



ICAO

International Civil Aviation Organization

**The Combined Tenth Meeting of the South Asia/Indian Ocean
ATM Coordination Group (SAIOACG/10) and Twenty—
Seventh Meeting of the South East Asia ATS Coordination
Group (SEACG/27)**

Bangkok, Thailand, 30 March – 03 April 2020

Agenda Item 2: Review Outcomes of Related Meetings

**OUTCOMES OF THE SEVENTH MEETING OF
BANGLADESH, INDIA, MYANMAR, THAILAND ATM COORDINATION GROUP
(BIMT/7)**

(Presented by Bangladesh, India, Myanmar, Thailand and IATA)

SUMMARY

This paper presents outcomes of the Seventh Meeting of the Bangladesh, India, Myanmar, Thailand ATM Coordination Group (BIMT/7) held in Dhaka, Bangladesh on 5th-6th February 2020. The paper provides a list of key conclusions and action items by BIMT Member States in the upcoming year to improve safety and efficiency in ATS operations within the Northern Bay of Bengal sub-region.

1. INTRODUCTION

Bangladesh, India, Myanmar, Thailand ATM Coordination Group was established to discuss and collaborate on ATM coordination issues focusing on northern Bay of Bengal with agreed annual meetings. The latest meeting of the group was held at Dhaka, Bangladesh on 5 and 6 February 2020. Delegates from India, Myanmar, Thailand, IATA and from different ANSPs, regulators, airspace users from Bangladesh participated in the meeting.

2. DISCUSSION

2.1 BIMT/7 meeting reviewed the outcomes of related meetings while each Member State updated the group on traffic growth management and their on-going projects as reflected in the meeting report in **Attachment A**. Documents related to the meeting can be downloaded from website at <<http://tinyurl.com/bimt7-docs>>.

2.2 During the meeting, delegates worked together to further develop ATS route network across the sub-region as well as other ATM initiatives to collaboratively support ATM harmonization with the goal of achieving Seamless ATM Operations across the sub-region.

SSR Mode S Conspicuity Code Transition Timeline

2.3 The meeting reviewed the Action item of BIMT/6-3 and BIMT Member States agreed to consider the conclusion of ATM/SG/6-3 on SSR Mode S Conspicuity Code (A1000) during their ATM automation and surveillance system update. All states agreed to consider this issue during their ATM automation and surveillance system update. India informed the meeting that they have started a trial in their Chennai FIR. (More details can be found on the meeting report **Attachment A**).

AIDC Implementation

2.4 Thailand informed the meeting that they have started trial operation between Bangkok ACC (BACC) and Vientiane ACC (VLVT) and between BACC and Phnom Penh ACC from 21 January 2020 in 24 hours. The trial operation between BACC and Kuala Lumpur ACC is supposed to be started from February 2020 in 24 hours and AIDC technical system trial between BACC and Yangon ACC from March 2020.

2.5 India have implemented AIDC between Chennai-Mumbai and successful trials completed for AIDC implementation between Chennai-Kuala Lumpur and Mumbai – Male. The meeting was informed that the AIDC tests had been carried out between **Kolkata – Yangon**. After signing the LOA the AIDC is expected to be in operation before the end of 2020.

2.6 BIMT member States were requested to use APAC Regional ICD for AIDC, version 3.0 compatible AIDC to avoid interoperability problem and BIMT member States shall explore the possibility of inclusion of route truncation functionality in their respective Automation System and provide updates to BIMT/8. (More details can be found on the meeting report **Attachment A**).

Airspace Management - Route Structure Enhancements

2.7 Thailand have established the first phase on ATS route L524, M506 and L877 since 2 February 2017. BIMT route structure phase 2a has been Effective since 11 October 2018. In phase 2b, parallel route supplement to L507 and uni-directional air traffic flow will be established within Yangon FIR and Bangkok FIR.

2.8 Bangladesh and India were requested for a feasibility study of BIMT route structure phase 2b and urged to review their readiness for completion of phase 2 and provide updates to BIMT/8 meeting.

Airspace Management - ATM System Implementation

2.9 Bangladesh informed the meeting about the initiatives taken for the modernization of ATM-CNS system to improve its capacity and safety. The new system will assist to cope with the future growth of air traffic and to establish seamless ANS service with its neighboring States. India and Thailand shared their experiences in automation implementation and advised to monitor key issues during finalization of tender specification. They also invited Bangladesh to get practical orientation from these two countries.

Airspace Management - Restructure Dhaka FIR boundary

2.10 In order to validate the description of Dhaka FIR as per ICAO requirement and to provide accurate, surveyed data for FIR boundary, Bangladesh proposed to restructure existing Dhaka FIR/SRR data in line with the Chicago Convention, Conventions of UNCLOS and all related ICAO references.

2.11 The meeting was apprised that Myanmar had restructured Yangon FIR in their AIP, but did not notify Bangladesh regarding the change for which a portion of the airspace over the territory of Bangladesh towards South-East part is neither included in Dhaka FIR nor in Yangon FIR. Bangladesh proposed to revise the existing Dhaka FIR since the authority responsible for provision of Air Traffic Services on route G463 from AVLED to Yangon FIR and SAR Services within that portion of the airspace remains undetermined. Bangladesh requested the meeting regarding the merit of this proposal. Both Airports Authority of India and DCA Myanmar did not provide any comments on the proposal as they have no authority on the issue. Bangladesh was requested to resolve this matter through diplomatic channel. (More details can be found on the meeting report **Attachment A**).

ATFM Matters – Reduced spacing on the BOBCAT flows

2.12 IATA presented a paper on preparation for Improved Spacing on the Afghanistan Flow with details on Afghanistan's steps to enhance its surveillance capability, with MLAT and new radar installations, expected to be completed at the end of 2021. BIMT States were suggested to commence planning to introduce at least 30nm Longitudinal spacing, in Oceanic areas. BIMT member States will assess readiness to implement 30nm spacing on the BOBCAT flows and provide updates to BIMT/8 meeting. (More details can be found on the meeting report **Attachment A**).

ATFM Matters - Non Receipt of Departure (DEP) Message

2.13 Thailand presented the paper on Non Receipt of Departure (DEP) Messages from the BIMT member states. Thailand mentioned that due to non-receipt of DEP messages (>5% traffic sample), the States (Bangladesh and India) have been under ANS deficiencies in the APANPIRG/30 meeting in Nov 2019. For better receipt of Departure messages Thailand gave emphasis on correct use of addressee and requested India to update their addressee such as to remove ZRZX.

2.14 BIMT States was urged to review operational procedure/ automation configuration in originating FPL and DEP messages and resolve non-receipt of these messages. (More details can be found on the meeting report **Attachment A**).

Safety Management Matters - Large Height Deviation (LHD)

2.15 Kolkata and Yangon will make efforts to reduce LHD further. India and Myanmar to explore alternate means of communication for DSC line between Kolkata ACC/Chennai ACC – Yangon ACC and provide update to BIMT/8 meeting. MAAR delivered a presentation on 2019 LHDs statistics and follow-ups on risk mitigation measures where the vertical collision risk assessment based on LHD data and Traffic Sample Data (TSD) collected from States. (More details can be found on the meeting report **Attachment A**).

2.16 MAAR also invited meeting to use following link to see the progress and analyze of LHD mitigation measures in terms of its effectiveness to mitigate LHD risk – https://drive.google.com/file/d/1VYhtSQwn0ZEPuJmQJh2F3q5l7PCs_kxj/view?usp=sharing

ATM Matter

2.17 There were also two side meetings, to discuss bi-lateral ATM issues between Bangladesh and India and between India and Myanmar. Outcomes of these side meetings are also are given as **Appendix C and Appendix D** to BIMT/7 report, **Attachment A**).

ASEAN ATM Master Plan

2.18 According to Action Item of BIMT/6 meeting Bangladesh and India were requested to review ASEAN ATM Master Plan and consider harmonizing ATM Master Plan using ASEAN ATM Master Plan as a template. But BIMT-7 Meeting decided to close this action item since both India and Bangladesh are following APAC Seamless ANS plan.

ATM Contingency Planning

2.19 BIMT-7 Meeting was informed that, Bangladesh received feedback from India and updated the plan accordingly but had been awaiting feedback from Myanmar. It was proposed to harmonize the ATM Contingency plan of Dhaka FIR, Level-2 with Yangon FIR and Kolkata FIR. Bangladesh will revise the contingency level on the contingency routes A201, B465 and L507. Yangon will study to include the contingency route B465 in their contingency plan. (More details can be found

on the meeting report **Attachment A**).

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to;
- a) note the information contained in this paper; and,
 - b) discuss any relevant matters as appropriate.

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REPORT OF
BANGLADESH – INDIA – MYANMAR – THAILAND
7TH ATM COORDINATION GROUP MEETING
(BIMT/7)

5-6 February 2020, Dhaka, Bangladesh

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PART – I : SUMMARY OF THE MEETING

1.1 Introduction

1.1.1 The Seventh Meeting of Bangladesh – India – Myanmar – Thailand ATM Coordination Group (BIMT/7) was held on 5-6 February 2020 at the Le Méridien Hotel, Dhaka, Bangladesh, hosted by civil Aviation Authority of Bangladesh. The objective of the meeting was to discuss the Air Traffic Management issues as per APAC Seamless ANS Plan and Search and Rescue services involving four countries responsible for provision of Air Traffic Services over the Northern Bay of Bengal and collaborate amongst one another.

1.1.2 Total forty three participants including observers from ANSPs, regulators, airspace users from Bangladesh, India, Myanmar, Thailand as well as IATA attended the meeting. The list of participants along with their organizations is given as **Appendix A** to this report.

1.2 Opening Remarks

1.2.1 Air Vice Marshal M Mafidur Rahman, Chairman, CAAB Chaired the meeting. In his opening remarks, he welcomed all the delegates to Dhaka. He informed that, this year Bangladesh is going to celebrate the Birth Centenary of the greatest Bengali leader of all time and the father of the nation of Bangladesh, Bangabandhu Sheikh Mujibur Rahman. He expressed his strong belief that the multi-state coordination meeting is a key platform to resolve the various air traffic management issues. The BIMT initiatives, contribute to enhance safety and efficiency to handle cross-border air traffic management within BIMT States. He proudly acknowledged the support of our neighboring States in maintaining safe and efficient air traffic operations in Northern Bay of Bengal region. He also mentioned that the support of BIMT Member States in managing critical events in weather diversion, emergency landing, post-accident facilitation, etc. was outstanding. He appreciated the commitment of member States towards the Chicago Convention for enforcing the APAC Seamless ANS plan for which Bangladesh is working in line with the other States. He hoped that this meeting would be able to identify and prioritize the seamless elements which are necessary for this sub-region. He wished, the meeting will be a fruitful one and hoped that this level of coordination between States would be continued for the years to come. He requested the participants to be open and accommodative while addressing various challenges faced by States. Then he requested Member ATM to moderate the meeting in his absence.

1.3 Moderator and Secretariat

1.3.1 The meeting was moderated by Mr. Abu Sayeed Mehboob Khan, Member (ATM), CAA Bangladesh. Mr. Mehboob Khan was assisted by Mr. Suvichan Sathitkitpichet, Director, Network Operations, AEROTHAI, Thailand. Ms. Sabera Rahman, Assistant Director (ATS) of CAA Bangladesh worked as the secretariat of the meeting.

1.4 Documentation and Working Language

1.4.1 The working language of the meeting was English. Five Working Papers (WP) and Eight Information Papers (IP) were presented by the member States and IATA in the meeting. List of Working Papers (WP) and Information Papers (IP) are given as **Appendix B** to this Report.

1.4.2 This Meeting Report summarizes key points agreed at the meeting and forms the basis for further coordination to move forward with the implementation effort. Relevant documents referred to are attached to this report which can be downloaded from <http://tinyurl.com/bimt7-docs>.

PART -II Meeting Details

Agenda Item 1: Adoption of Agenda

2.1 The meeting reviewed and adopted the following provisional agenda:

- | | |
|----------------|---|
| Agenda Item 1: | Adoption of Agenda |
| Agenda Item 2: | Review the Report of BIMT/6 |
| Agenda Item 3: | Air Traffic Situation Update |
| Agenda Item 4: | ATM Matters |
| | – ATM System Implementation |
| | – Airspace Management |
| | – AIDC Implementation |
| | – Large Height Deviations (LHD) Hot Spots |
| | – Search and Rescue |
| | – ADS-B Data Sharing |
| | – Air Traffic Flow Management (ATFM) |
| | – Air Traffic Service (ATS) Coordination/Operational Difficulties |
| Agenda Item 5: | Future Direction |
| Agenda Item 6: | Other Business |

There were also two side line meetings, to discuss bi-lateral ATM issues between Bangladesh and India and between India and Myanmar. Outcomes of these side meetings are also are given as **Appendix C and Appendix D** to this Report.

Agenda Item 2: Review the Report of BIMT/6

2.2 The meeting reviewed the report of the BIMT-6 Meeting that took place on 07-08 August 2018 at Myanmar. There were 3 Conclusions and 16 Action Items in that meeting. The member States updated their action taken regarding those conclusions and action items. Details of updates in relations to the conclusions and action items are given in Part-III of the report.

Agenda Item 3: Air Traffic Situation Update

2.3 BIMT member States have evaluated their air traffic demand situation within their respective FIRs and presented IPs in relation to this.

2.3.1 Bangladesh:

Bangladesh apprised the meeting that the general growth in air traffic demand is no different from that is being experienced by other member States. Bangladesh informed that from 2001 to 2019, air traffic growth in three international airports of Bangladesh grew at the

compound average growth rate (CAGR) of approximately 6%. Meanwhile, the three international airports experienced a CAGR of approximately 8% for passenger traffic growth and 10% for cargo traffic growth.

2.3.2 Details on Bangladesh's air traffic situation update (IP01) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.3.3 India:

India presented an update of air traffic situation in the year 2018 and 2019. India informed that their traffic movement growth was double digit since for many years. Civil Aviation in India faced a major challenge in the Year 2019 due to closure of Pakistan Airspace. The contingency situation was managed with the support of ICAO, IATA and ANSPs in the region which was appreciated by the Meeting. The Traffic flow data analysis indicated the continued growth of traffic in Bay of Bengal Region. India also presented hourly traffic data in different routes.

2.3.4 Details on India's air traffic situation update (IP02) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.3.5 Myanmar:

Myanmar apprised the meeting of continued traffic growth in Yangon FIR from 2015 to 2018. In 2019, the average growth of over flight and domestic flight decreased compare to 2018. Myanmar apprised that they handled heavy traffic movement during 1930 UTC to 2230 UTC by three sectors.

2.3.6 Details on Myanmar's air traffic situation update (IP03) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.3.7 Thailand:

Thailand presented an update on the challenges of the increased demand on the capacity due to increased growth. With the steadily-rising air traffic demand, airspace sectors in Bangkok FIR are beginning to face serious demand-capacity balancing challenges. Thailand's presentation showed an overall growth in east and north-east sector by 8%, western sector by 1.8%, a decrease of 0.4% traffic in the northern area and a decrease of 4.3% in the southern area.

2.3.8. In 2019 Bangkok FIR accommodated 1,042,342 flights (2,856 flights/day). International traffic growth is 4.8%, domestic traffic decreased by 4.8% and overflight decreased by 2.3%.

2.3.9 Details on Thailand's air traffic situation update (IP04) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.3.10 IATA appreciated all the member states of BIMT for efficient air traffic management during Pakistan airspace closure.

Action Item BIMT/7-1 – Air Traffic Situation Update

BIMT Member States will take the task of evaluating air traffic demand situation within their respective FIRs and prepare the information to be presented at BIMT/8 meeting including usage of routes connecting BIMT member States.

Agenda Item 4: ATM Matters

2.4 ATM System Implementation: Future plan on Bangladesh Air Traffic Modernization

2.4.1 Bangladesh informed the meeting about the initiatives taken for the modernization of ATM-CNS system to improve its capacity and safety. To cope with the future growth of air traffic and to establish seamless ANS service with its neighboring States.

2.4.2 India and Thailand shared their experiences in automation implementation and advised to monitor key issues during finalization of tender specification. They also invited Bangladesh to get practical orientation from these two countries.

2.4.3 Details on this paper (IP08) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.5 Airspace Management

Update on BIMT Route Structure Development

2.5.1 Thailand presented this paper prepared by Thailand and Myanmar. They have established the first phase on ATS route L524, M506 and L877 since 2 February 2017. BIMT route structure phase 2a has been Effective since 11 October 2018. In phase 2b, parallel route supplement to L507 and uni-directional air traffic flow will be established within Yangon FIR and Bangkok FIR. Thailand and Myanmar requested Bangladesh and India for a feasibility study of BIMT route structure phase 2b.

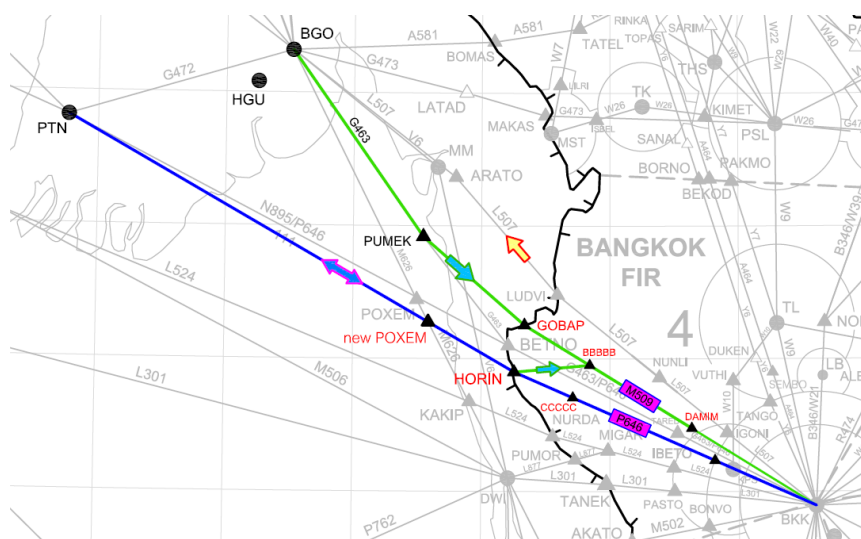


Figure : Route structure for Phase 2b within Yangon FIR and Bangkok FIR.

2.5.2 Details on this paper (WP04) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Action Items: BIMT/7-2 BIMT route structure phase2

Bangladesh and India were urged to review their readiness for completion of BIMT route structure phase2 and provide updates to BIMT/8 meeting.

Review of Dhaka FIR/SRR data for validating its description based on revised proposal of Dhaka FIR

2.5.3 Bangladesh presented a paper to review existing Dhaka FIR/SRR data for validating the description of Dhaka FIR for the purpose of inclusion into the Regional Air Navigation Plan.

2.5.4 Bangladesh mentioned that Myanmar had restructured Yangon FIR in their AIP, but did not notify Bangladesh regarding this. Bangladesh pointed out a discrepancy in demarcation of Yangon FIR in Myanmar AIP in comparison to Bangladesh AIP for which a portion of the airspace over the territory of Bangladesh towards South-East part is included neither in Dhaka FIR nor in Yangon FIR. The authority responsible for provision of Air Traffic Services on route G463 from AVLED to Yangon FIR and SAR Services remains undetermined within that portion of the airspace.

2.5.5 Bangladesh also informed the meeting that the airspace over territorial sea (Ref: Article 2 of Chicago Convention and Article 2 & 3 of UNCLOS 1983) towards south-west part is not included in existing Dhaka FIR. In order to validate the description of Dhaka FIR as per ICAO requirement and to provide accurate, surveyed data for FIR boundary, Bangladesh proposed in line with the Chicago Convention, Conventions of UNCLOS and all related ICAO references to redefine Dhaka FIR as:

“The line joining from the point (A) 21 38 40.2N 89 09 20.0E, point (B) 21 26 43.6N 89 10 59.2E, point (C) 21 24 31.6N 89 20 22.3E, point (D) 21 25 32.5N 90 07 19.6E, point (E) 21 01 25.3N 91 53 53.2E, point (F) 20 26 39.2N 92 09 50.7E, point (G) 20 19 57.6N 92 15 15.3E, point (H) 20 22 46.1N 92 24 09.1E then along the national boundary until it meets the point (A) 21 38 40.2N 89 09 20.0E.”

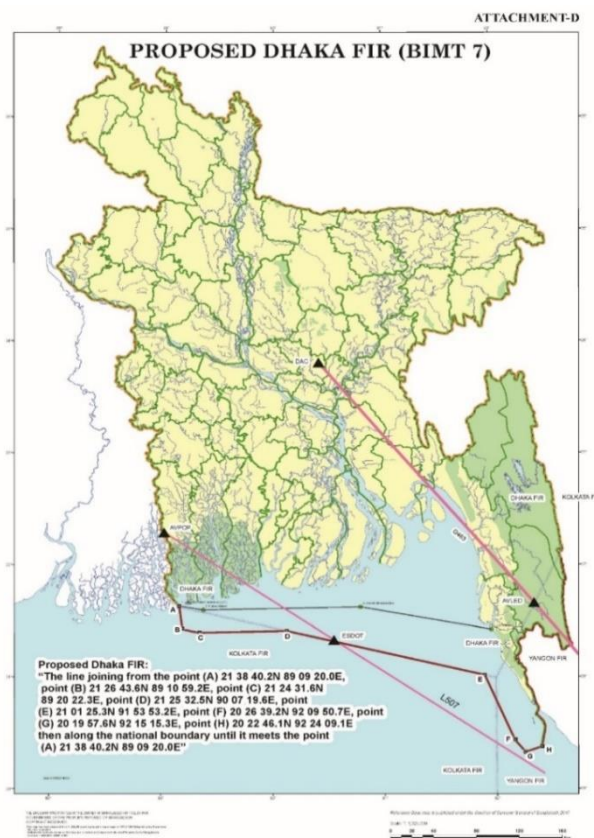


Figure : Proposed Dhaka FIR

2.5.6 Details on this paper (WP02) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Conclusion BIMT/7-1 Restructure Dhaka FIR boundary

Bangladesh has requested regarding the merit of this proposal. It has been considered important to revise the existing Dhaka FIR since there is a no man's land at the South-East part between Bangladesh and Myanmar following the new AIP published by Myanmar independently. Both Airports Authority of India and DCA Myanmar did not provide any comments on the proposal as they have no authority on the issue. Bangladesh was requested to resolve this matter through diplomatic channel.

Preparation for Improved Spacing on the Afghanistan Flow

2.5.7 IATA presented a paper regarding Afghanistan's steps to enhance its surveillance capability, with MLAT and new radar installations, expected to be completed at the end of 2021.

2.5.8 IATA suggested BIMT States to commence planning to introduce at least 30nm Longitudinal spacing, in Oceanic areas. This would require not only individual state readiness but also coordination for LOAs etc. to be in place for harmonized implementation.

2.5.9 Details on this paper (WP03) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Action Items: BIMT/7-3: 30nm spacing on the BOBCAT flows

BIMT member States will assess readiness to implement 30nm spacing on the BOBCAT flows and provide updates to BIMT/8 meeting.

Update of PBN implementation and ATS Route Facilities within Dhaka FIR

2.5.10 Bangladesh presented a paper containing the progress of PBN implementation in Dhaka FIR and the recent establishment of ATS route B594. Bangladesh informed the meeting that PBN approach procedure of all three International Airports has been completed.

2.5.11 India requested Bangladesh to review the SID and STAR of Hazrat Shahjalal International Airport, Dhaka to synchronize with SID and STAR of NSCBI Airport Kolkata for more efficient management of traffic.

2.5.12 Details on this paper (IP05) can be found on the BIMT/7 web link mentioned in para 1.4.2.

2.6 AIDC Implementation

AIDC Implementation between Kolkata ACC and Chennai ACC

2.6.1 India presented this paper, with information regarding phased AIDC Implementation in India under which AIDC has been implemented between Kolkata ACC and Chennai ACC. India expected, AIDC could reduce controller work load and CAT-E LHDs thereby improving Safety. India have already implemented AIDC between Chennai-Mumbai and

successful trials completed for AIDC implementation between Chennai-Kuala Lumpur and Mumbai – Male.

2.6.2 India gave details of AIDC implementation phases of AIDC implementation between Kolkata and Chennai and also apprised the meeting of the difficulties faced during implementation.

2.6.3 Details on this paper (IP06) can be found on the BIMT/7 web link mentioned in para 1.4.2.

AIDC Implementation update by Thailand

2.6.4 Thailand presented AIDC Implementation status with 4 (four) neighboring FIRs. They have started trial operation between Bangkok ACC (BACC) and Vientiane ACC (VLVT) and between BACC and Phnom Penh ACC from 21 January 2020 in 24 hours. They will start trial operation between BACC and Kuala Lumpur ACC from February 2020 in 24 hours and AIDC technical system trial between BACC and Yangon ACC will start from March 2020.

2.6.5 Details on this paper (IP07) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Conclusion BIMT/7 - 2 – AIDC Implementation

The BIMT/7 meeting agreed that during the implementation of ATM Automation system or up gradation along with AIDC States should consider compliance with APAC Regional ICD version 3.0.

Action Item BIMT/7 - 4 – AIDC implementation

- i) BIMT member States are requested to use APAC Regional ICD for AIDC, version 3.0 compatible AIDC to avoid interoperability problem;*
- ii) Member States shall explore the possibility of inclusion of route truncation functionality in their respective Automation System and provide updates to BIMT/8.*

2.7 Large Height Deviation (LHD)

2.7.1 MAAR representatives delivered a presentation on 2019 LHDs statistics and follow-ups on risk mitigation measures. The MAAR conducts a vertical collision risk assessment based on LHD data and Traffic Sample Data (TSD) collected from States.

2.7.2 MAAR also invited meeting to use following link to see the progress and analyze of LHD mitigation measures in terms of its effectiveness to mitigate LHD risk – https://drive.google.com/file/d/1VYhtSQwn0ZEPuJmQJh2F3q517PCs_kxj/view?usp=sharing

2.7.3 Details on this paper (WP01) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Action Item BIMT/7-5: Kolkata ACC/Chennai ACC – Yangon ACC ATC Direct Speech Circuit

India and Myanmar to explore alternate means of communication for DSC line between Kolkata ACC/Chennai ACC – Yangon ACC and provide update to BIMT/8 meeting.

2.8 Search and Rescue

No paper was presented on this agenda.

2.9 ADS-B Data Sharing

No paper was presented on this agenda.

2.10 Air Traffic Flow Management (ATFM)

Non Receipt of Departure (DEP) Message & ATS Message Performance

2.10.1 Thailand presented the paper on Non Receipt of Departure (DEP) Messages from the BIMT member states.

2.10.2 Thailand mentioned that due to non-receipt of DEP messages (>5% traffic sample), the States (Bangladesh and India) have been under ANS deficiencies in the APANPIRG/30 meeting in Nov 2019. For better receipt of Departure messages Thailand gave emphasis on correct use of addressee and requested India to update their addressee such as to remove ZRZX.

2.10.3 Details on this paper (WP05) can be found on the BIMT/7 web link mentioned in para 1.4.2.

Conclusion BIMT/7-3: DEP messages

BIMT States to review operational procedure/ automation configuration in originating FPL and DEP messages and resolve non-receipt of these messages.

Action Items: BIMT/7-6: DEP messages

BIMT States shall consider:

- i) procedure to originate DEP message modify addressee list in ATM automation system;*
- ii) to release AIP amendment requiring inclusion of all boundary EETs in item 18 of FPLs;*
- iii) ensure the addressee list as per format contained in DOC 4444 [loc_ind]ZQZX.*
- iv) Update shall be presented in BIMT/8 meeting.*

2.11 Air Traffic Service (ATS) Coordination/Operational Difficulties

No paper was presented on this agenda.

Agenda Item 5: Future direction**2.12 Time and Location of Next BIMT Meetings**

2.12.1 The meeting discussed arrangements for future annual BIMT meetings. Since Bangladesh missed to host BIMT/7 Meeting on 2019 according to the scheduled plan for future BIMT meetings due to its other National commitments. The meeting was requested to review the Timeframe as required.

2.12.2 Thailand informed that they are ready to host the upcoming BIMT/8 in Thailand at the end of year 2020. They will confirm it after the consultation with their authority. Accordingly, the meeting agreed on the following tentative plan for future BIMT meetings:

Meeting	Timeframe	Host / Venue
BIMT/8	2020	Thailand
BIMT/9	2021	India
BIMT/10	2022	Myanmar
BIMT/11	2023	Bangladesh

Table 1 - BIMT Meeting Plan**Agenda Item 6 : Other Business**

No new issues arose in the meeting.

PART – III : Conclusions & Action Items

Conclusions

3.1 Conclusions of BIMT/6

Conclusion BIMT/6-1 – Air Traffic Situation Update for BIMT Meeting

3.1.1 All Member States provided IPs on Air Traffic Situation Updates and this will be followed in subsequent meeting.

Conclusion BIMT/6-2 – Support of Communication & Surveillance Data Sharing

3.1.2 The BIMT/6 meeting fully support implementation of communication & surveillance data sharing to bridge communication and ATS surveillance gaps in BIMT member states airspace to significantly increase airspace capacity to support expected traffic growth.

Status: ADS-B Data sharing between Kolkata and Yangon FIR has been completed.

Conclusion BIMT/6-3 – Harmonization of A-CDM Implementation

3.1.3 The BIMT/6 meeting fully support implementation of Airport Collaborative Decision Making (A-CDM) where deemed necessary. The meeting recommends member states intending to implement A-CDM to participate in ICAO APAC A-CDM Task Force to ensure harmonization of A-CDM implementations.

Status: India informed that they have implemented A-CDM in some major airports and also it is in progress at other airports.

3.2 Action Items of BIMT/6 with pending issues

3.2.1 Action Item BIMT/6-1 – Air Traffic Situation Update

Status : Action taken by Member States.

3.2.2 Action Item BIMT/6-2 – Respond to ICAO ATC Separation Standard Survey

Status : Action taken by Member States.

3.2.3 Action Item BIMT/6-3 – SSR Mode S Transition Timeline

BIMT member States are to provide transition timeline towards compatible surveillance system and ATM automation in BIMT/7 meeting, considering Conclusion ATM/SG/6-3 on SSR Mode S Conspicuity Code (A1000).

Status : All states agreed to consider this issue during their ATM automation and surveillance system update. India informed the meeting that they have started a trial in their Chennai FIR.

3.2.4 Action Item BIMT/6-4 – ATM Automation Systems Readiness to Track Aircraft Equipped With ADS-B version 2 (RTCA DO-260B)

BIMT Member States are to investigate ATM automation systems readiness to utilize benefits of ADS-B version 2 (RTCA DO-260B) equipage with respect to, but not limited to

ASTERIX version format and other relevant factors, considering Conclusion ATM/SG/6-6 on revised forward fit requirement. BIMT Member States are requested to provide update to the BIMT/7 meeting.

Status : State should consider the latest version of ADS-B while implementing ATM Automation System or upgradation. India suggested that APAC IGD should recommend ADS-B version 2.1 (RTCA DO-260B) instead of version 0.23 for all states in APAC region.

3.2.5 Action Item BIMT/6-5 – AIDC Automation Route Truncation Function

BIMT member States are requested to investigate AIDC automation system support of Route Truncation function, which may impact AIDC transfer success rate and provide update to next BIMT meeting.

Status : AIDC automation system of Kolkata, Yangon and Thailand do not support the Route Truncation function. The action item may be closed.

3.2.6 Action Item BIMT/6-6 – Expedite Kolkata – Yangon AIDC Implementation

India and Myanmar are requested to expedite implementation of AIDC between Kolkata ACC – Yangon ACC, by providing Points of Contact and AIDC testing time slot by end of August 2018.

Status : The two States have started test operation. After signing an LOA the AIDC is expected to be in operation before the end of 2020.

3.2.7 Action Item BIMT/6-7 – Expedite India – Myanmar Communication & Surveillance Data Sharing

The BIMT/6 meeting requests India and Myanmar to expedite implementation of communication & surveillance data sharing as per MOU signed in 2015. India and Myanmar are requested to present progress at BIMT/7 meeting.

Status : The sharing of ADS-B signals between Kolkata and Yangon was successful. Kolkata has successfully integrated the signal into their ATM system. Yangon engineering team is working with Thales to resolve issues regarding ADS-B data integration.

3.2.8 Action Item BIMT/6-8 – BIMT Phase 2b between Myanmar – Thailand

BIMT/6 meeting requests Myanmar to provide update on consideration of BIMT Phase 2b proposal before to BIMT/7 meeting to align with Thailand ATM system transition activities planned in Q2 2019.

Status : Thailand presented a working paper. The issue is recorded in Action Item of BIMT/7.

3.2.9 Action Item BIMT/6-9 – Update of ICARD System

Status : Action completed

3.2.10 Action Item BIMT/6-10 – FPL & ATS Message Addressing Requirements

BIMT/6 meeting requested BIMT member States to review Flight Plan and ATS message addressing requirement in national AIP ENR 1.11, ensure compliance with PANS-ATM (Doc 4444) provisions and provide update to BIMT/7 meeting to avoid potential ANS deficiency.

Status : Work in progress.

3.2.11 Action Item BIMT/6-11 – Investigation of Non-Receipt of DEP Messages

BIMT/6 meeting requested concerned States to investigate causes of non-receipt of DEP messages, respond to ICAO APAC State Letter and provide update to BIMT/7 meeting.

Status : Thailand presented a working paper. The issue is recorded in Action Item of BIMT/7.

3.2.12 Action Item BIMT/6-12 – Review Readiness to Implement LOA Procedure on B465 (APAGO) and A599 (CHILA) Traffic Management

Status : Action completed.

3.2.13 Action Item BIMT/6-13 – Enhanced Surveillance Coverage near Sittwe ADS-B Station

Status : Action completed.

3.2.14 Action Item BIMT/6-14 – Kolkata ACC – Yangon ACC ATC Direct Speech Circuit

BIMT/6 meeting requested India and Myanmar to consider upgrading communication between Kolkata ACC – Yangon ACC into ATC Direct Speech Circuit or better alternate means with lines connected to Controller Working Position (CWPs), while ensuring each sector combination has their dedicated line and provide update to BIMT/7 meeting.

Status : India expressed their concern regarding the DSC's reliance on communication through undersea cables. In the case of a disruption on communication, it would take 1-2 months to fix. India proposed to have the alternative means of communication for DSC between two countries.

3.2.15 Action Item BIMT/6-15 – Harmonization with ASEAN ATM Master Plan

BIMT/6 meeting requested Bangladesh and India to review ASEAN ATM Master Plan and consider harmonizing ATM Master Plan using ASEAN ATM Master Plan as a template.

Status : Since both India and Bangladesh are following APAC Seamless ANS plan the member States proposed to close this action item.

3.2.16 Action Item BIMT/6-16 – Review of Bangladesh ATM Contingency Plan

BIMT/6 meeting requested India and Myanmar to review Bangladesh ATM Contingency Plan, provide comments to Bangladesh and provide update to BIMT/7 meeting.

Status : Bangladesh received feedback from India and updated the plan accordingly. Bangladesh is still awaiting feedback from Myanmar. The matter was discussed during the side meeting between Bangladesh and Myanmar.

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3.3 Conclusions

Conclusion BIMT/7-1 Restructure Dhaka FIR boundary

3.3.1 Bangladesh has requested regarding the merit of this proposal. It has been considered important to revise the existing Dhaka FIR since there is a no man's land at the South-East part between Bangladesh and Myanmar following the new AIP published by Myanmar independently. Both Airports Authority of India and DCA Myanmar did not provide any comments on the proposal as they have no authority on the issue. Bangladesh was requested to resolve this matter through diplomatic channel.

Conclusion BIMT/7-2 AIDC Implementation

3.3.2 The BIMT/7 meeting agreed that during the implementation of ATM Automation System or upgradation along with AIDC States should consider compliance with APAC Regional ICD for AIDC version 3.0.

Conclusion BIMT/7-3 DEP messages

3.3.3 BIMT states to review operational procedure/ automation configuration in originating FPL and DEP messages and resolve non-receipt of these messages.

3.4 Action Items

Action Item BIMT/7-1 – Air Traffic Situation Update

3.4.1 *BIMT Member States will take the task of evaluating air traffic demand situation within their respective FIRs including usage of routes connecting BIMT Member States. Member States should prepare the information to be presented at BIMT/8 meeting.*

Action Items : BIMT/7-2 - BIMT route structure phase2

3.4.2 *Bangladesh and India were urged to review the BIMT route structure phase 2b were urged to review their readiness for completion of BIMT route structure phase2 and provide updates to BIMT/8 meeting.*

Action Items : BIMT/7-3: 30nm spacing on the BOBCAT flows

3.4.3 *BIMT member states will assess readiness to implement 30nm spacing on the BOBCAT flows and provide updates to BIMT/8 meeting.*

Action Item : BIMT/7- 4: AIDC implementation

3.4.4 *i) BIMT member States are requested to use APAC Regional ICD for AIDC, version 3.0 compatible AIDC to avoid interoperability problem*

ii) Member States shall explore the possibility of inclusion of route truncation functionality in their respective Automation System and provide updates to BIMT/8.

Action Item : BIMT/7-5: Kolkata ACC/Chennai ACC – Yangon ACC ATC Direct Speech Circuit

3.4.5 *India and Myanmar to explore alternate means of communication for DSC line between Kolkata ACC/Chennai ACC – Yangon ACC and provide update to BIMT/8 meeting.*

Action Items : BIMT/7-6 : DEP messages

3.4.6 *BIMT states shall consider:*

- i) procedure to originate DEP message modify addressee list in ATM automation system;*
- ii) to release AIP amendment requiring inclusion of all boundary EETs in item 18 of FPLs;*
- iii) ensure the addressee list as per format contained in DOC 4444 [loc_ind] ZQZX.*
- iv) Update shall be presented in BIMT/8 meeting.*

3.5. Adoption of the Report

3.5.1. The meeting adopted the Draft Report of BIMT/7.

Closing of the Meeting :

In closing, Mr. Mehboob Khan, thanked all delegates for attending the meeting and for their active participation and fruitful discussion that led to many key conclusions and action items to ensure progress of the various joint initiatives. Head of Delegates from each Member States as well as IATA also expressed their appreciation to CAA Bangladesh for their hospitality. Wishing everybody a safe journey back home the moderator brought the meeting to the end.

APPENDIX A to the Report of BIMT/7

List of participants

No	Name/Designation	Title / Organization	Address/Contact Details	Country/ Organization
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APPENDIX B to the Report of BIMT/7

LIST OF WORKING PAPERS AND INFORMATION PAPERS:

Working Papers			
Sl.No.	Agenda Item	Subject	Presented by
WP01	4	2019 Large Height Deviations (LHDs) statistics and follow-ups on Risk Mitigation Measures	MAAR Thailand
WP02	4	Dhaka FIR/SRR data for validating its description based on revised proposal of Dhaka FIR.	Bangladesh
WP03	4	Preparation for improved spacing on the Afghanistan flow	IATA
WP04	4	Update on BIMT Route Structure Development	Thailand
WP05	4	Non-Receipt of Departure Message & ATS Message Performance	Thailand
Information Papers			
IP01	3	Update of Air Traffic Situation Dhaka FIR	Bangladesh
IP02	3	Traffic Situation Update	India
IP03	3	Traffic Situation Update	Myanmar
IP04	3	Thailand Air Traffic Growth	Thailand
IP05	4	PBN implementation and ATS Route Facilities within Dhaka FIR	Bangladesh
IP06	4	AIDC Implementation Between Kolkata and Chennai	India
IP07	4	AIDC Implementation Progress Update	Thailand
IP08	4	Future Plan on Bangladesh Air Traffic Modernization	Bangladesh

APPENDIX C to the Report of BIMT/7

A side meeting was held between Bangladesh and India to discuss different ATM issues regarding coordination procedures and LoA.

Proposed Agenda	Action need to be taken in relation to decision
Coordination procedures and PCL for traffic to/from Agartala via A201.	<i>AAI will send formal letter to CAAB requesting for PCL for traffic landing at AAT on route A201 to be reviewed.</i>
Make ATS Route B593 as unidirectional (East Bound) up to FL460 between AAT and GGT. Presently the route is bidirectional above FL280.	<i>CAAB agrees with this proposal and it was suggested to change Upper Level of Extended R472 to FL460 instead of FL280.</i>
Update on MOU for near boundary operation, which was presented during last ATS coordination meeting between AAI & CAAB.	<i>AAI requested CAAB to for an early processing of the MOU. However, as an interim, both parties will send specific proposal on this issue encompassing aircraft operations at near boundary airports. Necessary amendments will be done in the LOAs as per the proposal.</i>
Update on DGCA-India proposal for unidirectional ATS Routes between Bangladesh and India.	<i>CAAB informed that proposal is still under review.</i>
Coordination issues APAGO and CHILA	<i>All DEP MSG & FPL to be addressed to Kolkata VECFZQZX</i>
Reduction of Longitudinal Separation to 30 NM on A462/R472.	<i>Dhaka ACC is not ready to reduce separation to 30NM.</i>
Reduction of longitudinal separation to 30NM between a pair of flight on ATS Route A201 and/or G463 (conditional).	
Proposal to amend the PCL: a. For Paro-bound traffic on ATS route R598 -- FL290/280 in place of FL250/240, over VANTU. b. For Guwahati-bound traffic on ATS route R472 -- FL310/300 in place of FL270/260, over ATOGA.	<i>CAAB agrees with this proposal. Suggested to Amend the LOA accordingly.</i>
To harmonize the publication in both AIP of Bangladesh and India for waypoints of BAVAN, AGUNO and CML ATS Route B593.	<i>Bangladesh will realign B593 between NOKAT and CML and intimate the same to India to update their AIP.</i>
To harmonize publication in both AIP of Bangladesh and India regarding the delegation of Route L507 from AVPOP to ESDOT as per LOA.	<i>AAI informed that being ANSP, they cannot amend the extent of delegated airspace. CAAB will send a formal letter to DGCA India for quick disposal of the issue.</i>
To harmonize publication in both AIP of Bangladesh and India regarding the MFA of Route L507 from AVPOP and ESDOT.	<i>CAAB will send formal letter to AAI requesting for publication.</i>
To harmonize the ATM Contingency plan of Dhaka FIR, Level-2 with Yangon FIR and Kolkata FIR.	<i>Bangladesh will revise the contingency level on the contingency routes A201, B465 and L507. Yangon will study to include the contingency route B465 in their contingency plan.</i>

APPENDIX D to the Report of BIMT/7

A side meeting was held between India and Myanmar where the issues related with the implementation of AIDC between Kolkata ACC and Yangon ATCC was discussed.

- i) It was decided that in first phase ABI, EST, TOC, AOC will be considered for implementation. Kolkata and Yangon shall carry out some further test and then LOA will be formulated.
- ii) It was proposed to exchange ATC personnel to take a stock of each other's system and decide draft LOA.
- iii) Kolkata and Yangon will make efforts to reduce LHD further.