link Communications				
India	Chennai Kolkata Delhi Mumbai	2007 2007 2007 2007	All FIRs partially operational	Mumbai: Operating 17 hours daily – Target H24 by Oct 2008. Chennai: Route Specific as per NOTAM
Indonesia	Ujung Pandang Jakarta	TBA TBA		
Malaysia	Kuala Lumpur	TBA		
Maldives	Male	TBA		
Mauritius	Mauritius		Operational from 2004	
Myanmar	Yangon	TBA		
Seychelles	Seychelles	TBA		
Sri Lanka	Colombo		Operational H24 from January 2007	
Singapore	Singapore		Operational	
Thailand	Bangkok	TBA		
Implement 50 NM longitudinal separation based on RNP 10				**(*Note: BBACG established target date 2009 for large areas of Bay of Bengal)***
India	Delhi Mumbai Chennai Kolkata	2010, all FIRs		
Indonesia	Ujung Pandang Jakarta	TBA TBA		
Malaysia	Kuala Lumpur	TBA		

STATES	FIR	ESTIMATED DATE	DATE COMPLETED	NOTES
Maldives	Male	TBA		
Mauritius	Mauritius	TBA		
Myanmar	Yangon	TBA		
Seychelles	Seychelles	TBA		
Sri Lanka	Colombo	TBA		
Singapore	Singapore	2008, in South China Sea		
Thailand	Bangkok	TBA		
Implement 30 NM longitudinal separation based on RNP 4				
India	Delhi Mumbai Chennai Kolkata	TBA		
Indonesia	Ujung Pandang Jakarta	TBA TBA		
Malaysia	Kuala Lumpur	TBA		
Maldives	Male	TBA		
Mauritius	Mauritius	TBA		
Myanmar	Yangon	TBA		
Seychelles	Seychelles	TBA		
Sri Lanka	Colombo	TBA		
Singapore	Singapore	2010, in South China Sea		
Thailand	Bangkok	TBA		

FIT-BOB TASK LIST

(last updated 25 January 2008)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
1.	Coordinate with Indian Ocean States on harmonizing implementation of operational trial.	As soon as practicable	ICAO Regional Office, BBACG FIT-BOB, ASIOACG and Indian Ocean States	Ongoing	Operational trials underway in BOB since February 2004 , Arabian Sea since July 2006 FIT-BOB will provide interim FIT and CRA services for Informal Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG) and all Indonesian FIRs
2.	Collecting of ADS/CPDLC problem reports and submit to CRA.	Immediate	States, operators	Ongoing	To be submitted to CRA as soon as practicable to facilitate analyzing the reports.
3.	Establish provisions for monthly ADS/CPDLC system performance data to be submitted to the CRA.	Monthly	States	Ongoing	Essential for evaluating overall system performance within the trial airspace, to be submitted on a monthly basis for each FIR.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
4.	Compile data on aircraft ADS/CPDLC equipped in the trial airspace.	6 monthly	States, IATA	Ongoing	To keep record of aircraft participating in the trial and determine overall benefits derived by population of aircraft operating in the trial airspace. India would provide periodic updates to FIT-BOB of participating airframes
5.	Establish data confidentiality agreements with States and operators participating in the trial airspace.	Immediate	CRA, States and operators	As required	Necessary to establish agreement with data providers for release of data and to de-identify reports.
~~6.~~	~~Establish CRA.~~	~~As soon as practicable~~	~~ICAO/States/ IATA/ Boeing~~	~~Ongoing~~ ~~Completed~~	~~SCM regarding CRA funding held December 2003. Boeing & IATA coordinating funding arrangements for CRA and process expected to be completed April 2005.~~ ~~Additional SCM BOB CRA held June 2005.~~ ~~BOB CRA (Boeing) in operation from January 2007 early 2008.~~

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
7.	Provide authorization for IATA to invoice and collect user charges to fund the CRA, and India to enter into agreement with IATA to provide required data.	As soon as practicable	India, IATA	Ongoing	In coordination with ICAO and IATA, India to issue AIP SUP notifying users of charging for CRA services for operators using ADS/CPDLC in FIT-BOB data link service area
7/4	India and IATA to agree on and circulate a list of applicable waypoints for flights in the Bay of Bengal and Arabian Sea areas for charging CRA levy	As soon as practicable	India, IATA	Ongoing	
~~7/5~~	~~Sri Lanka and IATA to agree on and circulate a list of applicable waypoints for flights in the Colombo FIR area for charging CRA levy~~	~~As soon as practicable~~	~~Sri Lanka, IATA~~	~~Ongoing~~ ~~Closed~~	~~FIT-BOB/9 agreed to establish arrangements with India initially, then pursue arrangements with other States if necessary.~~
~~7/6~~	~~Secretariat to standardize the reporting arrangement for Problem Reports Procedures~~	~~As soon as practicable~~	~~ICAO, CRA~~	~~Ongoing~~ ~~Closed~~ ~~FIT-BOB/9 noted that the two different CRAs would continue to utilise different reporting arrangements in the near term.~~	~~FIT-BOB/7 agreed that the use of different procedures from those of FIT-SEA was undesirable and agreed that the matter should be further studied, with a view to aligning the procedures if at all possible.~~ ~~FIT-BOB/8 briefed re interim arrangements in Ho Chi Minh FIR for trial March 2007. FIT BOB area PR should be sent direct to CRA~~

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
~~8/1~~	~~Regional Office to coordinate with Sri Lanka re their NOTAM A0344/06 of 0701010230 and financial agreement for collection of CRA levy.~~	~~As soon as practicable~~	~~Sri Lanka, Regional Office~~	~~Ongoing~~ Closed	~~Sri Lanka NOTAM A0344/06 notifies datalink services available in Colombo FIR. FIT-BOB/9 updated in this regard~~
8/2	Prepare and promulgate by AIP Supplement/AIC/NOTAM a set of standardised procedures for the operational trials in the Bay of Bengal and Arabian Sea areas	~~As soon as practicable~~ FIT-BOB/10 July 2008	India, Sri Lanka, Indonesia, Malaysia, IATA, Regional Office	Ongoing	Review existing procedures in conjunction with the Ho Chi Minh procedures for March 2007 operational trial in order to optimise & standardise procedures
9/1	Networking problems are being experienced; the DSPs providing service in the BOB region are encouraged to work together to resolve internetworking issues.	FIT-BOB/10 July 2008	SITA ARINC AEROTHAI Boeing	Ongoing	The resources of the Boeing CRA are available to DSPs if specific internetworking testing is required.
9/2	In relation to funding mechanisms for the CRA, IATA to explore possibility of 2 party agreement (IATA & Boeing) to cover existing and anticipated area of responsibility of BOB-CRA	FIT-BOB/10 July 2008	IATA Boeing Regional Office	Ongoing	IATA to continue with 3 party agreements until outcomes of 2 party model are available.
9/3	States to comply fully with the provisions of the FOM in respect to provision of data to the CRA.	FIT-BOB/10 July 2008	States	Ongoing	
9/4	FIT-BOB and BBACG to accelerate planning for implementation of 50NM longitudinal separation using CPDLC communications with target date 2009 in as many areas of the Bay of Bengal as possible.	FIT-BOB/10 July 2008	States Regional Office IATA DSPs Boeing CRA	Ongoing	

BBACG/19

REPORT OF THE BBACG/19 MEETING

Agenda Item 1: Adoption of Agenda

1.1 The meeting adopted the following agenda as the Agenda for the meeting:

Agenda Item 1: Adoption of Agenda

Agenda Item 2: Review outcomes of APANPIRG/18 and 44th DGCA

Agenda Item 3: Review current operations across the Bay of Bengal and identify problem areas

Agenda Item 4: Implementation of the new CNS/ATM systems in the Region

Agenda Item 5: ATS route developments

Agenda Item 6: Civil Military Coordination

Agenda Item 7: Review and update BBACG Task List

Agenda Item 8: Any other business

Agenda Item 9: Date and venue for the BBACG/20 meeting

Agenda Item 2: Review outcomes of APANPIRG/18 and 44th DGCA

Outcomes from APANPIRG/18

2.1 The Eighteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/18) was held from 3-7 September 2007. As well as reviewing progress on Conclusions and Decisions raised by previous APANPIRG meetings, APANPIRG/18 raised a total of 62 new Conclusions and Decisions for regional action (**Appendix A** to this report refers). The meeting reviewed the Conclusions and Decisions from APANPIRG/18 related to ATM, AIS and SAR matters.

Funding of Safety Monitoring

2.2 In relation to the funding of safety monitoring, the meeting noted outcomes from APANPIRG/18 under which States currently providing safety services in the Asia/Pacific region have agreed to do so indefinitely. Accordingly, APANPIRG/18 considered that the regional problem had been overcome and, noting under Decision 18/57 that there being no need for further activity for the foreseeable future on mechanisms for regional funding arrangements for Asia/Pacific airspace safety monitoring, dissolved the RASMC/TF.

2.3 Unfortunately, as described in paragraphs 2.1 to 2.7 of the FIT-BOB/9 report, the funding arrangements for the BOB CRA have still not been resolved. In the absence of a regional funding mechanism, the formal establishment of the BOB-CRA was now entirely dependant either on a successful outcome to the protracted negotiations between India, IATA and Boeing which are aimed at using IATA to collect a CRA Levy on behalf of India, or on the implementation of the adoption of the 2 party financing model discussed during FIT-BOB/9.

Regional ATFM Seminar

2.4 In endorsing Conclusion 18/7 which calls for the conduct of a regional ATFM Seminar, APANPIRG/18 recognized the need to actively endorse AFTM activities in the Asia/Pacific region and considered that a useful way forward in bringing existing ATFM provisions, techniques and procedures to the attention of States in the Asia/Pacific Region would be to conduct an ATFM seminar. Such a seminar would enable parties experienced in the provision of ATFM to pass on knowledge and guidance to States with less experience and was expected to lead to wider implementation of ATFM regionally, with associated efficiency and environmental gains.

2.5 During APANPIRG/18 Australia, Japan, Thailand and the United States offered support for such a seminar. Japan informed APANPIRG/18 that Japan Civil Aviation Bureau (JCAB) established the Air Traffic Flow Management Center more than 10 years ago, which was recently integrated with the airspace management and oceanic ATC to be the Air Traffic Management Center, at Fukuoka. Japan offered to provide assistance with arrangements and invited the Seminar to be held in Fukuoka, Japan. APANPIRG/18 expressed appreciation to Japan and accepted the generous offer.

2.6 In coordination with Japan, the Regional Office has tentatively scheduled a 3-day Regional ATFM Seminar from 7 – 9 October 2008 in Fukuoka. The Regional Office would coordinate arrangements with the States assisting the presentation of the ATFM Seminar and would issue invitations in due course.

2.7 The meeting considered that more effective regional outcomes could be achieved if this opportunity was taken to prepare recommendations in relation to future strategies for ATFM in the region. In this vein, the meeting considered that rather than a seminar, a workshop format was likely to be more effective in enabling discussions and drafting recommendations. A combined format under which seminar style presentations were made for two days followed by two days of workshop activities was likely to provide sufficient flexibility to achieve productive outcomes. The Regional Office agreed to coordinate with Japan and affected States with a view to adopting this 4-day format.

Recommendations from regional SAR Workshop

2.8 In reviewing Conclusion 18/18, the meeting agreed that the recommendations made by the ICAO SAR Workshop held at Bangkok, Thailand on 26 February to 2 March 2007, (as shown in **Appendix B**) be taken into account by States and the Regional Office in considering their future SAR activities.

44th DGCA Conference

2.9 The 44th Conference of Directors General of Civil Aviation, Asia and Pacific Region (44th DGCAs) was held in Xi'an, China from 22 – 26 October 2007. The Conference was attended by 231delegates from 35 States/Administrations and 5 International Organizations and raised 17 items for action by regional DGCAs.

2.10 In reviewing the action items (**Appendix C** to this report), the meeting took particular note of:

a) Action Item 44/1 – Resolution of Deficiencies,
b) Action Item 44/2 – Safety Management Systems,
c) Action Item 44/4 – Global Aviation Safety Plan and Roadmap,
d) Action Item 44/6 – Implementation of Performance Based Navigation (PBN),
e) Action Item 44/7 – Language Proficiency,

f) Action Item 44/14 – Management of Aviation's Environmental Impacts, and
g) Action Item 44/15 - Regional Cooperation.

Agenda Item 3: Review current operations across the Bay of Bengal and identify problem areas

Availability of Model ATM Contingency Plan

3.1 On completion of coordination between affected States and the final development of the Indonesia Contingency Plan, the Contingency Plan Finalization Meeting was held at the Head Office of the ATS service provider, PT (Persero) Angkasa Pura II (AP-II) at Soekarno Hatta International Airport, Jakarta, Indonesia from 25 to 27 April 2007. The meeting reviewed and formally endorsed the Indonesia Contingency Plan, which had been prepared with the assistance of the Regional Office and, in accordance with APANPIRG Conclusion 17/11, was intended to form the model contingency plan for regional application.

3.2 Key points arising from the meeting that may be useful for other States in preparing their own plan are highlighted below.

- The Plan would be activated by a NOTAM issued by the Indonesian International NOTAM Office (NOF) as far in advance as was practicable.

- In the event that the Indonesian International NOF was unable to issue the NOTAM, the (alternate) International NOF at Singapore and/or Brisbane would take action to issue the NOTAM of closure of airspace.

- Since the Plan was too voluminous to be published by Aeronautical Information Publication (AIP), a short summary of the Plan and information that a copy of the Plan could be obtained from the DGCA Indonesia was promulgated by aeronautical information circular (AIC).

- Contingency routes would be introduced in the event of disruption of air traffic services to ensure safety of flight, and to facilitate limited flight operations commensurate with the prevailing conditions.

- The Indonesian airspace would be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs.

- The adjacent ATS units would provide flight information service (FIS), not ATC service, during the application of the Plan.

- In regard to domestic operations, all flights should be temporarily suspended until a full assessment of the prevailing conditions had been determined and sufficient ATS restored.

- Australia, Papua New Guinea, Philippines and the United States had agreed that international operators might elect to avoid the Indonesian airspace and route to the east around the Ujung Pandang FIR through the Melbourne and the Port Moresby FIRs to the Oakland and the Manila FIRs and vice versa, via Horn Island (HID) – R204 – KEONE – Koror (ROR).

- Airspace classifications might not necessarily be changed even if ATC services become unavailable during the interruption of ATS.

- Fight planning requirements were to be followed in respect to normal flight planning requirements contained in the Indonesia AIP and as detailed at Appendix 1G to the Plan. Aircraft operators must obtain normal overflight approval from the DGCA Indonesia prior to operating flights through the Jakarta FIR.

- It was considered that by introducing the traffic information broadcasts by aircraft (TIBA) procedures in the Contingency Plan, which contained contingency routes and a flight level allocation, would create an unnecessary complexity to the Plan.

- The contingency measures of the Plan, especially the provision of limited FIS from adjacent ATS units, make implementation of TIBA unnecessary. Accordingly, TIBA procedures were not incorporated in the plan but remain available via Annex 11 if needed.

3.3 In noting the development process and contents of the Indonesian Contingency Plan and recognizing that ATM Contingency Plans are now available for the entire Indonesian international airspace, meeting congratulated Indonesia on these very positive outcomes.

3.4 States were urged to take action in accordance with APANPIRG/17 Conclusion 17/11 to adapt the model provided by the Indonesian Contingency Plan for use by BBACG States. Copies of the plans can be obtained from the website of the ICAO Asia and Pacific Office at http://www.bangkok.icao.int/ under the 'APAC eDocuments' menu.

Outcomes from ATFM/TF/11

3.5 The meeting reviewed relevant parts of the Report of the Eleventh Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/11, November 2007), which had conducted a post implementation review of the ATFM implementation.

3.6 ATFM/TF/11 agreed that further improvements could be made to the ATFM arrangements, with the longer term challenge for the ATFM/TF being to identify causes and implement solutions for the poor on time performance for Allocated Wheels Up Times (AWUT) and Kabul entry times, both too early and too late, that was still evident in the data. ATFM/TF/11 had considered matters under the following headings:

a) Data Analysis;

b) Aircraft without Slot Allocation;

c) Inadequate aircraft performance;

d) Early and Late Departure Relative to AWUT;

e) Retain 5 minute buffer;

f) Deficiencies in data provision;

g) Ongoing data collection;

h) Outcomes from RDGE/7;

i) Ultra long haul flights from Mumbai;

j) Kabul Airspace Closures – ATFM Contingency Planning;

k) Review Terms of Reference;

l) Regional ATFM Seminar

m) Sub-Regional coordination complexities; and

n) ATFM Terminology

Establishment of ATFM Scrutiny Group

3.7 ATFM/TF/11 recognised that as part of the intense work effort completed by the ATFM/TF over the past 2 years, many aspects of the Phase 2 and Phase 3 implementation objectives described in the TOR had also been addressed. This meant that the ATFM/TF was very advanced in completing the objectives and work programme that had originally been established. As such, it was possible that the ATFM/TF could be considered for dissolution in due course.

3.8 However, to oversee the ongoing operation of the ATFM arrangements, it was considered necessary to establish a maintenance/scrutiny group under the Bay of Bengal ATS Coordination Group which could take over residual work items and take responsibility for oversight functions. The focus of the 'BOBCAT Scrutiny Group' (BSG) would be on aspects concerning safety, performance, efficiency and the even handed management of ATFM operations using BOBCAT, in accordance with an agreed Terms of Reference. In proposing the establishment of a BOBCAT Scrutiny Group, it was envisaged that the primary functions of the BSG would include:

- Oversight of ATFM operations across the Bay of Bengal and South Asia, including compliance with ATFM Slot allocations, including regular evaluation of ATFM system performance;

- Industry liaison in regard to ATFM service provision, including the BOBCAT Development Team, ATFMU and Stakeholders;

- Collaboration with the BOBCAT Development Team, ATFMU, ANSPs and Industry Stakeholders to maintain and enhance aviation safety – specifically in regard to ATFM;

- Resolution of complaints in an impartial, timely and effective way;

- Establishment of an appropriate cost recovery funding arrangements for the continuing operation of the BOBCAT system and ATFMU;

- Liaison with the BOBCAT Development Team and ATFM Stakeholders for BOBCAT configuration changes, proposed software upgrades and proposed amendments to ATFM Operating Procedures;

- Planning for future growth to ensure that the ATFM system can accommodate the demand.

3.9 As it was evident that further study and work was required before a suitable outcome could be endorsed, the matter was deferred until the next meeting of the ATFM/TF. In the interim, Thailand and IATA agreed to work with the Secretariat to develop and circulate a draft discussion paper for consideration.

Post Implementation Review

3.10 ATFM/TF/11 had been informed of the many improvements that were evident as a result of the implementation, including reduced ground and airborne delays, many less reroutes, increased numbers of flights achieving their BOCAT allocated flight level or one level higher for transit of Kabul FIR and significantly reduced numbers of flight being pushed down to FL280. The numbers of flights without slots had decreased markedly. ANSPs involved generally reported reduced ATC workload and increased flexibility. The situation in Kabul ACC was markedly improved leading to safer, more efficient and flexible traffic handling facilitating the rehabilitation of the Afghanistan civil aviation sector generally.

Thailand - ATFM Operational Update

3.11 Thailand presented the meeting with a summary of BOBCAT operational updates and the changes in the traffic flow for aircraft entering the Kabul FIR during the ATFM period since the ATFM/TF/11 meeting.

Indian Departures during ATFM Period

3.12 Data collected between 24 July 2006 and 16 January 2008 indicated a trend of steady increase in the number of aircraft departing from the Indian subcontinent during the BOBCAT period as illustrated in Figure 1 below. The meeting noted that large contribution to this increase had been the additional flights from Mumbai and Delhi proceeding to North America. In addition, other airlines hade increased their schedules to European destinations.

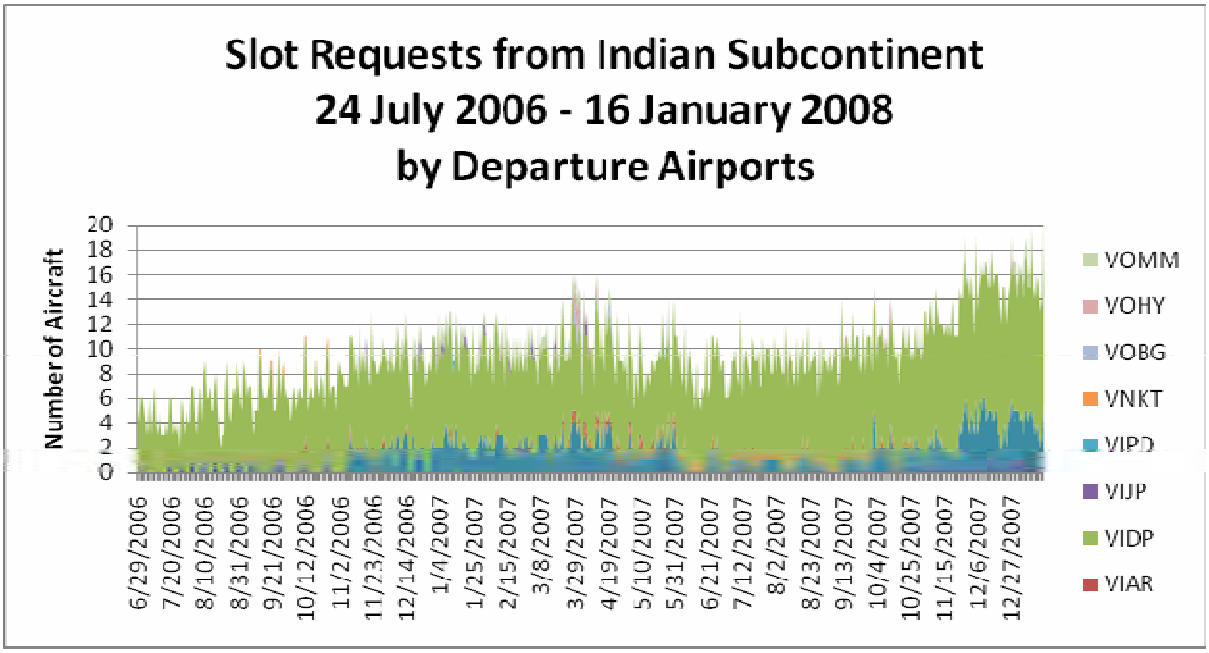

***Figure 1**: Slot Request from Indian Subcontinent by Departure Airports (24 July 2006 - 16 January 2008)*

Winter Season Traffic to Date

3.13 From analysis of data collected to date shown in Figures 2 and 3 below, it was observed that during the period 1 November 2007 to 16 January 2008, there had been a shift in traffic from westerly routes to A466 (via SITAX). On one day, there were 24 aircraft accepting slot allocation via SITAX. This route was normally the least used route. Apart from this scenario, the slot allocation on these waypoints (routes) had been well-spread.

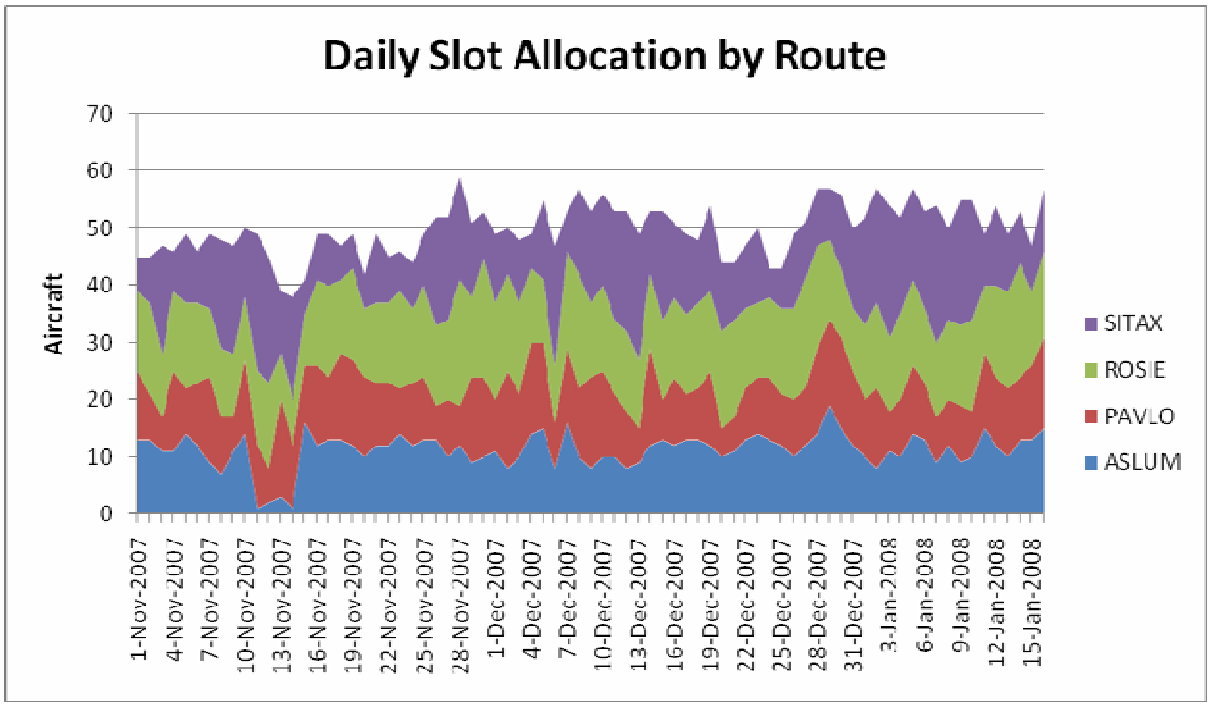

***Figure 2**: Daily Slot Allocation by Routes as number of aircraft (1 November 2007 - 16 January 2008)*

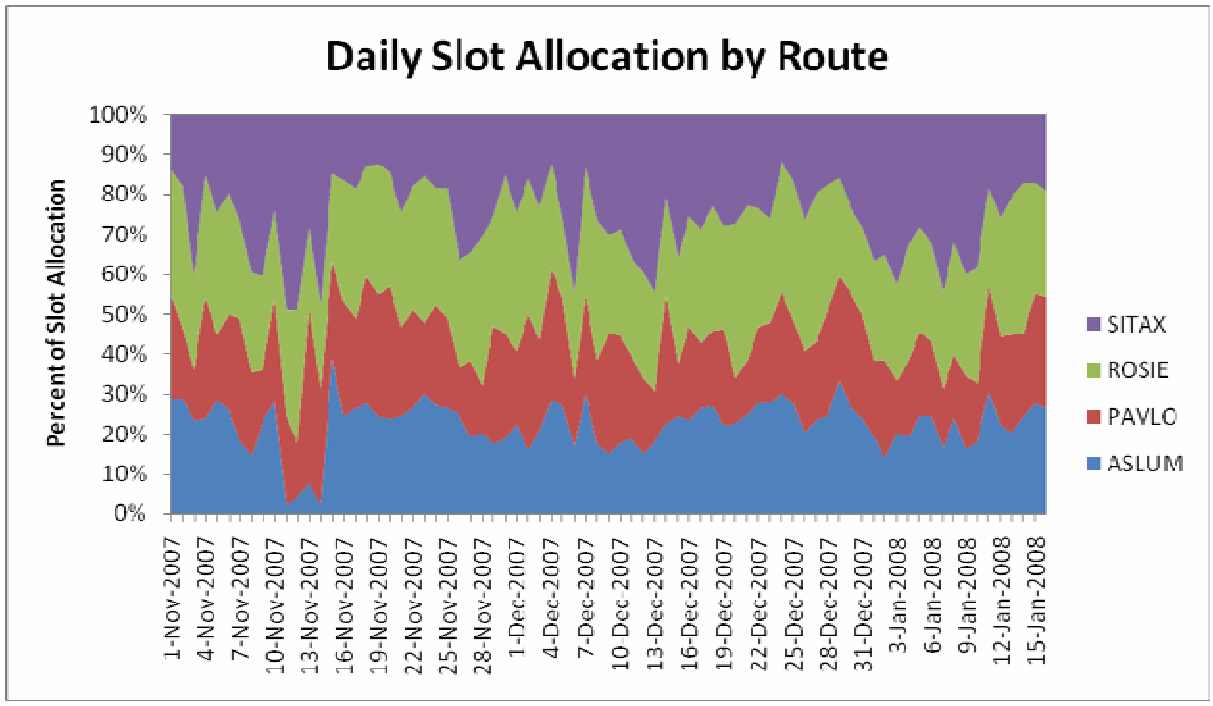

***Figure 3:** Daily Slot Allocation by Routes in percentage terms (1 November 2007 - 16 January 2008)*

Increased Traffic during the Winter Season

3.14 The meeting was advised that the data analysis indicates an increase of traffic entering the Kabul FIR during the ATFM period, which sometimes reaches 60 per night as shown in Figure 4 below.

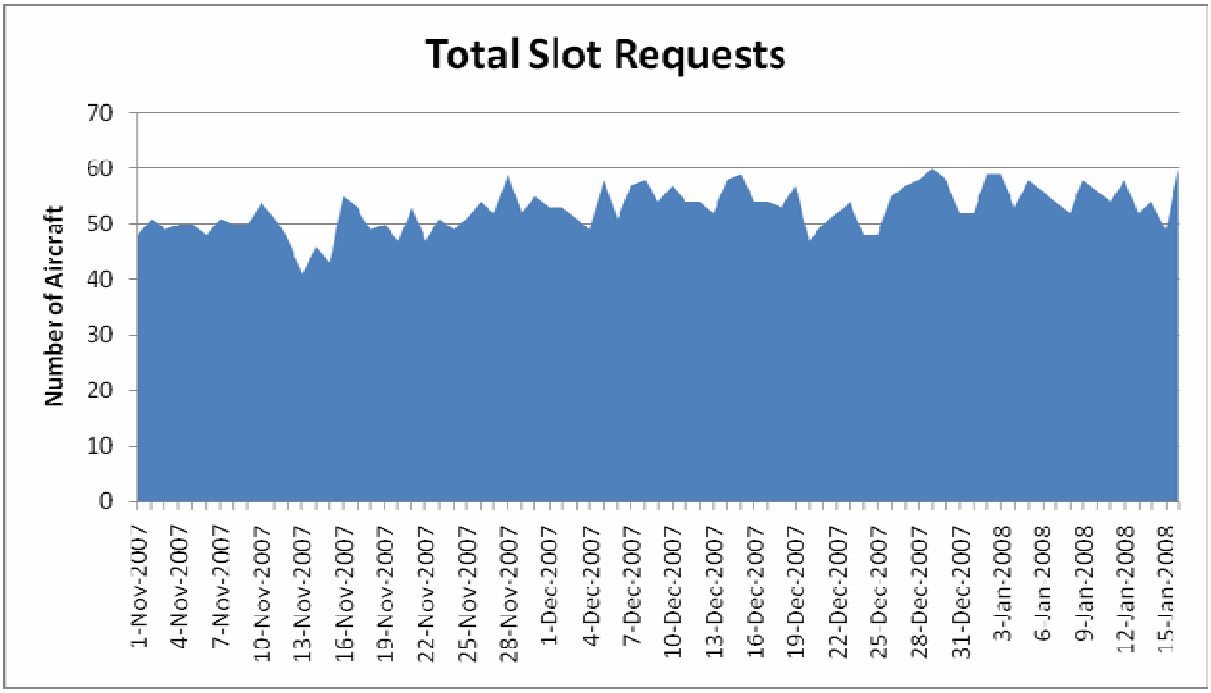

***Figure 4**: Total Slot Requests Submitted (1 November 2007 - 16 January 2008)*

3.15 During the same period about 200 slot request options by either routes or FL were submitted by dispatchers to the BOBCAT system daily, an average of approximately 4 options per flight.

Cancellation of Flight Level Priority System over ASLUM

3.16 The meeting noted that at the ATFM/TF/11, it was agreed that the flight level priority system previously used would not be used for aircraft entering the Kabul FIR at waypoint ASLUM.

3.17 The cancellation of flight level priority system over ASLUM was implemented into the BOBCAT system on 27 December 2007. Since then, there appeared to be no significant issue arising and also, more aircraft departing from Indian airports had taken advantage of using ASLUM as an entry point into the Kabul FIR, as illustrated in Figure 5 below.

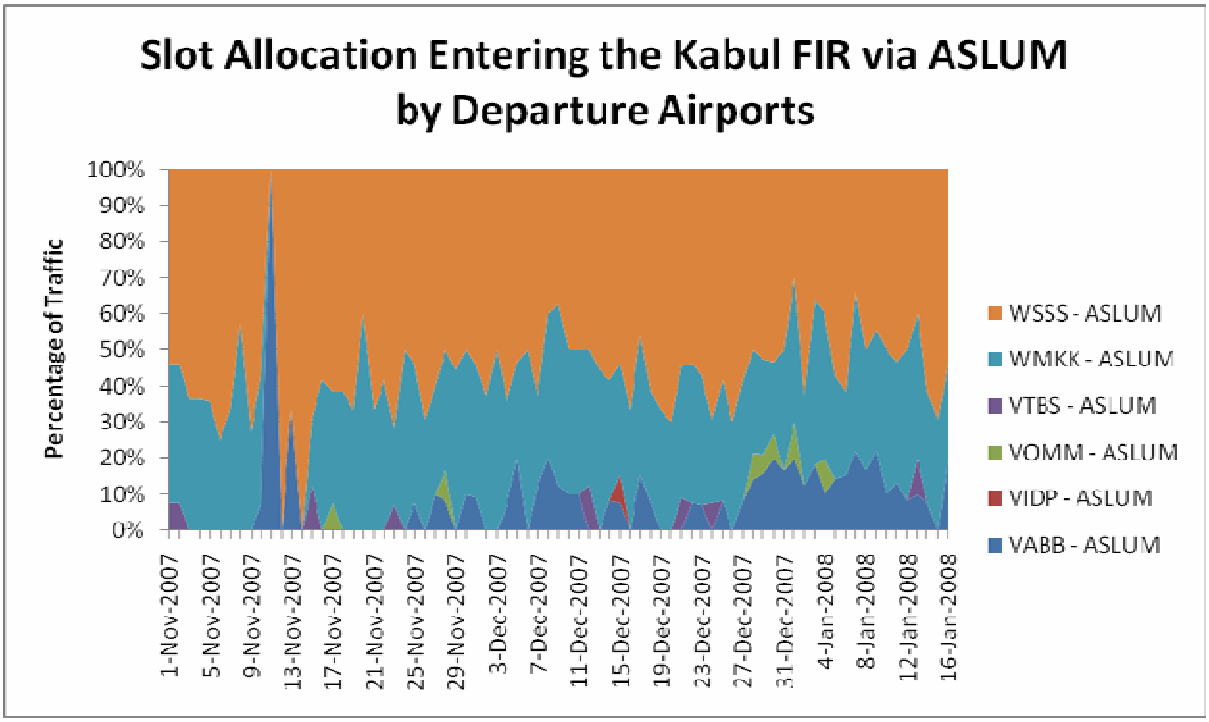

***Figure 5**: Slot Allocation Entering the Kabul FIR via ASLUM by Departure Airports (1 November 2007 - 16 January 2008)*

Outcomes from RASMAG/8

3.18 The meeting reviewed the relevant parts of the Report of the Eighth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/8, December 2007), noting information under the following headings:

a) SMA Handbook;

b) RMA Manual;

c) Approval of JCAB RMA as APANPIRG RMA;

d) HMU implementation in Japan;

e) Quantify effectiveness of AIDC;

f) China – preparation for APANPIRG RMA status;

g) Issues limiting effectiveness of Asia/Pacific RMAs;

h) Singapore to assume SMA responsibilities for South China Sea area;

i) RASMAG List of Competent Airspace Safety Monitoring Organizations;

j) Datalink performance requirements for reduced horizontal separation minima;

k) Large Height Deviation – Lost Communication between Aircraft and ATC; and

l) Development of Long Term Height Monitoring provisions

Bay of Bengal Airspace

3.19 The Monitoring Agency for the Asia Region (MAAR) presented a report to RASMAG/8 on their review of airspace safety for the RVSM implementation in the Asian region. In respect to the Bay of Bengal area, the meeting was informed that in the BOB airspace, the technical risk was calculated as $0.79 \times 10^{-9}$and the operational risk as 0.19×10^{-9}. The total risk was assessed as 0.98×10^{-9} , therefore current estimates of both technical and total risks satisfy the agreed TLS value of no more than 2.5×10^{-9} and 5.0×10^{-9} fatal accidents per flight hour respectively.

3.20 RASMAG/8 considered that it was significant that the MAAR assessment of the BOB airspace indicates that the operational risk for such a large airspace is significantly low and even well below that for the technical risk. RASMAG/8 was unaware of any other examples in the Region where this was the case and queried the level of confidence that could be placed in the reporting of LHDs for the BOB airspace. MAAR confirmed that they had accurately reported the assessed risk based on the information provided to them by the States concerned. RASMAG/8 noted that one RMA neighbouring the BOB airspace was aware of a number of LHD reports in the airspace that it was responsible for that should also have generated risk bearing reports for some of the FIRs within the BOB airspace. However, this did not appear to be reflected in the data reported by MAAR.

3.21 In an effort to clarify this situation, RASMAG/8 agreed that Asia/Pacific RMAs should identify a process by which they would share any LHD reports provided to them that could also be of relevance to another RMA responsible for adjacent FIRs. By adopting this process, RASMAG hoped to improve reporting by States and to assist RMAs to validate LHDs of relevance to their area of jurisdiction.

Adoption of global long term height monitoring provisions for RVSM

3.22 RASMAG/8 was informed that the Eleventh Meeting of the Working Group of the Whole of the ICAO Separation and Airspace Safety Panel (SASP-WG/WHL/11) adopted a proposed statement of long-term monitoring requirements to support continued safe use of RVSM. Subsequently, the Air Navigation Bureau reviewed the statement from SASP and made significant changes to the SASP proposal which were subsequently adopted by the Air Navigation Commission with a proposed effective date of November 2010. Information in this regard was circulated by Headquarters State Letter in late 2007 (ICAO Ref: AN 13/11.1-07/72, 7 December 2007), including the following text adopted by the ANC for Annex 6, Parts I and II, Chapter 7:

> 7.2.7 The State of the Operator that has issued an RVSM approval to an operator shall establish a requirement which ensures that two aeroplanes of each aircraft type grouping of the operator have their height keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.
>
> *Note:— Monitoring data from any regional monitoring programme established in accordance with Annex 11, 3.3.5.2, may be used to satisfy the requirement.*

3.23 However, RASMAG/8 was informed that the SASP remains of the view that the above text does not provide sufficient flexibility to enable specific regions to address local issues and during November 2007 presented the following proposed text for Annex 6, with new material shown in bold font, to the Air Navigation Bureau for consideration:

7.2.7 The State of the Operator that has issued an RVSM approval to an operator shall establish a requirement which ensures that **a minimum of** two aeroplanes of each aircraft type grouping of the Operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.

- *Note.— Monitoring data from any regional monitoring programme established in accordance with Annex 11, 3.3.5.2, may be used to satisfy the requirement.*

*(**SASP Note**: For completeness, existing Annex 6, paragraph 7.2.8 is included)*
7.2.8 All States that are responsible for airspace where RVSM has been implemented, or that have issued RVSM approvals to operators within their State, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and operators found to be operating in RVSM airspace without a valid RVSM approval.

- *Note 1.— These provisions and procedures need to address both the situation where the aircraft in question is operating without approval in the airspace of the State, and the situation where an operator for which the State has regulatory oversight responsibility is found to be operating without the required approval in the airspace of another State.*

- *Note 2.— Guidance material relating to the approval for operation in RVSM airspace is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

7.2.9 Regional Planning Authorities shall be responsible for instituting such monitoring programmes as are necessary to provide assurance that the RVSM Safety Objectives are being met. Specific requirements are set out in ICAO Doc. 7030 Regional Supplementary Procedures.

3.24 RASMAG/8 noted the differences in the two proposals and appreciated the attempts by the SASP, as the body responsible for identifying the need for long term height monitoring, to ensure flexibility in arrangements to suit local circumstances. RASMAG/8 requested that States take care to fully review the State Letter in relation to this matter (ICAO Ref: AN 13/11.1-07/72, 7 December 2007) and, taking into consideration the amended text prepared by the SASP (above), recognize that the proposed Annex 6 amendment may not provide APANPIRG with the ability to implement effective regional monitoring programmes to suit local circumstances. Accordingly, RASMAG encouraged States to respond to the State Letter and to seek direct input from any RMA associated with that State to ensure an informed response is provided from the recognized regional experts.

3.25 In any event, the meeting considered that there was sufficient information between the two texts to clearly indicate that, from November 2010, Annex 6 would carry Standards for airframe height monitoring that obliged States to ensure operators in RVSM airspace conducted height monitoring at regular periodicity – presently proposed as once during a two-year period or within a period of 1,000 flying hours, whichever is greater - for the foreseeable future.

Asia/Pacific actions to support long-term RVSM monitoring requirements

3.26 APANPIRG/18 was of the opinion that work should be undertaken as soon as possible in order to assess the consequences for the Asia/Pacific Region of the implementation of long term monitoring requirements and, under the terms of Conclusion 18/4, requested Asia/Pacific RMAs in conjunction with RASMAG to prepare a regional impact statement summarizing the estimated consequences for the Region, including consideration of the numbers of airframes required to be monitored.

3.27 In advancing this matter in the context of the Asia/Pacific region, RASMAG/8 considered that, although the final composition of the long term height monitoring provisions was still subject to final resolution, it was reasonable to expect, as a minimum, that an RMA would need to carry out the following tasks:

a) Educate States and airspace users as to the roles and functions of an RMA,

b) Establish the monitoring requirements to be satisfied by each operator,

c) Coordinate with other RMAs so that monitoring results are shared, and

d) Ensure that an adequate monitoring system infrastructure exists.

3.28 Accordingly, the meeting noted the 6 preparatory actions outlined by RASMAG (**Appendix D** refers) that were considered necessary for the Asia/Pacific region to accommodate the globally applicable minimum long-term monitoring requirements for RVSM operations which were expected to become effective from November 2010.

Traffic Sample Data State Letter

3.29 The meeting recalled that in considering the requirements for routine safety assessment, RASMAG/2 (October 2004) agreed that an annual provision by States of Traffic Sample Data (TSD) as well as ongoing provision of Large Height Deviation (LHD) and Gross Navigational Error (GNE) reporting – including NIL reporting -was sufficient for vertical and horizontal safety analysis. Under Conclusion 16/4 APANPIRG agreed that the month of December every year be adopted as the standard sample period for vertical and horizontal traffic sample data collection, commencing from December 2005.

3.30 Regrettably, APANPIRG/18 had found it necessary (Conclusion 18/2) to include some States on the List of Deficiencies in the ATM/AIS/SAR Fields as a result of the non provision of safety data. In this regard the meeting reviewed Regional Office State Letter Ref: T3/10.0, T3/10.1.17 – AP124/07 (ATM) dated 12 November 2007 requesting submission of December 2007 TSD to relevant regional monitoring agencies.

Indonesia - Haj flights from Indonesia to Middle East

3.31 Indonesia brought the attention of the meeting to the annual Haj embarkation flights from Indonesia to the Middle East during 16 November – 1 December 2007 which had significantly increased the traffic volume on ATS routes from Indonesia to the Middle East. Based on data from Jakarta (**Appendix E** refers), there were 559 flights within the 2 week period. This resulted in a notable increase in ATC workload, however Jakarta ACC proved capable in handling the increased traffic.

3.32 Indonesia wished to raise the awareness of the meeting and all States concerned of the sudden increase in traffic volume as the direct result of the annual Haj pilgrimage flights and that the

traffic levels associated with this annual event would continue to rise. Affected States had special procedures in place that were presently proving adequate to cater for these circumstances and would continue to coordinate the arrangements as required.

Myanmar – Communications performance

3.33 The meeting recalled that the issue of inadequate air-ground communications being provided by Myanmar had been raised during many missions conducted by ICAO in recent times. These problems were well known and documented. In addition, APANPIRG had also considered the matter and, as a result, the Myanmar authorities have been formally advised of the issues and concerns arising and have been urged on a number of occasions to rectify these problems. However, to date all the indications were that the air-ground communications were still considered not to be up to the required standard on all occasions.

3.34 Thailand informed the meeting that AEROTHAI had effective working relationships with Myanmar and had been recently involved in installing new infrastructure enhancements, including communications capability, in Myanmar. Thailand advised the meeting that they would continue to liaise with the Myanmar DCA and assist where it was necessary, in order that the issues raised can be effectively addressed on a permanent basis.

3.35 During discussions, feedback was sought from airspace users. IATA agreed to consider undertaking a one week survey with the support of the Regional Office. The data obtained would be provided to the Regional Office for review by the ATM and CNS Sections with the objective of identifying areas of weakness. The Regional Office stressed that IATA members submitting data to the survey should be made aware that, if benefits were likely to result, the Regional Office would share the survey results with Myanmar and supporting parties.

Agenda Item 4: Implementation of the new CNS/ATM systems in the Region

Review of RVSM/TF activities

4.1 At APANPIRG/17, consideration had been given to disbanding the RVSM Implementation Task Force (RVSM/TF) as it had completed its present schedule of work. However, in view of China's planning to implement RVSM by 2008, APANPIRG/17 considered that the knowledge and experience that had been gained by the RVSM/TF would be useful to China and surrounding States, and would assist in inter-regional harmonization when China proceeded with RVSM implementation. Subsequently, China announced the intention to introduce RVSM throughout the Chinese airspace during 2007. In coordination with the Regional Office, it was agreed that the RVSM/TF would work with China on RVSM implementation throughout the Chinese FIRs.

4.2 Accordingly, the RVSM/TF met three times and one related ATS Special Coordination Meeting (SCM) was also held, as shown below:

a) 12 - 16 March 2007, Bangkok, Thailand - RVSM/TF/30
(China RVSM implementation);

b) 15 - 18 May 2007, Beijing, China - Special Coordination Meeting for the RVSM Implementation by China (SCM/RVSM China):
(Arrangements for Task Force to review progress made by China)

c) 31 July – 3 August 2007, Bangkok, Thailand – RVSM/TF/31 (Progress China RVSM implementation)

d) 18 – 21 September 2007, Beijing, China – RVSM/TF/32 (Go/No Go Meeting)

4.3 The RVSM/TF reviewed the geographical areas of sovereign Chinese airspace included in the readiness and safety assessments. The areas cover nine Chinese FIRs, including the Beijing, Shanghai, Guangzhou, Wuhan, Shenyang, Lanzhou, Urumqi, Kunming, and Sanya FIR (over the Hainan Island). In addition, based on the collected TSD, the RVSM/TF reviewed the flight operation statistics, traffic flow characteristics, operator and aircraft profiles, and flight level utilization used to describe the air traffic environment of the sovereign Chinese airspace.

4.4 The RVSM/TF noted that the FAA Technical Centre reviewed the ATMB readiness and safety assessment and had independently verified the risk values presented safety assessments prepared by China. Specifically, the FAA Technical Centre team, *inter alia*, produced readiness estimate values which were virtually identical to the ATMB team's results which indicate that China's readiness goal for RVSM implementation would be met.

4.5 RVSM/TF/32 noted that the technical and overall risk estimates satisfied the agreed TLS value of no more than 2.5×10^{-9} and 5.0×10^{-9} fatal accidents per flight hour due to the loss of a correctly established vertical separation standard of 300 m and to all causes, respectively. Consequently, based on the readiness and safety assessments, the RVSM/TF agreed that RVSM implementation should proceed on 21 November 2007 as scheduled.

4.6 The meeting reviewed aspects of the China RVSM implementation in relation to the interactions with BBACG States, but States did not identify any outstanding matters for further action. IATA reported that in general terms the implementation had gone smoothly and flight level transition arrangements were working well. However, IATA had specific concerns in relation to the ad hoc use of lateral offsets to both the left and right of track within China's radar airspace and misunderstanding with regard to TCAS requirements. IATA would raise these matters at the RVSM/TF 90 day review meeting.

4.7 The meeting noted that as a result of the RVSM implementation, the flight level transition area that was previously located within the Yangon FIR became the responsibility of China in the Kunming FIR. This meant that existing flight level restrictions within Kolkata, Dhaka and Yangon FIRs, particularly for ATS Routes A201, A599 and B465, were lifted and all flight levels were made available.

Outcomes from the WPAC/SCS RVSM Scrutiny Working Group

4.8 The First Meeting of the Western Pacific/South China Sea RVSM Scrutiny Working Group (WPAC/SCS RSG/1) was convened in January 2007 as a result of the APANPIRG/17 (August 2006) review of RVSM operations in the WPAC/SCS area to urgently address the following:

a) the TLS for WPAC/SCS RVSM operations was being exceeded and showing an adverse trend, and

b) problems with the RVSM interface arrangements between the modified single alternate FLOS used in the WPAC/SCS and the single alternate FLOS used in areas surrounding the WPAC/SCS.

4.9 The WPAC/SCS RSG/2 and RSG/3 meetings were held in June and October/November 2007 respectively. Deep analysis was undertaken of the many Large Height Deviation (LHD) occurrences

that had been reported. Noting that 81% of LHD reports result from to errors in ATC-unit to ATC-unit transferred/transition message, WPAC/SCS RSG/1 reached the following conclusions:

a) a large number of LHD occurrences were directly related to erroneous ATC coordination between ACCs, including lack of update to previously coordinated flight levels, readback/hearback errors, coordination not undertaken and flight level change instructions not issued to flights although coordination had been completed;

b) some examples of LHD were pilot related and included occasions of non-compliance with ATC clearance, flight level change without ATC clearance, altitude bust and callsign confusion;

c) a significant number of LHD related to 'others' category including TCAS response to airspace penetration by uncoordinated military flights, mechanical difficulties with flights (e.g. depressurization, engine failure) and weather related factors including turbulence;

d) LHD at the Manila FIR/Taipei FIR/Fukuoka FIR boundary involving ATS routes L625, B462 and B348 in proximity to AGVAR, POTIB, MEVIN were directly influenced by the differing FLOS's in use on either side of the FIR boundaries in this area;

e) other than the Manila FIR/Taipei FIR/Fukuoka FIR issue described above, based on the LHD data available to the meeting no primary connection could be made between the LHD occurrences and the modified single alternate FLOS in use in the WPAC/SCS area; and

f) some of the reported LHDs were situations in which, although ATC coordination errors were evident and an ATS incident had occurred, review by the WPAC/SCS RSG indicated that the situation did not meet the criteria for LHD and therefore should not have been reported as LHD.

4.10 RASMAG/8 was pleased to note that the decline in LHD occurrences since January 2007 which contributed to the overall improvement in the safety assessment and had led to the TLS for the WPAC/SCS being satisfied for the first time in some years. This was an important milestone regionally and RASMAG/8 congratulated the WPAC/SCS RSG which had been instrumental in assisting States to investigate and remediate LHDs resulting from ATC to ATC coordination errors. The meeting anticipated that the level of awareness generated by the WPAC/SCS RSG about RVSM issues amongst affected States would continue to enhance safety performance in this area.

Adoption of Scenario 3 FLOS/FLAS for the WPAC/SCS Area

4.11 The Scenario 3 proposal for the WPAC/SCS area FLOS/FLAS reached in-principle agreement of all parties at the WPAC/SCS RSG/2 meeting. Scenario 3 was adopted as the basis for the future work of the Scrutiny Group and comprised an ICAO compliant single alternate FLOS, with the exception of the six unidirectional parallel routes, i.e. L642, M771, N892, L625, N884 and M767, on which special high capacity arrangements had been agreed that involved managed use of all odd and even flight levels in each direction.

4.12 Recognizing that no safety issues had been identified by the safety analyses conducted by any of the affected States or MAAR, a number of systemic benefits would result, consensus between all affected States had been reached, and the Regional Office and IATA supported the implementation, the WPAC/SCS RSG/3 meeting took a 'Go' decision for the implementation of the new level allocations in

the WPAC/SCS area, as shown in the draft AIP Supplement at **Appendix F**. Taking into account the implementation complexities expressed by States, WPAC/SCS RSG/3 set a target date of AIRAC 5 June 2008 to implement the final version of the WPAC/SCS level allocation**.**

4.13 Indonesia highlighted that ATS route B592 had not yet been listed in the FLAS arrangements. Indonesia would bring this matter to the attention of the WPAC/SCS RSG/4 meeting, which was scheduled from 26-29 February 2008, for remediation.

Expansion of RVSM level band within Indonesia

4.14 Indonesia informed the meeting of actions taken by the Indonesian DGCA to improve airspace capacity and to support the implementation of new FLAS which was developed by WPAC/SCS RSG/3 for RVSM operations in the South China Sea area.

4.15 The meeting recalled that RVSM had been implemented in Indonesia during November 2003 using a restricted flight level band, from FL310 to FL410 inclusive. However, in order to harmonize RVSM operations in the region and support the FLAS agreed to by the WPAC/SCS RSG, from June 2008 the Indonesian DGCA will implement the full RVSM level band between FL290 and FL410 in accordance with the level band called for by ICAO provisions. The change will be promulgated by AIP Supplement which will be issued shortly.

4.16 Following the WPAC/SCS RSG/4 meeting from 26-29 February 2008, the Indonesia DGCA will also review the inter-ACC operational coordination agreements and update LOAs between Indonesia – Malaysia, Indonesia – Philippines, Indonesia –Singapore and Indonesia – USA to ensure smooth transition of the new FLAS.

4.17 The meeting welcomed the expanded RVSM level band in Indonesia and congratulated Indonesia for taking this step. The availability of the extra flight levels would be of significant assistance to RVSM operations through Indonesian FIRs, would assist with the implementation of the new FLAS and brought Indonesia into alignment with applicable ICAO provisions in this respect.

Indonesia – Consolidation of Medan ATS to Jakarta ACC

4.18 The meeting noted information from Indonesia regarding to the consolidation of ATS provision within the Medan East and Medan West Upper Control Area to Jakarta ACC. The changes had become necessary as a result of the consolidation of Indonesian airspace from four into two FIRs.

4.19 The meeting was informed that the Medan East Control Area and Medan West Control Area were renamed as Medan East Upper Control Area and Medan West Upper Control Area respectively and that provision of Medan East Upper Control Area was permanently implemented from 31 August 2006, and Medan West Upper Control Area Services from 14 March 2007. This meant that services previously provided from Medan ACC were now provided from Jakarta ACC. Medan ACC facilities have been retained as a contingency for Jakarta ACC.

4.20 Throughout this process, operational and technical performance had been maintained at a suitable level and no safety occurrences had been reported. Full details of the implementation, including vertical and horizontal dimensions of the affected airspaces, are recorded in Indonesian AIP Supplement 05/06, dated 22 June 2006.

Agenda Item 5: ATS route developments

The need for Inter Regional ATS Route Coordination Meetings

5.1 The meeting expressed frustration at the ongoing difficulties in getting all parties in one place to discuss ATS route matters. The recent experiences of the ATFM/TF had highlighted that the Asia/Pacific region did not have a dedicated ATS routes meeting of any kind and, although route matters were considered at the various ATS Coordination Group meetings, coordination was often necessary with parties who were not present at the meetings.

5.2 The meeting considered that there was an urgent need for an ATS routes meeting to be conducted between, at the least, Afghanistan, India, Iran, Kazakhstan, Pakistan, Uzbekistan, ICAO and IATA. The meeting requested that the Regional Office commence coordination in this regard with the ICAO EUR and MID Offices.

ASIOACG proposal - Indian Ocean/Arabian Sea Route Review Working Group

5.3 The meeting reviewed with interest the proposal from ASIOACG/2 to establish a, Indian Ocean/Arabian Sea Route Review working Group – as described in paragraphs 8.11 to 8.18 of this report. Also, the ASIOACG/2 had established a group to review South Africa to Asia route matters with a view to implementing Flex Tracks in Australian FIRs.

5.4 The information from ASIOACG suggested that there had been significant changes in major traffic flows since the implementation of EMARSSH which were leading operators to implement new city pairs. The meeting expressed that this was also the situation in the Bay of Bengal and more changes were expected as, for example, the evolving markets in China led to travelers perhaps wishing to visit Africa.

5.5 Additionally, APANPIRG had established a regional Task Force to accelerate the implementation of the ICAO PBN initiatives described in the PBN manual. This was expected to promote the RNP4 navigation specification as the aiming point for regional oceanic airspaces in the foreseeable future, although it was probable that this would be achieved by staged implementations of RNP10.

5.6 The confluence of these factors – new traffic flows, PBN implementation, the initiatives of ASIOACG in conducting regional route reviews and Flex Track implementations in Arabian Sea and Indian Ocean suggested that a wider initiative in undertaking a coordinated route review involving a number of ICAO regions and of a similar magnitude to EMARSSH was warranted. The meeting expected that the IATA oceanic user requirements statement that was expected to be available in the first half of 2008 would also reach similar conclusions and suggested that States be prepared to provide support to such a wide ranging ATS routes review activity.

Sri Lanka - 15 minutes longitudinal separation in Colombo FIR

5.7 Sri Lanka provided information to the meeting in relation to the use of 15 minutes longitudinal separation on a number of airways entering the Colombo FIR, as shown in the table below.

ATS Route	VRMF	VCCC	WIIF	YMMM
M300	-	10 min MNT	10 min MNT	-
P570	-	10 min MNT	10 min MNT	-
L896	-	10 min MNT	10 min MNT	-

ATS Route	VRMF	VCCC	WIIF	YMMM
R456	10 min	15 min	15 min	-
A327	-	15 min	15 min	50NM / 10 min
G462	-	15 min	15 min	-
L897	-	10 min MNT	10 min MNT	-
A214	10 min	15 min	15 min	10 min
B344	-	15 min	15 min	50NM / 10 min
B340	-	15 min	-	50NM / 10 min
A463	-	15 min	-	50NM / 10 min
A594	10 min	15 min	-	50NM / 10 min

Table 1: ATS routes subject to 15 minutes separation

5.8 In reviewing this matter, the meeting noted that the Regional Supplementary Procedures (Doc 7030) MID/ASIA paragraph 7.2 authorized the use of 10 minutes longitudinal separation with Mach Number Technique very widely across the Asia/Pacific region, including the Colombo and Jakarta FIRs. Despite this, the use of 15 minutes longitudinal separation was still in place for some airways, as shown in the table above.

5.9 As the use of 15 minutes was confined to 'conventional' routes shown above, the meeting considered that it was possible that some expectation existed that 10 minutes was only applicable for RNAV routes. However, the Secretariat highlighted that the provisions of PANS-ATM paragraph 5.4.2.2.1.1 authorizing 10 minutes longitudinal in specific situations was not confined to RNAV operations and the provision was equally applicable to conventional routes.

5.10 Accordingly, the Secretariat considered that, in the situation being discussed, the application of 10 minutes longitudinal separation was supported by ICAO provisions and existing Regional Supplementary Procedures. The meeting encouraged the States involved (Australia, Indonesia, Sri Lanka) to work together in amending operational Letters of Agreement to implement the use of 10 minutes with Mach Number Technique instead of the 15 minutes presently being applied. An item was added to the Task List in this respect.

5.11 The meeting was aware that APANPIRG had recently formed the PBN task force to accelerate implementation of the provisions contained in the PBN Manual (Doc 9613). The Secretariat informed the meeting that, in terms of oceanic airspace, the end state preference was for the RNP4 navigation specification to be implemented. However, the Regional Office recognized that this would probably occur by way of a series of RNP10 implementations across the region. Accordingly, the meeting recommended that States use the opportunity presented by the reduction of separation to 10 minutes to also adopt RNP10 specifications for all possible routes. This would also facilitate the implementation of CPDLC based 50NM longitudinal separation in these areas. An item was added to the Task List in this respect.

ATFM related ATS route issues in Pakistan Airspace

5.12 A Small Working Group was convened during the meeting to explore ways of solving several ATM issues within Pakistan airspace, especially during the ATFM period for westbound aircraft. The meeting was attended by representatives from ICAO, Pakistan, Thailand and IATA. Issues discussed are described below.

ATS Routing system from the Delhi/Lahore FIR boundary to separate aircraft entering Kabul FIR at PAVLO and SITAX

5.13 The meeting noted that considerable effort had already been devoted to this issue by both India and Pakistan to avoid aircraft who entered Kabul FIR at PAVLO and SITAX using the same ATS route (A466) from SAMAR to DI.

5.14 India had already extended the route M875 from BUTOP to the Lahore FIR boundary (GUGAL) which would open the way for an extension of this route into Lahore FIR airspace. It was the intension that, once this extension was agreed to by Pakistan, aircraft planning to proceed via PAVLO – N644 through the Kabul FIR would be required to proceed via M875 - GUGAL.

5.15 Various options were looked into by the Working Group and it was finally agreed that Pakistan would further extend M875 from GUGAL to JHANG then A466 – DI – PAVLO. It was also suggested that the portion of route from GUGAL to PAVLO may also be changed to M875 for consistency.

5.16 Additionally, with regard to the present routing on A466 from SAMAR (Delhi/Lahore FIR Boundary) to DI, a new routing proposal would be implemented from SAMAR, avoiding R216,P215 to the northwest, then tracking direct to HANGU – LAJAK (Lahore/Kabul FIR Boundary) – G796 – MURAD (Kabul). As a result of this initiative, the section of A466 from DI – MURAD would not be able to be flight planned by westbound flights during the period when ATFM procedures are in operation.

5.17 Pakistan advised the meeting that all of these initiatives will be positively put forward for agreement with their military where military airspace may be affected. Feedback will be provided to the Regional Office and future ATFM/TF meetings.

ATS Route G202

5.18 Pakistan advised the working group that some westbound aircraft are planning via P628 to Rahim Yar Khan (RK) then proceed via G202 to ZOB – ROSIE. This takes away the simplicity of a parallel route system as the vast majority of aircraft using P628 proceed via G792 and enter the Kabul FIR at ASLUM. Aircraft choosing to enter the Kabul FIR at ROSIE enter the Karachi FIR at TIGER then proceed via G201 – ZOB – ROSIE. By having aircraft also proceeding to ZOB on G202, additional workload is placed on Pakistan controllers, taking into account other crossing routes in a relatively constrained airspace environment.

5.19 Pakistan advised the working group that they will continue to monitor this situation to see if the present arrangements can be sustained or whether G202 would not be able to be flight planned by westbound flights during the period when ATFM procedures are in operation.

Minimum Enroute Altitude (MEA) entering Karachi FIR at VIKIT

5.20 The meeting requested Pakistan to consider lowering the MEA on P628 from VIKIT (Delhi/Karachi FIR Boundary) from FL320 to FL300, especially during ATFM operations. This would be consistent with the position by India under which they would also make FL300 available prior to VIKIT on P628. This route, which is used by aircraft from Singapore, Kuala Lumpur and recently from

Mumbai, is very popular especially during the summer months, however present flight level limitations cause issues to aircraft using this route, especially when FL280 is not available via G792 through the Kabul FIR.

5.21 Pakistan advised that they would seriously consider lowering the MEA to FL300 however, they needed to take into consideration crossing traffic which was considerable during the ATFM period. The matter would be further investigated and coordination undertaken with India to determine strategies in this respect.

Simultaneous Use of B466 and G792 westbound joining at PAROD

5.22 The meeting noted that a lengthy discussion had taken place on this subject during ATFM/TF/11 in November 2007. Afghanistan advised ATFM/TF/11 that B466 from SERKA to PAROD had been approved by military authorities in Afghanistan from FL310 to FL390. However, without assistance from Pakistan, Kabul ACC was presently unable to ensure the appropriate separation between aircraft simultaneously using both ATS routes at the same flight level.

5.23 Understanding Kabul ACC's difficulties on this matter, Pakistan advised the meeting that they would positively look at ways to ensure that, where aircraft would be operating on both B466 and G792 and approaching PAROD at the same level, Pakistan would manage the aircraft to ensure that 10 minutes with no closing speed would be maintained over PAROD.

5.24 In this context, two alternative proposals were discussed:

a) implement actions to ensure that there would be a minimum of 10 minutes (no closing speed) between the first westbound aircraft's ETA over GASIR on B466 with the second aircraft's ETA over AMBER on G792 (both waypoints within Karachi FIR), or vice versa; or

b) the same procedures would apply, however the waypoints used to establish the separation would be changed to SERKA (B466) and ABDUL (G792).

5.25 In the case of b) above, coordination would need to be managed between Karachi ACC (SERKA) and Lahore ACC (ABDUL). It was recognized that during the busy ATFM period during the early hours of the morning, it may be more efficient for both waypoints to be assigned to one FIR to ease coordination workload.

5.26 Pakistan advised that they would study and progress this matter and keep the ICAO Regional Office informed. It would also be expected that the new procedure should be included in the updated Operational Letter of Agreement between Kabul ACC and Karachi/Lahore ACCs before implementation.

5.27 The meeting expressed appreciation to Pakistan for attempting to move these matters forward. Successful outcomes would result in streamlined arrangements for the ATFM period and was also expected to alleviate ATC workload for ACCs in India and Pakistan.

Thailand - ATS route changes - Bangkok and Yangon FIRs

5.28 Thailand presented the meeting with proposals for amendments to the ATS route structure revision between Bangkok and Yangon FIRs to enhance the flow of the significantly increased traffic during the BOBCAT period and to prevent possible choke- points within Bay of Bengal area.

5.29 The meeting was informed that the DCA Myanmar and Aeronautical Radio of Thailand Ltd. (AEROTHAI) had started the discussion in relation to the proposed revised ATS route structure between Bangkok and Yangon FIRs during an operational visit to Yangon in July 2007. The meeting noted that the following amendments to ATS routes and the establishment of a Conditional route (Figure 6 below) had been agreed by both parties:

a) Realignment of ATS/RNAV routes L507, P646 and N895

b) Establishment of Conditional RNAV/RNP10 route between BKK DVOR and LALIT to segregate the traffic flow on L301 and P762

5.30 The meeting noted that Thailand intended to conduct coordination with India in relation to further extending the realigned N895 across the Kolkata FIR boundary. Availability of the proposed Conditional route would be subject to the daily military activity in the Bangkok FIR. However, it was anticipated that this route would be active during weeknights as well as weekends and, as well as providing track shortening, would serve to de-conflict traffic on P762 from ML301 in the vicinity of DWI.

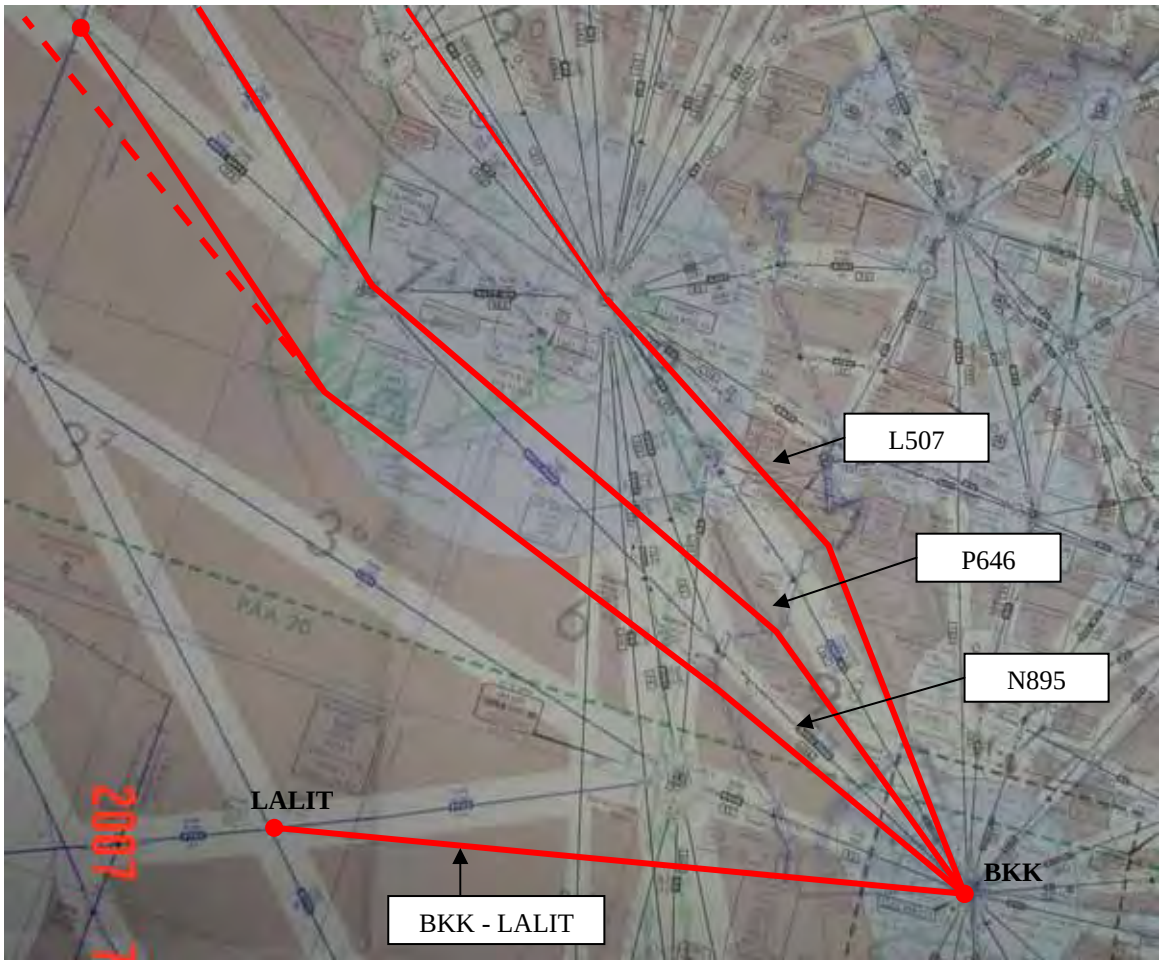

***Figure 6**: Proposed revised ATS Route Structure between Bangkok and Yangon FIRs*

5.31 The meeting expressed appreciation to Thailand for their initiative in advancing these proposals and for undertaking required coordination with Myanmar. IATA fully supported the proposals and the meeting encouraged Thailand to implement the changes as soon as possible.

Australia - Implementation of transition routes for AUSOTS access

5.32 The meeting recalled that on the 27th of June 2005, Airservices Australia commenced a trial of Flex Tracks for aircraft between Asia and Australia called Australian Organised Track Structure (AUSOTS). Australia informed the meeting that the trial has been very successful with participating airlines realizing meaningful benefits from the tracks designed to maximize wind affect by seeking tailwinds and avoiding headwinds. The extrapolated benefits from actual data on savings are estimated to be in excess of 2.7 million kilograms of fuel per annum with substantial environmental benefits directly accruing from the fuel savings. Maximum airline participation is encouraged by minimal requirements and restrictions applied to the use of the tracks.

5.33 The meeting noted that the implementation of AUSOTS was initially entirely within the Australian FIRs. Aircraft flying the AUSOTS tracks use the conventional fixed routes outside of the Australian FIR and commence Flex Track at a published waypoint on the boundary of Australian FIRs. As the conventional fixed route does not always position the aircraft efficiently for a Flex Track, benefits to airlines can increase with the availability of additional route options or transitions to the start of the Flex Track.

5.34 The meeting was pleased to note that work conducted by India, Sri Lanka & Indonesia at BBACG/18 had enabled the implementation of transition routes L896, L897 & N564 in May 2007 to feed AUSOTS Flex Tracks. The routes agreed and implemented by India, Sri Lanka and Indonesia are shown for reference in Figure 7 below, as extracted from the Indonesian AIP SUPP.

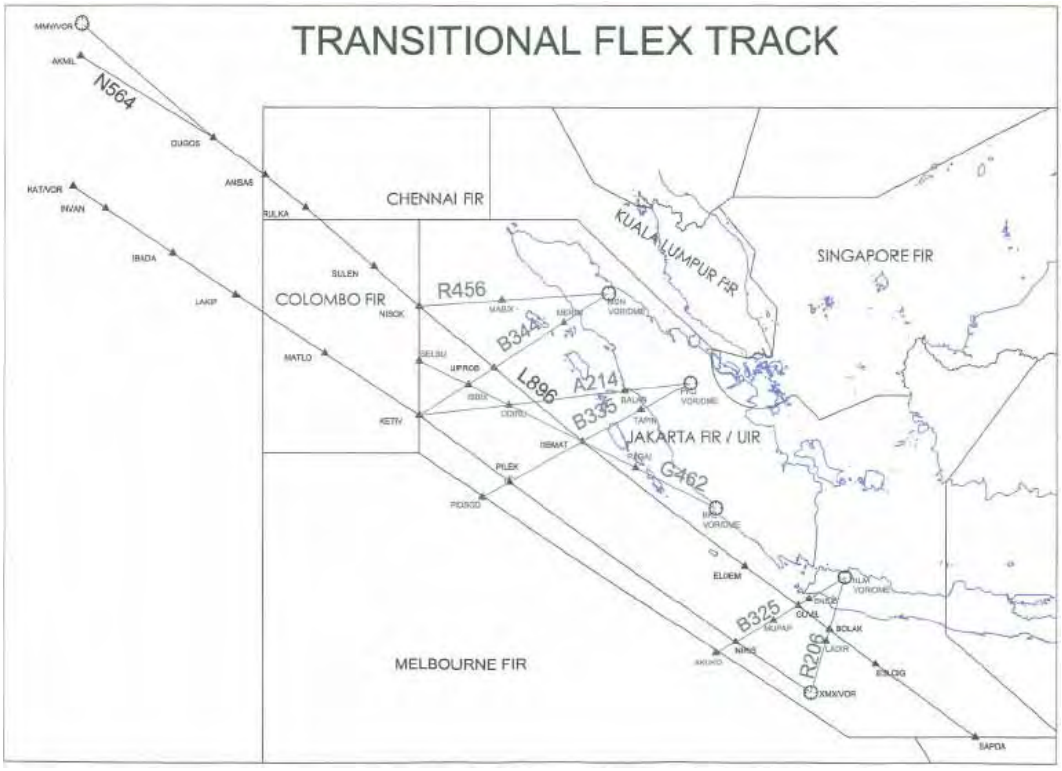

***Figure 7**: Route segments implemented from India & Sri Lanka to AUSOTS airspace*

5.35 Australia informed the meeting that the new routes have been enthusiastically received by airlines. Since implementation on May 12th until Dec 2007 these new routes have been used by nearly 50% of all Qantas flights from Mumbai to Sydney. Savings data provided from airlines flying these new

routes have indicated fuel savings which range from 200-2000kg per flight and result in valuable environmental benefits.

5.36 Additional to the fuel savings and environmental benefits there have been other direct benefits provided for airline operations. The distance between Mumbai and Sydney is approximately 5400nm which for twin engined operations previously had constraints that periodically necessitated unplanned diversions for fuel. The joint benefits of the routes L896, L897 and N564 not only ensure consistent operation but also result in payload improvements.

5.37 The meeting thanked Australia for reporting these positive outcomes back to the States participating in the implementation, with IATA confirming the savings highlighted and expressing strong appreciation on behalf of the airlines involved.

Australia – Implement Flex Tracks between Africa and Asia

5.38 Australia informed the meeting that the Indian Oceanic area was ideally suited to the application of AUSOTS Flex Tracks due to its vast area, relatively light traffic and strong jetstream activity. Large and consistent saving were anticipated in the region of 1% of total fuel burn and the meeting noted that for each tonne of fuel that was not burned in an aircraft jet engine, 3.2 tonnes of greenhouse gases would not be released.

5.39 In a conceptual sense, information received from one airline operating between Africa and Asia indicated that an area such as shown in Figure 8 below roughly represented the possible track variation that would occur. To be able to offer such track variation across a number of FIRs, coordinated arrangements would be necessary between the States affected.

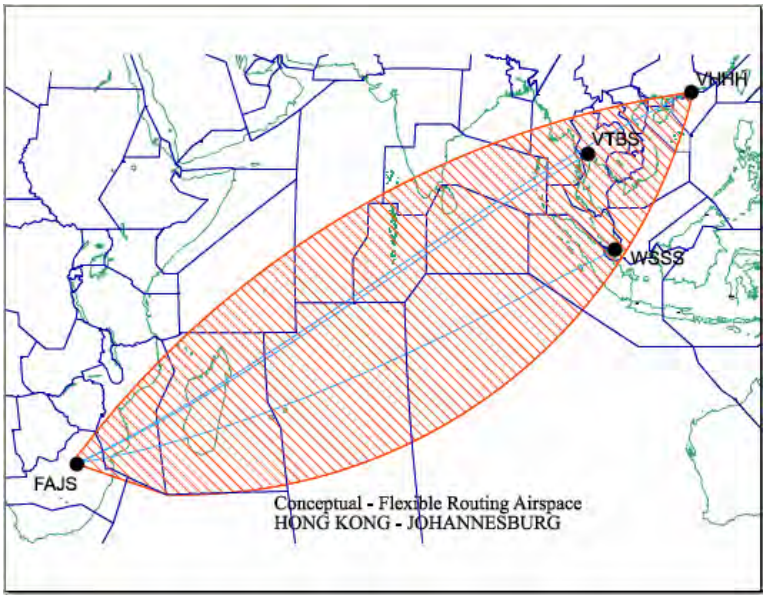

***Figure 8**: Possible area for Flex Tracks between Africa and Asia*

5.40 The meeting noted that Australia has already established operational capability to create and publish on a regular basis, a network of air routes that are efficient for airlines yet are constructed to permit ATC to detect and resolve conflicts. Airservices Australia is prepared to coordinate an effort between affected States to establish Flex Tracks arrangements in this airspace and had nominated Mr. Phil Mayo (Phil.Mayo@AirservicesAustralia.com) as the contact officer.

5.41 Airservices would also develop an operational concept for the Southern Indian Ocean and initiate some research into previous work which had been undertaken in regard to UPRs for the Indian

Ocean. This would require specialist input from the ANSPs associated with the airspace under consideration. The Operational Concept would identify Operators, City Pairs and Aircraft types for an interim application in March 2008.

5.42 The meeting expressed support for this proposal and encouraged affected States to commence coordination with Airservices Australia in order to move the proposal forward. The Secretariat informed the meeting that this proposal had also been well received by States at the recent ASIOACG/2 meeting, who had also agreed to participate. A list of contact officers would be established to facilitate coordination and Singapore Airlines would undertake a flight planning trial to provide data for consideration. An item was added to the Task list in this respect.

ATS Route Catalogue

5.43 The meeting recalled that the ATS Route Network Review Task Force (ARNR/TF, disbanded) developed the draft *Asia/Pacific ATS Route Catalogue*, which was adopted by APANPIRG/16 as a regional planning tool in support of the Basic Air Navigation Plan.

5.44 The Catalogue Version 1 was published in August 2005 and Version 3 is now available from the ICAO Asia/Pacific web site (http://www.icao.int/apac/) under the menu "eDocuments". Since August 2005, on-going updates have been undertaken by the Regional Office based on the information made available by States and airspace users.

5.45 The Secretariat encouraged all States and international organisations to review the ATS Route Catalogue regularly in accordance with APANPIRG Conclusion 16/10, take action on the route requests in the Catalogue along with the request made by IATA at APANPIRG/18 and provide updated information to the Regional Office regularly for inclusion in the Catalogue. The meeting recalled that the Catalogue did not replace the BANP and that without a formal amendment to the BANP, inclusion in the Catalogue does not affect the status of the routes required by the BANP.

5.46 At the APANPIRG/18 (September 2007, Bangkok), IATA highlighted that many routes in the Catalogue remain unimplemented with no forward visibility as to whether or when there would be an outcome. The meeting requested that States consider, as a matter of priority, the implementation of more routes from the Catalogue and, if the entire route could not be implemented, consider realignment of the requested route, implementation of segments of the required route or implementation of conditional routes.

Agenda Item 6: Civil Military Coordination

6.1 The meeting was provided with details of an information paper that had been presented to the recent ASIOACG/2 meeting (Dubai, UAE, January 2008) in relation to Civil Military Coordination matters.

6.2 The information paper highlighted that effective cooperation and coordination between civil and military authorities is essential. Civil/military compatibility and the establishment of joint coordination bodies for airspace management and air traffic control are fundamental to meeting the future requirements for enhanced safety, security, capacity, efficiency, environmental protection and sovereignty of air traffic operations. CNS/ATM initiatives and requirements cannot be fully realized without effective civil/military coordination. States need to ensure that military authorities are fully involved in airspace planning and aware of the new developments in civil aviation.

6.3 Military aviation plays a vital role in national security and defense. The activity of State aircraft is a justified and legitimate activity that is required for national security and defense purposes.

Therefore, it is a requirement that each State be able to train and operate its military forces to enable them to discharge their security and defense responsibilities. For that purpose, the integration of civil/military requirements into future CNS/ATM strategies should be a fundamental consideration. Additionally, in addition to the related civil/military coordination provisions of Annex 11 - *Air Traffic Services*, Chapter 2, the scope of ICAO Global Plan Initiative 1 - "Flexible Use of Airspace" is the optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction.

6.4 Although the nature of military aviation differs from civil users, they frequently operate in a mixed civil/military environment where they directly impact the performance of the air traffic management system. Civil and military aviation operations share similar requirements: on-time departures, user preferred routings, unrestricted climbs to cruise/optimum altitudes/step climbs, no duplication or unnecessary equipage, constant descent to landing, and no unnecessary vectoring.

6.5 Both civil and military aviation operations suffer the consequences of inefficient air traffic management services. Repercussions for inefficient operations for both civil and military users mean carrying less cargo and using more fuel. For the military, this necessitates the requirement for more sorties and/or air refueling capability. For civil aircraft, the impact is fewer passengers, decreased revenue and increased expenses. In both cases, increased environmental impacts result.

6.6 As roadmaps for future airspace structures are developed to meet evolving needs, air traffic service authorities need to give urgent consideration to the establishment of civil/military coordination mechanisms/bodies for airspace management and air traffic control. In order to meet defense and security needs, sufficient airspace to complete missions and training needs to be incorporated into any future plans. Continual coordination between civil service providers and military users facilitates the ability to meet increasing needs of commercial traffic and the military's unique training and operational requirements.

6.7 In order to facilitate civil/military cooperation, the ICAO Regional Offices in the Asia/Pacific, South America, North America and the Middle East regions have sponsored Civil/Military Cooperation Workshops/Seminars with the aim of developing regional guidelines to promote and improve civil/military cooperation. These workshops/seminars noted that effective cooperation and coordination between civil and military authorities was essential, and endorsed the principles of flexible use of airspace and equitable sharing of both convenience and inconvenience by civil and military users.

6.8 Recognizing the increased significance and demand for airspace by civil and military users, the United States Department of Defence, in conjunction with the Air Traffic Control Association and American Association of Airport Executives, convened the Civil/Military Air Traffic Management Summit 2007 (CMAC07) which was held 26 February to 1 March 2007 in Bangkok, Thailand. This unique summit, hosted by AEROTHAI and supported by the FAA and ICAO, created an international forum for policymakers to discuss common issues and solutions to air traffic management problems. Over forty States attended CMAC07, which addressed significant areas of air traffic management including operations, airspace infrastructure, future systems, regional cooperation and global utilization.

Agenda Item 7: Review and update BBACG Task List

7.1 While reviewing the BBACG Task List, the meeting was apprised of the status of items remaining open as well as items that were considered suitable for closure, noting the progress that had been made. The meeting considered that the updated Task List included as **Appendix G** adequately reflected the work programme of the group.

Agenda Item 8: Any other business

Outcomes of ASIOACG/2

8.1 The second meeting of the Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG/2) was convened by the Directorate General of Civil Aviation and Meteorology (DGCAM), Sultanate of Oman, with the support of Emirates Airline, at the Emirates Aviation College, Dubai UAE from 15th to 16th January 2008.

8.2 The meeting was attended by 40 participants from Australia, India, Maldives, Oman, Saudi Arabia, Seychelles, Sri Lanka, the United Arab Emirates, the United States of America, ICAO (APAC and MID Regional Offices), IATA, Emirates Airline, Cathay Pacific, Qantas, Etihad Airways, Qatar Airways and Singapore Airlines. The Arab Civil Aviation Commission (ACAC) was also represented as were Datalink Service Providers, ARINC and SITA.

8.3 The list of Action Items from ASIOACG is included as **Appendix H** to this report.

Mumbai datalink

8.4 Updates were provided from all the ANSPs present at the meeting. India reported that the Mumbai ACC was currently providing CPDLC services for 17 hours per day and that plans for an increase to H24 were under consideration. Indications were that only about 40% of aircraft transiting the Mumbai FIR were actually logging-on during those hours. India also confirmed that the ADS-C/CPDLC services would need to undergo a safety assessment and be assessed by the BOB-CRA before any reduction in longitudinal separation to 50NM could be achieved.

IATA Feedback

8.5 IATA provided the meeting with their perspective on operations in the Indian Ocean. Member Airlines are reporting that HF communications with Mumbai are now better than before, especially in the northern part of the FIR. There had been a small number of AIRPROX reports involving military aircraft filed with IATA over the last 12 months and US DoD requested that where possible, details of these reports be forwarded to his Office.

8.6 IATA's major campaign for 2008 is the "Environment" and IATA will be pursuing the best practices of "Eco-ATM". Other IATA initiatives for 2008 include the benchmarking/mapping of all CNS enhancements on member fleets and this is expected to be a valuable aid to ANSPs. IATA will also outline its Vision or Requirements Statement for Oceanic Airspace during 2008 and will be looking to facilitate the introduction of more Flex Tracks, Continuous Descent Arrivals (CDAs) and RNAV Procedures.

Flight Level Allocation Scheme (FLAS)

8.7 The meeting discussed the Flight Level Allocation Scheme (FLAS) which currently exists between the Muscat and Mumbai FIRs and recommended the establishment of a small working group to review the requirements for continuation of the FLAS.

8.8 The meeting recognised that the introduction of H24 ADS/CPDLC service at Mumbai, would facilitate the removal of the FLAS and support the phased implementation of reduced separation standards. IATA agreed to develop a User Requirement List, which if adopted, could eventually lead to priority being given to FANS1/A equipped aircraft transiting the Mumbai FIR.

Traffic growth and operating efficiencies

8.9 Emirates Airline is currently operating 49 flights between Dubai and Australia on a weekly basis and this is expected to increase to 70 over the next 2 years. This expansion will commence with daily direct services from Brisbane to Dubai in August 2008.

8.10 It was generally recognised that traffic flows were changing and that ATM was not necessarily meeting the challenge. The meeting was informed that with appropriate ground infrastructure investment, RNP4 could be implemented across portions of the Indian Ocean which would realise benefits in safety, efficiency and the environment. In this regard, the meeting noted that Airservices Australia had recently conducted a survey of aircraft entering the Melbourne FIR from either the Colombo or Male FIRs. There were mostly long range aircraft, with approximately 85% equipped with ADS-C/CPDLC (FANS1/A).

Proposed establishment of the "Indian Ocean/Arabian Sea Route Review Working Group"

8.11 In addition to the Southern portion of the Indian Ocean, (South Africa to South East Asia), the meeting also identified two additional areas - the central portion of the Indian Ocean and the Arabian Sea oceanic airspace - which would provide more capacity and greater operating efficiencies through the introduction of UPRs and RNP4.

8.12 IATA referred the meeting to the planning and implementation of the EMARSSH Routes which were introduced in November 2002 ("Europe – Middle East – Asia Route Review South of the Himalayas"). Currently, there are two major EMARSSH flows, both aligned in a Southeast/Northwest direction. The Northernmost flow stretches from South East Asia across the Bay of Bengal to Northern India, Pakistan and Afghanistan and onto Europe. The Southerly flow stretches from South East Asia across the Southern part of the Bay of Bengal, Southern India and across the Arabian Sea to the Gulf region.

8.13 IATA informed the meeting that the overall traffic flow and traffic levels had changed significantly since the EMARSSH concept was first developed by the IATA Joint Route Development Group (JRDG) in 1999/2000. In recognising the changes to this operating environment, IATA recommended the establishment of an "Indian Ocean/Arabian Sea Route Review Working Group", which would include representatives from concerned States, ANSPs and Airlines. The task for this Group would be to review the existing and future ATS Route structures based on a User Requirements statement and facilitate the introduction of UPRs and RNP4 in the Southern Indian Ocean; the central Indian Ocean; and the Arabian Sea oceanic airspace.

8.14 Emirates Airlines agreed to coordinate this proposal for the establishment of an Indian Ocean/Arabian Sea Route Review Working Group with IATA to ensure that all concerned airlines were involved in the process of developing the User Requirements Statement.

8.15 The ICAO Representatives (Middle East and Asia & Pacific) highlighted the need to formalise the proposed Indian Ocean/Arabian Sea Route Review Working Group with ICAO and noted that there were three ICAO Regions concerned – the Eastern & Southern Africa Regional Office (Nairobi); the Middle East Regional Office (Cairo); and the Asia & Pacific Regional Office (Bangkok).

8.16 The ICAO Representatives also stressed the importance of securing the support of both APANPIRG and MIDANPIRG for the establishment of the Indian Ocean/Arabian Sea Route Review Working Group. It was recommended that the outcomes of ASIOACG/2 be reported to APANPIRG and MIDANPIRG via their respective ATM/AIS/SAR Sub-Groups.

8.17 In addition, it was also suggested that IATA should inform APANPIRG and MIDANPIRG of its support for the proposed Indian Ocean/Arabian Sea Route Review Working Group through its own channels.

8.18 It was agreed that the proposed Indian Ocean/Arabian Sea Route Review Working Group should take into consideration the following matters in the development of its work program:

a) Aircraft equipage;

b) ANSP equipage and future plans;

c) IATA traffic forecasting;

d) Future Airspace Management plans for Iraq (Baghdad FIR) and the possible introduction of new ATS routes to/from Europe; and

e) Development of a transition strategy to assist with the reduction of separation minima from 80NM to 50NM (RNP10), to 30NM (RNP4).

ASIOACG and FIT-BOB

8.19 The meeting re-affirmed the decision taken by ASIOACG/1 in May 2006, to request that the ICAO Asia/Pacific Office Bay of Bengal FIT (FIT-BOB) accept the FIT/CRA responsibilities for ASIOACG on an interim basis. FIT-BOB would continue to provide FIT/CRA services to ASIOACG and requested that ASIOACG members update the Table of ADS/CPDLC Equipage and ATS Status for FIT-BOB.

The Arab Civil Aviation Commission FANS Implementation Group (AFIG)

8.20 The decision to establish AFIG was taken by the Arab Civil Aviation Commission (ACAC) General Assembly meeting in May 2006. The main objective of AFIG was to plan a co-ordinated deployment of FANS and Data Link service in the Arabian Region.

8.21 AFIG, together with ICAO (MID) and IATA is actively encouraging Middle East and North African states to conduct an ADS/CPDLC trial leading towards operational implementation. An AFIG Working Group has been established and its first meeting took place in Jeddah, Saudi Arabia during September 2006.

8.22 A user-preferred taskforce meeting took place in Amman, Jordan in March 2007 to define the proposed FANS routes across the Arabian Region and the results will be presented to the next AFIG meeting which is scheduled to convene in Cairo during April 2008. The area being considered for implementation of the ADS/CPDLC trial is from the Bay of Bengal, crossing the Arabian Sea, Arabian Peninsular and across North Africa to Morocco.

8.23 ACAC states which have already trialled/operated FANS 1/A include Algeria, Egypt, Sudan and Saudi Arabia. ACAC states which have plans to introduce FANS 1/A include Bahrain, Morocco, Tunisia, Libya and Yemen.

Next Meeting

8.24 In view of the work program outlined during ASIOACG/2, it was agreed that ASIOACG/3 should be held within 6 months, so as to build on the momentum. It was suggested that ASIOACG/3 be held over consecutive days with FIT-BOB and with the AFIG Working Group. It was further proposed that 2 days be assigned to ASIOACG/3, 2 days to FIT-BOB and 1 day to AFIG. The

meeting decided to seek the assistance of the Airports Authority of India (AAI) to hold these consecutive meetings in Mumbai during the period 7th – 11th July 2008.

State Focal Point for ATS Safety Related Activities

8.25 The meeting noted that ICAO had placed considerable priority on identifying and rectifying air navigation deficiencies and strongly supported the sharing of safety data. APANPIRG/16 (August 2005) had considered that with the expansion of the Universal Safety Oversight Audit Programme (USOAP) during 2005 in the Asia/Pacific Region, and in view of the persistence of operational deficiencies as reported by IATA, a renewed effort should be made by States to take proactive action in tackling such deficiencies.

8.26 In an effort to address regional deficiencies and, in particular, to provide an ATS safety contact point in each State who would act as a focal point for safety related activities including the submission and coordination of ATS incident reports, APANPIRG/16 adopted Conclusion 16/62 requesting States to nominate a suitable contact point.

8.27 In this regard, the Regional Office had established the data base of the 'Safety Contact Officers' called for by APANPIRG. Despite this, IATA informed the Regional Office that attempts to contact the officials listed had often been unsuccessful as a result of incorrect email addresses and telephone numbers and officials retiring or changing jobs. Accordingly, the meeting requested States present to review and update the list (shown at **Appendix I)**, taking particular care to ensure that all details on the list were accurate. Feedback should be provided to the Regional Office as soon as possible.

Collection of information on wake vortex

8.28 The Secretariat drew attention to a State Letter (Ref: AN 13/4-07/67) recently issued by ICAO Headquarters in regard to ICAO's efforts to collect and analyse data concerning wake vortex encounters of all aircraft types on a worldwide basis.

8.29 The meeting was informed that the A380 Wake Vortex Steering Group had been created as a result of wake turbulence concerns regarding the Airbus A380-800 entering into service. The Steering Group considered that an overall review of wake turbulence provisions including the current wake turbulence categorization scheme in the *Procedures for Air Navigation Services – Air Traffic Management* (PANS – ATM, Doc 4444) should be undertaken.

8.30 In order to provide a sound basis for any necessary amendment to these Doc 4444 provisions, the Steering Group had developed reporting forms for the collection and analysis of information on wake vortex encounters of all aircraft types on a worldwide basis. States were requested to commence the wake vortex reporting scheme as soon as practicable by making available the template reporting forms A and B provided in the State Letter to pilots, aircraft operators and air navigation service providers. Reports should be submitted to the Regulator of the State of Occurrence and could also be filed through E-mail to wakevortex@icao.int.

Global Aviation Safety Plan

8.31 The meeting reviewed information on the recent development of the ICAO Global Aviation Safety Plan (GASP) that provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety and to help coordinate as well as to guide safety policies and initiatives worldwide in order to reduce the accident risk for civil aviation.

8.32 The meeting noted that the GASP was finalized on the basis of the Global Aviation Safety Roadmap developed by the Industry Safety Strategy Group and that it includes twelve Global Safety Initiatives (GSIs – **Appendix J** refers) which support the implementation of the ICAO safety Strategic Objective. Each initiative relies on a set of best practices, metrics and maturity levels defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way. The GASP follows an approach and philosophy which is consistent with the Global Air Navigation Plan (Doc 9750) and calls for a collaborative approach in the formulation of an action plan that defines, at the regional, sub-regional or national level, the specific activities that should take place in order to improve safety. The meeting agreed that States should routinely incorporate the GASP principles, objectives and methodologies in future activities.

Establishment of TRASAS

8.33 The meeting noted information on the establishment of the Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS), supported by the North Atlantic System Planning Group (NAT SPG) and Europe Air Navigation Planning Group (EANPG), to continue work already done concerning the traffic flows in the Northern Arctic area, and to respond to the new requirements for increased efficiency and further developments.

8.34 The first meeting of the TRASAS (TRASAS/1, May 2007) noted the activities of the following forums: the ICAO Asia/Pacific RVSM/TF/30 (March 2007, Bangkok) concerning RVSM implementation by China; the Cross Polar Trans East Air Traffic Management Work Group (CPWG), which was formed to ensure international cooperation on airspace issues in the subject area; and the Sixth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (EDGE/6) in April 2007, which worked on matters related to ATS route planning in the Eastern part of the ICAO EUR Region.

8.35 TRASAS/1 reviewed work currently underway to enhance the ATS route network, using current and future technologies, and to plan for a transition towards a performance based navigation system. In respect to traffic growth in the Russian Federation, along the Cross Polar Routes traffic was expected to increase at the level of 40 % annually for the foreseeable future. To meet this traffic growth and aircraft operators' requirements, new ATS trunk-routes and feeder-routes were being developed. TRASAS/1 established a suitable work programme in this regard. The meeting recognised that traffic flows between Asia and North America that proceeded via northern areas were increasing and that the TRASAS would include these matters in their discussions.

8.36 The meeting noted that the next meeting of TRASAS had been scheduled at the Regional Office in Bangkok, from 18 – 19 March, 2008. The TRASAS/2 meeting should provide the Group with the lead-in time necessary to evaluate the progress of the preparations for the 2008 Summer Olympic Games in Beijing and propose corrective actions, if deemed necessary. In Asia/Pacific Region, invitation letters had been sent to China, DPR Korea, Japan, Mongolia, Republic of Korea and Chairman of APANPIRG.

Agenda Item 9: Date and Venue for the BBACG/20 meeting

9.1 The meeting was informed that ATFM/TF/12 would be scheduled during June/July 2008 and it was expected that further meetings of the ATFM/TF would also take place before the end of 2008. Additionally, a meeting of FIT-BOB would held in July 2008 (paragraphs 9.1 to 9.3 of the FIT-BOB/9 report refer) and, in light of the growing level of datalink equipage by States surrounding the Bay of Bengal, it was likely that more frequent meetings of the FIT-BOB would be necessary to facilitate implementation of ADS and CPDLC.

9.2 As the ATFM/TF and the FIT-BOB were undertaking major components of the work of the BBACG, the meeting considered that there was not an urgent need for the BBACG to meet during the next 12 months. Accordingly, the Regional Office would schedule the BBACG/20 meeting during January 2009 and advise the meeting arrangements in due course.

9.3 In noting the absence of India and Myanmar from the meeting, the meeting recognized the benefits of periodically holding meetings at State venues. The Secretariat invited delegates to consider making arrangements to hold the next BBACG meeting at a State location. This may assist in overcoming instances where delays due to complex State travel approval processes led to delegates missing the meeting.

Closing of the meeting

9.4 In closing the meeting, Mr. Tiede thanked delegates for their participation in the meeting and for the excellent work achieved. Many matters had been progressed and the follow up work by States and international organizations after the meeting would result in successful resolutions to a number of matters that had been agreed by the meeting.

9.5 Whilst strongly regretting the absence of both India and Myanmar, whose FIRs collectively represented a very significant portion of the Bay of Bengal airspace, Mr. Tiede highlighted the significant progress towards datalink equipage made by Indonesia, Malaysia and Sri Lanka. The continued funding difficulties that led to the inability of the Boeing CRA to provide full services were now contributing even more directly to delays in datalink implementation and had to be urgently resolved in order to progress implementations of 50NM reduced longitudinal separation.

9.6 Excellent progress had also been made in relation to a number of ATS route matters in the Australian, Indonesian, Malaysian, Pakistani and Sri Lankan areas of responsibility and, coupled with the reduction from 15 minutes to 10 minutes longitudinal separation in the Colombo FIR, these would result in capital “E” environmental benefits. Mr. Tiede wished all delegates a safe trip home.

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APANPIRG/18 List of Conclusions and Decisions

The full listing of the titles of APANPIRG/18 (September 2007) Conclusions and Decisions has been included below. Items of relevance to ATM, AIS and SAR have been shaded.

APANPIRG/18 Conclusions

Conclusion 18/1	**-**	**Bird Control Committee**
Conclusion 18/2	**-**	**Non-Provision of Safety-Related Data by States**
Conclusion 18/3	**-**	**Prevalence of LHDs from ATC Unit-to-ATC Unit coordination errors**
Conclusion 18/4	**-**	**Consequences of global RVSM long term height monitoring**
Conclusion 18/5	**-**	**Adopt Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation**
Conclusion 18/6	**-**	**Establishment of Japan RMA**
Conclusion 18/7	**-**	**Conduct regional ATFM Seminar**
Conclusion 18/8	**-**	**Adopt Version 3 Asia/Pacific AIDC ICD**
Conclusion 18/10	**-**	**Clarification of intent of Annex 2 in relation to variations in true airspeed**
Conclusion 18/11	**-**	**Endorsement of the Use of ICARD System**
Conclusion 18/12	**-**	**Assistance to States to improve AIS capability**
Conclusion 18/13	**-**	**Amendment to Chapter 3 of *Guidance Manual for Aeronautical Information Services (AIS) in the Asia/Pacific Region***
Conclusion 18/14	**-**	**Review of the NOTAM format**
Conclusion 18/15	**-**	**Strategies to implement eTOD**
Conclusion 18/16	**-**	**State Non-Compliance with AIRAC notification periods**
Conclusion 18/17	**-**	**JWG Review of Regional SAR Capability Matrix**
Conclusion 18/18	**-**	**Promulgate Recommendations of the ICAO February 2007 SAR Workshop**
Conclusion 18/19	**-**	**Registration of ELT Beacons**
Conclusion 18/20	**-**	**Promote relationships between APANPIRG, APMHSA and the ICAO-IMO Joint Working Group**
Conclusion 18/22	**-**	**Foundation Training and Training for Implementation Planners**
Conclusion 18/23	**-**	**Discontinuation of Asia/Pacific Regional Plan for New CNS/ATM Systems**
Conclusion 18/25	**-**	**Guidance Document for AMHS Conformance Testing**

Conclusion 18/26	**-**	**Amendment to FASID Table CNS-1E**
Conclusion 18/27	**-**	**ATN/AMHS Implementation Seminar/Workshop**
Conclusion 18/28	**-**	**Amendment to AMHS ICD**
Conclusion 18/29	**-**	**Aeronautical Mobile (R) Service Strategy**
Conclusion 18/30	**-**	**Strategies for the Provision of Navigation Services and GNSS Navigation Capability in the Asia/Pacific Region**
Conclusion 18/32	**-**	**The guidance material on comparison of various surveillance technologies**
Conclusion 18/33	**-**	**The Second Amendment to the AIGD**
Conclusion 18/34	**-**	**Guidelines on performance parameters for using ADS-B managed service**
Conclusion 18/35	**-**	**Mandate Regional ADS-B Out implementation**
Conclusion 18/36	**-**	**Concept of Use for Multilateration**
Conclusion 18/37	**-**	**Surveillance Strategy for Asia/Pacific Region**
Conclusion 18/38	**-**	**Establishment of a sub-regional ADS-B implementation Working Group in the South-East Asia area (SEA ADS-B WG)**
Conclusion 18/39	**-**	**Update of ISCS Operational Focal Points**
Conclusion 18/40	**-**	**Co-ordination between WAFCs and TCACs**
Conclusion 18/41	**-**	**Improvements of WAFS temperature forecasts near the tropopause over the Polar Regions**
Conclusion 18/42	**-**	**MET Deficiencies Related to OPMET Data Shortfalls**
Conclusion 18/43	**-**	**Harmonization of the content and format of Asia/Pacific OPMET data on the ISCS broadcast**
Conclusion 18/44	**-**	**Implementation of Changes to TAF Provisions in Amendment 74 to Annex 3**
Conclusion 18/45	**-**	**Enhancing Quality Control on OPMET Information by States**
Conclusion 18/46	**-**	**Issues related to Implementation Improvement of the SIGMET Provisions**
Conclusion 18/47	**-**	**New edition of the ASIA/PAC SIGMET Guide**
Conclusion 18/48	**-**	**Amendment to the MET part of the ASIA/PAC Basic ANP and FASID (Doc 9673)**
Conclusion 18/49	**-**	**Developing guidance on the ATM requirements for MET services and facilities**

Conclusion 18/50	**-**	**Replacing "km/h" with "m/s" as the SI unit of measurement of wind speed in ICAO Annexes**
Conclusion 18/52	**–**	**Establishment of a Regional Performance Based Navigation Task Force (PBN/TF)**
Conclusion 18/53	**–**	**Development of State PBN Implementation Plans**
Conclusion 18/54	**–**	**Globally Harmonized SARPS and Guidance Material for PBN**
Conclusion 18/55	**–**	**Designation of Contact Person for PBN Implementation**
Conclusion 18/58	**-**	**Asia/Pacific on-line air navigation deficiency database**
Conclusion 18/59		**Resolution of ATM and OPS deficiencies in the South West Pacific Small Island Developing States**
Conclusion 18/60		**Implementation aspects of the Regional Supplement to the Uniform Methodology for resolution of deficiencies**
Conclusion 18/62		**Resolution of air navigation deficiencies**

APANPIRG/18 Decisions

Decision 18/9	**-**	**Dissolution of AIDC Review Task Force**
Decision 18/21	**-**	**ATM/AIS/SAR Subject/Task List**
Decision 18/24		**Revision to the Terms of Reference and the Subject/Tasks List of ATNICG**
Decision 18/31	**-**	**Revised Terms of Reference and Subject/Tasks List of ADS-B Study and Implementation Task Force**
Decision 18/51	**-**	**Updated Terms of Reference and Subject/Tasks List of the CNS/MET Sub-group**
Decision 18/56	**–**	**Revised Terms of Reference for RASMAG**
Decision 18/57	**–**	**Dissolution of RASMC/TF**
Decision 18/61	**–**	**Dissolution of DRTF**

RECOMMENDATIONS OF THE FEBRUARY 2007 ICAO SAR WORKSHOP RELATED TO THE WORK OF APANPIRG

1. On account of the workshop being as well received as it was and as useful in transferring awareness, knowledge and motivation;

   It is recommended that ICAO should conduct such informative SAR building initiatives more regularly.

2. Because particular benefit was derived from the desk top SAR exercise (SAREX);

   It is recommended that future SAR seminars and workshops should incorporate either a desk top SAREX or, if funds permit, a live SAREX that facilitates the involvement of all participants and gives a practical context to the SAR learning process.

3. Because the participation of SAR experts from various State administrations gave opportunity for a comparison of procedures, an exchange of views and the emergence of a spirit of camaraderie and enthusiastic enquiry;

   It is recommended that future workshops should include presentations from an array of experts from various maritime and aeronautical administrations and civil and military SAR providers.

4. In consideration of the unprecedented growth in air traffic now occurring and forecast to continue throughout the Asia/Pacific region, and recognizing that, counter to popular perception, airline accidents are survived by a very high number of occupants;

   It is recommended that more attention be paid to SAR services by the ICAO Asia/Pacific Regional Office.

5. While SAR features on the agenda of some regional planning and procedures groups, it is noted that it is frequently paid little focused attention. This, it is considered, arises out of insufficient representation at such meetings by personnel aware of the need for SAR, its methodologies and its benefits.

   It is recommended that arrangements be made for more expert representation of State SAR services at influential Asia/Pacific regional air navigation meetings in order that the important role of SAR services may be better explored and further established.

6. Noting the worth of the SAR matrix and table of SAR agreements developed by the ICAO Asia/Pacific Regional Office whereby the capacity and effectiveness of various aspects of regional States' SAR systems are summarized;

   It is recommended that a State Letter be originated requesting that Asia/Pacific States provide timely and accurate data to enable the APANPIRG SAR capability matrix and table of SAR agreements to be more frequently and reliably updated by the ICAO Asia/Pacific Regional Office.

Note: *Regional Office State Letter Ref.: T3/10.1, T3/14.5 – AP040/07 (ATM), dated 10 May 2007 was subsequently transmitted in this respect*

7. Noting that the free availability to all States of the Cospas-Sarsat satellite alert and location system and the unprecedented benefit that it portends in reducing search times and costs as well as in saving lives, and noting that there are still some States not fully cognizant of its benefits or how to access them, and, further, noting that there is an urgency about making arrangements for processing 406 MHz signals because of the intention of the Cospas-Sarsat Council to terminate satellite monitoring of 121.5 MHz;

It is recommended that a State Letter be originated that draws the attention of Asia/Pacific States to the availability of the C-S system, its benefits, how they may be accessed and the critical importance of States making registration arrangements and nominating a SAR Point of Contact for receipt of alert messages.

Note: *Regional Office State Letter Ref.: T 3/11.4 – AP041/07 (ATM), dated 18 May 2007 was subsequently transmitted in this respect*

8. It is apparent that if the safety needs of aircraft operations in the region are to be properly respected and acted upon, it will require ICAO to take some further initiative in addressing SAR shortcomings and deficiencies. The evidently insufficient capacity of States to identify their SAR needs (let alone remedy them) is indicative of the need for ICAO to facilitate an effective oversight and corrective role. This would require, in the first instance, an evaluation of Pacific island State SAR systems. (This was the original task set for the 2007 ICAO SIP but was well outside the financial budget ultimately provided.)

It is recommended that a further Pacific SAR SIP or TCB project be arranged of longer duration and more substantial budget that would allow an experienced consultant to evaluate the SAR systems of Pacific island States. Upon completion of the evaluation, a further workshop should be convened at which organizational strategies should be discussed with a view to a advancing a plan for more effective regional SAR service provision through an increased sharing of resources, taking greater advantage of global SAR facilities and consolidating aspects of the system to strengthen weak links.

The agenda of the workshop should also include the development of an action plan for a more effective Preventive SAR programme for the mitigation of risk, the minimization of SAR actions and the reduced impact of SAR events when they do occur. The concept of regional SAR provision is considered to be the only feasible means whereby all Pacific island Contracting States may comply with the Annex 12 provisions, including the primary requirement to establish and maintain an effective SAR system 24/7. It is considered that facilitation of regional SAR services across State borders can only be catalysed by a credible, authoritative international organization. ICAO is the most suitable contender.

9. In recognition of the inevitable reduction in the number of SRRs throughout the region over ensuing years (or, at least, in the number of providers servicing these areas);

It is recommended that ICAO take a lead role in educating States in the continuing extent of economic pressure likely to be applied by international airlines for the reduction of air navigation charges and the necessarily rationalized areas in which SAR services will be provided as a result.

— End —

LIST OF ACTION ITEMS ARISING FROM THE 44TH DGCA CONFERENCE

The 44th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Region was held in Xi'an, China during October 2007. The Conference raised 17 Action Items, as described below.

Action Item 44/1 **Resolution of Deficiencies**

Recognizing the adverse impact on safety, efficiency and regularity of air transport and noting the deliberations on elimination of deficiencies expressed in APANPIRG Conclusions 18/60 and 18/62, the Conference strongly urged the Asia Pacific States listed in the APANPIRG List of deficiencies to:

a) designate a contact officer to coordinate with ICAO Regional Office on matters related to deficiencies;

b) develop corrective action plans with fixed target dates for resolution of safety related deficiencies and inform the ICAO Regional Office;

c) collaborate in resolving of the safety related deficiencies according to the established action plans; and

d) consider utilizing the services of the ICAO Technical Cooperation Bureau and/or other suitable cooperative arrangements for rectification of deficiencies.

Action Item 44/2 **Safety Management Systems (SMS)**

Recognizing the importance of a systems approach to safety, the Conference:

a) urged States to allocate high priority, adequate and appropriately skilled resources in implementing safety management system;

b) urged States to implement Safety Management Systems (SMS) utilizing the ICAO guidance and training material and SMS related provisions in Annexes 6, 11 and 14;

c) requested States which have already implemented SMS to provide assistance by sharing their experience, making available guidance material and provision of training.

Action Item 44/3 **ICAO Universal Safety Oversight Audit Programme (USOAP)**

Recognizing the importance of establishing an effective State's Safety Oversight System, the Conference urged States to:

a) note that the ultimate responsibility for safety oversight rests with the Contracting States, who should continuously review their respective safety oversight capabilities;

b) recognize that the establishment of regional and sub-regional safety oversight organizations under the framework of ICAO provisions, has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and promotion of uniformity on a larger scale;

c) submit their pre-audit documents as required under Comprehensive Systems Approach (CSA) audit [State

Aviation Activity Questionnaire (SAAQ) and Comprehensive Checklist (CC)] at the earliest; and

d) authorize ICAO for the release of audit information to the public on audits conducted under the CSA at the earliest.

Action Item 44/4 **Global Aviation Safety Plan and Roadmap**

Noting the intent to continuously apply the Global Aviation Safety Plan (GASP) as a tool to enhance safety by focusing action where it is most needed; the Conference:

a) urged States and the industry to apply the GASP and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accident;

b) urged States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that foreign operators flying in their territory receive adequate oversight from their own State and take appropriate action when necessary to preserve safety; and

c) urged States to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional safety oversight organizations and the expertise of other States.

Action Item 44/5 **Aerodrome Certification**

Recognizing the importance of Annex 14 provisions related to aerodrome certification specified in Annex 14 – Volume I and availability of published Manual on Certification of Aerodrome (Doc.9774), the Conference strongly urged States that have yet to completely do so to allocate high priority in implementing the aerodrome certification requirements.

Action Item 44/6 **Implementation of Performance Based Navigation (PBN)**

Recognizing the importance of PBN for improving safety, capacity and efficiency of air navigation, the Conference urged the States to:

a) implement PBN as per ICAO guidance material;

b) support the PBN Task Force established by APANPIRG/18 and designate a focal contact point for coordinating implementation of PBN.

Action Item 44/7 **Language Proficiency**

Considering the outcome of the 36th Session of the ICAO Assembly the Conference:

a) urged States that are not in a position to comply with the language proficiency requirement by the applicability date to post their language proficiency implementation plans including their interim measures to mitigate risk, as required, for pilots, air traffic controllers and aeronautical station

operators involved in international operations on the ICAO website as soon as practicable, but prior to 5 March 2008.

b) urged States to waive the permission requirement under Article 40 of the Convention, in the airspace under their jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 March 2008, provided that the States which issued or rendered valid the licences have made their implementation plans available to all other States; and

c) urged States not to restrict their operators, conducting commercial or general aviation operations, from entering the airspace under the jurisdiction or responsibility of other States where air traffic controllers or radio station operators do no yet meet the language proficiency requirements for a period not exceeding three years after the applicability date of 5 March 2008, provided that those States have made their implementation plans available to all other States.

Action Item 44/8 **2008 Olympic Games**

Considering the expected traffic growth during the period of Beijing 2008 Olympic Games in both China and the Region, the Conference urged States concerned to;

a) support China's initiatives in implementing RVSM and other measures being introduced to increase capacity of the airspace; and

b) enhance coordination and cooperation between ATS facilities to jointly ensure safe and smooth air traffic management during the period.

Action Item 44/9 **Preparation for WRC 2011**

Recognizing the importance of protecting the aeronautical frequency spectrum at the World Radiocommunication Conference (WRC-2011), the Conference strongly urged Asia Pacific States to

a) contribute in supporting the ICAO position for the next WRC Conference; and

b) actively participate in the regional Asia-Pacific Telecommunity (APT) Preparatory activities for WRC.

Action Item 44/10 **ICAO Universal Security Audit Programme (USAP)**

Considering that the USAP has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their solution; and that the programme has validated an increased level of implementation of ICAO security Standards; the Conference:

a) urged all States to give full support to ICAO by accepting the audit missions as scheduled by the Organization, in coordination with relevant States, facilitating the work of the audit teams, and preparing and submitting to ICAO an appropriate corrective action plan to address deficiencies identified during the audit; and

b) urged all States to share, as appropriate and consistent with their sovereignty, the results of the audit carried out by ICAO and the corrective actions taken by the audited State, if requested by another State.

Action Item 44/11 **Carriage of Liquids, Gels and Aerosols in Hand Baggage (LAG)**

Recognizing the adverse impact of the additional preventive security measures on the carriage of liquids, gels and aerosols in hand baggage have on service to passengers and on duty-free retail concessions, the Conference:

a) encouraged States to implement the new security measures as provided in the guidelines for the carriage and screening of liquids, Aerosols and Gels at International Airports.;

b) urged all States to recognize the validity of harmonizing the sealed bag procedures;

c) strongly recommended that all security measures be developed after full consultation and coordination with other regions/States and with all stakeholders with a view to international harmonization as far as practicable.

Action Item 44/12 **Security of Aircraft Catering Supplies and Stores**

Recognizing that catering supplies and stores are indispensable element in the chain of security, the Conference urged States to take actions in the process of harmonizing security procedures.

Action Item 44/13 **Machine Readable Passports**

Recognizing the need to implement on priorities the provisions in Annex 9, in particular Standard 3.10 which requires all contracting States to introduce Machine Readable passports (MRPs) by 1 April 2010, the Conference:

a) urged States which are able to do so to collaborate to the extent possible to assist States in facilitating the implementation of MRPs; and

b) urged those States issuing e-passports to join the ICAO Public Key Directory (PKD).

Action Item 44/14 **Management of Aviation's Environmental Impacts**

Recognizing the increased importance of CNS/ATM activities in the management of aviation's environmental impacts, and in support of the ICAO goal of limiting or further reducing the impact of aviation emissions on global climate, the Conference:

a) urged States to recognize the mandate for ICAO to review how aviation can limit and further reduce the emission of greenhouse gases;

b) urged States to support the mandate for APANPIRG to address environmental matters, and therefore the need to consider the environmental issues when defining CNS/ATM systems, including the environmental savings of new routes, terminal procedures and ground movements;

c) recognized the importance of developing a simple and cost effective common methodology and performance to assess and document environmental benefits derived in the airspace from CNS/ATM planning initiatives;

d) urged States to commit to a proactive approach by promoting the use of various operational measures including slot allocations that can limit and further reduce the environmental impact of aircraft engine emissions; and

e) urged States to harmonize their assessments by adopting the rules and guidance provided by CAEP, and in particular the CO_2 conversion factor in analysis of environmental benefits of implementing CNS/ATM enhancements.

Action Item 44/15 **Regional Cooperation**

Recognizing the need to sustain and encourage regional initiatives for the promotion of safety, security and other civil aviation matter the Conference urged States to:

a) continue in providing close support to the existing regional/sub-regional arrangements .

b) enhance coordination and cooperation between the various groupings and bodies in the Region

Action Item 44/16 **Technical Cooperation Programme**

Recognizing that States increasingly call upon ICAO to provide advice and assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure, procurement of equipment and the development of their human resources; the Conference:

a) draws the attention of States to the assistance provided through national projects, sub-regional and regional projects executed by ICAO, such as, COSCAPs and CASPs;

b) urged States to give high priority to the training of their national civil aviation technical operational and management personnel through the development of a comprehensive training programme; and

c) reminds States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training.

Action Item 44/17 **Improving Accident Prevention in Civil Aviation**

In the effort to improve accident prevention with the expected growth in the civil aviation operations, the Conference;

a) urged States, in adhering to the provisions of Annex 13 to the Convention on International Civil Aviation, to take prompt action to notify, investigate and report on aircraft accidents and incidents and disseminate the information, including safety recommendations;

b) urged States to undertake every effort to enhance accident prevention measures, particularly in the areas of certification,

safety management, information feedback and safety analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth; and

c) urged States to cooperate in sharing resources and expertise particularly by States who are able to provide the assistance.

…….

Long Term RVSM Height Monitoring Actions – Asia/Pacific Region

APANPIRG/18 (September 2007) was of the opinion that work should be undertaken as soon as possible in order to assess the consequences for the Asia/Pacific Region of the implementation of global long term RVSM height monitoring requirements from 2010 and, under the terms of Conclusion 18/4, requested Asia/Pacific Regional Monitoring Agencies (RMAs) in conjunction with RASMAG to prepare a regional impact statement summarizing the estimated consequences for the Region, including consideration of the numbers of airframes required to be monitored.

In advancing this matter in the context of the Asia/Pacific region, RASMAG/8 (December 2007) considered that although the final composition of the global long term height monitoring provisions was still subject to final resolution, it was reasonable to expect that an RMA would need to carry out at least the following tasks:

a) Educate States and airspace users as to the roles and functions of an RMA,

b) Establish the monitoring requirements to be satisfied by each operator,

c) Coordinate with other RMAs so that monitoring results are shared, and

d) Ensure that an adequate monitoring system infrastructure exists.

In order to progress these matters in a timely fashion, RASMAG/8 formulated six Long Term Height Monitoring (LTHM) Actions for promulgation, as outlined below. More details in respect to each LHTM can be found in the RASMAG/8 report, available from the website of the ICAO Asia/Pacific Office at http://www.bangkok.icao.int/ under the “Meetings” menu.

LTHM Action 1: Based on the final draft of the RMA Manual which was expected to be available from June 2008, Asia/Pacific RMAs in conjunction with RASMAG prepare and widely promulgate an information circular detailing, as a minimum, the roles and responsibilities of an RMA, the height monitoring process and equipment required, and the reasons and quantum of the global long term height monitoring requirements.

LTHM Action 2: To maintain effective delivery of existing RMA services and facilitate planning specifically designed to prepare for application of global long-term RVSM height monitoring requirements from 2010, each Asia/Pacific RMA should, as a matter of priority, bring to the attention of State regulators the difficulties being experienced by RMAs in receiving timely and accurate information (including routine large height deviation [LHD] reporting) from States. Asia/Pacific RMAs should seek assistance from States in implementing robust processes to:

a) continuously update RMA databases of operators and aircraft holding State RVSM approvals;

b) enable the expeditious forwarding of all LHD and related reports to RMAs, and

c) ensure availability of current details for State RVSM Point of Contact (POC) officials.

LTHM Action 3: Whilst recognizing that responsibility for compliance with Annex 6 height monitoring provisions remains the responsibility of States, as soon as practicable each Asia/Pacific RMA, in conjunction with State regulatory authorities and airspace user organizations, should develop a methodology for reviewing the RMA database of RVSM approvals in order to develop and promulgate a list of the minimum height monitoring which must be accomplished by each operator to which the RMA provides services. In preparing this list, account should be taken of special circumstances pertaining to infrequent airspace users recognizing that some operators may be required to complete minimum monitoring requirements which are a function of the proposed 1,000-flying-hour limit rather than the two-year limit.

LTHM Action 4: After determining the potential monitoring burden posed by the operators to which it provides service, each Asia/Pacific RMA should examine monitoring results accumulated by all other authorized global RMAs, regardless of region, in order to utilize monitoring results from other regions to avoid duplication and reduce the actual monitoring burden the RMA faces.

LTHM Action 5: Each Asia/Pacific Region RMA should, in light of its anticipated height monitoring burden, propose recommendations through RASMAG to APANPIRG useful in determining the regional ground-based and GPS-based Monitoring System (GMS) height monitoring infrastructure necessary to enable its affiliated operators to meet the global long-term RVSM monitoring requirements applicable from November 2010.

LTHM Action 6: Asia/Pacific RMAs collaboratively investigate the technical feasibility of using the aircraft geometric height produced by ADS-B and Multilateration surveillance systems to support monitoring of aircraft height keeping performance.

…… *End* ……

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
1	16-Nov	GIA3101	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	**P574**	340	
2	16-Nov	GIA6101	A333	OYVKG	JMHQ	WIDD	OEJN	04:00	R469 **P570**	380	
3	16-Nov	GIA6201	A333	OYVKH	JQFS	WIDD	OEJN	07:00	R469 **P570**	380	
4	16-Nov	GIA6301	A333	OYVKI	JPBS	WIDD	OEJN	10:00	R469 **P570**	380	
5	16-Nov	GIA7701	A332	GOJMB	DHBP	WIPP	OEJN	01:00	A585 **P570**	360	
6	17-Nov	GIA1101	B763	GOBYF	BGKP	WIDD	OEJN	04:45	**M300**	300	
7	17-Nov	GIA1201	B763	GOBYD	JRAF	WIDD	OEJN	08:45	**M300**	320	
8	17-Nov	SVA5067	B743	HZAIS	CFEH	WARR	OEMA	03:35	G462	310	
9	17-Nov	GIA4101	A333	PKGPG	QSGP	WIMM	OEJN	03:50	R456 **P570**	340	
10	17-Nov	SVA5117	B743	HSVAC	DLFM	WIDD	OEMA	04:20	R469 **P570**	300	
11	17-Nov	GIA6101	A333	OYVKG	JMHQ	WIDD	OEJN	04:00	R469 **P570**	380	
12	17-Nov	GIA3501	A332	GOMYT	FKAQ	WIPT	OEJN	06:15	MKB DCT ODIRU G462	380	
13	17-Nov	GIA6201	A333	OYVKH	JQFS	WIDD	OEJN	07:00	R469 **P570**	380	
14	17-Nov	GIA2101	A333	PKGPD	QSGK	WITT	OEJN	09:00	BAC DCT BEDAX M300	360	
15	17-Nov	GIA7701	A332	GOJMB	DHBP	OEJN	WIPP	12:15	G462 G461	410	
16	17-Nov	GIA6301	A333	OYVKI	JPBS	WIDD	OEJN	10:00	R469 **P570**	380	
17	17-Nov	GIA6101	A333	OYVKG	JMHQ	OEJN	WARQ	15:00	G462 G461 W17N	410	
18	17-Nov	GIA3501	A332	GOMYT	FKAQ	OEJN	WIPT	06:15	G462 ODIRU DCT MKB	410	
19	17-Nov	GIA6201	A333	OYVKH	JQFS	OEJN	WARQ	17:50	G462 G461	410	

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20	17-Nov	GIA6301	A333	OYVKI	JPBS	OEJN	WARQ	20:50	P574 W12 A585 G461 W17N	410	
21	17-Nov	GIA3101	B743	TFAMD	EHAD	OEMA	WIMM	12:20	**M300**	390	
22	17-Nov	GIA7101	B743	HSUTL	GKBF	OEMA	WIII	13:25	G462 G461 W21 W19	370	
23	17-Nov	GIA4101	A333	PKGPG	QSGP	OEJN	WALL	14:00	**P570** W22 A464 W23 W36	410	
24	17-Nov	GIA1101	B763	GOBYF	BGKP	OEJN	WAAA	16:00	**P570** R456 N563 A576 A464 A215	390	
25	17-Nov	SVA4069	B743	HZAIS	AFGH	OEMA	WARR	19:15	**P574** R461 B470 L511	370	
26	17-Nov	SVA4019	B743	HZAIP	AFGH	OEJN	WIII	17:10	G462 W19	370	
27	17-Nov	SVA4023	B743	HZAIM	AFGH	OEMA	WIII	21:00	G462 W19	370	
28	17-Nov	SVA4071	B743	HZAIQ	AFGH	OEMA	WARR	21:15	**P574** R461 B470 L511	370	
29	17-Nov	SVA4073	B743	HZAIR	AFGH	OEJN	WARR	23:10	G462 G461	370	
30	17-Nov	SVA4021	B743	HZAIN	AFGH	OEJN	WIII	19:10	G462 W19	370	
31	17-Nov	SVA4073	B743	HZAIN	AFGH	OEJN	WARR	23:10	G462 G461	370	
32	17-Nov	SVA4021	B743	HZAIR	AFGH	OEJN	WIII	19:10	G462 W19	370	
33	17-Nov	GIA3501	A332	GOMYT	FKAQ	OEJN	WIPT	16:50	**P574** W11	410	
34	17-Nov	GIA1101	B763	GOBYF	BGKP	OEJN	WAAA	16:40	**P570** R456 N563 A576 A464 A215	390	
35	17-Nov	GIA2101	A333	PKGPD	QSGK	OEJN	WITT	19:00	TOPIN DCT BEDAX DCT BAC	410	
36	17-Nov	GIA1201	B763	GOBYD	JRAF	OEJN	WAAA	20:00	**P570** R456 N563 A464 A215	390	
37	17-Nov	GIA6301	A333	OYVKI	JPBS	OEJN	WARQ	21:15	G462 G461 W17N	410	
38	17-Nov	GIA8101	B763	GOBYE	LMRS	WIDD	OEJN	04:00	R469 **P570**	320	

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39	17-Nov	GIA7702	A332	GOJMB	DHBP	WIPP	OEJN	02:00	A585 **P570**	360	
40	17-Nov	GIA7201	B743	TFARU	EGLM	WIII	OEMA	02:00	G462 L896	320	
41	18-Nov	GIA3102	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	**M300**	320	
42	18-Nov	SVA4075	B743	HZAIP	CFDH	OEJN	WARR	01:10	G462 G461	350	
43	18-Nov	SVA4073	B743	HZAIT	AFGH	OEJN	WARR	23:10	G462 G461	370	
44	18-Nov	GIA6102	A333	OYVKG	JMHQ	WIDD	OEJN	09:15	R469 **P570**	380	
45	18-Nov	GIA8101	B763	GOBYE	LMRS	WIDD	OEJN	04:00	R469 **P570**	320	
46	18-Nov	SVA5019	B743	HZAIN	AFJL	WIII	OEMA	06:50	G462	320	
47	18-Nov	SVA5119	B743	HSVAC	DLFM	WIDD	OEMA	05:00	R469 **P570**	300	
48	18-Nov	GIA7102	B743	HSUTL	GKBF	WIII	OEMA	04:30	G462	320	
49	18-Nov	GIA3501	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT ODIRU G462	380	
50	18-Nov	GIA2102	A333	PKGPD	QSGK	WITT	OEJN	09:00	BAC DCT BEDAX DCT TOPIN	340	
51	18-Nov	GIA6202	A333	OYVKH	JQFS	WIDD	OEJN	12:15	R469 **P570**	380	
52	18-Nov	GIA3502	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT ODIRU G462	380	
53	18-Nov	SVA5021	B743	HZAIR	CFEG	WIII	OEMA	08:50	G462	320	
54	18-Nov	SVA5069	B743	HZAIQ	CFDL	WARR	OEMA	09:35	G462	320	
55	18-Nov	GIA6302	A333	OYVKI	JBPS	WIDD	OEJN	15:15	R469 **P570**	380	
56	18-Nov	SVA5023	B743	HZAIM	AFGK	WIII	OEMA	10:50	G462	300	
57	18-Nov	GIA4102	A333	PKGPG	QSGP	WIMM	OEJN	11:00	R456 **P570**	340	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
58	18-Nov	GIA7702	A332	GOJMB	DHBP	OEJN	WIPP	13:05	ANSAX DCT MDN A585	410	
59	18-Nov	GIA7201	B743	TFARU	EGLM	OEMA	WIII	13:25	G462 W19	390	
60	18-Nov	GIA3102	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	**M300**	390	
61	18-Nov	SVA5071	B743	HZAIS	CFEH	WARR	OEMA	11:35	G462	320	
62	18-Nov	GIA1102	B763	GOBYF	BGKP	WIDD	OEJN	13:10	R469 **P570**	320	
63	18-Nov	SVA5073	B743	HZAIT	CFGM	WARR	OEMA	13:35	G462	320	
64	18-Nov	GIA1202	B763	GOBYD	JRAF	WIDD	OEJN	16:10	R469 **P570**	320	
65	18-Nov	GIA3502	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	**P574** W11	410	
66	18-Nov	GIA8101	B763	GOBYE	LMRS	OEJN	WAOO	15:10	**M300** N875 W35	390	
67	18-Nov	SVA5075	B743	HZAIP	CFDH	WARR	OEMA	15:35	G462	320	
68	18-Nov	GIA6102	A333	OYVKG	JMHQ	OEJN	WARQ	20:15	**P574** W12 A585 G461 W17N	410	
69	18-Nov	GIA6202	A333	OYVKH	JQFS	OEJN	WARQ	23:15	**P574** W12 A585 G461 W17N	410	
70	18-Nov	GIA6302	A333	OYVKI	JBPS	WIDD	OEJN	15:15	R469 **P570**	380	
71	18-Nov	GIA7102	B743	HSUTL	GKBF	OEMA	WIII	15:55	G462 G461 W21 W19	410	
72	18-Nov	GIA2102	A333	PKGPD	QSGK	OEJN	WITT	18:45	TOPIN DCT BEDAX DCT BAC	410	
73	18-Nov	SVA4025	B743	HZAIN	AFGH	OEMA	WIII	21:10	G462 W19	370	
74	18-Nov	SVA4027	B743	HZAIR	AFGH	OEMA	WIII	23:10	G462 W19	370	
75	18-Nov	SVA4121	B743	HSVAC	DLFM	OEMA	WIDD	19:30	P574	350	
76	18-Nov	GIA4102	A333	PKGPG	QSGP	OEJN	WALL	22:00	P570 W22 A464 W36	410	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
77	18-Nov	GIA1102	B763	GOBYF	BGKP	OEJN	WAAA	00:40	P570 R456 N563 A464 A215	390	
78	19-Nov	GIA1202	B763	GOBYD	JRAF	OEJN	WAAA	03:20	P570 R456 N563 A464 A215	390	
79	19-Nov	GIA3103	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	R456 P570	340	
80	19-Nov	SVA4079	B743	HZAIS	CFEH	OEMA	WARR	03:15	P574 A464 B470 L511	350	
81	19-Nov	GIA7703	A332	GOJMB	DHBP	WIPP	OEJN	03:00	A585 P570	340	
82	19-Nov	SVA4081	B743	HZAIT	CFGM	OEMA	WARR	05:15	P574 R461 A464 B470 L511	350	
83	19-Nov	GIA6302	A333	OYVKI	JPES	OEJN	WARQ	03:30	ANSAX DCT W12 A585 G461 W17N	410	
84	19-Nov	SVA5121	B743	HSVAC	DLFM	WIDD	OEMA	06:00	R469 P570	300	
85	19-Nov	GIA7202	B743	TFARU	EGLM	WIII	OEMA	06:30	G462	320	
86	19-Nov	GIA3503	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT ODIRU G462	380	
87	19-Nov	GIA8102	B763	GOBYE	LMRS	WIDD	OEJN	1010	R469 P570	320	
88	19-Nov	GIA2103	A333	PKGPD	QSGK	WITT	OEJN	RW:RW	BAC DCT TOPIN	380	
89	19-Nov	GIA3103	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	ANSAX DCT MDN	390	
90	19-Nov	SVA4083	B743	HZAIP	CFDH	OEMA	WARR	07:15	P574 R461 A464 B470 L511	350	
91	19-Nov	SVA5025	B743	HZAIN	AFJL	WIII	OEMA	10:50	G462	320	
92	19-Nov	SVA5027	B743	HZAIR	CFEG	WIII	OEMA	1250	G462	320	
93	19-Nov	GIA7703	A332	GOJMB	DHBP	OEJN	WIPP	1415	P574 A585	410	
94	19-Nov	GIA6103	A333	OYVKG	JMHQ	WIDD	OEJN	14:30	R469 P570	380	
95	19-Nov	GIA6203	A333	OYVKH	JQFS	WIDD	OEJN	17:30	R469 P570	380	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
96	19-Nov	GIA3503	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	ANSAX DCT MDN W11	410	
97	19-Nov	SVA5029	B743	HZAIQ	CFDL	WIII	OEMA	14:50	G462	280	
98	19-Nov	GIA1103	B763	GOBYF	BGKP	WIDD	OEJN	19:35	M300	320	
99	19-Nov	GIA1203	B763	GOBYD	JRAF	WAAA	WIDD	18:50	A215 A464	340	
100	19-Nov	SVA5077	B743	HZAIM	AFGK	WARR	OEMA	15:35	G462	320	
101	19-Nov	SVA5079	B743	HZAIS	CFEH	WARR	OEMA	17:35	G462	320	
102	19-Nov	GIA1203	B763	GOBYD	JRAF	WIDD	OEJN	22:35	M300	320	
103	19-Nov	GIA7301	B747	HSUTK	CFGQ	OEMA	WIII	14:00	G462 W19	390	
104	19-Nov	GIA7202	B743	HSUTL	GKBF	WIII	OEMA	16:00	G462	300	
105	19-Nov	GIA6303	A333	OYVKI	JPBS	WIDD	OEJN	20:30	R469 P570	380	
106	19-Nov	GIA4103	A333	PKGPG	QSGP	WIMM	OEJN	17:30	R456 P570	340	
107	19-Nov	GIA6203	A333	OYVKH	JQFS	WIDD	OEJN	17:30	R469 P570	380	
108	19-Nov	GIA2103	A333	PKGPD	QSGK	OEJN	WITT	18:40	TOPIN DCT BAC	410	
109	19-Nov	GIA6103	A333	OYVKG	JMHQ	OEJN	WARQ	01:30	ANSAX DCT MDN W12 A585 G461 W17N	410	
110	19-Nov	SVA4123	B743	HSVAC	DLFM	OEMA	WIDD	20:30	P574	350	
111	19-Nov	GIA6103	A333	OYVKG	JMHQ	OEJN	WARQ	21:45	ANSAX DCT MDN W12 A585 G461 W17N	410	
112	19-Nov	SVA4085	B743	HSVAN	FGEJ	OEJN	WARR	00:05	G462 G461	390	
113	19-Nov	GIA8102	B763	GOBYE	LMRS	OEJN	WAOO	22:00	M300 N875 W35	390	
114	19-Nov	GIA6203	A333	OYVKH	JQFS	OEJN	WARQ	04:30	ANSAX DCT MDN W12 A585 G461 W17N	410	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
115	19-Nov	GIA4103	A333	PKGPG	QSGP	OEJN	WALL	03:30	P570 W22 W36	410	
116	19-Nov	GIA6303	A333	OYVKI	JPBS	OEJN	WARQ	07:30	ANSAX DCT MDN W12 A585 G461 W17N	410	
117	19-Nov	GIA3104	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	M300	340	
118	19-Nov	SVA4031	B743	HZAIN	AFJL	OEMA	WIII	01:10	G462 W19	350	
119	20-Nov	GIA7103	B743	TFARU	EGLM	WIII	OEMA	02:00	G462	320	
120	20-Nov	GIA7704	A332	GOJMB	DHCP	WIPP	OEJN	04:00	A585 P570	360	
121	20-Nov	SVA4033	B743	HZAIR	CFEG	OEMA	WIII	03:10	G462 W19	350	
122	20-Nov	SVA4035	B743	HZAIM	AFGK	OEMA	WIII	05:10	G462 W19	350	
123	20-Nov	GIA7202	B743	HSUTL	GKBF	OEMA	WIII	03:30	G462 G461	350	
124	20-Nov	GIA6203	A333	OYVKH	JQFS	OEJN	WARQ	04:30	P574 W12 A585 G461 W17N	410	
125	20-Nov	GIA6303	A333	OYVKI	JPBS	OEJN	WARQ	07:30	P574 W12 A585 G461 W17N	410	
126	20-Nov	GIA1103	B763	GOBYF	BGKP	OEJN	WAAA	06:45	P570 R456 N563 A464 A215	390	
127	20-Nov	GIA3504	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT ODIRU G462	380	
128	20-Nov	GIA2104	A333	PKGPD	QSGK	WITT	OEJN	09:00	BAC DCT TOPIN	380	
129	20-Nov	SVA5123	B743	HSVAC	DLFM	WIDD	OEMA	07:00	R469 P570	300	
130	20-Nov	SVA4087	B743	HZAIS	CFEH	OEMA	WARR	07:15	P574 B470 L511	350	
131	20-Nov	GIA3104	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	P574	390	
132	20-Nov	GIA1203	B763	GOBYD	JRAF	OEJN	WAAA	09:45	P570 R456 N563 A576 A464 A215	350	
133	20-Nov	SVA4089	B743	HZAIT	CFGM	OEMA	WARR	08:15	P574 R461 B470 L511	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
134	20-Nov	SVA4091	B743	HZAIP	CFDH	OEMA	WARR	11:15	P574 R461 B470 L511	350	
135	20-Nov	GIA7704	A332	GOJMB	DHBP	OEJN	WIPP	15:15	P574 A585	410	
136	20-Nov	GIA6104	A333	OYVKG	JMHQ	WIDD	OEJN	19:45	R469 P570	380	
137	20-Nov	GIA8103	B763	GOBYE	LMRS	WIDD	OEJN	16:20	R469 P570	320	
138	20-Nov	GIA3504	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	ANSAX DCT MDN W11	410	
139	20-Nov	SVA5031	B743	HZAIR	CFEG	WIII	OEMA	14:50	G462	300	
140	20-Nov	GIA7103	B743	HSUTL	GKBF	WIII	OEMA	1645	G462	320	
141	20-Nov	SVA5033	B743	HZAIM	AFGK	WIII	OEMA	1650	G462	280	
142	20-Nov	SVA4093	B743	HZAIQ	CFDL	OEMA	WARR	1515	P574 B470 L511	350	
143	20-Nov	GIA6204	A333	OYVKH	JQFS	WIDD	OEJN	2245	R469 P570	380	
144	20-Nov	GIA7302	B743	HSUTK	CFGQ	OEMA	WIII	1755	G462 G461 W21 W19	370	
145	20-Nov	GIA6304	A333	OYVKI	JPBS	WIDD	OEJN	0145	R469 P570	380	
146	20-Nov	GIA2104	A333	PKGPD	QSGK	OEJN	WITT	1840	M300 TOPIN DCT BEDAX DCT BAC	410	
147	20-Nov	GIA1104	B763	GOBYF	BGKP	WIDD	OEJN	0300	M300	320	
148	20-Nov	SVA5087	B743	HZAIS	CFEH	WARR	OEMA	2135	G462	300	
149	20-Nov	SVA5089	B743	HZAIT	CFGM	WARR	OEMA	2335	G462	300	
150	20-Nov	SVA4117	B743	HSVAC	DLFM	OEMA	WIDD	2130	P574 R461 B335	350	
151	20-Nov	SVA5085	B743	HSVAN	FGEJ	WARR	OEMA	23:55	W16 A576S A576 A464 R461 P574	300	
152	20-Nov	GIA1204	B763	GOBYD	JRAF	WIDD	OEJN	06:00	R469 P570	320	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
153	21-Nov	GIA4104	A333	PKGPG	QSGP	WIMM	OEJN	00:50	R456 P570	340	
154	21-Nov	SVA5091	B743	HZIP	CFDH	WARR	OEMA	01:35	G462	280	
155	21-Nov	GIA8103	B763	GOBYE	LMRS	OEJN	WAOO	03:30	M300 N875 W35	410	
156	21-Nov	GIA7705	A332	GOJMB	DHBP	WIPP	OEJN	05:00	A585 P570	360	
157	21-Nov	GIA6104	A333	OYVKG	JMHQ	OEJN	WARQ	06:45	P574 W12 A585 G461 W17N	410	
158	21-Nov	GIA6204	A333	OYVKH	JQFS	OEJN	WARQ	09:45	W12 A585 G461 W17N	410	
159	21-Nov	GIA6304	A333	OYVKI	JPBS	OEJN	WARQ	12:45	W12 A585 G461 W17N	410	
160	21-Nov	GIA3105	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	M300	340	
161	21-Nov	SVA5035	B743	HZAIN	AFJL	WIII	OEMA	04:00	G462	320	
162	21-Nov	GIA1204	B763	GOBYD	JRAF	WIDD	OEJN	06:00	R469 P570	340	
163	21-Nov	SVA4037	B743	HZAIM	AFGK	OEMA	WIII	05:10	G462 W19	350	
164	21-Nov	SVA5093	B743	HZAIQ	CFDL	WARR	OEMA	04:40	G462	320	
165	21-Nov	GIA7104	B743	HZUTK	CFGO	WIII	OEMA	06:00	G462	320	
166	21-Nov	GIA3505	A332	GOMYT	FKAQ	WIPT	OEJN	08:00	MKB DCT ODIRU G462	380	
167	21-Nov	GIA7103	B743	HSUTL	GKBF	OEMA	WIII	05:30	G462 G461 W21 W19	370	
168	21-Nov	SVA5117	B743	HSVAC	DLFM	WIDD	OEMA	08:00	R469 P570	300	
169	21-Nov	GIA3105	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	P574	390	
170	21-Nov	GIA6204	A333	OYVKH	JQFS	OEJN	WARQ	09:45	P574 W12 A585 G461 W17N	410	
171	21-Nov	GIA4104	A333	PKGPG	QSGP	OEJN	WALL	10:50	P570 W22 W36	390	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
172	21-Nov	SVA4095	B743	HZAIM	AFGK	OEMA	WARR	13:15	P574 B470 L511	350	
173	21-Nov	SVA4039	B743	HZAIM	AFGK	OEMA	WIII	09:00	G462 W19	350	
174	21-Nov	GIA3505	A332	GOMYT	FKAQ	OEJN	WIPT	18:45	P574 W11	410	
175	21-Nov	GIA7203	B743	TFARU	EGLM	OEMA	WIII	13:25	P574 A585 G461	390	
176	21-Nov	GIA7705	A332	GOJMB	DHBP	OEJN	WIPP	16:15	P574 A585	410	
177	21-Nov	GIA1104	B763	GOBYE	BGKP	OEJN	WAAA	14:10	B335 A576 A464 A215	410	
178	21-Nov	SVA4097	B743	HZAIT	CFGM	OEMA	WARR	15:15	P574 R461 B470 L511	350	
179	21-Nov	SVA4041	B743	HZAIN	AFJL	OEMA	WIII	15:30	G462 W19	350	
180	21-Nov	SVA4099	B743	HZAIP	CFDH	OEMA	WARR	17:15	P574 R461 B470 L511	350	
181	21-Nov	SVA5037	B743	HZAIR	CFEG	WIII	OEMA	18:50	G462	300	
182	21-Nov	GIA1204	B763	GOBYD	JRAF	OEJN	WAAA	17:10	B335 A576 A464 A215	410	
183	21-Nov	SVA5037	B743	HZAIR	CFEG	WIII	OEMA	18:50	G462	320	
184	21-Nov	GIA7104	B743	HSUTK	CFGQ	OEMA	WIII	17:25	G462 G461 W12 W19	370	
185	21-Nov	SVA4101	B743	HZAIQ	CFDL	OEMA	WARR	19:25	P574 B470 L511	350	
186	21-Nov	GIA6105	A333	OYVKG	JMHQ	WIDD	OEJN	02:30	R469 P570	360	
187	21-Nov	GIA8104	B763	GOBYE	LMRS	WIDD	OEJN	22:30	M300	320	
188	21-Nov	SVA5039	B743	HZAIS	CFEH	WIII	OEMA	21:30	G462	320	
189	21-Nov	GIA6205	A333	OYVKH	JQFS	WIDD	OEJN	05:00	R469 P570	360	
190	21-Nov	GIA3106	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	M300	340	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
191	21-Nov	SVA5041	B743	HZAIN	AFJL	WIII	OEMA	03:00	G462	320	
192	22-Nov	GIA6105	A333	OYVKG	JMHQ	WIDD	OEJN	02:30	R469 P570	360	
193	22-Nov	GIA7104	B743	HSUTK	CFGQ	OEMA	WIII	18:40	G462 G461 W21 W19	370	
194	22-Nov	GIA6205	A333	OYVKH	JQFS	WIDD	OEJN	05:00	R469 P570	360	
195	22-Nov	GIA7105	B743	HSTUL	GKBF	WIII	OEMA	07:00	G462	320	
196	22-Nov	GIA4105	A333	PKGPG	QSGP	WIMM	OEJN	07:00	R456 P570	340	
197	22-Nov	SVA4119	B743	HSVAC	DLFM	OEMA	WIDD	04:41	P574	350	
198	22-Nov	GIA3506	A332	GOMYT	FKAQ	WIPT	OEJN	08:00	MKB DCT ODIRU G462	380	
199	22-Nov	GIA2105	A333	PKGPD	QSGK	WITT	OEJN	10:00	BEDAX DCT TOPIN	380	
200	22-Nov	SVA4043	B743	HSVAN	FGEJ	OEMA	WIII	04:30	G462 W19	350	
201	22-Nov	GIA6305	A333	OYVKI	JBPS	WIDD	OEJN	07:00	R469 P570	360	
202	22-Nov	GIA6105	A333	OYVKG	JMHQ	OEJN	WARQ	13:00	ANSAX DCT MDN W12 A585 G461 W17N	410	
203	22-Nov	SVA5099	B743	HZAIP	CFDH	WARR	OEMA	07:35	G462	280	
204	22-Nov	SVA5101	B743	HZAIQ	CFDL	WARR	OEMA	09:45	G462	280	
205	22-Nov	SVA5095	B743	HZAIM	AFGK	WARR	OEMA	03:35	G462	280	
206	22-Nov	SVA5119	B743	HSVAC	DLFM	WIDD	OEMA	09:00	R469 P570	300	
207	22-Nov	GIA1105	B763	GOBYF	BGKP	WIDD	OEJN	10:25	M300	320	
208	22-Nov	SVA4045	B743	HZAIR	CFEG	OEMA	WIII	09:10	G462 W19	350	
209	22-Nov	GIA1205	B763	GOBYD	JRAF	WIDD	OEJN	13:25	M300	320	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
210	22-Nov	GIA8104	B763	GOBYE	LMRS	OEJN	WAOO	09:40	M300 N875	410	
211	22-Nov	GIA3106	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	M300	390	
212	22-Nov	GIA7204	B743	TFARU	EGLM	OEMA	WIII	14:25	ANSAX DCT A585 G461	390	
213	22-Nov	GIA6205	A333	OYVKH	JQFS	OEJN	WARQ	16:00	W12 A585 G461 W17N	410	
214	22-Nov	SVA5043	B743	HSVAN	FGEJ	WIII	OEMA	16:00	G579 P574	320	
215	22-Nov	GIA6305	A333	OYVKI	JBPS	OEJN	WARQ	18:00	P574 W12 A585 G461 W17N	410	
216	22-Nov	SVA4103	B743	HZAIT	CFGM	OEMA	WARR	20:20	P574 B470 L511	350	
217	22-Nov	GIA6506	A332	GOMYT	FKAQ	OENJ	WIPT	18:45	P574 W11	410	
218	22-Nov	SVA4105	B743	HZAIP	CFDH	OEMA	WARR	22:20	P574 B470 L511	350	
219	22-Nov	GIA4105	A333	PKGPG	QSGP	OEJN	WALL	17:10	P570 W22 W36	390	
220	22-Nov	SVA4067	B743	HZAIM	AFGK	OEMA	WARR	23:15	P574 B470 L511	350	
221	22-Nov	GIA7105	B743	HSUTL	GKGF	OEMA	WIII	18:25	G462 W19	370	
222	22-Nov	GIA3506	A333	GOMYT	FKAQ	OEJN	WIPT	18:45	G462 ODIRU MKB	410	
223	22-Nov	GIA2105	A333	PKGPD	QSGK	OEJN	WITT	19:45	TOPIN BEDAX DCT BAC	410	
224	22-Nov	GIA1105	B763	GOBYE	BGKP	OEJN	WAAA	21:35	P570 R456 N563 A464	390	
225	22-Nov	GIA3107	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	M300	340	
226	22-Nov	GIA1205	B763	GOBYD	JRAF	OEJN	WAAA	00:35	P570 R456 N563 A464 A215	390	
227	23-Nov	GIA7704	A332	GOJMB	DHBP	WIPP	OEJN	01:00	A585 P570	360	
228	23-Nov	GIA7303	B743	HSTUK	CFGQ	WIII	OEMA	02:00	G462	320	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
229	23-Nov	GIA8105	B763	GOBYE	LMRS	WIDD	OEJN	04:40	M300	320	
230	23-Nov	GIA7706	A332	GOJMB	DHBP	WIPP	OEJN	0100	A585 P570	360	
231	23-Nov	GIA6206	A333	OYVKH	JQFS	WIDD	OEJN	0745	R469 P570	360	
232	23-Nov	SVA4051	B743	HSVAN	FGEJ	OEMA	WIII	0525	G462 W19	350	
233	23-Nov	GIA2106	A333	PKGPD	QSGK	WITT	OEJN	1000	BEDAX DCT TOPIN	380	
234	23-Nov	GIA6306	A333	OYVKI	JPBS	WIDD	OEJN	1315	R469 P570	360	
235	23-Nov	SVA4053	B743	HZAIR	AFGH	OEMA	WIII	1310	G462 W19	370	
236	23-Nov	SVA4055	B743	HZAIS	AFGH	OEMA	WIII	1510	G462 W19	370	
237	23-Nov	GIA7706	A332	GOJMB	DHBP	OEJN	WIPP	12:15	ANSAX DCT A585	410	
238	23-Nov	SVA5121	B743	HSVAC	DLFM	WIDD	OEMA	10:00	R469 P570	320	
239	23-Nov	SVA5071	B743	HZAIQ	CFDL	WARR	OEMA	13:35	G462	280	
240	23-Nov	SVA5067	B743	HZAIQ	CFDL	WARR	OEMA	13:35	G462	280	
241	23-Nov	GIA6106	A333	OYVKI	JPBS	WIDD	OEJN	13:15	R469 P570	360	
242	23-Nov	SVA5103	B743	HZAIT	CFGM	WARR	OEMA	09:35	G462	300	
243	23-Nov	GIA3107	B743	TFAMJ	EHAJP	OEMA	WIMM	11:00	ANSAX DCT	390	
244	23-Nov	GIA1106	B763	GOBYF	BGKP	WIDD	OEJN	17:50	R469 P570	320	
245	23-Nov	SVA5105	B743	HZAIP	CFDH	WARR	OEMA	11:35	G462	280	
246	23-Nov	GIA7303	B743	HSUTK	CFGQ	OEMA	WIII	13:25	G462	390	
247	23-Nov	GIA4106	A333	PKGPG	QSGP	WIMM	OEJN	12:30	R456 P570	340	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
248	23-Nov	GIA6206	A333	OYVKH	JQFS	OEJN	WARQ	18:45	MDN W12 A585 G461 W17N	410	
249	23-Nov	SVA4055	B743	HZAIS	CFEH	OEMA	WIII	15:10	G462 W19	350	
250	23-Nov	GIA8105	B763	GOBYE	LMRS	OEJN	WAOO	15:50	M300 N875 W35	390	
251	23-Nov	GIA7205	B743	TFARU	EGLM	OEMA	WIII	17:25	MDN W12 A585 G461	390	
252	23-Nov	SVA5001	B741	HZAIC	EFBD	WMKK	OEMA	18:30	R461 R456 P570	340	
253	23-Nov	SVA5051	B743	HSVAN	FGEJ	WIII	OEMA	16:00	G579	320	
254	23-Nov	SVA4017	B743	HZAIN	AFJL	OEMA	WIII	17:10	G462 W19	350	
255	23-Nov	GIA1206	B763	GOBYD	JRAF	WIDD	OEJN	20:50	R469 P570	320	
256	23-Nov	GIA2106	A333	PKGPD	QSGK	OEJN	WITT	19:40	TOPIN DCT	410	
257	23-Nov	SVA5051	B743	HSVAN	FGEJ	WIII	OEMA	17:45	G579 P574	320	
258	23-Nov	GIA6106	A333	OYVKG	JMHQ	OEJN	WARQ	20:45	ANSAX DCT A585 G461 W17N	410	
259	23-Nov	SVA4069	B743	HZAIM	AFGK	OEJN	WARQ	20:00	G462 G461	350	
260	23-Nov	GIA6306	A333	OYVKI	JPBS	OEJN	WARQ	RW:RW	ANSAX DCT MDN A585 G461	360	
261	23-Nov	SVA4123	B743	HSVAC	DLFM	OEMA	WIDD	00:30	P574	350	
262	23-Nov	GIA3108	B743	TFAMJ	EHAJ	WIMM	OEMA	00:15	M300	320	
263	23-Nov	GIA7106	B743	HSUTL	GKBF	WIII	OEMA	02:00	G462	320	
264	24-Nov	SVA5053	B743	HZAIR	CFEG	WIII	OEMA	02:50	G462	260	
265	24-Nov	GIA7707	A332	GOJMB	DHBP	WIPP	OEJN	02:00	A585 P570	340	
266	24-Nov	SVA4073	B743	HZAIP	CFDH	OEMA	WARR	03:15	G462 G461 W23 L511	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
267	24-Nov	SVA5055	B743	HZAIS	CFEH	WIII	OEMA	04:50	G462	320	
268	24-Nov	SVA5053	B743	HZAIR	CFEG	WIII	OEMA	02:50	G462	260	
269	24-Nov	SVA5017	B743	HZAIN	AFJL	WIII	OEMA	06:50	G462	320	
270	24-Nov	GIA1206	B763	GOBYD	JRAF	OEJN	WAAA	08:00	A464 A215	350	
271	24-Nov	GIA6107	A333	OYVKG	JMHQ	WIDD	OEJN	13:00	R469 P570	360	
272	24-Nov	GIA1106	B763	GOBYF	BGKP	OEJN	WAAA	05:00	A464 A215	350	
273	24-Nov	GIA1207	A333	PKGPD	QSGK	WITT	OEJN	09:00	P570	380	
274	24-Nov	GIA8106	B763	GOBYE	LMRS	WIDD	OEJN	11:00	M300	320	
275	24-Nov	GIA3108	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	P574	350	
276	24-Nov	GIA7707	A332	GOJMB	DHBP	OEJN	WIPP	13:15	A585	410	
277	24-Nov	SVA4077	B743	HSVAN	FGEJ	OEMA	WARR	09:15	B470 L511	350	
278	24-Nov	SVA5123	B743	HSVAC	DLFM	WIDD	OEMA	11:00	R469 P570	300	
279	24-Nov	GIA3108	B743	TFAMJ	EHAJ	OEMA	WIMM	11:30	P574	350	
280	24-Nov	SVA5071	B743	HZAIT	CFGM	WARR	OEMA	15:30	G462	280	
281	24-Nov	SVA5073	B743	HZAIP	CFDH	WARR	OEMA	17:35	G462	280	
282	24-Nov	GIA6207	A333	OYVKH	JQFS	WIDD	OEJN	16:30	R469 P570	360	
283	24-Nov	GIA7106	B743	HSUTL	GKBF	OEMA	WIII	13:25	G462 W19	390	
284	24-Nov	GIA6307	A333	OYVKI	JPBS	WIDD	OEJN	18:30	R469 P570	360	
285	24-Nov	GIA3507	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	ANSAX DCT MDN W11	410	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
286	24-Nov	SVA4025	B743	HZAIQ	CFDL	OERK	WIII	21:10	G462 W19	350	
287	24-Nov	SVA4021	B743	HZAIR	CFEG	OEMA	WIII	17:10	G462 W19	350	
288	24-Nov	GIA2107	A333	PKGPD	QSGK	OEJN	WITT	18:40	TOPIN DCT	410	
289	24-Nov	GIA6107	A333	OYVKG	JMHQ	OEJN	WARQ	23:40	ANSAX W12 A585 G461 W17N	410	
290	24-Nov	SVA4023	B743	HZAIS	CFEH	OEMA	WIII	19:10	G462 W19	350	
291	24-Nov	SVA4075	B743	HZAIL	AFGJ	OEJN	WARR	20:00	G462 G461	370	
292	24-Nov	GIA7304	B743	HSUTK	CFGQ	OEMA	WIII	19:55	G462	390	
293	24-Nov	GIA1207	B763	GOBYD	JRAF	WIDD	OEJN	04:15	R469 P570	320	
294	24-Nov	GIA8106	B763	GOBYE	LMRS	OEJN	WAOO	22:10	SALAX A576 N875 W35	390	
295	24-Nov	SVA4019	B743	HZAIM	AFGK	OEMA	WIII	21:00	G462 W19	350	
296	24-Nov	SVA5077	B743	HSVAN	FGEJ	WARR	OEMA	21:35	W16 A576S A576 A464 P574	320	
297	24-Nov	GIA3109	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	M300	320	
298	24-Nov	GIA1107	B767	GOBYD	JRAF	WIDD	OEJN	04:15	R469 P570	320	
299	25-Nov	GIA6207	A333	OYVKH	JQFS	OEJN	WARQ	03:30	W12 A585 G461 W17NGIA7206	410	
300	25-Nov	GIA7206	B743	HSUTL	GKGF	WIII	OEMA	02:00	G462	320	
301	25-Nov	GIA7708	A332	GOJMB	DHBP	WIPP	OEJN	03:00	A585 P570	360	
302	25-Nov	GIA1107	B767	GOBYD	JRAF	WIDD	OEJN	04:15	R469 P570	320	
303	25-Nov	GIA1207	B763	GOBYD	JRAF	WIDD	OEJN	04:15	R469 P570	320	
304	25-Nov	GIA6307	A333	OYVKI	JPFS	OEJN	WARQ	05:30	P574 W12 A585 G461 W17N	410	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
305	25-Nov	GIA3508	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT G462	360	
306	25-Nov	GIA7107	B743	TFARU	EGLM	OEMA	WIII	10:45	P574 A585 G461	390	
307	25-Nov	GIA3109	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	ANSAX DCT	390	
308	25-Nov	SVA5075	B743	HZAIL	AFGJ	WARR	OEMA	08:00	G462	320	
309	25-Nov	SVA4081	B743	HZAIN	AFGH	OEMA	WARR	09:15	P574 B470 L511	370	
310	25-Nov	GIA7305	B743	HSUTK	CFGQ	WIII	OEMA	09:20	G462	320	
311	25-Nov	SVA5025	B743	HZAIQ	CFDL	WIII	OEMA	10:50	G462	320	
312	25-Nov	SVA5117	B743	HSVAC	DLFM	WIDD	OEMA	12:00	R469 P570	300	
313	25-Nov	GIA6208	A333	OYVKG	JQFS	WARQ	WIDD	16:45	W17N A576S A576	390	
314	25-Nov	SVA4083	B743	HZAIP	AFGH	OEMA	WARR	11:15	B470 L511	370	
315	25-Nov	GIA6108	A333	OYVKG	JMHQ	WIDD	OEJN	16:45	R469 P570	360	
316	25-Nov	GIA3508	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	W11	410	
317	25-Nov	GIA7708	A332	GOJMB	DHBP	OEJN	WIPP	14:15	A585	370	
318	25-Nov	GIA7107	B743	TFARU	EGIM	OEMA	WIII	10:45	P574 A585 G461	390	
319	25-Nov	GIA1107	B763	GOBYF		OEJN	WAAA	12:25	P570 R456 N563 A464	410	
320	25-Nov	GIA8107	B763	GOBYE	LMRS	WIDD	OEJN	18:00	R469 P570	320	
321	25-Nov	GIA1207	B763	GOBYD	JRAF	OEJN	WAAA	15:25	A464 A215	410	
322	25-Nov	GIA7206	OEMA	HSUTL	GKBF	OEMA	WIII	13:25	G462 G461 W21 W19	390	
323	25-Nov	SVA4079	A330			OEMA	WARR	14:56	B470 L511	390	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
324	25-Nov	SVA5075	B743	HZAIL	AFGJ	WARR	OEMA	22:30	G462	280	
325	25-Nov	SVA5079	B743	HZAIT	CFGM	WARR	OEMA	22:35	G462	280	
326	25-Nov	SVA5081	B743	HZAIN	AFJL	WARR	OEMA	23:35	G462	280	
327	25-Nov	GIA7305	B743	HSUTK	CFGQ	OEMA	WIII	20:45	G462	350	
328	25-Nov	GIA6108	A333	OYVKG	JMHQ	OEJN	WARQ	03:45	P574 W12 A585 G461 W17N	410	
329	25-Nov	SVA4085	B743	HZAIR	CFEG	OEMA	WARR	21:00	B470 L511	350	
330	25-Nov	SVA4029	B743	HZAIM	AFGK	OEMA	WIII	23:59	G462 W19	350	
331	26-Nov	SVA5083	B743	HZAIP	CFDH	WARR	OEMA	01:35	G462	300	
332	26-Nov	GIA7207	B743	TFARU	EGLM	WIII	OEMA	01:20	G462	380	
333	26-Nov	SVA4033	B743	HZAIG	CFDL	OEMA	WIII	01:10	G462 W19	350	
334	26-Nov	SVA4119	B743	HSVAC	DLFM	OEMA	WIDD	01:30	P574	350	
335	26-Nov	GIA6308	A333	OYVKI	JPBS	OEJN	WARQ	09:45	MDN W12 A585 G461 W17N	410	
336	26-Nov	GIA6108	A333	OYVKG	JMHQ	OEJN	WARQ	03:40	MDN W12 A585 G461 W17N	410	
337	26-Nov	GIA7709	A332	GOJMB	DHBP	WIPP	OEJN	05:00	A585 P570	360	
338	26-Nov	GIA3509	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT G462	360	
339	26-Nov	GIA8107	B763	GOBYE	LMRS	OEJN	WAOO	05:10	M300 N875 W35	410	
340	26-Nov	SVA4085	B743	HZAIR	CFEG	OEMA	WARR	21:00	P574 B470 L511	350	
341	26-Nov	SVA4027	B743	HZAIS	CFEH	OEMA	WIII	21:10	G462 W19	350	
342	26-Nov	SVA4033	B743	HZAIQ	CFDL	OEMA	WIII	01:10	G462 W19	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
343	26-Nov	GIA2109	A333	PKGPD	QSGK	WITT	OEJN	09:00	BEDAX DCT TOPIN	380	
344	26-Nov	GIA7108	B743	HSUTL	GKBF	WIII	OEMA	07:30	G462	320	
345	26-Nov	GIA3110	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	ANSAX DCT	390	
346	26-Nov	SVA4087	B743	HZAIT	AFGH	OEMA	WARR	13:15	B470 L511	370	
347	26-Nov	SVA4089	B743	HZAIN	AFGH	OEMA	WARR	15:15	B470 L511	370	
348	26-Nov	SVA5031	B743	HSVAN	FGEJ	WIII	OEMA	08:50	G579	320	
349	26-Nov	SVA5027	B743	HZAIS	CFEH	WIII	OEMA	10:50	G462	320	
350	26-Nov	GIA1108	B763	GOBYF	BGKP	WIDD	OEJN	08:40	R469 P570	320	
351	26-Nov	GIA4107	A333	PKGPG	QSGP	OEJN	WALL	11:20	P570 W22	410	
352	26-Nov	GIA7207	B743	TFARU	EGLM	OEMA	WIII	14:25	ANSAX DCT MDN A585 G461	390	
353	26-Nov	SVA5119	B743	HSVAC	DLFM	WIDD	OEMA	13:30	R469 P570	300	
354	26-Nov	GIA3509	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	P574 W11	410	
355	26-Nov	GIA7709	A332	GOJMB	DHBP	OEJN	WIPP	16:15	P574 A585	410	
356	26-Nov	GIA6109	A333	OYVKG	JMHQ	WIDD	OEJN	22:30	R469 P570	360	
357	26-Nov	GIA2109	A333	PKGPD	QSGK	OEJN	WITT	18:45	M300	390	
358	26-Nov	GIA8108	B763	GOBYE	LMRS	WIDD	OEJN	00:05	R469 P570	320	
359	26-Nov	GIA6209	A333	AYVKH	JQFS	WIDD	OEJN	02:00	R469 P570	360	
360	26-Nov	GIA7108	B743	HSUTL	GKBF	OEMA	WIII	18:55	G462 G461 W19	390	
361	26-Nov	SVA4093	B743	HZAIL	AFGJ	OEMA	WARR	20:05	P574 B470 L511	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
362	26-Nov	GUA1108	B763	GOBYF	BGKP	OEJN	WAAA	19:30	P570 R456 N563 A464 A215	350	
363	26-Nov	GIA3111	B743	TFAMJ	EHAJ	WIMM	OEMA	01:00	DCT TOPIN	340	
364	26-Nov	SVA5078	B743	HZAIT	CFGM	WARR	OEMA	03:35	G462	320	
365	26-Nov	SVA4035	B743	HZAIR	CFEG	OEMA	WIII	01:10	G462 W19	350	
366	27-Nov	GIA7208	B743	TFARU	EGLM	WIII	OEMA	02:00	G462	320	
367	27-Nov	SVA4121	B743	HSVAC	DLFM	OEMA	WIDD	02:30	P574	350	
368	27-Nov	SVA4037	B743	HZAIQ	CFDL	OEMA	WIII	03:10	G462 W19	350	
369	27-Nov	GIA6209	A333	OYVKH	JQFS	WIDD	OEJN	02:00	R469 P570	360	
370	27-Nov	SVA5089	B743	HZAIN	AFJL	WARR	OEMA	05:35	G462	300	
371	27-Nov	GIA7710	A332	GOJMB	DHBP	WIPP	OEJN	05:00	A585 P570	360	
372	27-Nov	GIA6309	A333	OYVKI	JPBS	WIDD	OEJN	03:30	R469 P570	360	
373	27-Nov	SVA5087	B743	HZAIT	CFGM	WARR	OEMA	03:35	G462	280	
374	27-Nov	GIA6109	A333	OYVKG	JMHQ	OEJN	WARQ	09:30	A585 G461 W17N	410	
375	27-Nov	GIA3510	A332	GOMYT	FKAQ	WIPT	OEJN	07:00	MKB DCT G462	360	
376	27-Nov	MYT6209	A333	OYVKH	JQFS	OEJN	WARQ	13:00	A585 G461 W17N	410	
377	27-Nov	SVA5091	B743	HZAIP	CFDH	WARR	OEMA	07:35	G462	280	
378	27-Nov	GIA7109	B743	HSUTL	GKBP	WIII	OEMA	07:00	G462	320	
379	27-Nov	GIA3111	B743	TFAMJ	EHAJ	OEMA	WIII	11:00	ANSAX DCT A585 G461	390	
380	27-Nov	SVA4039	B743	HZAIM	AFGK	OEMA	WIII	06:00	G462 W19	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
381	27-Nov	GIA2110	A333	PKGPD	QSGK	WITT	OEJN	11:00	DCT TOPIN	380	
382	27-Nov	SVA4041	B743	HSVAN	FGEJ	OEMA	WIII	07:10	G462 W19	350	
383	27-Nov	GIA4108	A333	PKGPG	QSGP	WIMM	OEJN	08:40	R456 P570	340	
384	27-Nov	GIA7208	B743	TFARU	EGLM	OEMA	WIMM	13:25	P574 ANSAX DCT	390	
385	27-Nov	SVA5093	B743	HZAIL	AFGJ	WARR	OEMA	09:35	G462	280	
386	27-Nov	GIA6309	A333	OYVKI	JPBS	OEJN	WARQ	14:30	MDN W12 A585 G461 W17N	410	
387	27-Nov	GIA3111	B743	TFAMJ	EHAJ	OEMA	WIII	11:00	MDN A585 G461	390	
388	27-Nov	GIA8108	B763	GOBYE	LMRS	OEJN	WAOO	11:10	M300 A576 N875 W35	410	
389	27-Nov	GIA3510	A332	GOMYT	FKAQ	OEJN	WIPT	17:45	ANSAX DCT W11	410	
390	27-Nov	GIA1109	B763	GOBYF	BGKP	WIDD	OEJN	16:05	R469 P570	320	
391	27-Nov	SVA5121	B743	HSVAC	DLFM	WIDD	OEMA	13:20	R469 P570	300	
392	27-Nov	GIA6209	A333	OYVKH	JQFS	OEJN	WARQ	13:00	A585 G461 W17	410	
393	27-Nov	GIA7710	A332	GOJMB	DHBP	OEJN	WIPP	16:15	ANSAX DCT A585	410	
394	27-Nov	GIA6401	B743	HSUTK	CFGQ	WARQ	WIII	12:00	W17N W16	320	
395	27-Nov	GIA6401	B743	HSUTK	CFGQ	WIII	OEJN	14:00	G462	300	
396	27-Nov	SVA5035	B743	HZAIR	CFEG	WIII	OEMA	14:50	G462	320	
397	27-Nov	GIA1208	B763	GOBYD	JRAF	WIDD	OEJN	19:05	R469 P570	320	
398	27-Nov	SVA5041	B743	HZVAN	FGEJ	WIII	OEMA	20:50	G579 P574	300	
399	27-Nov	GIA4108	A333	PKGPG	QSGP	OEJN	WALL	18:40	P570 W22 W36	410	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
400	27-Nov	GIA7109	B743	HSUTL		OEMA	WIII	18:25	G462 G461 W21 W19	390	
401	27-Nov	GIA2110	A333	PKGPD	QSGK	OEJN	WITT	20:45	TOPIN DCT	410	
402	27-Nov	SVA4097	B743	HZAIN	AFJL	OEMA	WARR	21:15	G462 G461 W23 L511	350	
403	27-Nov	GIA6210	A333	OYVKH	JQFS	WIDD	OEJN	05:15	R469 P570	360	
404	27-Nov	SVA4101	B743	HZAIS	AFGH	OEJN	WARR	01:35	G462 G461	370	
405	28-Nov	GIA6401	B743	HSUTK	CFGQ	OEJN	WARQ	02:00	G462 G461 W17N	350	
406	28-Nov	GIA7110	B743	HFAMJ	EHAJ	WIII	OEMA	02:00	G462 L896	320	
407	28-Nov	GIA6110	A333	OYVKG	JHMQ	WIDD	OEJN	07:15	R469 P570	360	
408	28-Nov	GIA1109	B763	GOBYF	BGKP	OEJN	WAAA	03:15	P570 R456 N563	370	
409	28-Nov	GIA6310	A333	OYVKI	JPBS	WIDD	OEJN	09:15	R469 P570	360	
410	28-Nov	SVA4043	B743	HZAIR	CFEG	OEMA	WIII	05:10	G462 W19	350	
411	28-Nov	GIA7961	B743	HSUTL	GKBF	WIII	OEJN	06:15	G462	320	
412	28-Nov	GIA6210	A333	OYVKH	JQPS	WIDD	OEJN	05:15	R469 P570	360	
413	28-Nov	GIA1208	B763	GOBYD	JRAF	OEJN	WAAA	06:15	P570 R456 N563	390	
414	28-Nov	SVA4043	B743	HZAIR	CFEG	OEMA	WIII	05:10	G462 W19	350	
415	28-Nov	SVA4045	B743	HZAIM	AFGK	OEMA	WIII	07:15	G462 W19	350	
416	28-Nov	SVA5097	B743	HZAIL	AFGJ	WARR	OEMA	11:35	G462	280	
417	28-Nov	GIA7710	A332	GOJMB	DHBP	WIPP	OEJN	11:00	A585 P570	360	
418	28-Nov	GIA7711	A332	GOJMB	DHBP	WIPP	OEJN	11:00	A585 P570	360	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
419	28-Nov	GIA7110	B743	TFAMJ	EHAJ	OEMA	WIII	13:25	MDN A585 G461	390	
420	28-Nov	GIA6110	A333	OYVKG	JHMQ	OEJN	WARQ	18:15	P574 W12 A585 G461 W17N	410	
421	28-Nov	SVA5123	B743	HSVAC	DLFM	WIDD	OEMA	13:50	R469 P570	300	
422	28-Nov	SVA4047	B743	HZAIQ	CFDL	OEMA	WIII	12:30	G462 W19	350	
423	28-Nov	GIA7061	B744	PKGSG	DREM	WIII	OEJN	13:30	G462	360	
424	28-Nov	GIA7110	B743	TFAMJ	EHAJ	OEMA	WIII	13:25	P574 DCT A585 G461	390	
425	28-Nov	SVA5099	B743	HZAIP	CFDH	WARR	OEMA	13:35	G462	280	
426	28-Nov	SVA5101	B743	HZAIS	CFEH	WARR	OEMA	15:35	G462	280	
427	28-Nov	GIA6210	A333	OYVKH	JQPS	OEJN	WARQ	16:15	P574 W12 A585 G461	410	
428	28-Nov	GIA6310	A333	OYVKI	JPBS	OEJN	WARQ	20:15	P574 W12 A585 G461 W17N	410	
429	28-Nov	SVA5043	B743	HZAIR	CFEG	WIII	OEMA	18:50	G462	320	
430	28-Nov	SVA5045	B743	HZAIM	AFGK	WIII	OEMA	20:50	G462	320	
431	28-Nov	GIA4109	A333	PKGPG	QSGP	WIMM	OEJN	16:00	R456 P570	340	
432	28-Nov	GIA7711	A332	GOJMB	DHBP	OEJN	WIPP	22:15	P574 A585	410	
433	28-Nov	GIA7971	B743	HSUTL	GKBF	OEJN	WIII	18:15	G462 G461	370	
434	28-Nov	GIA6110	A333	OYVKG	JMHQ	OEJN	WARQ	18:15	P574 W12 A585 G461 W17N	410	
435	28-Nov	GIA1110	B763	GOBYF	BGKP	WIDD	OEJN	23:30	R469 P570	320	
436	28-Nov	GIA2111	A333	PKGPD	QSGK	OEJN	WITT	19:45	TOPIN DCT BEDAX DCT	390	
437	28-Nov	GIA1209	B763	GOBYD	JRAF	WIDD	OEJN	02:30	R469 P570	320	

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PILGRIM FLIGHT
DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
438	28-Nov	GIA6310	A333	OYVKI	JPBS	OEJN	WARQ	20:15	MDN A585 G461 W17N	410	
439	28-Nov	SVA4051	B743	TFATJ	CLFJ	OEJN	WIII	00:50	ANSAX DCT MDN A585 G461	370	
440	28-Nov	SVA5049	B743	HSVAN	FGEJ	WIII	OEMA	00:50	G579 A464 R461 P574	320	
441	28-Nov	GIA3112	B743	FTAMJ	EHAJ	WIMM	OEMA	01:00	M300	280	
442	28-Nov	SVA5047	B743	HZAIQ	CFDL	WIII	OEMA	01:40	G462	320	
443	28-Nov	GIA4109	A333	PKGPG	QSGP	OEJN	WALL	02:00	P570 W22 W36	390	
444	28-Nov	GIA7209	B743	TFAMJ	EHAJ	WIII	OEMA	02:00	G462	320	
445	29-Nov	GIA3112	B743	TFARU	EHAJ	WIMM	OEMA	01:00	M300	280	
446	29-Nov	GIA1209	B763	GOBYD	JRAF	WIDD	OEJN	02:30	R469 P570	320	
447	29-Nov	GIA6111	A333	OYVKG	JMHQ	WIDD	OEJN	10:30	R469 P570	360	
448	29-Nov	SVA5047	B743	HZAIQ	CFDL	WIII	OEMA	03:40	G462	320	
449	29-Nov	SVA4067	B743	HZAIP	CFDH	OEMA	WARR	05:15	P574 B470 L511	350	
450	29-Nov	GIA6402	B743	HSUTK	CFGQ	OEJN	WARQ	06:15	G462 G461 W17N	390	
451	29-Nov	GIA8109	B763	GOBYE	LMRS	WIDD	OEJN	10:00	R469 P570	300	
452	29-Nov	GIA3112	B743	TFARU	EGLM	OEMA	WIMM	11:00	ANSAX DCT MDN	390	
453	29-Nov	GIA7962	B743	HSUTL	GKBF	WIII	OEJN	09:00	G462	340	
454	29-Nov	GIA8109	B763	GOBYE	LMRS	WIDD	OEJN	10:00	M300	320	
455	29-Nov	GIA6311	A333	OYVKI	JPBS	WIDD	OEJN	16:00	R469 P570	360	
456	29-Nov	GIA1110	B763	GOBYF	BGKP	OEJN	WAAA	10:40	P570 R456 N563 A464 A215	410	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
457	29-Nov	SVA4103	A333			OEMA	WARR	08:50	P574 B470 L511	350	
458	29-Nov	GIA6111	A333	OYVKG	JHMQ	WIDD	OEJN	10:30	R469 P570	360	
459	29-Nov	GIA6211	A333	OYVKH	JQFS	WIDD	OEJN	12:50	R469 P570	360	
460	29-Nov	GIA1209	B763	GOBYD	JRAF	OEJN	WAAA	13:40	P570 R456 N563 A464 A215	390	
461	29-Nov	GIA7209	B743	TFAMJ	FHAJ	OEMA	WIII	13:25	A585 G461	370	
462	29-Nov	GIA6111	A333	OYVKG	JMHQ	OEJN	WARQ	21:30	W12 A585 G461 W17N	410	
463	29-Nov	GIA6211	A333	OYVKH	JQFS	OEJN	WARQ	23:50	W12 A585 G461 W17N	410	
464	29-Nov	GIA6403	B743	HSUTK	CPGQ	WIII	OEJN	23:00	G462	320	
465	29-Nov	GIA7973	B743	HSUTL	GKBF	OEJN	WIII	21:00	G462 G461	390	
466	29-Nov	GIA6311	A333	OYVKI	JPBS	OEJN	WARQ	03:00	P574 W12 A585 G461 W17N	410	
467	29-Nov	GIA8109	B763	GOBYE	LMRS	OEJN	WAOO	21:10	M300 N576 G580 N875 W35	390	
468	29-Nov	SVA5051	B743	HZAIM	AFGK	WIII	OEJN	22:50	G462	320	
469	30-Nov	GIA7712	A332	GOJMB	DHBP	WIPP	OEJN	02:00	A585 P570	360	
470	30-Nov	SVA5053	B743	HZAIQ	CFDL	WIII	OEJN	02:10	G462	300	
471	30-Nov	GIA6311	A333	OYVKI	JPBS	OEJN	WARQ	03:00	ANSAX DCT MDN W12 A585 G461 W17N	410	
472	30-Nov	SVA4071	B743	HZAIL	AFGJ	OEJN	WARR	07:15	G462 G461	350	
473	30-Nov	GIA7210	B743	TFAMJ	EHAJ	WIII	OEJN	04:00	G462	320	
474	30-Nov	SVA5055	B743	TFATJ	CLFJ	WIII	OEJN	02:50	G462	320	
475	30-Nov	SVA5017	B743	HSVAN	FGEJ	WIII	OEJN	04:50	G462	320	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
476	30-Nov	GIA7169	A333	PKGPE	QSGL	WIII	OEJN	04:45	G462	340	
477	30-Nov	GIA2113	A333	PKGPD	QSGK	WITT	OEJN	08:00	DCT BEDAX DCT TOPIN	380	
478	30-Nov	GIA1210	B763	GOBYD	JRAF	WIDD	0EJN	09:55	M300	300	
479	30-Nov	GIA3513	A332	GOMYT	FKAQ	WIPT	OEJN	08:00	MKB DCT G462	360	
480	30-Nov	GIA3113	B743	TFARU	EGLM	OEJN	WIMM	12:00	DCT MDN	390	
481	30-Nov	GIA7111	B743	HSUTL	GKBF	WIII	OEJN	09:00	G462	320	
482	30-Nov	GIA6112	A333	OYVKG	JMHQ	WIDD	OEJN	13:45	R469 P570	360	
483	30-Nov	SVA4119	B743	HSVAC	DLFM	OEJN	WIDD	09:20	M300	350	
484	30-Nov	SVA4075	B743	HZAIP	CFDH	OEJN	WARR	11:10	G462 G461	350	
485	30-Nov	SVA4077	B743	HZAIS	CFEH	OEJN	WARR	13:10	G462 G461	350	
486	30-Nov	GIA7712	A332	GOJMB	DHBP	OEJN	WIPP	13:15	ANSAX DCT A585	410	
487	30-Nov	GIA4110	A333	PKGPG	QSGK	OEJN	WALL	09:20	P570 W22 W36	390	
488	30-Nov	GIA7210	B743	TFAMJ	EHAJ	OEJN	WIII	15:15	ANSAX DCT MDN A585 G461	390	
489	30-Nov	GIA6403	B747	HSUTK	GFGQ	OEJN	WARQ	10:15	G462 G461 W17N	350	
490	30-Nov	GIA7169	A333	PKGPE	QSGL	WIII	WIMM	10:30	A585 W12	360	
491	30-Nov	SVA4021	B743	HZAIQ	CFDL	OEJN	WIII	15:10	G462 W19	350	
492	30-Nov	GIA8110	B763	GOBYE	LMRS	WIDD	OEJN	14:30	M300	300	
493	30-Nov	SVA4073	B743	HZAIN	AFJL	OEJN	WARR	11:30	G462 G461	350	
494	30-Nov	GIA7062	B744	PKGSG	DREM	WIII	OEJN	14:00	G462	320	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
495	30-Nov	GIA6212	A333	OYVKH	JQFS	WIDD	OEJN	16:45	R469 P570	360	
496	30-Nov	GIA7169	A333	PKGPA	QSFM	WIMM	OEJN	13:45	R456 P570	340	
497	30-Nov	GIA6312	A333	OYVKI	JPBS	WIDD	OEJN	19:45	R469 P570	360	
498	30-Nov	GIA3513	A332	GOMYT	FKAQ	OEJN	WIPT	18:45	W11	410	
499	30-Nov	GIA6112	A333	OYVKG	JMHQ	OEJN	WARQ	00:45	P574 W12 A585 G461 W17N	410	
500	30-Nov	SVA4025	B743	HSVAN	FGEJ	OEJN	WIII	19:10	G462 G461 W12 W19	350	
501	30-Nov	GIA3513	A332	GOMYT	FKAQ	OEJN	WIII	18:45	ANSAX DCT W11	410	
502	30-Nov	SVA5071	B743	HZAIL	AFGJ	WARR	OEJN	21:35	G462	280	
503	30-Nov	SVA5073	B743	HZAIS	CFEH	WARR	OEJN	23:35	G462	280	
504	30-Nov	GIA1210	B763	GOBYD	JRAF	OEJN	WAAA	21:05	P570 R456 N563 A464	410	
505	30-Nov	GIA7111	B744	FHSUN	CLDG	OEJN	WIII	21:00	G462 W19	410	
506	30-Nov	GIA6212	A333	OYVKH	JQFS	OEJN	WARQ	03:45	MDN W12 A585 G461 W17N	410	
507	30-Nov	SVA5073	B743	HZAIP	CFDH	WARR	OEJN	23:35	G462	280	
508	30-Nov	GIA2113	A333	PKGPD	QSGK	OEJN	WIII	22:00	G462 G461	410	
509	30-Nov	GIA8110	B763	GOBYE	LMRS	OEJN	WAOO	01:40	M300 N875 W35	410	
510	30-Nov	GIA7179	A333	PKGPA	QSFM	OEJN	WIII	23:30	G462 G461	390	
511	30-Nov	GIA3114	B743	TFARU	EGLM	WIMM	OEJN	02:15	R456 P570	340	
512	1-Dec	SVA5019	B743	HZAIM	AFGK	WIII	OEJN	02:50	G462	320	
513	1-Dec	GIA4114	B743	TFAMJ	EHAJ	WIII	OEJN	02:55	G462	320	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
514	1-Dec	SVA4001	B741	HZAID	EFBC	OEJN	WMKK	07:50	P574	350	
515	1-Dec	SVA5075	B743	HSAIS	CFEH	WARR	OEJN	01:35	G462	280	
516	1-Dec	GIA6312	A333	OYVKI	JPBS	OEJN	WARQ	06:45	P574 W12 A585 G461 W17N	410	
517	1-Dec	GIA6212	A333	OYVKH	JPFS	OEJN	WARQ	03:45	P574 W12 A585 G461 W17N	410	
518	1-Dec	GIA6404	B743	HSTUK	CFGQ	WIII	OEJN	04:00	G462	320	
519	1-Dec	GIA3114	B743	TFARU	EGLM	WIMM	OEJN	02:15	R456 P570	340	
520	1-Dec	GIA7072	B744	PKGSG	DREM	OEJN	WIII	01:30	G462 G461	310	
521	1-Dec	SVA5077	B743	HSAIQ	CFDL	WARR	OEJN	03:35	G462	280	
522	1-Dec	SVA5023	B743	HZAIK	AFGH	WIII	OEJN	06:50	G462	320	
523	1-Dec	GIA3514	A332	GOMYT	FKAQ	WIPT	OEJN	08:00	G462	360	
524	1-Dec	GIA4111	A333	PKGPG	QSGP	WIMM	OEJN	06:40	R456 P570	340	
525	1-Dec	GIA7112	B743	HSUTL	GKBF	WIII	OEJN	10:00	G462	320	
526	1-Dec	GIA7713	A332	GOJMB	DHBP	OEJN	WIPP	13:15	ANSAX DCT MDN A585	410	
527	1-Dec	SVA5025	B743	HSVAN	FGEJ	WIII	OEJN	08:50	G462	300	
528	1-Dec	GIA3114	B743	TFARU	EGLM	OEJN	WIMM	12:15	ANSAX DCT MDN	390	
529	1-Dec	GIA2115	B743	TFAMJ	EHAJ	OEJN	WIII	14:10	MDN A585 G461	390	
530	1-Dec	SVA4121	B743	HSVAC	DLFM	OEJN	WIDD	10:40	M300 A576	350	
531	1-Dec	GIA1111	B763	GOBYF	BGKP	WIDD	OEJN	14:35	R469 P570	320	
532	1-Dec	GIA1211	B763	GOBYD	JRAF	WIDD	OEJN	17:35	R469 P570	300	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
533	1-Dec	GIA2114	B743	TFAMJ	EHAJ	OEJN	WIII	14:10	MDN A585 G461	390	
534	1-Dec	GIA7063	B744	PKGSG	DREM	WIII	OEJN	13:30	G462	340	
535	1-Dec	SVA4079	B743	HZAIN	AFJL	OEJN	WARR	13:18	G462 G461	350	
536	1-Dec	GIA6404	B743	HSUTK	CFGQ	OEJN	WARQ	15:15	G462 G461 W17N	390	
537	1-Dec	GIA3514	A332	GOMYT	FKAQ	OEJN	WIPT	18:45	ANSAX DCT W11	410	
538	1-Dec	SVA4083	B743	HZAIS	CFEH	OEJN	WARR	17:10	G462 G461	350	
539	1-Dec	SVA4085	B743	HZAIK	AFGH	OEJN	WARR	19:10	G462 G461	350	
540	1-Dec	GIA6113	A333	0YVKG	JMHQ	WIDD	OEJN	19:00	R469 P570	360	
541	1-Dec	SVA4027	B743	HZAIM	AFGK	OEJN	WIII	17:10	G462 W19	350	
542	1-Dec	SVA4029	B743	HZAIQ	CFDL	OEJN	WIII	19:10	G462 W19	350	
543	1-Dec	SVA4031	B743	HZAIP	CFDH	OEJN	WIII	21:10	G462 W19	350	
544	1-Dec	GIA4111	A333	PKGPG	QSGP	OEJN	WALL	16:40	P570 W22 W36	410	
545	1-Dec	GIA6213	A333	OYVKH	JQFS	WIDD	OEJN	21:00	R469 P570	360	
546	1-Dec	GIA6313	A333	OYVKI	JPBS	WIDD	OEJN	00:01	R469 P570	360	
547	1-Dec	SVA5121	B743	HSVAC	DLFM	WIDD	OEJN	20:50	R469 P570	300	
548	1-Dec	GIA8111	B763	GOBYE	LMRS	WIDD	OEJN	21:40	M300	320	
549	1-Dec	GIA7112	B743	HSUTL	GKBF	OEJN	WIII	21:15	G462 G461	390	
550	1-Dec	GIA985	B744	PKGSI	HSDK	OERK	WIII	19:00	G462 G461	370	
551	1-Dec	SVA5003	B741	HZAII	EMJL	WMKK	OEJN	00:01	R461 R456 P570	340	

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DEPARTURE PERIOD (16 NOV - 1 DEC 2007)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
552	1-Dec	SVA5021	B743	TFATJ	CLFJ	WIII	OEJN	22:00	G462	340	
553	1-Dec	GIA6313	A333	OYVKI	JPBS	WIDD	OEJN	21:00	R469 P570	360	
554	1-Dec	SVA4081	B743	HZAIL	AFGJ	OEJN	WARR	16:10	G462 G461 W45	370	
555	1-Dec	SVA4033	B743	HSVAN	FGEJ	OEJN	WIII	23:40	G462 G461 W21 W19	350	
556	1-Dec	GIA6113	A333	0YVKG	JMHQ	OEJN	WARQ	06:00	A585 G461 W17N	410	
557	1-Dec	GIA3115	B743	TFARU	EGLM	WIMM	OEJN	02:00	R456 P570	340	
558	1-Dec	GIA1111	B763	GOBYF	BGKP	OEJN	WAAA	01:45	SALAX A576 A464 A215	410	
559	1-Dec	GIA7073	B744	PKGSG	DREM	OEJN	WIII	01:00	G462 G461	410	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
1	1-Jan	GIA6606	A333	OYVKH	JQFS	OEJN	WIDD	01:40	P570 R456 N563	350	
2	1-Jan	GIA7807	A332	GOJMB	DHBP	WIPP	OEJN	02:45	A585 P570	380	
3	1-Jan	SVA5072	B743	HZAIP	CFDH	OEJN	WARR	07:00	G462 G461	350	
4	1-Jan	GIA2207	A333	PKGPD	QSGK	WITT	OEJN	07:00	BAC DCT TOPIN	400	
5	1-Jan	GIA3607	A333	PKGPG	QSGP	WIPT	OEJN	05:00	G462	380	
6	1-Jan	GIA8206	B763	GOBYF	BGKP	WAOO	OEJN	09:45	W35 N875 A576 M300	360	
7	1-Jan	GIA7604	B743	HSUTK	CFGK	WIII	OEJN	07:30	G462	340	
8	1-Jan	GIA4206	A332	GOMYT	FKAQ	OEJN	WIDD	06:35	P574	370	
9	1-Jan	SVA5076	B743	HZAIS	CFEH	OEJN	WARR	09:00	G462 G461	350	
10	1-Jan	GIA3208	B743	TFAMJ	EHAJ	OEJN	WIMM	13:45	ANSAX DCT MDN	350	
11	1-Jan	GIA1406	B763	GOBYD	JRAF	OEJN	WIDD	08:50	P574	390	
12	1-Jan	GIA6507	A333	OYVKI	JPBS	WARQ	OEJN	13:00	W17N G462	400	
13	1-Jan	SVA5018	B743	HSVAN	FGEJ	OEJN	WIII	11:20	P574	310	
14	1-Jan	GIA7807	A332	GOJMB	DHBP	OEJN	WIPP	14:45	G462 G461	350	
15	1-Jan	GIA6607	A333	OYVKH	JQFS	WARQ	OEJN	15:30	W17N G462	400	
16	1-Jan	GIA6707	A333	OYVKG	JMHQ	WARQ	OEJN	18:15	W17N G462	400	
17	1-Jan	GIA1506	B763	GOBYE	LMRS	OEJN	WIDD	13:40	ANSAX DCT PUGER	310	
18	1-Jan	SVA5018	B747			OEJN	WIII	19:43	ANSAX DCT MDN A585 W12E	330	
19	1-Jan	GIA2207	A333	PKGPD	QSGK	OEJN	WITT	19:45	TOPIN DCT BAC	370	
20	2-Jan	SVA5020	B743	HZAIQ	CFDL	OEJN	WIII	07:00	G462 W19	350	
21	2-Jan	GIA6707	A333	OYVKG	JMHQ	OEJN	WIDD	07:15	M300	390	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
22	2-Jan	GIA1507	B763	GOBYE	LMRS	WAAA	OEJN	06:20	A215 A464 A576 M300	360	
23	2-Jan	GIA6507	A333	OYVKI	JPBS	OEJN	WIDD	03:00	P574 R461 B335	390	
24	2-Jan	GIA3608	A333	PKGPG	QSGP	WIPT	OEJN	04:15	MKB DCT ODIRU G462	400	
25	2-Jan	GIA7407	B743	HSUTL	GKBF	WIII	OEJN	06:00	G462	360	
26	2-Jan	GIA6607	A333	OYVKH	JQFS	OEJN	WIDD	05:30	P574	390	
27	2-Jan	GIA2208	A333	PKGPD	QSGK	WITT	OEJN	09:00	BAC DCT TOPIN	400	
28	2-Jan	GIA7506	B743	TFARU	EGLM	OEJN	WIII	12:45	ANSAX DCT MDN A585 G461	350	
29	2-Jan	SVA5022	B743	HZAIM	AFGK	OEJN	WIII	08:10	G462 W19	350	
30	2-Jan	SVA5078	B743	HZAIN	AFJL	OEJN	WARR	09:30	G462 G461	350	
31	2-Jan	SVA5080	B743	HZAIP	CFDH	OEJN	WARR	10:30	G462 G461	350	
32	2-Jan	GIA8207	B763	GOBYF	BGKP	WAOO	OEJN	15:45	W35 N875 A576 M300	360	
33	2-Jan	SVA5082	B743	HZAIL	AFGJ	OEJN	WARR	11:30	G462 G461	350	
34	2-Jan	SVA5084	B743	HZAIT	CFGM	OEJN	WARR	12:30	G462 G461	350	
35	2-Jan	GIA6508	A333	OYVKI	JPBS	WARQ	OEJN	17:40	W17N G462	400	
36	2-Jan	GIA7605	B743	HSUTK	QFGQ	WIII	OEJN	12:00	G462	340	
37	2-Jan	SVA4020	B743	HZAIQ	CFDL	WIII	OEJN	18:40	G462	340	
38	2-Jan	GIA1407	B763	GOBYD	JRAF	OEJN	WIDD	15:00	M300	330	
39	2-Jan	GIA6608	A333	OYVKH	JQFS	WARQ	OEJN	19:40	W17N G462	400	
40	2-Jan	GIA6708	A333	OYVKG	JMHQ	WARQ	OEJN	22:40	W17N G462	400	
41	2-Jan	SVA4022	B743	HZAIM	AFGK	WIII	OEJN	19:40	G462	340	
42	2-Jan	GIA7808	A332	GOJMB	DHBP	OEJN	WIPP	23:30	G462 G461	370	

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PILGRIM FLIGHT
ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
43	2-Jan	GIA3608	A333	PKGPG	QSGP	OEJN	WIPT	17:50	G462 OBMAT DCT MKB	370	
44	2-Jan	GIA4207	A332	GOMYT	FKAQ	WALL	OEJN	21:00	W36 N875 A576 M300	400	
45	2-Jan	GIA7407	B743	HSUTL	GKBF	OEJN	WIII	18:55	G462 G461	370	
46	2-Jan	SVA5116	B743	HSVAC	DLFM	OEJN	WIDD	20:30	M300	350	
47	2-Jan	GIA4201	A332	GOMYT	FKAQ	WALL	OEJN	21:00	W36 N875 A576 M300	400	
48	2-Jan	SVA4078	B743	HZAIN	AFJL	WARR	OEJN	21:55	G462	280	
49	2-Jan	SVA4080	B743	HZAIP	CFDH	WARR	OEJN	22:55	G462	280	
50	2-Jan	SVA4082	B743	HZAIL	EFGJ	WARR	OEJN	23:55	G462	280	
51	2-Jan	SVA4084	B743	HZAIT	CFGM	WARR	OEJN	00:55	G462	280	
52	2-Jan	GIA4207	A332	GOMYT	FKAQ	WALL	OEJN	21:00	W36 N875 A576 M300	400	
53	2-Jan	GIA2208	A333	PKGPD	QSGK	OEJN	WITT	22:00	TOPIN DCT BEDAX DCT BAC	350	
54	2-Jan	GIA1507	B763	GOBYE	LMRS	OEJN	WIDD	01:05	M300	310	
55	2-Jan	GIA6508	A333	OYVKI	JPBS	OEJN	WIDD	06:40	M300	370	
56	2-Jan	SVA4024	B743	HSVAN	FGEJ	WIII	OEJN	01:00	G462	340	
57	3-Jan	GIA7808	A332	GOJMB	DHBP	OEJN	WIPP	03:15	G462 G461	350	
58	3-Jan	GIA7605	B743	HSUTK	CFGQ	OEJN	WIII	03:20	G462 G461	310	
59	3-Jan	SVA5026	B743	HZAIQ	CFDL	OEJN	WIII	08:00	G462 W19	350	
60	3-Jan	GIA1408	B763	GOBYD	JRAF	WAAA	OEJN	08:25	A215 A464 A576 M300	360	
61	3-Jan	SVA4024	B743	HSVAN	FGEJ	WIII	OEJN	02:00	G462	340	
62	3-Jan	GIA4207	A332	GOMYT	FKAQ	OEJN	WIDD	10:30	M300	390	
63	3-Jan	GIA6708	A333	OYVKG	JMHQ	OEJN	WIDD	11:40	M300	390	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
64	3-Jan	GIA36090	A333	PKGPG	QSGP	WIPT	OEJN	04:30	MKB DCT ODIRU G462	400	
65	3-Jan	SVA5028	B743	HZAIM	AFGK	OEJN	WIII	09:00	G462 W19	350	
66	3-Jan	SVA5030	B743	HZAIK	AFGH	OEJN	WIII	10:00	G462 W19	350	
67	3-Jan	GIA8207	B763	GOBYF	BGKP	OEJN	WIDD	06:50	M300	350	
68	3-Jan	SVA4116	B743	HSVAC	DLFM	WIDD	OEJN	07:00	R469 P570	340	
69	3-Jan	GIA7507	B743	HSUTL	GKBF	WIII	OEJN	06:30	G462	360	
70	3-Jan	GIA2209	A333	PKGPD	QSGK	WITT	OEJN	08:15	BAC DCT TOPIN	400	
71	3-Jan	GIA7408	B743	TFARU	EGLM	WIII	OEJN	07:00	G462	360	
72	3-Jan	GIA6508	A333	OYVKI	JPBS	OEJN	WIDD	0850	M300	370	
73	3-Jan	GIA6608	A333	OYVKH	JQFS	OEJN	WIDD	08:50	M300	370	
74	3-Jan	GIA3210	B743	TFAMJ	EHAJ	OEJN	WIMM	13:30	ANSAX DCT MDN	370	
75	3-Jan	SVA5032	B743	HSVAN	FGEJ	OEJN	WIII	13:45	G462 W19	310	
76	3-Jan	GIA7809	A332	GOJMB	DHBP	WIPP	OEJN	13:25	A585 P570	380	
77	3-Jan	GIA7408	B743	TFARU	EGLM	OEJN	WIII	19:45	ANSAX DCT A585 G461	350	
78	3-Jan	SVA5088	B743	HZAIL	AFGJ	OEJN	WARR	15:00	G462 G461	350	
79	3-Jan	SVA4026	B743	HZAIQ	CFDL	WIII	OEJN	19:40	G462	340	
80	3-Jan	SVA4028	B743	HZAIM	AFGK	WIII	OEJN	20:40	G462	340	
81	3-Jan	GIA3609	A333	PKGPG	QSGP	OEJN	WIPT	18:00	G462	350	
82	3-Jan	GIA8208	B763	GOBYF	BGKP	WAOO	OEJN	21:15	W35 N875 M300	360	
83	3-Jan	GIA6509	A333	OYVKI	JPBS	WARQ	OEJN	22:45	W17N G462	400	
84	3-Jan	SVA5092	B743	HZAIS	CFEH	OEJN	WARR	16:40	G462 G461	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
85	3-Jan	SVA5118	B743	HZVAC	DLFM	OEJN	WIDD	19:30	M300	350	
86	3-Jan	GIA6609	A333	OYVKH	JQFS	WARQ	OEJN	01:15	W17N G462	400	
87	3-Jan	GIA2209	A333	PKGPD	QSGK	OEJN	WITT	21:00	TOPIN DCT BAC	370	
88	3-Jan	GIA7507	B743	HSUTL	GKBF	OEJN	WIII	21:00	G462 G461	350	
89	3-Jan	GIA7809	A332	GOJMB	DHBP	OEJN	WIPP	01:50	G462 G461	370	
90	3-Jan	GIA1408	B763	GOBYD	JRAF	OEJN	WIDD	22:20	ANSAX MDN SALAX	370	
91	3-Jan	GIA6709	A333	OYVKG	JMHQ	WARQ	OEJN	04:20	W17N G462	400	
92	3-Jan	GIA4208	A332	GOMYT	FKAQ	WALL	OEJN	05:30	W36 W22 P570	400	
93	4-Jan	GIA7809	A332	GOJMB	DHBP	OEJN	WIPP	01:30	G462 G461	370	
94	4-Jan	GIA6709	A333	OYVKG	JMHQ	WARQ	OEJN	04:20	W17N G462	400	
95	4-Jan	GIA6509	A333	OYVKI	JPBS	OEJN	WIDD	11:45	P574	370	
96	4-Jan	GIA6609	A333	OYVKH	JQFS	OEJN	WIDD	14:15	P574	390	
97	4-Jan	GIA8208	B763	GOBYF	BGKP	OEJN	WIDD	11:50	M300	310	
98	4-Jan	GIA6609	A333	OYVKH	JQFS	OEJN	WIDD	14:15	P574	390	
99	4-Jan	GIA6509	A333	OYVKI	JPBS	OEJN	WIDD	13:30	P574	370	
100	4-Jan	GIA1409	B763	GOBYD	JRAF	WAAA	OEJN	15:35	A215 A464	360	
101	4-Jan	GIA6801	B743	HSUTK	CFGQ	WIII	OEJN	18:00	G462	340	
102	4-Jan	GIA1508	B763	GOBYE	LMRS	WAAA	OEJN	20:20	A215 A464 N563 R456 570	360	
103	4-Jan	GIA6709	A333	OYVKG	JMHQ	OEJN	WIDD	17:20	P574	370	
104	4-Jan	SVA5096	B743	HZAIP	CFDH	OEJN	WARR	17:30	G462 G461	350	
105	4-Jan	SVA5098	B743	HZAIS	CFEH	OEJN	WARR	18:30	G462 G461	350	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
106	4-Jan	SVA5100	B743	HZAIT	CFGM	OEJN	WARR	21:15	G462 G461	350	
107	4-Jan	GIA3610	A333	PKGPG	QSGP	OEJN	WIPT	16:40	G462	370	
108	4-Jan	GIA7409	B743	TFARU	EGLM	OEJN	WIII	21:45	ANSAX DCT MDN A585 G461	370	
109	4-Jan	GIA2210	A333	PKGPD	QSGK	OEJN	WITT	18:10	TOPIN DCT BEDAX DCT BAC	370	
110	4-Jan	SVA5120	B743	HSVAC	DLFM	OEJN	WIDD	20:30	M300	350	
111	4-Jan	GIA7099	B744	PKGSH	EHFR	OEJN	WIII	18:30	G462 G461	350	
112	4-Jan	SVA4034	B743	HZAIK	AFGH	WIII	OEJN	21:40	G462	340	
113	4-Jan	SVA4036	B743	HZAIM	AFGK	WIII	OEJN	22:40	G462	340	
114	4-Jan	SVA4038	B743	HZAIQ	CFDL	WIII	OEJN	23:40	G462	340	
115	4-Jan	GIA6709	A333	OYVKG	JMHQ	OEJN	WIDD	19:20	P574	370	
116	4-Jan	GIA7810	A332	GOJMB	DHBP	OEJN	WIPP	01:45	ANSAX DCT MDN A585	370	
117	4-Jan	GIA7508	B743	HSUTL	GKBF	OEJN	WIII	20:30	G462 G461	350	
118	4-Jan	GIA4208	A332	GOMYT	FKAQ	OEJN	WIDD	21:30	P574	390	
119	4-Jan	GIA6801	B743	HSUTK	CFGQ	WIII	OEJN	20:10	G462	340	
120	4-Jan	SVA5094	B743			OEJN	WARR	19:00	G462 G461	350	
121	4-Jan	SVA4040	B743	HSVAN	FGEJ	WIII	OEJN	00:40	A585 P574	340	
122	5-Jan	SVA4094	B743	HZAIN	AFJL	WARR	OEMA	04:55	G462	280	
123	5-Jan	SVA4096	B743	HZAIS	CFEH	WARR	OEMA	05:55	G462	280	
124	5-Jan	GIA3611	A333	PKGPG	QSGP	WIPT	OEJN	04:00	MKB DCT ODIRU G462	400	
125	5-Jan	GIA7910	A332	GOJMB	DHBP	OEJN	WIPP	03:00	ANSAX DCT MDN A585	350	
126	5-Jan	GIA6510	A333	OYVKH	JQFS	WARQ	OEJN	08:00	W17N G462	400	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
127	5-Jan	SVA4040	B743	HSVAN	FGEJ	WIII	OEJN	02:00	G579 P574	340	
128	5-Jan	GIA6610	A333	OYVKG	JMHQ	WARQ	OEJN	10:00	W17N G462	400	
129	5-Jan	GIA7181	B744	PKGSG	DREM	WIII	OEJN	05:30	G462	380	
130	5-Jan	SVA4120	B743	HSVAC	DLFM	WIDD	OEJN	06:50	R469 P570	340	
131	5-Jan	GIA1409	B763	GOBYD	JRAF	OEJN	WIDD	07:30	M300 DCT A576	310	
132	5-Jan	GIA4209	A332	GOMYT	FKAQ	WALL	OEJN	12:00	W36 A576 M300	400	
133	5-Jan	SVA4098	B743	HZAIP	CFDH	WARR	OEMA	06:55	G462	280	
134	5-Jan	GIA7410	B743	HSTUL	GKBF	WIII	OEJN	11:00	G462	360	
135	5-Jan	SVA4100	B743	HZAIT	CFGM	WARR	OERK	09:00	G462	280	
136	5-Jan	GIA2211	A333	PKGPD	QSGK	WITT	OEJN	07:00	DCT M300		
137	5-Jan	GIA1508	B763	GOBYE	LMRS	OEJN	WIDD	12:00	M300	310	
138	5-Jan	GIA7811	A332	GOJMB	DHBP	WIPP	OEJN	13:55	A585 P570	380	
139	5-Jan	GIA6510	A333	OYVKH	JQFS	OEJN	WIDD	21:00	P574	390	
140	5-Jan	SVA5042	B743	HZAIQ	CFDL	OEJN	WIII	13:15	G462 W19	350	
141	5-Jan	SVA5044	B743	HZAIM	AFGK	OEJN	WIII	14:00	G462 W19	350	
142	5-Jan	GIA6801	B743	HSUTK		OEJN	WARQ	14:20	G462 G461 W45 W17N	370	
143	5-Jan	GIA3611	A333	PKGPG	QSGP	OEJN	WIPT	15:15	G462 DCT MKB	350	
144	5-Jan	GIA6801	B743	HSUTK	CFGQ	OEJN	WARQ	08:00	G461 W17N	290	
145	5-Jan	GIA6610	A333	OYVKG	JMHQ	OEJN	WIDD	23:00	P574	390	
146	5-Jan	GIA4209	A332	GOMYT	FKAQ	OEJN	WIDD	01:30	P574	390	
147	5-Jan	GIA7811	A332	GOJMB	DHBP	OEJN	WIPP	01:55	P574 A585	370	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
148	5-Jan	GIA2211	A333	PKGPD	QSGK	OEJN	WITT	23:30	M300	370	
149	5-Jan	GIA7410	B743	HSTUL	GKBF	OEJN	WIII	00:45	G462	350	
150	5-Jan	GIA6610	A333	OYVKG	JMHQ	OEJN	WIDD	00:45	P574	390	
151	6-Jan	SVA4044	B743	HZAIM	AFGK	WIII	OEMA	1:40	G462	340	
152	6-Jan	GIA3212	B743	TFAMJ	EHAJ	WIMM	OEJN	3:00	R456 P570	360	
153	6-Jan	SVA4046	B743	HSVAN	FGEJ	WIII	OEMA	02:40	G579 A464 R461 P574	340	
154	6-Jan	GIA8209	B763	GOBYF	BGKP	WAOO	OEJN	06:00	W18 G462	360	
155	6-Jan	GIA3612	A333	PKGPG	QSGP	WIPT	OEJN	04:00	MKB DCT ODIRU G462	400	
156	6-Jan	GIA7811	A332	GOJMB	DHBP	OEJN	WIPP	02:40	P574 A585	370	
157	6-Jan	SVA4046	B743	HSVAN	FGEJ	WIII	OEMA	03:00	G462	360	
158	6-Jan	GIA4209	A332	GOMYT	FKAQ	OEJN	WIDD	04:30	P574	370	
159	6-Jan	GIA7085	B744	PKGSG	DREM	WIII	OEJN	05:10	G462	380	
160	6-Jan	SVA4122	B743	HSVAC	DLFM	WIDD	OEJN	07:00	R469 P570	340	
161	6-Jan	GIA2211	A333	PKGPD	QSGK	WITT	OEJN	09:30	BAC DCT TOPIN M300	400	
162	6-Jan	SVA4104	B743	HZAIS	CFEH	WARR	OEMA	09:30	G462	280	
163	6-Jan	SVA4066	B743	HZAIN	AFJL	WARR	OEMA	10:30	G462	280	
164	6-Jan	SVA4068	B743	HZAIP	CFDH	WARR	OEJN	11:55	G462	280	
165	6-Jan	GIA6511	A333	OYVKI	JPBS	WARQ	OEJN	11:10	W17N G462	400	
166	6-Jan	GIA7509	B743	TFARU	EGLM	OEJN	WIII	12:45	P574 DCT A585 G461	350	
167	6-Jan	SVA5048	B743	HZAIQ	CFDL	OEJN	WIII	15:00	G462 W19	350	
168	6-Jan	GIA3212	B743	TFAMJ	EHAJ	OEJN	WIMM	13:45	P574 DCT	370	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
169	6-Jan	GIA6611	A333	OYVKG	JMHQ	WARQ	OEJN	13:40	W17N G462	400	
170	6-Jan	SVA4102	B743	HZAIL	AFGJ	WARR	OEMA	08:50	G462	280	
171	6-Jan	GIA2212	A333	PKGPD	QSGK	WITT	OEJN	09:30	BAC DCT BEDAX DCT TOPIN	400	
172	6-Jan	GIA6802	B743	HSUTK	CFGQ	OEJN	WARQ	12:30	G462 G461 W17N	290	
173	6-Jan	GIA6711	A333	OYVKH	JQFS	WARQ	OEJN	17:30	W17N G462	400	
174	6-Jan	GIA8209	B763	GOBYF	BGKP	OEJN	WIDD	19:30	ANSAX DCT PUGER	360	
175	6-Jan	GIA4210	A332	GOMYT	FKAQ	WALL	OEJN	23:00	W36 A576 M300	400	
176	6-Jan	GIA1410	B763	GOBYD	JRAF	OEJN	WIDD	16:00	ANSAX DCT SALAX	310	
177	6-Jan	GIA3612	A333	PKGPG	QSGP	OEJN	WIPT	17:00	G462 DCT MKB	350	
178	6-Jan	SVA5050	B743	HZAIM	AFGK	OEMA	WIII	16:20	G462 W19	350	
179	6-Jan	GIA7095	B744	PKGSG	DREM	OEJN	WIII	17:40	G462 G461	350	
180	6-Jan	GIA7611	A333	OYVKH	JQFS	WARQ	OEJN	17:30	W17N G462	400	
181	6-Jan	SVA5052	B743	HSVAN	FGEJ	OEMA	WIII	17:20	G462 W19	350	
182	6-Jan	GIA2212	A333	PKGPD	QSGK	OEJN	WITT	19:45	ANSAX DCT BAC	370	
183	6-Jan	SVA5116	B743	HSVAC	DLFM	OEMA	WIDD	20:00	P574	350	
184	6-Jan	GIA6611	A333	OYVKG	JMHQ	OEJN	WIDD	02:40	P574	390	
185	6-Jan	SVA5070	B743	HZAIT	AFGH	OEMA	WARR	00:10	P574 B470 L511	370	
186	6-Jan	SVA5072	B743	HZAIL	AFGH	OEMA	WARR	01:10	P574 B470 L511	370	
187	6-Jan	SVA5074	B743	HZAIS	AFGH	OEMA	WARR	02:10	P574 B470 L511	350	
188	6-Jan	GIA6511	A333	OYVKI	JPBS	OEJN	WIDD	00:35	ANSAX DCT SALAX	310	
189	7-Jan	GIA6711	A333	OYVKH	JQFS	OEJN	WIDD	06:30	P574	390	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
190	7-Jan	SVA5072	B743	HZAIL	AFGH	OEMA	WARR	01:10	P574 B470 L511	370	
191	7-Jan	GIA7812	A332	GOJMB	DHBP	WIPP	OEJN	02:45	A585 P570	380	
192	7-Jan	SVA4048	B743	HZAIQ	CFDL	WIII	OEMA	02:40	G462	340	
193	7-Jan	SVA5070	B743	HZAIT	AFGH	OEMA	WARR	01:10	P574 B470 L511	370	
194	7-Jan	GIA3213	B743	TFAMJ	EHAJ	WIMM	OEMA	02:40	MDN DCT TOPIN	380	
195	7-Jan	SVA4050	B743	HZAIM	AFGK	WIII	OEMA	04:00	G462	340	
196	7-Jan	GIA7510	B743	TFARU	EGLM	WIII	OEMA	04:00	G462	360	
197	7-Jan	GIA3613	A333	PKGPG	QSGP	WIPT	OEJN	04:15	G462	400	
198	7-Jan	SVA4052	B743	HSVAN	FGEJ	WIII	OEMA	05:00	G579 P574	340	
199	7-Jan	GIA7411	B743	HSUTL	GKBF	WIII	OEMA	05:30	G462	360	
200	7-Jan	GIA7086	B744	PKGSG	DREM	WIII	OEJN	05:00	G462	380	
201	7-Jan	GIA8209	B763	GOBYF	BGKP	WIDD	WAOO	06:50	W36 W35	350	
202	7-Jan	GIA6803	B747	HSUTK	CFGQ	WARQ	OEJN	05:00	W17N G464	400	
203	7-Jan	GIA6611	A333	OYVKG	JMHQ	OEJN	WIDD	04:00	P574	390	
204	7-Jan	SVA5074	B743	HZAIS	AFGH	OEMA	WARR	03:10	P574 B470 L511	370	
205	7-Jan	SVA5076	B743	HZAIN	AFGH	OEMA	WARR	04:30	P574 B470 L511	370	
206	7-Jan	SVA4116	B743	HSVAC	DLFM	WIDD	OEMA	06:20	R469 P570	340	
207	7-Jan	GIA3213	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	ANSAX DCT MDN	370	
208	7-Jan	GIA1510	B763	GOBYD	JRAF	WAAA	OEJN	12:10	A215 A464 N563 R456 P570	360	
209	7-Jan	GIA2213	A333	PKGPD	QSGK	WITT	OEJN	08:30	BAC DCT TOPIN	400	
210	7-Jan	SVA4052	B743	HSVAN	FGEJ	WIII	OEMA	05:30	G462	360	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
211	7-Jan	GIA6511	A333	OYVKI	JPBS	OEJN	WIDD	00:35	P574	390	
212	7-Jan	GIA4210	A332	GOMYT	FKAQ	OEJN	WALL	12:30	P574	390	
213	7-Jan	GIA7812	A332	GOJMB	DHBP	OEJN	WIPP	14:45	G462 G461	350	
214	7-Jan	GIA8210	B763	GOBYF	BGKP	WAOO	OEJN	13:45	W35 N875	360	
215	7-Jan	GIA6512	A333	OYVKI	JPBS	WARQ	OEJN	15:20	W17N G462	400	
216	7-Jan	GIA7510	B743	TFARU	EGLM	OEMA	WIII	15:55	P574 A585 G461	370	
217	7-Jan	GIA3213	B743	TFAMJ	EHAJ	OEMA	WIMM	11:00	ANSAX DCT MDN	370	
218	7-Jan	GIA6612	A333	OYVKG	JMHQ	WARQ	OEJN	18:20	W17N G462	400	
219	7-Jan	GIA4210	A333	GOMYT	FKAQ	OEJN	WIDD	11:45	P574	390	
220	7-Jan	SVA4070	B743	HZAIT	CFGM	WARR	OEMA	12:30	G462	340	
221	7-Jan	SVA4072	B743	HZAIL	AFGJ	WARR	OEMA	14:30	G462	280	
222	7-Jan	SVA4074	B743	HZAIS	CFEH	WARR	OEMA	14:30	G462	280	
223	7-Jan	SVA4076	B743	HZAIN	AFJL	WARR	OEMA	16:40	G462	280	
224	7-Jan	GIA7812	A332	GOJMB	DHBP	OEJN	WIPP	15:40	G462 G461	350	
225	7-Jan	GIA6712	A333	OYVKH	JQFS	WARQ	OEJN	21:20	W17N G462	400	
226	7-Jan	GIA3613	A333	PKGPG	QSGP	OEJN	WIPT	16:00	G462 ODIRU DCT MKB	370	
227	7-Jan	GIA7411	B743	HSUIL	GKBF	OEMA	WIII	17:25	G462	350	
228	7-Jan	GIA7096	B744	PKGSG	DREM	OEJN	WIII	18:00	G462 G461	350	
229	7-Jan	GIA6803	B747	HSUTK	CFGQ	OEJN	WARQ	18:20	G462 G461 W17N	350	
230	7-Jan	SVA5016	B743	HZAIM	AFGK	OEMA	WIII	16:30	G462 W19	350	
231	7-Jan	SVA5018	B743	HSVAN	FGEJ	OEMA	WIII	18:10	G462 W19	350	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
232	7-Jan	GIA2213	A333	PKGPD	QSGK	OEJN	WITT	20:40	TOPIN DCT BAC	370	
233	7-Jan	SVA5118	B743	HSVAC	DLFM	OEMA	WIDD	19:30	P574 SALAX DCT	350	
234	7-Jan	SVA5078	B743	HZAIT	CFGM	OEMA	WARR	03:20	P574 R461 A464 B470 L511	350	
235	7-Jan	SVA5080	B743	HZAIS	CFEH	OEMA	WARR	04:20	P574 R461 A464 B470 L511	350	
236	7-Jan	SVA5082	B743	HZAIN	AFJL	OEMA	WARR	05:20	P574 R461 A464 B470 L511	350	
237	7-Jan	GIA6512	A333	OYVKI	JPBS	OEJN	WIDD	04:20	P574 R461 B335	390	
238	7-Jan	GIA4211	A332	GOMYT	FKAQ	WALL	OEJN	05:00	W36 W22 P570	400	
239	7-Jan	SVA5084	B743	HZAIL	AFGJ	OEMA	WARR	06:20	P574 R461 A464 B470 L511	350	
240	7-Jan	SVA5054	B743	HSVAN	FGEJ	OEMA	WIII	20:00	G462 W19	290	
241	8-Jan	GIA1510	B763	GOBYD	JRAF	OEJN	WIDD	03:30	M300	310	
242	8-Jan	GIA6612	A333	OYVKG	JMHQ	OEJN	WIDD	07:20	P574	390	
243	8-Jan	GIA6712	A333	OYVKH	JQFS	OEJN	WIDD	10:20	P574	380	
244	8-Jan	SVA5078	B743	HZAIT	CFGM	OEMA	WARR	03:20	P574 R461 A464 B470 L511	350	
245	8-Jan	GIA8210	B763	GOBYF	BGKP	OEJN	WIDD	03:45	M300	310	
246	8-Jan	GIA4211	A332	GOMYT	FKAQ	WALL	OEJN	05:00	W36 W22 P570	400	
247	8-Jan	GIA2213	A333	PKGPD	QSGK	WITT	WIII	05:00	W11 W12 A585 G461	410	
248	8-Jan	GIA6512	A333	OYVKI	JPBS	OEJN	WIDD	04:35	P574	370	
249	8-Jan	GIA1411	B763	GOBYE	LMRS	WAAA	OEJN	16:20	A215 A464 N563 R456 P570	360	
250	8-Jan	GIA4211	A332	GOMYT	FKAQ	OEJN	WIDD	18:30	P574	390	
251	8-Jan	GIA8211	B763	GOBYF	BGKP	WAOO	OEJN	18:45	W35 N875 M300	360	
252	8-Jan	GIA7813	A332	GOJMB	DHBP	OEJN	WIPP	17:30	G462 G461	370	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
253	8-Jan	GIA6513	A333	OYVKI	JPBS	WARQ	OEJN	20:45	W17N G462	400	
254	8-Jan	SVA4078	B743	HZAIT	CFGM	WARR	OEMA	15:40	G462	280	
255	8-Jan	SVA4080	B743	HZAIS	CFEH	WARR	OEMA	16:40	G462	280	
256	8-Jan	SVA4082	B743	HZAIN	AFJL	WARR	OEMA	17:15	G462	280	
257	8-Jan	SVA4084	B743	HZAIL	AFGJ	WARR	OEMA	18:40	G462	280	
258	8-Jan	GIA3614	A333	PKGPG	QSGP	OEJN	WIPT	16:00	G462 ODIRU DCT MKB	370	
259	8-Jan	GIA6613	A333	OYVKG	JMHQ	WARQ	OEJN	23:15	W17N G462	400	
260	8-Jan	SVA5020	B743	HZAIQ	CFDL	OEMA	WIII	17:30	G462 W19	350	
261	8-Jan	GIA6513	A333	OYVKI	JPBS	WARQ	OEJN	20:45	W17N G462	400	
262	8-Jan	SVA5022	B743	HZAIM	AFGK	OEMA	WIII	18:30	G462 W19	350	
263	8-Jan	GIA6713	A333	OYVKH	JQFS	WARQ	OEJN	02:00	W17N G462	400	
264	8-Jan	GIA6804	B743	HSUTK	CFGQ	OEJN	WARQ	20:55	G462 G461 W17N	350	
265	8-Jan	SVA5024	B743	HSVAN	FGEJ	OEMA	WIII	19:30	G462 W19	350	
266	8-Jan	SVA5120	B743	HSVAC	DLFM	OEMA	WIDD	20:30	P574	350	
267	8-Jan	GIA7412	B743	HSUIL	GKBF	OEMA	WIII	00:01	G462 G461	330	
268	9-Jan	GIA3615	A333	PKGPG	QSGP	WIPT	OEJN	05:00	MKB DCT ODIRU G462	400	
269	9-Jan	GIA6513	A333	OYVKI	JPBS	OEJN	WIDD	09:45	P574 DCT	390	
270	9-Jan	GIA4212	A332	GOMYT	FKAQ	WALL	OEJN	11:00	W36 W22 P570	400	
271	9-Jan	GIA6613	A333	OYVKG	JMHQ	OEJN	WIDD	12:15	P574	390	
272	9-Jan	GIA7511	B743	TFARU	EGLM	WIII	OEMA	07:00	G462	360	
273	9-Jan	SVA5086	B743	HZAIT	CFGM	OEMA	WARR	06:30	P574 R461 A464 B470 L511	350	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
274	9-Jan	SVA4020	B743	HZAIQ	CFDL	WIII	OEJN	05:10	G462	340	
275	9-Jan	GIA7714	A332	GOJMB	DHBP	WIPP	OEJN	06:30	A585 P570	380	
276	9-Jan	SVA4022	B743	HZAIM	AFGK	WIII	OEMA	06:10	G462	340	
277	9-Jan	GIA7814	A332	GOJMB	DHBP	WIPP	OEJN	06:30	A585 P570	380	
278	9-Jan	GIA1411	B763	GOBYE	LMRS	OEJN	WIDD	07:30	M300	310	
279	9-Jan	SVA5088	B743	HZAIS	CFEH	OEMA	WARR	07:30	P574 R461 A464 B470 L511	350	
280	9-Jan	SVA4120	B743	HSVAC	DLFM	WIDD	OEMA	07:20	R469 P570	340	
281	9-Jan	GIA8211	B763	GOBYF	BGKP	OEJN	WIDD	08:00	M300	310	
282	9-Jan	SVA4024	B743	HSVAN	FGEJ	WIII	OEMA	07:50	G462	340	
283	9-Jan	SVA5090	B743	HZAIN	AFJL	OEMA	WARR	09:15	P574 R461 A464 B470 L511	350	
284	9-Jan	GIA3215	B743	TFAMJ	EHAJ	OEMA	WIMM	12:45	ANSAX DCT MDN	370	
285	9-Jan	GIA1511	B763	GOBYD	JRAF	OEJN	WIDD	11:00	M300	310	
286	9-Jan	GIA6713	A333	OYVKH	JQFS	OEJN	WIDD	15:00	M300	390	
287	9-Jan	SVA5088	B743	HZAIS	CFEH	OEMA	WARR	09:15	P574 R461 A464 B470 L511	350	
288	9-Jan	SVA5090	B743	HZAIN	AFJL	OEMA	WARR	09:30	P574 R461 A464 B470 L511	350	
289	9-Jan	SVA5092	B743	HZAIL	AFGJ	OEMA	WARR	09:45	P574 R461 A464 B470 L511	350	
290	9-Jan	SVA5090	B743	HZAIN	AFJL	OEMA	WARR	11:20	P574 R461 A464 B470 L511	350	
291	9-Jan	GIA6805	B743	HSUTK	CFGQ	WARQ	OEJN	14:00	W17N G462	340	
292	9-Jan	GIA7814	A332	GOJMB	DHBP	OEJN	WIPP	18:30	G462 G461	370	
293	9-Jan	GIA7511	B743	TFARU	EGLM	OEMA	WIII	18:25	P574 A585 G461	350	
294	9-Jan	GIA3615	A333	PKGPG	QSGP	OEJN	WIPT	17:00	G462 ODIRU DCT MKB	370	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
295	9-Jan	SVA5026	B743	HZAIK	AFGH	OEMA	WIII	16:30	G462 W19	350	
296	9-Jan	SVA5122	B743	HSVAC	DLFM	OEMA	WIDD	19:00	P574	350	
297	9-Jan	SVA4086	B743	HZAIT	CFGM	WARR	OEMA	18:50	G462	280	
298	9-Jan	SVA4088	B743	HZAIS	CFEH	WARR	OEMA	21:05	G462	280	
299	9-Jan	SVA4090	B743	HZAIN	AFJL	WARR	OEMA	21:20	G462	280	
300	9-Jan	SVA4092	B743	HZAIL	AFGJ	WARR	OEMA	21:50	G462	280	
301	9-Jan	SVA5032	B743	HSVAN	FGEJ	OEMA	WIII	19:30	G462 W19	350	
302	9-Jan	GIA8212	B763	GOBYF	BGKP	WAOO	OEJN	23:15	W35 N875 M300	360	
303	9-Jan	GIA1412	B763	GOBYE	LMRS	WAAA	OEJN	00:01	A215 A464 N563 R456 P570	360	
304	9-Jan	GIA1512	B763	GOBYD	JRAF	WAAA	OEJN	03:35	A215 A464 N563 R456 P570	360	
305	9-Jan	SVA5122	B743	HSVAC	DLFM	OEMA	WIDD	22:30	P574	350	
306	9-Jan	SVA5032	B743	HSVAN	FGEJ	OEMA	WIII	22:30	G462 W19	350	
307	9-Jan	GIA7511	B743	TFARU	EGLM	OEMA	WIII	20:25	ANSAX DCT MDN A585 G461	290	
308	9-Jan	GIA6614	A333	OYVKG	JMHQ	WARQ	OEJN	05:30	W17N G462	400	
309	10-Jan	SVA5122	B743	HSVAC	DLFM	OEMA	WIDD	22:30	P574	350	
310	10-Jan	GIA6714	A333	OYVKH	JQFS	WARQ	OEJN	07:30	W17N G462	400	
311	10-Jan	GIA7413	B743	HSTUL	GKBF	WIII	OEMA	05:00	G462	360	
312	10-Jan	GIA4212	A332	GOMYT	FKAQ	OEJN	WIDD	03:00	P574	390	
313	10-Jan	GIA6316	A333	PKGPG	QSGP	WIPT	OEJN	04:00	G462	400	
314	10-Jan	GIA6805	B743	HSUTK	CFGQ	OEJN	WARQ	03:05	G462 G461 W17N	310	
315	10-Jan	GIA6514	A333	OYVKI	JPBS	WARQ	OEJN	03:40	W17N G462	400	

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PILGRIM FLIGHT
ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
316	10-Jan	SVA4026	B743	HSAIK	AFGH	WIII	OEMA	04:10	G462	340	
317	10-Jan	SVA4030	B743	HZAIQ	CFDL	WIII	OEJN	06:30	G462	340	
318	10-Jan	GIA6614	A333	OYVKG	JMHQ	WARQ	OEJN	05:30	W17N G462	400	
319	10-Jan	SVA4032	B743	HSVAN	FGEJ	WIII	OEMA	09:30	G462	340	
320	10-Jan	GIA7512	B743	TFARU	EGLM	WIII	OEMA	12:00	G462	360	
321	10-Jan	SVA5094	B743	HZAIT	CFGM	OEMA	WARR	11:30	P574 B470 L511	350	
322	10-Jan	SVA5096	B743	HZAIS	CFEH	OEMA	WARR	12:30	P574 B470 L511	350	
323	10-Jan	GIA6514	A333	OYVKI	JPBS	OEJN	WIDD	16:40	P574	380	
324	10-Jan	GIA7814	A332	GOJMB	DHBP	OEJN	WIPP	18:00	G462 G461	370	
325	10-Jan	GIA8212	B763	GOBYF	BGKP	OEJN	WIDD	13:30	P574	310	
326	10-Jan	SVA5100	B743	HZAIN	AFJL	OEMA	WARR	13:10	P574 R461 A464 B470 L511	350	
327	10-Jan	SVA5098	B743	HZAIL	AFGJ	OEMA	WARR	14:00	P574 R461 A464 B470 L511	350	
328	10-Jan	GIA4213	A332	GOMYT	FKAQ	WALL	OEJN	17:00	W36 A576 M300	400	
329	10-Jan	GIA1412	B763	GOBYE	LMRS	OEJN	WIDD	14:55	P574	310	
330	10-Jan	GIA6714	A333	OYVKH	JQFS	OEJN	WIDD	20:30	P574	390	
331	10-Jan	SVA5036	B743	HZAIK	AFGH	OEMA	WIII	19:30	G462 W19	370	
332	10-Jan	SVA5038	B743	HZAIP	AFGH	OEMA	WIII	20:30	G462 W19	370	
333	10-Jan	GIA7413	B743	HSUTL	GKBF	OEMA	WIII	16:55	G462 G461	350	
334	10-Jan	SVA5034	B743	HZAIM	AFGH	OEMA	WIII	23:59	G462 W19	350	
335	10-Jan	GIA6514	A333	OYVKI	JPBS	OEJN	WIDD	17:00	P574	380	
336	10-Jan	GIA6806	B743	HSUTK	CFGQ	WARQ	OEJN	20:00	W17N G462	340	

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ARRIVAL PERIOD (1 - 11 JAN 07)

No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
337	10-Jan	GIA1512	B763	GOBYD	JRAF	OEJN	WIDD	18:00	P574	360	
338	10-Jan	GIA6614	A333	OYVKG	JMHQ	OEJN	WIDD	19:00	P574 R461	390	
339	10-Jan	SVA5116	B743	HSVAC	DLFM	OEMA	WIDD	20:00	P574	350	
340	10-Jan	GIA7413	B743	HSUTL	6KBF	OEMA	WIII	20:00	G462 G461	310	
341	10-Jan	SVA5040	B743	HSVAN	FGEJ	OEMA	WIII	21:30	G462 W19	350	
342	10-Jan	SVA5036	B743	HZAIK	AFGH	OEMA	WIII	20:40	P574	350	
343	10-Jan	GIA7814	A332	GOJMB	DHBP	OEJN	WIPP	22:10	G462 G461	370	
344	10-Jan	GIA7512	B743	TFARU	EGLM	OEMA	WIII	00:05	ANSAX DCT MDN A585 G461	370	
345	10-Jan	SVA4094	B743	HZAIT	CFGM	WARR	OEMA	00:10	G462	280	
346	10-Jan	SVA4096	B743	HZAIS	CFEH	WARR	OEMA	23:55	G462	280	
347	10-Jan	GIA8213	B763	GOBYF	BGKP	WAOO	OEJN	06:00	W35 N875	360	
348	11-Jan	SVA4100	B743	HZAIN	AFJL	WARR	OEMA	02:00	G462	280	
349	11-Jan	GIA7512	B743	TFARU	EGLM	OEMA	WIII	02:05	ANSAX DCT MDN A585 G461	290	
350	11-Jan	GIA8213	B763	GOBYF	BGKP	WAOO	OEJN	06:00	W35 N875 M300	360	
351	11-Jan	SVA5040	B743	HSVAN	FGEJ	OEMA	WIII	23:40	G462 W19	350	
352	11-Jan	GIA1413	B763	GOBYE	LMRS	WAAA	OEJN	06:55	A215 A464	360	
353	11-Jan	GIA4213	A332	GOMYT	FKAQ	OEJN	WIDD	08:30	P574	390	
354	11-Jan	GIA6715	A333	OYVKI	JPBS	WARQ	OEJN	09:20	W17N G462	400	
355	11-Jan	SVA4098	B743	HZAIL	AFGJ	WARR	OEMA	03:00	G462	340	
356	11-Jan	GIA6515	A333	OYVKG	JMHQ	WARQ	OEJN	11:20	W17N G462	400	
357	11-Jan	GIA3617	A333	PKGPG	QSGP	WIPT	OEJN	04:15	MKB DCT ODIRU G462	400	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
358	11-Jan	SVA4098	B743	HZAIL	AFGJ	WARR	OERK	03:00	G462	280	
359	11-Jan	GIA7414	B743	HSUTL	GKBF	WIII	OEMA	06:15	G462	360	
360	11-Jan	GIA3217	B743	TFAMJ	EHAJ	WIMM	OEMA	04:40	MDN DCT TOPIN	380	
361	11-Jan	SVA5034	B743	HZAIM	AFGH	OEMA	WIII	04:30	G462 W19	350	
362	11-Jan	GIA1513	B763	GOBYD	JRAF	WAAA	OEJN	11:55	A215 A464 M300	360	
363	11-Jan	GIA1413	B763	GOBYE	LMRS	WAAA	OEJN	06:55	A215 A464 A576 M300	360	
364	11-Jan	SVA4036	B743	HZAIK	AFGH	WIII	OEMA	07:40	G462	340	
365	11-Jan	SVA4116	B743	HSVAC	DLFM	WIDD	OEMA	08:30	R469 P570	340	
366	11-Jan	GIA7815	A332	GOJMB	DHBP	WIPP	OEJN	08:40	A585 P570	380	
367	11-Jan	SVA4040	B743	HSVAN	FGEJ	WIII	OEMA	10:10	G462	360	
368	11-Jan	GIA7513	B743	TFARU	EGLM	WIII	OEMA	11:45	G462	320	
369	11-Jan	GIA6806	B743	HSUTK	CFGQ	OEJN	WARQ	10:00	G462 G461 W17N	350	
370	11-Jan	SVA5038Q	B743	HZAIP	AFGH	OEMA	WIII	10:00	G462 W19	370	
371	11-Jan	GIA6615	A333	OYVKH	JQFS	WARQ	OEJN	15:00	W17N G462	400	
372	11-Jan	GIA3217	B743	TFAMJ	EHAJ	OEMA	WIMM	14:45	ANSAX DCT MEDAN	370	
373	11-Jan	SVA5038	B743	HZAIP	AFGH	OEMA	WIII	12:30	G462 W19	370	
374	11-Jan	SVA4034	B743	HZAIM	AFGK	WIII	OEMA	15:40	G462	340	
375	11-Jan	SVA5102	B743	HZAIT	CFGM	OEMA	WARR	13:55	P574 B470 L511	350	
376	11-Jan	SVA5104	B743	HZAIS	CFEH	OEMA	WARR	15:50	P574 B470 L511	350	
377	11-Jan	SVA5042	B743	HZAIN	AFGH	OEMA	WIII	18:30	G462 W19	350	
378	11-Jan	SVA4040	B743	HSVAN	FGEJ	WIII	OEMA	14:00	G462	360	

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No	Date	CallSign	Type	Regist	SelCall	ADEP	ADES	ETD	ATS Route	FL	Remarks
379	11-Jan	SVA5066	B743	HZAIK	AFGH	OEMA	WARR	23:20	P574 B470 L511	370	
380	11-Jan	GIA7815	A332	GOJMB	DHBP	OEJN	WIPP	20:40	G462 G461	350	
381	11-Jan	GIA6515	A333	OYVKG	JMHQ	OEJN	WIDD	00:20	P574	390	
382	11-Jan	GIA7414	B743	HSUTL	GKBF	OEMA	WIII	20:30	G462 G461	350	
383	11-Jan	GIA8213	B763	GOBYF	BGKP	OEJN	WIDD	20:15	P574	350	
384	11-Jan	SVA5042	B743	HZAIN	AFGH	OEMA	WIII	20:30	G462 W19	350	
385	11-Jan	GIA1413	B763	GOBYE	LMRS	OEJN	WIDD	21:35	P574	350	
386	11-Jan	SVA4038	B743	HZAIP	CFDH	WIII	OEMA	23:05	G462	340	
387	11-Jan	SVA5044	B743	TFATJ	GMBF	OEMA	WIII	22:15	G462 W19	350	
388	11-Jan	GIA7513	B743	TFARU	EGLM	OEMA	WIII	01:15	P574 DCT A585 G461	350	
389	11-Jan	SVA5118	B743	HSVAC	DLFM	OEMA	WIDD	23:00	P574	350	
390	11-Jan	GIA6715	A333	OYVKI	JPBS	OEJN	WIDD	23:35	P574	390	
391	11-Jan	GIA4214	A332	GOMYT	FKAQ	WALL	OEJN	04:00	W36 M300	400	
392	11-Jan	SVA4102	B743	HZAIT	CFGM	WARR	OEMA	01:40	G462	280	
393	11-Jan	SVA4104	B743	HZAIS	CFEH	WARR	OEMA	02:40	G462	280	
394	11-Jan	GIA7513	B743	TFARU	EGLM	OEMA	WIII	02:45	ANSAX DCT MDN A585 G461	350	

For effective date June 2008 AIRAC – 5 June 2008 (0806051900UTC)

ICAO Western Pacific/South China Sea RVSM Scrutiny Working Group

DRAFT MODEL TEXT FOR AIP SUPPLEMENT

IMPLEMENTATION OF REVISED FLIGHT ORIENTATION SCHEME (FLOS) AND FLIGHT LEVEL ALLOCATION SCHEME (FLAS) IN THE WESTERN PACIFIC/SOUTH CHINA SEA AREA

1 Introduction

1.1 During 2002, in two stages during February and October 2002 respectively, the States of the ICAO Asia/Pacific Region within the Western Pacific/South China Sea (WPAC/SCS) area implemented RVSM operations using a modified single alternate flight level orientation scheme (FLOS), with a complementary flight level allocation scheme (FLAS) for ATC flight level assignment.

1.2 To assist expeditious traffic handling, ATC operational arrangements termed 'no pre-departure coordination' (i.e. 'No-PDC') procedures are mutually agreed between affected ATC Area Control Centres (ACCs). Using No-PDC procedures means the initial flight level for departing flights is allocated in accordance with the pre-agreed FLAS without real time flight level coordination being undertaken between adjacent ACCs. After departure, other flight levels may be available subject to prior coordination between ACCs to agree alternative flight levels for assignment.

1.3 Subsequent to the commencement of RVSM operations in the WPAC/SCS area, implementation of RVSM has continued in airspaces surrounding the WPAC/SCS area but utilizing a single alternate FLOS in accordance with the Tables of Cruising Levels contained in Appendix 3 of ICAO Annex 2 – *Rules of the Air*. This resulted in a need to continuously transition the flight levels of many flights entering and leaving the WPAC/SCS area between the modified single alternate FLOS in the WPAC/SCS area and the single alternate FLOS in surrounding RVSM areas.

2 Implement revised FLOS and FLAS in WPAC/SCS area

2.1 In order to minimise flight level transition requirements for flights entering and leaving the WPAC/SCS area, affected States working under the auspices of the ICAO WPAC/SCS RVSM Scrutiny Working Group (WPAC/SCS RSG) will implement revised flight level arrangements for the WPAC/SCS area on AIRAC 5 June 2008.

2.2 With effect from 0806051900UTC, simultaneous and permanent implementation of the following flight level arrangements in the WPAC/SCS area will occur:

Version 1, 7 December 2007
Authorized: ICAO WPAC/SCS RSG

a) a single alternate FLOS (i.e. ‘east odd flight levels, west even flight levels’) in compliance with Annex 2 and in accordance with FLOS in surrounding areas;

b) special high capacity arrangements for six unidirectional parallel routes (L642, M771, N892, L625, N884 & M767) that involve managed use of odd and even flight levels in the same direction of flight; and

c) an associated FLAS agreed between affected ACCs to facilitate ATC ‘No-PDC’ operations.

2.3 Details of the flight level allocation arrangements to be implemented, including those applicable to Large Scale Weather Deviations, have been included in the Appendix to this Supplement.

3 Cancellation

3.1 This AIP Supplement will be cancelled when the contents have been incorporated into AIP.

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Flight Level Allocation Scheme (FLAS) for Western Pacific/South China Sea Area

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels. *Other levels available with prior approval*	Flight Information Regions	Flight Level Transition
L642 M771 N892 L625	Eastbound (EB) & Westbound (WB) EB & WB FL 310, 320, 350, 360, 390, 400	Hong Kong, Sanya, Ho Chi Minh, Manila, Singapore, Taipei	For L642 & M771 – NIL
			For L625 joining B462 – **Naha ACC** from FL 320, 360, 400 to odd levels after MEVIN on B462
			For L625 joining B348 – **Manila ACC** from FL 320, 360, 400 to odd levels or FL 290 for landing Taibei FIR by POTIB on B348
			For N892 – **Taibei ACC** from FL 300, 340, 380 to FL 310, 350, 390 before KABAM
L628	EB – FL 330, 370, 410 WB – FL 280, 340	Manila, Ho Chi Minh	NIL
N500	EB – FL 330 WB – FL 300	Manila, Ho Chi Minh	NIL
M765	EB – FL 290, 370, WB – FL 280, 340	Kuala Lumpur, Manila, Ho Chi Minh	NIL
M768	EB – FL 270, 330, 410 WB – FL 300, 380	Singapore, Ho Chi Minh, Kota Kinabalu	NIL
M753 M755	Northbound (NB) & Southbound (SB) NB – FL 260, 300, 380 SB – FL 270, 330	Singapore, Ho Chi Minh, Phnom Penh	NIL
L644	SB - FL 330, 410	Singapore, Ho Chi Minh	NIL
N891	NB – FL 260, 300, 380 SB – FL 330, 390	Singapore, Ho Chi Minh Kuala Lumpur	NIL

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels. ***Other levels available with prior approval***	Flight Information Regions	Flight Level Transition
A1/P901	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400	Hong Kong, Sanya, Ho Chi Minh, Bangkok, Vientiane	NIL
A202	EB – FL 290, 330, 370, 390, 410 WB – FL 280, 300, 340, 380, 400 ***Note:*** *Implemented AIRAC 22 Nov 2007*	Hong Kong, Sanya, Hanoi, Bangkok, Vientiane	NIL
N884	FL 310, 320, 350, 360, 390, 400	Singapore, Manila, Fukuoka	**Manila ACC** from FL 320, 360, 400 to odd levels after LBG on A590 or after LBG on extension of N884 LBG-CAB-LEBIX-YURIX ***Note:*** *N884 route extension to be implemented on AIRAC 5 June 2008*
M767		Manila, Singapore	**Manila ACC** from FL300, 340, 380 to FL 310, 350, 390 after TOKON
A341	EB – FL 310, 370 WB – FL 320, 360, 400	Kota Kinabalu, Manila	NIL
M754	NB – FL 300, 340, 380 SB – FL 290, 330, 370, 410	Kota Kinabalu, Manila, Singapore	NIL
A461,R590 B472,B473 B462	EB – FL 290, 330, 370, 410 WB – FL 300, 340, 380	Hong Kong, Manila, Ujung Pandang	NIL
A339	EB – FL 310, 350, 390 WB – FL 320, 360, 400	Ujung Pandang, Manila	NIL
G578	EB – FL 350, 390 WB – FL 320, 360, 400	Ujung Pandang, Manila	NIL
B583	EB- FL 290, 330, 370, 410 WB- FL 300, 340, 380	Kota Kinabalu. Ujung Pandang	NIL
B348	EB – FL 310, 350, 390 WB- FL 320, 360, 400	Kota Kinabalu, Manila	NIL
M772	NB - FL - 300, 340 until ANIPU, 380	Hong Kong Jakarta, Manila Kota Kinabalu, Singapore	NIL
B584	EB – FL 310, 350, 390 WB – FL 320**,** 360, 400	Kota Kinabalu, Ujung Padang	NIL
A583	SEB – FL 290, 330, 370, 410 NWB – FL300, 340, 380	Hong Kong, Manila	NIL

FLAS for Large Scale Weather Deviations (LSWD) in Western Pacific/South China Sea area

as applicable by

Fukuoka ATMC, Ho Chi Minh, Hong Kong, Manila, Naha, Sanya, Singapore and Taipei ACCs

Flight Level Allocation (LSWD)	ATS Route and Direction of Flight									
	N892	**L625**	**N884**	**M767**	**A582/B462**		**A590**		**L642**	**M771**
	SW	NE	NE	SW	E	W	E	W	SW	NE
410					410					
400	400			400				400	400	
390		390	390				390			390
380						380				
370					370					
360	360			360				360	360	
350		350	350				350			350
340						340				
330					330					
320	320			320				320	320	
310		310	310				310			310
300						300				
290					290					

BBACG — TASK LIST

(last updated 25 January, 2008)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
18/2	Chennai/Colombo FIR boundary harmonization	BBACG/20	India, Sri Lanka Regional Office	Open	India informed BBACG/18 that this matter now under consideration by the Govt of India. Will update by BBACG/20
18/4	Contingency Planning	Aug 2007	All States in the region, Regional Office	Open	States in co-ordination with its neighbouring States, develop a contingency plan or plans for their airspace, taking into account Conclusion 17/11 Adoption of Model National ATM Contingency Plan
18/5	Establish requirements for setting up an SMA to provide horizontal safety management services for the Bay of Bengal area	2008	BOB States, Regional Office	Open	APANPIRG Decision 17/47 establishes task force to implement Regional Airspace Safety Monitoring Committees (RASMC/TF) Decision 18/57 dissolved RASMC Task Force on the basis that there was no need for future regional activity on this matter. Singapore providing SMA coverage for South China Sea
18/7	Specify RVSM airspace as Class A	Aug 2007	States Regional Office	Open	India to email Regional Office by 5 Feb 07 with update No update received from India before BBACG/19

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
18/8	Lowering MEA on G792 from FL310 to FL300 to be in alignment with P628 in India	Jan 2007	Afghanistan, Pakistan, ICAO APAC Regional Office, ICAO Middle East Office	Open	BBACG/19 updated by Pakistan. This matter is in coordination between Pakistan and India
18/9	Search and Rescue Agreements between States	On Going	Regional Office All States	Open	a) States, in conjunction with their neighbouring State (s), will develop Search and Rescue Agreements, for the purpose of providing a more efficient response to a search and rescue action and increase the possibility of a successful search and rescue mission; States conduct joint training and exercises, as appropriate, to maximize proficiency; b) a State, together with a neighbouring State, establish common SAR procedures, where practicable; and c) a State, together with a neighbouring State, establish common SAR procedures, where practicable

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
18/10	Operate A466 and N644 as separate routes	On Going	Pakistan Regional Office Regional Office to coordinate with all parties concerned.	Open	BBACG/19 reached agreements with Pakistan to resolve this matter. Pakistan will conduct internal coordination with military and implement when able.
18/11	Extend operating hours of G792 to H24.	On Going	Regional Office, CFACC, Afghanistan and ICAO MID Office	Open	Preferred outcome is G792 H24 whilst retaining B466 H24. Concern by Afghanistan about merging, Pakistan radar can resolve before entry Kabul. BBACG/19 was advised that Pakistan is studying this matter and will coordinate with Afghanistan
18/12	Develop a westbound Air Traffic Flow Management Plan (ATFMP)		All concerned States, IFATCA, IFALPA, IATA Regional Office		ATFM operational trial commenced 24 July 2006 under auspices of ATFM/TF. ATFM procedures implemented July 2007 to mange night time 4 hour busy period through Kabul FIR.
~~18/13~~	~~Conduct regular review of ATS Route Catalogue to implement routes in a timely manner~~	~~On Going~~	~~All States,~~ ~~IATA, Regional Office~~	~~Closed~~	~~ATS Route matters are included as a standing agenda item for ATS Coordination Group meetings. Secretariat provides WP re route Catalogue to each meeting.~~

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
~~18/14~~	~~Implementation of AUSOTS feeder routes~~	~~On Going~~	~~Regional Office~~ ~~Sri Lanka, Australia, India, Indonesia~~	~~Closed~~	~~Australia informed BBACG/19 of successful implementation in May 2007.~~
~~18/15~~	~~Include ICAO Strategic Objective and Global Plan Initiative on each working/information paper.~~	~~On Going~~	~~Regional Office, States, International Organizations~~	~~Closed~~	~~After further study, Regional Office considers that this approach is more appropriate for Sub-B Group and APANPIRG meetings.~~
19/1	Implement 10 minutes vice 15 minutes longitudinal in Colombo FIR	May 2008	Australia, Indonesia, Sri Lanka	Open	Colombo and Jakarta FIRs are already included in Regional Supps for 10 minutes with MNT, affected States to implement 10 mins MNT as soon as possible
19/2	Australia, Indonesia and Sri Lanka use the opportunity provided by the reduction of longitudinal separation to 10 minutes MNT in the Colombo FIR to review route requirements with the objective of implementing RNP10 routes as widely as possible	July 2008	Australia, Indonesia, Sri Lanka	Open	
19/3	IATA consider conducting a one week survey of communications performance in Yangon FIR	April 2008	IATA, Regional Office	Open	IATA members to be made aware that data from the survey will be made available agencies working in Myanmar to enhance comms.
19/4	Flex Track Connector Routes between Melbourne and Colombo FIRs	Report to BBACG/20	Australia, Sri Lanka, IATA	Open	Assist ASIOACG/2 members to make these implementations

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
19/5	Establishment of Indian Ocean UPR (Southern Africa to Southeast Asia) 1. Australia - Compile Contact List 2. Australia - Develop Operational Concept which identifies Operators; City Pairs; & Aircraft types for interim application (March 2008) 3. Singapore Airlines to provide Flight Plan Data JNB – CPT - SIN	Report to BBACG/20	Australia, IATA, affected States	Open	Assist ASIOACG/2 members with this work. Primary coordination point is Mr. Phil Mayo of Airservices Australia, email: (Phil.Mayo@AirservicesAustralia.com)
19/6	Coordinate arrangements for an ATS routes Regional coordination meeting with Afghanistan, India, Iran, Kazakhstan, Pakistan, & Uzbekistan.	2008	Regional Office	Open	APAC Regional Office to commence coordination with the ICAO EUR and MID Offices in this regard
19/7	FIT-BOB and BBACG to accelerate planning for implementation of 50NM longitudinal separation using CPDLC communications in as many areas of the Bay of Bengal as possible with target date 2009.	FIT-BOB/10 July 2008	States, Regional Office, IATA, DSPs, Boeing CRA	Open	

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ASIOACG Open Action Items (Updated 16th January 2008)

Number	Action Item	Action Officer(s)	Current Status	Action Pending	Target Date
01-1	FIT for ASIOACG and extension of CRA for	Rigney/Tiede	Completed	Investigate incorporation of ASIOACG into FIT BOB	Closed
01-2	Civil/Military Coordination	Rigney All All	Completed Completed Completed	Include as Standing Agenda item for future ASIOACG meetings ASIOACG ANSPs to provide submissions to ICAO Special Civil/Military Coordination Meeting (18 – 19 June 2006) Review applicable items from ICAO Special Civil/Military Coordination Meeting (18 – 19 June 2006)	Closed Closed Closed
01-3	FANS1/A Operations Manual (FOM)	Doug Scott	Open	Notify FOM Editor (Reed Sladen FAA) of adoption of FOM by ASIOACG Submit RFC to establishment of ASIOACG	Jul 2008
01-4	Flex Track Connector Routes between Jakarta and Colombo FIRs	Paul Reidy-Crofts	Completed	Liaise with CATS Colombo regarding the establishment of appropriate Flex Track connector routes within the Colombo FIR	Closed
01-5	Flex Track Connector Routes between Melbourne and Colombo FIRs	Emirates & Sri Lankan Airlines	Open	1. Liaise with CATS Colombo regarding the establishment of appropriate Flex Track connector routes within the Colombo FIR. 2. IATA will provide a list of Connectors to Sri Lanka for review	Jul 2008

Number	Action Item	Action Officer(s)	Current Status	Action Pending	Target Date
01-6	Flex Tracks Connector Routes between Muscat, Mumbai, Male, Mauritius and Colombo FIRs	Oman (Mr Al-Harthy) Airservices Australia India Male TBA Mauritius TBA	Open	Liaise with Mumbai, Muscat and Colombo regarding the establishment of appropriate Flex Track connector routes	Jul 2008
01-7	Flight Level Allocation Scheme (FLAS)			Review of present FLAS in the Arabian Sea Eventual removal of FLAS in the Arabian Sea	Jul 2008
		Mr M.G. Junghare (AAI)	Reviewed at ASIOACG/2	Discussions during ASIOACG/2 – review of ATM issues. Agreed:	
		Mr Abdulla (DGCAM Oman)	Open	1. IATA to write to AAI requested data on the airlines which are operating eastbound on both A451 & G450	
		CAMA Yemen	Open	2. IATA would contact those Airlines to emphasise the requirements for Boundary and Waypoint Estimates.	
		IATA	Open	3. Increase the use of CPDLC/ADS-C within the Mumbai FIR	
			Open	4. IATA agreed to develop a User Requirements list – which could lead to priority being given to FANS 1/A equipped aircraft.	
02-1	Route Review for Arabian Sea/Indian Ocean	IATA	Open	1. To involve airspace of three regions (APAC, MID & ESAF) 2. Incorporate PBN provisions 3. IATA to draft User Requirement Statement	Jul 2008

Number	Action Item	Action Officer(s)	Current Status	Action Pending	Target Date
02-2	Proposal to hold consecutive meetings of: ASIOACG/3 (2 days) FIT-BOB (2 days) AFIG (1 day) Proposed dates 7 – 11 July 2008	Chairman ASIOACG/2	Open	Chairman ASIOACG/2 to formally request Airports Authority of India to host meeting in Mumbai	Feb 2008
02-3	ASIOACG Letter of Agreement	Secretary of ASIOACG to progress	Open	Secretary to circulate proposed Letter of Agreement (V1.1) to all ASIOACG Member ANSPs to seek support for approval during ASIOACG/3 (Jul 2008)	May 2008
02-4	Establishment of Indian Ocean UPR (Southern Africa to Southeast Asia)	Airservices Australia Singapore Airlines	Open	1. Prepare Contact List (use proforma) 2. Develop Operational Concept which identifies Operators; City Pairs; & Aircraft types for interim application (March 2008) 3. SQ to provide initial Flight Plan Data (K.K. Goh) JNB – CPT – SIN	March 2008
02-05	Establish website for ASIOACG	Emirates to initiate	Open	Put in website details (and review at ASIOACG/3) www.ekgroup.com/raws user id is: raws Password r@Ws123	Jan 2008
02-06	Update FIT-BOB Table of ADS/CPDLC Equipage and ATS Status	All ANSPs	Open	ANSPs are requested to review and update table at ASIOACG/3	Jul 2008

STATE ATS SAFETY CONTACT POINTS

APANPIRG Conclusion 16/62 required the nomination by States of a Contact Officer or position to act as the focal point for ATS safety-related activities and in particular for the submission and coordination of ATS incident reports. The ICAO Asia and Pacific Regional Office (Bangkok, Thailand) maintains the following list in this regard.

Attention is drawn to the provisions in the ICAO Air Traffic Services Planning Manual (Doc 9426), Part II, Section 1, Chapter 3 – *ATS Incident Reporting* in relation to the reporting and investigation of ATS incidents.

(Last Updated 25 January 2008)

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12.	**INDIA**			
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13.	**INDONESIA**			
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	Mr. M Nasir Usman	Deputy Director of Air Traffic Service	Tel 62 21 350 6451 Fax 62 21 350 7569	atsdivision_indo@yahoo.com
14.	**JAPAN**			
	Near Collision Report by PIC	Safety and Security Inspector General Japan Civil Aviation Bureau 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100-8918 Japan	Tel +81-3-5253-8701 Fax +81-3-3580-5233	N/A
	Accident/Serious Report	Flight Standard Division Japan Civil Aviation Bureau 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100-8918 Japan	Tel +81-3-5253-8731 Fax +81-3-5253-1661	
	ACAS RA Report	Air Traffic Control Division Japan Civil Aviation Bureau 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100-8918 Japan	Tel +81-3-5253-8749 Fax +81-3-5253-1664	

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	Mr. BounTeng Symoon	Chief of Vientiane Area Control Center, Lao Airport Authority	Tel 856 21 512006 Ext 236 Fax 856 21 512216	bountaeng@yahoo.com
17.	**MACAU, CHINA**			
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18.	**MALAYSIA**			
	Accident/Incident Ahmad Nizar Zolfakar	Director ATS Inspectorate DCA Malaysia	Tel 603-8871-4000 Fax 603-~~8871-4290~~ 8881-0530	nizar@dca.gov.my

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19.	**MALDIVES**			
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24.	**NAURU**			
25.	**NEPAL**			
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26.	**NEW CALEDONIA**			
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Global Aviation Safety Plan and Global Safety Initiatives

The first version of the ICAO Global Aviation Safety Plan (GASP) was developed in 1997 by formalizing a series of conclusions and recommendations developed during an informal meeting between the ICAO Air Navigation Commission and Industry. The GASP was used to guide and prioritize the technical work programme of ICAO was updated regularly until 2005 to ensure its continuing relevance.

In May 2005, another meeting between the Air Navigation Commission and Industry identified a need for a broader Plan that would provide a common frame of reference for not only ICAO but all stakeholders. Consequently, a new Global Aviation Safety Plan which included, *inter alia*, a set of Global Safety Initiatives (GSIs) was developed and published during 2007.

The 2007 GASP defines twelve GSIs, as described below, that support the implementation of the ICAO safety Strategic Objective. Each GSI relies on a set of best practices, metrics and maturity levels defined in the GASP to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way.

GSI-1 Consistent Implementation Of International Standards And Industry Best Practices

Scope: Full implementation of applicable ICAO SARPs and industry best practices. Compliance with ICAO Standards is considered internationally essential and sound application of ICAO Recommendations and best practices is accepted as the effective way to achieve consistent implementation worldwide:

GSI-2 Consistent Regulatory Oversight

Scope: Each State is in a position to objectively evaluate any given safety critical aviation activity within its jurisdiction and require that the activity adhere to standards designed to ensure an acceptable level of safety. States ensure their Regulatory Authority is independent in the conduct of its safety functions, competent and adequately funded.

GSI-3 Effective Errors And Incidents Reporting

Scope: A free flow of data exists that is required to assess aviation system safety on a continuous basis and to correct deficiencies when warranted.

GSI-4 Effective Incident And Accident Investigation

Scope: The accident or incident investigations provide the opportunity for an in-depth examination of both the causal factors leading up to the particular event and the broader questions concerning the underlying safety of an entire operation.

GSI-5 Consistent Coordination Of Regional Programmes

Scope: While regional differences will dictate different implementations of best practices at different levels of maturity, there is much benefit that can be gained by sharing the experience between regions.

GSI-6 Effective Errors And Incidents Reporting And Analysis In The Industry

Scope: The development and maintenance of a "Just Culture" is one of the primary means available to industry to understand where the hazards and risks lie within an organization.

GSI-7 Consistent Use Of Safety Management Systems

Scope: A systematic management of the risks associated with flight operations, aerodrome ground operations, air traffic management and aircraft engineering or maintenance activities is essential to achieve high levels of safety performance.

GSI-8 Consistent Compliance With Regulatory Requirements

Scope: The attainment of a safe system requires that industry complies with State regulations. The main responsibility for compliance rests with industry, which has a legal, commercial and moral obligation to ensure that operations are conducted in accordance with the regulations.

GSI-9 Consistent Adoption Of Industry Best Practices

Scope: Best practices, which represent the application of lessons learned globally by industry, are adopted by individual organizations in a timely manner.

GSI-10 Alignment Of Industry Safety Strategies

Scope: The efforts of all industry stakeholders to improve aviation safety at the local, State, and regional levels are more effective at a global level if they are well aligned and based on shared goals and methods.

GSI-11 Sufficient Number Of Qualified Personnel

Scope: Industry and the regulatory authorities have access to a sufficient number of qualified staff to support their activity.

GSI-12 Use Of Technology To Enhance Safety

Scope: Technology advances which contribute significantly to improvements in safety are implemented.

…….. *End* ……..

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LIST OF WORKING AND INFORMATION PAPERS – FIT/BOB/9

WORKING PAPERS

WP/No.	Agenda Item	Title	Presented by
1	1	Provisional Agenda	Secretariat
2	5	Malaysia ADS/CPDLC Implementation Plan	Malaysia
3	7	Update FIT-BOB Task List	Secretariat

INFORMATION PAPERS

IP/No.	Agenda Item	Title	Presented by
1	1	List of Working and Information Papers	Secretariat
2	6	Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation	Secretariat
3	6	Guidance Material for the End-to-End Monitoring of Data Link Systems	Secretariat
4	6	FANS 1/A Operations Manual Version 4	Secretariat
5	4	The Relationship between ASIOACG and FIT-BOB	Secretariat

LIST OF WORKING AND INFORMATION PAPERS – BBACG/19

WORKING PAPERS

NUMBER	AGENDA	WORKING PAPERS	PRESENTED BY
WP/1	1	Provisional Agenda for BBACG/19	Secretariat
WP/2	2	Outcomes of APANPIRG/18	Secretariat
WP/3	3	Traffic Sample Data (TSD) State Letter	Secretariat
WP/4	2	Outcomes of the 44th DGCA Conference	Secretariat
WP/5	5	Review of the Asia and Pacific ATS Route Catalogue	Secretariat
WP/6	8	State Focal Point for Safety Related Activities	Secretariat
WP/7	7	Work Plan from BBACG/18	Secretariat
WP/8	4	Outcomes of the Western Pacific/South China Sea RVSM Scrutiny Group	Secretariat
WP/9	3	Asia/Pacific Actions to support Long-term Reduced Vertical Separation Minimum (RVSM) Monitoring Requirements	Secretariat

NUMBER	AGENDA	WORKING PAPERS	PRESENTED BY
WP/10	3	Review of the Eleventh Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/11)	Secretariat
WP/11	4	Review of the 30th, 31st and 32nd Meetings of the RVSM Implementation Task Force	Secretariat
WP/12	3	Availability of Model ATM Contingency Plan	Secretariat
WP/13	3	Review of the Eighth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/8)	Secretariat
WP/14	4	Flex Tracks in the Indian Ocean between Africa and Asia	Australia
WP/15	3	BOBCAT Operational Update since ATFM/TF/11	Thailand
WP/16	3	Separation Minima – Colombo FIR	Sri Lanka
WP/17	5	Proposed Revised ATS Route Structure in Bay of Bengal Area	Thailand

INFORMATION PAPERS

NUMBER	AGENDA	INFORMATION PAPERS	PRESENTED BY
IP/1	-	List of Working and Information Papers	Secretariat
IP/2	5	Published Transitions for Efficient Access to AUSOTS Flex Tracks	Australia
IP/3	8	Collection of Information on Wake Vortex	Secretariat
IP/4	8	The ICAO Global Aviation Safety Plan (GASP)	Secretariat
IP/5	8	Summary of the First Meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/1)	Secretariat
IP/6	3	Expansion of RVSM Level Band within Indonesia FIR	Indonesia
IP/7	4	The Establishment of Responsibility for the Provision of Air Traffic Services within Medan East and Medan West Upper Control Area by Jakarta ACC	Indonesia

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