



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

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- Agenda Item 3: Operational Issues**
Agenda Item 6: Future Direction and Arrangements

INCREASED ACCESS THROUGH FLEXIBLE USE TO PROHIBITED, DANGER & RESTRICTED AREAS

(Presented by IATA)

SUMMARY

This paper discusses increased availability of flexible use areas and proposes changes to current situation to harmonize opening hours and availability, for consideration by the meeting and in particular India & Pakistan

1. INTRODUCTION

1.1 The meeting would recall that considerable work has already taken place throughout the route structure under consideration in an endeavour to harmonize civil and military operations through the many FIRs that are involved in this project.

1.2 Earlier meetings have been successful in gaining access to these Prohibited, Danger, and Restricted (PDR) areas for the benefit of the aviation community. Nevertheless there are still some areas where further cooperation from military sources would be appreciated, especially during and on either side of the BOBCAT ATFM timelines.

1.3 It is well understood that both India and Pakistan continue to coordinate with their military colleagues in providing further access by civil international aircraft through published PDR areas, some of which would significantly enhance operations, and as a result, reduce carbon emissions.

1.4 It is noted that, with respect to the present routes transiting India, Pakistan into and through Afghanistan, aircraft are required to either transit PDR areas with various restrictions or avoid these area in total. It must be said that there has been considerable improvement in assisting airlines operating though this airspace, however, this civil/military cooperation should continue, especially on routes which have heavy loadings of long-haul international aircraft.

1.5 The recent announcement at APANPIRG of PRA – SERKA by India for Dec 15th AIRAC is noted with thanks.

1.6 This is a great example of flexible use of the airspace supporting busy civil flows.

2. DISCUSSION

2.1 Other examples we would like to progress are:

Until such time as Afghanistan is able to increase its hours of acceptance of traffic on M875 and L509 it is requested the following changes to harmonize hours of availability to civil operations be considered by India and Pakistan:

↗ **M875 .**

Current situation:

India 1630Z – 2230Z
Pakistan 2000Z – 2359Z

Requested change to at least the following :

India 1630Z – 2359Z
Pakistan 1630Z – 2359Z

Also: Restriction to reach FL280 by BUTOP for long haul departures from Delhi to North America off RWY 28 or 29. Consider procedure to allow flexible coordination on a case by case basis with Military control. It is estimated that these flight should be able to reach at least FL240 by BUTOP; therefore the requirement would be very short term for only 3 to 4 aircraft per night.

↗ **L509**

Current situation:

India 1630Z – 2230Z
Pakistan 1900Z – 2400Z

Requested change to at least the following :

India 1630Z – 2359Z
Pakistan 1630Z - 2359Z

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) Discuss and agree the proposed changes to opening hours of M875 and L509.

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