

Combined ASIOACG/9 and INSPIRE/5 Meeting, 2014Dubai, UAE, 12th to 14th November 2014

Agenda Item 3: ATM issues**Regional coordination for Airspace closures for Rocket launch**

(Presented by Emirates)

SUMMARY

From last year, the Frequency of Airspace closures due to rocket launches have increased. The closure areas have a significant impact on Hi density traffic flows. Smooth communication and coordination is required to minimize closure period and area.

1. INTRODUCTION

1.1 From last year, an increasing frequency of rocket launches and related airspace closures have been held in Bay of Bengal, Arabian Sea and Indian Ocean.

1.2 Airspace closures normally include multiple FIRs and coordination between FIRs is required.

2. DISCUSSION

2.1 Some recent events have indicated that effective coordination is not always the case.

Recent examples are:

- a. Myanmar restricted the Traffic from BKK FIR even when the launch was cancelled.
- b. Muscat ACC applied the restriction to the flights not affected by Airspace closure due to the denial of Mumbai ACC to accept flights at the FIR boundary.
- c. Muscat ACC have advised that they are not provided with sufficient information from India to effectively manage traffic during the launch periods and are relying on operators to provide them
- d. Colombo did not cancel their NOTAM of BoB airspace activity – although the activity has been postponed - until being notified by Airline operators the

following day. Due to this NOTAM, flight operations through the Colombo FIR were restricted.

2.2 From IATA and Operator requests, Information handling has improved by some of the states. However with different states launching the rockets, updated information is not always available and this can lead to big operational delays.

2.3 Most of the situations can be avoided with appropriate information sharing between states. Timely coordination by originating states will also reduce the closure period leading to reduced operational impact to the operators.

2.4 As a regional project, ICAO, CANSO or a lead ANSP may be able to develop a suitable platform to share information. This could become a one stop shop providing an overview of activities and allowing supporting States to promulgate and update official information in a timely manner.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) State ANSP to discuss the enhancement of current information exchange and update of NOTAM.
- b) State ANSP (AIS) and Airline to discuss common platform development.
