



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 2: Air Traffic Flow Management System

**AIR TRAFFIC FLOW MANAGEMENT
IN THE BAY OF BENGAL AND BEYOND**

(Presented by the Secretariat)

SUMMARY

This paper summarizes the recent discussions in regard to the problems surrounding the implementation of effective air traffic flow management in the Bay of Bengal and Beyond area. The paper notes that benefits may be derived from automated ATFM systems and discusses the formation of a suitable Task Force to effectively progress the implementation of a regional air traffic flow management plan.

1. INTRODUCTION

1.1 Recent meetings of APANPIRG, the BBACG and the RVSM/TF have all recognized the need to improve the overall management of traffic flows in the Bay of Bengal and Beyond area. In particular, difficulties were being experienced by both air traffic control and airlines with the westbound traffic flows to Europe through Afghanistan airspace. Improvements in traffic flows require the implementation of an appropriate regional air traffic flow management (ATFM) plan and the simplification of ATC coordination arrangements.

1.2 The APANPIRG/15 meeting (August 2004) had noted the considerable efforts being made by States to collaborate together and with IATA and the airlines to improve the ATFM over the Bay of Bengal and Beyond area. It was recognized that considerable constraints on the airspace were beyond the control of the States concerned. However, the APANPIRG/15 meeting encouraged all parties to continue their efforts and to take into account the benefits to be derived from ATM automated systems.

2. DISCUSSION

2.1 During the BBACG/15 meeting (September 2004) IATA had presented a brief summary of two automated flow management systems, the *Dynamic Ocean Track System Plus (DOTS+)* used by the FAA and the *SKYFLOW* system used by Airservices Australia. The BBACG/15 meeting had agreed that further work should be undertaken with a view to formulating a regional ATFM plan as soon as practicable, and agreed that the material presented by IATA utilizing automated flow management applications warranted further study. Accordingly, the Regional Office had invited representatives from the FAA and Airservices Australia to provide technical presentations to the RVSM/TF/24 meeting regarding the two systems referred to above.

2.2 During the RVSM/TF/24 meeting (November 2004) extensive discussion took place regarding aspects of air traffic flow management. During the meeting, a representative from the FAA briefed the meeting regarding the *DOTS+* automated flow management system. *DOTS+* and its Online Track Advisory service has been in operational use in the United States for more than 10 years and reportedly could be readily modified to manage the westbound departures across the Bay of Bengal.

2.3 Airservices Australia gave a presentation to RVSM/TF/24 regarding general flow control techniques and their Central Traffic Management System (CTMS) that was being used to manage traffic into Sydney, using software called *SKYFLOW* developed in-house by Airservices Australia. The meeting was informed that although this system could be modified to manage departures that operate across the Bay of Bengal and Beyond area, pursuant to a business decision taken in recent weeks, Airservices Australia had elected to remove the *CTMS/SKYFLOW* system from further consideration as an alternative ATFM system tool for deployment in the Bay of Bengal and Beyond area.

2.4 Arising from the technical presentations and subsequent discussion, the RVSM/TF/24 meeting agreed that a Special Coordination Meeting (SCM) should be convened to study the matter in greater detail, taking into account current operational requirements and future increases in traffic flows. In addition, the meeting considered that an operational trial should be conducted to enable the States concerned to assess the effectiveness of any automated ATFM system selected and the corresponding ATFM plan.

2.5 The RVSM/TF/24 meeting agreed that consideration should be given to setting up a Task Force under the ATM/AIS/SAR/SG, as this would facilitate broader consideration under the purview of APANPIRG. To this end, the RVSM/TF/24 meeting agreed that the SCM should report its findings and recommendations to the next ATM/AIS/SAR Sub-Group meeting (25-29 July 2005) for endorsement by APANPIRG/16.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the history in relation to the difficulties of effective ATFM in the Bay of Bengal and Beyond area;
- b) derive solutions to the ATFM difficulties which recognise the forecast increases in traffic levels, including the establishment of a suitable task force, formulation of an appropriate regional ATFM plan, incorporation of appropriate ATS procedures and the implementation of an operational trial using automated ATFM systems; and
- c) formulate an appropriate specific action plan, with associated recommendations and timelines, for consideration by the ATM/AIS/SAR/SG and APANPIRG.

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