

Combined ASIOACG/9 and INSPIRE/5 Meeting, 2014

Dubai, UAE, 12th to 14th November 2014

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

ICAO Asia Pacific Air Navigation Planning & Implementation Regional Group (APANPIRG) ATM Sub Group/2 Meeting Hong Kong 3-7 August 2014

(Presented by India)

SUMMARY

This IP presents some of the outcomes of ICAO APANPIRG ATM Sub Group/2 Meeting held in Hon Kong 3-7th August 2014. A few of the issues are relevant to the ASIOACG/INSPIRE Meeting.

1. INTRODUCTION

1.1 The Second Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/2) was held at the Headquarters of the Civil Aviation Department, Hong Kong, China from 04 to 08 August 2014.

2. DISCUSSION

2.1 A few of the important Draft Conclusions Decisions and other issues are mentioned below:

2.1.1 ATM SG/2 discussed the **Draft Conclusion APSAR/TF/2-16: Personal Locator Beacon Regulation**

That, considering the development of miniaturised Personal Locator Beacons (PLBs) being increasingly carried on persons, marine vessels and aircraft, the possible overload of alerting systems and RCCs, and the obligation of States to respond to safety alerts, ICAOHQ, in cooperation with the IMO, be urged to consider:

- a) registering PLBs, (preferably at the point of sale); and
- b) the most efficient and uniform means of directing PLB alerts not originating from marine vessels or aircraft to other appropriate public policing or emergency services.

In this regard, Indian Mission Control Centre (INMCC) is considering a methodology in which only aeronautical distress signals will be forwarded to Flight Information Centers/RCC, and the distress signals from maritime vessels will be forwarded to Nodal Officer Maritime Rescue Center.

2.1.2 **Draft Conclusion ATM/SG/2-17: Global SAR Coordination**

That, considering the need for global and inter-regional Search and Rescue (SAR) coordination, ICAOHQ be urged to:

- a) review the lack of a dedicated technical officer responsible for managing global SAR policy development and inter-regional coordination; and
- b) include SAR as part of the Aviation System Block Upgrades (ASBU).

2.1.2 **Draft Conclusion 18/12 – Adoption of PAN Regional ICD for AIDC:**

That, upon release by IRAIDC Task Force by September 2014, the PAN Regional ICD for AIDC be adopted as Version 1.0 serving as regional guidance for AIDC implementation in the APAC and NAT Regions.

The PAN ICD has been completed.

2.2 **Decision ATM/SG/2-4: Ad Hoc Afghanistan Contingency Group:**

That, an ad hoc group is convened supported by the ICAO Asia/Pacific Office to urgently discuss contingency planning to address any contingency aspects for the continued safe and efficient operation of aircraft between Europe and the Asia/Pacific Region, consisting of IATA, IFALPA, Afghanistan, China, India, Iran, Oman, Pakistan, Singapore, the United States, Thailand and other affected parties as necessary.

The Ad Hoc Afghanistan Contingency Group met at Kuala Lumpur on 11-12th September 2014. The second Meeting of the Group is scheduled during 17-19 November 2014 in Istanbul, Turkey.

2.3 **Decision ATM/SG/2-7: Establishment of Water Aerodromes Small Working Group**

That, the Water Aerodromes Small Working Group be established and comprising of experts from Indonesia, Maldives, New Zealand, Sri Lanka, and USA in order to develop a model regulation for water aerodromes for use as a reference document in the Asia/Pacific Region.

In India also, aircraft have started using water aerodromes between Mumbai and inland ports.

2.4 **Other issues:-**

- 2.4.1 The ATM/SG/2 meeting noted that greater effort and urgency appeared to be required by States to investigate and reduce ATC operational errors, and implement full AIDC capability. In the case of AIDC, the meeting agreed that it would be beneficial to form a short-term AIDC Implementation Task Force that focused on the South China Sea (SCS) and Bay of Bengal (BOB).

- 2.4.2 **Arabian Sea Indian Ocean UPR Zone Update** :- India presented details of the User Preferred Route (UPR) Geographic Zone that was established recently in the Arabian Sea and Indian Ocean by Arabian Sea - Indian Ocean ATS Coordination Group (ASIOACG) and Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE) members. The UPR Zone extended over 10 FIRs, and was a result of extensive coordination and collaboration among member ANSPs, participating Airlines and IATA. Reports from participating airlines had confirmed that there were combined average annual savings of 8,500 tonnes of fuel savings (equivalent to 27,000 tonnes of CO₂ emissions) by flying UPRs within the UPR Zone.

3. **ACTION BY THE MEETING**

- 3.1 The meeting is invited to note the contents of this IP and discuss any issues relevant to the Group.
