



ICAO

International Civil Aviation Organization

The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/2)

Bangkok, Thailand, 20 – 24 March 2023

Agenda Item 5: ATS Route Development

REALIGNMENT OF ATS ROUTE N877

(Presented by INDIA/AIRPORTS AUTHORITY OF INDIA)

SUMMARY

This paper presents the Realignment of ATS Route N877 to bring more efficiency in flight operation in the Bay of Bengal route network and highlights cooperation between two States in achieving the same.

1. INTRODUCTION

1.1 RNP10 Routes overflying Bay of Bengal helped to efficiently serve the international flight operations for a long time. Demand on the routes through the airspace over Bay of Bengal increased during the pre-pandemic years as more airlines were opening up new schedules between South East Asia, Middle East and Europe, leading to Air Traffic Congestion and non-availability of optimum Flight levels. Routes such as N571, P574 have become more congested due to various reasons such as better connectivity for different popular destinations or developments in Air Navigation Services. It has become imperative to initiate measures to decongest such air routes.

2. DISCUSSION

Traffic Analysis

2.1 The Air Traffic data on the Table-A and Table- B below indicates that the traffic volume using the Routes over Bay of Bengal has exceeded the figures during the Pre-pandemic years. N571 continues to cater to maximum Traffic in the region and the increased traffic on both N571 and N877 severely restricts the availability of optimum Flight levels.

Table-A

OCEANIC CONTROL TRAFFIC FROM 01 ST – 31 ST DECEMBER 2018			
ROUTE	DIR	TRAFFIC COUNT	TOTAL
N571	EAST	1147	2475
	WEST	1328	
P574	EAST	424	885
	WEST	461	
N877	EAST	169	260
	WEST	91	
L510	EAST	598	598
L518	EAST	160	226
	WEST	66	

Table-B

OCEANIC CONTROL TRAFFIC FROM 1 ST JAN 2023 – 31 ST JAN 2023			
ROUTE	DIR	TRAFFIC COUNT	TOTAL
N571	WEST	1450	2834
	EAST	1384	
P574	WEST	724	1427
	EAST	703	
N877	WEST	83	547
	EAST	464	
L510	EAST	443	443
L518	WEST	95	95

2.2 Proposal was made by India during the SAIOCG/9 meeting for realignment of the segment of N877 between AVMUR and LAGOG as AVMUR to LEKIR as indicated in Annexure below.

2.3 Subsequent meetings in BOBTFRG/2/3/4 and follow up discussions, Malaysia has agreed to the proposal by India for realignment of N877 for avoiding convergence of additional traffic on N571 on which density of operations is very high and air traffic operates at sub-optimal Flight levels.

2.4 It is decided to realign N877 from AMVUR to AGEGA and join L510 at AGEGA as provided in the Annexure. The proposed realignment of N877 will enable Kuala Lumpur to accommodate more flights on N571 and on L510 between LEKIR and AGEGA.

2.5 The airspace between AMVUR and EMRAN on the agreed realignment and the adjacent routes are supported in Indian FIR by VHF and Ground-based ADS B surveillance with redundant media for both the facilities. This infrastructure will adequately support meeting the conditions specified under para 2.8 below.

2.6 L510 will be eastbound only in Chennai FIR till AGEGA and Kuala Lumpur may facilitate both eastbound and westbound between LEKIR and AGEGA.

2.7 India and Malaysia have agreed to publish the realignment and the consequent change in direction of traffic effective from 18th May 2023 as per the AIRAC Cycle. Malaysia has decided to make necessary changes in the AIDC system before the effective date.

2.8 Following conditions were agreed to between Malaysia and India during the bilateral meeting held on 2nd February 2023.

- a. Westbound traffic via EMRAN to maintain FL320 or above by IDKUT, if unable, aircraft should be transferred at FL300 or below.
- b. Flight landing at VTSP transiting through EMRAN from Chennai FIR shall be descended to FL310 by EMRAN or subject to coordination.
- c. Flight landing at Phuket transiting through Chennai FIR may be descended off track and cleared direct to PUT at FL310 subject to real-time coordination.
- d. Both Malaysia and India have agreed to publish the conditions in their respective AIPs including the FLAS and Flight Planning requirements for Flight landing at VTSP transiting through Chennai FIR

- e. Required Addendum to Letter of Agreement will be duly signed between Malaysia and India.

2.9 Safety Assessment was conducted by India on 31st January 2023 and the overall Safety Magnitude of Change has turned out to be Minor

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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ANNEXURE AGREED REALIGNEMENT OF N877

