



International Civil Aviation Organization

The Sixth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/6) and the First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)

Bangkok, Thailand, 19 – 23 September 2011

Agenda Item 3: Operational Issues

Reduced Horizontal Separation – Phase Two

(Presented by IATA)

SUMMARY

This paper presents a brief overview of Phase Two 50nm Longitudinal implementation for the remainder of the Bay of Bengal, Arabian Sea and specified routes through Pakistan, Afghanistan, I. R. Iran, Turkmenistan and Uzbekistan. The paper further suggests, for discussion, an implementation target date for Phase Two of 15th December 2011

1. INTRODUCTION

1.1 BOB-RHS TF/5 agreed Phase One 50NM Longitudinal Separation implementation on four routes, P628, P762, L510 and N571 commencing 30 June 2011.

1.2 Unfortunately some last minute operational issues meant that actual implementation of Phase One only included two routes, P762 & N571.

1.3 While disappointing, the revised Phase One was however an important first step and IATA congratulates the Task Force participants for their cooperation and efforts in achieving this result in a little more than 18 months. IATA would also specifically like to acknowledge the tireless efforts and contribution of the ICAO APAC office in pursuing all stakeholders to ensure implementation was achieved in a timely manner.

1.4 The work of the Task Force is a great example of both regional and Inter-regional co-operation and as we progress toward Seamless Asian Skies this type of experience and cooperation will become critical to progress for the region

2. DISCUSSION

2.1 With Phase One now complete, it is now time to confirm timelines for the remaining routes.

2.2 Indications are that the “upstream” state issues are now resolved and LOAs can be actioned, therefore subject to operational equipment in States, there is no reason that Phase Two cannot include all the remaining major traffic routes, including Phase 1 routes not implemented on 30 June 2011

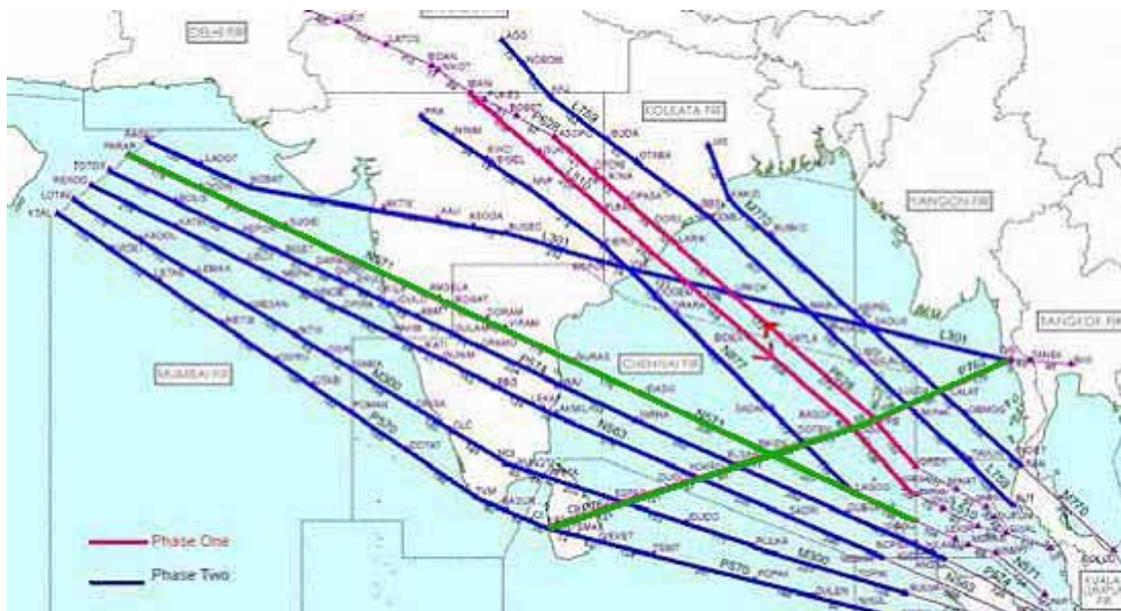
2.3 IATA understands that ADS-C/CPDLC equipment testing in Malaysia is progressing positively, however should the situation not be resolved prior to the agreed implementation date for Phase Two, it is suggested tactical workarounds be made available until equipment is online. E.g.

- ↗ Aircraft can be spaced at 50nm with **altitude** separation until in airspace where CPDLC is available and 50nm longitudinal separation is enabled.

2.4 The meeting is invited to consider a suitable timeframe for the introduction of Phase Two for the remainder of the Bay of Bengal/Arabian Sea/Afghanistan/I.R. Iran, Turkmenistan and Uzbekistan routes:

- ↗ Phase 1 Routes not yet implemented - P628; L510
- ↗ Phase 2 Routes – P570, M300, N563, P574, N877, L759, M770, N895, P646, L507, N636, UL333, L750, N644 and A466 (to be changed to RNAVroute)

FIG 1 (below): Green routes implemented, Red Routes left from initial Phase One routes, Blue + red = Phase Two



2.5 Given RVSM is expected to be implemented in Afghanistan and, Russia and other “Stan” states on November 17th 2011, it is suggested that Phase Two implementation of 50 NM longitudinal be considered for 15th Dec 2011 AIRAC date. This gives a period to allow RVSM to settle in prior to the Phase Two introduction.

2.6 It is further suggested that the meeting consider publication of the implementation date for Phase Two, in advance of target date, say for the October or November AIRAC cycle.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Ensure all outstanding issues are resolved in preparation for the implementation of Phase Two 50nm Longitudinal Separations on the Bay of Bengal Routes, Arabian Sea and other described routes through Pakistan, Afghanistan, I.R. Iran, Turkmenistan and Uzbekistan.
- b) Should any impediments remain (such as equipment readiness) agree to tactical work around procedures, until such time as issues are resolved.
- c) Discuss & agree Implementation date for Phase Two with early notification (via AIRAC) of intended forward implementation date.

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