THE REPORT

The Combined ASIOACG INSPIRE

Working Group Meeting

4th & 5th June 2014
DOHA, QATAR

TABLE OF CONTENT

History of the Meeting

Report on Agenda Items

Conclusion

Attachments

Attachment A: List of Participants
Attachment B: List of Papers
Attachment C: Inspire Strategic Plan
Attachment D: List of Open Action Items
Attachment E: Capacity Enhancement Table/ Work Programme.

1.   History of the meeting.

1.1   **Introduction**

1.1.1   The combined ASIOACG INSPIRE working group meeting for the year 2014 were hosted by QATAR AIRWAYS at Doha, Qatar on 4th – 5th June 2014.

1.1.2   The purpose of the meetings was to review the work undertaken by ASIOACG and INSPIRE Groups post ASIOACG/8 INSPIRE/4 meetings at Melbourne during 26th to 28th November 2013, to discuss the progress of work program of INSPIRE & ASIOACG and the tasks ahead and also to discuss issues presented to the meeting by members under various agenda items. The previous combined working group meeting of ASIOACG and INSPIRE was held at Dubai in May 2013.

1.1.3   This report provides a summary of the outcomes of the combined ASIOACG INSPIRE working group meeting for the year 2014.

1.2   **Attendance**

1.2.1   The meeting was attended by   participants from ASECNA – Madagascar, Australia, India, Kenya, Maldives, Seychelles, DANS United Arab Emirates, IATA and member airlines. Apologies were received from ATNS South Africa, Srilanka and Mauritius. The list of participants is shown as **Attachment A** to this report.

1.3   **Officers and Secretariat**

1.3.1   Mr. M. C. Dangi, General Manager (ATM), IGIA Delhi, Airports Authority of India chaired the proceedings of ASIOACG. Mr. David Webb, Manager Safety Services, Air services Australia chaired the proceedings of INSPIRE, due to absence of Mr. Johnny Smit, Chair INSPIRE for 2014 and Mr. Leon Altree of ATNS, SA. As apologies were received ATNS.SA it was decided that Mr. David Webb, ASA will continue to act as Chairman of INSPIRE till further arrangements. Mr. A B Joshi, Joint General Manager (ATM), Airports Authority of India acted as the Secretary to the meetings.

1.4   **Opening of the Meeting**

1.4.1   ASIOACG Chairman Mr Mukesh Chand Dangi, in his opening remarks welcomed delegates and thanked Qatar Airways for hosting the meeting. Mr Dangi congratulated all ASIOACG and INSPIRE members for the IHS Jane's award for Service Provision this year in addition to Global Excellence award for Strategic Advancement in Air Transport received at ATM Global last year for the INSPIRE ASIO UPR Zone. Mr. David Webb, Chairman, INSPIRE noted the success of INSPIRE's UPR trials programme and thanked all the members for excellent spirit of collaboration and cooperation.

1.4.2   Later in one session The Chief Operating Officer of Qatar Airways Capt Suhail Ismael formally inaugurated the meeting. He welcomed the participants and acknowledged the excellent work being done by the informal group.

1.5   **Documentation and Working Language**

1.5.1   The working language of the meeting and the language for all documentation was English. Eight working papers, six information papers were considered by the meeting. Four power point presentations were also made to the meeting.

1.5.2   A list of the papers is shown at **Attachment B**.

2.   **Agenda Item 1:   Adoption of Agenda**

2.1   The meeting was presented with the provisional agenda circulated in April 2014. Following discussions, the meeting then agreed to adopt the agenda:

Agenda Item 1: Summary of outcomes to BOBASIO, Other Meetings affecting APAC/MID East/AFI Regions (e.g. meetings of CANSO, ICAO, IATA etc)

Agenda Item 2: Review of UPR Zone Promulgation and next steps

Agenda Item 3: Report from ANSPs on initiatives listed in the Strategic Plan

Agenda Item 4: Review and Update List of Open Action Items

Agenda Item 5: Work programs for 2014
• Proposed activity for future flights
• Invitation to new airlines and ANSPs
• Contingency plan

Agenda Item 6: Review of INSPIRE Strategic Plan

Agenda Item 7: Seamless ATM strategy review and Update
• Review capacity enhancement table
• Update regional condition and future plan
• Development strategy and update strategy based on ASBU concept

Agenda Item 8: Annual Report 2014

Agenda Item 9: Any other business including meetings of INSPIRE/5 and ASIOACG/9
inclusion of other ANSPs into INSPIRE

2.2   Agenda Item 1: Summary of outcomes to BOBASIO, Other Meetings affecting APAC/MID East/AFI Regions (e.g. meetings of CANSO, ICAO, IATA etc).

Emirates Airlines (WP/7) invited attention of all the participants to the power point presentation " Problem Report Briefing" made at FIT- Asia Meeting held at Pattaya Thailand on 26th May 2014. In regard to CPDLC Messaging, the Problem Reports are filed via ISPACG-CRA, NATDLMA, IPACG CRA- Problem Reporting Website www.ispacg-cra.com which is hosted by Airways Corporation of New Zealand Limited. Besides highlighting the standard PR Definitions, the meeting was informed regarding "Inappropriate use of free text by controllers," "Delay in response time" "Change of logon Identifier by ANSP without properly coordinating with the data link service providers" etc. Emirates Airlines requested ANSPs to adhere to guidelines given in GOLD. Airservices provided brief on a variety of data link related topics through the discussion. Group agreed that CDPLC/ADS-C are critical to the ASIOACG plan for safety and efficiency improvements across the region. Group agreed on need for regular review of CPDLC issues under Standing Agenda item for ASIOACG WG and Annual meetings. The Group also noted that FIT-ASIA scope does not include all of the ASIOACG members. This was confirmed by Boeing via email. IATA maintains the current contract for CRA in APAC and FAA for NAT. Group agreed to pursue establishing a CRA for the non-APAC ASIOACG members. This includes ANPS from both MID and ESAF. For further reference on the subject the concerned power point presentation is attached with the report.

A brief on summary of outcomes of ASPIRE and Pacific was presented by ASA which noted efforts to expand ASPIRE partnership and also potential harmonisation achievable through INSPIRE and ASPIRE memberships. The meeting was informed about the 'Greening the Tasman' initiative as an example of ANSPs collaborating to deliver improved efficiency across a homogeneous ATM region. AAI informed the participants about tripartite meeting between Oman, India and UAE were presented to the meeting.

2   Agenda Item 2: UPR Operations and establishment of ASIO UPR Zone

3.1 Three Working papers (WP/3, WP/4, WP/6) and One Information paper (IP/4) were presented to the meeting under this agenda.

3.2 ASA presented an IP about ASA experience with ASIO UPR Zone

The Arabian Sea and Indian Ocean User Preferred Route Geographic Zone established 17 October 2013 incorporates a large proportion of the Melbourne FIR oceanic airspace. A number of improvements to flight planning options have been made since the UPR Geographic Zone was established with the intention of improving efficiency for aircraft within and near the zone. An increase in staffing since March 2014 has allowed for the oceanic sector to be operated standalone for 16-18 hours per day. By operating stand alone, the workload of oceanic controllers is reduced and they may therefore apply separation standards that provide greater efficiency to aircraft. In April 2014 the existing Melbourne and Sydney to Middle East Flex Tracks were amended to be published twice daily, with the overall validity increased to be 0530-2200 UTC, and to only exist outside the UPR Geographic Zone. When aircraft reach the boundary of the UPR Geographic Zone they transition from the Flex Track to a UPR, which is intended to improve

efficiency and reduce instances of level blocking that may occur when multiple aircraft depart at a similar time and fly an identical route.

3.3 Maldives presented IP/2 to share their experience on Free Airspace Concept, which they have implemented, to remove the constraints imposed by the fixed route structure; and through the optimized use of all the airspace obtains benefits of capacity, flexibility, flight efficiency, cost savings, and reduction of $CO2$ emission, while maintaining safety standards. Free Route Airspace means a specific airspace within which users can freely plan their routes between an entry point and an exit point, without reference to the Air Traffic Services (ATS) route network. The flights are subject to air traffic control. Maldives proposed to implement a series of Waypoints separated by 60 nm around the FIR allowing free entry, exit and direct routing between boundary fixes based on RNAV10 (RNP10) Separation Standards above FL285. The reason for 60NM is to allow future implementation of 30NM based on RNP4 with minimum changes to the airspace structure. Waypoints were designated using the standard ICAO format . Route portions between waypoints were indicated by means of DCT. There is no change required in the FPL format. The only requirement for Aircraft and aircrew is RNAV 10 capability.

3.4 The ATC procedure: - Within FIR, controllers do not have the basic pattern of the route network to act as an aid to traffic management. Potential conflicts, instead of occurring at known points, are widely dispersed among numerous random points. Therefore the ATS system was required to have the necessary support tools for surveillance and communication:

a) SSR or ADS-C
b) VHF or CPDLC

In regard to ATC Separation standard Maldives informed that in surveillance environment the controllers apply
- Radar Separation;

- 1000 feet vertical separation;

- 10 minutes longitudinal separation with the application of MNT, if both the aircraft are following the same track (from point of entry to point of exit);

- 50NM longitudinal separation (with ADSC- and CPDLC)

Whereas in 'without surveillance environment' DCT routings are restricted.

The meeting appreciated Maldives efforts to increase the efficiency of flight operations in their FIR,

The reason for 60NM is to allow future implementation of 30NM based on RNP4 with minimum changes to the airspace structure.

3.5 **Proposal made by Qatar airways**:- Qatar airways informed that Civil Aviation Authorities Saudi Arabia has undertaken major initiative to reorganize airspace in Jeddah FIR. With the expected improvements in the Empty Quarter airspace in Jeddah FIR, there are opportunities to have a better access to the Arabian Sea and Indian Ocean UPR Zone. During summer, flights from Doha to Australian destinations and Indian Ocean destinations can efficiently access the UPR zone through Muscat, Sana and Mogadishu FIRs without having to go through busy Emirates airspace.

3.6 To efficiently access the UPR zone, better routing structure is required to airspace adjacent to UPR airspace. In particular, routing structure with Jeddah, Muscat, Sana and Mogadishu FIR. While the current UPR Zone has brought the flexibility of flight planning optimum route trajectories that tracks the best winds on daily basis, there exist additional benefits if the boundaries are extended closer to the west towards Mogadishu, Sana and Muscat FIR. This will ensure the advantage of flying off airways is gained early enough. Along with the proposal of extending the boundaries, introducing new entry/exit gates **KUTVI** and **RAPDO** at the proposed boundary of UPR Zone may provide means by which the respective ATS units can manage traffic safely into and out of the UPR airspace. In terms of the benefits to the user;

   a) Subject to route restructuring in Jeddah/Muscat/Sana FIRs, flights from Doha and Bahrain to Indian Ocean island destinations through the gate **RAPDO** (Sana FIR) can result in up to **10** minutes of flight time savings.

   b) Accordingly, the routing via the gate KUTVI (Muscat FIR) to Australian destinations may lead gain in terms of payload uplift up to nearly a tonne.

3.7 In addition to the above benefits, routing the flights via KUTVI and RAPDO will help offload the air traffic on the busy Emirates/Muscat/Mumbai interface. KUTVI gate will also provide an alternative routing whenever there are big airspace closures in India due to Rocket launch. The diagram in the paper gives a depiction of a westbound routing that will avoid the closed airspace as well as the busy Muscat/Mumbai interface that usually experience difficulties of coordination whenever there are such activities. The two routings are one hour apart and this can result to significant benefit during closures of airspace in Indian airspace.

3.8 Emirates presented WP6 on extension of UPR zone in Australian airspace. It was noted that sectorisation and surveillance had been improved and conflict detection had been implemented the roadmap for implementation of domestic UPRs was requested for.
This question was taken on notice for response at the Airservices UPR Workshop.

Qantas questioned when ORCA would be available and what the reason was for the delayed implementation. This question was taken on notice for response at the UPR Workshop. Airlines (Qantas) highlighted the OARP as a good example of a means for an ANSP to communicate constraints.

4. **Review and update list of Open Action Items** : The updated open Action Item table is attached.

5. Agenda Item 3: Report from ANSPs on initiatives listed in the Strategic Plan

5.1 Two Information papers (IP/5, IP/6) and two power point presentations, one each by ASA and AAI, were presented to the meeting

5.1.1. Australia:-

The airspace over continental Australia is not yet suitable for inclusion in the UPR Geographic Zone due to the volume and complexity of domestic traffic. As an interim measure to increase efficiency, additional direct segments have been introduced from the west coast of Australia for flights to Adelaide, Melbourne and Sydney. The additional direct segments commence from waypoints NONOG and CAR (an area that has been identified by industry as restrictive for flight planning). These additional direct segments are available for use 1200-2200 UTC each day. In November 2014 the single Melbourne FIR oceanic sector will be split into east and west/south sectors, which during periods of high traffic will allow the South East Asia-Australia traffic and the Middle East-Australia traffic to be controlled separately by two controllers. By dividing the traffic between two controllers, controller workload will be reduced, allowing for better service provision. The proposed boundary between the sectors is aligned with the internal sector boundary in the Jakarta FIR.

5.1.2 Seychelles:-

Seychelles has planned significant changes in terms of Air Navigation due to take place during the fourth quarter of this year and continue next year. Towards the end of 2014 Seychelles FIR will be RNP 10 with 50/50 separation minima applicable on all the ATS routes and Seychelles is also planning to migrate to RNP 4 30/30 on selected routes by the end of 2015. In regards to the terminal airspace, there's plan to implement ADS-B with Multilateration before the end of 2015, and this will help controllers as much as possible to support CCO and CDO. AIC mandating aircraft equipage will be promulgated soon.

In addition to that all approaches to the Seychelles International Airport will be based on GNSS as of the 08th of January 2015, with the exception of the ILS Runway 31 and they will all be accessible by RNP 1 STARs. So far Seychelles has had a good experience with the UPR and all airlines on the programme that are transiting the Seychelles FIR are benefitting from it. Constraint affecting a good service is mainly attributed to the Flight Level Allocation Scheme (FLAS) imposed on the Western Boundary of the Mumbai FIR. Seychelles is planning to work with Mumbai to find ways that can alleviate the impact cause

5.1.3 Maldives: -

MACL intends to replace Selex Automation system by Nov 2015 due to problems with supplier. The vendor would not correct software defects despite MACL having signed a 5 year support agreement. Some of the key problems with the current system include:
- o ADS-B not integrated correctly and
- o AIDC defects

5.1.4 India :-

AAI has implemented several measures on Human Factors issues. Voluntary and Confidential Reporting System, Proficiency Assessment of Air Traffic Controllers & Safety Review of ATS Units, Training of Air Traffic Controllers are few of the major subjects on which lot of work has been done. The ADS-B has been implemented across India. At

Mumbai Airport – RET N9 commissioned on 27th May 2014. DGCA India commissioned a Study of Fog at IGI Airport Delhi to make it ZERO DIVERSIONARY AIRPORT, which has been accepted by Government. FUA – process is advancing. A-SMGCS planned for 5 regional international airports, additionally, upgrading of Delhi A-SMGCS is also being considered. Modernization of 38 Control Towers and other ACCs already underway. To improve the traffic flow across Mumbai – Muscat - Emirates FIRs a joint study will be undertaken by these 3 FIRs.

5.1.5   Madagascar:-

ASECNA has already issued NOTAM (A0192/14 NOTAMN to increase the time interval between waypoint reporting from 20 minutes to 30 minutes. ASECNA Madagascar also informed that with effect from 1st May 2014, ASECNA has changed the time intervals between waypoints must not exceed 30 minutes' instead of 'time intervals between waypoints must not exceed 20 minutes.

ASECNA Madagascar requested Beira to create new waypoints and connector routes for entry and exit into UPR zone. The Group was informed that AIDC is enabled with Mauritius (complementary to voice Coordination). ASECNA Madagascar shares ADS-B data with Reunion and Seychelles. In regard to plans of Reunion to install ADS-B, the Group noted that Reunion ADS-B coverage would cover Mauritius however Mauritius does not attend regional meetings. Also, **Air Madagascar request to join INSPIRE Program.** The meeting agreed to accept Air Madagascar into INSPIRE. ASA would respond to email from Air Madagascar confirming their acceptance into INSPIRE. It was communicated to Air Madagascar through ASECNA representative that that the UPR zone AIP SUPs are found at http://www.inspire-green.com/ via the link 'Arabian Sea Indian Ocean User Preferred Route Zone REPORT''

5.1.6 Kenya:-

PBN training of 90% controllers is complete, and for rest 10% , the training would be over by June 2014 end. Old VORs are being replaced. Training of radar controllers is progressing well so as to extend the hours of radar service from present 8 hrs a day to 18 hrs per day. The objective is to provide radar service on 24x7 basis. ICAO has mandated to make full Nairobi FIR as free airspace. AIDC is working normal. AMHS is working normal. CDO and CCO are being implemented. For Nairobi airport, the T-4 is likely to be commissioned on 4th July 2014 and in view of the increased traffic, Kenyan CAA faces a big challenge. In addition to all the existing challenges, the controllers and air traffic faces another challenge in the form of UAV Operations being conducted in Khartoum RVSM airspace.

5.1.7 Flexible Use of Airspace:-

Qatar Airways presented IP/5 about FUA concept in Jeddah and Muscat FIR and the benefits derived out of it. It was followed by lengthy discussion with several examples of inefficiency due lack of FUA as well as implementation of FUA and benefits of FUA were presented by Airlines and ANSPs. IATA MENA briefed the meeting about their engagements in working with ANSPs to resolve a number of FUA related issues, particularly with Saudi Arabia

6   **Agenda Item 5:** Works programme for 2014

6.1 Two WPs (WP/7 and WP/8) and two IPs (IP/2, IP/3) were presented under this agenda

Cathay Pacific, through their WP/4 drew attention of the meeting to the still existing UPR restrictions. Cathay Pacific reminded that, during the paper trial and operational trial for UPR in Indian Ocean, the UPR was freely planned in UPR zone without restriction. This maximized the benefit of UPR. However, the commission of additional FIR boundary waypoints and AIP SUPs stipulated the UPR to be planned on those boundary waypoints when the flight crossing the FIR boundary. The UPR trajectory was intervened by this restriction. There must be reasons for states to implement such restrictions, e.g. the lack of infrastructure equipments, the necessities in ATM and airspace capacity. As stated by Cathay Pacific, there are two ways for airlines to comply the restrictions imposed by the states.

a. Manual modify the unrestricted UPR and re-planned the route via the published FIR boundary waypoints,

b. Resized the UPR zone internally and UPR trajectory is only planned on unrestricted airspace.

They adopted the first way for the UPR operations in Indian Ocean. The fuel burn saving would be reduced by 100-400kg per flight when flights fully comply with the restriction. As this involved human intervention, error might sometimes be advised by the relevant ATCs. They offered apologies for the inconvenience caused. Meanwhile, it was also noticed that some un-modified UPR were planned and operated without any problem. Hence, it led to the belief that the restrictions, might be essential to the flights on certain traffic flow, in particular on those high density traffic and traffic with many different city pairs. For those flights on low density traffic and little city pairs, were these restrictions essential ? As an example, Cathay Pacific highlighted the UNRESTRICTED UPR via MURUUS 04S 068E DCT 03 S 070 E DCT GAN DCT 05 N 078 E vis-a-vis RESTRICTED UPR via MUSRUS DCT LATIK DCT GAN DCT PADLA passing via Male and Mumbai FIRs. Hence it was suggested that the restriction of using whole degrees waypoint imposed by some FIRs may be relaxed in less density traffic areas. Male agreed to review the restrictions on western boundary with Mumbai as India and Seychelles do not have any such restrictions and traffic density is less.

6.2 Emirates Airlines presented WP/8 advocating the possibility and implementation of Seamless and flexible airspace based on the available technology infrastructure in Chennai-Male-Colombo airspace. Emirates Airlines acknowledged the success of UPR Zone. They further stated that However, operators are restricted with Flight planning requirement like applicable WPTs combination requirement due to FIR boundary and ATC responsible area boundary. Current FIR boundaries are not fit to the main traffic flow. Especially, ME-Australia routes are restricted not to cross the FIR boundary in short period. In regard to expanding ADS-B coverage Emirates Airlines mentioned that Current ADS-B coverage covers full of the area they identified for enhancement of services.

Colombo already has Radar cover from Colombo and plan to introduce ADS-B. They proposed that ADS-B data sharing between 3 FIRs that is Chennai Male and

Colombo, would help in realizing full potential of seamless Radar like coverage in the area. Seamless surveillance will provide the benefit of flexible and seamless operation, crossing FIR boundaries like as the single FIR airspace. As a next step in the future development, they would like to agree to study about functional single airspace by these 3 FIRs like the European FAB concept. Strong tied relation between FIRs as single airspace will make high density traffic flow smoothly.

They quoted the example that the UK-Ireland Functional Airspace Block (FAB) has launched the operational trial to test 'dynamic sectorisation' – the tactical switching of air traffic services between providers. Introduction of this "Dynamic sectorization" concept will increase the airspace efficiencies with fitting Airspace to the key traffic flow on the timing.

6.4   They requested the meeting to consider:

a) Collaboration of 3 FIRs for seamless surveillance / communication environment by sharing the ADS-B data and VHF Comm.

b) Seamless Operation between 3 FIRs with surveillance.

c) Future Airspace concept as a functional airspace block and the introduction of 'dynamic sectorisation'.

The meeting appreciated their proposal. The proposal would be further discussed in annual meeting.

7   Agenda Item 6: Review of INSPIRE strategic Plan

The INSPIRE strategic plan was discussed by the meeting and the changes proposed by ASA were agreed. The plan is attached as Annexure.

The INSPIRE work program and ASIOACG capacity enhancement table have been consolidated in a format that establishes the relationship between SAIAOCG activities and the objectives of the ICAO Global Air Navigation Plan. Airservices led the update to the table in a workshop format during the meeting. The updated table has been appended to the Meeting Report. It was agreed to review table at each ASIOACG meeting and provide updates to group on FIRs progress.

8   Agenda Item 7: Seamless ATM strategic review and Update

No papers were presented under this agenda item. But INSPIRE chair led the discussion on the topic of proposed concept of ASIOACG seamless ATM plan or strategy. It was **r**ecognised by the group that ASIOACG has been successful in recent times through a broad membership with an inclusive and collaborative approach and an agreed common purpose.

It was also recognised that to deliver the required service improvements for the ASIAOGs key traffic flows ASIOACG need to be able to communicate plans and activities to key ATM groups. It was agreed to document ASIOACG plans for regional harmonisation in a format that is recognisable to key ATM groups such as ICAO. Virgin Australia commented that such a plan would provide a framework for ASIOACG activities. IATA quoted an example 'MEAUSE' (The Middle East, AN SP, Airspace User and Stakeholder Engagement

(MEAUSE) Initiative (CANSO). It was discussed that this topic required further consideration. The ASIOACG will need to evolve to a more formal approach to its activities which is recognised by the wider ATM community but maintains the informal nature of the group. The informal nature of group is recognised as the key to more rapid progress and string ANSP and Airline engagement.

9   Agenda Item 8:Annual report 2014
        The ASA presented the INSPIRE Annual Report 2013.
        It was decided to take up the discussion on Annual report 2014 in INSPIRE/5 meeting

10   Agenda Item 9: AOB including meetings of ASIOACG/9 and INSPIRE/5 and inclusion of other ANSPs into INSPIRE.

ASA presented Working Paper 5 about the considerations when implementing data link systems by an ANSP. WP/5 provided a reminder that the introduction of new functionality in an ATSU may have an impact on procedures or functionality at an adjacent ATSU. Because of this it is necessary to fully consider the possible implications when introducing technologies such as AIDC and/or CPDLC/ADS-C, and to coordinate with adjoining ATSUs in an appropriate and timely manner. As an example, a check list of issues to consider when implementing CPDLC/ADS-C was included as Attachment 1 to the working paper. It is recommended that ATSUs implementing data link systems consider the issues that were raised in WP/5, and it may also be worthwhile for ATSUs with existing data link functionality to consider these issues as well. The WP was well received by the meeting

Due to absence of ATNS in the meetings, members expressed apprehension about ASIOACG/9 and INSPIRE/5 taking place in South Africa. After lot of discussions it was decided that ASIOACG INSPIRE chairs will discuss the issues with ATNS and if the meetings could not be held at South Africa the following two options were agreed upon.

Option 1.: AAI to host ASIOACG/9 and INSPIRE/5 back to back with BOBASIO meeting as most of the participants of ASIOACG and INSPIRE participate in BOBASIO also.

Option2: Emirates Airlines to host the meeting at Dubai. Emirates airlines would also consider hosting BOBASIO back to back with ASIOACG and INSPIRE meetings.

11   Conclusion.

The ASIOACG INSPIRE Working Group meeting was fairly successful in discussing the agenda set for the meeting, completing action items for the meetings and taking a review of and charting out the future course of Work Programme 2014. The meetings was held in a positive, cheerful and cooperative manner, a collaborative culture that has come to symbolize ASIOACG and INSPIRE. ASIOACG and INSPIRE Chairmen thanked the participants and organizers for their support and hard work and expressed hope for more success of the groups in future. The efforts of team from Qatar Airways for organising the meetings and the hospitality were appreciated by all participants. Mr Ndiwa Wachina of Qatar Airways thanked all the participants and wished them a safe journey home.