



International Civil Aviation Organization

The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April

Agenda Item 7: Any Other Business

**THE PROPOSED ESTABLISHMENT OF A
“WHOLE OF INDIAN OCEAN ATS COORDINATION GROUP”**

(Presented by the Secretariat)

SUMMARY

This paper provides information in support of the proposed establishment of a “Whole of Indian Ocean ATS Coordination Group” to facilitate the implementation of ADS/CPDLC operations and to harmonize future enhancements to ATS within the region.

1 INTRODUCTION

1.1 During the BBACG/15 (September 2004) and RASMAG/2 (October 2004) meetings the Secretariat, noting that the Bay of Bengal area comprised only one portion of the Indian Ocean, encouraged States to commence planning towards the implementation of ADS/CPDLC operations throughout the entire Indian Ocean. This would necessarily involve coordination with Australia, island States in the Indian Ocean and East African States, in addition to the member States of the BBACG.

1.2 The Secretariat considered that there were a number of advantages in bringing the greater Indian Ocean area under the oversight of one body. This was particularly relevant in the context of the introduction of ADS/CPDLC operations to the area. A greater level of standardisation would be achieved and operational implementations would be more readily coordinated in order to avoid patchy implementation. The ADS/CPDLC experience of Australia and the BBACG States involved in the current operational trial would be available to the group.

2 DISCUSSION

2.1 During the BBACG/16 meeting (January/February 2005) Australia informed the meeting of the outcomes of the 4th meeting of the Informal Indian Ocean ATS Coordination Group (IIOACG/4) held at the Department of Civil Aviation ACC, Plaine Magnien, Mauritius in December 2004. The IIOACG/4 meeting was attended by representatives from regional ATS providers, airlines and other industry service providers and organizations.

2.2 IOACG/4 reviewed the current ATM management structures, systems status and future plans. Of particular note to this meeting was the implementation of data link services (ADS and CPDLC) and flex tracks in the FIRs of the States concerned. As noted by BBACG/15 and RASMAG/2, the IIOACG also considered that the introduction of ADS/CPDLC and other ATM initiatives into the Indian Ocean could be more effectively undertaken through the establishment of a “Whole of Indian Ocean ATS Coordination Group”.

2.3 Airservices Australia expressed their support for re-energizing of the South West Asia ATS Coordination Group (SWACG), with the inclusion of “North Indian Ocean” States and Organizations, to compliment the ongoing work and activities being undertaken by the existing IIOACG.

2.4 The Secretariat advised BBACG/16 that the intent of the Regional Office was to find a means to bring together all parties involved in implementing data link services to improve airspace capacity, efficiency and enhance safety. This would require setting up CRAs and SMAs to undertake the technical performance evaluation of the systems being used by ATS providers and to carry out airspace safety assessments. In view of the complexity and scale of this work, it was highly desirable for many reasons to centralize and harmonize this effort in the interest of efficiency and economy, and ultimately to expedite implementation. Further, the lessons learnt and experienced gained by implementing in one area could readily be applied in another by working under one umbrella body. To this end, it was envisaged that there would be one overall coordinating body for the whole of the Indian Ocean, and a number of sub-groups responsible for sub-regional implementation. A single CRA and SMA ideally should cover this whole area.

2.5 The BBACG/16 meeting supported in principle the idea of integrating all the various coordinating groups and implementation plans into a consolidated approach. The Regional Office was encouraged to develop this idea further, coordinate with the parties concerned and present a way forward to APANPIRG/16 for endorsement.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the outcomes of the 4th meeting of the Informal Indian Ocean ATS Coordination Group meeting (IIOACG4) in regard to this issue;
- b) consider the call by ICAO and States for the establishment of a “Whole of Indian Ocean ATS Coordination Group”; and
- c) determine the steps to be taken to establish an effective “Whole of Indian Ocean ATS Coordination Group”, with a view to delivering operating benefits and efficiencies to all stakeholders within the Indian Ocean area.

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