



ICAO

International Civil Aviation Organization

Third Meeting of the Bay of Bengal Traffic Flow Review
Group (BOBTFRG/3)

Video Teleconference, 14 – 15 December 2021

Agenda Item 6: Any Other Business

WITHDRAWAL OF ATS ROUTE B466 SEGMENT IN CHENNAI FIR

(Presented by India)

SUMMARY

This paper presents a proposal to withdraw a segment of non-RNAV ATS Route B466 in Chennai FIR between Chennai (MMV VOR) to ANOKO).

1. INTRODUCTION

1.1 ATS Route B466 was initially established between Johor Bahru, Batu Arang, Chennai and Mumbai VORs as a conventional route connecting Malaysia and India. The utilization of the ATS route over Bay of Bengal has dwindled now due to fleet capability for PBN and the availability of RNP 10 ATS routes N571 and P574 which handle the bulk of the traffic.

2. DISCUSSION

Low Traffic Density on Segment of B466 between MMV and ANOKO

2.1 Although ATS route B466 was a trunk route prior to the establishment of EMARSSH routes, the utilization of this route on date is minimal. This is mainly due to fleet equipage wherein majority of aircraft meet PBN approval and utilize RNP 10 ATS routes N571 and P574.

2.2 Additionally, the vertical limits of B466 are from FL120 to FL270, which preclude a number of aircraft from preferring this route due to fuel efficiency concerns.

2.3 A statistical study of the number of flights which have operated on B466 prior to onset of pandemic show a utilization of **less than 40 per year** through Bay of Bengal airspace east of MMV VOR.

2.4 The segment of B466 between Johor Bahru VOR (VJB) and Batu Arang VOR (VBA) has already been withdrawn and notified.

Alternative Connectivity for Non-RNAV Aircraft Utilizing B466

2.5 As per e-AIP India section 2.4, “An aircraft that is unable to meet the minimum navigational requirements for RNP 10 must file flight plan at or below minimum flight level of the route.” This implies that an aircraft not meeting PBN approval is permitted to operate on RNP 10 ATS routes subject to filing flight plan at or below FL280, which is the minimum flight level for N571 and P574. Considering the upper limit of B466 in Kuala Lumpur FIR between GUNIP and ANOKO is FL275 and in Chennai FIR between ANOKO and Chennai (MMV VOR) it is FL270 there is no impact on flights that are using B466.

2.6 Aircraft filing N571/P574 but not meeting PBN approval may request to operate at FL280 and above. Approval will require coordination with adjacent ATS units affected by the flight viz. Kuala Lumpur. In deciding whether or not to approve the flight, ATC will take into consideration:

- a) Traffic density;
- b) Communications, including the non-availability of normal communication facilities;
- c) Weather conditions en-route;
- d) Restrictions notified from time to time for the route;
- e) Any other factors pertinent at that time.

Note: the above provision provides an opportunity for non-RNP 10 approved aircraft for higher levels.

2.7 It is observed that withdrawal of ATS Route B466 between MMV VOR and ANOKO is likely to not have any impact on flights transiting Bay of Bengal.

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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