



International Civil Aviation Organization

The Combined Sixth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/6) and the Third Meeting of the FANS Implementation Team, South- East Asia (FIT-SEA/3)

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FLIMSY No. 1

(Presented by IATA)

1 The Area of Concern

- 1.1 Dhaka FIR is surrounded by Kolkatta FIR, except for a short segment in the west which shares a common boundary with Myanmar FIR for about 75 nautical miles. (Please refer to attachment). Four international routes traverse the FIR, namely L507, B465/A599, G463 and A201. They are aligned generally in an east-west direction. Except for G463, flights on all the other routes through Dhaka FIR have to pass through Kolkatta FIR twice. For two of the routes (B465 and A599) on the eastbound leg, they enter Kolkatta FIR for the second time for a distance of less than 30 nautical miles or about 4 minutes of flying time before entering Yangon FIR. For the other two routes (A201 and L507), they re-enter Kolkatta FIR and remain for 125 and 98 nautical miles respectively. In the worst case scenario, an aircraft could fly through 4 FIRs within 27 minutes, or 215 nautical miles.

2 Pilot and ATC Operational procedures

- 2.1 The Jeppesen charts for the area have a note for waypoint CHILA (in Kolkatta FIR) indicating that **“westbound aircraft have to contact Kolkatta and Yangon ATC at Lashio VOR/NDB and Dhaka ATC 10 minutes prior ETA Chila Int. Eastbound aircraft have to contact Dhaka, Kolkatta and Yangon ATC at Lashio VOR/NDB”**.
- 2.2 The Bangladesh AIP states that for A599 **“all aircraft are to make simultaneous broadcast east of Lashio position to Calcutta and Yangon”**.
- 2.3 The Indian AIP, however, states for A599 that **“in Indian airspace eastbound flights must report position Chila and westbound flights position Lashio to Calcutta and Dhaka”**.
- 2.4 Doc 4444 Para 10.4.2.4.1 requires that **“where non-radar separation minima are being applied, the transfer of air-ground communications of an aircraft from the transferring to the accepting ATC unit shall be made five minutes before the time at which the aircraft is estimated to reach the common control area boundary, unless otherwise agreed between the two ATC units concerned.”**

3 Request to regularize

- 3.1 If the requirement by ATS is for pilots to contact the ACC for the FIR it is intending to enter 10 minutes before entry, a pilot operating an westbound flight on A599 could potentially have to be in contact with Yangon, and be in contact with Kolkatta and Dhaka at the same time, as the flying time in Kolkatta FIR would only be 4 minutes at most. Conversely, an eastbound

flight on the same route would be required to be in contact with Dhaka, Kolkatta and Yangon ACC simultaneously in order to fulfill such a requirement. This is by itself onerous enough. However, this is exacerbated by the fact that both air/ground and ground/ground communications are at best patchy and it requires a fairly big effort on the part of pilots at times to establish contact with just one agency. Add to this a transition requirement from CVSM to RVSM levels and vice versa between Lashio and Linso, and it is clear that cockpit workload is extremely high.

- 3.2 IATA requests that the current procedures and practices be reviewed and streamlined, taking into consideration the cockpit workload, and the current air/ground and ground/ground communications difficulties. In conducting the review, IATA also requests that due cognizance be given to Doc 4444 requirements as stated in para 10.4.2.4.5 which reads as follows: **“In cases where a portion of a control area is so situated that the time taken by aircraft to traverse it is of a limited duration, agreement should be reached to provide for direct transfer of communication between the units responsible for the adjacent control areas, provided that the intermediate unit is fully informed of such traffic. The intermediate unit shall retain full responsibility for coordination and for ensuring that separation is maintained between all traffic within its area of responsibility.”**

