INTERNATIONAL CIVIL AVIATION ORGANIZATION

COM CO-ORDINATION MEETING
(People's Republic of China and Pakistan)
7 – 9 May 2015, Beijing, China

Agenda Item 2: **Review aeronautical communication deficiency identified by APANPIRG in September 2014**

REVIEW OF CNS DEFICIENCY

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of CNS SG/18 meeting and APANPIRG/25 meeting on air navigation deficiencies in CNS fields. The list of deficiency in CNS fields is also appended to this paper for review by the meeting.

1. INTRODUCTION

1.1 The Eighteenth meeting of CNS Sub-group of APANPIRG held from 21-25 July 2014 at ICAO Regional Sub-office in Beijing, China reviewed and updated the list of regional air navigation deficiency in the CNS fields. APANPIIRG/25 Meeting held from 8 to 11 September 2014 in Kuala Lumpur, Malaysia also noted these deficiency and urged States concerned to take early remedial action to resolve the identified deficiency in a coordinated manner.

2. DISCUSSION

2.1 The Eighteenth meeting of CNS Sub-group of APANPIRG reviewed the reported deficiency on the ATS direct speech circuit and COM/SUR facilities between Pakistan and China.

2.2 Air Traffic Transfer incidents reported between Lahore and Urumqi Area Control Centers (ACCs) in 2010 was brought to the notice of Pakistan and China. These mistakes were initially found attributable to the unsatisfactory performance of ATS Direct Speech Circuit provided between the ACCs of the two States. A special coordination meeting between China and Pakistan was held in Karachi in 2011 with LOA renewed. The ATS direct communication operating via IDD was observed to be not stable. In RASMAG/19 meeting held in Pattaya in May 2014, it was identified as one of concerned issues based on statistics report in 2013 that require further improvements and necessary remedial action. It was

stated that China had proposed enhancements to communications and ATS surveillance near the border, but had encountered difficulties in establishing the facilities, which might best be sited in Pakistan. China requested ICAO to work with Administrations concerned to resolve the problem, as they were concerned about the safety risks at the PURPA crossing point.

2.3 A side meeting was held between China and Pakistan during CNS SG/18 meeting in July 2014. Focal points will be designated for investigation and resolution. A Special Coordination Meeting was considered necessary between Pakistan and China to address this high risk situation. Accordingly, both the States were requested to further investigate the current operating status and take urgent action to improve communication and surveillance capability between Lahore/Karachi and Urumqi ACCs.

2.4 At APANPIRG/25 meeting, Bangladesh, Indonesia, Lao PDR and Philippines provided verbal updates on the actions taken in respect of certain deficiencies. These states were requested to provide written confirmation along with evidence for resolving the identified deficiencies.

2.5 **The meeting urged States with deficiencies to put in additional resources to resolve the deficiencies and inform the Regional Office the action taken**. The meeting noted that it was the responsibility of States with deficiencies to update the information in the deficiency database. The Regional Office will update the deficiencies based on written confirmation provided by their respective Administrations.

2.6 The Secretariat stressed the importance of resolving the deficiencies and urged States to update the status on resolving the deficiencies. The meeting noted the mechanisms available with ICAO to resolve deficiencies and urged States to approach ICAO for assistance.

Conclusion APANPIRG 25/49 – Update of ATM/AIS/SAR, AOP, CNS and MET Deficiency List

That, the list of air navigation deficiencies reported and identified in ATM/AIS/SAR, AOP, CNS and MET Deficiency List be updated as detailed in **Appendices A to D** to APANPIRG Working Paper 11.

2.7 The updated list of CNS deficiencies mentioned in the above APANPIRG Conclusion is provided in the Attachment to this paper for review by this meeting.

3. ACTIOIN BY THE MEETING

3.1 The meeting is invited to

a) note the information provided in this paper;

b) review the concerned deficiency in the list of deficiencies provided in the Attachment; and

c) discuss harmonized remedial action plan.

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective Action			
Requirement	**States/facilities**	**Description**	**Date first reported**	**Remarks**	**Description**	**Executing body**	**Target date for completion**	**Priority for action**
Adequate and reliable VHF COM	Myanmar	Quality and reliability of RCAG VHF inadequate and unavailability of required coverage. Improvement has been observed and pilot reports continued to indicate occasional communication difficulties. Further improvement has been observed with occasional communication problems reported. From 2 to 13 April 2012, a survey was conducted by IATA. 129 of 349 aircraft from 11 airlines reported problems of one sort or another (HF, VHF or Data Link) 50 reported no communication had been established. In Flight Broadcast Procedure (IFBP) currently still in place	1998 Early 2008 June 2011 April 2012 July 2014	Improvements in the quality of link to RCAG stations and power supply system at some remote stations are required.	An action plan was developed to upgrade equipment at RCAG stations, provide VSAT link at all RCAG stations, to improve power supply system. ICAO missions were conducted. DCA Myanmar has replaced equipments at all 6 RCAG sites with digital VHF system and has provided VSAT links and solar power supply system at all sites. The installation of new high power HF with full associated equipment to be done at Yangon ACC by the end of year 2011; The current VCSS (Voice Control Switching System) has already been upgraded since first quarter 2011 The interface between new ATM system and CSP was upgraded from X.25 to IP in March 2013. The connectivity was stable but ATM/FANS system exhibits some instability. Further improvements need to be taken by the DCA Myanmar including both operational and technical arrangements	DCA Myanmar	December 2014 This deficiency will be removed from the list upon receipt of official report providing full details of action taken by Myanmar and confirmation by the users.	A

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~~Adequate and reliable Navaids and navigation service~~	~~Philippines~~	~~Un-serviceability of both the ILSs and the DVOR at Manila airport.~~	~~19 June 2010~~	~~A letter from CAAP informed that the ILS system with associated DME had been commissioned in January and April 2011 respectively.~~ ~~Arrangement for continuous DVOR/DME operation was made by temporarily relocating old DVOR/DME facilities from another place.~~	~~The significant breakdown of the services was considered a deficiency if remedial action was not taken.~~ ~~The Administration was requested to inform about the remedial action taken to avoid breakdown of power supply. Power supply module has been replaced;~~ ~~For DVOR/DME, a plan to replace temporary aging facilities with new system is in place which was expected to be completed in early 2012~~	~~Civil Aviation Authority of the Philippines (CAAP)~~	~~2014~~ ~~The CAAP is invited to notify Regional Office to remove the deficiency from the list once the new DVOR/DME is put into operation.~~	~~A~~
Reliable ground to ground communication as specified in the regional air navigation plan (Doc.9673)	Afghanistan and Pakistan	Unreliability of AFS communication between Afghanistan and Pakistan was brought to the notice of APANPIRG/21. Lack of reliability in the AFS including data communication between Kabul and Karachi and ATS voice communication between Lahore and Kabul was identified.	September 2010	Follow-up letters from ICAO regional offices were sent to Administrations concerned in April 2010 and further follow- up in March 2011 A COM coordination meeting – Afghanistan and Pakistan was held in June 2012 in Karachi, Pakistan. A Remedial action plan was developed.	In March 2012, initial discussion on improvement of AFS communication was held at a special ATS coordination meeting. The COM coordination meeting in June 2012 developed a remedial action plan with three action items: 1. Near-term by end of September 2012, fully utilize the VPN circuit operational since January 2012 for exchange of AFTN traffic, organize users' training if required; 2. Mid-term by end of March 2013, harmonize VSAT terminal equipment and select common network service provider to recover the VSAT Links; (efforts being by PCAA replacing aging parts of VSAT. However, the	Ministry of Transport and Civil Aviation Afghanistan and CAA. Pakistan	December 2014	A

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					same efforts expected from Afghanistan) 3. Long-term by end of June 2014, establish 2 MB dedicated landline connection with multiplexers between Afghanistan and Pakistan to support both data and voice communication between COM centres and ACCs. Follow-up COM coordination meeting is expected to be held in Dec. 2014			
Regional air navigation plan – FASID Table CNS 1A	Myanmar	AFS data circuit between Beijing and Yangon had been out of service since Mid. July 2008.	September 2008	The circuit serves exchanging traffic between Myanmar and Z AFS routing area and also plays a critical role as alternate routing for Bangkok-Yangon circuit.	A COM Coordination meeting in February 2014 developed an action item to rectify the deficiency as soon as possible. End of February 2014, an E1 (2Mbytes circuit ordered from Myanmar side for connection through China Unicom. Terminating equipment was purchased in June 2014. China was requested to facilitate the connection	DCA. Myanmar and ATMB	October 2014	A
Regional air navigation plan – FASID Table CNS 1D	China & Pakistan	Improvement of ATS Direct Speech circuit performance and A/G communication and surveillance coverage between China and Pakistan	May 2014 RASMAG/19	The ATS direct speech circuit via IDD between Urumuqi and Lahore was observed not stable. Issues reported were in 2013	Remedial action plan needs to be developed as soon as possible. ICAO was requested to facilitate coordination with Administrations concerned as safety risks exist at the PURPA crossing point. Investigation on the communication performance status and surveillance capability was initiated since July 2014	China ATMB and CAA. Pakistan	December 2014	A