

BOBTFRG TASK LIST

(Last updated BOBTFRG/3)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/3	Review the existing Flight Level Allocation Scheme (FLAS) operating within the concerned airspace, with a view to improve efficiencies. Review and plan improved and efficient FLAS operating within the BOB airspace.	31 January 2022 BOBTFRG/5 or SAIOSEACG/2 BOBTFRG/6	All BOBTFRG States (Lead State: India)	Open	States to fill and submit the Attachment D to BOBTFRG/2 State Letter by 31 October 2019. Reason for FLAS: multiple crossing of higher density routes over Category R airspace. States to verify the accuracy of the information in the Bay of Bengal FLAS Chart (BOBTFRG/3 Report re: WP/07). BOBTFRG/4 Report re: WP07 In a holistic approach, FLAS improvement is suggested to be included in the BOB Route Network Plan for enhancement of BOB airspace efficiency.
2/5	Investigate whether appropriate handoff procedures are implemented between controllers providing ATS surveillance in adjacent airspace – review ATS Letter of Agreement (LoA)	31 January 2022 BOBTFRG/5	All BOBTFRG States	Open	Bangkok – Kuala Lumpur ACCs: Yes Bangkok – Yangon ACCs: Yes Jakarta – Kuala Lumpur ACCs: Yes Dhaka – Kolkata ACCs: expected in 2025. Dhaka – Yangon ACCs: expected in 2025. Yangon – Kolkata ACCs (Not Yet) Delhi – Lahore ACCs (Not Yet) Delhi – Karachi ACCs (Not Yet) Mumbai – Karachi ACCs (Not Yet) Lahore – Kabul ACCs (Not Yet) Karachi – Kabul ACCs (Not Yet) Colombo ACC – Chennai OCC (Not Yet)

BOBTFRG/5
Appendix D to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/6	States to identify routes along which reliable surveillance and communication are available to look at the possibility of reduced longitudinal spacing	31 January 2022	All States	Open	<p>India and Pakistan: 50 NM longitudinal spacing implemented at the TOC points of following FIR boundaries: Delhi – Karachi FIRs; Delhi – Lahore FIRs; and Mumbai – Karachi FIRs.</p> <p>Indonesia and Malaysia: 20 NM longitudinal spacing implemented at the following TOC points: GOTLA, PUGER and SALAX.</p> <p>Malaysia and Thailand: 30 NM longitudinal spacing implemented at the TOC points between Bangkok and Kuala Lumpur FIRs.</p> <p>Myanmar and Thailand: 30 NM/20 NM longitudinal surveillance spacing implemented at the following TOC points; LUDVI, BETNO, NURDA, PUMOR, TANEK and AKATO.</p> <p>Myanmar and Thailand have already implemented 20NM surveillance-based separation to be used for the A/C landing in Myanmar.</p> <p>India and Myanmar (ATS route A201)? (10 mins being used now)</p> <p>India and Sri Lanka (time-based separation being used now)</p>
2/7	Agreement between States to implement 20 NM longitudinal spacing (or as close to the separation minima as practicable) in Category S airspace through Thailand, Myanmar, Bangladesh, India, Pakistan and Afghanistan	2025	Afghanistan, Bangladesh, India, Myanmar, Pakistan, Thailand	Open	<p>Traffic operating north of Bay of Bengal airspace will traverse through Dhaka FIR, and currently no en-route ATS surveillance service provided in Dhaka FIR.</p> <p>To be reviewed in tandem with the Modernization Project of CNS-ATM System of Bangladesh.</p>

BOBTFRG/5
Appendix D to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/8	The application of performance-based separation minima and distance-based separation minima (RNP 10, with procedural position reports not less than 24 minutes apart) in airspace over the high seas requires supporting procedures in ICAO Doc 7030 – <i>Regional Supplementary Procedures</i> .	SAIOSEACG/1 States (TF) report to SAIOSEACG/2	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open	Chennai and Kuala Lumpur ACCs to signed revised LoA by 31 January 2020. Jakarta and Colombo had implemented 50 NM longitudinal spacing. Yangon and Kolkata, and Chennai had implemented 50 NM longitudinal spacing. Chennai OCC and Kuala Lumpur ACC had signed a new LoA, effected on 01 June 2021. 50 NM longitudinal spacing implemented. BOBTFRG/3 Report re: IP/03. Ref. BOBTFRG/4 WP09
2/10	Implementation of 50 NM longitudinal separation (RNAV 10/ RNP 10) with PBCS in the BOB airspace, at or above a level to be determined	To be discussed at SAIOSEACG/1 States (TF) report to SAIOSEACG/2	States, IATA	Open	BOBTFRG/3 Report re: WP/08. No discussion at the SAIOSEACG/1 Ref. BOBTFRG/4 WP09
2/11	Develop PBCS implementation plan to support 30 NM longitudinal spacing on RNP 4 (or RNP 2) routes within Category R airspace of BOB	To be determined States (TF) report to SAIOSEACG/2	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open Completed	States that require PBCS to support 30 NM longitudinal spacing: Bangladesh: To be determined. Sri Lanka: No information. India: Expected to be implemented in Chennai FIR in 2020; Mumbai FIR in 2023; and Kolkata FIR to be determined. Indonesia: Expected in 2023 as part of the new Jakarta ACC ATM system project. Malaysia: Expected in second quarter of 2022. Myanmar: To be determined.
2/12	Implementation of RNP 4 (or RNP 2) routes within BOB airspace	To be determined States (TF) report to SAIOSEACG/2	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open	Subject to the implementation of PBCS.

BOBTFRG/5
Appendix D to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/13	Agreement between States to implement 30 NM longitudinal spacing on affected ATS routes within Category R airspace of BOB	To be determined States (TF) report to SAIOSEACG/2	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open Close	
2/14	Review the demand and capacity on the affected ATS routes	To be determined 2025 (SAIOSEACG/4)	All BOBTFRG States	Open	Three months after the implementation of 30 NM longitudinal spacing on affected ATS routes within Category R airspace of BOB.
2/15	Identify solutions to integrate departing traffic from New Delhi with the BOBCAT traffic	To be determined 2025 (SAIOSEACG/4)		Open	Coordinate with the ATFM/SG
2/16	Review the requirement to retain BOBCAT tool based on the increase in capacity utilising improved longitudinal spacing, taking into account forecast growth in air traffic	To be determined 2025 (SAIOSEACG/4)		Open	
2/17	Make recommendations to SAIOACG on the future status of the BOBCAT tool	To be determined 2025 (SAIOSEACG/4)		Open	
2/18	Malaysia to consider India's proposal to realign ATS route N877 from AMVUR to AGEGA and join ATS route L510. ATS route L510 will be eastbound only up to AGEGA within Chennai FIR and Kuala Lumpur ACC may facilitate both east bound and west bound between LEKIR and EMRAN within the Kuala Lumpur FIR	November 2022 SAIOSEACG/2	India, Malaysia	Open Completed	BOBTFRG/2 Report WP/05. Task updated at BOBTFRG/3. Malaysia positive, and would conduct meeting with India. A joint paper expected to the SAIOSEACG/2 after discussion btw India and Malaysia
3/3	Withdrawal of ATS Route B466 Segment in Chennai FIR	SAIOSEACG/4 SAIOSEACG/2	India, Indonesia, Malaysia, ICAO	Open Completed	BOBTFRG/3 Report re: WP/06. BOBTFRG/4 Report re: WP05

BOBTFRG/5
Appendix D to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
3/4	Analysis on fleet equipage in ADS-C/CPDLC, RNP 10, RNP 4 and RNP 2 (continental and oceanic)	SAIOSEACG/4 States (TF) report to SAIOSEACG/2 BOBTFRG/6	States, IATA	Open	BOBTFRG/3 Report re: WP/08. BOBTFRG/4 WP09 IATA presented IP06 to the ATM SG/10 Sri Lanka Colombo oceanic airspace: ADS-C/CPDLC, RNP 10, continental airspace: ADS-B/ADC-C/CPDLC, RNP10 equipped
3/5	States requiring PBCS support to implement performance-based separation to develop its PBCS implementation plan, including the expected date of implementation.	SAIOSEACG/4 States (TF) report to SAIOSEACG/2 SAIOSEACG/3	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open	BOBTFRG/3 Report re: WP/08. BOBTFRG/4 Report re: WP/09
4/1	To investigate the possibility to include FL280 for ATS Routes L301, L524, M506, N895	BOBTFRG/5 and SAIOSEACG/2	India, Thailand, Myanmar, IATA	Open	BOBTFRG/4 WP/07 Pending on Myanmar
4/2	Report the draft Trial Implementation Plan as adopted by the meeting to report to ATM SG/11 (2023) The 1st kick-off meeting is scheduled on 10 Jan 2023	SAIOSEACG/2	Task Force Team (from all BOB States led by India)	Open Completed	BOBTFRG/4 WP/03, WP08 and WP/09 BOBTFRG Decision 4-1
5/1	India and Malaysia to report on the progress of the implementation of the 30NM separation on Route N571.	SAIOSEACG/3	India, Malaysia	Open	BOBTFRG/5 Report re: WP/04 Note: The CRA issue is under negotiation.

BOBTFRG/5
Appendix D to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
5/2	States to investigate the possibility of implementing 30 NM Longitudinal Separation between aircraft with RNP4 capability, on ATS routes P574, N563, M300, and P570	SAIOSEACG/3	Indonesia, India, Malaysia, Singapore.	Open	BOBTFRG/5 Report re: WP/03
5/3	Finalize the safety assessment on the new route P632 (referred to as BOB01 in the APAC Route Catalogue) at the earliest opportunity.	SAIOSEACG/3	Bangladesh, India	Open	BOBTFRG/5 Report re: WP/05
5/4	Investigate for the detailed traffic and equipage data to support the implementation of PBCS.	SAIOSEACG/3 BOBTFRG/6	IATA, MAAR, BOB States	Open	BOBTFRG/5 Report re: IP/02
5/5	Conduct a Free Route Airspace (FRA) Workshop for APAC States.	2024	ICAO, IATA. Encourage all BOB States to join.	Open	BOBTFRG/5 Report re: IP/05

.....