



*International Civil Aviation Organization*

**The Sixth Meeting of the APANPIRG ATM Sub-Group  
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

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**Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)**

**CIVIL/MILITARY COOPERATION IN REGIONAL ATS ROUTE DEVELOPMENT**

(Presented by India)

**SUMMARY**

This paper presents the successful implementation of ATS Route listed in ICAO Route Catalogue through Civil/Military cooperation

**1. INTRODUCTION**

1.1 In 2013 IATA proposed an International ATS Route between Ahmedabad in India and waypoint RASKI at Mumbai – Muscat FIR boundary, which was listed in APAC ATS Route catalogue as IND 10. This paper describes the successful implementation of the Route by India through effective civil/military cooperation.

**2. DISCUSSION**

2.1 IATA in its proposal for an ATS Route between Ahmedabad and RASKI had stated the possible benefit as below:

| Mileage | Time | Fuel   | CO2     |
|---------|------|--------|---------|
| 80NM    | 9min | 765 Kg | 2409 kg |

2.2 The proposed Route is through Military Flying Areas extensively used for both day and night flying. The airspace is shared by multiple Military units and concurrence of all the units was necessary for its implementation.

2.3 India implemented Flexible Use of Airspace (FUA) in 2013 and the forum of Civil Military negotiation was used to pursue the proposal. Training of Civil and Military controllers and active participation by senior military officers in the concepts of FUA helped in a more informed level of discussions in pursuing the proposal.

2.4 Considering the use of the airspace by the military and its location, it was agreed that the Route will be implemented as Conditional Route (CDR 2). CDR 2 routes are ATS Routes that are flight plannable as and when notified for use. The availability of CDR 2 routes is published through NOTAM or through Airspace Use Plan (AUP).

2.5 PfA to Basic Air Navigation Plan (BANP) was submitted by India to ICAO on 27<sup>th</sup> March, 2017 and ICAO approval was received on 27<sup>th</sup> November, 2017. AIP Supplement on the ATS Route L639 [CDR 2] was issued on 07<sup>th</sup> December 2017 to be effective from 1<sup>st</sup> February 2018.

2.6 Although there were initial blockers in implementation, the route is now being made available on every possible opportunity. The concept of FUA was further extended on 03<sup>rd</sup> June, 2018 when there was airspace closure in Bay of Bengal for testing of Experimental Flight Vehicle. AAI requested Indian Military for making ATS Route L639 available so as to give a shorter alternate routing for aircraft avoiding the Danger Area. Indian Military agreed to the proposal by rescheduling their flying and the route was made available.

2.7 In June 2018, the route was made available on 12 occasions for a total of 27.15 hrs and a total of 181 aircraft had used the route. An airline operating from Ahmedabad using the Route had stated that the benefit of the route could be about USD 771/- per flight. The saving achieved in the month of June 2018 by implementing L639 is summarized below:

| <b>Distance<br/>NM</b> | <b>Time<br/>Minutes</b> | <b>Fuel<br/>KGs</b> | <b>CO2<br/>KGs</b> | <b>Cost<br/>USD</b> |
|------------------------|-------------------------|---------------------|--------------------|---------------------|
| 14480                  | 1629                    | 138465              | 436029             | <b>139,551/-</b>    |

Benefit of ATS Route L639 for the month of June 2018

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the civil/military cooperation achieved in this example;
- c) note that ATS Route proposal IND 10 in the ICAO Asia/Pacific Route Catalogue may be updated; and
- d) discuss any relevant matters as appropriate.

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