

Combined ASIOACG/9 and INSPIRE/5 Meeting, 2014

Dubai, UAE, 12th to 14th November 2014

Agenda Item 9: Summary of outcomes of related meetings

Summary of outcomes of BOBASIO/4

(Presented by Secretariat)

SUMMARY

This paper provides summary of outcomes of the fourth ATS coordination meeting of Bay of Bengal, Arabian Sea and Indian Ocean that was held at Kolkata, India from 22nd to 24th September 2014.

1. INTRODUCTION

- 1.1 The Fourth ATS Coordination Meeting of the Bay of Bengal Arabian Sea and Indian Ocean (BOBASIO) Region was held at Kolkata, India from 22nd to 24th September, 2014
- 1.2 The meeting was attended by 53 participants from Bangladesh, Indonesia, India, Maldives, Myanmar, Thailand, Seychelles, Singapore, Somalia and UAE.
- 1.3 Fourteen Working Papers and Ten Information Papers were presented to the meeting. The papers and the report of the meeting are available at aaians.org/bobasio/4.

2. DISCUSSION

2.1 Agenda items of the meeting and summary outcomes of the discussions.

- 2.1.1 Review of progress of action items on BOBASIO/3
The action items of BOBASIO/3 and BOASIO/4 are listed in the appendix E of the complete report. The meeting decided that each ANSP should nominate a point of contact for following up the action items and also decided to develop a mechanism to track the status of action items.
- 2.1.2 Review of APAC Seamless ATM Plan and its implementation
The WP/08 by AAI highlighted that Performance Based Navigation (PBN) is one of ICAO's highest air navigation priorities and stressed that potential benefits achievable through creation of additional capacity with harmonised PBN implementation across FIRs are countless. Therefore, in order to achieve Seamless Air Traffic Management and introduce more optimum routes through contiguous airspace(s), inter-regional coordination and collaboration is essential. The paper proposed that; consistent with the Seamless ATM Principles: 9 (Cross-border/FIR cooperation for use of aeronautical facilities and airspace, collaborative data sharing, airspace safety assessment and ATM Contingency planning) and 15 (Collaboration by ANSPs for evaluation and planning of ATM facilities) neighbouring States should share airspace change proposals at the

design level to facilitate seamless and safe airspace across borders. India also proposed joint development of RNAV5 routes between Dhaka/Kolkata, Colombo/Chennai, Colombo/Thiruvananthapuram and Colombo /Madurai.

2.1.3 Strategic ATM plans of participating states

AAI informed the meeting about its efforts to improve availability of optimum flight levels in Mumbai. The meeting was also informed about the certification for RNP0.1 en-route services on 30th December 2013 and efforts towards achieving Approach with Vertical Guidance (APV1.0) terminal capability by February 2015. The expansion of GAGAN/SBAS services in the region through collaborative approach was also discussed. As common coverage of GAGAN GEOs (GSAT 8 and GSAT 10) extends from middle of Africa to Australia addition of reference stations in GAGAN architecture will allow service to more number of Ionospheric Grid points, thereby extending the GAGAN services to neighbouring FIRs. Therefore, neighbouring countries, without making additional expenditure on huge SBAS infrastructure can draw advantage from existing GAGAN signals. AAI also shared its experience of GBAS installation at Chennai and the initiatives for Flexible Use of Airspace through establishment of National High Level Airspace Policy Body, National Airspace Management Committee, FUA directorate and development of FUA manual. The WP/07 on airspace capacity enhancement in BOBASIO Region stressed that the implementation of RNP10 and RNP4 RHS across BOBASIO region will improve the efficiency of traffic flows. The WP informed the meeting that following the implementation of 50 Nm longitudinal separations on all RNP10 routes, AAI has now implemented 30 NM longitudinal separation on four routes viz. N571, P574, M300 and P570.

2.1.4 Cyber Security-The WP/05 presented by AAI informed the meeting that ICAO Council, on 17 November 2010, adopted Amendment 12 to Annex 17 which required States to include ATSPs in the National Civil Aviation Security Programme (NCASP) and to ensure that they implement appropriate security provisions to meet the requirements of the NCASP. The paper informed the meeting about recommendations of AN-Conf/12, vide Recommendation 2/3 – Security of air navigation systems, has also recommended ICAO to establish as a matter of urgency, an appropriate mechanism including States and industry to evaluate the extent of the cyber security issues and develop a global air traffic management architecture taking care of cyber security issues. APANPIRG/24 vide its conclusion 24/4 has urged states to take follow-up action as appropriate on the recommendation. As a result, ICAO has identified the importance of cyber security for various CNS/ATM systems. Meeting was apprised of Guidance material available on Cyber security provided in various documents such as; Aviation Security Manual (Doc 8973 Eighth edition), Air Traffic Management Security Manual (Doc 9985 AN/492), “CANSO Cyber Security and Risk Assessment Guide” and Global Air Traffic Management Operational Concept (ICAO Doc. 9854). The paper highlighted the four complementary areas: Plan, Protect, Detect and Respond that ANSPs can adopt to achieve effective cyber security.

2.1.5 AIS and SAR Agreements

A draft of letter of agreement that will establish working arrangements, within the respective adjacent RCC/RSC's for effective SAR process was presented to the meeting. AAI informed the meeting that Govt of India has signed letter of agreement with Govt of Bhutan.

Maldives informed the meeting through WP/11 that it already has SAR agreements With Australia and Sri Lanka and has drafted and is ready to discuss and sign similar agreement with India and Mauritius.

2.1.6 ATM contingency Plan- Level 2 and PBN and RNP routes

India and Maldives also informed the meeting about their ATM contingency plans. The importance of harmonized contingency plans with neighbouring states was also discussed and agreed to by the meeting.

The key tasks in PBN implementation were discussed by the meeting. AAI informed the meeting that AAI has developed in-house PBN flight procedures design and route planning capability and has been developing PBN SIDs/STARs, LNAV/VNAV approach procedures, RNP-AR procedures, Helicopter PinS and is in the process of developing LP/LPV and GLS approach procedures. It was also informed that in one the first of its kind initiative PBN SIDs and STARs have been developed for a military airport also.

2.1.7 ATN/AMHS and AIDC implementation

The paper presented by Somalia discussed the operational challenges between Mumbai and Mogadishu relating to coordination of traffic between the two FIRs. It was informed that Mogadishu FIC implemented ATS/DS circuits to all its adjacent FIRs in 1998 through a regional North AFI VSAT Network (NAFISAT) which has been operating with 99% availability. However, Mumbai circuit remained dormant due to unavailability of suitable connection at Mumbai. It was proposed that Mumbai implement this circuit or provide alternative mode of connection that meet or exceed the proposed NAFISAT connectivity. AAI agreed to examine the proposal. Somalia also proposed to implement ATS Interfacility Data Communication (AIDC) between Mumbai and Mogadishu.

AAI informed the meeting of its efforts for AIDC implementation. In addition to successful trials within India, AAI has conducted successful AIDC trials between Chennai- Kuala Lumpur and Ahmedabad-Karachi.

2.1.8 Any Other Business

In addition to above agenda items discussions were held and papers were presented on following topics,

- Upper Airspace Harmonisation (UAH) of Kolkata Airspace,
- ADS-B Data Sharing,
- Update on Implementation of ASBU Block 0 Modules,
- Study of HF Coverage in Arabian Sea,
- Provision of Airspace Safety Monitoring Data by Member States to BOBASMA,
- Safety oversight of RVSM operation in BOBASIO airspace.

2.2 Sideline Working Groups (SWGs) meetings:

During the BOABASIO/4 many sideline meetings also took place with the objective of resolving coordination issues among BOBASIO States. Four Sideline Working Groups (SWGs) comprising of following States/Organizations were formed:

SWG-A: Airports Authority of India (Mumbai, Delhi and CHQ) &, Somalia, ICAO expert-ICAO Somalia, Seychelles, Maldives

SWG-B: Airports Authority of India (Kolkata, Chennai and CHQ), Myanmar,

Bangladesh,

SWG-C: Airports Authority of India (Chennai and CHQ), Maldives, Indonesia

SWG-D: Airports Authority of India (CHQ), Indonesia, Singapore, Thailand and others

All four groups intensively deliberated on various issues of mutual interests during last sessions of 22.09.2014 and 23.09.2014. The details of fruitful discussions are available in the BOBASIO/4 report.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) Note the efforts of another informal group i.e. BOBASIO in achieving the goals of seamless and efficient traffic flows
- b) Consider harmonizing the efforts of BOBASIO, ASIOACG and INSPIRE for harnessing maximum benefits.
