

International Civil Aviation Organization



The 10th Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17th Meeting of the South-East Asia ATS Coordination Group (SEACG/17)

Singapore, 24 – 27 May 2010

Agenda Item 6: Any Other Business

DATA LINK IMPLEMENTATION TABLE FOR CAPACITY PLANNING

(Presented by the Secretariat)

SUMMARY

Ongoing global capacity planning by all stakeholders is necessary to draw up a plan for maintaining the availability of the classic aeronautical service at an acceptable level of performance as the traffic levels evolve. This paper is prepared to invite States to update the Data Link Implementation Table for Capacity Planning.

Action by FIT-SEA/9 is at paragraph 3.

1. INTRODUCTION

1.1 SITA is launching a global satellite capacity/performance planning initiative to obtain from customer airlines and air navigation service providers their expectations of traffic evolution and feed it into a performance model that will identify the number of channel units needed to provide the required level of performance. If the customers collectively generate more traffic than predicted, the time taken to obtain additional channel units from the supplier may make it impossible to maintain the planned performance level.

2. DISCUSSION

2.1 FIT-SEA/5 (January 2007, Ho Chi Minh City) was advised that the Global Capacity Planning Team of the Informal South Pacific ATS Coordination Group (ISPACG) considered the capacity planning and developed the draft table of "Air Traffic Forecasting Form", which would be updated twice a year with the past 12 months record and predict the capacity for the next 12 month period. FIT-SEA/5 noted the information provided by SITA and was of view that the table developed by the ISPACG would be more useful.

2.2 In preparation for FIT-SEA/6 (May 2007, Hanoi), the Secretariat requested SITA to present a working paper to provide the new table. SITA advised the Secretariat that the new table had not been finalized at ISPACG and was of view that the previous table could be used for the time being. Therefore, FIT-SEA/6 decided to continue to update the current table.

2.3 FIT-SEA/9 (May 2009, Bangkok) reviewed the table of the Data Link Implementation as in **Attachment** hereto.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the background and the objective of the table as above; and
- b) update the current table of the Data Link Implementation.

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SOUTHEAST ASIA DATA LINK IMPLEMENTATION

STATES	FIR	ESTIMATED/ STARTED DATE	DATE COMPLETED	NOTES
Commence ADS/CPDLC Operational Trial				
Malaysia	Kuala Lumpur	1 June July 2008	-	Participated in the Bay of Bengal (BOB) trials in Q1 2008.
Philippines	Manila	Q3 or 4 2010		
Singapore	Singapore	1997	1997	
Thailand	Bangkok	TBA		Had previously participated in BOB trials, some equipment issues.
Viet Nam	Ho Chi Minh	15 March 2007	10 Apr 2008	
Implement CPDLC - Data Link Communications only				
Malaysia	Kuala Lumpur	TBA	-	Only for FIT-BOB
Philippines	Manila	TBA		
Singapore	Singapore	1997		
Thailand	Bangkok	TBA		
Viet Nam	Ho Chi Minh	2008		
Implement 50 NM/50 NM Based on RNP 10				
Malaysia	Kuala Lumpur	TBA 13 January 2011		
Philippines	Manila	TBA		
Singapore	Singapore	3 July 2008		
Thailand	Bangkok	TBA		
Viet Nam	Ho Chi Minh	3 July 2008		Based on VHF on L642 and M771

STATES	FIR	ESTIMATED/ STARTED DATE	DATE COMPLETED	NOTES
Implement 30 NM/30 NM Based on RNP 4				
Malaysia	Kuala Lumpur	TBA		
Philippines	Manila	TBA		
Singapore	Singapore	2010		
Thailand	Bangkok	TBA		
Viet Nam	Ho Chi Minh	TBA		