

*International Civil Aviation Organization*



**Fourteenth Meeting of the Asia/Pacific Air Navigation Planning  
and Implementation Regional Group (APANPIRG/14)**

Bangkok, Thailand, 4-8 August 2003

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**Agenda Item 2.1: ATS/AIS/SAR Matters**

**CONGESTED TRAFFIC FLOWS ACROSS THE BAY OF BENGAL AND WESTWARD**

(Presented by IATA)

**Summary**

This working paper presents needed enhancements to the route structure and to ATS in the Bay of Bengal sub-region.

**1. INTRODUCTION**

1.1 The westbound traffic flows across the Bay of Bengal and beyond exceed the capability of ATC from an effective management perspective. The previous work of EMARSSH and the future implementation of RVSM will bring some levels of relief. However, more needs to be done before airlines and ATC will truly have viable economical and efficient options during the nightly peak traffic flow westbound to Europe.

**2.0 DISCUSSION**

2.1 On 28 November 2002, the EMARSSH phase II route structure was implemented. This was a major step forward in air traffic services with the implementation of RNAV and RNP-10 routes. However, not all of the planned EMARSSH phase II program, as originally agreed by States, could be implemented. Therefore, instead of the envisaged 4 independent Asia – Europe flows across the northern half of the Bay of Bengal and through India, Pakistan and Afghanistan, there are still the same two primary independent flows (via TIGER or SAMAR at the India/Pakistan FIR boundary) that existed prior to EMARSSH (see attached map). In addition, all flights that fly to Europe via Russia must file over SAMAR, which adds further strain to the system capacity. Flights over TIGER are further handicapped by the small gap of no radar coverage, once again adding to the inability to handle more traffic.

2.4 More needs to be done before there is a complete air traffic management system capable of accepting current and future traffic levels. This includes:

- a) Providing FL280 for westbound operations through Afghanistan. A 4-hour window between 2000-2400 UTC would provide major relief.
- b) Providing FL280 for ATS route L333 in India;
- c) Consistent application of Mach Number Technique by the Bay of Bengal ATS Providers;

- d) Improve on the air-ground communication infrastructure across the India and Myanmar controlled airspace.

2.5 The service today is air traffic control only, without strategic or tactical air traffic management to the total traffic picture. This results in some flights being forced to take costly reroutes that many times require a tech stop prior to reaching their destination.

### **3. ACTION BY APANPIRG/14**

3.1 APANPIRG/14 is requested to develop ways and means to provide air traffic management for the Asia – Europe geographic traffic flow.

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