

OBTFRG 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 Long Term	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 Long Term	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)

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 Long Term	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>Updated at BOBTFRG/6: Malaysia and Thailand: 30 20 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>

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
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, Malaysia, Myanmar, Pakistan, Thailand	Open	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. To be reviewed in tandem with the Modernization Project of CNS-ATM System of Bangladesh. Updated at BOBTFRG/6: Malaysia and Thailand 20 NM longitudinal spacing implemented at the TOC points between Bangkok and Kuala Lumpur FIRs.
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/4 States (TF) report to SAIOSEACG/2 BOBTFRG/7	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/4 States (TF) report to SAIOSEACG/2 BOBTFRG/7	States, IATA	Open	BOBTFRG/3 Report re: WP/08. No discussion at the SAIOSEACG/1 Ref. BOBTFRG/4 WP09 Ref. BOBTFRG/6 WP/03

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/12	Implementation of RNP 4 (or RNP 2) routes within BOB airspace	To be determined States (TF) report to SAIOSEACG/2 Long Term	India, Indonesia, Malaysia, Myanmar, Sri Lanka	Open	Subject to the implementation of PBCS.
2/14	Review the demand and capacity on the affected ATS routes	To be determined 2025 (SAIOSEACG/4) Long Term	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 Close	<u>Coordinate with the ATFM/SG</u>
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 Close	
2/17	Make recommendations to SAIOACG SAIOSEACG on the future status of the BOBCAT tool	To be determined 2025 (SAIOSEACG/4)		Open	
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 Long Term	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

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
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 Long Term	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 BMIT	India, Thailand, Myanmar, IATA	Open	BOBTFRG/4 WP/07 Pending on Myanmar
5/1	India and Malaysia to report on the progress of the implementation of the 30NM separation on Route N571.	SAIOSEACG/3 BOBTFRG/7	India, Malaysia	Open	BOBTFRG/5 Report re: WP/04 Note: The CRA issue is under negotiation.
5/2	States to investigate the possibility of implementing 30 NM Longitudinal Separation between aircraft with RNP4 capability, on ATS routes P574, N563, M300, P570, L510, N571, and P628.	SAIOSEACG/3 BOBTFRG/7	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 Completed	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 BOBTFRG/7	IATA, MAAR, BOB States	Open	BOBTFRG/5 Report re: IP/02

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
5/5	Conduct a Free Route Airspace (FRA) Workshop for APAC States.	2024	ICAO, IATA. Encourage all BOB States to join.	Open Completed	BOBTFRG/5 Report re: IP/05
6/1	Conduct a Workshop on the Amendment Concerning Separation Minima Based on an ATS Surveillance System to the PANS-ATM (Doc 4444).	2025	ICAO	Open	Refers to BOBTFRG/6 Flimsy/01
6/2	Reactivating the Bay of Bengal Cooperative Air Traffic Flow Management System (BOBCAT) ATFM procedure.	2025	IATA, ICAO and BOB States (Thailand leading)	Open	Refers to BOBTFRG/6 WP/10
6/3	To report the progress on establishing a contractual agreement with a CRA to analyze the issue/problem reports for flights operating within the oceanic airspace of the Kuala Lumpur FIR.	2026	Malaysia	Open	
6/4	Regarding the preparation for FRA, States to investigate the possibility of: <ul style="list-style-type: none"> 1. fling plannable DCT; 2. flight-plannable Oceanic airway crossover points; 3. upgrade to a suitable airspace Class. 	BOBTFRG/7	All BOB States	Open	Refers to BOBTFRG/6 WP07

.....