



*International Civil Aviation Organization*

**The Fifth Meeting of the South Asia/Indian Ocean ATM Coordination Group  
(SAIOACG/5)**

Bangkok, Thailand, 03-06 March 2015

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**Agenda Item 7: ANSP Coordination and Civil/Military Cooperation**

**FLEXIBLE USE OF AIRSPACE**

(Presented by India)

**SUMMARY**

This paper presents a milestone achievement in FUA implementation in India.

**1. INTRODUCTION**

1.1 A detailed Information paper (IP 09) was presented by India in SAIOCG/4. This information paper is to showcase a milestone achievement in FUA implementation in India.

1.2 The point in case is the preparation of FUA Manual – India Version 1.0 and its acceptance by India's National High Level Airspace Policy Body (NHLAPB).

**2. DISCUSSION**

2.1 On the 8th March, 2013, the Cabinet Committee on Security constituted the National High Level Airspace Policy Body (NHLAPB) for implementing Flexible Use of Airspace in India. NHLAPB constituted the National Airspace Management Advisory Committee (NAMAC) which will also function as Airspace Management Steering Group.

2.2 NHLAPB also constituted a Sub-committee, with representatives from the FUA Secretariat (AAI), IAF (ATS), IAF (AD), Indian Navy (ATS) and DGCA (ANS), and was vested with the responsibility of preparing a draft FUA Manual which shall be the mother document providing detailed guidelines on FUA implementation at all three levels of ASM [ASM Level 1 (strategic), Level 2 (pre-tactical) and Level 3 (tactical)]

2.3 FUA Secretariat (AAI), and the FUA Manual Subcommittee members from IAF, Indian Navy and DGCA prepared the Draft Manual and placed to the National Airspace Management Committee (NAMAC) with members drawn from AAI (ASM), IAF, Indian Navy, DGCA, ISRO (Indian Space Research Organization) and Airlines. NAMAC reviewed each and every aspects of the FUA Manual and came to agreement after detailed deliberations in a marathon session. NAMAC then placed the draft FUA Manual to NHLAPB in its fourth meeting on the 20th of August, 2014. The FUA Manual was adopted unanimously by the members of the NHLAPB.

2.4 The FUA Manual India Version 1.0 contains seven chapters and includes details on the Implementation of FUA in India, the constitution of national bodies and their terms of reference, ASM Levels 1,2 and 3, Information management, Air Defence Requirements and Interoperability of Civil-Military systems.

2.5 A pilot project to validate the FUA Manual is planned to familiarize the stakeholders (Civil/Military) in the process for FUA implementation.

2.6 The FUA Manual is a living document subject to periodic review, taking into consideration the outcomes of the FUA implementation.

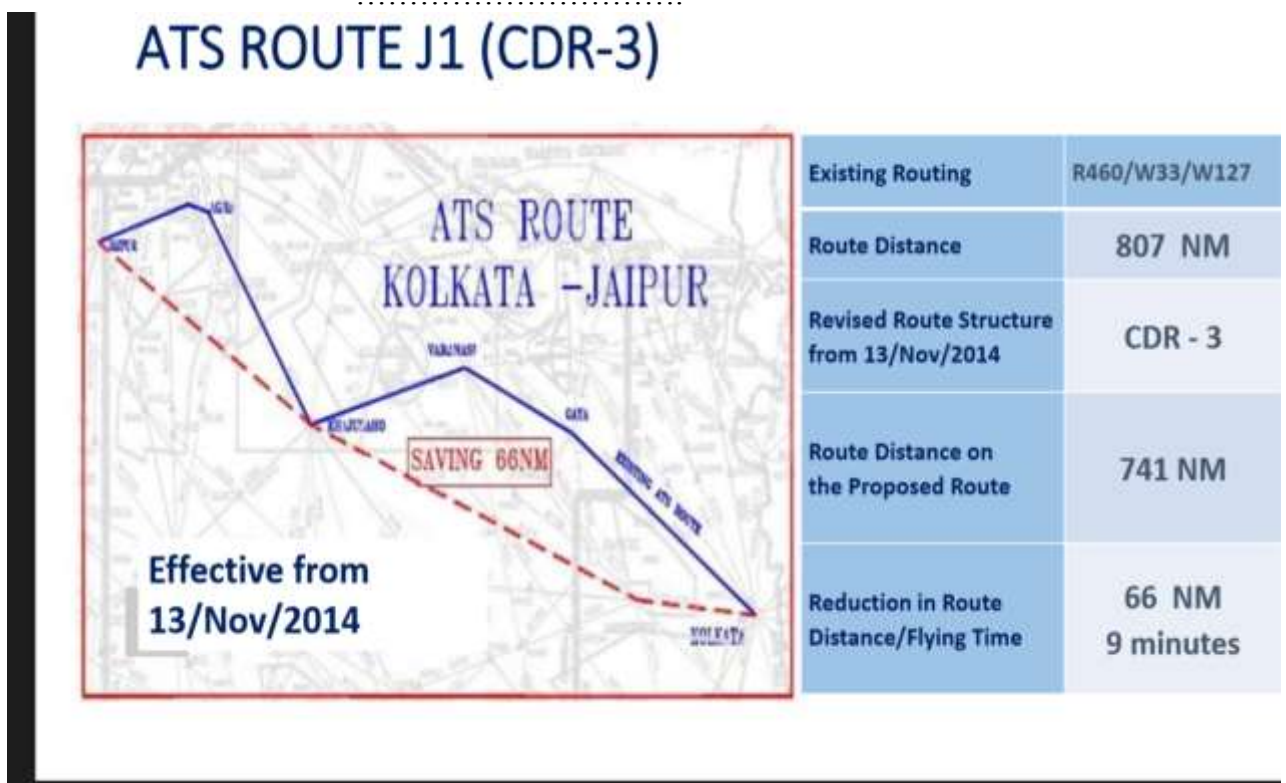
2.7 NHLAPB has also constituted a sub-committee for preparing a report containing a “Gap Analysis” for system integration, a flow chart including the details of harmonizing Integration Protocols and Interface Control Documents (ICD) to ensure civil military systems interoperability.

2.8 Implementation of FUA in India has enabled opportunities for efficient route design and realignment of restricted and danger areas. Implementation of FUA has enabled establishment of Conditional Route J1 between Kajuraho and Jaipur and RNAV5 City Pair Q16/Q17 between Bhopal and Mumbai.

### 3. ACTION BY THE MEETING

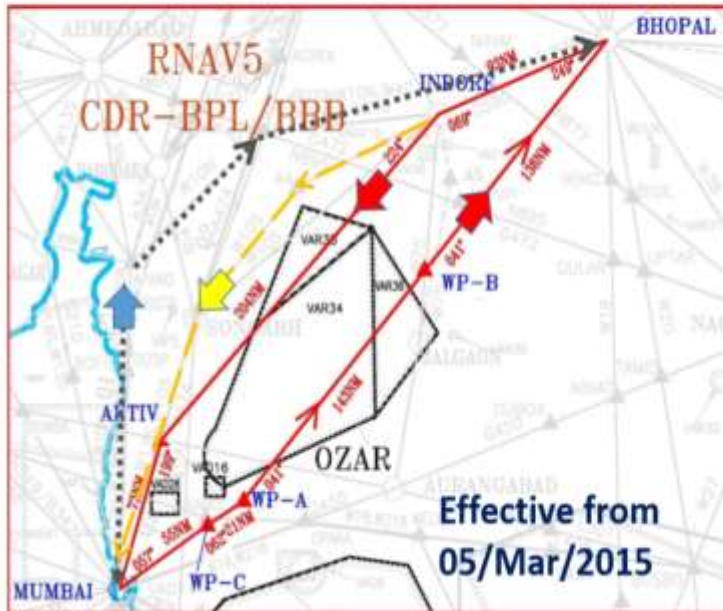
3.1 The meeting is invited to:

- i) take a note that India has completed a milestone event in FUA implementation by preparing and adopting FUA Manual India Version 1.0
- ii) discuss anything related thereto



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## RNAV-5 CDR Q16/Q17, Mumbai - Bhopal



Existing Routing	W10S	W10N
Route Distance	378 NM	422NM
Proposed Route Structure	RNAV5, CDR1	
Route Distance on Proposed Route	370 NM	357NM
Reduction in Route Distance/ Flying Time	8 NM 1 minute	65NM 9 minutes