International Civil Aviation Organization

The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/22)

Bangkok, Thailand, 25 – 29 June 2012

Agenda Item 5: **Provision of ATM/AIS/SAR in the Asia/Pacific Region, including associated CNS matters**

UPDATE ON AIS/SAR INITIATIVES

(Presented by India)

SUMMARY

This paper presents update on AIS/SAR initiatives by India

This paper relates to –

Strategic Objectives:
 A: ***Safety*** *– Enhance global civil aviation safety*
 C: ***Environmental Protection and Sustainable Development of Air Transport*** *– Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:
GPI-4 Alignment of upper airspace classifications
GPI-5 RNAV and RNP (Performance-based navigation)
GPI-6 Air traffic flow management
GPI-7 Dynamic and flexible ATS route management
GPI-8 Collaborative airspace design and management
GPI-11 RNP and RNAV SIDs and STARs
GPI-12 Functional integration of ground systems with airborne systems
GPI-18 Aeronautical information

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1. **INTRODUCTION**

1.1   India has taken various initiatives like AIS to AIM implementation, Performance Based Navigation, ATM Contingency plans, AMHS (ATS Message Handling System), AIDC (ATS Inter-facility Data Communication), SAR agreements etc.

2. **DISCUSSION**

2.1 **AIS to AIM implementation**

2.1.1   India has large number of airports for which enormous aeronautical data is required to be managed by AIS. To meet the requirements of the AIS data users for timely and efficiently receipt of data and to implement roadmap for transition from AIS to AIM, India has implemented AIS automation. The AIS Automation System in India is Version 4.5.

2.1.2   Quality Management System has also been implemented in India and AIS Section is 9001:2008 certified.

2.1.3   India complies with the provisions of Annexes and Amendments. Any difference is intimated to ICAO while   filing the response to Amendments. India adheres to AIRAC procedures. WGS 84 is fully implemented in India.

2.1.4   For Aeronautical Data Exchange, ATN/AMHS system in-use at Mumbai has a capability to use Internet Protocol Suite (IPS) for exchange of data communication. India has also planned to provide IP-based domestic AMHS at Chennai, Kolkata and Delhi.

2.15   India is taking initiatives to implement its own managed communication network for exchanging data communication (ground-to-ground) to meet the   requirements of transition to AIM. India is planning to implement the electronic Terrain and Obstacle Data by 12 NOV 2015.

2.1.6   The dynamic data provided for Aeronautical Information Briefing is fully automated and delivered to airline operators /flight crew via Automatic Self- Briefing system.

2.1.7   India is committed for an appropriate action for implementation of Digital NOTAM based on future ICAO plan.

2.1.8   The e-AIP has been uploaded on the Airport Authority of India's web site (http://www.aai.aero/public_notices/aaisite_test/eAIP/Home_india_01.html)   for   evaluation   and comments from users/operators. Suggestions/comments so received are being reviewed. eAIP for operational use, after the necessary improvements required, is going to be made available shortly.

2.2   SAR agreements

2.2.1   The need for entering into Search and Rescue services agreements with other neighbouring countries have always been felt, therefore, initiatives are being taken to formalize the required SAR agreements. Government of India has already established SAR agreement with the Govt. of Bhutan for the cooperation of SAR services.

 2.2.2   The ATS Coordination Meeting was held in New Delhi in which the neighbouring countries; Nepal, Sri Lanka, Oman and Thailand participated. Subsequently Bangladesh was invited to India and the meeting was held during 20th July to 22nd July, 2011 for resolving various issues. The issues pertaining to Search & Rescue Agreements were also discussed in the above meetings and broadly covered the following areas:

• Critical activities near border areas for rescue operations.

• Identify the resources which are available near the Search and Rescue area.

• International cooperation at the quickest possible time.

• Sharing of SAR resources.

• Mutual exchange of SAR personnel.

• Joint exercises both over marine and land areas.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the information contained in this paper.

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