

International Civil Aviation Organization



**ELEVENTH MEETING OF THE SOUTHEAST
ASIA AND BAY OF BENGAL SUB-REGIONAL
ADS-B IMPLEMENTATION WORKING GROUP
(SEA/BOB ADS-B WG/11)**



New Delhi, India 17 – 19 November 2015

Agenda Item 3: Review implementation and co-ordination activities and sub-regional implementation plans

ADS-B COLLABORATION IN SOUTH CHINA SEA REGION

(Presented by the Philippines and Singapore)

SUMMARY

This paper updates the Working Group on the developments of ADS-B collaborations in the South China Sea region.

1. Introduction

1.1 In the South China Sea region, procedural separation used to be applied onto several air routes where surveillance or DCPC gaps are present. ADS-B collaboration, which involves the sharing of ADS-B data and providing access to VHF radio facilities, can help to cover these surveillance and DCPS gaps.

1.2 ICAO, through its ADS-B Study and Implementation Task Force (ADS-B SITF) and the Southeast Asia / Bay of Bengal ADS-B Working Group (SEA/BOB ADS-B WG), together with Civil Air Navigation Services Organization (CANSO) and International Air Transport Association (IATA) encourage ADS-B collaboration among States.

2. Reduction of Separation Enabled by ADS-B Data Sharing

2.1 In the South China Sea region, the collaboration between Indonesia and Singapore, and Vietnam and Singapore, the surveillance and DCPC gaps on some of the major trunk routes were covered. These trunk routes include ATS routes L642 and M771. Since 12 December 2013, instead of procedural separation, 40NM longitudinal separation was applied on L642 and M771. In June 2014, the separation was further reduced to 30NM. There were plans to further reduce such separation and discussions are still ongoing on amongst the affected ANSPs.

3. Surveillance and DCPC Gaps on Other Trunk Routes

3.1 Recognizing the benefits of ADS-B collaboration and riding on the momentum of successful implementations, the Philippines and Singapore signed an ADS-B collaboration agreement in October 2015. This collaboration will help to cover part of the surveillance and DCPC gaps on ATS routes N884 and M767. The implementation is expected to be completed in 2017.

3.2 At the same time, discussions are on-going between Brunei and Singapore on ADS-B collaborations to cover the remaining surveillance and DCPC gaps on routes N884 and M767. Further collaboration between Vietnam and Singapore to enhance the existing ADS-B coverage is also under discussion.

4. Conclusion

4.1 The meeting is invited to:

- a) note the progress of the ADS-B collaborations among States in the South China Sea region with the aim of enhancing safety, capacity and efficiency of air traffic services in the region.
- b) urge States for ADS-B collaborations to further enhance existing surveillance and DCPC coverage.
