



International Civil Aviation Organization

The Second Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/2)

Bangkok, Thailand, 22 – 25 May 2012

Agenda Item 3: Review of Current Operations and Problem Areas

Agenda Item 4: Implementation of CNS/ATM Systems

Agenda Item 5: ATS Route Development

Agenda Item 7: ANSP Coordination and Civil/Military Cooperation

FUTURE WORK: Future Work Focus & Concepts

(Presented by IATA)

SUMMARY

This paper discusses issues remaining with BOB-RHS TF work. It also proposes Future work focus and concepts to ensure continued effort is applied to the SEA – EUR flow and a mechanism to provide BOBCAT overview and enhancement/improvement management. The paper proposed the formation of an additional SAIOACG Small Working Group under the leadership of a Key State a Steering Group for BOBCAT and to assist members to continue to build on the foundation that has been established since the 2002 implementation of EMARSSH.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives: DELETE ALL THAT ARE NOT APPLICABLE

- GPI-1 Flexible use of airspace
- GPI-2 Reduced vertical separation minima
- GPI-3 Harmonization of level systems
- GPI-4 Alignment of upper airspace classifications
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-17 Data link applications

1. INTRODUCTION

1.1 As outlined, by the Secretariat, in WP 5, much progress has been made since 2002 including the substantial achievement of the implementation of EMARSSH. This paper aims to build on the past successes by suggesting a “Future Work Focus & Concepts” which should be progressed under SAIOACG

1.2 Firstly, IATA would like to record its appreciation to the States involved in the Bay of Bengal Reduced Horizontal Separation Task Force and the ICAO Regional Office for the work done to date. This has resulted in increased capacity and reductions in separation over the identified Task Force routes transiting the Bay of Bengal and Afghanistan.

1.3 IATA would also like to specifically acknowledge the role of AEROTHAI for the provision of the BOBCAT system and the Air Traffic Flow Management Centre.

1.4 There still remains work to be done to resolve a number of issues associated with the implementation of 50nm Longitudinal separation but the willingness of States to work together to support implementation and resolve these issues is very much appreciated by airspace Users.

1.5 We urge the States involved to continue this good work by building on the foundation so far established and to resolve remaining issues with the 50nm longitudinal implementation as well as to plan for future enhancements given the ever increasing traffic along this major Flow.

1.6 The meeting is reminded that the BOB-RHS TF/1, which was held 2-6 November 2009, endorsed the following Objective as part of its Terms of Reference

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.

1.7 At BOB-RHS/TF/6 IATA proposed that planning for the implementation of 30nm Longitudinal separations should commence. The TF 6 Report records the following on this matter:

“6.2 With the final planning for implementation of the separation standards associated with RNP10 underway, it was therefore now appropriate timelines to consider for availability of separations standards associated with RNP4 navigation specifications. The meeting, however, did not make any commitment on planning for RNP4 implementation.

6.3 The meeting agreed to defer the discussion of RNP4 implementation until the next meeting.”

2. DISCUSSION:

2.1 It is now proposed that TF 7 be the last meeting of this group and that the BOB-RHS TF be dissolved.

2.2 IATA has no objection to the dissolution of the TF provided that provision is made to continue the work outlined in the TF Terms of Reference and expanded in this paper.

2.3 Future Work:

In addition to ensuring the work of the Task Force is completed and recognizing the work underway towards Seamless Airspace a goal of “Capability Based” services should now become the objective for further implementations. In other words, where capability exists or is planned, services should deliver best practice based on that capability.

2.4 Both the ICAO Seamless Airspace and ASBU initiatives urge States to consider airspace capability, rather than just focus on specific routes.

2.5 For example, where surveillance exists, the airspace concerned should be able to apply surveillance based separations and should not be limited by the capability of adjacent airspaces in declaring such capability.

2.6 It is, however, recognized that implementation may be influenced by adjacent airspace capability, which is a tactical matter to be addressed between States.

2.7 There remain too many examples of capability being available but delivery of services being based on “lower level” procedures - for example 80nm or 50nm separation standards being declared and used where full radar coverage is available (which enables minimum separations as low as 5nm).

2.8 Users, through payment of ANSP charges; support the technology infrastructures that are in place or are planned. It is therefore both concerning and disappointing to find instances where a capability exists but in practice the service delivered does not fully utilize that existing capability.

2.9 SAIOACG members are urged to continue the good work that commenced with EMARSSH and deliver services based on airspace capability supported by enabling technology.

2.10 This principle is particularly important when considering current capability and future plans such as ADS-B implementation.

2.11 Providers must strive to make best use of current CNS capability – radar coverage, ADS-C, CPDLC etc in the delivery of services.

2.12 Planned ADS-B installations across the area and the planned surveillance capability in the Kabul FIR will see almost full surveillance coverage between SEA and EUR. Service delivery practices and procedures (eg separations) must be aligned to take advantage of this capability.

2.13 This alignment is also critical in supporting the principles of Seamless Asia ATM planning and implementation.

2.14 **BOBCAT:**

AEROTHAI has established and successfully managed the BOBCAT system since its inception. IATA acknowledges this as a great example of State & regional cooperation which has delivered a managed and transparent allocation of slots for traffic.

2.15 AEROTHAI should be commended on the very proactive and collaborative approach it has taken to BOBCAT improvements/changes so far.

2.16 India’s WP 07 suggests some changes and enhancements to the BOBCAT procedures to improve the current operations.

2.17 Also, taking into account the “future work” issues outlined in this paper, adjustments to the BOBCAT system will be required from time to time as operational feedback is received and the system continues to mature. It would seem sensible to establish a Collaborative body that can assist AEROTHAI in defining and prioritizing required changes.

2.18 IATA suggests a Steering Group similar to that used in FIT as an example be formed with Points of Contact from relevant States and IATA.

2.19 IATA has been, and remains very willing to be involved and assist in this process representing Users views and feedback to the system.

2.20 **Conclusion:**

2.21 Taking into account the two areas outlines above – “future work” and BOBCAT system adjustment/improvements the following is proposed:

WP 4 proposes the formation of SWGs under SAIOACG - IATA proposes that SAIOACG form an additional SWG with a focus on “Service Delivery” to:

- Act as Steering Group to coordinate future BOBCAT enhancements and changes
- complete the BOB RHS Task Force work
- support further capability based enhancements
- monitoring progress in terms of “day to day delivery” vs capability
- assist in identification and resolution of gaps.

2.22 Given the forecast growth in the Region and particularly on the SEA – EUR Flow (AR1), it is imperative that a continued, coordinated and monitored effort to improve capacity and the management of traffic is maintained.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss issues raised in this paper
- b) Endorse the formation of an additional Small Working Group under SAIOACG to:
 - Act as Steering Group to coordinate future BOBCAT enhancements and changes
 - complete the BOB RHS Task Force work
 - support further capability based enhancements
 - monitoring progress in terms of “day to day delivery” vs capability
 - assist in identification and resolution of gaps

OR

Decide alternative option to continue future enhancement both to operations on the SEA – EUR flow and BOBCAT.

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