



International Civil Aviation Organization

The Seventh Meeting of the ICAO Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/7)

Bangkok, Thailand, 21 May 2012

Agenda Item 8: Any Other Business

**DISSOLUTION OF BAY OF BENGAL REDUCED HORIZONTAL SEPARATION
TASK FORCE**

(Presented by the Secretariat)

SUMMARY

The work of the BOBRHSTF has essentially been completed with the implementation of 50/50nm horizontal separation over the selected main trunk routes over the Bay of Bengal, Indian continent and Arabian Sea airspace. This paper presents a draft decision to effect the dissolution of the Task Force, for the consideration of the meeting.

1. INTRODUCTION

1.1 The Bay of Bengal Reduced Horizontal Separation Task Force (BOBRHS/TF) was established with the objective of developing and implementing strategic, benefits-driven plans to improve en-route airspace efficiency by means of the implementation of reduced horizontal separation (lateral and longitudinal) based on the ICAO RNAV 10 (RNP 10) and RNP 4 PBN navigation specifications within the Bay of Bengal area and the Oceanic area of the Mumbai FIR.

1.2 A copy of the Terms for Reference (TOR) is in the attachment.

2. DISCUSSION

2.1 The Task Force has met six times, and deliberated over many ATM issues in the region. For the conduct of these past meetings, a large amount of data was provided through the efforts of participating states, and the safety monitoring agencies. This has no doubt given the meetings a much better appreciation of the traffic flows and related issues.

50/50nm Horizontal Separation Implementation

2.2 The work of the Task Force was separated into phases, the first one being the implementation of 50/50NM horizontal separation on selected routes. The work involved in Phases two and three while scheduled to be the tasks of this Task Force, were to be specified at a later date.

2.3 The final phase of 50/50nm horizontal separation was implemented on 8 March 2012 over selected routes in the Oman, Pakistan, Afghanistan, India, Sri Lanka, Myanmar, Thailand, Malaysia, and Indonesia.

2.4 However, there were some issues which arose from the implementation due to connectivity in the routes which prevented the seamless implementation across multiple FIRs. A special coordination meeting was held over 2 days in the ICAO Regional Office in Bangkok from 19 to 20 March 2012. India participated via teleconference.

Residual work

2.5 With the implementation of the 50/50 NM separation based on RNP10 navigational specifications on selected main trunk routes over the Bay of Bengal, Indian Continent and Arabian Sea airspace, the work of the Task Force has essentially been completed. There remains the need for a post implementation review which can be completed at TF7. Any residual tasks thereafter can be delegated to the South Asia/Indian Ocean ATM Coordination Group (SAIOACG).

Draft Decision

2.6 As the BOBRHST/F has completed its specified tasks, and Phases 2 and 3 had not been described, and residual tasks can be delegated to SAIOACG, it is recommended that the Task Force be dissolved and the following Draft Decision be adopted.

Draft Decision TF7/1 – Dissolution of Bay of Bengal Reduced Horizontal Separation Task Force (BOBRHST/F)

That the Bay Of Bengal Reduced Horizontal Separation Task Force (BOBRHS/TF) be dissolved and any residual tasks be delegated to South Asia/Indian Ocean ATM Coordination Group (SAIOACG).

2.7 As the BOBRHSTF was formed by the BBACG, which has been subsumed under the SAIOACG, this Draft decision has to be conveyed to the SAIOACG.

3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss and agree with the Draft Decision TF7/1 above, and convey the decision to SAIOACG.

Terms of Reference

Bay of Bengal Reduced Horizontal Separation Implementation Task Force **(BOB-RHS/TF)**

- 1) The objective of the ICAO BOB-RHS Task Force is:

In collaboration with affected stakeholders and ensuring inter-regional harmonization, develop and implement strategic, benefits-driven plans to improve en-route airspace efficiency by means of the implementation of reduced horizontal separation (lateral and longitudinal) based on the ICAO RNAV 10 (RNP 10) and RNP 4 PBN navigation specifications within the Bay of Bengal area and the Oceanic area of the Mumbai FIR.

- 2) To meet this objective the Task Force shall:

- a) Review the existing Bay of Bengal and the Oceanic area of the Mumbai FIR route structures and examine suitability's for implementation of reduced horizontal separation.
- b) Identify areas/routes where the implementation of reduced horizontal separation would bring immediate operational efficiency
- c) Determine the reduced horizontal separation required, taking into account traffic volumes and disposition, approval status of the aircraft operating on the relevant routes, user expectations and the communication and surveillance capabilities of ATS providers involved.
- d) Examine the possibility of a step-by-step or phased implementation of reduced horizontal separation and detail the phases required and the areas/routes concerned.
- e) Develop and action the necessary strategic plans with appropriate timelines to implement reduced horizontal separations based on the APANPIRG Regional PBN Implementation Plan and ICAO Standards and Recommended Practices, whilst taking into account the need for inter-regional harmonization and user requirements.
- f) Ensure the conduct of Annex 11 compliant pre-implementation safety assessments and make arrangements for States to conduct ongoing post-implementation safety monitoring in accordance with ICAO provisions.
- g) Consider setting up appropriate teams/groups which might but not necessarily, include the entire Task Force, to address and implement specific agreed measures within specific airspaces.
- h) Cooperate with other Task Forces and groups which are involved with similar work in adjacent airspaces in order to achieve harmonized inter-regional solutions.
- i) Explore possibilities for further enhancements to operational efficiency of routes through reconfiguration and/or enhanced surveillance.

3) Scope of work:

The Task Force shall adopt a phased implementation programme, as follows:

Phase One: implement widespread 50NM longitudinal separation using CPDLC communications in the Bay of Bengal and the Oceanic area of the Mumbai FIR.

Phase Two: *To be determined*

Phase Three: *To be determined*

The Task Force reports via the ICAO Bay of Bengal ATS Coordination Group (BBACG) to the ATM/AIS/SAR Sub Group of APANPIRG.

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