



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**
Bangkok, Thailand, 5-9 September 2011
**Agenda Item 3: Performance Framework for Air Navigation Planning and
Implementation**
3.2-ATM/AIS/SAR
SAFE AND SEAMLESS ASIAN SKIES

(Presented by IATA)

SUMMARY

Collection of safety data and measurement of safety performance related to established Target Levels of Safety (TLS) is critical in the delivery and sustainment of the Seamless Asian Sky.

This paper proposes the further development of a regional safety framework that accounts for safety assessment, safety reporting and safety performance monitoring of en-route flight operations.

Strategic Objectives:

*A: **Safety** – Enhance global civil aviation safety*

*C: **Environmental Protection and Sustainable Development of Air Transport** – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

All GPIs

1. INTRODUCTION

1.1 The global ATM operational concept addresses what is needed to increase user flexibility and maximize operating efficiencies in order to increase system capacity and improve safety levels in the future air traffic management system.

1.2 Improved safety levels in a regional air traffic management system can only be achieved through state-to-state collaboration and management of en-route safety information.

1.3 Collection of safety data and measurement of safety performance related to established Target Levels of Safety (TLS) is critical in the delivery and sustainment of the Seamless Asian Sky.

2. DISCUSSION

2.1 ATS Safety Management Systems (SMS) are essential to ensure local reporting, hazard analysis and risk mitigation, and upward reporting of relevant safety data that may affect en-route, cross-border traffic.

2.2 Conclusion 16/19 from APANPIRG/21 (2005) directed a study of States' preparedness to implement SMS be undertaken by the Asia/Pacific Regional Office in conjunction with the ATS coordination groups and RASMAG, and a plan of action developed to be reported to APANPIRG/17 (2006). To this date, a specific survey to assess the preparedness of ATS SMS has not been carried out and Conclusion 16/19 was closed on the basis that Annex 11 SMS is one of the areas assessed by USOAP and the State Corrective Action Plans.

2.3 Five years later, many State ANSPs do not appear to have a functional SMS capable of the safety reporting, assessment and hazard analysis required for a performance-based environment. Lack of these core safety components on the local level will result in a lack of interoperability and compromised safety levels regionally.

2.4 It is also recognized that there are a number of agencies tasked with different safety monitoring duties in the region, facilitated by the Regional Airspace Safety Monitoring Advisory Group of APANPIRG (RASMAG):

- a) En-route Monitoring Agencies (EMA) for horizontal plane monitoring,
- b) Regional Monitoring Agencies (RMA) for RVSM,
- c) Central Reporting Agencies (CRA) for data-link, and
- d) FANS 1/A Interoperability/Implementation Team (FIT) groups.

2.5 As the Region migrates towards developing networking concepts to facilitate Asian skies, it is practical to consider a single safety monitoring agency, to provide airspace safety performance monitoring and implementation services for all en-route flight aspects.

2.6 Furthermore, APAC Performance Objective #1 is 'Airspace safety monitoring to achieve regional TLS'. However, the APAC regional performance monitoring and measurement metric (Metric 1), only considers RVSM (vertical) performance.

2.7 The Regional Performance Framework for air navigation and metrics should be expanded to address requirements for all airspace safety performance monitoring to include:

2.7.1 Assessment of risk associated with:

- a) The implementation of reduced vertical, lateral and longitudinal separation standards;
- b) Technical performance of CNS/ATM technologies; and
- c) Upward reporting and analysis of en-route safety data.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States continue to develop safety management systems in accordance with Annex 11 and ensure proper mechanisms exist for upward reporting of en-route safety data to regional monitoring agencies;
- b) consider the migration of en-route safety monitoring functions to a single safety monitoring agency; and
- c) ensure regional performance monitoring and measurement metrics reflect the expectations and objectives of the global ATM operational concept.

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