



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 35: Air Navigation — Implementation Support

SUB-REGIONAL COLLABORATION FOR ATM BY INDIA

(Presented by India)

EXECUTIVE SUMMARY

This paper underlines the importance of a collaborative approach among air navigation service providers (ANSP) sharing common flight information region (FIR) boundaries in improving the service levels by presenting the details of India's initiatives in this direction in bringing the Bay of Bengal Arabian Sea and Indian Ocean region countries together through an informal sub-group BOBASIO and the benefits accrued thereon.

With similar spirit of cooperation and collaboration, India is also keen to extend significant benefits of GPS aided geo augmented navigation system (GAGAN) a satellite-based augmentation system (SBAS) to countries in APAC and MID Region in the GAGAN's footprint.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Nil.
<i>References:</i>	

1. INTRODUCTION

1.1 Air navigation service providers (ANSPs) in the Asia Pacific region have been individually and collectively striving to achieve the common goal of providing safe, economical and efficient flow of traffic. All the ANSPs have taken up the challenge by embarking on many initiatives like implementation of reduced vertical separation minimum (RVSM), introduction of area navigation (RNAV) routes, implementation of performance-based navigation (PBN), reduction of longitudinal separation minima, air traffic management (ATM) automation, etc. These initiatives have definitely yielded remarkable results and have enhanced safety, efficiency and augmented capacity of airspace/airports in the respective States. But it is cooperation and collaboration with respect to air navigation services (ANS) initiatives between neighboring States with contiguous airspaces that would ultimately pave way for seamless ATM, regardless of State boundaries. The successful demonstration of collaborative success through the Indian Ocean Strategic Partnership to Reduce Emission (INSPIRE)

facilitating user preferred routings and achieving substantial savings in fuel for the airlines and reduction in emission, does inspire similar initiatives.

1.2 The concept of working together through a collaborative approach is not only the key for enhancing safety and efficiency of aircraft operations through seamless provision of services but also for sharing information, technology, procedures and harmonizing ATM systems.

2. INDIAN INITIATIVE — FORMATION OF ANS COORDINATION SUB-GROUP

2.1 It is with this objective of establishing a comprehensive coordination mechanism among the neighboring States and supporting a strong regional ATM system, India took the initiative for the constitution of the ANS coordination sub-group for the Bay of Bengal, Arabian Sea and Indian Ocean (BOBASIO) region.

2.2 Further, realizing the need for a collaborative approach among the States for seamless provision of ANS, India hosted a meeting of the neighboring ANSPs of various States within BOBASIO in May 2011.

2.3 Considering the States in the Bay of Bengal, Arabian Sea and Indian Ocean region and the States bordering India, proposed member States for the sub-group are Bangladesh, Bhutan, Indonesia, India, Malaysia, Maldives, Myanmar, Nepal, Oman, Pakistan, Seychelles and Sri Lanka.

2.4 The first air traffic services (ATS) coordination meeting of the BOBASIO region was held in New Delhi from 5 to 6 May 2011. The meeting was attended by forty-one participants including delegates from Oman, Nepal, Sri Lanka, Thailand, ICAO, the International Air Transport Association (IATA) and Director General of Civil Aviation (DGCA) India. The meeting unanimously extended support to institutionalize BOBASIO as an informal sub-regional ATS coordinating group.

2.5 The second ATS coordination meeting of the BOBASIO region was held at Chennai, India from 11 to 13 April 2012. ANSPs from APAC, MID and ESAF Region met for the first time on this excellent platform for supporting seamless ATM in BOBASIO. The meeting was attended by sixty-one participants including twenty-four international delegates from Nepal, Bangladesh, Thailand, Singapore, Indonesia, Maldives, Seychelles, Oman, IATA and the International Federation of Air Traffic Controllers' Associations (IFATCA). ICAO also encourages such informal groups to sort out ANS issues of common interest. Fifteen working papers and six information papers were presented in the meeting.

2.6 The third ATS coordination meeting of the BOBASIO region is scheduled to be held from 22 to 24 October 2013 in Hyderabad, India. ICAO has actively participated in all the meetings.

2.7 Significant benefits that emerged from the BOBASIO meetings included successful resolution of ATS coordination-related issues among BOBASIO States. Coordination for implementation of common separation standards like 50 NM reduced horizontal separation (RHS), updating search and rescue (SAR) agreements, conduct of ATS interfacility data communications (AIDC) trials between AIDC-able States, discussing & firming up ATM contingency plans, sharing of best ATM international practices, access to the latest information on technology like the GPS aided geo augmented navigation system (GAGAN), exchange programmes between these States, updating on latest ANS developments and deliberating on ICAO State Letters requiring a cohesive plan and action from Member States.

3. BENEFITS OF ANS COORDINATION SUB-GROUP

3.1 Considering the above tangible benefits from the BOBASIO meetings, India will continue to contribute to ICAO APAC Region and offer BOBASIO as an informal group to enhance service levels in the region through collaboration in the following areas:

- a) adopting uniform standards for implementation of ANS facilities/procedures;
- b) incident investigation information sharing, viz., share information on reports of investigation of any ANS related incidents between involved Member States and finalizing remedial measures and disseminating the same to other Member States;
- c) exchange programmes between these States by nominating ANS officials for mutual benefits of updating on latest ANS developments;
- d) deliberations on ICAO State Letters requiring response from Member States particularly with respect to:
 - Amendments to ICAO Annexes
 - Revision of Regional Supplementary Procedures
 - Application of separation minima
 - Regional ATS Routes, Introduction/Restructuring
 - SAR agreements and coordination procedures among Member States
 - Joint SAR exercises between Member States;
- e) sharing expertise/information/technology on any latest ANS related developments of any of the Member States and arrangement of exchange visits by ANS officials of Member States; and
- f) extending the benefits of GAGAN to the neighboring States that are in the footprint of GAGAN.

4. CONCLUSION

4.1 The Assembly is invited to note the information contained in this paper and encourage programmes for resource sharing between States in order to achieve the strategic objectives of ICAO through a spirit of collaboration.

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