



ICAO

International Civil Aviation Organization

The Seventh Meeting of the Bay of Bengal Traffic Flow Review Group (BOBTFRG/7)

Virtual Teleconference, 9 – 11 December 2025

Agenda Item 5: Review of BOBTFRG Task List

REVIEW OF THE BOBTFRG TERMS OF REFERENCE AND TASK LIST

(Presented by Secretariat)

SUMMARY

This paper presents the proposed updates on the BOBTFRG Term of Reference for review by the meeting.

1. INTRODUCTION

1.1 The proposed update on the BOBTFRG Term of Reference for review and discussion by the meeting.

1.2 The proposal version of the BOBTFRG Term of Reference is appended as **Attachment A** to this paper.

2. DISCUSSION

Background

2.1 The Bay of Bengal Traffic Flow Review Group (BOBTFRG) was established in March 2017, as approved by the South Asia-Indian Ocean ATM Coordination Group (SAIOACG/7), with the purpose of analyzing and enhancing the efficiency of air traffic flow within the Bay of Bengal region. And this Group was created to address the increasing complexity and density of air traffic across several Flight Information Regions (FIRs) and to contribute to the region's long-term airspace optimization in alignment with the Asia/Pacific Seamless ANS Plan.

2.2 Significant progress has been made toward promoting PBCS implementation to enable Performance-Based separations, facilitating CNS enhancements through both ground and space-based solutions, and supporting pilot initiatives to be trialed. These advancements have effectively increased efficiency and capacity while maintaining safety standards.

2.3 Recently, air traffic growth has continued to trend upward. In response to the pressing need for more efficient ATM systems to support this growth, BOBTFRG is committed to continuously optimizing operational mechanisms. The group aims to strengthen collaboration, build consensus, and align efforts toward shared objectives, ensuring that no member state is left behind in achieving our common goals.

2.4 One of the purposes of this Meeting is to initiate discussions on Air Traffic Flow Management (ATFM) and to explore future development directions through preliminary dialogues. The long-term goal is to shift the focus of the Bay of Bengal Traffic Flow Review Group (BOBTFRG) towards adopting a holistic approach that integrates ATFM with capacity management in the Bay of Bengal region.

2.5 By amalgamating these two facets, the BOBTFRG stands to address operational impediments more efficiently and foster a contiguous airspace environment. This integrated approach acknowledges the escalating intricacies associated with cross-border air traffic demands and champions the establishment of an efficient and unified ATFM framework, which is indispensable for the smooth operation of air traffic in the region.

2.6 The meeting was provided with an operational update on the Bay of Bengal Cooperative ATFM (BOBCAT) system, normally used for night-time westbound flights through the Kabul FIR.

2.7 The BOBCAT ATFM service remained in operation. The system continued to be maintained by Thailand, and the service has been operated for the flights toward the Kabul FIR.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) review the BOBTFRG Terms of Reference; and
- c) suggest any necessary changes to the BOBTFRG Terms of Reference.

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**TERMS OF REFERENCE
BAY OF BENGAL TRAFFIC FLOW REVIEW GROUP (BOBTFRG)**

1.1 Objective

The primary objective of the BOBTFRG is twofold:

1. To analyze traffic flows within Bay of Bengal airspace, review air routes, address safety concerns, and develop strategies for optimizing airspace capacity over the long term.
2. To provide outcomes and recommendations based on these analyses to the SAIOACG, ensuring alignment with regional air navigation plan objectives.

1.2 Tasks

To achieve its objectives, with reference to the Asia/Pacific Region Seamless ANS Plan and expected traffic growth, the BOBTFRG shall:

- a) Review the existing route structures in the Bay of Bengal airspace to establish priorities;
- b) Identify current and planned CNS/ATM capabilities and implementation timelines of States concerned;
- c) Identify the most efficient horizontal separation to be utilised, based on the current and planned CNS/ATM capabilities, taking into account aircraft approval status of the traffic operating on the relevant routes as well as the new CNS capabilities available;
- d) Review the existing FLAS/FLOS operating within the Bay of Bengal with a view to enhancing efficiencies;
- e) Develop collaborative ATFM solutions to improve route predictability and alleviate congestion;
- f) Establish appropriate timelines/milestones/dependencies for activities planned under this Group;
- g) Make recommendations to SAIOSEACG on implementation plans for route structures, airspace, FLOS and separation solutions to meet the expectations of the Asia/Pacific Seamless ANS Plan

BOBTFRG TASK LIST

(Last updated BOBTFRG/6)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/3	<p>Review the existing Flight Level Allocation Scheme (FLAS) operating within the concerned airspace, with a view to improve efficiencies.</p> <p>Review and plan improved and efficient FLAS operating within the BOB airspace.</p>	<p>31 January 2022 BOBTFRG/5 or SAIOSEACG/2 BOBTFRG/6</p>	<p>All BOBTFRG States (Lead State: India)</p>	<p>Open</p>	<p>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.</p>
2/5	<p>Investigate whether appropriate handoff procedures are implemented between controllers providing ATS surveillance in adjacent airspace – review ATS Letter of Agreement (LoA)</p>	<p>31 January 2022 BOBTFRG/5</p>	<p>All BOBTFRG States</p>	<p>Open</p>	<p>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)</p>

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>

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/4 States (TF) report to SAIIOSEACG/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/4 States (TF) report to SAIIOSEACG/2	States, IATA	Open	BOBTFRG/3 Report re: WP/08. No discussion at the SAIIOSEACG/1 Ref. BOBTFRG/4 WP09
2/12	Implementation of RNP 4 (or RNP 2) routes within BOB airspace	To be determined States (TF) report to SAIIOSEACG/2	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)	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	<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	

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/17	Make recommendations to SAIOACG 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	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/7 – WP/09
Attachment B

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

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