BOBTFRG TASK LIST

(Last updated BOBTFRG/7)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE 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~~ ~~BOBTFRG/7~~ BOBTFRG/8	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. BOBTFRG/7 Report re: 4.12: India plans to remove FLAS first in the Bay of Bengal/Kolkata oceanic area and then to consider removal in Chennai FIR, in coordination with Mumbai FIR.
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~~ ~~BOBTFRG/6~~ ~~BOBTFRG/7~~ BOBTFRG/8	All BOBTFRG States	Open	Bangkok – Kuala Lumpur ACCs: Yes Bangkok – Yangon ACCs: Yes Jakarta – Kuala Lumpur ACCs: Yes Dhaka – Kolkata ACCs: expected in ~~2025~~ 2026. Dhaka – Yangon ACCs: expected in ~~2025~~ 2026. 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) India – Myanmar ?

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~~ Until when?	All States	Open	**Ref to the BOBTFRG/7 Final Report (WP05):** 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. Indonesia and Malaysia: 20 NM longitudinal spacing implemented at the following TOC points: GOTLA, PUGER and SALAX. Malaysia and Thailand: ~~30 NM~~ 20NM longitudinal spacing implemented at the TOC points between Bangkok and Kuala Lumpur FIRs. (Specific routes were not detailed in the discussion and should be confirmed from LOAs and safety cases.) Myanmar and Thailand: 30 NM/20 NM longitudinal surveillance spacing implemented at the following TOC points; LUDVI, BETNO, NURDA, PUMOR, TANEK and AKATO. Myanmar and Thailand have already implemented 20NM surveillance-based separation to be used for the A/C landing in Myanmar. Among India, Myanmar, and Bangladesh (ATS route A201): 50 NM separation ~~(10 mins being used now)~~ India and Sri Lanka: 50 NM separation ~~(time-based separation being used now)~~ Sri Lanka stated that it is willing to move to 20 NM longitudinal separation with India in the future

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					following the completion of assessments and coordination with India. India – Malaysia: SOP has already been signed between Malaysia and India for the trial implementation of 30 NM longitudinal separation (PBCS-based).
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**~~ **2027 (BOBTFRG/9)**	Afghanistan, Bangladesh, India, 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. **Ref to the BOBTFRG/7 Final Report (WP05):** ~~To be reviewed in tandem with the Modernization Project of CNS-ATM System of Bangladesh~~. Bangladesh revealed the ATM automation system is expected to be implemented on Q1 2026.
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 – *Regional Supplementary Procedures*.	~~SAIOSEACG/1~~ States (TF) report to ~~SAIOSEACG/2~~ ~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	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 LoA in 2021. The new LOA is under review and will be signed in 2026. 50 NM longitudinal spacing implemented. BOBTFRG/3 Report re: IP/03. Ref. BOBTFRG/4 WP09

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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/1~~ States (TF) report to ~~SAIOSEACG/2~~ ~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	States, IATA	Open	BOBTFRG/3 Report re: WP/08. No discussion at the SAIOSEACG/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~~ ~~SAIOSEACG/2~~ ~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	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)~~ SAIOSEACG/5 or BOBTFRG/8	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)~~ BOBTFRG/8		Open	**Coordinate with the ATFM/SG** Refer to the BOBTFRG/7 Final Report (item 3.45): Meeting agreed with India's suggestion to keep pending until further guidance from the ATFM Steering-Group (ATFM/SG). India will provide an update at the next SAIOSEACG/5 meeting and by email
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)~~ SAIOSEACG/5		Open	

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2/17	Make recommendations to ~~SAIOACG~~ SAIOSEACG on the future status of the BOBCAT tool	~~To be determined 2025 (SAIOSEACG/4)~~ SAIOSEACG/5		Open	
3/4	Analysis on fleet equipage in ADS-C/CPDLC, RNP 10, RNP 4/RNP 2, and RCP 240 RSP 180 (continental and oceanic)	~~SAIOSEACG/1 States (TF) report to SAIOSEACG/2 BOBTFRG/6 BOBTFRG/7~~ BOBTFRG/8	All States in BOB area	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/1 States (TF) report to SAIOSEACG/2 SAIOSEACG/3 SAIOSEACG/4~~ SAIOSEACG/5	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 in the FLAS for ATS Routes L301, L524, M506, N895	~~BOBTFRG/5 and SAIOSEACG/2~~ SAIOSEACG/5 or BOBTFRG/8	India, Thailand, Myanmar, IATA	~~Open~~ Long term project	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~~

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5/1	India and Malaysia to report on the progress of the implementation of the 30NM separation on Route N571.	~~SAIOSEACG/3~~ SAIOSEACG/5	India, Malaysia	Open	BOBTFRG/5 Report re: WP/04 Note: The CRA issue is under negotiation. BOBTFRG/7 Report re: WP/05 Malaysia is actively engaging with CRA Boeing through the FIT-ASIA platform.
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~~ SAIOSEACG/5	**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~~ SAIOSEACG/5	Bangladesh, India	Open	BOBTFRG/5 Report re: WP/05 Bangladesh & India: The safety assessment has been completed, and LOA meeting to be conducted by 2Q 2026.
~~5/4~~	~~Investigate for the detailed traffic and equipage data to support the implementation of PBCS.~~	~~SAIOSEACG/3~~ ~~BOBTFRG/6~~ SAIOSEACG/5	~~IATA, MAAR, BOB States~~	~~Open~~	~~BOBTFRG/5 Report re: IP/02~~ This action item need to be erased due to duplicated action item 3/4.
~~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~~ Refer to the Workshop of FRA Implementation in APAC (in Nov 2024)
7/1	Regarding ATS route BOB 03, to prepare an implementation timeline between Thailand and Myanmar.	SAIOSEACG/5	Thailand and Myanmar	Open	BOBTFRG/7 Report re: WP/06 (item 4.5) Thailand stated that, if Myanmar clarifies its position on the proposal, the two States will prepare an implementation timeline and report the outcome to a future regional meeting, such as SAIOSEACG/5.

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7/2	India and Myanmar may temporarily impose FLAS by mutual agreement to maintain safety whenever communication link between Yangon and Kolkata FIR is not available.	SAIOSEACG/5	India	Open	BOBTFRG/7 Report re: WP/07 (item 4.17) India stated that it is otherwise allocating flight levels normally and intends to progressively withdraw FLAS, and it committed to inform ICAO through papers when changes are implemented.

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