



International Civil Aviation Organization

**The Special Coordination Meeting for the Bay of Bengal area (SCM/BOB)
and The Sixteenth Meeting of the Bay of Bengal ATS Coordination Group
(BBACG/16)**

Bangkok, Thailand, 31 January – 4 February 2005

Agenda Item 7: Any Other Business

**REPORT ON THE 4TH INFORMAL INDIAN OCEAN ATS COORDINATION GROUP
MEETING (IIOACG4) AND THE PROPOSED ESTABLISHMENT OF A
“WHOLE OF INDIAN OCEAN ATS COORDINATION GROUP”**

(Presented by Australia)

SUMMARY

This paper provides information on the outcomes of the 4th meeting of the Informal Indian Ocean ATS Coordination Group meeting and presents additional information in support of the proposed establishment of a “Whole of Indian Ocean ATS Coordination Group” to facilitate the implementation ADS/CPDLC operations and to harmonise future enhancements to ATS within the region.

1. INTRODUCTION

1.1 The 4th meeting of the Informal Indian Ocean ATS Coordination Group (IIOACG) was held at the Department of Civil Aviation ACC, Plaine Magnien, Mauritius between the 8th and 10th of December 2004. The outcomes of the meeting are detailed in the following paragraphs.

1.2 Prior to this meeting, the ICAO Asia and Pacific Regional Office had commented on the likely advantages of bringing the greater Indian Ocean area under the oversight of one body, especially in the context of the introduction of ADS/CPDLC operations to the area and the need to harmonise the provision of ATS.

1.3 In response to an informal request from the ICAO Asia and Pacific Regional Office, Airservices Australia agreed to present the members of the IIOACG with a summary of the advantages that could be achieved if all Indian Ocean planning and implementation activities were combined under the one umbrella forum.

1.4 The IIOACG considered the informal proposal put forward by Airservices Australia on behalf of ICAO and concluded that Australia should provide the ICAO Asia and Pacific Regional Office with a copy of the IIOACG4 Final Report. Similarly, it was also agreed that Mauritius should forward a copy to the ICAO Eastern and Southern African (ESAF) Regional Office.

1.5 The meeting also agreed that the IIOACG should form the nucleus for a broader Indian Ocean ATS Coordination Group.

2. DISCUSSION

Outcomes of IIOACG4 meeting (8 – 10 December 2004)

2.1 The meeting was attended by representatives from regional ATS Providers, Airlines and other Industry Service Providers and Organisations. The Meeting was Co-Chaired by Mauritius and Australia.

2.2 The meeting reviewed the current ATM management structures, systems status and future plans and noted the following:

- Mauritius – establishment of the Thales Eurocat 2000X system; reclassification of Class G to Class A airspace between FL245 and FL460; implementation of RNP; and readiness for RVSM operations.
- Australia – planning and implementation of Flex Tracks between Asia and Australasia; and the roll-out of the ADS-B program.
- India - airspace and ATM structure; ADS/CPDLC systems implementation and operations; HF system upgrades (Mumbai) RVSM interface plans with Mauritius (subject to AFI regional implementation plans); associated changes to airspace classifications (extension of Class A in Mumbai FIR).
- Maldives – implementation of new MSSR; new Control Tower and ADS/CPDLC capabilities for 2005 and beyond. Class A airspace now established in Male FIR between FL285 and FL460.
- South Africa – Transitioned to new Thales Eurocat 2000X system in November 2004 - includes integrated ADS/CPDLC. AIDC messaging trials between South Africa and Australia to commence in early 2005.
- ASECNA Comores – implementation of 10 Minute longitudinal separation standard and RVSM training and preparations to continue through 2005.
- ASECNA Madagascar – installation of Eurocat system and ADS/CPDLC system in operation. Introduction of 10 Minutes longitudinal standard and currently testing GNSS procedures. RVSM training completed and awaiting implementation.
- Reunion – airspace classification – Improved ATS Coordination links between Reunion and Mauritius; Air Traffic Flow Management between Reunion and Mauritius; ADS-B initiatives.

2.3 In consideration of “Industry Affairs”, the meeting noted the comments by Emirates Airline in regard to the need to harmonise and standardise ATS procedures throughout the region, especially in relation to ADS/CPDLC and FANS1/A operations.

2.4 Amendments to the FANS1/A Operations Manual (FOM) were also considered and referred to Airservices Australia for inclusion through the FOM “Request for Change” (RFC) process. The meeting noted with some concern that some delegates were unfamiliar with the existence or content of the FOM.

2.5 The meeting noted the advice regarding the postponement of the implementation of RVSM within the AFI Region until January 2006 and also considered issues relating to the standardisation of strategic lateral offsets between the regions.

2.6 In addition to undertaking a review and amendment of Letters of Agreement and other local coordination arrangements, the meeting also established a special working group which successfully resolved some operational matters raised by Air Mauritius.

2.7 The meeting was provided with a presentation by Airservices Australia on Flex Track operations involving Emirates Airline, the Maldives, Mauritius and Australia.

2.8 There was significant interest in the various ADS-B implementation programmes and the meeting was provided with a presentation by Thales ATM in conjunction with Airservices Australia.

Establishment of a “Whole of Indian Ocean ATS Coordination Group”

2.9 During the 15th Bay of Bengal ATS Coordination Group (BBACG/15) it was noted that the Bay of Bengal area comprised only one portion of the Indian Ocean. The Secretariat 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.

2.10 According to the Final Report of the meeting, the Secretariat advised the BBACG/15 meeting, that the broader coordination meetings related to the Indian Ocean had been inactive. Responsibility for the South West Asia ATS Coordination Group (SWACG) had been transferred from the Bangkok Office to the Cairo Office and it was understood that the SWACG/10 meeting (Muscat, March 1998) had been the last meeting. Similarly, the Indian Ocean ATS Coordination Group (IOACG) had been passed to the responsibility of the Nairobi Office and it was understood that the IOACG/5 meeting in Madagascar in October 1998 was the last meeting held.

2.11 Although it is recognised that the continuation of these meetings was constrained by financial and other considerations requiring higher priority, the resultant period of inactivity by these ICAO ATS Coordination Groups resulted in some States moving to establish the **“Informal Indian Ocean ATS Coordination Group” (IIOACG)**. The IIOACG has held four meetings on an almost annual basis and has done much to facilitate the optimum provision of ATS services in the Indian Ocean region.

2.12 In establishing the “Informal Indian Ocean ATS Coordination Group”, the Stakeholders acknowledge that the work of the IIOACG does not usurp the responsibilities of the various ICAO Regional Offices (Bangkok, Cairo and Nairobi), nor the due process for changes to Standards and Recommended Practices. Rather, the IIOACG is established as an informal gathering of Service Providers, airspace users, industry stakeholders, regulatory authorities, and representatives from international organisations, to support and expedite the goals and objectives of ICAO.

2.13 Given that the other Indian Ocean ATS Groups have been inactive for so long (with the notable exception of the BBACG), it is not surprising that the IIOACG has felt obliged to take a leadership role in the broader Indian Ocean area over recent years.

2.14 However, as noted in the BBACG/15 Final Report (para 6.1 – 6.4) and the Final Report of the second meeting of the Regional Airspace Safety Monitoring and Advisory Group (RASMAG/2 – para 5.3), 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”. Informal discussions with the ICAO Asia & Pacific Regional Office

indicate full support for the establishment of a whole of Indian Ocean ATS Coordination Group, as the combined efforts would maximise the effective use of resources and efficiencies.

2.15 According to the BBACG/15 Report (para 6.4), the Secretariat proposed an arrangement under which an annual meeting of the whole of Indian Ocean Group would be conducted subsequent to meetings of three main subsidiary groups – an Arabian Sea Group, a Bay of Bengal Group and a southern Indian Ocean Group.

2.16 In noting the comments provided by the Secretariat in the BBACG/15 Report, the IIOACG4 meeting expressed the view that perhaps the IIOACG Forum could be the nucleus for a whole of Indian Ocean ATS Coordination Group.

2.17 In the near-term, Airservices Australia would support the re-energising of the South West Asia ATS Coordination Group (SWACG), with the inclusion of “North Indian Ocean” States and Organisations, to compliment the ongoing work and activities being undertaken by the existing IIOACG.

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);
- b) consider the call by ICAO and States for the establishment of a “Whole of Indian Ocean ATS Coordination Group”; and
- c) Subject to b), determine the steps to be taken, in the short, mid and longer terms, to deliver the operating benefits and efficiencies to all Stakeholders within the Indian Ocean area.

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