

# **REPORT**

## **The Combined ASIOACG INSPIRE Working Group Meeting**

**29<sup>th</sup> & 30<sup>th</sup> May 2013**

**Dubai, UAE**

The Combined ASIOACG INSPIRE Working Group Meeting, Dubai, UAE  
Report of the Meeting

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## **1. History of the meeting.**

### **1.1 Introduction**

1.1.1 The combined ASIOACG INSPIRE working group meetings for the year 2013 were hosted by Emirates Airlines at Dubai on 29<sup>th</sup> – 30<sup>th</sup> May, 2013.

1.1.2 The purpose of the meetings was to review the work undertaken by ASIOACG and INSPIRE Groups post ASIOACG/7 INSPIRE/3 meetings at Mumbai during 11<sup>th</sup> to 14<sup>th</sup> December 2012, to discuss the progress of work program of INSPIRE & ASIOACG and the tasks ahead and also to discuss issues presented to the meeting by members under various agenda items. The previous combined working group meeting of ASIOACG and INSPIRE was held at Dubai in May 2012.

1.1.3 This report provides a summary of the outcomes of the combined ASIOACG INSPIRE working group meeting for the year 2013.

### **1.2 Attendance**

1.2.1 The meeting was attended by participants from ASECNA – Madagascar, Australia, India, Kenya, Maldives, Seychelles, South Africa, United Arab Emirates, IATA and member airlines. Apologies were received from Sri Lanka and Mauritius. The list of participants is shown as **Attachment A** to this report.

1.2.2 Representatives from Bangladesh attended a portion of the meeting and have requested to be regular observers at ASIOACG.

### **1.3 Officers and Secretariat**

1.3.1 Mr. M C Dangi, General Manager (ATM), IGIA Delhi, Airports Authority of India chaired the proceedings of ASIOACG and Mr. David Webb, ATC Manager, Airservices Australia (Airservices) chaired the proceedings of INSPIRE. Mr. A B Joshi, Joint General Manager (ATM), Airports Authority of India acted as the Secretary to the meetings.

### **1.4 Opening of the Meeting**

1.4.1 ASIOACG Chairman Mr Mukesh Chand Dangi, in his opening remarks welcomed delegates and thanked Emirates Airlines for hosting the meeting. Mr. David Webb, Chairman, INSPIRE noted the success of INSPIRE's UPR trials programme and thanked all the members for excellent spirit of collaboration and cooperation. The efforts of Emirates airlines and support provided were appreciated.

### **1.5 Documentation and Working Language**

1.5.1 The working language of the meeting and the language for all documentation was English. 11 working papers, 5 information papers were considered by the meeting.

1.5.2 A list of the papers is as follows

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List of Working Papers.

<b>S.N.</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented By</b>
WP/1	Agenda Item 1	Provisional Agenda	Secretariat
WP/2	Agenda Item 2	FLAS cancellation in Mumbai Airspace	IATA
WP/3	Agenda Item 3	Updates to INSPIRE Strategic Plan for – Southern Arabian Sea & Indian Ocean “UPR Zone”	IATA
WP/4	Agenda Item 3	Boundary Fixes and Airways in ASIO UPR Airspace	IATA
WP/5	Agenda Item 3	Proposal to extend the UPR Zone north west boundary	IATA
WP/6	Agenda Item 5	Star allocation on the Perth to Johannesburg city pair	ATNS
WP/7	Agenda Item 5	Johannesburg to Mumbai demonstration flights	ATNS
WP/8	Agenda Item 3	Removal of Practice which requires Delayed UPR Planned Flights to Re-plan on Fixed Tracks	IATA
WP/9	Agenda Item 5	The Continuous Descent Operations in Indian TMAs.	AAI
WP/10	Agenda Item 2	Progression of effective AIDC	Airservices
WP/11	Agenda Item 3	Shortened AUSOTS	IATA

List of Information Papers.

<b>S.N.</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented By</b>
IP/1	Agenda Item1	List of IPs and WPs	Secretariat
IP/2	Agenda Item 2	Indian Ocean RNP4	Airservices
IP/3	Agenda Item 2	Reintroduction of SABEK waypoint	Airservices
IP/4	Agenda Item 2	Update from ANSP	MACL
IP/5	Agenda Item 2	KCAA upgrade.	KCAA

**2. Agenda Item 1: Adoption of Agenda**

2.1 The meeting was presented with the provisional agenda circulated in April 2013 through WP/1. Following discussions, the meeting then agreed to adopt the agenda:

Agenda Item 1: Adoption of Agenda

Agenda Item 2: Action items from ASIOACG/7.

- AIDC trials
- FLAS cancelation in Mumbai FIR
- Reduced horizontal separation
- ASIOACG Terms of reference

Agenda Item 3: UPR trials and establishment of ASIO UPR Zone

- Review and updates on UPR trials
- Draft AIP supplement notifying ASIO UPR Zone
- Safety Assessments conducted by ANSPs
- Contingency plan
- Probable date of establishment of ASIO UPR Zone

Agenda Item 4: Seamless ATM strategy review and Update after the discussion in ASIOACG.

- Review capacity enhancement table
- Update regional condition and future plan
- Development strategy and update strategy based on ASBU concept.

Agenda Item 5: INSPIRE programme:

- Proposed activity for future flights
- Invitation to new airlines and ANSPs
- Review Strategic plan
- Review annual report.

Agenda Item 6: AOB

**3. Agenda Item 2: Action items from ASIOACG/7**

3.1 Two working papers and four information papers were considered by the meeting under Agenda item 2.

3.2 A proposal for partial cancellation of FLAS in Mumbai FIR was put forward by IATA through its working paper. The WP/2 suggested that FLAS is not in accordance with the Best Equipped Best Served principle and as most of the traffic to the west of route L894

in Mumbai FIR is SATCOM equipped AAI may consider initially withdrawal of FLAS in this airspace. AAI agreed to consider the proposal, particularly in the airspace south of waypoint “ANGAL” and update the group during teleconference to be held in August 2013 and also submit a report in ASIOACG8. AAI brought to the notice of meeting that even though FLAS is not applicable in Mogadishu and Sana FIR, the Mogadishu and Sana ACCs many a times decline to accept FLs other than FL300 for westbound flights. Kenya also confirmed that they also face similar issues while coordinating with Mogadishu. Kenya was requested by the meeting to coordinate with Mogadishu ACC on this respect and IATA to coordinate with SANA ACC. Kenya and IATA accepted to do so.

The delegates of the meeting discussed about continued absence of Sanaa and Mogadishu to the meetings. ASIOACG Chairman informed they will be invited to the Annual Meetings and efforts will be made so that they attend the meeting at Melbourne, Australia. ASECNA Madagascar pointed out that Mozambique should be invited to INSPIRE group (Beira FIR). ASECNA Madagascar volunteered to coordinate with Beira.

- 3.3 Airservices presented a WP/10 on the progress made by ASIOACG AIDC Task force. The second attachment to the working paper presented a template for AIDC LOA between two FIRs. The template has been developed from the AIDC LOAs Airservices has already in place and the LOA between Mumbai and Chennai. ASECNA Madagascar informed the meeting that they have AIDC LOA with Mauritius in place but often conventional coordination methods are followed. Kenya also informed that their system is capable of AIDC but unfortunately none of the neighbouring FIRs are. IATA remarked that the work being accomplished by the task force is very good and can prove as guidance for other groups. AAI informed the meeting that it had presented a information paper on data link related activities of ASIOACG to FIT ASIA/2 at ICAO APAC, Bangkok (28<sup>th</sup> and 29<sup>th</sup> March 2013). The LOA template was accepted by the meeting with the remark that it will continue to evolve as ANSPs with the experience gained during implementation of AIDC systems in the region.
- 3.4 Airservices presented the information (IP/2) about the work completed to implement RNP 4 in the Brisbane and Melbourne FIRs and proposed that the meeting may consider the possibility of leveraging this work to implement RNP 4 in Mauritius and Male FIRs. The information paper gave brief information RNP4 requirements, reference documents and components of implementation as described in ICAO documents including safety assessment, performance monitoring, training, internal documents and regional agreements. Airservices requested the meeting to consider the opportunity that exists for the regional implementation of RNP 4 in the Indian Ocean area in order to achieve improvements in capacity, efficiency and environmental benefits similar to those achieved in the Pacific Ocean area as well as the Brisbane and Melbourne FIRs. The paper was well received and appreciated. Maldives informed the meeting that ADS-C/CPDLC system test and trials are in progress and as and when the system stabilizes and is commissioned they will consider RNP4.
- 3.5 Airservices presented IP/3 about reintroduction of SABEK waypoint. The meeting was informed about collaborative efforts of Airservices, Sri Lanka and Maldives to make SABEK waypoint available for UPR flights. A new waypoint BEBOG will be introduced

so that flights routing via BEBOG and SABEK will be separated from flights on ATS route L894.

- 3.6 MACL through its information paper IP/4 reported to the meeting that ATS Inter-facility Data Communications (AIDC) system and ADS-C/CPDLC Systems are on TEST. ADS-B receivers installed to cover most part of FIR. System's data fusion is to be completed in 3<sup>rd</sup> quarter of 2013. KCAA reported through IP/5 that *CPDLC/ADS-C* installation process is complete, the full radar environment will be available 24 hours within the HKNA FIR by December 2013, *AHMS* installation to be completed by August 2013.

**4. Agenda Item 3:** UPR trials and establishment of ASIO UPR Zone

4.1 In accordance with decisions of the INSPIRE/3 meetings, five ANSPs submitted the draft AIP Supps for establishment of UPR zone. Airservices has already published AIP supp for UPR trials in Melbourne FIR. In the discussion that ensued after presentation of these AIP Supps it was decided that after all the ANSPs have finalized the Supps should be examined for harmonization and continuity. INSPIRE Chairman and IATA, New Delhi were entrusted with the responsibility of the same.

4.2 The following schedule was decided for establishment of UPR zone which was proposed by IATA through WP/3

Date	Activity	Remark
19 July 2013	Finalise AIP Supp, LOAs with neighbouring FIRs	Send to Mr. David Webb, Chair INSPIRE and Mr. Prashant Sanglikar, IATA for harmonisation.
7th August 2013 @ 0600 UTC	Report completion to INSPIRE teleconference	
16 <sup>th</sup> August 2013	Publication of AIP supp	Effective Date 17 <sup>th</sup> October 2013

IATA also informed the meeting that average carbon emission saving per UPR flight during the trials was 2.25 Tons (equivalent to 712 Kgs of ATF).

4.3 ASECNA Madagascar raised the issue of according priority to UPR flights vis a vis the flights on conventional ATS routes. IATA and AAI clarified that the level allocation should be decided tactically according to the most efficient solution for resolving traffic conflict. The UPR facilitation guaranteed desired horizontal trajectory but the level allocation has to be according to the rules promulgated by ANSP.

4.4 During the discussion on UPR Geo Zone formation the airlines raised some doubts about flight planning of UPRs in the vicinity of Colombo, Male and Melbourne FIRs. Colombo joined the meeting through teleconference. Colombo informed the meeting that at

Colombo/Chennai FIR boundary UPRs may be planned through a waypoint or through Lat/Long. Regarding suggestion of northern UPR zone boundary Colombo informed that it will coordinate with IATA and INSPIRE partners. AAI informed the meeting that at the northern boundary of ASIO UPR zone Airlines may flight plan to transit from ATS route to UPR while entering UPR zone and while exiting UPR zone transit from UPR to ATS route via way points UGPEG (L516), DONSA (L894), METIP/NIVUD/OTABI/POMAN (P570).

- 4.5 IATA presented WP/4 with a proposal for half degree waypoints in ASIO UPR zone. It was suggested that the half degree boundary fixes should be introduced in between the full degree fixes on boundary of Male, Colombo and Melbourne FIRs. This would provide for greater flexibility and more efficient UPRs. Maldives reported that they would consider the proposal after implementation of ADS-C/CPDLC and AIDC in the FIR. Airservices seconded the view. The paper also proposed that the existing airway structure in ASIO UPR zone should be retained as contingency planning. A NOTAM can be issued for contingency planning as and when required.
- 4.6 An extension of ASIO UPR zone at the North West boundary was proposed by IATA through WP/5. The paper suggested that the boundary should be extended to include waypoints IBVUB (L516), BOLUR (L894), LATEB (P570) & LEMAX (M300). AAI agreed to consider the proposal after the establishment of UPR zone as is under consideration.
- 4.7 Currently INSPIRE requires the UPR flights delayed by more than two hours to plan the flight via conventional ATS routes. IATA through WP/8 proposed to remove this requirement as it may lead to safety and efficiency issues. The paper suggested that it may even be required to do some offloading. ASIOACG Chair inquired whether such an instance has really occurred. It was reported to the meeting that no such instance has occurred but there may be a possibility. However the meeting agreed to remove this requirement and requested the ANSPs not to include it in their AIP Supps.
- 4.8 IATA through WP/11 proposed limiting the AUSOTS tracks to Australian Domestic airspace and allowing for more efficient flight path based on UPR philosophy outside it. It was submitted that it would allow to factor individual aircraft performance habits while planning the flight paths resulting in additional savings in fuel and emissions. Airservices agreed to analyse the proposal.

**5. Agenda Item 4: Seamless ATM strategy review and Update after the discussion in ASIOACG**

5.1 Airservices and Emirates airline gave a presentation on the philosophy behind the capacity enhancement table. The methodology and philosophy of the development of the capacity enhancement table was explained and discussed. The structured approach of fusing the ASBU blocks and ICAO GPIs for the ATM enhancements that the ANSPs are expected to make was explained to the meeting. The stress was laid to study the traffic flows and accordingly identify the problem areas and enhancements required to overcome the problems by ANSPs.

Airservices has written a discussion paper on the topic. The Discussion paper with accompanying presentation, draft update to the Capacity Enhancement table and a sample worksheet are attached to this report for circulation to the ASIOACG and INSPIRE members. These will be discussed further at the August teleconference.

## **6. Agenda Item 5: INSPIRE programme**

6.1 AAI presented WP on CDO trials in Ahmadabad and Shamshabad TMAs. The fuel savings reported by airlines were presented to the meeting i.e. 118 Kgs at Shamshabad and 144 Kgs at Ahmadabad on an average per flight. The WP was well received by participants and IATA congratulated AAI for the initiative. AAI proposed to the meeting that CDO should be included in the work programme of INSPIRE and ANSPs can report the progress to INSPIRE/4.

6.2 ATNS and SAA requested for a series of four INSPIRE demonstration flights between Johannesburg and Mumbai. All the concerned ANSPs approved the flights. A suitable date after 10<sup>th</sup> June up to 31<sup>st</sup> July will be proposed by ATNS and SAA for these four green flights. AAI will coordinate with Mumbai Airport Operator for facilitating the Demo Green flights.

## **7. Agenda Item 6: Any other business**

The terms of reference of ASIOACG were discussed by the meeting. The corrections suggested were incorporated.

The draft strategic plan of INSPIRE was also discussed. ATNS through WP/6 suggested inclusion of star ratings INSPIRE daily flights. The meeting was in agreement to the proposal. It was requested to ATNS to propose a star rating to INSPIRE daily flight on city pair Johannesburg/ Perth which can be endorsed by INSPIRE/4.

Emirates Airline announced the INSPIRE flights from Dubai to Brisbane will be planned for UPR and RNP AR Departure / arrival efficiency validation. Emirates will start to consult with relevant ANSPs and requested all members to support. Airservices announced the broad outline for ASIOACG/8 INSPIRE/4 meetings in last week of November 2013 and invited all the delegates to the meetings. Formal invitations are expected to be issued in August 2013.

## **8. Conclusion**

The ASIOACG INSPIRE WG meetings, 2013 were successful in discussing the agenda set for the meetings, completing action items for the meetings and carrying forward the programme charted out for 2013. ASIOACG and INSPIRE Chairmen thanked the participants and organizers (Emirates Airlines) for their support and hard work.