

The Report

The combined ASIOACG 11 – INSPIRE 7 Meeting

16-18th Nov 2016,

Magaliesburg, South Africa.

1. Introduction.

1.1 History of the meeting.

1.1.1 The combined eleventh meeting of ASIOACG and seventh meeting of INSPIRE were hosted by ATNS South Africa at Magaliesburg, South Africa from 16th – 18th November, 2016.

1.1.2 The purpose of the meeting was to review the work undertaken by earlier meetings of ASIOACG and INSPIRE, discuss issues presented to the meeting by members under various agenda items and also to chart out a work program for the next year and finalise action items for INSPIRE and ASIOACG members. The previous combined meeting of ASIOACG/10 and INSPIRE/6 was held at Antananarivo, Madagascar November 2015 followed by a teleconference in July and Nov 2016.

1.1.3 This report provides a summary of the outcomes of the combined ASIOACG/11 and INSPIRE/7 meeting.

1.2 Inauguration and Attendance

1.2.1 The meeting was inaugurated by Mr Hein Reid, Senior Manager of Air Traffic Navigation Services South Africa. In his inaugural address, Mr Hein welcomed the participants to the combined, and mentioned the objective of the meeting. He stated that comparatively lower attendance from the participating airlines should affect the proceedings of the meeting and both groups will continue to deliver solutions for the issues highlighted by the airspace users directly and through IATA. Mr M. C. Dangi General manager (ATM) AAI/Chair ASIOACG also addressed the meeting to highlight the camaraderie maintained by the ANSPs during the history of the Groups. He informed the participants that the, besides the recognition of the work done by Industry Partners, performance of ASIOACG and INSPIRE has also been recognized by ICAO, by publishing an article in ICAO Journal Vol 71 No,12 (June 2016 edition).

1.2.2 The meeting was attended by representative from ICAO Africa Office, participants from ANSPs of South Africa (ATNS), ASECNA – Madagascar, ASECNA Headquarters, India, Kenya, Maldives, Mauritius, and Seychelles. The member airlines Air Madagascar, Air Mauritius, Kenya Airways, South African Airways and IATA also attended the meeting. The list of participants is shown as **Attachment A** to this report.

1.3 Officers and Secretariat

1.3.1 Mr. M C Dangi (Chair ASIOACG) chaired the meetings along with Mr Rajiv Kumar Saxena, (Chair INSPIRE). Mr Martin Cooper, ATNS co-chaired the meetings.

1.4 Documentation and Working Language

1.4.1 The working language of the meeting and the language for all documentation was English. Five working papers and Nine information papers were considered by the meeting.

1.4.2 A list of the papers is shown as follows,

List of Information Papers.

S.N.	Agenda Item	Title	Presented By
IP/1	Agenda Item 1	List of IPs and WPs	Secretariat
IP/2	Agenda Item 2	Maldives status update	Maldives
IP/3	Agenda Item 2	AAI AIDC updates	AAI
IP/4	Agenda Item 2	AAI's Training Policy	AAI
IP/5	Agenda Item 2	Recent developments in Indian Aviation Industry due implementation of National Civil Aviation Policy-2016	AAI
IP/6	Agenda Item 3	AAI CATFM	AAI
IP/7	Agenda Item 2	FUA in India	AAI
IP/8	Agenda Item 2	AAI's update on new ATS routes	AAI
IP/9	Agenda Item 6	RNP-2 routes between Mumbai and Delhi	AAI

List of Working Papers.

S.N.	Agenda Item	Title	Presented By
WP/1	Agenda Item 1	Provisional Agenda	Secretariat
WP/2	Agenda Item 7	Paper trials for feasibility study of UPRs in Upper Airspace of Indian FIRs.	AAI
WP/3	Agenda Item 2	Time Based Spacing at Mumbai	AAI
WP/4	Agenda Item 2	50 Nm Longitudinal separation in MALE FIR	Maldives
WP/5	Agenda Item 7	Use of partial degrees in UPR planning	Qantas Airlines

2. Report on Agenda Items

2.1 Agenda Item 1: Adoption of Agenda

The meeting was presented with the provisional agenda which had been prepared by ASIOACG secretariat in consultation with ASIOACG and INSPIRE chair and circulated along with the invitations. The meeting adopted the draft agenda as the agenda of the meeting:

Agenda Item 1	Adoption of Agenda
Agenda Item 2	Update from ANSPs, Airspace Users & other industry organizations including updates on open action items from previous meetings.
Agenda Item 3	ATM issues - including: Reduced Horizontal Separation Air Traffic Flow Management
Agenda Item 4	Coordination issues – including: Review of LOAs between different ANSPs SAR LOAs between different states. AIDC.
Agenda Item 5	Skill Development and Skill Enhancement of ATS Personnel
Agenda Item 6	Communication/Navigation/Surveillance issues – including: Performance Based Navigation (PBN), Data link Services, FIT/CRA, and Surveillance data sharing amongst ANSPs.
Agenda Item 7	Review of ASIO UPR zone and follow-up actions
Agenda Item 8	Review of INSPIRE Strategic Plan
Agenda Item 9	Updates on ASIOACG INSPIRE Work Programme V2.0
Agenda Item 10	Summary of outcomes of BOBASIO, SAIOACG & Other Meetings affecting APAC/MID East/AFI Regions (e.g. meetings of CANSO, ICAO, IATA etc)
Agenda Item 11	INSPIRE Annual Report 2016
Agenda Item 12	Review and Update List of Open Action Items
Agenda Item 13	Appointment of INSPIRE Chairman for 2017
Agenda Item 14	Any other business including meeting of ASIOACG 12 and INSPIRE 8 and inclusion of other partners in ASIOACG and INSPIRE.

2.2 Agenda Item 2: Update from ANS Providers, Air Space Users, and other industry organizations.

Maldives informed the meeting through IP/2 that Maldives has started using ADS-B to enhance ATS surveillance capability in Male FIR from 7th February 2016.

In the UPR Zone, ADS-B provides coverage from Mumbai FIR up to 60-50 NM from Melbourne FIR. The system meets the parameters required for situational awareness similar to ADS-C (safety net alerts, SAR, supports procedural separation even without voice but not 5 nm separation).

Maldives is making efforts to complete the airworthiness approval for all locally registered aircraft already equipped with ADS-B by 30th December 2016 including 54 seaplanes.

Airports Authority of India informed the meetings about latest developments in aviation sector in India through IP/5 and provided information about The National Civil Aviation Policy -2016 (NCAP-2016) issued by Ministry of Civil Aviation India in June 2016. The Government has proposed to promote the growth of Indian aviation sector in a significant manner as the development of this sector has a multiplier effect on the economy. As per an International Civil Aviation Organisation (ICAO) study, the output multiplier and employment multiplier are 3.25 and 6.10 respectively. The aim of the Government is to provide an ecosystem for the harmonised growth of various aviation subsectors, i.e Airlines, Airports, Cargo, Maintenance Repairs and Overhaul services (MRO), General Aviation, Aerospace Manufacturing, Skill Development, etc.

There are more than 450 airports/airstrips/landing ground scattered all over India. Many of these airports are owned by State (provincial) governments and defence. A few of these 450 airports are in abandoned state and many other are maintained in operational condition. Schedule flights operate at 80 airports as in November 2016. The potential to operationalize these other airports is being explored under Regional Connectivity Scheme. The Regional Connectivity Scheme “UDAN” in New Delhi today. UDAN stands for “Ude Desh Ka Aam Naagrik” loosely translated in English as “let the common citizen of country fly”. UDAN is an innovative scheme to develop the regional aviation market. It is a market-based mechanism in which airlines bid for seat subsidies. This first-of-its-kind scheme globally will create affordable yet economically viable and profitable flights on regional routes so that flying becomes affordable to the common man even in small towns.

AAI also informed the meeting about CATFM which will be implemented in India in two phases. In Phase -1, which is currently in progress the C-ATFM baseline system, including the Central Command Centre at New Delhi and Flow Management Positions at six major metro airports have been established. The system is provided with external interfaces like AFTN, tactical flight updates from ATM automation systems, weather information etc. This future ready system is undergoing rigorous test. The Phase 2 implementation is expected during summer schedule of 2017, in which nationwide ATFM system covering all major airports throughout India will be made gradually operational.

The IP/7 gave update about implementation of “Flexible use of airspace” in India. The IP informed about the Policies, Agreements and Documents published on FUA. The IP also discussed the challenges like Interoperability of Civil and Military Systems, Integration of FUA Concept with CATFM and Establishment of Airspace Management Cells (AMC) and also about the Improvements in Civil-Military Cooperation.

AAI also provided the update about the four new RNP10 routes in its Oceanic airspace over Arabian Sea and Bay of Bengal. AAI informed that the proposal has been submitted to BANP and approval is awaited.

2.3 Agenda Item 3: ATM issues - including: Reduced Horizontal Separation, Air Traffic Flow Management.

IATA gave a power point presentation on industry expectations from ANSPs that included a wide ranging ATM issues. It was emphasised that the need for positive, effective implementation of modern Air Traffic Management initiatives in the operations, technology and infrastructure are key to achieving the global aviation industry environmental targets of having carbon neutral growth by 2020 and further reducing CO₂ by 50% on the 2005 levels by 2050. Fuel is the single largest operating cost for the airline industry and fuel burn directly translates into carbon emissions. Continuing with the status quo will not achieve safety, efficiency or environmental targets and will eventually cripple the industry. The INSPIRE group has already made positive strides in implementing initiatives toward improving efficiency in the region, this however must continue to evolve and improve. Safety and efficiency is a shared responsibility between all the role-players and collaboration in the strategic, pre-tactical and tactical planning and operational phases is critical. Strong, open-minded partnerships are required to aligning regulation, procedures, standards, service and technology towards a future where modern Air Traffic Management initiatives such as User Preferred Routings (UPR), free route airspace and Air Traffic Flow Management (ATFM) with Collaborative Decision Making (CDM) are the norm and where flight level allocation schemes (FLAS) is eliminated in favor of equitable, tactical management of the available airspace.

Air Mauritius presented WP regarding FLAS. The paper pointed out the losses Airlines is making on account of less than optimal Flight level being allotted due FLAS. A comprehensive discussion on FLAS in Mumbai FIR ensued. IATA and other participants expressed opinion that FLAS in Mumbai FIR should be withdrawn. AAI informed the meeting that FLAS has been withdrawn from Seychelles/Mumbai FIR boundary and is also not applied at Mauritius/Mumbai FIR boundary. The even flight level for flights from the subcontinent to Africa/Mauritius etc. has been revised from FL300 to FL320 which should bring some relief to these flights. Also due to coordination issues with some FIRs and non equipage of huge chunk of traffic with data link capability FLAS is necessary as safety net. The EMAs BOBASMA and MAAR have also recommended in their reports to RASMAG that TLS in region has gone down on account of coordination issues and FLAS has been recommended as safety net. The participants of meeting also suggested to consider the reserving FL350 and FL340 for flights from subcontinent to Africa and Mauritius. Chair ASIOACG informed the meeting that a special coordination meeting of APAC, AFI and MID regions is planned in January 2017 in India and coordination issues and eventually FLAS will be discussed during the meeting. Many participants expressed hoped some positive results from the meeting.

Maldives informed the meeting through WP/4 that with the availability of ADS-B surveillance, Maldives is ready to implement 50/50NM longitudinal separation in the UPR Zone in the Male FIR. The meeting welcomed this development. In a sideline meeting AAI

and MACL decided to initiate steps to implement 50 Nm longitudinal separation across Male/Mumbai FIR boundary at the earliest.

2.4 Agenda Item 4: Coordination issues – including: Review of LOAs between different ANSPs and SAR LOAs between different states. AIDC.

Maldives presented Status of AIDC implementation through IP/2. It was informed that the AIDC trial messaging conducted between Mumbai, Chennai and Colombo has proved successful. Memorandum of Agreement (MOA) defining AIDC coordination procedures for a 6-month trial period has been signed with Chennai. While the process was to begin on 1st October, there has been no further progress. Trial messaging between Melbourne was first to begin on 20th October but delayed until 10th of November as requested by Melbourne.

The success of AIDC trials between Mumbai and Male FIR was confirmed by AAI through IP/3. AAI also informed that despite attempts there hasn't been much progress about AIDC trials with Muscat and Karachi FIR.

A telecon was organised by IATA as sideline meet between Mogadishu, Seychelles, AAI and ATNS to discuss coordination and other issues as Mogadishu could not attend the meetings. The report of teleconference is attached as annexure.

2.5 Agenda Item 5: Skill Development and Skill Enhancement of ATS Personnel

AAI presented IP/4 on its training policy. The paper provided information about the National Training Policy developed by Airports Authority of India to train all its employees. The purpose of the AAI Employee Training Plan is to establish a framework, providing a systematic and structured approach and an assurance that the organization has aligned its employee training resources with its core priorities. The vision of training and development in AAI is to *“Create a learning environment, within which AAI employees can realize their full potential, so as to enable them render meaningful contribution towards achieving vision of AAI and its super ordinate goals”*. The new training mantra is *“Training for all”*, which like ICAO's No country left behind (NCLB) is No trainee left behind (NTLB). AAI invited member ANSPs of ASIOACG to explore the training capacity in Indian Training Centers of Excellence, the Indian Aviation Academy, New Delhi and Civil Aviation Training College, Allahabad which are Full Members of ICAO Train Air Plus and take advantage of the excellent training infrastructure and faculty

2.6 Agenda Item 6: Communication/Navigation/Surveillance issues – including: Performance Based Navigation (PBN), Data link Services, FIT/CRA, and Surveillance data sharing amongst ANSPs.

AAI also presented IP/9 through which the proposal of RNP2 route structure in one of the busiest corridor between Mumbai and Delhi is under consideration was presented to meeting.

Though there was no other paper under this agenda item, discussions took place about data link services, some issues faced by ANSPs and Airlines in data link services and also CRA for ASIOACG airspace. ASIOACG secretary informed the meeting that establishment of

CRA is a very complex process it involves selection of appropriate agency as CRA, revenue model for compensation to be paid to CRA for services, agreement between Airlines, ANSPs and formal recognition and endorsement of the process by ICAO. As ASIOACG is an informal group it would be very difficult if not impossible for the group to carry out this process. ICAO APAC has already endorsed a CRA for the region. Member ANSPs of ASIOACG from APAC region are already using the services of CRA. Member ANSPs of ASIOACG from AFI region should pursue the matter of establishing the CRA for AFI region with ICAO AFI office. Some of the members requested the process of problem reporting followed by AAI and also more information on CRA. Secretary ASIOACG informed that the information will be attached as an annexure to the report of the meeting.

2.7 Agenda Item 7: Review of ASIO UPR zone and follow-up actions

Qantas Airlines had emailed the WP/5 regarding use of partial degrees to construct UPRs. The paper was presented to the meeting by Co chair. The paper stated that It is important for operators to seek continuous improvement within the airspace and their own Flight planning systems including incorporating optimization algorithms to improve fuel efficiency in UPR. This investment is becoming ever more sophisticated to capture small, incremental efficiencies or improved practices. One such enabler will be the use of partial degrees waypoints in UPR planning. It was urged to ANSPs who do not allow use of partial degrees to construct UPRs to take steps to allow the use partial degrees. Male informed the meeting that it is ready to allow use of partial degrees at the boundary of Mumbai/Male and Chennai/Male FIR boundary. AAI informed the meeting that AAI and MACL have exchanged drafts of revised AIP SUPPS of UPR zones and are in agreement for the revision, After conducting safety assessments they would publish revised AIP supps at an mutually agreeable date.

2.8 Agenda Item 8: Review of INSPIRE Strategic Plan.

The meeting could not review the strategic plan but the members agreed to send suggestions to INSPIRE chair through emails.

2.9 Agenda Item 9: Updates on ASIOACG INSPIRE Work Programme V2.0

The ASIOACG INSPIRE Work Programme V2.0 updated during the meeting is attached as annexure to the report.

2.10 Agenda Item 10: Summary of outcomes of BOBASIO, SAIOACG & Other Meetings affecting APAC/MID East/AFI Regions (e.g. meetings of CANSO, ICAO, IATA etc)

Any outcomes or papers were not submitted to the meeting by any member.

2.11 Agenda Item 11: INSPIRE Annual Report 2016

It was decided by the meeting that as there haven't been any significant developments to report during the year, Annual report would not be published.

2.12 Agenda Item 12: Review and Update List of Open Action Items.

The List of Open Action Items updated at the end of meeting is attached as annexure to the report.

2.13 Agenda Item 13: Appointment of INSPIRE Chairman for 2017

The meeting also discussed the INSPIRE chair for the year 2017. As per the rotation policy in INSPIRE strategic plan, the INSPIRE chair next year 2017, should be from Air Services Australia. But as ASA was not present at the meeting, it was decided that AAI and ATNS will coordinate with ASA for the same and if ASA is not willing to take up the chairmanship of INSPIRE for 2017, ATNS will chair INSPIRE for 2017.

2.14 Agenda Item 14: Any other business including meeting of ASIOACG 12 and INSPIRE 8 and inclusion of other partners in ASIOACG and INSPIRE.

As Yemen could not attend the meeting a teleconference was organised during the meeting for facilitating discussions on interface and other issues between Yemen and other neighbouring FIRs. The teleconference was facilitated by IATA and a short report of teleconference is attached as Annexure B to this report.

The meeting suggested that annual conference for 2017 should be hosted at Mauritius but if it is not feasible for Mauritius to host it, AAI should consider hosting the meetings. Representatives of Mauritius and AAI agreed to consider the proposal.

3. Conclusion

The meeting concluded with participants expecting more vigour and progress in ASIOACG INSPIRE work programme in year 2017. The participants thanked Chairs and Co-chair for the conduct of meetings. The Chair and Co Chair thanked participants of the meeting for attending. All the participants thanked ATNS for the wonderful arrangements and hospitality. It was expressed that the arrangements were one of the best experienced. Chair ASIOACG and INSPIRE thanked Mr Hein Reid, Martin Cooper and Dhipka Lalla and the team of ATNS for all the care and hospitality. ATNS thanked all participants and wished them a safe journey home.

Annexure A

List of Participants

NAME	COMPANY	SIGNATURE	EMAIL
RAKOTONIRINA NAIVO HARISOA	AIR MADAGASCAR		naivoh_coyote@yahoo.com
RAFANAMBINANTSOA VALOHERY	ASECNA-MADAGASCAR		RAFANAMBINANTSOAVal@asecna.org
RAMANANANDRO MIHAJAHEFA IRINA	ASECNA-MADAGASCAR		RAMANANANDROMih@asecna.org
SCHOLASTICA ADHIAMBO OPIYO	KENYA AIRWAYS		Scholastica.Adhiambo@Kenya-airways.com
LOUIS MANCIENNE	SEYCHELLES CAA		lmancienne@scaa.sc
ESMEE SAMSON	SEYCHELLES CAA		esamson@scaa.sc
IBRAHIM HAMEED	MALDIVES		i.hameed@macl.aero
MOOSA SHAHID	MALDIVES		Moosa.h@macl.aero
DJIBO HALAROU	ASECNA		DJIBOHal@ascena.org
MC DANGI	AIRPORTS AUTHORITY OF INDIA		mcdangi@aai.aero
RK SAXENA	AIRPORTS AUTHORITY OF INDIA		rankk12345@gmail.com
AB JOSHI	AIRPORTS AUTHORITY OF INDIA	Missed the first day	abjosh21@hotmail.com
BAICHOO SHASHI RAJ	AIR MAURITIUS		rbaichoo@airmauriti.us.com
SEDA P OTIENO	IATA		sedap@iata.org
LINDI-LEE KIRKMAN	IATA		KirkmanL@iata.org
SEBOSESO MACHOBANE	ICAO		
KEZIAH OGUTU	KENYA CAA		kogutu@kaa.or.ke
HEIN REID	ATNS		heinr@atns.co.za
MARTIN COOPER	ATNS		martinc@atns.co.za
DUMISANI SANGWENI	ATNS	Missed the first day	dumisanis@atns.co.za
THANDI MOSUPYE	ATNS	Missed the first day	thandim@atns.co.za
NOKUTHULA SITHEBE	ATNS		nokuthulas@atns.co.za
SIBUSISO NKABINDE	ATNS		sibusison@atns.co.za
JEAN-MARI ROSSOUW	ATNS		Jean-mariR@atns.co.za
JA SANSPEUR	DCA MAURITIUS	Missed the first day	jsanspeur@govmu.org
ANDREW SMIT	SAA	Attended only the first day	AndrewSmit@flysaa.com
S BRITS	ATNS	Attended last day only	susannb@atns.co.za
Phumlile Sibanyoni	ATNS		phumliles@atns.co.za
Mmathapelo Molapisi	ATNS		MmathapeloT@atns.co.za
Lebogang Mokoena	ATNS		lebogangma@atns.co.za
Gopolang Morapedi	ATNS		GopolangM@atns.co.za

Annexure B

Below points from the Teleconference with ICAO FISS on Friday 18 November 2016.

Attendance by telephone:

ICAO FISS – Wilson Owino, Moses, Ali, Simon and Kennedy

Attendance at Mount Grace, South Africa

IATA – Seda Protus and Lindi Lee Kirkman

ICAO ESAF – Seboeso

KCAA – Keziah Ogutu

SCAA – Esmee Samson and Louis Mancienne

AAI – MC Dangi, AB Joshi, RK Saxena

Kenya Airways – Scholastica

Air Mauritius – Ravi

ATNS (NAFISAT) – Susann

Discussion points:

- It was noted that a meeting is being planned by ICAO HQ, ESAF, MID and APAC with selected stakeholders for 19-20 January in Mumbai to primarily address Mogadishu safety concerns and potential contingencies. It was further noted that the implementation of contingency routes is not preferable to any of the stakeholders and thus effective addressing of the safety concerns is paramount importance to all. ICAO indicated that they are trying to address “hot spots” rather than unilaterally implement contingency routes.
- Coordination between Mogadishu and Mumbai is challenging as often it is not direct controller to controller coordination and required whoever answers in Mumbai to coordinate further internally. AAI advised that a dedicated telephone (RX only) has been installed in Mumbai center for co-ordination with Mogadishu and Seychelles ONLY. This telephone number will be updated in the new LOA. This will allow for direct controller to controller co-ordination. The alternate number (one currently used) may still have challenges as the telephone is not on the control position in Mumbai and will require the person answering to co-ordinate further within Mumbai before action.
- It was proposed that Mumbai be connected by ATS-DS through the NAFISAT network. This would allow for ATS-DS between Mumbai and the following FIR's – Mogadishu, Sanaa, Seychelles and Mauritius who are already part of the NAFISAT network and in so doing improve co-ordination. It was noted that a link to Mumbai was planned for although not activated in the NAFISAT network.
- It was agreed between FISS and AAI that aircraft that are CPDLC capable flying from Mogadishu FIR to Mumbai FIR will log on to VABF CPDLC 30-45 minutes before the boundary. These aircraft will be allocated flight levels tactically and will not be subjected to FLAS.
- 50/50 separation for CPDLC capable aircraft would be applied between Mogadishu and Mumbai as agreed at the BOBASIO meeting
- KCAA expressed a concern that Nairobi had not been receiving estimates in time of late.
- Two new parallel routes between Mumbai and Mogadishu FIRs have been proposed to ICAO APAC by AAI, these however require regional co-operation of 3 ICAO offices (AFI, MID and APAC) as the Northern route transits through Sanaa FIR.
- Concern was raised over the Sanaa contingency route CR10 that does not seem to have been coordinated with neighboring FIR's (Mumbai or Mogadishu).
- It was noted that the FISS plan to appoint additional controllers is on track for mid-November and early December.
- Progress is being made with the investigation of reported air safety reports (ASR). Priority has been given to AIRPROX events.
- It was noted that Mogadishu is also experiencing co-ordination challenges with Sanaa which are difficult to address due to the lack of official structures in Sanaa. This is a matter to be taken up at the ICAO 3 regional meeting on 19-20 January 2017.

- It was noted that co-ordination challenges between Seychelles and Mogadishu had been discussed at a side meeting during the BOBASIO meeting.
- Periodic teleconference to continue in order to ensure monitoring mechanism is in place to track action items

Actions:

- The direct telephone number will be e-mailed by AAI to both FISS and SCAA ahead of updating the LOA
- The LOA between Mogadishu and Mumbai will be updated in line with agreed points above. AAI will draft the proposal and send to FISS before 15 December 2016.
- FISS to investigate what the challenge is regarding the estimates for Nairobi and provide KCAA with feedback ASAP
- INSPIRE secretariat to e-mail WP on parallel routes to FISS for information
- FISS to e-mail ICAO ESAF office requesting assistance in coordinating the establishment of the new parallel routes with the APAC and MID regions and applicable FIR's.
- AAI to correspond with APAC ICAO office to expedite the establishment of the parallel routes.
- ATNS to send AAI proposal with specification and details to join NAFISAT network for consideration.
- FISS to provide initial ASR feedback to IATA on 25 November 2016.

Next teleconference will be held 08:00 UTC on Monday 19 December 2016.