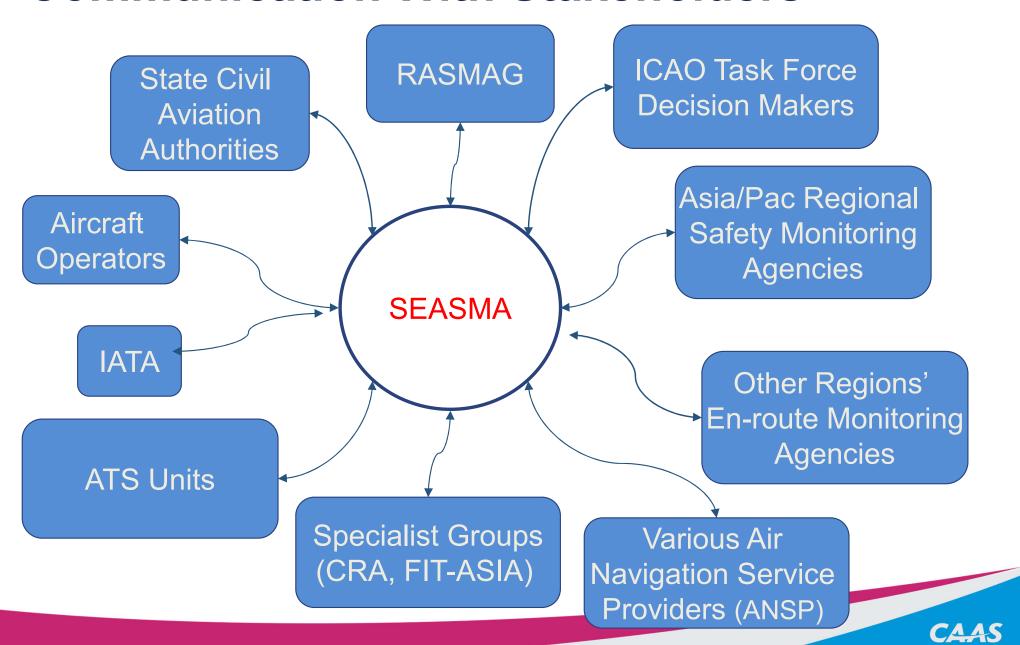
South East Asia Safety Monitoring Agency (SEASMA) Roles & Responsibilities

- Communications with Stakeholders
 - Coordinate with other EMAs/RMAs for exchange of data and PBCS approvals
 - Coordinate with State Authorities for data requirements such as PBCS approvals and aircraft information
 - Coordinate with State Authorities and/or Operators on navigation error reports
 - Coordinate the monitoring of horizontal-plane navigational performance
 - Prepare and present Safety Assessment at RASMAG meetings
 - Recommend any remedial actions at RASMAG meetings

Description of SEASMA Communication With Stakeholders



- Information Management
 - Establish and maintain a database of aircraft PBCS approvals
 - Receive reports of large horizontal-plane deviations for analysis
 - Collect TSD for the Month of December from contracting States for calculation of parameters value to be used for the Safety Assessment
 - ➤ Collect navigation error reports for investigation and analysis of navigation performance

- Information Management
 - Collect surveillance data to investigate the navigational performance of the aircraft in the core distribution of lateral deviations
 - > Archiving of information for trend analysis
 - Setting up and maintaining of SEASMA website for easy access to information for State Authorities/end users etc

Safety Assessment

"Know your airspace" analysis including navigational performance in the core of distribution:

- ➤ Minimum of once every 12 months
- Sample taken from flights at waypoint of ATS route L642
- Plot processed radar data to determine core navigational performance
- Conduct risk assessments to check against the agreed regional Target Level of Safety as adopted by APANPIRG (2004) which is 5 x 10-9 fatal accidents per flight hour

- Trend Analysis
 - Monitor the level of risk as a consequence of operational errors and in-flight contingencies.
 - Analyze data to detect horizontal-plane deviation trends and to take action based on received reports of large horizontal-plane deviations.
 - Detect adverse trends from navigational performance monitoring records

- Scrutiny Work
 - ➤ Identification of large horizontal-plane deviations
 - ➤ Take the necessary actions to determine the likely cause for these gross navigational errors
 - > Prioritise on addressing main contributors of errors
 - Recommend remedial actions and coordinate with specialist groups when necessary

- Airspace Monitoring in PBCS environment
 - Ensuring operators' compliance by comparing TSD against PBCS approvals
 - Verify PBCS approvals of flights with large horizontal-plane deviations
 - Tracking of aircraft registrations against PBCS approvals

- Enhancing EMA Activities
 - Proposed establishment and contribution to a regional database of monitoring results
 - ➤ Initiate the establishment of a scrutiny group when there is adverse trend of LLD/LLE reports that affects the Target Level of Safety
 - Keep abreast with new technologies / methods
 - Assisting other States to introduce reduced horizontal separation