



ICAO

International Civil Aviation Organization

**The Third Meeting of the South Asia, Indian Ocean and
Southeast Asia ATM Coordination Group (SAIOSEACG/3)**

Bangkok, Thailand, 16 – 19 April 2024

Agenda Item 5: ATS Route Development

UPDATE ON THE ESTABLISHMENT OF BOB01 ROUTE AS RNP10 ROUTE P632

(Presented by Bangladesh and India)

SUMMARY

This paper presents the latest update on the progress of BOB01 route to increase the airspace capacity and air traffic management efficiency. To enhance safety and to provide more ATM efficiency within Bay of Bengal for the air operators operating, initiatives have been taken by Bangladesh and India in coordination with IATA with the aim to establish a new route connector.

1. INTRODUCTION

1.1 In the absence of a connecting route crossing over south of Bay of Bengal, flights between Southern Indian airports, Sri Lanka, Maldives, and the Far East, as well as the new non-stop flights between India and the United States' west coast, need to follow a longer ATS Route. Based on inputs from airlines and subsequent discussions, favourable responses and suggestions at the ICAO APAC meetings, including the BOBTFRG small working group discussions, IATA requested India (AAI) and Bangladesh (CAAB) authorities to consider promulgating a connector route over the Bay of Bengal. The initial proposal was placed with increased Track miles and was outside the coverage of surveillance and VHF. It has been finalized in May 2023 through an online meeting arranged by APAC RSO office.

2. DISCUSSION

Background

2.1 In order to establish efficient flight operations between South West Bay of Bengal and Far East IATA requested ATM/SG 9th Meeting to consider promulgating a connector route over this area which was initially involved Chennai FIR, Kolkata FIR, Dhaka FIR and Yangon FIR. India requested IATA to conduct better assessment by providing the analysis of the fleet equipage in ADS-C/CPDLC and PBCS. During the 1st meeting of SAIOSEACG on March 2022, IATA provided its analysis result on fleet readiness of its members. The major portion of initial routes, proposed by IATA, was outside the coverage of SUR and VHF and also imposed restrictions for all other crossing routes. Considering the availability of getting optimum flight levels and the coverage of surveillance and VHF in Kolkata FIR, India presented counter route connector proposal as:

Q10- TATUX - DOPID - MDY (Eastbound)

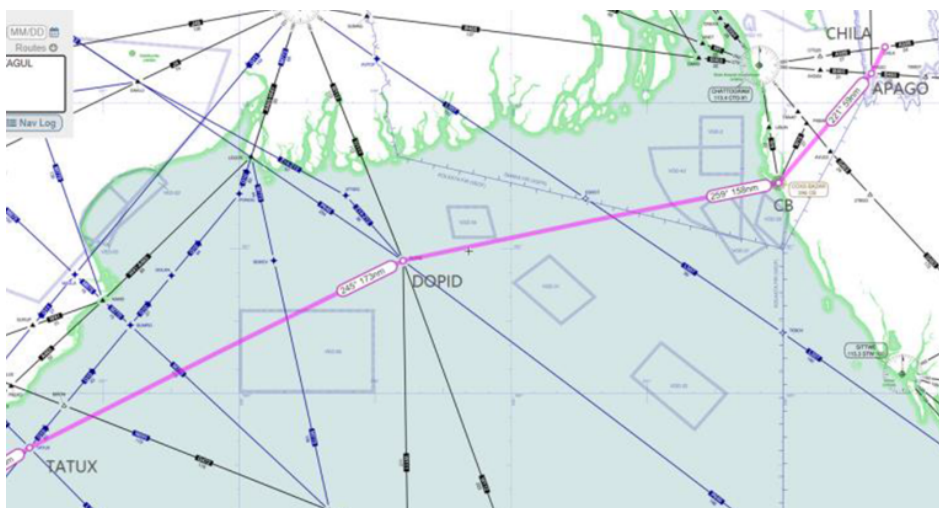
MDY - DOPID - KAGUL - Q11 (Westbound)

This proposal was further discussed in ATM/SG 10th Meeting where Bangladesh informed the need of consultation with its military authority for the east bound proposal, as the overflying of the proposed route affected Bangladesh military area. To avoid the Danger area penetration, two more alternative options for last segment of the route were proposed by Bangladesh with a connection to the new DVOR at Cox's Bazar detailed as follow:

*DOPID-Cox's Bazar (CXB DVOR)-MDY or,
TATUX-Cox's Bazar (CXB DVOR)-MDY*

In response to Bangladesh's counterproposal, IATA proposed the route connector joining ATS Route A599 as follows:

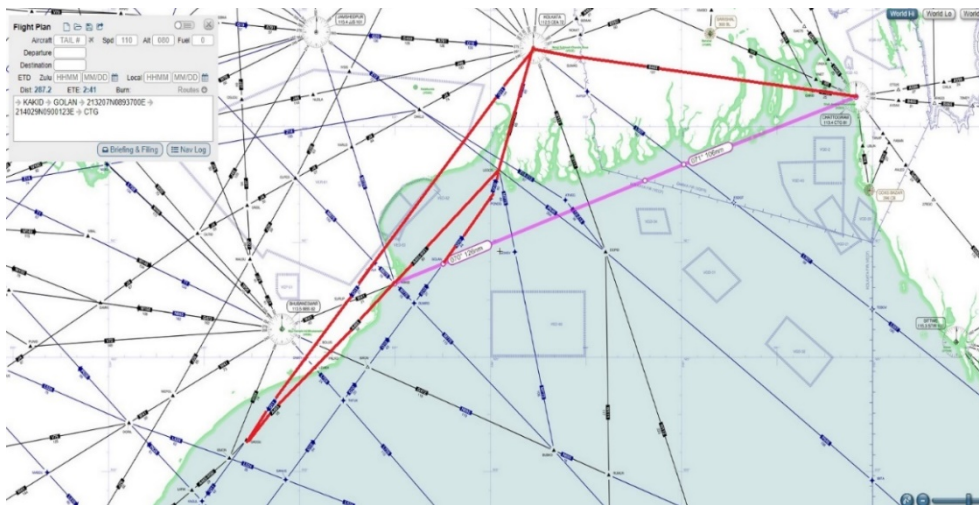
*TATUX - DOPID-Cox's Bazar -APAGO-CHILA-A599- LSO-LINSO and
A599 – CHILA - APAGO – Cox's Bazar – DOPID – TATUX - KAGUL Q11*



2.2 Responding to the ICAO APAC Route catalogue development of BOB 01 proposal, both Bangladesh and India expressed their positive response during 2nd meeting of SAIOSEACG. To provide a highest priority, a coordination (VC) meeting was hosted by ICAO RSO on 11th May 2023 among Bangladesh, India and IATA. In that meeting considering the increases track miles compared to the other options, Bangladesh and India suggested the proposal as mentioned below:

SURUP - KAKID - GOLAN - Chattogram (CTG)

However, to make the route a part of Regional ATS Route network ICAO suggested the route to be extended to Bhubaneswar VOR (BBS) which was accepted by India. This was the most optimum, bi-directional option and accepted by IATA and all ANSPs.



Action by the involving States

- 2.3 According to the meeting discussion following actions were required to be completed:
- Obtain ATS Route Designator from ICAO Regional Office (advise if RNAV or non-RNAV route); either by India or Bangladesh;
 - Obtain waypoint 5 Letter Name Codes from ICARD system separately by India and Bangladesh for the points in their jurisdiction;
 - Submit ANP Proposal for Amendment (PfA) to Regional Office;
 - Promulgate AIP amendment according to Annex 15 requirements.

Environmental Impact of the proposed route

2.4 The proposed route will save about 55NM compared to current routing with the significant possible CO2 emission savings (approx. 8,150 Tons/year). Based on the 2019 (Pre Covid) traffic data, this direct route will benefit about 110 flights per week between Africa/South Asia – Far East, Southern India – East Coast of the United States. Moreover it will reduce congestion over Kolkata VOR(CEA)

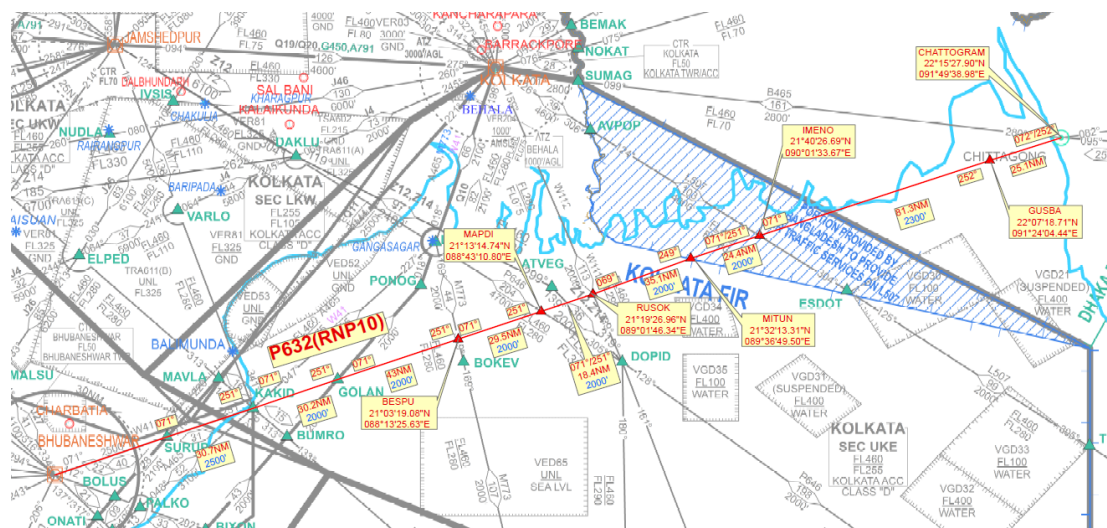
Recent development and Implementation Timeline

2.5 The 5LNCs associated with this route and the Route designator “P632” have been obtained from ICAO. This will be bi-directional route from Bhubaneswar (BBS) to Chattogram (CTG) as below:

BBS (DVOR BHUBANESWAR: 201439.22N 0854846.84E)–SURUP (202815N 0862900E)–KAKID (203833N 0865951E)–GOLAN (204853N 0873010E)–BESPU (210319.08N 0881325.63E)–MAPDI (211314.74N 0884310.80E)–RUSOK (211926.96N 0890146.34E)–MITUN (213213.31N 0893649.50E)–IMENO (214026.69N 0900133.67E)–GUSBA (220718.71N 0912404.44E) - CTG (DVOR CHATTOGRAM:221527.90N 0914938.98E)

On last 24th January 2024, Bangladesh and India submitted the joint PfA to ICAO.

Conducting the joint safety assessment has been planned on second week of April 2024. Depending upon the outcome of the safety assessment, amendment of LoA will be drafted. The date of implementation and the simultaneous publication in AIP Bangladesh and AIP India will be subject to the approval of PfA by ICAO ensuring the AIRAC cycle requirements.



3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- note the information contained in this paper.
 - discuss any relevant matters as appropriate.