



International Civil Aviation Organization

**The Thirteenth Meeting of the Regional Airspace Safety Monitoring
Advisory Group (RASMAG/13)**

Bangkok, Thailand, 02 – 05 August 2010

Agenda Item 2: Review Outcomes of Related Meetings

**REVIEW OUTCOMES OF THE
17TH MEETING OF SOUTHEAST ASIA ATM COORDINATION GROUP (SEACG/17)**

(Presented by Secretariat)

SUMMARY

The 17th Meeting of South-East Asia ATM Coordination Group (SEACG/17, May 2010) reviewed the outcomes of RASMAG/12. Singapore presented RASMAG/12 the need to include all PBN approval types into the flight plan for all flights so as to facilitate future implementation of reduced horizontal separation. During the discussion on this issue at SEACG/17, IATA expressed concern about the high workload of users by putting the requirement in place. In the absence of strong justification from the workload-benefit perspective, SEACG/17 did not support the suggestion by RASMAG/12.

1. INTRODUCTION

1.1 The 17th Meeting of South-East Asia ATM Coordination Group (SEACG/17, May 2010) reviewed the outcomes of RASMAG/12 as follows.

2. DISCUSSION

EMA Handbook PBN Approvals Database Format

2.2 The meeting noted that a format was developed by RASMAG/12 that specifically included all current PBN and data link approval type. New Zealand had proposed combining the RVSM, PBN and data link approvals databases, and so, in anticipation, the proposed format also allows for RVSM approvals.

2.3 RASMAG/12 thanked New Zealand for the revised proposal and discussed issues associated with the format. RASMAG/12 endorsed the format and tasked the Secretary to amend the EMA Manual accordingly.

Unified Approvals Database

2.4 At RASMAG/11 (June 2009, Bangkok), it was agreed not to pursue the regional database at the present time but requested States to consider the proposal and how to best provide data for inclusion when it was eventually established. There are a number of navigation specifications that must be allowed for; the approvals are not hierarchical and may be airspace-dependent. For example, an aircraft's navigation equipment may qualify it to hold an RNP 1 approval but not an RNP 4

approval, and that RNP 1 approval may only apply in airspace where the required navigation infrastructure is in place.

2.5 RASMAG/12 thanked New Zealand for the paper, and some States commented that a number of Regional Monitoring Agencies (RMAs) already made the approvals data available to air navigation service providers (ANSPs) and as a result possibly, this was an issue that only affected New Zealand. However, RASMAG/12 agreed to review the proposal to collect the additional data and to bring comments on the proposal to RASMAG/13 for further consideration.

PBN Approvals Information on Flight Plan

2.6 Singapore presented RASMAG/12 the need to include all PBN approval types into the flight plan for all flights so as to facilitate future implementation of reduced horizontal separation; this would also greatly assist in the airspace monitoring duties of the En-route Monitoring Agency. Information about the PBN readiness of airline fleets is crucial to the timely execution of the Asia and Pacific Regional PBN Implementation Plan. However, this information is not readily available in the current flight plan, and the new ICAO flight plan format, with requirements for PBN approval data, will not be implemented until 2012.

2.7 RASMAG/12 discussed the need to include all PBN approval types in the flight plan and to make use of the flight plan form Field 18 as the means to include the PBN approval types. Australia noted that the entry of PBN approvals information in Field 18 was published in the Australia AIP as a requirement in Australia, and understood that other States such as the United States had also made such a requirement. The meeting endorsed the proposal to use Field 18 of the flight plan on a regional basis to identify an aircraft's PBN approvals.

RVSM Approved Aircraft ADS-B Equipage in Australia

2.8 Given the extensive coverage of ADS-B within the RVSM flight levels in Australia, the Australian Airspace Monitoring Agency (AAMA) had been undertaking an analysis to determine which operators and aircraft type had the potential to be monitored using ADS-B surveillance system in the short-term. The meeting thanked Australia for the detailed analysis and asked for further updates to be provided at RASMAG/13. The meeting reviewed and discussed the information provided by Australia, and considered the broader opportunity for the use of ADS-B as a height-keeping monitoring system in the Asia/Pacific region.

3. REVIEW BY SEACG/17

3.1 The meeting noted and appreciated the work undertaken by RASMAG/12. The meeting noted particularly that RASMAG/12 proposed a suggestion to include all the PBN approval types in Field 18 of flight plans. During the discussion on this issue, IATA expressed concern about the high workload of users by putting the requirement in place. It is not easy at this time for airline operators to check all the PBN approvals for each aircraft and make sure correct information is filed in Field 18. In the absence of strong justification from the workload-benefit perspective, the meeting did not support the suggestion by RASMAG/12.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note that SEACG/12 did not support the proposal from RASMAG/12 to file all the PBN approval type in Field 18 of flight plans.

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