

# **THE REPORT**

**The Combined ASIOACG 9 - INSPIRE 5 Meeting**

**12<sup>th</sup> TO 14<sup>th</sup> November 2014**

**Dubai,UAE**

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## **COMBINED ASIOACG 9 – INSPIRE 5 MEETING**

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Agenda Item 14            Any other business including meetings of INSPIRE/6 and ASIOACG/10 and inclusion of other partners in ASIOACG and INSPIRE.

### **Attachments**

Attachment A:    List of Participants  
Attachment B:    List of Papers  
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## **1. History of the meeting.**

### **1.1 Introduction**

1.1.1 The combined ASIOACG9 – INSPIRE 5 Meetings were hosted by Emirates Airlines at Dubai from 12<sup>th</sup> – 14<sup>th</sup> November, 2014.

1.1.2 The purpose of the meeting was to review the work undertaken by ASIOACG and INSPIRE Groups during 2014, discuss issues presented to the meeting by members under various agenda items and also to chart out a work program and finalise action items for INSPIRE and ASIOACG. The previous combined meeting of ASIOACG/8 and INSPIRE/4 was held at Melbourne, Australia in November 2013 followed by a working group meeting in Doha, Qatar hosted by Qatar Airways during May 2014.

1.1.3 This report provides a summary of the outcomes of the combined ASIOACG/9 and INSPIRE/5 meeting.

### **1.2 Attendance**

1.2.1 The meeting was attended by participants from ASECNA – Madagascar, India, Kenya, Maldives, Oman, Seychelles, South Africa, Mauritius, UAE GCAA, ABU DHABI DOT, IATA and member airlines: Emirates, Etihad, Kenya Airways, Qatar Airways, Qantas and Air Madagascar. Apologies were received from AirServices Australia, SriLanka and Virgin Australia Airlines. The list of participants is shown at **Attachment A** to this report.

### **1.3 Officers and Secretariat**

1.3.1 Mr. Mukesh Chand Dangi, Chair ASIOACG, chaired the meetings. Mr A B Joshi (Airports Authority of India) acted as the Secretary to the meeting.

### **1.4 Documentation and Working Language**

1.4.1 The working language of the meeting and the language for all documentation was English. Seven working papers and Nine information papers were considered by the meeting.

1.4.2 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 which had been prepared by ASIOACG secretariat in consultation with ASIOACG and INSPIRE chair and circulated along with the invitations. Following discussions, the meeting then agreed to adopt the following revised agenda:

Agenda Item 1	Adoption of Agenda
Agenda Item 2	Update from ANSPs, Airspace Users & other industry organizations including updates on open action items from previous meetings.
Agenda Item 3	ATM issues - including: Reduced Horizontal Separation Air Traffic Flow Management
Agenda Item 4	Coordination issues – including: Review of LOAs between different ANSPs SAR LOAs between different states. AIDC.
Agenda Item 5	Communication/Navigation/Surveillance issues – including: Performance Based Navigation (PBN), Data link Services, FIT/CRA, and Surveillance data sharing amongst ANSPs.
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Agenda Item 10	Appointment of INSPIRE Chairman for 2015
Agenda Item 11	INSPIRE Annual Report 2014
Agenda Item 12	Review and Update Capacity Enhancement Table
Agenda Item 13	Review and Update List of Open Action Items
Agenda Item 14	Any Other Business including meetings of INSPIRE/6 and ASIOACG/10 and inclusion of other partners in ASIOACG and INSPIRE.

### **3. Agenda Item 2: Update from ANS Providers, Air Space Users, and other industry organisations**

The following updates were provided by the participants,

#### **ATNS South Africa**

- i. UPR – ATNS continuously support operators’ requests for UPR. Gates into the Indian Ocean have been moved closer to the continent to allow operators to commence with UPR much earlier into the flight.
- ii. Plans in motion to have a Southern African upper airspace control sector. This UACC will control the southern African Airspace in one control centre.
- iii. Namibia and South African are collaborating in the linking of their ATM systems. This will reduce the coordination between the two FIRs as aeronautical messages will be sent automatically.
- iv. 3nm radar separation has been introduced in the Johannesburg TMA. This has helped increase efficiency within the Jhb TMA. There are plans in place for this separation to be introduced in the Cape Town TMA.
- v. The South African Airspace will be redesign to remove the reliability on ground based navigation aids. This project will include reviewing all the current SIDS and STARS into the major airports.
- vi. OR Tambo International Airport will be going into an upgrade programme to ensure RETs are optimally placed. This is still in the planning phase.
- vii. ATNS will be introducing a new ATM system in 2015. This system is user friendly and has most of the current technologies to support the operators.

#### **ASECNA MADAGASCAR**

- i. In the Antananarivo FIR, with effect from first quarter 2015 the upper airspace from level 200 is going to be controlled from one centre. That will be possible due to new equipments such as :
  - a) One station radar located at Moroni and another one at Antananarivo
  - b) One station ADS-B located at Antsiranana. This station will share ADS-B data with la Réunion Station ADS-B.
- ii. ASECNA Team also went to Beira for reviewing the LOA taking into account new gates points for UPR . Assessment was made for all those changes so near by the beginning of 2015 the radars and ADS-B will be operational in Antananarivo FIR.

#### **MAURITIUS**

- i. DCA Mauritius has successfully implemented SIDs and STARS for both runways 14/32 by the year 2009. The automation system Eurocat 2000 had a software upgrade in 2012, followed by a major hardware upgrade this year with Topsky system. In May 2014,

GNSS approaches for runways 14/32 have been implemented at dependency Rodrigues Island for runway 12/30. For Rodrigues it has been a great achievement for there was only an NDB let down.

ii. The SSR international airport terminal became operational in 2013. Apart from few minor operational issues related to some fine tuning, everything seems to be running smoothly. The NAV AIDS have been replaced by new ones. DCA Mauritius is fully ready to face new challenges.

### **Maldives**

Maldives presented IP/3 to the meeting that gave information about issues and updates in Male FIR. The paper informed the meeting about the issues regarding ATM automation system and that the resolution of issues may be addressed in Nov 2014. ADS-C/CPDLC system still has some limitations due to these issues. The plans for a new automation system would be initiated in 2015. The ADS-B sites would be increased from four to six in 2015, enhancing surveillance coverage, SAR and alerting. The development of a new Code F compliant runway along with new parking spaces and terminal building will commence in 2015 which would significantly enhance the capacity and efficiency of INIA.

### **Seychelles**

Seychelles informed the meeting about RNP1 SIDS STARS that have been planned for the TMA and that the training of controllers in PBN procedures is being conducted on simulators. ADS B and MLAT to provide wide area surveillance upto 280 nm will be operational by mid 2016. Seychelles informed that they have decided to split Approach Control service from Aerodrome Control services to reduce the workload of the controllers. Seychelles has offered to enter into ADS B data sharing agreements with neighbouring FIRs. The controllers are providing CCO/CDO as far as practicable to all flights.

### **Kenya**

KCAA provided following updates to the meeting,

- i) PBN – training of Air Traffic Controllers completed. Currently reviewing the STARS and SIDs and also re-organisation of TMA procedures to improve the airspace capacity.
- ii) A-CDM – A Task Force has been established that includes Kenya CAA, Kenya Airports Authority, Kenya Airways and one Ground Handling Agency to study priority areas in the plans to establish A-CDM at JKIA.
- iii) CPDLC/ADS-C – Training of Air Traffic Controllers still pending but it is expected that the training will be completed and full implementation of the service done by June 2015.
- iv) VHF coverage – The replacement of VHF station within the HKNA FIR has been completed and coverage has improved to cover over 95% of airspace.
- v) New RNAV routes – New procedures have been drafted for Eldoret Intl Airport. These RNAV procedures are currently under test by Emirates Airlines.

- vi) HKNA FIR as Free Flight zone - The plans to make HKNA FIR as free flight zone is still under consideration however due to the large Military Airspace, it is not feasible at the moment.
- vii) ADS-B and MLAT – Kenya is in the process of considering installation of ADS-B and MLAT for the aerodromes that currently has no precision approach procedures. The target date is 2016 for full implementation.

Airports Authority of India offered help for training of Air Traffic Controllers in usage of ADS-C/CPDLC system.

### **Airports Authority of India**

AAI informed the meeting about various initiatives like RNAV1 city pair routes, harmonisation of upper airspace of Kolkata FIR, new automation system of Kolkata FIR, IP based VHF in Kolkata FIR, Indian Central ATFM system,. The meeting was also informed about the initiatives regarding new automation system at Delhi ATC Centre, the new 106 metre high Control Tower at Delhi Airport and the harmonisation of upper airspace of Delhi FIR all of which will be completed in 2015.

The IP/7 regarding Terminal Area and Runway Efficiency initiatives at Mumbai was presented by AAI listing all the initiatives that have helped Mumbai ATC to achieve 48 Air Traffic Movements per hour on mixed mode operations on single runway. The paper was well received and efforts appreciated and a few ANSPs said the paper provides guidance for efficiency initiatives.

### **GCAA UAE.**

- i. The GCAA, UAE informed that they have a small airspace as compared to the neighbouring ANSPs but still handle on average 2300 flights a day. This is possible due to entire UAE airspace being under radar coverage. In 2015, the entire airspace will be provided with Mode-S and ADS-B coverage. The Sheikh Zayed Centre manages the traffic with 9 sectors which are opened flexibly. New runways are being constructed to support the 6.3% growth projected for the Middle East. Dual arrival streams are being considered for airports with parallel runways like Dubai. Efforts are on to achieve average arrival rate up to 40 per hour as against the existing 33 arrivals per hour.
- ii. For Dubai airport, Kenya Airways requested to publish preferred exit taxiways to help the flight crew in reducing runway occupancy time and improve efficiency for landing flights.
- iii. Keeping pace with the projected growth of air traffic up to year 2035, the GCAA has undertaken an Airspace Reorganization exercise. A ‘clean sheet’ or ‘bottoms up’ approach is being considered. Only one CTA for entire GCAA airspace is a distinct possibility. Improved coordination with all neighbouring FIRs/ANSPs is essential. FUA will be an integral part of the reorganization of airspace.



### **Oman.**

Oman informed the meeting that they have successfully transitioned to the new ATM automation system in July 2014 which has many features like MTCD, AIDC etc. They said they are ready to start AIDC trials with Mumbai FIR. The new system is being used on interim basis as Oman has plans to shift to new ATM facility in 2016 where they will have 13 sectors in ACC with multi functionality based on automation system. New North Runway is being constructed at Muscat Airport and new SIDs and STARs are expected to be in place by 2016. Oman informed about two new airfields in Oman that are being opened in next week. In regard to operation of north runway AAI shared their human factor experience in relation to operating three Aerodrome Control positions from the same tower cab as in Delhi.

### **Emirates Airlines.**

Emirates Airlines provided the following updates to the meeting,

#### ENROUTE

RNP2 certified

UPR operation

Non FANS 1/A ACFT - 4 A343 and 1 A319

SATCOM VOICE – All fleet AVBL

ADS-B (AMC20-24, CASA) – All Fleet

#### TERMINAL

GLS CAT1 for A380

RNP AR- South Africa Cape town approved for December effective.

Kenya – Eldoret RNAV Approaches

Pakistan – Sialkot and Peshawar PBN development support

Bangladesh – Dhaka RNAV approach RWY14 development support

RF LEG SID development – Dubai

#### RPAT development – Dubai

Work towards RECAT EU project. (Reduce separation.)

RNAV VISUAL approach concept development for Initial phase of RNAV approach and/or

RNP AR introduction ( Early benefit)

Present concept to IFPP for ICAO consideration.

Single RWY OPS in MAY-JUL for RWY maintenance.

### **Qantas Airlines**

For Qantas, the UPR Zone is delivering fuel and time benefit but there is more to achieve and in this regard we stress the importance of maintaining a strong ASIOACG as the vehicle spanning three ICAO regions to coordinate initiatives and continuous ATM improvement within the airspace

Requests from Qantas:

- Oman – congestion – does the new ATM system have the capability to deliver increased benefit ??
- Encourage continuous improvement to harmonise the airspace within the zone and reduce horizontal separation standards

- Qantas is looking for inflight tactical capability – DARP maybe a long way off for some but QF will be asking ATNS for assistance to evaluate the possibility of a reroute trial for flights SYD-JNB-SYD
  - Qantas would like to draw to the attention of the IO ANSP's that ADS-C contract rates being employed by some States are consistently irregular sometimes every minute in the ocean – this is adding unnecessary comms charges but we do recognise that this may occur when required for traffic. We kindly request that each ANSP evaluate the ADSC contract rates set within its ATM system and reset it to 20mins unless required
  - Surveillance - Question – how are ANSP's managing when both ADS-B and ADS-C exist - for example Male – why maintain ADS-C contract?
  - WP's from last meeting and their status updates – some covered in actions items
  - ICAO ASBU Update – ongoing updates required from all ANP's on their status to meet ASBU 0 and 1 – having access and understanding the status of each State is good information for operators – this access to could be high level and on individual ANPS websites
  - Extension into Indonesian Oceanic airspace? AirNav response - update??
- Qantas would like to thank each ANSP for their efforts and encourage them to continue supporting the aims of ASIOACG

#### **Qatar Airways.**

- QR continues to fly through Arabian Sea and Indian Ocean UPR airspace for Australian destinations  
MEL & PER  
Daily service  
B777 aircraft.  
No specific issues experienced except the restriction to fly through published boundary waypoint when entering and exiting Male FIR. This is still being addressed. In future QR would like to see extension of the UPR boundary to Sanaa & Muscat and Mogadishu FIRs  
Opening up the Empty Quarter – routes through southern Oman and Yemen?? This would support additional routes to the Indian Ocean and will assist to relief congestion in northern Oman and Emirates airspace.  
QR would also like to see introduction of Dynamic Airborne Rerouting Procedures ( DARP) in this UPR airspace,

#### **4. Agenda Item 3: ATM ISSUES INCLUDING REDUCED HORIZONTAL SEPERATION AND AIR TRAFFIC FLOW MANAGEMENT**

AAI presented WP3 on Reduced Horizontal Separation and the resultant enhancement of airspace capacity. The paper informed the meeting about implementation of 50 Nm longitudinal separation on all RNP10 routes of Indian FIRs in 2012 and the implementation of 30 Nm longitudinal separation on four routes ie. N571, P574, M300 and P570 on 18<sup>th</sup> September 2014. The WP discussed the surveillance and communication scenario across BOB, AS and IO regions and urged states to implement RHS across all the airspace to enhance the airspace capacity to meet the growing demand.

Emirates airlines presented WP/7 that suggested a strategic plan for ASIO member ANSPs for implementation of RHS in the region. AAI supported the plan and stated that all the FIRs can support implementation of 50 Nm longitudinal separation as immediate step and consider implementation of 30 Nm longitudinal separation in near future. All participating ANSPs agreed to consider the implementation. A power point presentation by Emirates Airlines suggested timelines for ANSPs for progression towards RNP10, RNP4 and RNP2 separations and airspaces.

AAI and ASIOACG secretary suggested that rather than diverse timelines if ASIOACG as a group can adopt following timelines,

RNP10 Airspace and separations (50-50): 2015.

RNP4 Airspace and separations (30-30): 2016.

RNP2 Airspace and separations (20-20): 2020.

it would be beneficial for efficient and seamless traffic flows.

All the members agreed to timelines suggested by AAI and ASIOACG secretary.

AAI also presented IP/6 on Indian Central ATFM system that will be implemented in 2015. IATA welcomed the initiative and advised AAI that efficiency of airspace and airports should be taken care of while implementing ATFM. ATNS also shared their experience of ATFM implementation.

AAI presented WP/4 on its efforts like RHS and UPR to improve the efficiency of traffic flow and availability of optimum flight levels. The paper reviewed the FLAS and informed meeting about AAI's efforts to remove constraints arising out of FLAS and in future to abolish the FLAS.

AAI presented WP/2 regarding steps for efficient SAR actions. The paper informed the meeting about WP presented at ICAO APANPIRG SG meeting which highlights need to review SAR provisions in Annex 11 and Annex 12 particularly the review of timelines regarding declaration of Uncertainty and Alert phases. The paper was appreciated by participants. AAI requested the states to discuss the issue in appropriate forums of ICAO AFI and ICAO Mideast. Qantas suggested that AAI should raise the issue to ICAO Ops Panel.

Qantas airlines voiced the expectation of airlines in regard to implementation of various ASBU modules. Airlines want each ANSP to publish their ASBU implementation plans, so that discrepancies at FIR boundary points can be identified. While thanking ATNS for shifting the UPR Gates westward and highlighting the benefits that have accrued to Qantas and South African Airways, Qantas also requested Chair ASIOACG/INSPIRE to

i) Take extra steps for inviting Indonesia to the meeting as extension of UPR towards Jakarta FIR will bring huge benefits to airlines.

ii) Take up the provisions of DARPs in UPR Zone, as in flight re-routing due favourable winds and enroute weather is the necessity of flights,

Qantas also requested that ANSPs should publish their ASBU Implementation initiatives so that Airlines operators also can align their plans with the readiness of each ANSP.

Continuing the discussion, the Chair ASIOACG, informed the meeting that ICAO APAC Office has identified the Regional Priorities to map the progress of ASBU implementation across the APAC region. He presented the Appendix C of “Summary of Discussions” of the Meeting of the Chairpersons of Sub Groups on Regional Priorities and Targets held in Hong Kong, China, 16-17 January 2014. He further stressed that ASIOACG member States are located at the confluence of the three ICAO regions – namely – APAC, AFI and the MID. Besides APAC Office, other ICAO Regional Offices also have identified such regional priorities. The ASIOACG States may face the challenges if the regional priorities identified by each ICAO regional offices are incongruent in any way. Therefore, it is more incumbent upon all of ASIOACG Members to exchange views on readiness to implement such regional priorities. Airlines also expect us to publish our Strategic plans/PBN Implementation Plan/National Air Navigation Plan to exploit the future benefits. AFI priorities were shared by Kenya and Mid East priorities were shared by DOT, Abu Dhabi.

A note on regional priorities as published by the three ICAO regional offices would be released by ASIOACG Chairman.

The meeting noted with concern, that since 2013, there has been lack of participation by one or the other ANSP or Airlines. The funding issues have been the main reason for the absence of participants. The meeting recognized that the one of the prime and urgent objective of establishing UPR Zone has already been achieved; we all may review the frequency of holding the meeting. In this regard, IATA cautioned that annual meetings have been known to generate lack of interest in the subject and response from the participants usually diminishes over time. As pointed out by Qantas, Qatar and Emirates Airlines, the ASIOACG/INSPIRE members are yet to achieve, inter alia, extension of UPR Zone beyond Western, North Western boundaries and towards Jakarta FIR, DARPs, 30x30 NM RNP4 implementation, issues related to FIR boundaries like near SABEK, Empty Quarter Airspace, etc, the meeting need to meet every six month. However, realizing the constraints involved, the meeting requested IATA TO HOST TELECONFERENCE during June July months so that the core group may review the work done so far in the last six months and update each other, and start preparing for the Annual meeting.

IATA has agreed to host such teleconferences. The meeting thanked IATA and passed the resolution for discontinuing the WORK Group meetings, henceforth.

#### **5. AGENDA ITEM 4. Coordination Issues.**

Emirates Airline presented WP6 titled Regional Coordination for Rocket Launch. The paper highlighted the issues arising out of rocket launches in oceanic airspace and subsequent closure of airspace. The paper enlisted some examples wherein re-routing and delays to many flights could have been avoided if there was better coordination for: the closure, cancellation of closure, reopening of airspace. IATA also pointed out that the states should examine whether the area of airspace closed and the duration of closure can be lesser as examples from other parts of the world indicate possibility for the same. The paper suggested for a platform that will enable better coordination amongst FIRs and quicker and accurate dissemination of information to airlines. IATA informed the meeting about best practises in this case. In the discussions that followed ASIOACG Chair thanked IATA for the

information and assured that AAI will try to implement the suggestions. ASIOACG Chair also requested IATA to raise the issue in forums like DGCA conference.

Seychelles presented IP8 on Mumbai Seychelles Coordination issues and application of FLAS, The paper informed that following discussions during ASIOACG INSPIRE/WG meeting it was agreed that Mumbai will try to accept all the FANS 1A data link capable aircraft at cruising level and if it is required to change the level of aircraft to FLAS level due traffic, it will be done so in Mumbai FIR. In BOBASIO meeting AAI had informed that there has been improvement in this regard and compared to earlier 67 percent of acceptance of aircraft at cruising levels in August 14, 76 percent of aircraft were accepted at cruising levels by Mumbai. It was agreed in BOASIO/4 that Seychelles will monitor the situation and present it to ASIOACG/9. Seychelles presented IP8 which stated that Mumbai accepted 89 percent flights at Non FLAS levels. The paper expressed satisfaction over the progress and also that the coordination between Mumbai and Seychelles has improved a lot. AAI stated that it will review and delete the requirement in Seychelles and Mauritius LOAs about releasing traffic at FLAS levels.

**6. Agenda Item 5      Communication/Navigation/Surveillance issues including: Performance Based Navigation (PBN), Data link Services, FIT/CRA, and Surveillance data sharing amongst ANSPs.**

There were no papers presented under this item but discussions took place regarding CPDLC Log in issues faced by Kenya Airways and Air Madagascar in some FIRs. Secretary ASIOACG, advised that if the respective Airlines can send the Log extracts, a request will be made to respective ANSPs and FIT ASIA CRA to look into the matter. There was also discussion on surveillance data sharing and the ASIOACG/INSPIRE programme was updated accordingly.

**7. Agenda Item 6 Review of ASIO UPR zone and follow-up actions.**

Air Madagascar in its WP/5 discussed the participation of Air Madagascar in UPR flights and queried whether an aircraft leased by Air Madagascar can fly UPR. It was clarified that UPR flights were restricted to INSPIRE partner Airlines only during trial phase and since the promulgation of AS IO UPR zone it is open to all flights who comply with respective AIP supps, and leased aircraft can also fly UPRs.

In the discussions of UPR review following was agreed,

- 1) Maldives will accept UPRs through half degrees on the northern and western boundaries of Male FIR and AAI and Male will promulgate the amendment
- 2) Oman will examine extension of UPR zone so that flights can fly UPR from Muscat FIR to Sanaa FIR.

3) In response to proposal by ASIOACG/8 WP/4 presented by Qantas and Emirates, AAI stated that it had studied the proposal for connector routes. It was explained that the connector route LEMAX to METIP may benefit an individual flight but will make the airspace less efficient as the Flight Level will be blocked on two routes reducing the availability of optimum levels. Instead of connector routes originating from LATEB and BOLUR, AAI suggested for UPR trials for UPRs to commence from KITAL and enter UPR zone within the boundaries of east of L516 and west of P570. The meeting agreed that this

was a better proposal and it was agreed to conduct trials whenever feasible with prior coordination.

#### **8. Agenda Item 7 Review of INSPIRE Strategic Plan**

There were no points presented to meeting for review and ASIOACG secretary informed the participants that if they have any points for review of INSPIRE strategic plan which is available on website they can email it to him.

#### **9. Agenda Item 8. Updates on work programme.**

The updated work programme is placed as Attachment C.

#### **10. Agenda Item 9. Summary of outcomes of BOBASIO, SAIOACG & Other Meetings affecting APAC/MID East/AFI Regions (e.g. meetings of CANSO, ICAO, IATA etc)**

ASIOACG Secretary presented IP4 regarding Summary Outcomes of BOBASIO4 and ASIOACG Chair presented IP5 regarding Summary Outcomes of APANPIRG ATM SG. The participants acknowledged the efforts of BOBASIO and agreed that the efforts of BOBASIO complement the efforts of ASIOACG.

#### **11. Agenda Item 10. Appointment of INSPIRE Chair for 2015**

ATNS South Africa had informed the ASIOACG/INSPIRE Working Group Meeting 2014, held at Doha that due to administrative reasons, their representatives would not be attending the Working Group 2014 meeting. At Doha, therefore, the meeting requested Airservices Australia to continue as Interim Chair of INSPIRE, until further arrangements were made.

In ASIOACG9 INSPIRE5 Combined meeting the participants from ATNS South Africa informed that they were ready to take over as Chair INSPIRE. The meeting endorsed the acceptance of ATNS South Africa as Chair and congratulated the ATNS SA Team. Mr Dhipak Lalla has been nominated as Chair INSPIRE for 2015. It was also decided that Airservices Australia will be informed by ASIOACG Chair, regarding nomination of ATNS SA as the Chair INSPIRE 2015

#### **12. Agenda Item 11. INSPIRE Annual Report 2014**

In regard to publication of INSPIRE Annual Report 2014, the meeting agreed that the 2014 Report will be merged with Annual Report 2015, which would be published by ATNS South Africa

#### **13. Agenda Item 12 Review and Update Capacity Enhancement Table**

The capacity enhancement table will be henceforth maintained as ASIOACG INSPIRE Work Programme as in Attachment C

#### **14. Agenda Item 13 Review and Update List of Open Action Items**

The updated list of Open action Items is placed at Attachment D.

#### **15. Agenda Item 14 Any other business including meetings of INSPIRE/6 and ASIOACG/10 and inclusion of other partners in ASIOACG and INSPIRE**

ASECNA Madagascar, extended the invitation to host the ASIOACG 10/INSPIRE 6 combined meeting at Antananarivo, Madagascar. The meeting accepted the invitation and thanked ASECNA Madagascar for this gesture. The Chair ASIOACG requested ATNS South Africa to coordinate further with ASECNA Madagascar for administrative and logistical arrangements for the next meeting.

It was agreed by all that ASIOACG 10 /INSPIRE 6 should be held during 18-20 November 2015 at Antananarivo, Madagascar. In view of the possibility of clashing of dates of BOBASIO Meeting and ASIOACG10/INSPIRE6 Meeting, the meeting requested AAI to consider hosting BOBASIO much ahead of ASIOACG10/INSPIRE6. The Chair ASIOACG agreed to convey the request to the Chairman AAI.

The meeting also discussed and agreed upon task force for the year 2015 for implementation of RNP10 50 NM longitudinal separation across all boundaries of ASIOACG and INSPIRE FIRs and particularly across UPR zone. A taskforce for North South traffic flow would involve Australia, India, Maldives and Srilanka with Mr. Abdulla Zakariyya of Maldives acting as Coordinator and the second taskforce for East West traffic flow would involve ANSPs of India, Srilanka, Maldives, Mauritius, Madagascar, Kenya and Seychelles with Mr. Louis Raoul Mancienne of Seychelles acting as Coordinator.

The status of AIDC taskforce was also discussed and ASIOACG secretary informed the meeting that he will discuss the matter with Mr David Webb of ASA who was acting as coordinator for AIDC task force and inform the members through email. An opinion was also expressed that for AIDC implementation two neighbouring ANSPs should undertake the task rather than using a task force methodology.

## **16. Conclusion.**

The meeting concluded with all members appreciating Emirates Airlines for hosting the meeting. All members appreciated efforts of Mr. Tomonori Tsuruzono of Emirates.

Mr. Geoff Hounsell, Exe VP. Emirates Airlines thanked all participants and expressed satisfaction about the progress made by the meeting. ASIOACG Chairman Mr Mukesh Chand Dangi thanked all members for participation and expressed hope for a successful 2015 for the ASIOACG and INSPIRE work programme and goals.