



International Civil Aviation Organization

**The Special Coordination Meeting for the Bay of Bengal area (SCM/BOB)
and The Sixteenth Meeting of the Bay of Bengal ATS Coordination Group
(BBACG/16)**

Bangkok, Thailand, 31 January – 4 February 2005

Agenda Item 3: Review current operations across the Bay of Bengal and identify problem areas

BAY OF BENGAL SPECIAL IMPLEMENTATION PROJECT

(Presented by the Secretariat)

SUMMARY

This paper presents a summary of activities undertaken to date under the terms of the Bay of Bengal Special Implementation Project (BOB-SIP). As final SIP reports are still being compiled, final outcomes can not yet be reported. The BOB-SIP activities involved experts from the ATM and CNS disciplines visiting 8 ACCs in 7 States of the Bay of Bengal area during November/December 2004 in order to study and evaluate ATS coordination practices and procedures, including the effectiveness of point-to-point and air-ground communications.

1. INTRODUCTION

1.1 Special Implementation Projects (SIPs) are established under a special budget of the ICAO Assembly and are designed to assist States in overcoming problems of implementation, which may have significant adverse effects on the safety, regularity, or efficiency of international civil aviation.

1.2 The Bay of Bengal area is one of the most important areas in the Asia/Pacific region, with many international aircraft operating through this airspace, in particular between Asia and Europe. The management of air traffic is complicated by the number of separate FIRs involved, with consequent complex coordination and ATS requirements. The area also routinely experiences significant adverse weather conditions.

1.3 Notwithstanding recent enhancements to air traffic services in the area, including EMARSSH and RVSM implementations, it was apparent that, in recognition of the observed and forecast increases in air traffic volumes, additional initiatives were required to satisfy international operational needs. In addition, ongoing restrictions in and around Afghanistan airspace posed issues which needed to be addressed from an enroute ATM perspective.

2. DISCUSSION

2.1 The Asia/Pacific Regional Office, recognizing the significant airspace changes that have occurred in the Bay of Bengal area in recent times, successfully obtained approval from the ICAO Council to implement a SIP in the Bay of Bengal area during 2004. The SIP objective was to provide assistance to States in the Bay of Bengal Area in harmonizing and enhancing their ATS

capabilities to satisfy ATM, AIS and MET provisions, through improvements to aeronautical communications, the identification of problems and suitable solutions, and the sub regional harmonization of ATS procedures.

2.2 As the SIP objectives covered aspects of both ATM and CNS, the SIP team comprised one expert from ATM and one expert from CNS. Mission travel was undertaken over a four week period in November/December 2004. The SIP team visited 8 ACCs in 7 States in the Bay of Bengal area, in order to inspect the ATS and CNS facilities. The SIP experts also met with officials from regulators and ATS providers in the States visited, in order to exchange SIP related information. The States and ACCs visited by the SIP team were:

- a) Bangladesh (Dhaka),
- b) India (Chennai and Kolkata),
- c) Malaysia (Kuala Lumpur),
- d) Myanmar (Yangon),
- e) Singapore,
- f) Sri Lanka (Colombo), and
- g) Thailand (Bangkok)

Terms of Reference

2.3 Terms of Reference for the SIP were formulated as follows:

- a) Establish an effective Air Traffic Flow Management (ATFM) system across the Bay of Bengal, especially for westbound departures during the busy night-time period;
- b) Enhance ATS direct speech circuits to meet the operational requirements and improvement of ground/ground communications to satisfy ATM, AIS and MET requirement;
- c) Ensure harmonization of ATS procedures between States concerned;
- d) States to institute a safety management system, including on-going safety assessments and safety monitoring to cater for new CNS/ATM systems and introduction of reduced separation minima;
- e) Improve the quality and coverage of VHF communication and quality and reliability of the High Frequency (HF) air-ground communications at each station of Bay of Bengal area; and
- f) Introduce ADS/CPDLC procedures across the oceanic airspace of the Bay of Bengal and possibly the Arabian Sea.

SIP Outcomes

2.4 Respective draft Country reports, including appropriate recommendations, have been prepared by the SIP team and are currently being circulated to the States involved for comment and finalization. As each Country report is confined to the specific State that is the subject of the report, a consolidated general SIP report will be prepared for wider circulation.

2.5 In general terms, the reports provide identification of specific problems with discussion and proposals to address the problems identified. In many instances, individual recommendations have been formulated to assist States to focus on particular issues. The States involved are, in principle, committed to taking actions on SIP recommendations.

2.6 In addition to State specific items, the SIP reports address issues under the following common sub headings:

- a) Air Traffic Flow Management (AFTM) issues,
- b) ADS/CPDLC issues,
- c) Airspace Safety Services in the Asia region,
- d) ATS Coordination with Adjacent ACCs,
- e) Airspace Classification,
- f) Air Traffic growth and proposed Upper International Airspace Management within the Bay of Bengal,
- g) Aeronautical Fixed Service – AFTN,
- h) Aeronautical Fixed Service – ATS Direct Speech Circuits, and
- i) Aeronautical Mobile Service – HF and VHF.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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