



International Civil Aviation Organization

**The Fourth Meeting of the Bay of Bengal Reduced Horizontal Separation
Implementation Task Force (BOB-RHS/TF/4)**

Bangkok, Thailand, 18 to 22 October 2010

Agenda Item 4: Safety Analysis and Airspace Monitoring Issues

**BAY OF BENGAL ARABIAN SEA MONITORING AGENCY
(BOBASMA)**

(Presented by the Secretariat)

SUMMARY

The purpose of this working paper is to support the efforts of India to create the Bay of Bengal/Arabian Sea Monitoring Agency (BOBASMA)

1. INTRODUCTION

1.1 The meeting will recall that it had previously been agreed to support India in their proposal to develop and implement the Bay of Bengal/Arabian Sea Safety En-route Monitoring Agency (EMA) in accordance with ICAO provisions. This Agency is not yet formally approved by RASMAG and is currently undertaking traffic sampling tasks as part of the pre-approval process.

2. DISCUSSION

2.1 The meeting should note that, at the BOB-RHS/TF/3 meeting, India advised that productive work had already been undertaken in work required to implement BOBASMA.

2.2 India has also been working on development of ADS/CPDLC systems within the Mumbai, Kolkata, Chennai and Kuala Lumpur FIRs with Boeing.

Outcomes of RASMAG/13

2.3 The meeting should recall that the term EMA was defined by APANPIRG/20 (Decision 20/24). An EMA must be endorsed by the Regional Airspace Safety Monitoring Advisory Group (RASMAG) and registered in the competent agency list.

2.4 The 13th Meeting of RASMAG encouraged India to continue their work to develop capabilities that would enable them to be endorsed as an EMA. The Chairman also reminded India of the need to present their credentials to RASMAG in relation to establishing their capability to undertake the required technical work of an EMA.

Operational Letters of Agreement (LOA) between BOBASMA and States

2.5 The implementation of reduced horizontal separation minimum requires continuous monitoring of aircraft navigation errors. This includes the identification and reporting of any Large Lateral Deviations (LLD) or Large Longitudinal Errors (LLE). This is to ensure that the Target Level of Safety (TLS) of the operations within the airspace in question meets the regionally established TLS.

2.6 Monitoring of aircraft navigation errors is a joint responsibility between the aircraft operators, the States of Registry, and the air navigation services providers of the FIRs concerned. An established program by means of a Letter of Agreement (LOA) could clearly spell out the responsibilities and procedures to be followed by respective States and FIR authorities.

2.7 It was noted that, at the last meeting, suitable designated areas where monitoring can be done by means of surveillance were identified. This is usually from the point an aircraft leaves the surveillance coverage till the point where it will again enter surveillance coverage. There are also occasions that the monitoring is done within total surveillance coverage. On day-to-day basis, air traffic controllers carrying out their ATC duties should be the front line first person to initiate the report should they encounter any aircraft with navigational errors.

2.8 It was also recognized that there was a need to collect the traffic movement count for each route portion in the area. This will consist of the figures required for the analysis to arrive at the TLS. The traffic movements along with any occurrences of navigational errors are computed on a monthly basis. As such there's a need to collect monthly traffic movement counts.

2.9 Operational LOAs for Monitoring of Aircraft Navigation Errors have been sent by India to all States involved in the requested data collection for their signature. In addition, it was proposed that these signed LOAs should be displayed to the task force/4 meeting. Further it was earlier agreed to commence this data collection process on 1 July 2010.

2.10 The meeting is reminded that the services provided by an EMA, are to support the States towards implementation and continued safe use of reduced separation minima. The responsibility of safe implementation and continued operations rest with States, ANSPs and users.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress made by India in the development of BOBASMA;
- b) urge India to demonstrate the ability to act as an EMA to the next RASMAG meeting in February 2011;
- c) support BOBASMA by the timely supply of requested monthly traffic data;
- d) sign and return the LOA between each State and BOBASMA to Airports Authority of India (AAI)

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