



International Civil Aviation Organization

The 2nd Meeting of the Future Air Navigation Systems Interoperability Team-Asia (FIT-Asia/2)

Bangkok, Thailand, 28 – 29 March 2013

Agenda Item 3: Review of ADS/CPDLC Operations

REPORT ON ASIOACG7 INCLUDING AIDC TF INITIATIVE.

(Presented by Airports Authority of India, Chair ASIOACG)

SUMMARY

This paper presents a brief report on seventh meeting of Arabian Sea Indian Ocean ATS Coordination Group and the initiative of the group to form an AIDC implementation Task Force for the region.

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-8 Collaborative airspace design and management
- GPI-17 Data link applications
- GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 Arabian Sea Indian Ocean ATS Coordination Group is an informal group of ANSPs on the Arabian Sea Indian Ocean region. The combined seventh meeting of ASIOACG 7 and third meeting of Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE 3) were held at Mumbai from 11th – 14th December, 2012.

1.2 The purpose of the meeting was to review the work undertaken by ASIOACG and INSPIRE Groups during 2012, discuss issues presented to the meeting by members under various agenda items and also to chart out a work program for INSPIRE and finalise action items for ASIOACG. The previous combined meeting of ASIOACG and INSPIRE was held at Cape Town in November/December 2011 followed by a working group meeting in Dubai during May 2012.

1.3 This report provides a summary of the outcomes (particularly on AIDC) of the combined ASIOACG-7 and INSPIRE-3 meetings.

2. DISCUSSION

Attendance

2.1 The meeting was attended by 50 participants from ASECNA – Madagascar and Senegal, Australia, India, Kenya, Maldives, Mauritius, Sultanate of Oman, Seychelles, Sri Lanka, United Arab Emirates (General Civil Aviation Authority and Dubai Air Navigation Services both), IATA and member airlines—Emirates Airline , Etihad Airways, Qatar Airways, Virgin Australia, Qantas, Ethiopian Airlines, Singapore Airlines. The representatives of Air India, Indigo airlines and Jet Airways also participated in the meetings. Apologies were received from South Africa and Reunion French and Cathay Pacific Airlines.

Agenda

2.2 17 Working Papers, 20 Information Papers were considered by the combined meetings. The WPs and IPs are available on www.aaians.org. The Agenda items for ASIOACG 7 were,

Agenda Item 1	Adoption of Agenda
Agenda Item 2	Update from ANS Providers, Airspace Users and other industry organizations
Agenda Item 3	ATM issues - including: Reduced Horizontal Separation Air Traffic Flow Management
Agenda Item 4	Coordination issues – including: Update on Back Coordination Review of LOAs between different ANSPs SAR LOAs between different states.
Agenda Item 5	Communication/Navigation/Surveillance issues – including: Performance Based Navigation (PBN) Data link Services , AIDC, FIT/CRA , GAGAN

AIDC

2.3 On application of AIDC, two WPs were presented by Australia (WP-14) and India (WP-4). Australia informed that post FPL-2012 implementation some ATS systems have become incompatible to exchange AIDC messages. India team shared their experience in testing and implementation of AIDC messaging system and proposed that ASIOACG should set up a programme for AIDC implementation in the region.

2.4 In the post FPL-2012 phase, Australia also proposed to establish specific work programmes to introduce and strengthen the AIDC messaging system (network) across the region and ASIOACG Member States in particular.

2.5 The following AIDC work program was adapted by ASIOACG,

- a) The development of recommended system configuration and testing regimes,
- b) The development of template agreements between ANSPs for AIDC testing and implementation, and
- c) Nomination of a coordinator for AIDC support, and/or

- d) Regular teleconferences between participants to share knowledge and experience.

2.6 The action under 2.4 c) has been completed by the group. Australia and India have prepared a Model AIDC Coordination Procedures based on their experiences in AIDC implementation. The Model AIDC Coordination Procedures is based on the one developed for Mumbai/Chennai AIDC trials at the AIDC workshop in Chennai, applicable between adjacent ACCs which may be adopted by other Member States of ASIOACG .

2.7 A working Group meeting expected to be held in May 2013 will further discuss the issues.

ADS/CPDLC issues

2.8 Maldives informed the meeting that the ADS-C/CPDLC system was operational on trial basis. Following discussions it was decided by the meeting to conduct **forward log on** trials between Airservices Australia, Maldives Airports Company Limited and Airports Authority of India. Mumbai FIR and Seychelles FIR are already conducting trials for forwarding data link connections and the meeting suggested that trials may also include Seychelles/ Mumbai forward logon. AAI offered to coordinate the bench tests with Boeing and request Boeing for the help in conducting trials. If the trials were successful it would pave the way for implementation of 50 Nm longitudinal separation on ATS routes L516, L894 and maybe also on G465 and N628.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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