



International Civil Aviation Organization

**The Fourth Meeting of the Bay of Bengal Reduced Horizontal Separation
Implementation Task Force (BOB-RHS/TF/4)**

Bangkok, Thailand, 18 to 22 October 2010

Agenda Item 3: Operational Issues

Datalink and ADIZ Procedures

(Presented by IATA)

SUMMARY

This paper proposes a review of ADIZ procedures by States to recognise datalink as a viable means of communication where available.

1. INTRODUCTION

- 1.1 With the increased availability of datalink as a reliable means of communication, existing rules/ procedures need to be reviewed to ensure this media is accommodated.

2. DISCUSSION

- 2.1 A number of States within the Asia Pacific region have specific communication requirements associated with their Air Defence Identification Zones (ADIZ).
- 2.2 Typically this can require aircraft to call and obtain an Air Defence Clearance (ADC). However most of the ADIZ procedures were written when voice communications was the only viable media.
- 2.3 Following the concerted effort by States within Asia Pacific, datalink communication now provides an increasingly viable alternative form of communication. In many cases it already serves as the primary means and is often more reliable than traditional voice communications.
- 2.4 As development continues, datalink will become a more effective communication tool.
- 2.5 It is therefore timely for States to also conduct a review of their current ADIZ procedures.
- 2.6 IATA proposes that where able, the capability of communicating via datalink should be recognised in the ADIZ procedures.
- 2.7 IATA recognises that the requirements are “State” driven and coordination will need to be undertaken with the appropriate internal authorities.

3. ACTION BY THE MEETING

- 3.1 States are requested to review their ADIZ requirements (as appropriate) ensuring that datalink is recognised as a viable means of communication.

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