



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 4: Air Navigation Service Deficiencies

CORRECTIVE ACTION TAKEN BY INDIA FOR ADDRESSING ANS DEFICIENCY REGARDING ‘*DESIGNATION OF RESTRICTED AREAS ABOVE THE LAND AREAS OR TERRITORIAL WATERS OF A STATE – NOT IMPLEMENTED*’

(Presented by India)

SUMMARY

This paper presents the corrective action completed by India to address the APANPIRG ANS Deficiency raised against India in 2019, pertaining to the *Designation of Restricted Areas Above the Land Areas or Territorial Waters of a State - Not implemented*.

1. INTRODUCTION

1.1 APANPIRG monitors Air Navigation Services (ANS) deficiencies to ensure the implementation of ICAO provisions. At the Ninth Meeting of the South Asia Indian Ocean Air Traffic Flow Management Coordination Group (SAIOACG/9) held in March 2019, an ANS deficiency was raised against India concerning Restricted Area VAR 44-A extending over the high seas.

1.2 At the time the deficiency was identified, three States—Indonesia, India, and Australia—were subject to the same category of ANS deficiency. Following the implementation of corrective actions, Indonesia was removed from the deficiency list in 2021 and Australia in 2025.

1.3 India has, likewise, completed corrective actions consistent with the approach adopted by these States. A comprehensive review was undertaken in consultation with defence and civil aviation stakeholders to develop an ICAO-compliant solution while preserving essential operational capability.

1.4 This paper summarizes the completed corrective actions and requests the removal of the ANS deficiency.

2. DISCUSSION

2.1 Restricted Area VAR 44-A, established for Indian Navy operations, extended beyond India's territorial waters, resulting in the identified deficiency.

2.2 Applying the Flexible Use of Airspace (FUA) concept, India replaced VAR 44-A with Temporary Reserved Areas TRA509A, TRA509B and TRA509C, retaining operational capability while ensuring ICAO compliance.

2.3 The revised structure enables uninterrupted availability of ATS Route N563 above FL270 for civil traffic while supporting military operations.

2.4 The proposal was finalized through consultations with the Indian Navy and relevant AAI stakeholders, followed by a formal safety assessment process.

2.5 The revised airspace received approvals from the Ministry of Civil Aviation of India and the regulator, the Director General of Civil Aviation (DGCA). The revised airspace has been promulgated through AIP Supplement No. 84/2026, effective 11th June 2026.

2.6 Restricted Area VAR 44-A has been permanently withdrawn through NOTAM G0630/26, with effect from 11 June 2026.

2.7 The airspace configuration that gave rise to the APANPIRG deficiency no longer exists. India, therefore, requests ICAO APAC to consider removal of the corresponding ANS Deficiency against India, from the APANPIRG Deficiencies List.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) determine whether to recommend to APANPIRG that the ANS deficiency be removed; and
- c) discuss any relevant matters as appropriate.

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