

INTERNATIONAL CIVIL AVIATION ORGANIZATION  
ASIA AND PACIFIC OFFICE



**REPORT OF THE FIFTH MEETING OF THE AIR TRAFFIC FLOW MANAGEMENT TASK  
FORCE (ATFM/TF/5) AND THE SEVENTEENTH MEETING OF THE BAY OF BENGAL  
ATS COORDINATION GROUP (BBACG/17)**

Bangkok, Thailand, 16 to 20 January 2006

The views expressed in this Report should be taken as those of the  
Meeting and not of the Organization

Approved by the Meeting  
and Published by the ICAO Asia and Pacific Regional Office

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## **PART I – HISTORY OF THE MEETING**

### **1. Introduction**

1.1 The Fifth Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/5) and the Seventeenth Meeting of the Bay of Bengal ATS Coordination Group (BBACG/17) were held consecutively at the Kotaite Wing, ICAO Asia and Pacific Regional Office, Bangkok, Thailand. The ATFM/TF/5 was held between 16 and 17 January 2006 and the BBACG/17 meeting was held from 18 to 20 January 2006.

### **2. Attendance**

2.1 The meeting was attended by participants from Australia, Bangladesh, India, Indonesia, Malaysia, Singapore, Sri Lanka, Thailand, and IATA. A list of participants is at **Attachment 1**.

### **3. Officers and Secretariat**

3.1 Mr. Ron Rigney, ATM International Liaison Manager, Airservices Australia, acted as Chairperson for the ATFM/TF and presided over the ATFM/TF meeting throughout its duration.

3.2 Mr. Andrew H. Tiede, Regional Officer ATM from the ICAO Asia and Pacific Regional Office, acted as the Moderator and Secretary for the ATFM/TF/5 and BBACG/17 meetings.

### **4. Opening of the Meeting**

4.1 Mr. Andrew Tiede, on behalf of Mr. Lalit B. Shah, Regional Director, ICAO Asia and Pacific Regional Office welcomed the participants to Bangkok. Mr. Tiede updated the meeting with the outcomes of the previous BBACG meeting that had been held a year ago and the outcomes of the last ATFM/TF meeting 2 months previously. He noted the significant work that had been completed by both the BBACG and the ATFM/TF, but highlighted that there was still much to be done, particularly in relation to commencing an ATFM operational trial in the Bay of Bengal.

4.2 In his address Mr. Ron Rigney welcomed the participants to the fifth meeting of the ATFM/TF and acknowledged the work that had been undertaken in recent weeks in regard to the conduct of a BOBCAT paper trial exercise during December 2005. In outlining the matters for consideration by the Task Force over the next two days, Mr. Rigney reminded the meeting that the activities of the Task Force would need to be summarized and presented to the Bay of Bengal ATS Coordination Group meeting.

4.3 In conclusion, Mr. Rigney urged all participants to actively participate in the discussions during the week, so that every opportunity was given to the successful development of BOBCAT and the eventual implementation of an ATFM system for the Bay of Bengal.

### **5. Documentation and Working Language**

5.1 The working language of the meeting and the language for all documentation were in English. Eleven (11) Working Papers and one (1) Information Paper were presented to the ATFM/TF/5

meeting and sixteen (16) Working Papers and eight (8) Information Papers were presented to the BBACG/17 meeting. The list of papers is shown at **Attachment 2**.

**ATFM/TF/5**

## **REPORT OF THE ATFM/TF/5 MEETING**

### **Agenda Item 1: Adoption of Agenda**

1.1 The meeting adopted the following Agenda for the meeting:

Agenda Item 1: Adoption of Agenda

Agenda Item 2: Review Outcomes of BOBCAT Paper Trials

Agenda Item 3: Flow Management Handbook

Agenda Item 4: Safety Assessment

Agenda Item 5: Operational Trial Arrangements

Agenda Item 6: Review and Update ATFM/TF Task List

Agenda Item 7: Any other business

### **Agenda Item 2: Review Outcomes of BOBCAT Paper Trials**

2.1 The meeting recalled, in requesting Thailand to develop their automated flow system, the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) to the stage of an ATFM operational trial, that the Task Force had agreed that the capabilities of BOBCAT should be demonstrated via a series of desktop or paper trial simulations, prior to implementing an operational trial.

2.2 Two BOBCAT paper trials had been conducted utilizing the traffic data submitted by operators from 5 – 7 and 19 October 2005 respectively. Although some aspects of BOBCAT capability were able to be demonstrated during these paper trials, some problems were experienced and a minimum number of appropriate scenarios were completed in the time allocated.

2.3 In noting the results of the paper trials, ATFM/TF/4 (November 2005) agreed that further paper trials utilizing the data collection for 7 day period during December 2005 would be of assistance in demonstrating the capabilities of BOBCAT, as well as providing some training benefit to affected airlines.

2.4 Accordingly, arrangements were made for additional paper trials to be conducted from 17 – 22 December 2005. A set of procedures (**Appendix A** refers) for the paper trial was coordinated, developed and finalized between IATA and Thailand for distribution to airlines concerned.

#### **Results of the Paper Trial - BOBCAT Development Team**

2.5 A general summary of the outcomes of the paper trial is contained in the presentation by Thailand included as **Appendix B**, in addition to the following:

2.6 In conducting the trials, some difficulties were experienced in respect of data submission by airlines, with the trial procedures not correctly followed in some instances. Two airlines with an average combined total of 4-5 aircraft per night did not submit any data during the period of the paper trials. Low data input rates and late lodgment of data led to delays in establishing reliable data sets and consequent delays in distributing the results of the trials to airlines and affected States for review.

2.7 Also, although the paper trial procedures requested that aircraft submit one slot request plus at least two alternative options, this was not always complied with. This had contributed to circumstances where an aircraft submitting only a single option was not allocated a slot. In this circumstance during the operational trial, the flight would need to select a slot from slots remaining after the slot allocation phase had occurred. The meeting recognized that, on most occasions, the more options operators submitted the better chance the aircraft had of obtaining a slot in the initial allocation.

2.8 Submitted aircraft requests ranged from 37 flights for 17 December to 47 flights on the last day of the paper trial on 22 December 2005. An analysis of data where LLK and KKJ were not included in the programme indicated that common reasons for no slot allocation to an aircraft fell into the following categories:

- a) Some aircraft used the same level for the initial waypoints e.g. TAVUN/IKULA at FL320 rather than mix their levels e.g. FL320/280. If a slot was not available at FL320 on both of these routes for the period of their MAD, the computer went no further and no slot was given. This would also be the case regarding aircraft out of Bangkok regarding initial waypoints LIMLA/BETNO;
- b) Some aircraft only planned on one route at two different levels with a relatively small MAD factor e.g. 10-20 minutes;
- c) Not all known data was obtained from aircraft departing from Indian and Pakistan airports. The meeting recalled that prior agreement had been reached whereby these aircraft would be given priority to enter the Kabul FIR at FL280, whereas aircraft departing from airports east of this area would have priority for FL310 and above. There were occasions where aircraft from India/Pakistan did not include FL280 in their slot requests which may have resulted in missing a slot;
- d) In regard to c) above, there was little use of FL280 for entry into the Kabul FIR by any aircraft. This effectively causes a loss of slots on A466, N644 and L750. Consideration should be given by airlines in adding this flight level profile to their options for the small time interval required to transit the Kabul FIR.
- e) The Maximum Acceptable Delay (MAD) factor may require further scrutiny and judicious use by airline dispatchers. As an example, it should be recognized that to use a MAD factor less than MAD 15 means that the requested profile has no leeway in that choice if BOBCAT selects another aircraft.
- f) The most preferred routes requested transit over DI (N644 and A466). This position has a loading of over 50% of traffic through the Kabul FIR during the designated period of 2000/2400UTC. It is suggested that more slot request options should be considered if airlines are required to proceed via DI, including the use of FL280 from DI onwards or alternatively, include other routings in their slot requests.
- g) The period 2100 to 2300 UTC is the most congested period through the Kabul FIR. As an example, on 22 December, the last day of the paper trial, 43 out of 47 aircraft who submitted requests planned to enter the Kabul FIR between this period, a total of 82% of the aircraft that night. Apart from one aircraft who planned at FL390 and four aircraft at FL280, 38 aircraft planned at FL310 or 350 on the four routes available.

2.9 The meeting noted that in theory, using FL280 to 350 on A466, N644, and L750, plus FL310 and 350 on G792/V390, there was a total of 176 available slots from 2000 to 2400UTC transiting the Kabul FIR.

2.10 Notwithstanding the number of “no slots allocated” which resulted from this paper trial, the meeting was informed that this was clearly not the end to the overall result. Airline dispatchers would have the opportunity to observe the results when published by BOBCAT, and select a slot from the numerous vacancies that would be available.

2.11 The meeting also noted that the slot requests for a particular flight could be saved on to the BOBCAT system via a designated template, which could be used or amended for future day’s flights. Once saved as a template, operators could recall and use the information, which would save substantial time and manpower for lodging future slot requests. Suggested procedures on this subject along with other complementary material would be incorporated into the BOBCAT Operational Handbook.

2.12 Data provided to the meeting by Thailand as a result of the 6-day period of the December paper trial had been included as **Appendices C through H**. The volume and complexity of the data did not lend itself to a substantive review during the meeting. Although there were many good reasons for the late availability of the data, the meeting acknowledged that in order to enable a proper review of the data and provide useful feedback to Thailand, more time was required for participants to study the data.

#### **Results of the Paper Trial – Malaysia**

2.13 Despite the limited time available to review the data, Malaysia had undertaken some initial analysis of the paper trial data (**Appendix I** refers), raising a number of specific matters for the attention of Thailand. Malaysia had particular concerns in relation to the non allocation of slots when a slot was apparently available. Thailand would review the issues raised as soon as possible and provide feedback directly to Malaysia, as well as to the Task Force at its next meeting.

#### **Results of the Paper Trial - Singapore**

2.14 Singapore provided feedback on the results of some of their preliminary analysis of BOBCAT paper trial data, noting that review of the early paper trials by the ATFM TF 4 meeting had highlighted some issues, including:

- (a) available slots were not assigned;
- (b) flights were missing from the system although slot requests were submitted;
- (c) excessive longitudinal separation was applied between flights;
- (d) the purpose of the intermediate way-points;

2.15 Resulting from the December paper trials, Singapore requested that Thailand address the following in their development of BOBCAT:

- (a) An explanation of the applicable algorithm used in the slot allocation process;
- (b) An explanation of how the separation is applied.
- (c) The purpose of WP1 in the system and how it affects the slot allocation process

- (d) Clarification of how Thailand team intended to address the issue of the large percentage of flights not allocated slots and reduced capacity because of lost slots.

### **Results of the Paper Trial - IATA**

2.16 Despite the limited time available to review the data, IATA had conducted some preliminary analysis (see **Appendix J**), raising a number of specific issues for the attention of Thailand. Thailand would review the issues raised as soon as possible and provide feedback directly to IATA, as well as to the Task Force at its next meeting.

2.17 IATA strongly re-iterated that they had only the one overriding issue, which was to adequately address the congested flow of traffic through the Kabul FIR during the busy night time period. Consequently, in addition to the specific issues referred to above, IATA had undertaken some broad analysis of the paper trial results and BOBCAT issues in general, raising the following matters for consideration by the Task Force and THAILAND. In raising these matters, IATA highlighted that the analysis had been undertaken on the preliminary data sets released by Thailand and anticipated that some of the issues raised would have been corrected in later data sets.

#### Incomplete data

2.18 Not all operators participated in the paper trials despite all efforts. Although the participation rate by airlines exceeded 75 percent, some operators had submitted data only after the trial dates. As such, the trial data was not as complete as it should have been and the results might not be truly representative of an actual scenario. Clearly, there was a need to involve the operators who have not participated in the trial for obvious reasons. Also, a number of the operators included in the data provided by India at Appendix D of BBACG/17 Report had not been included in the paper trial data set. The meeting encouraged Thailand to build a synthetic data set by combining available data sets and inserting dummy data in order to fully test BOBCAT parameters.

#### High number of flights not allocated slots

2.19 Based on the participation, 20 % of the flights routinely do not get slots even though the slot requests indicate up to 30 minutes of Maximum Acceptable Delay (MAD). Initial analysis suggests that some of them should have been allocated slots. The non-availability during the trial of the listing of unallocated slots meant that there was no capability to review remaining available slots.

#### Slot allocation parameters

2.20 Many issues relating to the allocation of slots require clarification. Some of these are listed below: (The analysis done is only on the data set for “KKJ/LLK excluded” as the other scenarios are not as relevant. The analysis is based on IATA assumptions as to what the ATFM system has been designed to do.)

- a) Flights operating outside the system range of the Kabul slot allocation hours (2000-2400UTC) were allocated slots. For example, a flight crossing ROSIE at 0042 and RANAH at 0130 was allocated a slot.
- b) The issue of priority for allocation of slots is a major concern. For competing flights with identical ETO and levels from same airport, which flight is accorded priority? And if they are from different airports?

- c) It was observed that there were flights for which slots appeared to be available but were not allocated.
- d) What is the effect of LIMLA/TAVUN/BETNO/IKULA and VPL in slot allocation? How is this aligned with current ATC procedures? For example, how does Bangkok ATC dispatch flights on P646 via LIMLA and L507 via BETNO concurrently? Do they provide longitudinal separation based on what is indicated in the FPL for the location or do they provide vertical separation? Does BOBCAT also do likewise or does it attempt to provide separation between flights at BETNO and at LIMLA? Similarly for other waypoints like TAVUN/IKULA and VPL.
- e) During the ATFM TF 4 meeting, IATA had asked that available but unallocated slots be made accessible to both users and ATC so that they could choose a slot which best suited operators needs following their unsuccessful attempts to obtain slots by the cut-off time. This was not made available at the trials.

#### Delay situation

2.21 It was not clear if the delay situation under an ATFM system, as depicted in the trial data, was an improvement over the present situation which did not have the benefit of ATFM. The primary reason for developing an ATFM system for the Bay of Bengal was to regulate the flow and optimize the usage of available slots through the Kabul FIR and provide users with a transparent system with choices of levels and routes and forewarning of applicable delays. Use of the ATFM system should result in an improvement to the delay situation.

#### 5-minute Flow Buffer

2.22 Currently ATC did not provide buffers in addition to the prescribed longitudinal separation. It was understood that competing flights for Kabul slots might be from different airports and the inability of flights to meet the wheels up time (WUT) might cause a situation where the longitudinal separation might be compromised. However, for departures from the same airport the provision of a 5 minute buffer to cater for possible inability to meet the WUT might be wasteful as it amounted to a 30 percent loss of capacity. IATA requested that States re-examine this requirement to manage the flow more efficiently.

#### Standard Taxi Time

2.23 To date, the 15 minute Standard Taxi Time is a figure which had been set arbitrarily to facilitate the system development. In the light of their own practical experience and the results of the paper trial, States should now define specific taxi times for each aerodrome.

#### Security

2.24 The current set up allows a large group of airline and handling agent staff members, albeit subject to a personal authorization procedure, the ability to see flight plan details of flights including ETOs over Kabul entry points well in advance of the time flights were expected to be there. Operators view this as an added security risk and requested that a solution be found.

### Review System

2.25 Previous Task Force meetings had agreed that there would be a review group and mechanism established, with appropriate terms of reference and rules of engagement, to scrutinize all aspects of the BOBCAT system. This matter must be resolved before the system goes on operational trial so that there was assurance for all users and ATS service providers that their interests will be safeguarded.

### User interface

2.26 Users were shown a simulation of the developmental interface during ATFM/TF4. While the Excel spreadsheet method was adopted during the trial in accordance with the agreed trial procedures, a developmental interface was available and was accessed by some operators during the trial. Some operators had expressed the view that the interface was not user friendly.

### **Task Force Review of Paper Trials**

2.27 As a result of the paper trials, the meeting emphasized the need to make a number of adjustments to the BOBCAT parameters in accordance with the matters described above, including the following:

- a) system parameters to be amended so as to apply a 10 minute longitudinal separation plus a single five minute buffer **for the entire flight** to the eastern boundary of the Kabul FIR (i.e. 10+5 minutes), to be applied only as far as the Eastern boundary of Kabul FIR;
- b) a second set of paper trials be conducted using parameters so as to apply a 10 minute longitudinal separation plus a single two minute buffer **for the entire flight** to the eastern boundary of the Kabul FIR (i.e. 10+2 minutes), only as far as the Eastern side of the Kabul FIR, to enable comparison with the 10+5 parameters; and
- c) Remove Waypoint 1 and Intermediate Points.

2.28 In addition, the meeting expressed significant concerns at the difficulties in getting an accurate feeling or perception for the BOBCAT. Unlike test driving a new car, the meeting had been unable to see or interact with the end-state BOBCAT product and, as such, was unable to build confidence in the BOBCAT. The meeting expressed an urgent need for interactive access to the user interface and training material to enable them to practice on the BOBCAT.

2.29 All delegates and the Regional Office recognized the magnitude of the work that had been already undertaken by Thailand and the openness exhibited by Thailand during the meeting discussions, and commended Thailand in this respect. However, there were still many questions amongst airlines and ANSPs that needed to be answered by Thailand. The meeting recognized that Thailand would need time to consider the questions raised in order to formulate a detailed response, and offered to provide assistance as required.

2.30 In order to provide a record of the questions and their responses, the meeting requested that Thailand document each question and its respective answer and, as well as responding to the originator of the question, present this documentation to the next Task Force meeting.

2.31 The meeting also considered that a flow chart describing the operating algorithms of BOBCAT would enable participants to better understand the output from the paper trials and clarify why, in some circumstances; a flight had not been allocated a slot or had been allocated a slot behind a flight of apparently equal priority.

2.32 Thailand confirmed their cooperation and commitment to the project and would intensify efforts to ensure that as many of the matters raised by the analysis of the paper trials would be addressed as soon as possible. End-state web access via [www.bobcat.aero](http://www.bobcat.aero) would be in place from the end of January and this would facilitate user access and interaction. Thailand would also build a synthetic data set and conduct a series of paper trials incorporating the revisions to parameters agreed by the meeting.

2.33 In order to allow Task Force members to evaluate the results, the meeting considered that Thailand should:

- a) develop the BOBCAT system to an operational prototype stage, including testing in all aspects, taking into consideration the comments from the December paper trials;
- b) provide particulars on the criteria, parameters and logic being applied in the slot allocation process;
- c) ensure that all slot requests from operators were adequately catered for;
- d) publish all available slots;
- e) demonstrate that the system is ready to go on operational trial; and
- f) provide resultant data sets to the Task Force members in soft copy one week prior to the next Task Force meeting.

2.34 It was clearly evident to the meeting that success in this venture would require the continued good cooperation and assistance from all of the States and International Organizations involved. The Secretariat highlighted the need for all participants to work together in attempting to identify workable and robust solutions to the problems. It was also important that the all members of the Task Force continue working on the supplementary matters, including the Flow Handbook, AIP Supplement and Safety Assessment in order to ensure a trial could commence as soon as the BOBCAT paper trials demonstrated a suitable level of robustness.

2.35 The meeting also recognized that the flow management solution adopted must be a regional solution. Respective States had local issues in terms of the management of aerodrome traffic in some States, in comparison to exclusively enroute issues in other States. It was evident that individual circumstances of States and respective airlines would not always be fully met by the project, particularly in the first stages of the operational trial. However, adoption of a regional solution was in the best interests of the efficiency of civil aviation operations.

2.36 Nevertheless, the meeting recognized that many participants were not yet confident in the ability of BOBCAT to provide a robust service in terms of efficient flow management and anticipated that many more paper trials would be necessary to ensure that users felt comfortable with interacting with BOBCAT before an operational trial could be considered. Accordingly, the meeting agreed to defer the commencement of the trial that had been scheduled for 16 March 2005. The Special Coordination Meeting scheduled for 16 & 17 February 2006 would review the progress in respect to the additional material that had been requested from Thailand and set a further date for commencement of the trial.

2.37 The States and organizations present at the meeting, although expressing genuine concerns in respect of the matters raised above and significant disappointment and frustration at the need to again defer the commencement of the trial in order to address outstanding issues, requested Thailand to continue the development of BOBCAT.

2.38 However, the meeting noted that the implementation of the ATFM operational trial that had originally been scheduled for September 2005 had slipped to December 2005, then March 2006 and was now further deferred. The meeting considered that Thailand had been granted a reasonable opportunity to develop BOBCAT to the stage of an operational trial, however it was evident that the Task Force could not reasonably support further delays in the adoption of a flow management solution for the Bay of Bengal. The meeting requested Thailand to make their best efforts to address the issue raised by the task force, and to note the need to develop a level of confidence in the BOBCAT system. The February 2006 Task force meeting would review the matter.

### **Agenda Item 3: Flow Management Handbook**

3.1 In accordance with the provisions of ICAO Doc 4444 (PANS-ATM) Ch 3.2.1.5, ATFM/TF/1 had agreed that an ATFM Handbook should be developed as a Task List item (ID 2.2. refers). Further, the ATFM Handbook should include the operating rules and procedures, and associated guidance material for the ATFMU, ACCs and airline operators.

3.2 ATFM/TF/3 (September 2005) had reviewed the current draft of the Handbook, recognizing that a significant amount of information relating to the operation of the BOBCAT system still needed to be incorporated. Thailand updated ATFM/TF/4 in this respect, providing a list of suggested headings that were included in the draft AFTM Handbook (**Appendix K** refers).

3.3 The meeting re-confirmed that the small work group established by the Task Force, comprising the Task Force Chairman and representation from India, Thailand (THAILAND) and IATA, was an effective mechanism to progress the development of the ATFM Handbook. Although the restricted time available to the meeting meant that the draft Handbook was unable to be reviewed during ATFM/TF/5, the meeting was of the opinion that every effort should be made to prepare a final draft of the Handbook as soon as possible. This would ensure that the ATFM Handbook could be released via the BOBCAT website in sufficient time to enable wide circulation prior to the commencement of the operational trial.

3.4 In recognizing that there was an identified need amongst users of the BOBCAT for information in relation to the working of the system, including the algorithms used and how priorities were established for slot allocation, the meeting agreed that as much and as comprehensive reference material as possible should be included in the ATFM Handbook.

### **Agenda Item 4: Safety Assessment**

4.1 During ATFM/TF/3 (September 2005), the Task Force acknowledged that BOBCAT was an advisory system which did not have executive control of aircraft. Nevertheless, the meeting recognized that BOBCAT would provide scheduling information for aircraft departures and, if the system did not perform to design expectations, could exacerbate traffic congestion.

4.2 In this context, in accordance with Annex 11 and PANS ATM provisions in respect of safety management, the ATFM/TF conducted a safety assessment activity in relation to the use of BOBCAT during the operational trial. A draft safety assessment and hazard log for the BOBCAT operational trial had been prepared for review by the meeting.

4.3 As the time constraints of the meeting did not permit a full review of the draft safety documentation, the meeting agreed that, as the safety documentation was now in final draft form, participants should review the safety assessment and hazard log (**Appendices L and M** refer) prior to the next meeting. This would enable final consideration and adoption of the safety assessment during the core team meeting scheduled during February 2006. The meeting noted that no safety impediment to the conduct of the operational trial was anticipated.

### **Agenda Item 5: Operational Trial Arrangements**

#### Commencement Date of ATFM Operational Trial

5.1 In reviewing the scheduled implementation date of AIRAC 16 March 2006, the meeting recognized that additional matters had been identified that needed to be addressed by the task force and difficulties had been experienced in a number of work areas that had acted to slow the rate of progress. In addition, the limited time available to the meeting had meant that the final review and adoption of the AIP Supplement and BOBCAT safety assessment was not able to be undertaken.

5.2 Accordingly, the meeting agreed that the March 2006 implementation date be deferred until work on many of the matters could be reviewed and the level of readiness assessed accurately. The two day meeting of the Core Team scheduled for 16 and 17 February would undertake this review and establish a suitable AIRAC date for implementation of the operational trial including provision for a one week period of ghosting operations prior to the commencement of the live trial.

5.3 The commencement of the operational trial would be subject to the decision of ATFM/TF Core Team and a Special ATS Coordination Meeting of Core Team members in respect of the Go/No Go decision would be scheduled subsequent to the February Core Team meeting.

#### Update on BOBCAT Development

5.4 Thailand reported that, in addition to conducting a further Paper Trial from 17 – 22 December 2005 as agreed by the Task Force during ATFM TF/4, Thailand had continued development of BOBCAT to ensure preparedness for the ATFM operational trial.

5.5 Internal testing of the interface system had continued to evaluate airline dispatcher slot request, including a facility to submit slot requests by modifying previous slot requests saved in slot request templates. This function would enable dispatchers to save work from previous days for use in lodgment of future slot requests.

5.6 As a result of the workload associated with supporting the 17 – 22 December 2005 paper trials, work on the slot allocation result interface for airline dispatchers and ANSPs had been delayed, however was expected to be completed by the end of January 2006. Further details with respect to temporary ANSP username and passwords would be transmitted shortly to all ANSPs involved as the interface neared completion. Once testing of slot allocation result viewing commenced, comments would also be welcomed on either the BOBCAT web-board or via e-mail to Thailand.

5.7 The BOBCAT domain name registration was in final process and was expected to be available after the end of January 2006. A message would be transmitted to ICAO, ANSPs and IATA advising when this had been implemented. Use of the web site access to BOBCAT would enable airline dispatchers to become familiar with the process of inputting data directly to BOBCAT using the website [www.bobcat.aero](http://www.bobcat.aero). At this stage, further paper trials could readily be conducted and the results made available to users via the web site. Until the dedicated website [www.bobcat.aero](http://www.bobcat.aero) was available, an interim BOBCAT website was established at [bobcat.Thailand.co.th](http://bobcat.Thailand.co.th) and was available for interactive access.

#### ATFMU Update

5.8 Building renovations for the Bangkok ATFMU have been completed, including new overhead lighting, flooring material, electrical outlets, UPS power supply to all operating positions and essential facilities, and new furnishings and fittings generally. Computers and other necessary equipment had been purchased and were ready to be installed at the same time as the servers were moved into their permanent position alongside the ATFMU.

5.9 Three positions would be manned within the ATFMU from 0800 to 2400UTC, as described below. In addition a BOBCAT systems engineer would be available during the hours of operation of the ATFMU.

- a) ATFMU Manager
- b) ATFMU Planning Officer
- c) ATFMU Assistant to Planning Officer

5.10 ATFMU training documents and procedures are in final development, for completion by the end of January. Training of ATFMU Specialists would commence in the first week of February 2006 and training of operational ATS staff, including AIS officers, would occur during February/March 2006.

5.11 Telephone and facsimile numbers have been allocated, as follows:

#### Bangkok ATFMU contact numbers

Tel: +662-287-8024, +662-287-8025  
Tel/Fax: +662-287-8026  
Fax: +662-287-8027  
AFTN: VTBBZDZX

#### AIP Supplement

5.12 The Secretariat thanked India, Malaysia, Singapore, Thailand and IATA for their review of the draft AIP Supplement that had been circulated by way of a letter transmitted by the Regional Office on 8 December 2005. All comments received had been reviewed and, where possible, incorporated into an updated version of the draft AIP Supplement for review by the meeting.

5.13 The meeting recognized that the time limitations of the meeting did not permit a suitably comprehensive review of the draft AIP Supplement. However, as the AIP Supplement was now in final draft form (**Appendix N** refers), the meeting agreed that participants should review the Supplement off-line and prepare submissions for consideration by the February Core Team meeting. This would facilitate final consideration and adoption of the AIP Supplement during the core team meeting, enabling the AIP Supplement to be issued at least 2 AIRAC cycles prior to the commencement of the operational trial.

Contact with Pakistan

5.14 The meeting again noted and regretted the absence of Pakistan from this meeting, recognizing the critical role that Pakistan played in feeding traffic into the Kabul FIR. The meeting considered that Pakistan was an integral part of the flow management arrangements proposed for the operational trial and that without involvement from Pakistan the operational trial could not proceed

5.15 The Secretariat informed the meeting that in accordance with the request of ATFM/TF/5, the Secretariat had transmitted two letters (ref: T3/8.13.2-AP-ATM0469 & T3/8.13.2-ATM0470) dated 8 and 9 December respectively via the MID (Cairo) Office of ICAO to Pakistan on behalf of the Task Force. The letters provided a paper copy of the ATFM/TF/4 report for Pakistan and sought clarification of some aspects of Lahore FIR ATS traffic management to assist in establishing BOBCAT operating parameters, as well as seeking confirmation of the continued support of Pakistan for the operational trial. Unfortunately no reply had yet been received from Pakistan in these respects.

5.16 Accordingly, the meeting requested that the Regional Office again make every attempt to notify Pakistan of the progress of the ATFM/TF and seek their active involvement in the operational trial, including the publication by Pakistan of the AIP Supplement in support of the trial.

Contact with Afghanistan

5.17 In a similar vein the meeting noted and regretted the absence of Afghanistan from this meeting, as Afghanistan would also be affected by the operational trial. On 8 December 2005, the Regional Office had transmitted a letter (ref:T3/8.13.2-AP-ATM0471) including a paper copy of the ATFM/TF/4 report and requesting the continued support of Afghanistan for the conduct of the trial. The Regional Office would undertake follow up action to ensure that Afghanistan was fully aware of the trial arrangements.

Contact with Affected Parties

5.18 The meeting noted that the conduct of the trial would also require the cooperation of ATS staff and airlines from States in proximity to the Bay of Bengal, as well as States of the Bay of Bengal who had not regularly attended the ATFM/TF meetings. Accordingly, as arrangements for the trial were finalized, the Task Force would need to alert China, Indonesia, Myanmar, Philippines, Sri Lanka and Viet Nam as well as other affected parties. It was agreed that these arrangements would be considered during subsequent Task Force meetings.

Training Requirements

5.19 In the lead-up to the operational trials, developed training packages will be used which will cover interface with ATFMU and airline dispatchers as well as procedures and testing of interface communications with ANSPs.

5.20 The meeting agreed that BOBCAT training would be required for dispatchers from as many airlines as possible, and that ATS users of BOBCAT would also benefit from having access to suitable training. Thailand confirmed that they would develop a suitable computer based training (CBT) package and locate it on the BOBCAT website, to make it readily available to interested parties. The meeting requested that the CBT be made available at least six weeks prior to the commencement of the operational trial. Thailand agreed to the request.

5.21 The meeting also recognized the important role the Bay of Bengal and South Asia ATFM Handbook in providing training material for users of the system and agreed that the Handbook should include as much information as possible in respect of interactions with the system. The ATFM Handbook would be posted on the BOBCAT website prior to the commencement of the operational trial.

Assessment of operational trial performance

5.22 In considering how to measure the effectiveness of the operational trial, the meeting agreed that a 'benchmarking' exercise to establish the quantum of delays prior to the commencement of the trial would provide a reference point against which the effect of the changed procedures could be compared. The meeting considered that the week of shadow operations immediately prior to the live trial would provide a good opportunity to collect suitable data to serve as the reference point and requested that this matter be further developed during ATFM/TF/6.

5.23 It was important that the task force develop a methodology and set of objective criteria against which the trial performance could be measured, in order to facilitate objective assessment of the ATFM trial and the provision of high integrity information to enable States and users to evaluate the effectiveness of the BOBCAT system. An item was added to the task list in this respect.

India – Airspace Capacity Enhancement Initiatives

5.24 India presented an update to the meeting in respect of their initiatives to facilitate traffic flow management issues over the sub-continent. This included the expansion of the Varanasi TMA and commissioning of radar services, and the implementation of new ATS routes.

5.25 These initiatives have been described in detail in **paragraphs 3.37 to 3.42** of the BBACG/17 report.

Work Programme

5.26 The meeting agreed to the following work programme in order to ensure preparedness for the commencement of an ATFM operational trial

<b>Date</b>	<b>Activity</b>	<b>Responsible</b>	<b>Remarks</b>
16 – 17 February 2006	Special ATS Coordination meeting BOB FLOW (SCM BOB FLOW)	Task Force Core Team meeting	Finalize & adopt: <ul style="list-style-type: none"> <li>• AIP Supplement,</li> <li>• ATFM Handbook,</li> <li>• Safety Assessment,</li> </ul> Review THAILAND Paper Trial results,  Draft Trigger NOTAM;  Establish 'benchmarking' arrangements

<b>Date</b>	<b>Activity</b>	<b>Responsible</b>	<b>Remarks</b>
Late February/early March 2006	Publish AIP Supplement	India, Malaysia, Pakistan, Singapore and Thailand	Minimum 2 AIRAC cycle notification prior to trial
Early March 2006	Circulate final draft of ATFM Handbook to States & IATA for comment by end March	ATFM Handbook work group (Chairman, India, Thailand, IATA)	
April 2006	Circulate ATFM Handbook, make available on BOBCAT website	Task Force	
	SCM Core Team	ICAO & Core Team Members	Go/No Go meeting
	Issue Trigger NOTAM	India, Malaysia, Pakistan, Singapore and Thailand	
	Commence shadow/ghost of Operational Trial	All	Stage 1 – 1 week shadow/ghost;
	Commence ATFM Operational Trial	All	Stage 2 – full trial operations
	ATFM/TF/6 – Three day Trial Review Meeting	ATFM Task Force	

5.27 While establishing the work programme, the meeting considered the following matters should be urgently addressed in order of priority as listed:

- a) commission the BOBCAT website, with interactive capabilities to enable users to gain hands on experience and view the page of unallocated slots;
- b) create synthetic data set by combining the data already available and conduct additional paper trials to demonstrate the robustness of BOBCAT;
- c) provide timely reporting of the results of paper trials, including explanation as to why slots were not allocated, to affected parties in suitable time prior to Task Force meetings to allow full analysis;
- d) provide detailed explanation in simple terms (perhaps using flow diagrams) of how BOBCAT allocates slots, including explanation of algorithms adopted;
- e) progress work on Flow Handbook to enable training of Dispatchers and ANSPs to commence;

- f) issue AIP supplement at least two months in advance, preferably earlier; and
- g) make web based training available on the BOBCAT website.

**Agenda Item 6: Review and Update ATFM/TF Task List**

6.1 Time constraints experienced during the meeting did not allow for the review of the ATFM/TF Task List. The Task List, as last amended during ATFM/TF/4, is shown as **Appendix O**.

**Agenda Item 7: Any other business**

7.1 In considering arrangements for the next Task Force meeting, it was agreed that a Special Coordination Meeting of the Core Team take place over two days, the 16<sup>th</sup> and 17<sup>th</sup> of February 2006, at the Regional Office premises.

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## **Procedures - BOBCAT Paper Trial – 17 to 22 December 05**

After discussions with ICAO and IATA regarding arrangements for the December 15 to 21 paper trials, the following items and procedures are requested to be used by dispatchers during this paper trial to enable a uniform input of data:

- a. Paper trial information from airlines will be emailed by dispatchers to AEROTHAI ([piyawut@gmail.com](mailto:piyawut@gmail.com) and [jricho282@gmail.com](mailto:jricho282@gmail.com)) and IATA ([soonbh@iata.org](mailto:soonbh@iata.org)) in the form of an Excel spreadsheet attached, similar to the 19 October trials. It is requested that each night's data be sent prior to 0400UTC the following day. This will allow AEROTHAI to then process the data and return the results to dispatchers and IATA by 0530UTC for their analysis. Regarding the spreadsheet:
  - Shaded columns in the spreadsheet are formula columns and should not be modified
  - Time intervals should be entered as follows: 2 hours 40 minutes as "2:40" and 40 minutes as "0:40"
  - A glossary of terms used in the spreadsheet is also provided. Click on "glossary" at the bottom of the spreadsheet to view these terms.
- b. Dispatchers are reminded that, due to crossing routes which affect departures out of Kuala Lumpur and Singapore, FL300 should not be flight planned across the Bay of Bengal for departures from these mentioned airports.
- c. For aircraft flight planning on L759 or M770, WP1 should be TAVUN or IKULA. If planning on P628, WP1 should be VPL.
- d. It is understood that the present arrangements between India/Pakistan allow for aircraft operating at RVSM levels of 300/320 to be managed to enter Kabul FIR at FL310. In addition, aircraft operating at RVSM levels of 340/360 be managed to enter Kabul FIR at FL350. The BOBCAT system will take this into account in slot allocation requests.
- e. It is also understood that present arrangements between India/Pakistan allows two aircraft who diverge at DI to A466 and N644 to be spaced at least 5 minutes apart if operating at 300/320 or 340/360 prior to DI. Changes to CVSM levels FL310 or FL350 is presently managed tactically by Pakistan (Lahore ACC) mentioned in para. d. above. This will also be included in the programme and should increase Kabul FIR slot availability.
- f. In order to satisfy requirements in d and e above, the spreadsheet will require DI position to be given a CVSM level. For information, two additional waypoints are also required at PAVLO (N644) and SITAX (A466).
- g. Dispatchers will submit their nightly information via the spreadsheet provided which should have a minimum of one slot allocation request plus at least two further options (changes to flight level/route or combination of both). Dispatchers may also wish to amend their details during the one week trial on items such as MAD factor, flight level or route to gauge variations in the results.

- h. If airlines wish to make use of the BOBCAT web-page to practice inputting data, this facility will be available. **However the spreadsheet is the primary medium to be used during this Paper Trial.** The temporary webpage address is bobcat.aerothai.co.th and dispatchers will be advised when it is operational, including instructions regarding inputting procedures.

As this will allow input into the main database of BOBCAT, username/password security procedures must be applied. For this purpose, airlines should submit a maximum of two temporary BOBCAT users with their full name, requested username and e-mail address. Assigned username and password will then be provided by AEROTHAI via e-mail on receipt of this information.

- i. For aircraft departing out of India/Pakistan/Bangladesh airports, dispatchers should include FL280 in at least one of their choices. Failure to do so, may cause an aircraft to miss a slot altogether due to flight level priorities for higher levels already agreed at earlier Task Force meetings.
- j. The system will produce 2 results of slot allocations for each night based on the following:
- LLK and KKJ gateways excluded
  - LLK and KKJ gateways included

*Note: Additional alternatives may be included in the trial for reporting and comparison purposes.*

- k. For simplicity during this exercise, minimum standard Pushback and Taxi-time (STT) has been calculated at 15 minutes for all airports.
- l. Aircraft planning to enter Kabul FIR at ROSIE (L750) and ASLUM (G792/V390) should enter a CVSM level at these positions. For information, B466 SERKA to Kandahar is not available when G792 is in use (1900-2359UTC).
- m. For this paper trial, dispatchers should plan only one CVSM level per option for transit of the Kabul FIR.

----- END -----



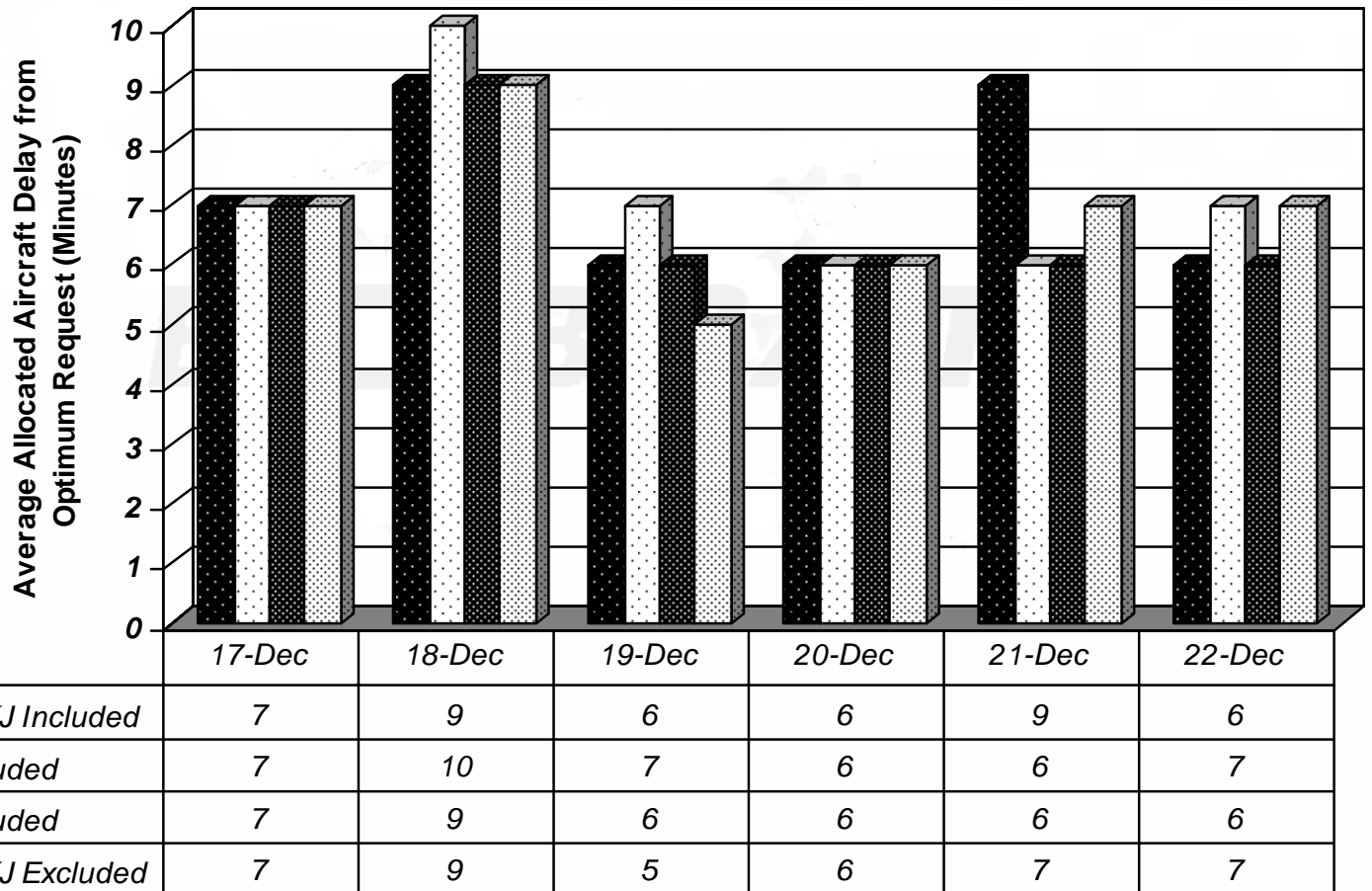
# BOBCAT

**Report on  
17 – 22 December 2005  
Paper Trials**

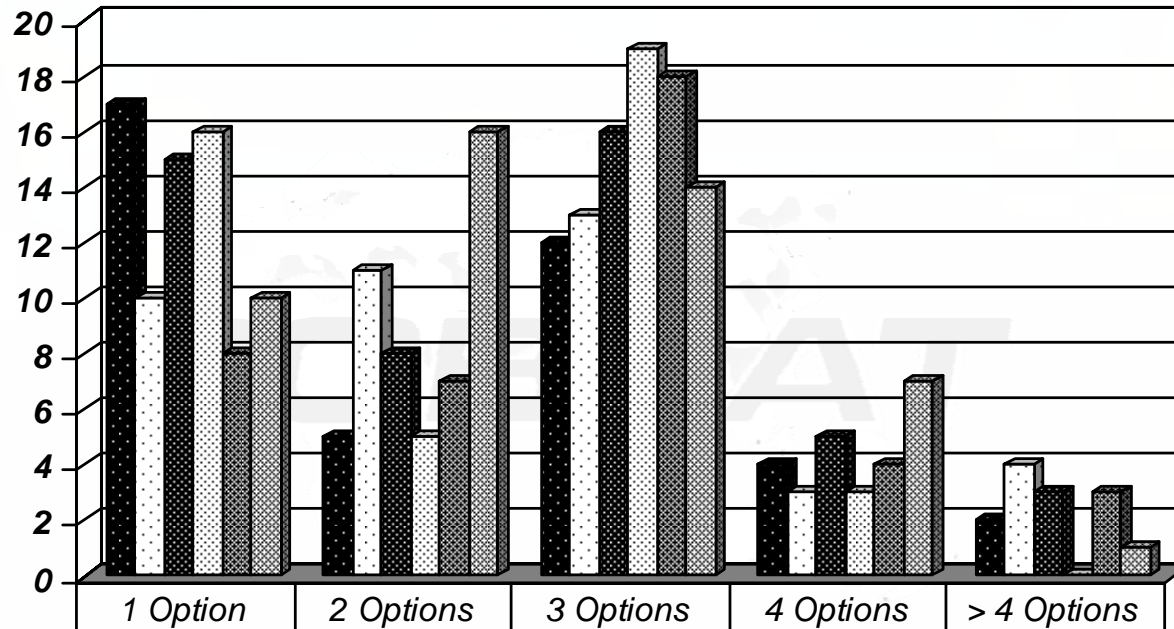
**ATFM/TF/5  
Appendix B to the Report**

*Presented by* **AEROTHAI** 

# Average Aircraft Delay

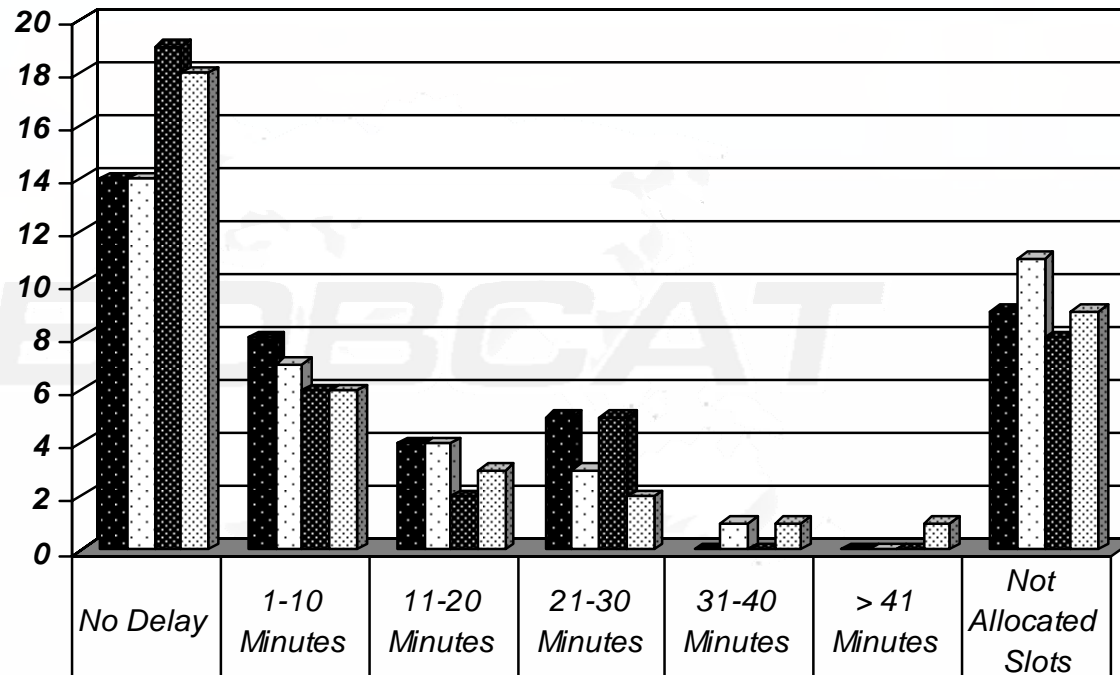


# Choice Submitted



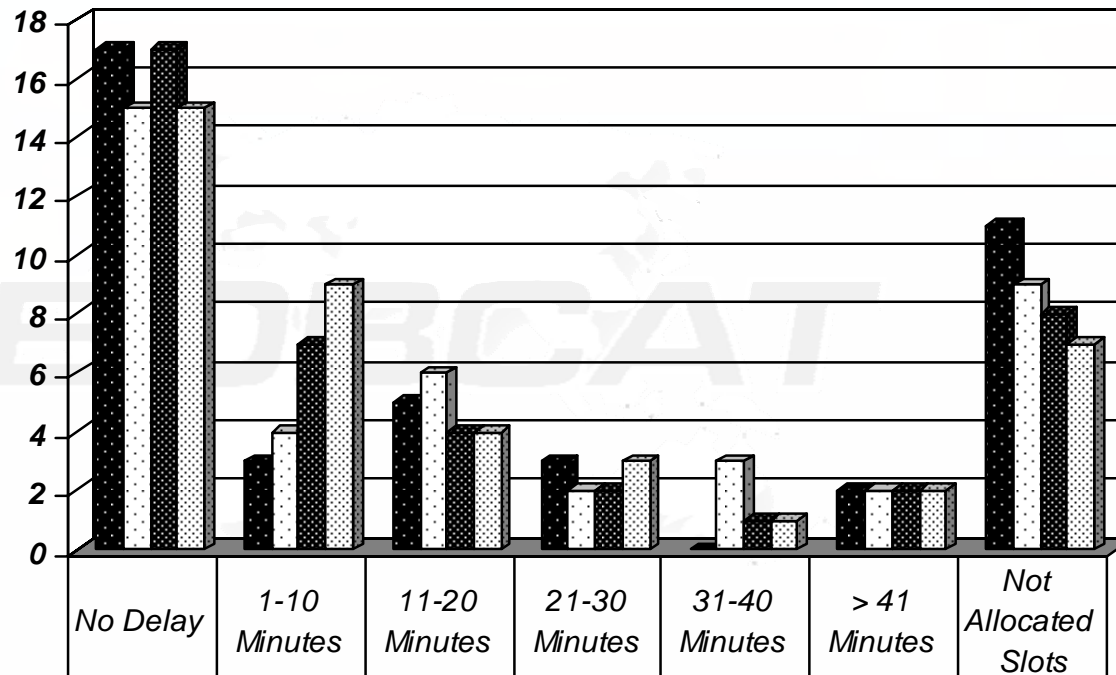
	1 Option	2 Options	3 Options	4 Options	> 4 Options
17-Dec	17	5	12	4	2
18-Dec	10	11	13	3	4
19-Dec	15	8	16	5	3
20-Dec	16	5	19	3	0
21-Dec	8	7	18	4	3
22-Dec	10	16	14	7	1

# 17 December 2005: Delays



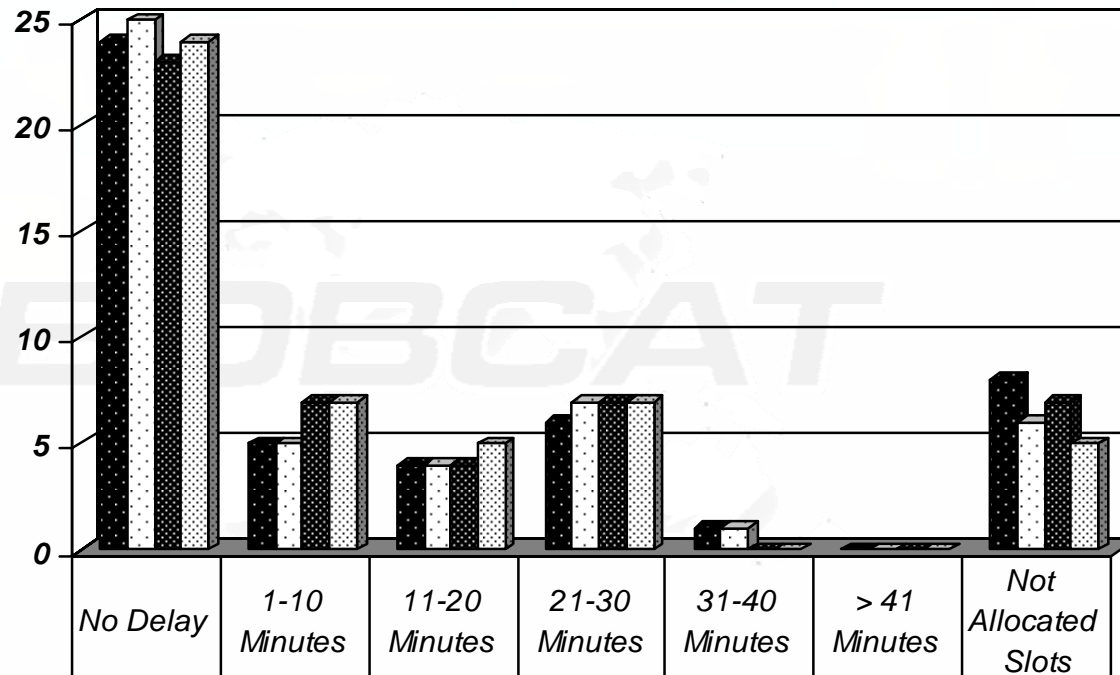
	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	14	8	4	5	0	0	9
□ KKJ Excluded	14	7	4	3	1	0	11
■ LLK Excluded	19	6	2	5	0	0	8
▣ LLK & KKJ Excluded	18	6	3	2	1	1	9

# 18 December 2005: Delays



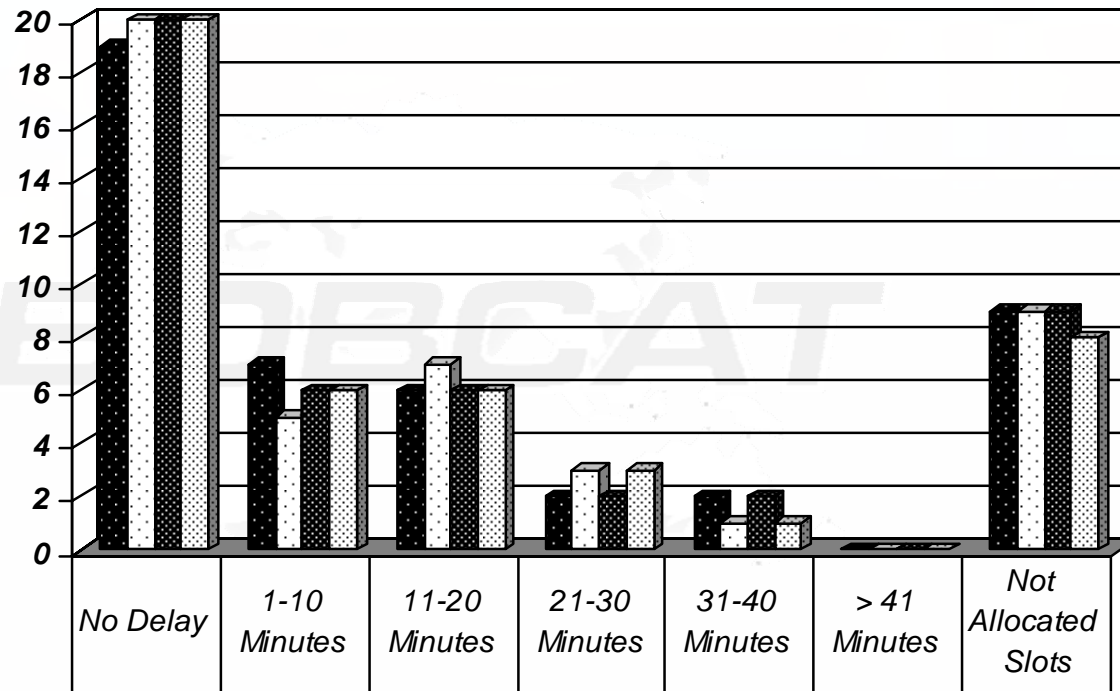
	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	17	3	5	3	0	2	11
□ KKJ Excluded	15	4	6	2	3	2	9
■ LLK Excluded	17	7	4	2	1	2	8
▣ LLK & KKJ Excluded	15	9	4	3	1	2	7

# 19 December 2005: Delays



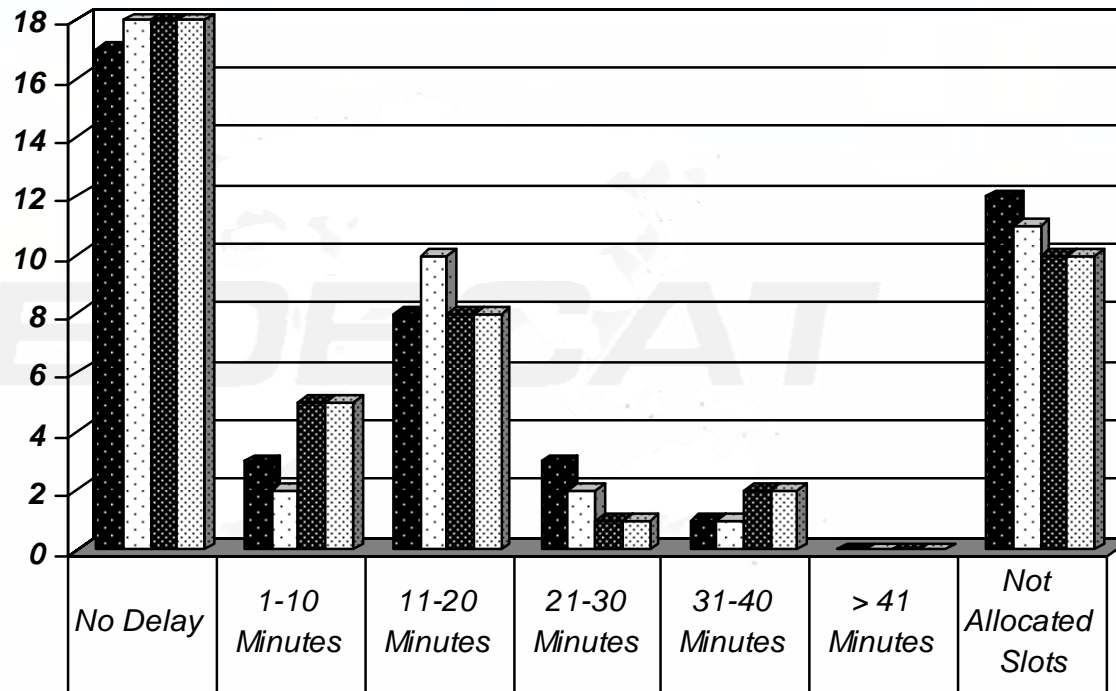
	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	24	5	4	6	1	0	8
□ KKJ Excluded	25	5	4	7	1	0	6
■ LLK Excluded	23	7	4	7	0	0	7
□ LLK & KKJ Excluded	24	7	5	7	0	0	5

# 20 December 2005: Delays



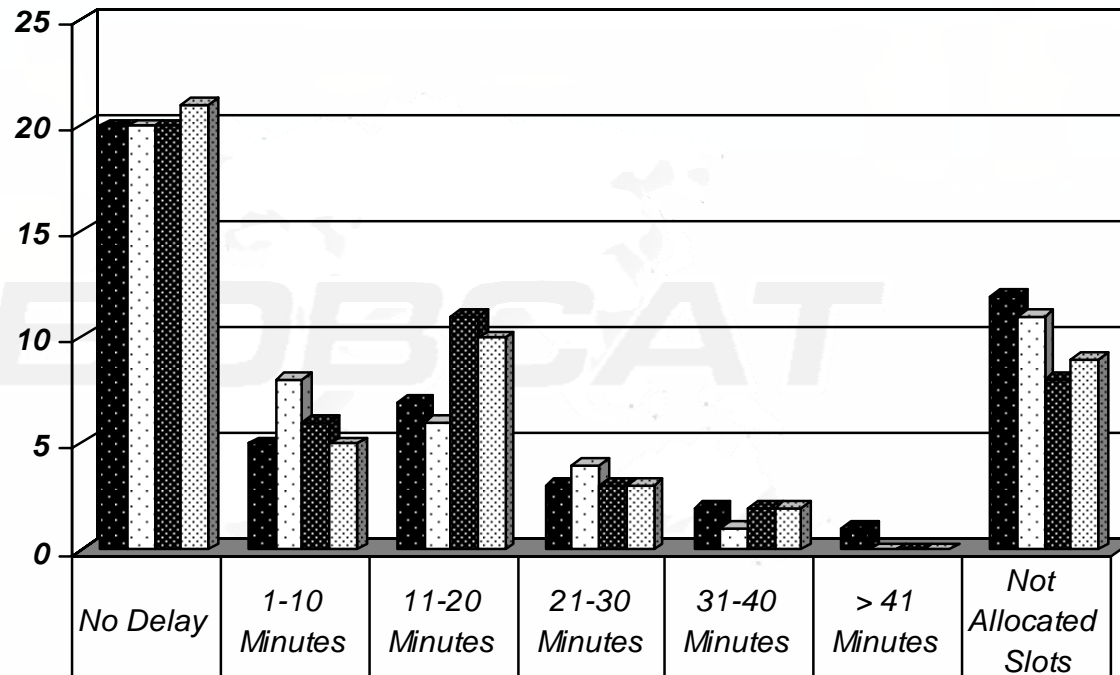
	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	19	7	6	2	2	0	9
□ KKJ Excluded	20	5	7	3	1	0	9
■ LLK Excluded	20	6	6	2	2	0	9
▣ LLK & KKJ Excluded	20	6	6	3	1	0	8

# 21 December 2005: Delays



	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	17	3	8	3	1	0	12
□ KKJ Excluded	18	2	10	2	1	0	11
■ LLK Excluded	18	5	8	1	2	0	10
▣ LLK & KKJ Excluded	18	5	8	1	2	0	10

# 22 December 2005: Delays



	No Delay	1-10 Minutes	11-20 Minutes	21-30 Minutes	31-40 Minutes	> 41 Minutes	Not Allocated Slots
■ LLK & KKJ Included	20	5	7	3	2	1	12
□ KKJ Excluded	20	8	6	4	1	0	11
■ LLK Excluded	20	6	11	3	2	0	8
▣ LLK & KKJ Excluded	21	5	10	3	2	0	9

# Traffic Analysis – 22 Dec



- 2000-2400 UTC
  - 47 aircraft requested slots through Kabul FIR
- 2100-2300 UTC
  - 43 aircraft requested slots through Kabul FIR
  - 34 aircraft allocated slots
  - 9 aircraft not allocated slots

# Traffic Analysis – 22 Dec



- 2100-2200 UTC
  - 27 aircraft requested slots through Kabul FIR
  - 18 aircraft allocated slots
  - 9 aircraft not allocated slots
- 2120-2150 UTC
  - 19 aircraft requested slots through Kabul FIR
  - 12 aircraft allocated slots
  - 7 aircraft not allocated slots

# Traffic Analysis – 19 Dec



- 2000-2400 UTC
  - **45** aircraft requested slots through Kabul FIR
- 2100-2300 UTC
  - **37** aircraft requested slots through Kabul FIR
  - **33** aircraft allocated slots
  - **4** aircraft not allocated slots

# Traffic Analysis – 19 Dec



- 2100-2200 UTC
  - **20** aircraft requested slots through Kabul FIR
  - **18** aircraft allocated slots
  - **2** aircraft not allocated slots
- 2120-2150 UTC
  - **11** aircraft requested slots through Kabul FIR
  - **10** aircraft allocated slots
  - **1** aircraft not allocated slots

# Traffic Analysis – 20 Dec



- 2000-2400 UTC
  - **40** aircraft requested slots through Kabul FIR
- 2100-2300 UTC
  - **34** aircraft requested slots through Kabul FIR
  - **27** aircraft allocated slots
  - **7** aircraft not allocated slots

# Traffic Analysis – 20 Dec



- 2100-2200 UTC
  - **23** aircraft requested slots through Kabul FIR
  - **16** aircraft allocated slots
  - **7** aircraft not allocated slots
- 2120-2150 UTC
  - **15** aircraft requested slots through Kabul FIR
  - **9** aircraft allocated slots
  - **6** aircraft not allocated slots

# Thank You!

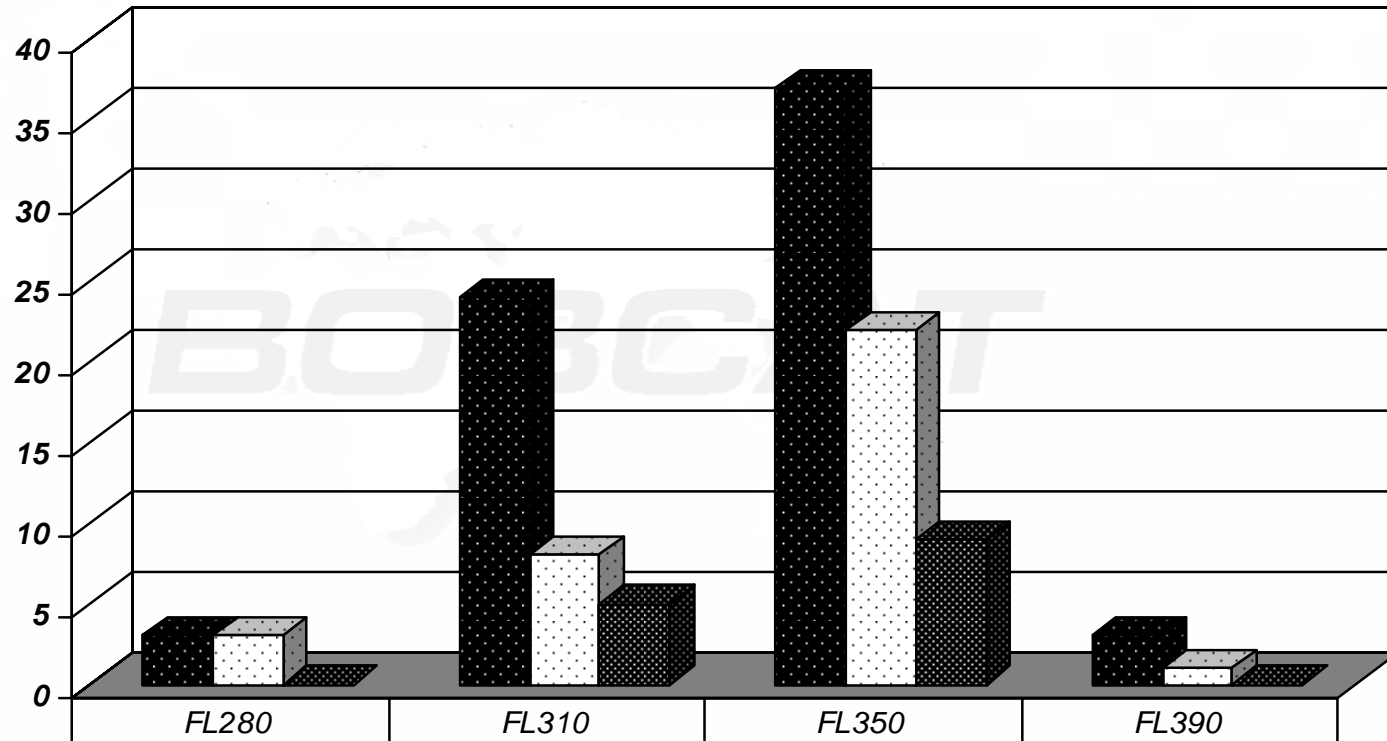
**BOBCAT**  
**Flow Management Advisory System**

**Development Team**

Presented by **AEROTHAI** 

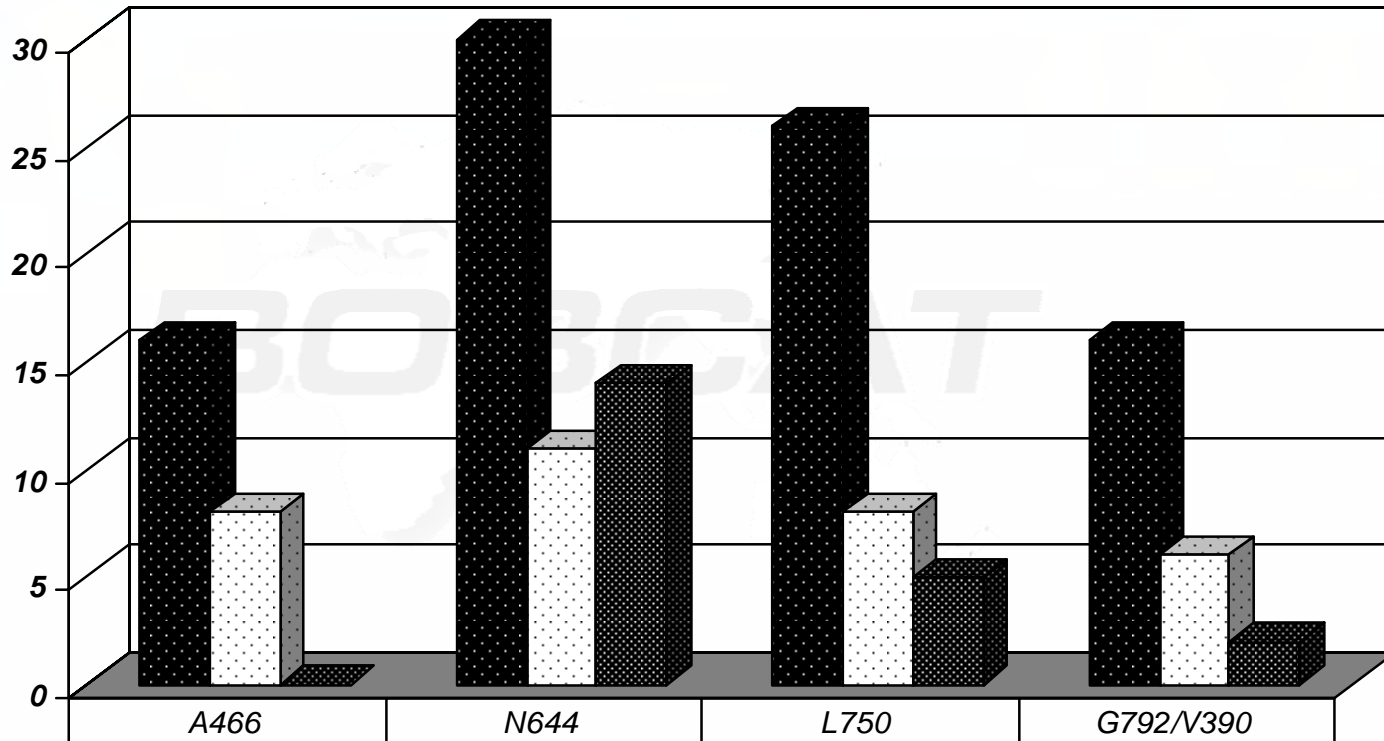


# 2100-2300 Traffic by FL



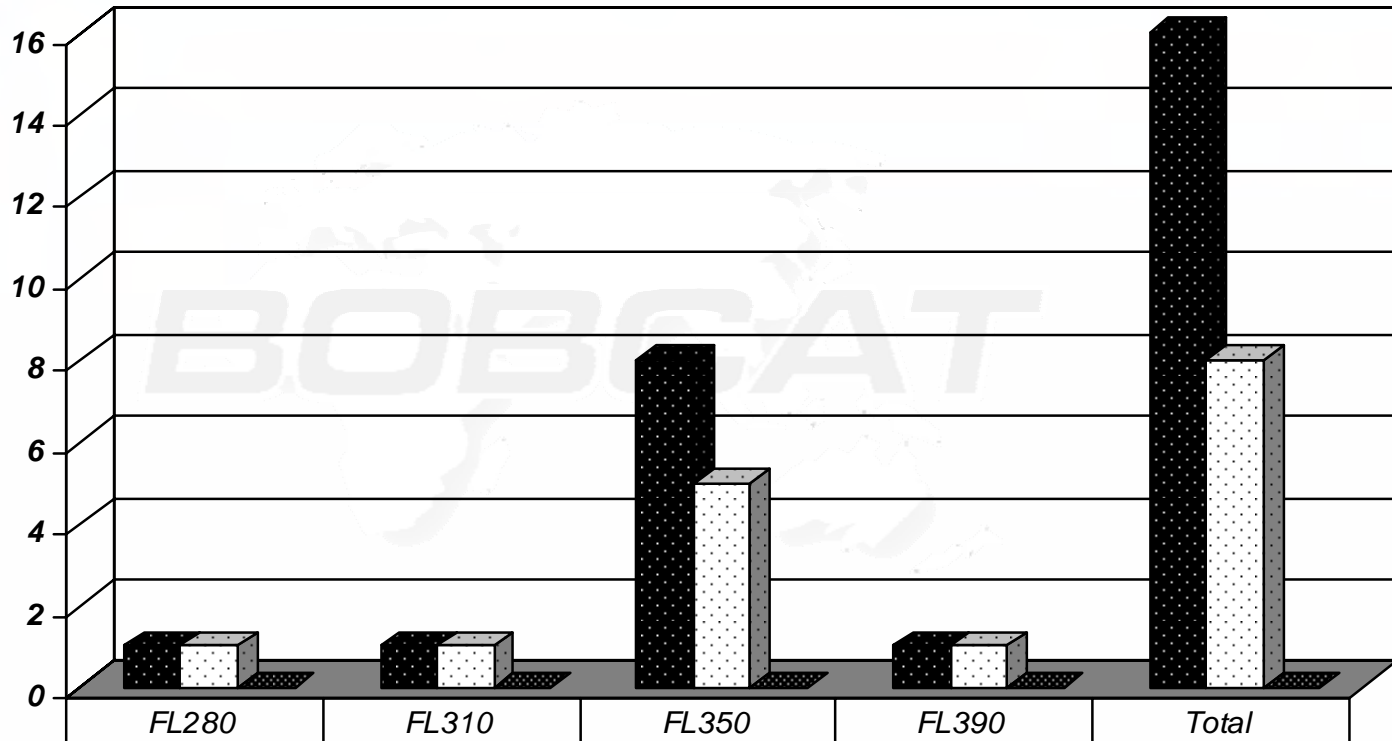
■ Requested	3	24	37	3
▣ Allocated the FL	3	8	22	1
▤ No Slot	0	5	9	0

# 2100-2300 Traffic by Route



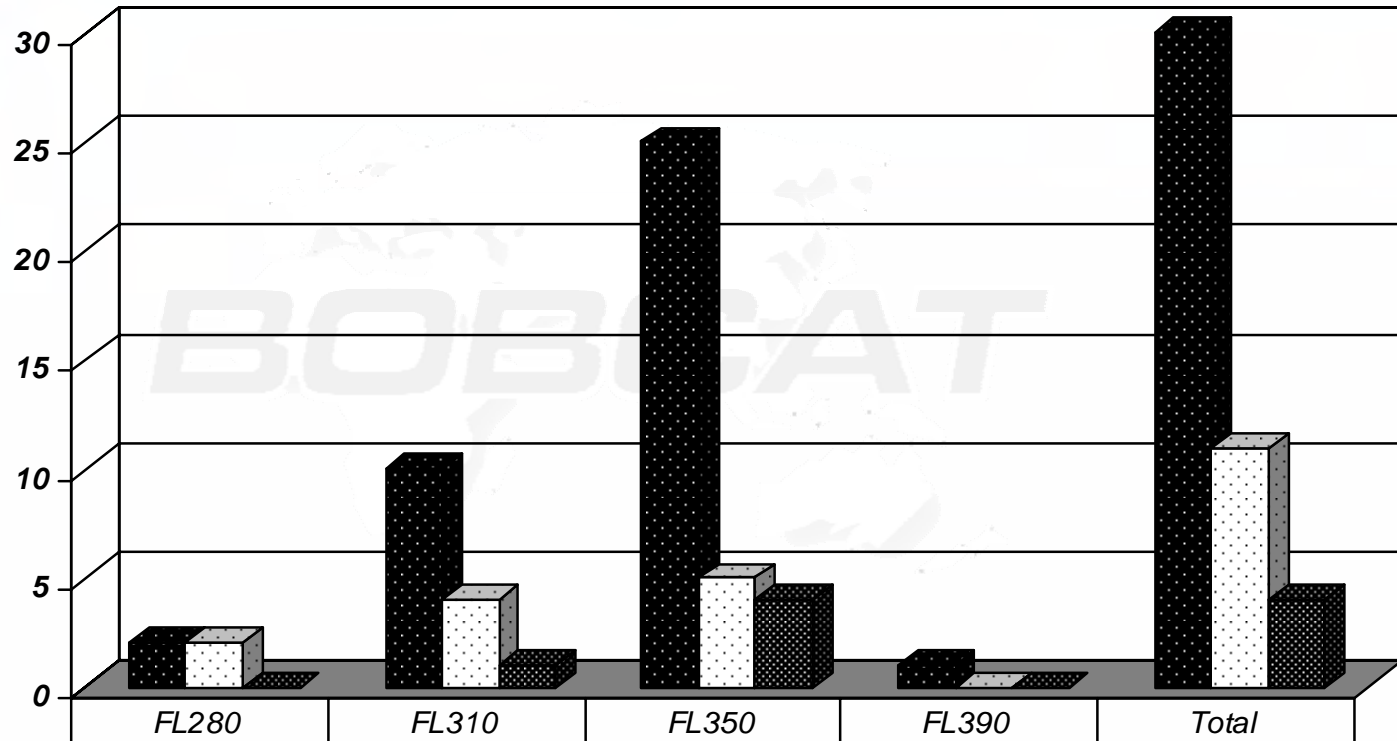
■ Requested	16	30	26	16
▤ Allocated the FL	8	11	8	6
▨ No Slot	0	14	5	2

# 2100-2300 Request thru A466



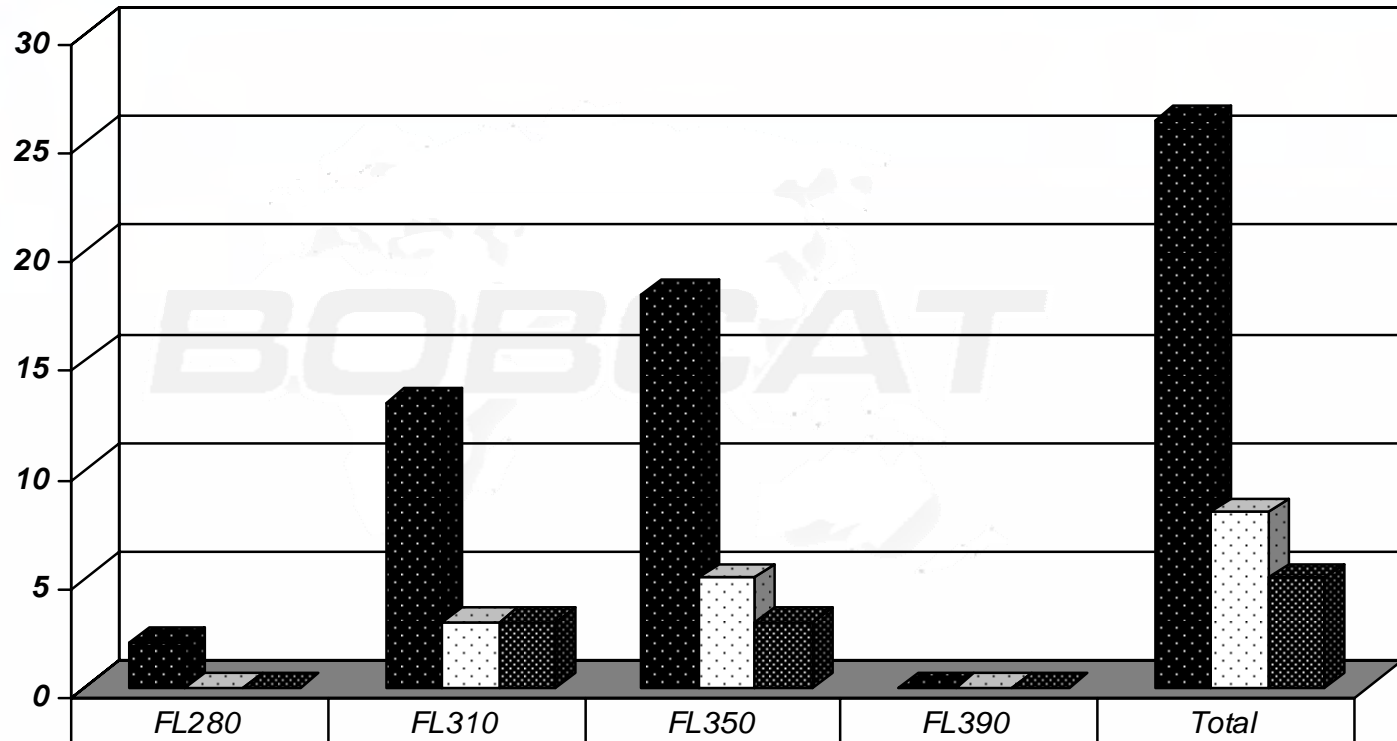
	FL280	FL310	FL350	FL390	Total
■ Requested	1	1	8	1	16
□ Allocated the FL	1	1	5	1	8
■ No Slot	0	0	0	0	0

# 2100-2300 Request thru N644



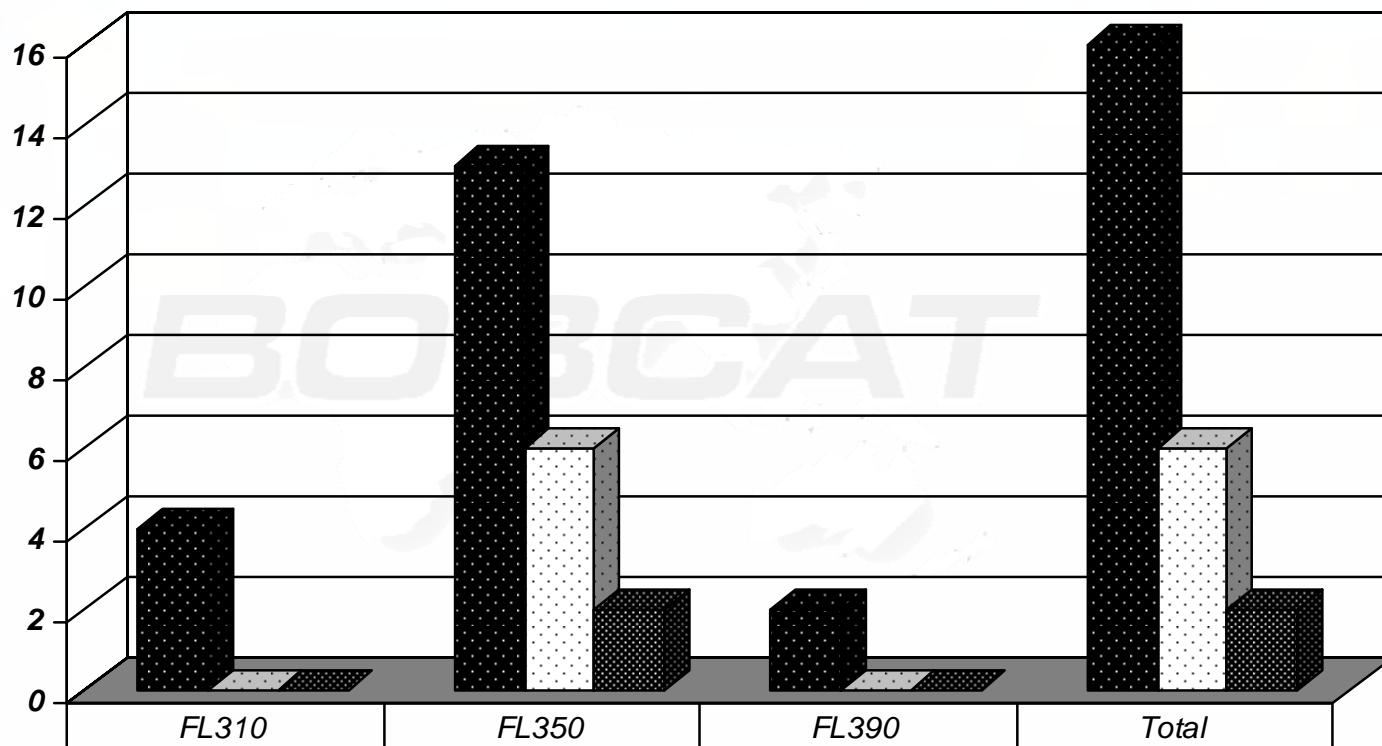
	FL280	FL310	FL350	FL390	Total
■ Requested	2	10	25	1	30
□ Allocated the FL	2	4	5	0	11
▣ No Slot	0	1	4	0	4

# 2100-2300 Request thru L750



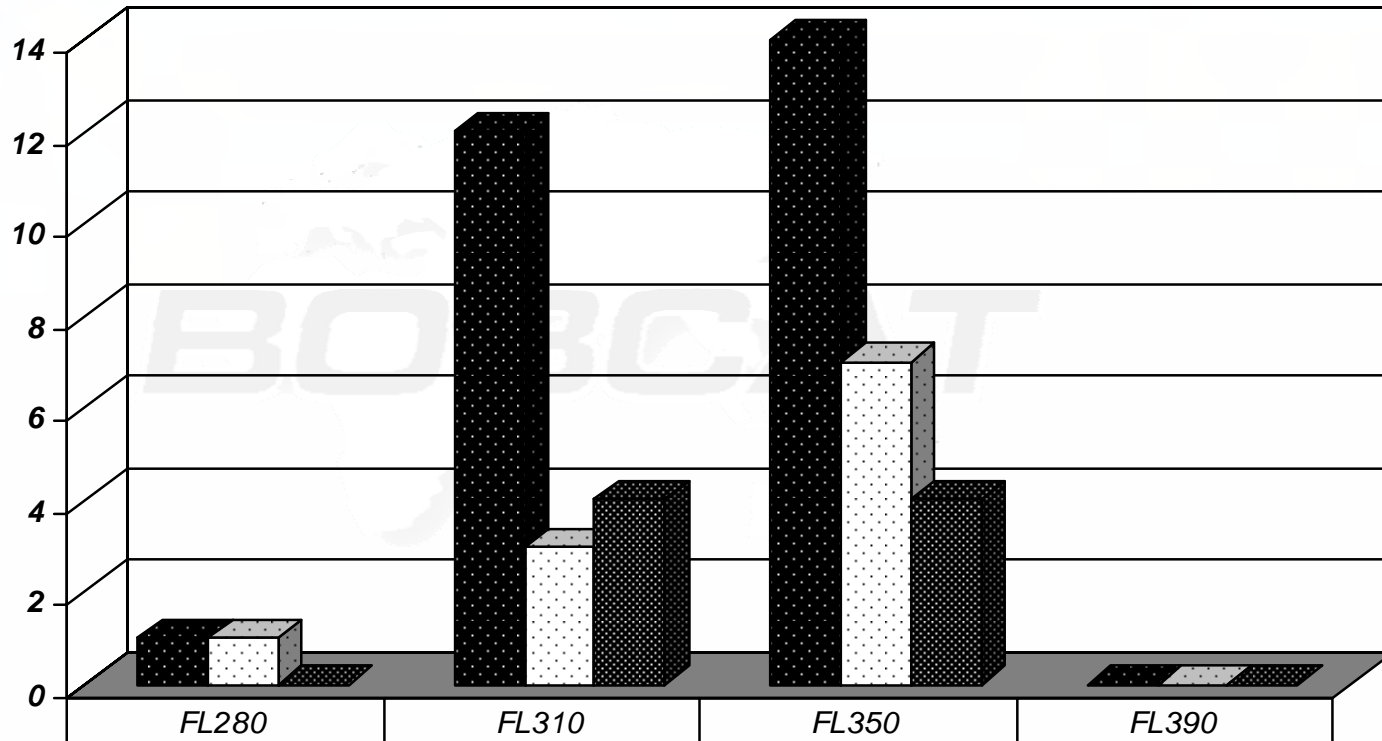
	FL280	FL310	FL350	FL390	Total
■ Requested	2	13	18	0	26
□ Allocated the FL	0	3	5	0	8
▣ No Slot	0	3	3	0	5

# 2100-2300 Request thru G792/V390



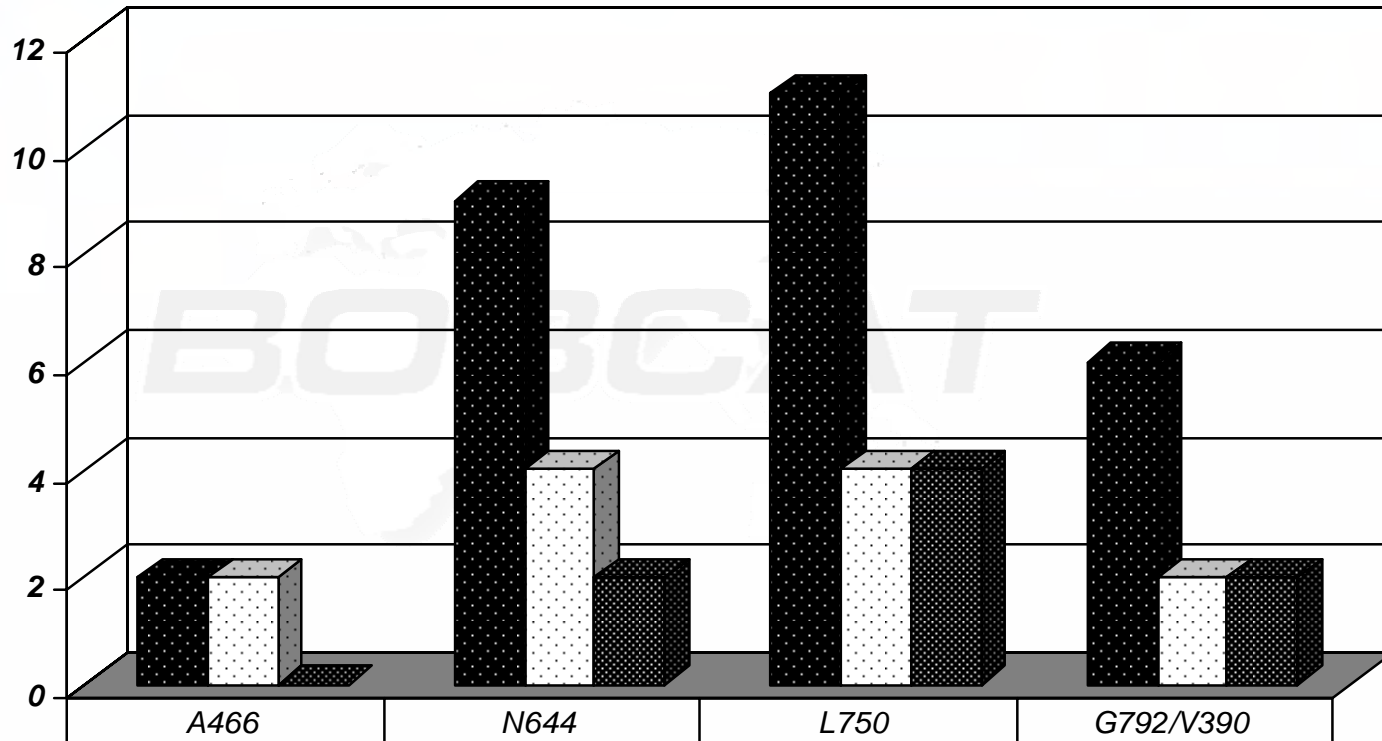
	FL310	FL350	FL390	Total
■ Requested	4	13	2	16
□ Allocated the FL	0	6	0	6
▣ No Slot	0	2	0	2

# 2120-2150 Traffic by FL



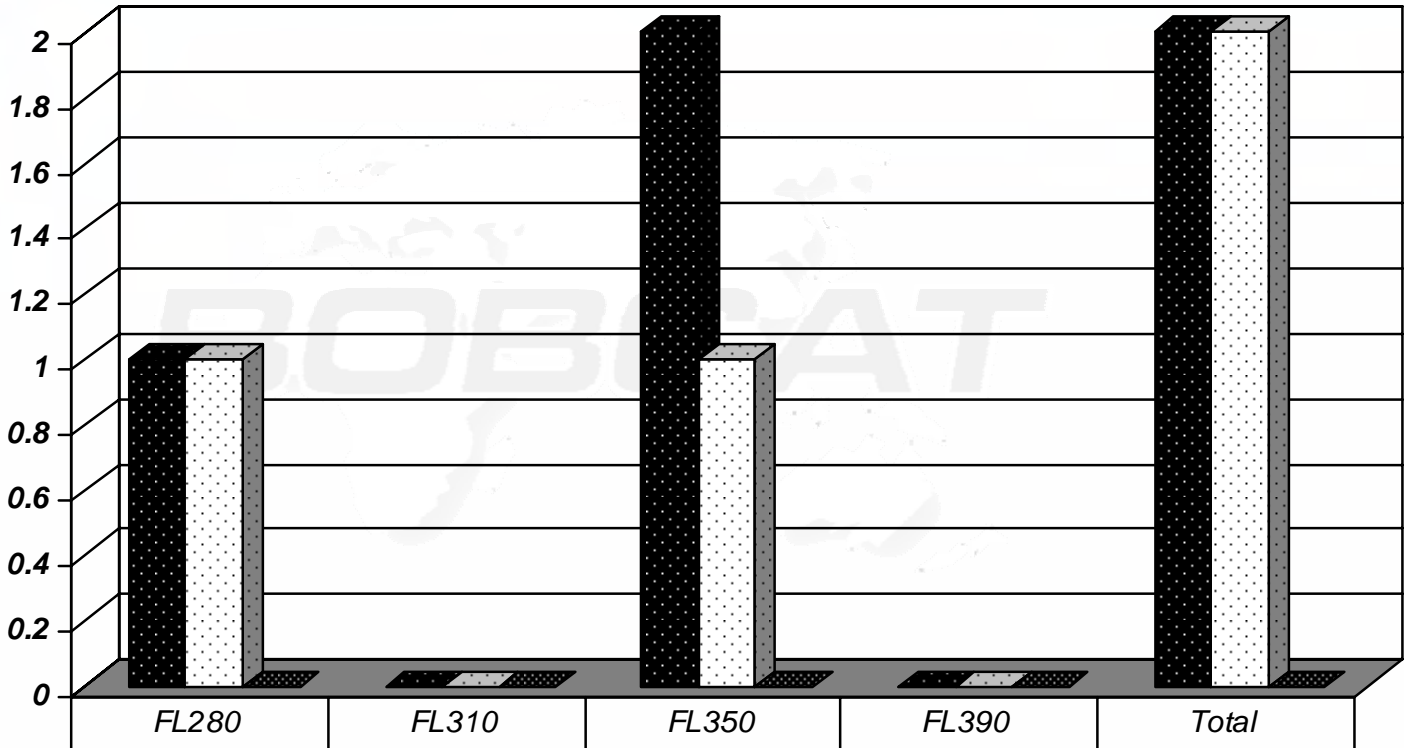
	FL280	FL310	FL350	FL390
■ Requested	1	12	14	0
□ Allocated the FL	1	3	7	0
▣ No Slot	0	4	4	0

# 2120-2150 Traffic by Route



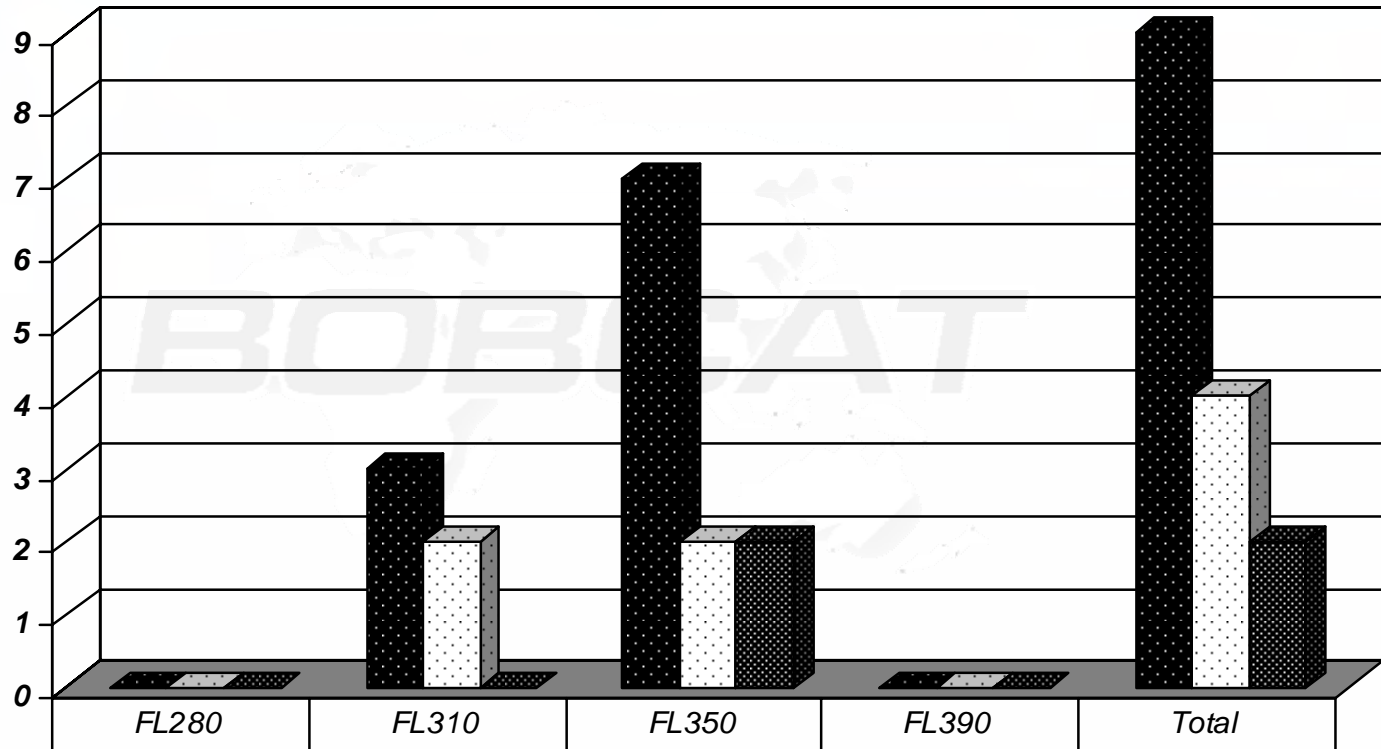
■ Requested	2	9	11	6
□ Allocated the FL	2	4	4	2
■ No Slot	0	2	4	2

# 2120-2150 Request thru A466



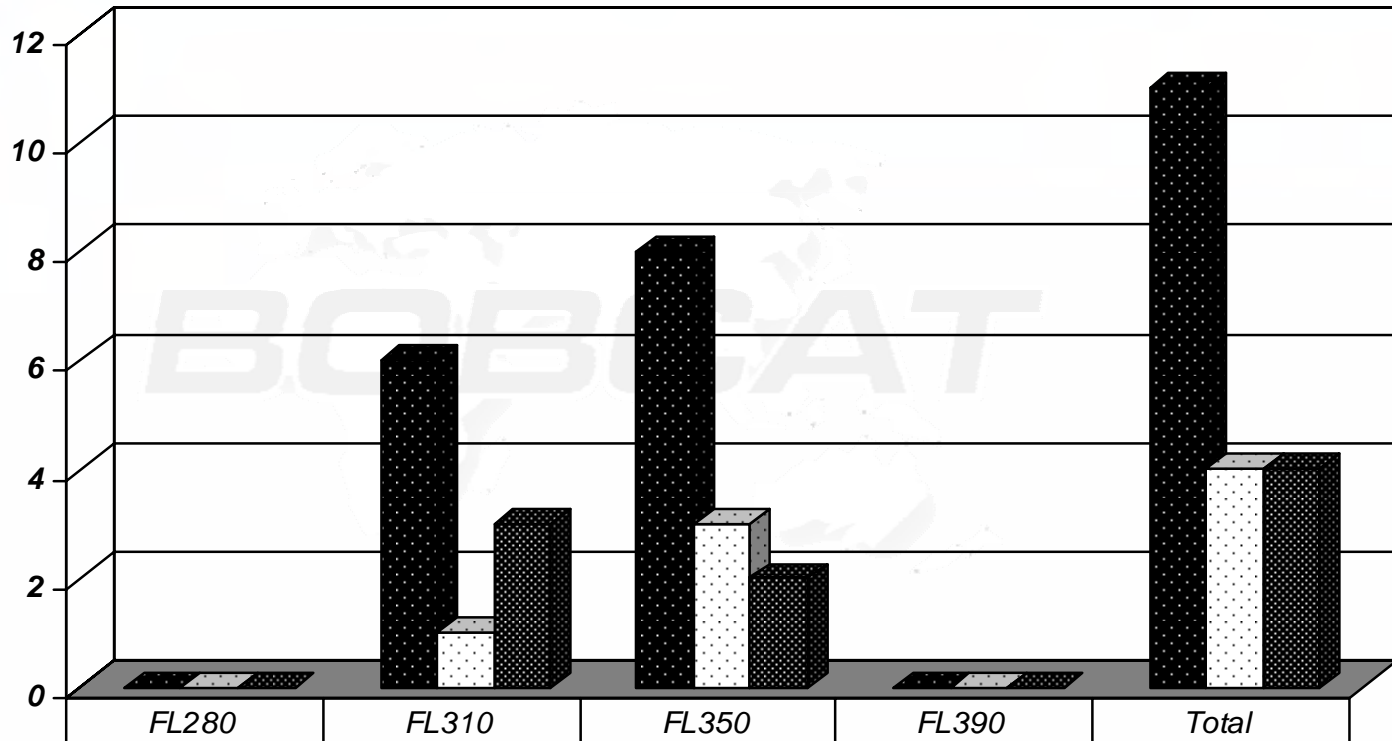
■ Requested	1	0	2	0	2
□ Allocated the FL	1	0	1	0	2
■ No Slot	0	0	0	0	0

# 2120-2150 Request thru N644



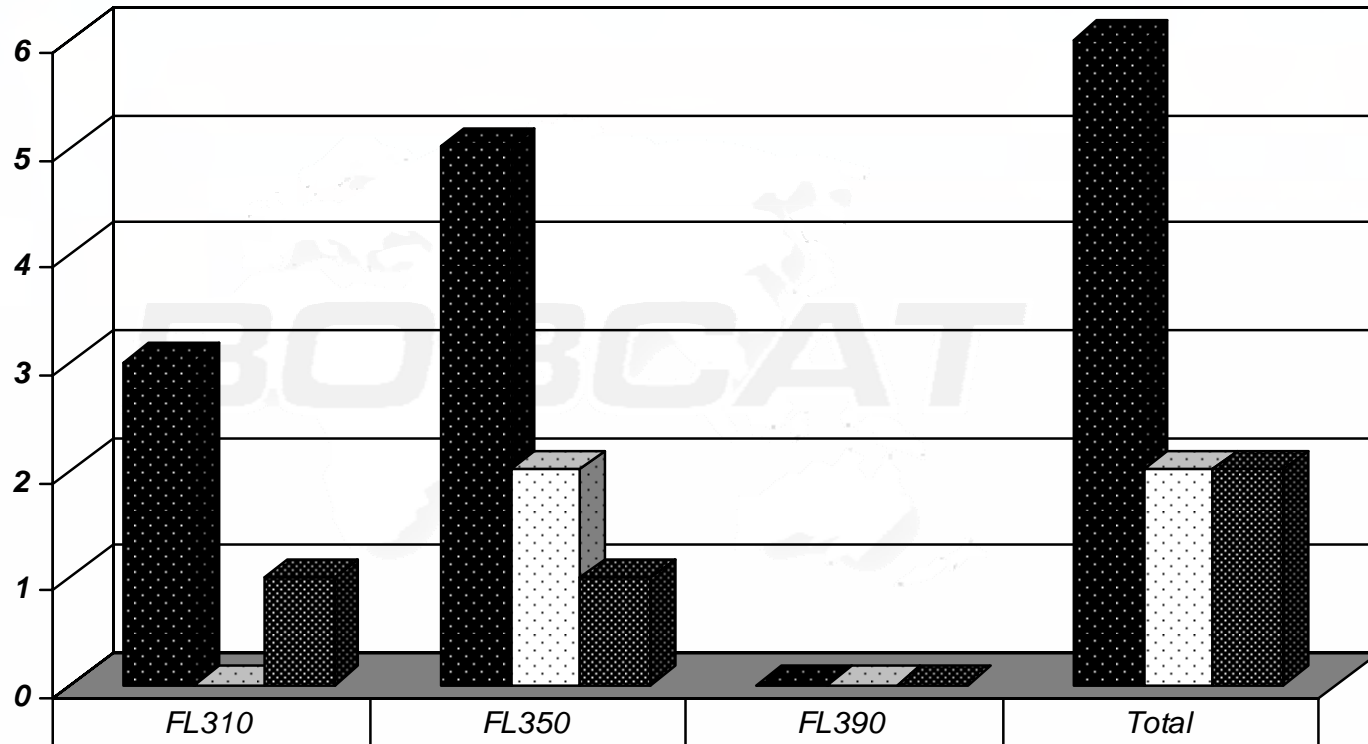
	FL280	FL310	FL350	FL390	Total
■ Requested	0	3	7	0	9
□ Allocated the FL	0	2	2	0	4
▣ No Slot	0	0	2	0	2

# 2120-2150 Request thru L750



	FL280	FL310	FL350	FL390	Total
■ Requested	0	6	8	0	11
□ Allocated the FL	0	1	3	0	4
▣ No Slot	0	3	2	0	4

# 2120-2150 Request thru G792/V390



	FL310	FL350	FL390	Total
■ Requested	3	5	0	6
□ Allocated the FL	0	2	0	2
▣ No Slot	1	1	0	2

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	0:00	16:45	LIMLA	0:27	17:12	320	LLK	3:02	19:47	320	DI	4:31	21:16	310	PAVLO	4:44	21:29	310	LEMOD	5:27	22:12	310
17-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	18	16:55	0:15	17:10	0:00	17:10	VPL	0:37	17:47	320									ASLUM	5:33	22:43	310	CHARN	6:21	23:31	310
17-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	28	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
17-Dec-05	<b>AUA26</b>	VTBD	LOWW	A332	0.81	27	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	360	KKJ	3:00	19:45	360					ROSIE	4:44	21:29	350	RANAH	5:35	22:20	350
17-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	0:00	17:13	LIMLA	0:26	17:39	300	LLK	2:55	20:08	320	DI	4:21	21:34	310	PAVLO	4:34	21:47	310	LEMOD	5:16	22:29	310
17-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	0:00	15:01	TAVUN	1:31	16:32	280	KKJ	4:06	19:07	320	DI	5:39	20:40	310	PAVLO	5:51	20:52	310	LEMOD	6:34	21:35	310
17-Dec-05	<b>CPA037</b>	VIDP	EGLL	B744	0.83	15	23:15	0:15	23:30	0:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
17-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	0:00	20:35	LIMLA	0:27	21:02	300	LLK	2:52	23:27	320					ROSIE	4:33	1:08	350	RANAH	5:21	1:56	350
17-Dec-05	<b>MAS010</b>	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
17-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350
17-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	0:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
17-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:31	20:46	350	PAVLO	5:43	20:58	350	LEMOD	6:25	21:40	350
17-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	5	17:00	0:15	17:15	0:00	17:15	TAVUN	1:29	18:44	340	KKJ	4:07	21:22	340					ROSIE	5:48	23:03	350	RANAH	6:38	23:53	350
17-Dec-05	<b>THA944</b>	VTBD	LIRF	MD11	0.82	15	17:35	0:20	17:55	0:00	17:55	LIMLA	0:21	18:16	300	LLK	2:53	20:48	340	DI	4:21	22:16	310	PAVLO	4:34	22:29	310	LEMOD	5:17	23:12	310
17-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:54	16:31	320									ASLUM	5:46	21:23	350	CHARN	6:36	22:13	350
17-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	17:10	0:20	17:30	0:02	17:32	LIMLA	0:23	17:55	320	LLK	2:51	20:23	320	DI	4:16	21:48	310	SITAX	4:27	21:59	310	AMDAR	5:03	22:35	310
17-Dec-05	<b>THA948</b>	VTBD	LEMD	B744	0.86	15	17:40	0:20	18:00	0:02	18:02	LIMLA	0:24	18:26	320	LLK	2:51	20:53	320	DI	4:17	22:19	350	PAVLO	4:29	22:31	350	LEMOD	5:11	23:13	350
17-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.82	15	17:40	0:20	18:00	0:03	18:03	LIMLA	0:24	18:27	360	LLK	3:03	21:06	360	DI	4:31	22:34	350	PAVLO	4:44	22:47	350	LEMOD	5:29	23:32	350
17-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	20	15:50	0:15	16:05	0:08	16:13	VPL	0:35	16:48	320									ASLUM	5:28	21:41	310	CHARN	6:18	22:31	310
17-Dec-05	<b>CPA293</b>	VHHH	LIRF	A343	0.81	30	16:25	0:15	16:40	0:09	16:49					LLK	4:42	21:31	320					ROSIE	6:29	23:18	350	RANAH	7:21	0:10	350
17-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	0:09	16:09	VPL	0:57	17:06	320									ASLUM	5:59	22:08	350	CHARN	6:50	22:59	350
17-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	0:10	16:15	TAVUN	1:08	17:23	280	KKJ	3:42	19:57	320					ROSIE	5:29	21:44	310	RANAH	6:20	22:35	310
17-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.81	30	21:00	0:15	21:15	0:11	21:26													PAVLO	1:18	22:44	310	LEMOD	2:01	23:27	310
17-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:15	0:20	17:35	0:12	17:47	LIMLA	0:23	18:10	320	LLK	2:51	20:38	320	DI	4:17	22:04	350	SITAX	4:27	22:14	350	AMDAR	5:03	22:50	350
17-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	18:00	0:20	18:20	0:12	18:32	LIMLA	0:24	18:56	340	LLK	3:03	21:35	340	DI	4:33	23:05	350	PAVLO	4:46	23:18	350	LEMOD	5:29	0:01	350
17-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:16	18:26	LIMLA	0:24	18:50	320	LLK	2:54	21:20	340	DI	4:18	22:44	350	SITAX	4:29	22:55	350	AMDAR	5:05	23:31	350
17-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	0:21	16:26	TAVUN	1:26	17:52	320	KKJ	3:59	20:25	340					ROSIE	5:35	22:01	310	RANAH	6:24	22:50	310
17-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	40	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350
17-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	35	17:20	0:16	17:36	0:28	18:04	LIMLA	0:27	18:31	300	LLK	2:59	21:03	300	DI	4:22	22:26	310	SITAX	4:33	22:37	310	AMDAR	5:08	23:12	310
17-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	0:28	16:38	VPL	0:54	17:32	320									ASLUM	5:47	22:25	350	CHARN	6:36	23:14	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10	0:28	16:38	TAVUN	1:29	18:07	320	KKJ	4:04	20:42	340					ROSIE	5:43	22:21	350	RANAH	6:33	23:11	350

**Not Allocated Slots**

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
17-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320						ROSIE	5:37	21:22	310	RANAH	6:25	22:10	310
17-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:01	21:21	310	PAVLO	1:13	21:33	310	LEMOD	1:54	22:14	310	
17-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:24	15:59		15:59	TAVUN	1:31	17:30	280	KKJ	4:06	20:05	320	DI	5:39	21:38	310	PAVLO	5:51	21:50	310	LEMOD	6:34	22:33	310	
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	310	RANAH	6:11	22:21	310	
17-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:04	19:39	320	DI	5:31	21:06	310	PAVLO	5:43	21:18	310	LEMOD	6:25	22:00	310	
17-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:04	19:39	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350	
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:54	16:49	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350	
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55		15:55	TAVUN	1:26	17:21	320	KKJ	3:59	19:54	340					ROSIE	5:35	21:30	310	RANAH	6:23	22:18	310	
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55		15:55	IKULA	1:23	17:18	320	LLK	4:07	20:02	320	DI	5:31	21:26	350	PAVLO	5:43	21:38	350	LEMOD	6:24	22:19	350	
17-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	300	LLK	2:51	20:46	320	DI	4:17	22:12	350	SITAX	4:27	22:22	350	AMDAR	5:03	22:58	350	
17-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	15	18:20	0:20	18:40		18:40	LIMLA	0:23	19:03	320	LLK	2:53	21:33	320	DI	4:17	22:57	350	SITAX	4:28	23:08	350	AMDAR	5:04	23:44	350	
17-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:04	23:09	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	0:00	16:45	LIMLA	0:27	17:12	320	LLK	3:02	19:47	320	DI	4:31	21:16	310	PAVLO	4:44	21:29	310	LEMOD	5:27	22:12	310
17-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	18	16:55	0:15	17:10	0:00	17:10	VPL	0:37	17:47	320									ASLUM	5:33	22:43	310	CHARN	6:21	23:31	310
17-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	28	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
17-Dec-05	<b>AUA26</b>	VTBD	LOWW	A332	0.81	27	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	360	KKJ	3:00	19:45	360					ROSIE	4:44	21:29	350	RANAH	5:35	22:20	350
17-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	0:00	17:13	LIMLA	0:26	17:39	300	LLK	2:55	20:08	320	DI	4:21	21:34	310	PAVLO	4:34	21:47	310	LEMOD	5:16	22:29	310
17-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	0:00	15:01	TAVUN	1:31	16:32	280	KKJ	4:06	19:07	320	DI	5:39	20:40	310	PAVLO	5:51	20:52	310	LEMOD	6:34	21:35	310
17-Dec-05	<b>CPA037</b>	VIDP	EGLL	B744	0.83	15	23:15	0:15	23:30	0:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
17-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	0:00	20:35	LIMLA	0:27	21:02	300	LLK	2:52	23:27	320					ROSIE	4:33	1:08	350	RANAH	5:21	1:56	350
17-Dec-05	<b>MAS010</b>	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
17-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350
17-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	0:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
17-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:31	20:46	350	PAVLO	5:43	20:58	350	LEMOD	6:25	21:40	350
17-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	5	17:00	0:15	17:15	0:00	17:15	TAVUN	1:29	18:44	340	KKJ	4:07	21:22	340					ROSIE	5:48	23:03	350	RANAH	6:38	23:53	350
17-Dec-05	<b>THA944</b>	VTBD	LIRF	MD11	0.82	15	17:35	0:20	17:55	0:00	17:55	LIMLA	0:21	18:16	300	LLK	2:53	20:48	340	DI	4:21	22:16	310	PAVLO	4:34	22:29	310	LEMOD	5:17	23:12	310
17-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:54	16:31	320									ASLUM	5:46	21:23	350	CHARN	6:36	22:13	350
17-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	17:10	0:20	17:30	0:02	17:32	LIMLA	0:23	17:55	320	LLK	2:51	20:23	320	DI	4:16	21:48	310	SITAX	4:27	21:59	310	AMDAR	5:03	22:35	310
17-Dec-05	<b>THA948</b>	VTBD	LEMD	B744	0.86	15	17:40	0:20	18:00	0:02	18:02	LIMLA	0:24	18:26	320	LLK	2:51	20:53	320	DI	4:17	22:19	350	PAVLO	4:29	22:31	350	LEMOD	5:11	23:13	350
17-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.82	15	17:40	0:20	18:00	0:03	18:03	LIMLA	0:24	18:27	360	LLK	3:03	21:06	360	DI	4:31	22:34	350	PAVLO	4:44	22:47	350	LEMOD	5:29	23:32	350
17-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	20	15:50	0:15	16:05	0:08	16:13	VPL	0:35	16:48	320									ASLUM	5:28	21:41	310	CHARN	6:18	22:31	310
17-Dec-05	<b>CPA293</b>	VHHH	LIRF	A343	0.81	30	16:25	0:15	16:40	0:09	16:49					LLK	4:42	21:31	320					ROSIE	6:29	23:18	350	RANAH	7:21	0:10	350
17-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	0:09	16:09	VPL	0:57	17:06	320									ASLUM	5:59	22:08	350	CHARN	6:50	22:59	350
17-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.81	30	21:00	0:15	21:15	0:11	21:26													PAVLO	1:18	22:44	310	LEMOD	2:01	23:27	310
17-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:15	0:20	17:35	0:12	17:47	LIMLA	0:23	18:10	320	LLK	2:51	20:38	320	DI	4:17	22:04	350	SITAX	4:27	22:14	350	AMDAR	5:03	22:50	350
17-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	18:00	0:20	18:20	0:12	18:32	LIMLA	0:24	18:56	340	LLK	3:03	21:35	340	DI	4:33	23:05	350	PAVLO	4:46	23:18	350	LEMOD	5:29	0:01	350
17-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:16	18:26	LIMLA	0:24	18:50	320	LLK	2:54	21:20	340	DI	4:18	22:44	350	SITAX	4:29	22:55	350	AMDAR	5:05	23:31	350
17-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	40	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350
17-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	35	17:20	0:16	17:36	0:28	18:04	LIMLA	0:27	18:31	300	LLK	2:59	21:03	300	DI	4:22	22:26	310	SITAX	4:33	22:37	310	AMDAR	5:08	23:12	310
17-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	0:28	16:38	VPL	0:54	17:32	320									ASLUM	5:47	22:25	350	CHARN	6:36	23:14	350
17-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	0:36	16:41	TAVUN	1:08	17:49	320	KKJ	3:42	20:23	320					ROSIE	5:29	22:10	350	RANAH	6:20	23:01	350

**Not Allocated Slots**

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:25	22:10	310
17-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:01	21:21	310	PAVLO	1:13	21:33	310	LEMOD	1:54	22:14	310
17-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:24	15:59		15:59	TAVUN	1:31	17:30	280	KKJ	4:06	20:05	320	DI	5:39	21:38	310	PAVLO	5:51	21:50	310	LEMOD	6:34	22:33	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	310	RANAH	6:11	22:21	310
17-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:04	19:39	320	DI	5:31	21:06	310	PAVLO	5:43	21:18	310	LEMOD	6:25	22:00	310
17-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:04	19:39	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	15	15:50	0:20	16:10		16:10	VPL	0:56	17:06	320									ASLUM	5:59	22:09	350	CHARN	6:49	22:59	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:29	17:39	320	KKJ	4:04	20:14	340					ROSIE	5:43	21:53	350	RANAH	6:33	22:43	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:29	17:39	320	KKJ	4:04	20:14	340					ROSIE	5:43	21:53	310	RANAH	6:31	22:41	310
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:54	16:49	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55		15:55	TAVUN	1:26	17:21	320	KKJ	3:59	19:54	340					ROSIE	5:35	21:30	310	RANAH	6:23	22:18	310
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55		15:55	IKULA	1:23	17:18	320	LLK	4:07	20:02	320	DI	5:31	21:26	350	PAVLO	5:43	21:38	350	LEMOD	6:24	22:19	350
17-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:47	21:52	350	CHARN	6:36	22:41	350
17-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	340					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
17-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:07	20:12	320	DI	5:31	21:36	350	PAVLO	5:43	21:48	350	LEMOD	6:25	22:30	350
17-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	300	LLK	2:51	20:46	320	DI	4:17	22:12	350	SITAX	4:27	22:22	350	AMDAR	5:03	22:58	350
17-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	15	18:20	0:20	18:40		18:40	LIMLA	0:23	19:03	320	LLK	2:53	21:33	320	DI	4:17	22:57	350	SITAX	4:28	23:08	350	AMDAR	5:04	23:44	350
17-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:04	23:09	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	0:00	16:45	LIMLA	0:27	17:12	320	LLK	3:02	19:47	320	DI	4:31	21:16	310	PAVLO	4:44	21:29	310	LEMOD	5:27	22:12	310
17-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	18	16:55	0:15	17:10	0:00	17:10	VPL	0:37	17:47	320									ASLUM	5:33	22:43	310	CHARN	6:21	23:31	310
17-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	28	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
17-Dec-05	<b>AUA26</b>	VTBD	LOWW	A332	0.81	27	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	360	KKJ	3:00	19:45	360					ROSIE	4:44	21:29	350	RANAH	5:35	22:20	350
17-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	0:00	17:13	LIMLA	0:26	17:39	300	LLK	2:55	20:08	320	DI	4:21	21:34	310	PAVLO	4:34	21:47	310	LEMOD	5:16	22:29	310
17-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	0:00	15:01	TAVUN	1:31	16:32	280	KKJ	4:06	19:07	320	DI	5:39	20:40	310	PAVLO	5:51	20:52	310	LEMOD	6:34	21:35	310
17-Dec-05	<b>CPA037</b>	VIDP	EGLL	B744	0.83	15	23:15	0:15	23:30	0:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
17-Dec-05	<b>CPA293</b>	VHHH	LIRF	A343	0.81	15	16:25	0:15	16:40	0:00	16:40					LLK	4:43	21:23	340					ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
17-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	0:00	20:35	LIMLA	0:27	21:02	300	LLK	2:52	23:27	320					ROSIE	4:33	1:08	350	RANAH	5:21	1:56	350
17-Dec-05	<b>MAS010</b>	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
17-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350
17-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	0:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
17-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:31	20:46	350	PAVLO	5:43	20:58	350	LEMOD	6:25	21:40	350
17-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:28	20:43	350	PAVLO	5:40	20:55	350	LEMOD	6:22	21:37	350
17-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	0:00	15:55	IKULA	1:23	17:18	320	LLK	4:07	20:02	320	DI	5:31	21:26	350	PAVLO	5:43	21:38	350	LEMOD	6:24	22:19	350
17-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	17:10	0:20	17:30	0:00	17:30	LIMLA	0:23	17:53	320	LLK	2:51	20:21	320	DI	4:16	21:46	310	SITAX	4:27	21:57	310	AMDAR	5:03	22:33	310
17-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.82	15	17:40	0:20	18:00	0:00	18:00	LIMLA	0:24	18:24	360	LLK	3:03	21:03	360	DI	4:31	22:31	350	PAVLO	4:44	22:44	350	LEMOD	5:29	23:29	350
17-Dec-05	<b>THA944</b>	VTBD	LIRF	MD11	0.82	15	17:35	0:20	17:55	0:00	17:55	LIMLA	0:21	18:16	300	LLK	2:53	20:48	340	DI	4:21	22:16	310	PAVLO	4:34	22:29	310	LEMOD	5:17	23:12	310
17-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	18:00	0:20	18:20	0:00	18:20	LIMLA	0:24	18:44	340	LLK	3:03	21:23	340	DI	4:33	22:53	350	PAVLO	4:46	23:06	350	LEMOD	5:29	23:49	350
17-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:54	16:31	320									ASLUM	5:46	21:23	350	CHARN	6:36	22:13	350
17-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	20	15:50	0:15	16:05	0:08	16:13	VPL	0:35	16:48	320									ASLUM	5:28	21:41	310	CHARN	6:18	22:31	310
17-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	15	18:20	0:20	18:40	0:08	18:48	LIMLA	0:23	19:11	320	LLK	2:53	21:41	320	DI	4:17	23:05	350	SITAX	4:28	23:16	350	AMDAR	5:04	23:52	350
17-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	0:09	16:09	VPL	0:57	17:06	320									ASLUM	5:59	22:08	350	CHARN	6:50	22:59	350
17-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	0:10	16:15	TAVUN	1:08	17:23	280	KKJ	3:42	19:57	320					ROSIE	5:29	21:44	310	RANAH	6:20	22:35	310
17-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:15	0:20	17:35	0:10	17:45	LIMLA	0:23	18:08	320	LLK	2:51	20:36	320	DI	4:17	22:02	350	SITAX	4:27	22:12	350	AMDAR	5:03	22:48	350
17-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.81	30	21:00	0:15	21:15	0:11	21:26													PAVLO	1:18	22:44	310	LEMOD	2:01	23:27	310
17-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:13	18:23	LIMLA	0:24	18:47	320	LLK	2:54	21:17	340	DI	4:18	22:41	350	SITAX	4:29	22:52	350	AMDAR	5:05	23:28	350
17-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	0:21	16:26	TAVUN	1:26	17:52	320	KKJ	3:59	20:25	340					ROSIE	5:35	22:01	310	RANAH	6:24	22:50	310
17-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	40	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350
17-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	35	17:20	0:16	17:36	0:28	18:04	LIMLA	0:27	18:31	300	LLK	2:59	21:03	300	DI	4:22	22:26	310	SITAX	4:33	22:37	310	AMDAR	5:08	23:12	310
17-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	0:28	16:38	VPL	0:54	17:32	320									ASLUM	5:47	22:25	350	CHARN	6:36	23:14	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10	0:28	16:38	TAVUN	1:29	18:07	320	KKJ	4:04	20:42	340					ROSIE	5:43	22:21	350	RANAH	6:33	23:11	350

**Not Allocated Slots**

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:25	22:10	310
17-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:01	21:21	310	PAVLO	1:13	21:33	310	LEMOD	1:54	22:14	310
17-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:24	15:59		15:59	TAVUN	1:31	17:30	280	KKJ	4:06	20:05	320	DI	5:39	21:38	310	PAVLO	5:51	21:50	310	LEMOD	6:34	22:33	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	310	RANAH	6:11	22:21	310
17-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	5	17:00	0:15	17:15		17:15	TAVUN	1:29	18:44	340	KKJ	4:07	21:22	340					ROSIE	5:48	23:03	350	RANAH	6:38	23:53	350
17-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	300	LLK	2:51	20:46	320	DI	4:17	22:12	350	SITAX	4:27	22:22	350	AMDAR	5:03	22:58	350
17-Dec-05	<b>THA948</b>	VTBD	LEMD	B744	0.86	15	17:40	0:20	18:00		18:00	LIMLA	0:24	18:24	320	LLK	2:51	20:51	320	DI	4:17	22:17	350	PAVLO	4:29	22:29	350	LEMOD	5:11	23:11	350
17-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:04	23:09	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	0:00	16:45	LIMLA	0:27	17:12	320	LLK	3:02	19:47	320	DI	4:31	21:16	310	PAVLO	4:44	21:29	310	LEMOD	5:27	22:12	310
17-Dec-05	AUA2	WMKK	LOWW	B772	0.84	18	16:55	0:15	17:10	0:00	17:10	VPL	0:37	17:47	320									ASLUM	5:33	22:43	310	CHARN	6:21	23:31	310
17-Dec-05	AUA8	WSSS	LOWW	B772	0.83	28	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
17-Dec-05	AUA26	VTBD	LOWW	A332	0.81	27	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	360	KKJ	3:00	19:45	360					ROSIE	4:44	21:29	350	RANAH	5:35	22:20	350
17-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	0:00	17:13	LIMLA	0:26	17:39	300	LLK	2:55	20:08	320	DI	4:21	21:34	310	PAVLO	4:34	21:47	310	LEMOD	5:16	22:29	310
17-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	0:00	15:01	TAVUN	1:31	16:32	280	KKJ	4:06	19:07	320	DI	5:39	20:40	310	PAVLO	5:51	20:52	310	LEMOD	6:34	21:35	310
17-Dec-05	CPA037	VIDP	EGLL	B744	0.83	15	23:15	0:15	23:30	0:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
17-Dec-05	CPA293	VHVV	LIRF	A343	0.81	15	16:25	0:15	16:40	0:00	16:40					LLK	4:43	21:23	340					ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
17-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	0:00	20:35	LIMLA	0:27	21:02	300	LLK	2:52	23:27	320					ROSIE	4:33	1:08	350	RANAH	5:21	1:56	350
17-Dec-05	MAS020	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350
17-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	0:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
17-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:31	20:46	350	PAVLO	5:43	20:58	350	LEMOD	6:25	21:40	350
17-Dec-05	QFA9	WSSS	EGLL	B744	0.85	30	15:00	0:15	15:15	0:00	15:15	IKULA	1:20	16:35	320	LLK	4:04	19:19	320	DI	5:28	20:43	350	PAVLO	5:40	20:55	350	LEMOD	6:22	21:37	350
17-Dec-05	SQ334	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	0:00	15:55	IKULA	1:23	17:18	320	LLK	4:07	20:02	320	DI	5:31	21:26	350	PAVLO	5:43	21:38	350	LEMOD	6:24	22:19	350
17-Dec-05	THA920	VTBD	EDDF	B744	0.86	15	17:10	0:20	17:30	0:00	17:30	LIMLA	0:23	17:53	320	LLK	2:51	20:21	320	DI	4:16	21:46	310	SITAX	4:27	21:57	310	AMDAR	5:03	22:33	310
17-Dec-05	THA940	VTBD	LIMC	A345	0.82	15	17:40	0:20	18:00	0:00	18:00	LIMLA	0:24	18:24	360	LLK	3:03	21:03	360	DI	4:31	22:31	350	PAVLO	4:44	22:44	350	LEMOD	5:29	23:29	350
17-Dec-05	THA944	VTBD	LIRF	MD11	0.82	15	17:35	0:20	17:55	0:00	17:55	LIMLA	0:21	18:16	300	LLK	2:53	20:48	340	DI	4:21	22:16	310	PAVLO	4:34	22:29	310	LEMOD	5:17	23:12	310
17-Dec-05	THA970	VTBD	LSZH	A346	0.82	15	18:00	0:20	18:20	0:00	18:20	LIMLA	0:24	18:44	340	LLK	3:03	21:23	340	DI	4:33	22:53	350	PAVLO	4:46	23:06	350	LEMOD	5:29	23:49	350
17-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:54	16:31	320									ASLUM	5:46	21:23	350	CHARN	6:36	22:13	350
17-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	0:05	16:10	IKULA	1:23	17:33	320	LLK	4:07	20:17	320	DI	5:31	21:41	350	PAVLO	5:43	21:53	350	LEMOD	6:25	22:35	350
17-Dec-05	MAS014	WMKK	LIRF	B772	0.82	20	15:50	0:15	16:05	0:08	16:13	VPL	0:35	16:48	320									ASLUM	5:28	21:41	310	CHARN	6:18	22:31	310
17-Dec-05	THA950	VTBD	EKCH	B744	0.86	15	18:20	0:20	18:40	0:08	18:48	LIMLA	0:23	19:11	320	LLK	2:53	21:41	320	DI	4:17	23:05	350	SITAX	4:28	23:16	350	AMDAR	5:04	23:52	350
17-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	0:09	16:09	VPL	0:57	17:06	320									ASLUM	5:59	22:08	350	CHARN	6:50	22:59	350
17-Dec-05	THA930	VTBD	LFPG	B744	0.86	15	17:15	0:20	17:35	0:10	17:45	LIMLA	0:23	18:08	320	LLK	2:51	20:36	320	DI	4:17	22:02	350	SITAX	4:27	22:12	350	AMDAR	5:03	22:48	350
17-Dec-05	AUA34	VIDP	LOWW	B763	0.81	30	21:00	0:15	21:15	0:11	21:26													PAVLO	1:18	22:44	310	LEMOD	2:01	23:27	310
17-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:13	18:23	LIMLA	0:24	18:47	320	LLK	2:54	21:17	340	DI	4:18	22:41	350	SITAX	4:29	22:52	350	AMDAR	5:05	23:28	350
17-Dec-05	MAS016	WMKK	EHAM	B744	0.85	40	15:45	0:15	16:00	0:16	16:16	TAVUN	1:08	17:24	320	KKJ	3:42	19:58	340					ROSIE	5:28	21:44	350	RANAH	6:19	22:35	350
17-Dec-05	SAS972	VTBD	EKCH	A343	0.82	35	17:20	0:16	17:36	0:28	18:04	LIMLA	0:27	18:31	300	LLK	2:59	21:03	300	DI	4:22	22:26	310	SITAX	4:33	22:37	310	AMDAR	5:08	23:12	310
17-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	0:28	16:38	VPL	0:54	17:32	320									ASLUM	5:47	22:25	350	CHARN	6:36	23:14	350
17-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:33	16:33	TAVUN	1:08	17:41	320	KKJ	3:42	20:15	320					ROSIE	5:28	22:01	310	RANAH	6:19	22:52	310
17-Dec-05	MAS006	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	0:43	16:48	TAVUN	1:08	17:56	320	KKJ	3:42	20:30	320					ROSIE	5:29	22:17	350	RANAH	6:20	23:08	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
17-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:25	22:10	310
17-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:01	21:21	310	PAVLO	1:13	21:33	310	LEMOD	1:54	22:14	310
17-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:24	15:59		15:59	TAVUN	1:31	17:30	280	KKJ	4:06	20:05	320	DI	5:39	21:38	310	PAVLO	5:51	21:50	310	LEMOD	6:34	22:33	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
17-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	310	RANAH	6:11	22:21	310
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	15	15:50	0:20	16:10		16:10	VPL	0:56	17:06	320									ASLUM	5:59	22:09	350	CHARN	6:49	22:59	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:29	17:39	320	KKJ	4:04	20:14	340					ROSIE	5:43	21:53	350	RANAH	6:33	22:43	350
17-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:29	17:39	320	KKJ	4:04	20:14	340					ROSIE	5:43	21:53	310	RANAH	6:31	22:41	310
17-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	5	17:00	0:15	17:15		17:15	TAVUN	1:29	18:44	340	KKJ	4:07	21:22	340					ROSIE	5:48	23:03	350	RANAH	6:38	23:53	350
17-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	300	LLK	2:51	20:46	320	DI	4:17	22:12	350	SITAX	4:27	22:22	350	AMDAR	5:03	22:58	350
17-Dec-05	<b>THA948</b>	VTBD	LEMD	B744	0.86	15	17:40	0:20	18:00		18:00	LIMLA	0:24	18:24	320	LLK	2:51	20:51	320	DI	4:17	22:17	350	PAVLO	4:29	22:29	350	LEMOD	5:11	23:11	350
17-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:04	23:09	350

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Appendix C to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
18-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:00	23:25	390	CHARN	2:51	0:16	390
18-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:28	17:13	320	LLK	3:04	19:49	320	DI	4:33	21:18	310	PAVLO	4:45	21:30	310	LEMOD	5:26	22:11	350
18-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:00	21:15													PAVLO	1:17	22:32	310	LEMOD	2:00	23:15	310
18-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	34	16:30	0:15	16:45	00:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
18-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	00:00	17:13	LIMLA	0:28	17:41	300	LLK	3:00	20:13	320	DI	4:27	21:40	310	PAVLO	4:40	21:53	310	LEMOD	5:21	22:34	310
18-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:09	19:10	320	DI	5:44	20:45	310	PAVLO	5:56	20:57	310	LEMOD	6:38	21:39	310
18-Dec-05	<b>CX037</b>	VIDP	EGLL	B744	0.83	90	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
18-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	20:10	0:15	20:25	00:00	20:25	BETNO	0:26	20:51	320	KKJ	3:03	23:28	360												
18-Dec-05	<b>FIN092</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:00	18:10	LIMLA	0:24	18:34	280	LLK	2:54	21:04	320	DI	4:24	22:34	310	SITAX	4:34	22:44	310	AMDAR	5:10	23:20	310
18-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	VPL	0:35	16:05	280									ASLUM	5:29	20:59	310	CHARN	6:17	21:47	310
18-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	00:00	15:45	VPL	0:53	16:38	320									ASLUM	5:47	21:32	350	CHARN	6:35	22:20	350
18-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.82	5	22:30	0:15	22:45	00:00	22:45									DI	1:07	23:52	310	PAVLO	1:14	23:59	310	LEMOD	2:04	0:49	310
18-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:31	17:16	300	LLK	3:04	19:49	300	DI	4:17	21:02	310	SITAX	4:26	21:11	310	AMDAR	5:00	21:45	310
18-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	15	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350
18-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.85	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	320	KKJ	2:56	20:36	320					ROSIE	4:37	22:17	310	RANAH	5:27	23:07	310
18-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:57	16:57	320									ASLUM	6:01	22:01	350	CHARN	6:51	22:51	350
18-Dec-05	<b>THA946</b>	VTBD	LGAV	B773	0.78	15	17:25	0:20	17:45	00:00	17:45	LIMLA	0:26	18:11	300	LLK	3:00	20:45	320	DI	4:28	22:13	350	PAVLO	4:40	22:25	350	LEMOD	5:22	23:07	350
18-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	40	15:25	0:15	15:40	00:06	15:46	VPL	0:35	16:21	320									ASLUM	5:28	21:14	310	CHARN	6:18	22:04	310
18-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	27	16:30	0:15	16:45	00:10	16:55	BETNO	0:27	17:22	340	LLK	3:50	20:45	360	DI	4:33	21:28	350	PAVLO	4:48	21:43	350	LEMOD	5:31	22:26	350
18-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:10	16:50													ROSIE	6:31	23:21	350	RANAH	7:23	0:13	350
18-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	45	15:50	0:15	16:05	00:12	16:17	TAVUN	1:08	17:25	280	KKJ	3:42	19:59	320					ROSIE	5:21	21:38	310	RANAH	6:22	22:39	310
18-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	15	17:01	0:20	17:21	00:12	17:33	LIMLA	0:23	17:56	320	LLK	2:55	20:28	320	DI	4:21	21:54	350	PAVLO	4:33	22:06	350	LEMOD	5:14	22:47	350
18-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55	00:13	18:08	LIMLA	0:23	18:31	320	LLK	2:55	21:03	340	DI	4:21	22:29	350	PAVLO	4:33	22:41	350	LEMOD	5:14	23:22	350
18-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10	00:13	18:23	LIMLA	0:23	18:46	320	LLK	2:55	21:18	340	DI	4:22	22:45	350	SITAX	4:32	22:55	350	AMDAR	5:07	23:30	350
18-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:14	17:24	VPL	0:37	18:01	340									ASLUM	5:33	22:57	350	CHARN	6:21	23:45	350
18-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:24	16:29	VPL	0:53	17:22	320									ASLUM	5:49	22:18	350	CHARN	6:37	23:06	350
18-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:27	16:32	TAVUN	1:08	17:40	320	KKJ	3:42	20:14	320					ROSIE	5:29	22:01	350	RANAH	6:20	22:52	350
18-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	16:30	0:15	16:45	00:27	17:12	IKULA	1:20	18:32	320	LLK	4:07	21:19	320	DI	5:36	22:48	310	PAVLO	5:48	23:00	310	LEMOD	6:28	23:40	310
18-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	75	15:40	0:15	15:55	01:02	16:57	TAVUN	1:26	18:23	320	KKJ	4:01	20:58	320					ROSIE	5:39	22:36	310	RANAH	6:25	23:22	310
18-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	75	15:50	0:20	16:10	01:05	17:15	VPL	0:55	18:10	320									ASLUM	5:57	23:12	350	CHARN	6:46	0:01	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
18-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:00	21:20	310	PAVLO	1:12	21:32	310	LEMOD	1:52	22:12	310	
18-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	16:15	0:15	16:30		16:30	TAVUN	1:26	17:56	320	KKJ	4:03	20:33	320					ROSIE	5:41	22:11	310	RANAH	6:27	22:57	310	
18-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:23	15:58		15:58	TAVUN	1:31	17:29	320	KKJ	4:09	20:07	320	DI	5:44	21:42	310	PAVLO	5:56	21:54	310	LEMOD	6:37	22:35	310	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	40	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:07	19:42	320	DI	5:36	21:11	310	PAVLO	5:48	21:23	310	LEMOD	6:28	22:03	310	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:21	16:56	320	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:49	21:24	350	LEMOD	6:29	22:04	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	320	LLK	3:00	20:36	340	DI	4:27	22:03	350	SITAX	4:40	22:16	350	AMDAR	5:16	22:52	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	10	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	320	LLK	3:00	20:36	320	DI	4:27	22:03	310	SITAX	4:37	22:13	310	AMDAR	5:12	22:48	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	15	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	300	LLK	2:58	20:34	300	DI	4:23	21:59	310	SITAX	4:33	22:09	310	AMDAR	5:08	22:44	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	20	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	320	LLK	3:00	20:36	320	DI	4:28	22:04	310	PAVLO	4:42	22:18	310	LEMOD	5:23	22:59	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	25	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	320	LLK	3:01	20:37	340	DI	4:29	22:05	350	PAVLO	4:42	22:18	350	LEMOD	5:23	22:59	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	300	LLK	2:59	20:35	300	DI	4:24	22:00	310	PAVLO	4:36	22:12	310	LEMOD	5:17	22:53	310	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	15	15:55	0:20	16:15		16:15	TAVUN	1:26	17:41	320	KKJ	4:04	20:19	340					ROSIE	5:39	21:54	310	RANAH	6:26	22:41	310	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	VPL	0:54	17:09	320									ASLUM	5:50	22:05	350	CHARN	6:38	22:53	350	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	IKULA	1:25	17:40	320	LLK	4:18	20:33	320	DI	5:36	21:51	310	PAVLO	5:48	22:03	310	LEMOD	6:28	22:43	310	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	4:02	20:07	320					ROSIE	5:39	21:44	310	RANAH	6:25	22:30	310	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:49	21:54	350	CHARN	6:37	22:42	350	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:11	20:16	320	DI	5:35	21:40	310	PAVLO	5:47	21:52	310	LEMOD	6:26	22:31	310	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	LIMLA	0:23	17:23	300	LLK	2:55	19:55	340	DI	4:21	21:21	350	PAVLO	4:33	21:33	350	LEMOD	5:14	22:14	350	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	BETNO	0:23	17:23	300	KKJ	2:53	19:53	340					350	ROSIE	4:34	21:34	350	RANAH	5:21	22:21	350
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	320	LLK	2:54	20:19	320	DI	4:20	21:45	350	PAVLO	4:32	21:57	350	LEMOD	5:12	22:37	350	
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:23	17:48	300	KKJ	2:53	20:18	320					ROSIE	4:31	21:56	310	RANAH	5:18	22:43	310	
18-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00		18:00	LIMLA	0:29	18:29	320	LLK	3:08	21:08	340	DI	4:39	22:39	350	PAVLO	4:52	22:52	350	LEMOD	5:34	23:34	350	
18-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00		18:00	LIMLA	0:27	18:27	320	LLK	3:06	21:06	340	DI	4:37	22:37	350	SITAX	4:48	22:48	350	AMDAR	5:24	23:24	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
18-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:00	23:25	390	CHARN	2:51	0:16	390	
18-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:28	17:13	320	LLK	3:04	19:49	320	DI	4:33	21:18	310	PAVLO	4:45	21:30	310	LEMOD	5:26	22:11	350	
18-Dec-05	AUA8	WSSS	LOWW	B772	0.83	34	16:30	0:15	16:45	00:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350	
18-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	00:00	17:13	LIMLA	0:28	17:41	300	LLK	3:00	20:13	320	DI	4:27	21:40	310	PAVLO	4:40	21:53	310	LEMOD	5:21	22:34	310	
18-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:09	19:10	320	DI	5:44	20:45	310	PAVLO	5:56	20:57	310	LEMOD	6:38	21:39	310	
18-Dec-05	CX037	VIDP	EGLL	B744	0.83	90	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310	
18-Dec-05	EVA61	VTBD	LOWW	B330	0.82	15	20:10	0:15	20:25	00:00	20:25	BETNO	0:26	20:51	320	KKJ	3:03	23:28	360													
18-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	VPL	0:35	16:05	280									ASLUM	5:29	20:59	310	CHARN	6:17	21:47	310	
18-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	00:00	15:45	VPL	0:53	16:38	320									ASLUM	5:47	21:32	350	CHARN	6:35	22:20	350	
18-Dec-05	KLM872	VIDP	EHAM	B772	0.82	5	22:30	0:15	22:45	00:00	22:45										DI	1:07	23:52	310	PAVLO	1:14	23:59	310	LEMOD	2:04	0:49	310
18-Dec-05	KLM878	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:31	17:16	300	LLK	3:04	19:49	300	DI	4:17	21:02	310	SITAX	4:26	21:11	310	AMDAR	5:00	21:45	310	
18-Dec-05	MAS016	WMKK	EHAM	B744	0.85	15	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
18-Dec-05	QFA2	VTBD	EGLL	B744	0.85	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	320	KKJ	2:56	20:36	320					ROSIE	4:37	22:17	310	RANAH	5:27	23:07	310	
18-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:57	16:57	320									ASLUM	6:01	22:01	350	CHARN	6:51	22:51	350	
18-Dec-05	THA946	VTBD	LGAV	B773	0.78	15	17:25	0:20	17:45	00:00	17:45	LIMLA	0:26	18:11	300	LLK	3:00	20:45	320	DI	4:28	22:13	350	PAVLO	4:40	22:25	350	LEMOD	5:22	23:07	350	
18-Dec-05	MAS020	WMKK	LFPG	B744	0.86	40	15:25	0:15	15:40	00:06	15:46	VPL	0:35	16:21	320									ASLUM	5:28	21:14	310	CHARN	6:18	22:04	310	
18-Dec-05	QFA5	WSSS	EDDF	B744	0.85	30	16:30	0:15	16:45	00:08	16:53	IKULA	1:20	18:13	320	LLK	4:07	21:00	320	DI	5:36	22:29	310	PAVLO	5:48	22:41	310	LEMOD	6:28	23:21	310	
18-Dec-05	MAS006	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:09	16:14	TAVUN	1:08	17:22	320	KKJ	3:42	19:56	320					ROSIE	5:29	21:43	350	RANAH	6:20	22:34	350	
18-Dec-05	AUA26	VTBD	LOWW	A343	0.80	27	16:30	0:15	16:45	00:10	16:55	BETNO	0:27	17:22	340	LLK	3:50	20:45	360	DI	4:33	21:28	350	PAVLO	4:48	21:43	350	LEMOD	5:31	22:26	350	
18-Dec-05	MAS022	WMKK	LOWW	B772	0.82	45	15:50	0:15	16:05	00:12	16:17	TAVUN	1:08	17:25	280	KKJ	3:42	19:59	320					ROSIE	5:21	21:38	310	RANAH	6:22	22:39	310	
18-Dec-05	THA942	VTBD	LIRF	B744	0.86	15	17:01	0:20	17:21	00:12	17:33	LIMLA	0:23	17:56	320	LLK	2:55	20:28	320	DI	4:21	21:54	350	PAVLO	4:33	22:06	350	LEMOD	5:14	22:47	350	
18-Dec-05	THA910	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55	00:13	18:08	LIMLA	0:23	18:31	320	LLK	2:55	21:03	340	DI	4:21	22:29	350	PAVLO	4:33	22:41	350	LEMOD	5:14	23:22	350	
18-Dec-05	AUA2	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:14	17:24	VPL	0:37	18:01	340									ASLUM	5:33	22:57	350	CHARN	6:21	23:45	350	
18-Dec-05	BAW18	WSSS	EGLL	B744	0.83	15	15:35	0:23	15:58	00:14	16:12	TAVUN	1:31	17:43	320	KKJ	4:09	20:21	320	DI	5:44	21:56	310	PAVLO	5:56	22:08	310	LEMOD	6:37	22:49	310	
18-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:14	18:24	LIMLA	0:24	18:48	320	LLK	2:54	21:18	340	DI	4:24	22:48	350	SITAX	4:34	22:58	350	AMDAR	5:10	23:34	350	
18-Dec-05	AUA34	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:24	21:39													PAVLO	1:17	22:56	310	LEMOD	2:00	23:39	310	
18-Dec-05	SQ322	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:24	16:29	VPL	0:53	17:22	320									ASLUM	5:49	22:18	350	CHARN	6:37	23:06	350	
18-Dec-05	MAS002	WMKK	EGLL	B744	0.85	40	15:55	0:15	16:10	00:31	16:41	TAVUN	1:08	17:49	280	KKJ	3:42	20:23	320					ROSIE	5:20	22:01	350	RANAH	6:11	22:52	350	
18-Dec-05	CX293	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:36	17:16					LLK	4:43	21:59	340					ROSIE	6:31	23:47	350	RANAH	7:23	0:39	350	
18-Dec-05	THA950	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10	00:39	18:49	LIMLA	0:23	19:12	320	LLK	2:55	21:44	340	DI	4:22	23:11	350	SITAX	4:32	23:21	350	AMDAR	5:07	23:56	350	
18-Dec-05	SQ334	WSSS	LFPG	B744	0.85	75	15:40	0:15	15:55	01:02	16:57	TAVUN	1:26	18:23	320	KKJ	4:01	20:58	320					ROSIE	5:39	22:36	310	RANAH	6:25	23:22	310	
18-Dec-05	SQ328	WSSS	EGCC	B777	0.84	75	15:50	0:20	16:10	01:05	17:15	VPL	0:55	18:10	320									ASLUM	5:57	23:12	350	CHARN	6:46	0:01	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
18-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:00	21:20	310	PAVLO	1:12	21:32	310	LEMOD	1:52	22:12	310	
18-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	16:15	0:15	16:30		16:30	TAVUN	1:26	17:56	320	KKJ	4:03	20:33	320					ROSIE	5:41	22:11	310	RANAH	6:27	22:57	310	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:07	19:42	320	DI	5:36	21:11	310	PAVLO	5:48	21:23	310	LEMOD	6:28	22:03	310	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:21	16:56	320	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:49	21:24	350	LEMOD	6:29	22:04	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	320	LLK	3:00	20:36	340	DI	4:27	22:03	350	SITAX	4:40	22:16	350	AMDAR	5:16	22:52	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	10	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	320	LLK	3:00	20:36	320	DI	4:27	22:03	310	SITAX	4:37	22:13	310	AMDAR	5:12	22:48	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	15	17:20	0:16	17:36		17:36	LIMLA	0:27	18:03	300	LLK	2:58	20:34	300	DI	4:23	21:59	310	SITAX	4:33	22:09	310	AMDAR	5:08	22:44	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	20	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	320	LLK	3:00	20:36	320	DI	4:28	22:04	310	PAVLO	4:42	22:18	310	LEMOD	5:23	22:59	310	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	25	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	320	LLK	3:01	20:37	340	DI	4:29	22:05	350	PAVLO	4:42	22:18	350	LEMOD	5:23	22:59	350	
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36		17:36	LIMLA	0:28	18:04	300	LLK	2:59	20:35	300	DI	4:24	22:00	310	PAVLO	4:36	22:12	310	LEMOD	5:17	22:53	310	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	15	15:55	0:20	16:15		16:15	TAVUN	1:26	17:41	320	KKJ	4:04	20:19	340					ROSIE	5:39	21:54	310	RANAH	6:26	22:41	310	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	VPL	0:54	17:09	320									ASLUM	5:50	22:05	350	CHARN	6:38	22:53	350	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	IKULA	1:25	17:40	320	LLK	4:18	20:33	320	DI	5:36	21:51	310	PAVLO	5:48	22:03	310	LEMOD	6:28	22:43	310	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	4:02	20:07	320					ROSIE	5:39	21:44	310	RANAH	6:25	22:30	310	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:49	21:54	350	CHARN	6:37	22:42	350	
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:11	20:16	320	DI	5:35	21:40	310	PAVLO	5:47	21:52	310	LEMOD	6:26	22:31	310	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	LIMLA	0:23	17:23	300	LLK	2:55	19:55	340	DI	4:21	21:21	350	PAVLO	4:33	21:33	350	LEMOD	5:14	22:14	350	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	BETNO	0:23	17:23	300	KKJ	2:53	19:53	340					350	ROSIE	4:34	21:34	350	RANAH	5:21	22:21	350
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	320	LLK	2:54	20:19	320	DI	4:20	21:45	350	PAVLO	4:32	21:57	350	LEMOD	5:12	22:37	350	
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:23	17:48	300	KKJ	2:53	20:18	320					ROSIE	4:31	21:56	310	RANAH	5:18	22:43	310	
18-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00		18:00	LIMLA	0:29	18:29	320	LLK	3:08	21:08	340	DI	4:39	22:39	350	PAVLO	4:52	22:52	350	LEMOD	5:34	23:34	350	
18-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00		18:00	LIMLA	0:27	18:27	320	LLK	3:06	21:06	340	DI	4:37	22:37	350	SITAX	4:48	22:48	350	AMDAR	5:24	23:24	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
18-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:00	23:25	390	CHARN	2:51	0:16	390
18-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:28	17:13	320	LLK	3:04	19:49	320	DI	4:33	21:18	310	PAVLO	4:45	21:30	310	LEMOD	5:26	22:11	350
18-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	34	16:30	0:15	16:45	00:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
18-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	00:00	17:13	LIMLA	0:28	17:41	300	LLK	3:00	20:13	320	DI	4:27	21:40	310	PAVLO	4:40	21:53	310	LEMOD	5:21	22:34	310
18-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:09	19:10	320	DI	5:44	20:45	310	PAVLO	5:56	20:57	310	LEMOD	6:38	21:39	310
18-Dec-05	<b>CX037</b>	VIDP	EGLL	B744	0.83	90	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
18-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:00	16:40					LLK	4:43	21:23	340					ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
18-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	20:10	0:15	20:25	00:00	20:25	BETNO	0:26	20:51	320	KKJ	3:03	23:28	360												
18-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	VPL	0:35	16:05	280									ASLUM	5:29	20:59	310	CHARN	6:17	21:47	310
18-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	00:00	15:45	VPL	0:53	16:38	320									ASLUM	5:47	21:32	350	CHARN	6:35	22:20	350
18-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.82	5	22:30	0:15	22:45	00:00	22:45									DI	1:07	23:52	310	PAVLO	1:14	23:59	310	LEMOD	2:04	0:49	310
18-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:31	17:16	300	LLK	3:04	19:49	300	DI	4:17	21:02	310	SITAX	4:26	21:11	310	AMDAR	5:00	21:45	310
18-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	15	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350
18-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.85	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	320	KKJ	2:56	20:36	320					ROSIE	4:37	22:17	310	RANAH	5:27	23:07	310
18-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	16:30	0:15	16:45	00:00	16:45	IKULA	1:20	18:05	320	LLK	4:07	20:52	320	DI	5:36	22:21	310	PAVLO	5:48	22:33	310	LEMOD	6:28	23:13	310
18-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:57	16:57	320									ASLUM	6:01	22:01	350	CHARN	6:51	22:51	350
18-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:00	18:00	LIMLA	0:29	18:29	320	LLK	3:08	21:08	340	DI	4:39	22:39	350	PAVLO	4:52	22:52	350	LEMOD	5:34	23:34	350
18-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55	00:02	17:57	BETNO	0:23	18:20	320	KKJ	2:53	20:50	340					ROSIE	4:32	22:29	350	RANAH	5:19	23:16	350
18-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36	00:05	17:41	LIMLA	0:27	18:08	320	LLK	3:00	20:41	340	DI	4:27	22:08	350	SITAX	4:40	22:21	350	AMDAR	5:16	22:57	350
18-Dec-05	<b>THA946</b>	VTBD	LGAV	B773	0.78	15	17:25	0:20	17:45	00:05	17:50	LIMLA	0:26	18:16	300	LLK	3:00	20:50	320	DI	4:28	22:18	350	PAVLO	4:40	22:30	350	LEMOD	5:22	23:12	350
18-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	40	15:25	0:15	15:40	00:06	15:46	VPL	0:35	16:21	320									ASLUM	5:28	21:14	310	CHARN	6:18	22:04	310
18-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	15	17:01	0:20	17:21	00:06	17:27	LIMLA	0:23	17:50	320	LLK	2:55	20:22	320	DI	4:21	21:48	350	PAVLO	4:33	22:00	350	LEMOD	5:14	22:41	350
18-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:09	16:14	TAVUN	1:08	17:22	320	KKJ	3:42	19:56	320					ROSIE	5:29	21:43	350	RANAH	6:20	22:34	350
18-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	27	16:30	0:15	16:45	00:10	16:55	BETNO	0:27	17:22	340	LLK	3:50	20:45	360	DI	4:33	21:28	350	PAVLO	4:48	21:43	350	LEMOD	5:31	22:26	350
18-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:14	17:24	VPL	0:37	18:01	340									ASLUM	5:33	22:57	350	CHARN	6:21	23:45	350
18-Dec-05	<b>FIN092</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:15	18:25	LIMLA	0:24	18:49	320	LLK	2:54	21:19	340	DI	4:24	22:49	350	SITAX	4:34	22:59	350	AMDAR	5:10	23:35	350
18-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:16	21:31													PAVLO	1:17	22:48	310	LEMOD	2:00	23:31	310
18-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	00:18	16:23	IKULA	1:23	17:46	320	LLK	4:11	20:34	320	DI	5:35	21:58	310	PAVLO	5:47	22:10	310	LEMOD	6:26	22:49	310
18-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	45	15:50	0:15	16:05	00:24	16:29	TAVUN	1:08	17:37	280	KKJ	3:42	20:11	320					ROSIE	5:21	21:50	310	RANAH	6:22	22:51	310
18-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:24	16:29	VPL	0:53	17:22	320									ASLUM	5:49	22:18	350	CHARN	6:37	23:06	350
18-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10	00:40	18:50	LIMLA	0:23	19:13	320	LLK	2:55	21:45	340	DI	4:22	23:12	350	SITAX	4:32	23:22	350	AMDAR	5:07	23:57	350
18-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	75	15:40	0:15	15:55	01:02	16:57	TAVUN	1:26	18:23	320	KKJ	4:01	20:58	320					ROSIE	5:39	22:36	310	RANAH	6:25	23:22	310
18-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	75	15:50	0:20	16:10	01:05	17:15	VPL	0:55	18:10	320									ASLUM	5:57	23:12	350	CHARN	6:46	0:01	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
18-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:00	21:20	310	PAVLO	1:12	21:32	310	LEMOD	1:52	22:12	310	
18-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	16:15	0:15	16:30		16:30	TAVUN	1:26	17:56	320	KKJ	4:03	20:33	320					ROSIE	5:41	22:11	310	RANAH	6:27	22:57	310	
18-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:23	15:58		15:58	TAVUN	1:31	17:29	320	KKJ	4:09	20:07	320	DI	5:44	21:42	310	PAVLO	5:56	21:54	310	LEMOD	6:37	22:35	310	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
18-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	40	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:07	19:42	320	DI	5:36	21:11	310	PAVLO	5:48	21:23	310	LEMOD	6:28	22:03	310	
18-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:21	16:56	320	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:49	21:24	350	LEMOD	6:29	22:04	350	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	15	15:55	0:20	16:15		16:15	TAVUN	1:26	17:41	320	KKJ	4:04	20:19	340					ROSIE	5:39	21:54	310	RANAH	6:26	22:41	310	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	VPL	0:54	17:09	320									ASLUM	5:50	22:05	350	CHARN	6:38	22:53	350	
18-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15		16:15	IKULA	1:25	17:40	320	LLK	4:18	20:33	320	DI	5:36	21:51	310	PAVLO	5:48	22:03	310	LEMOD	6:28	22:43	310	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	LIMLA	0:23	17:23	300	LLK	2:55	19:55	340	DI	4:21	21:21	350	PAVLO	4:33	21:33	350	LEMOD	5:14	22:14	350	
18-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	BETNO	0:23	17:23	300	KKJ	2:53	19:53	340					350	ROSIE	4:34	21:34	350	RANAH	5:21	22:21	350
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	320	LLK	2:54	20:19	320	DI	4:20	21:45	350	PAVLO	4:32	21:57	350	LEMOD	5:12	22:37	350	
18-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:23	17:48	300	KKJ	2:53	20:18	320					ROSIE	4:31	21:56	310	RANAH	5:18	22:43	310	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
18-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:00	23:25	390	CHARN	2:51	0:16	390
18-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:28	17:13	320	LLK	3:04	19:49	320	DI	4:33	21:18	310	PAVLO	4:45	21:30	310	LEMOD	5:26	22:11	350
18-Dec-05	AUA8	WSSS	LOWW	B772	0.83	34	16:30	0:15	16:45	00:00	16:45	VPL	0:56	17:41	340									ASLUM	5:56	22:41	350	CHARN	6:45	23:30	350
18-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:18	17:13	00:00	17:13	LIMLA	0:28	17:41	300	LLK	3:00	20:13	320	DI	4:27	21:40	310	PAVLO	4:40	21:53	310	LEMOD	5:21	22:34	310
18-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:09	19:10	320	DI	5:44	20:45	310	PAVLO	5:56	20:57	310	LEMOD	6:38	21:39	310
18-Dec-05	CX037	VIDP	EGLL	B744	0.83	90	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
18-Dec-05	CX293	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:00	16:40					LLK	4:43	21:23	340					ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
18-Dec-05	EVA61	VTBD	LOWW	B330	0.82	15	20:10	0:15	20:25	00:00	20:25	BETNO	0:26	20:51	320	KKJ	3:03	23:28	360												
18-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	VPL	0:35	16:05	280									ASLUM	5:29	20:59	310	CHARN	6:17	21:47	310
18-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	00:00	15:45	VPL	0:53	16:38	320									ASLUM	5:47	21:32	350	CHARN	6:35	22:20	350
18-Dec-05	KLM872	VIDP	EHAM	B772	0.82	5	22:30	0:15	22:45	00:00	22:45									DI	1:07	23:52	310	PAVLO	1:14	23:59	310	LEMOD	2:04	0:49	310
18-Dec-05	KLM878	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:31	17:16	300	LLK	3:04	19:49	300	DI	4:17	21:02	310	SITAX	4:26	21:11	310	AMDAR	5:00	21:45	310
18-Dec-05	MAS016	WMKK	EHAM	B744	0.85	15	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350
18-Dec-05	QFA2	VTBD	EGLL	B744	0.85	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	320	KKJ	2:56	20:36	320					ROSIE	4:37	22:17	310	RANAH	5:27	23:07	310
18-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:57	16:57	320									ASLUM	6:01	22:01	350	CHARN	6:51	22:51	350
18-Dec-05	THA910	VTBD	EGLL	B744	0.86	15	17:35	0:20	17:55	00:02	17:57	BETNO	0:23	18:20	320	KKJ	2:53	20:50	340					ROSIE	4:32	22:29	350	RANAH	5:19	23:16	350
18-Dec-05	SAS972	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36	00:05	17:41	LIMLA	0:27	18:08	320	LLK	3:00	20:41	340	DI	4:27	22:08	350	SITAX	4:40	22:21	350	AMDAR	5:16	22:57	350
18-Dec-05	THA946	VTBD	LGAV	B773	0.78	15	17:25	0:20	17:45	00:05	17:50	LIMLA	0:26	18:16	300	LLK	3:00	20:50	320	DI	4:28	22:18	350	PAVLO	4:40	22:30	350	LEMOD	5:22	23:12	350
18-Dec-05	MAS020	WMKK	LFPG	B744	0.86	40	15:25	0:15	15:40	00:06	15:46	VPL	0:35	16:21	320									ASLUM	5:28	21:14	310	CHARN	6:18	22:04	310
18-Dec-05	THA942	VTBD	LIRF	B744	0.86	15	17:01	0:20	17:21	00:06	17:27	LIMLA	0:23	17:50	320	LLK	2:55	20:22	320	DI	4:21	21:48	350	PAVLO	4:33	22:00	350	LEMOD	5:14	22:41	350
18-Dec-05	AUA34	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:07	21:22													PAVLO	1:17	22:39	310	LEMOD	2:00	23:22	310
18-Dec-05	MAS006	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:09	16:14	TAVUN	1:08	17:22	320	KKJ	3:42	19:56	320					ROSIE	5:29	21:43	350	RANAH	6:20	22:34	350
18-Dec-05	AUA26	VTBD	LOWW	A343	0.80	27	16:30	0:15	16:45	00:10	16:55	BETNO	0:27	17:22	340	LLK	3:50	20:45	360	DI	4:33	21:28	350	PAVLO	4:48	21:43	350	LEMOD	5:31	22:26	350
18-Dec-05	THA970	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:10	18:10	LIMLA	0:29	18:39	320	LLK	3:08	21:18	340	DI	4:39	22:49	350	PAVLO	4:52	23:02	350	LEMOD	5:34	23:44	350
18-Dec-05	MAS022	WMKK	LOWW	B772	0.82	45	15:50	0:15	16:05	00:12	16:17	TAVUN	1:08	17:25	280	KKJ	3:42	19:59	320					ROSIE	5:21	21:38	310	RANAH	6:22	22:39	310
18-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:30	0:15	16:45	00:13	16:58	IKULA	1:20	18:18	320	LLK	4:07	21:05	320	DI	5:36	22:34	350	PAVLO	5:48	22:46	350	LEMOD	6:29	23:27	350
18-Dec-05	AUA2	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:14	17:24	VPL	0:37	18:01	340									ASLUM	5:33	22:57	350	CHARN	6:21	23:45	350
18-Dec-05	BAW18	WSSS	EGLL	B744	0.83	15	15:35	0:23	15:58	00:14	16:12	TAVUN	1:31	17:43	320	KKJ	4:09	20:21	320	DI	5:44	21:56	310	PAVLO	5:56	22:08	310	LEMOD	6:37	22:49	310
18-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15	00:21	16:36	IKULA	1:25	18:01	320	LLK	4:18	20:54	320	DI	5:36	22:12	310	PAVLO	5:48	22:24	310	LEMOD	6:28	23:04	310
18-Dec-05	SQ322	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:24	16:29	VPL	0:53	17:22	320									ASLUM	5:49	22:18	350	CHARN	6:37	23:06	350
18-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:25	18:35	LIMLA	0:24	18:59	320	LLK	2:54	21:29	340	DI	4:24	22:59	350	SITAX	4:34	23:09	350	AMDAR	5:10	23:45	350
18-Dec-05	MAS002	WMKK	EGLL	B744	0.85	40	15:55	0:15	16:10	00:31	16:41	TAVUN	1:08	17:49	280	KKJ	3:42	20:23	320					ROSIE	5:20	22:01	350	RANAH	6:11	22:52	350
18-Dec-05	SQ334	WSSS	LFPG	B744	0.85	75	15:40	0:15	15:55	01:02	16:57	TAVUN	1:26	18:23	320	KKJ	4:01	20:58	320					ROSIE	5:39	22:36	310	RANAH	6:25	23:22	310
18-Dec-05	SQ328	WSSS	EGCC	B777	0.84	75	15:50	0:20	16:10	01:05	17:15	VPL	0:55	18:10	320									ASLUM	5:57	23:12	350	CHARN	6:46	0:01	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
18-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:05	0:15	20:20		20:20									DI	1:00	21:20	310	PAVLO	1:12	21:32	310	LEMOD	1:52	22:12	310	
18-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	16:15	0:15	16:30		16:30	TAVUN	1:26	17:56	320	KKJ	4:03	20:33	320					ROSIE	5:41	22:11	310	RANAH	6:27	22:57	310	
18-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:20	16:55	320	LLK	4:07	19:42	320	DI	5:36	21:11	310	PAVLO	5:48	21:23	310	LEMOD	6:28	22:03	310	
18-Dec-05	QFA9	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:21	16:56	320	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:49	21:24	350	LEMOD	6:29	22:04	350	
18-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	4:02	20:07	320					ROSIE	5:39	21:44	310	RANAH	6:25	22:30	310	
18-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:49	21:54	350	CHARN	6:37	22:42	350	
18-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:11	20:16	320	DI	5:35	21:40	310	PAVLO	5:47	21:52	310	LEMOD	6:26	22:31	310	
18-Dec-05	THA920	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	LIMLA	0:23	17:23	300	LLK	2:55	19:55	340	DI	4:21	21:21	350	PAVLO	4:33	21:33	350	LEMOD	5:14	22:14	350	
18-Dec-05	THA920	VTBD	EDDF	B744	0.86	15	16:40	0:20	17:00		17:00	BETNO	0:23	17:23	300	KKJ	2:53	19:53	340					350	ROSIE	4:34	21:34	350	RANAH	5:21	22:21	350
18-Dec-05	THA930	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	320	LLK	2:54	20:19	320	DI	4:20	21:45	350	PAVLO	4:32	21:57	350	LEMOD	5:12	22:37	350	
18-Dec-05	THA930	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:23	17:48	300	KKJ	2:53	20:18	320					ROSIE	4:31	21:56	310	RANAH	5:18	22:43	310	
18-Dec-05	THA950	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:55	21:05	340	DI	4:22	22:32	350	SITAX	4:32	22:42	350	AMDAR	5:07	23:17	350	

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Appendix D to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:01	23:26	390	CHARN	2:53	0:18	390
19-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:30	0:15	20:45	00:00	20:45									DI	0:58	21:43	350	PAVLO	1:10	21:55	350	LEMOD	1:51	22:36	350
19-Dec-05	<b>AUA26</b>	VTBD	LOWW	A342	0.80	29	16:30	0:15	16:45	00:00	16:45	BETNO	0:27	17:12	340	LLK	3:08	19:53	360	DI	4:39	21:24	350	PAVLO	4:52	21:37	350	LEMOD	5:36	22:21	350
19-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:00	21:15													PAVLO	1:17	22:32	310	LEMOD	2:00	23:15	310
19-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:08	19:09	320	DI	5:40	20:41	310	PAVLO	5:52	20:53	310	LEMOD	6:34	21:35	310
19-Dec-05	<b>CX037</b>	VIDP	EGLL	B744	0.83	60	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
19-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.83	20	21:35	0:15	21:50	00:00	21:50									DI	0:58	22:48	310	PAVLO	1:10	23:00	310	LEMOD	1:52	23:42	310
19-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	LIMLA	0:28	17:03	340	LLK	3:05	19:40	340					ROSIE	4:49	21:24	350	RANAH	5:39	22:14	350
19-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:00	17:10	BETNO	0:24	17:34	320	LLK	2:53	20:03	320	DI	4:16	21:26	310	PAVLO	4:28	21:38	310	LEMOD	5:10	22:20	310
19-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:53	23:28	340					ROSIE	4:31	1:06	350	RANAH	5:19	1:54	350
19-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	TAVUN	1:26	16:56	320	KKJ	3:41	19:11	340	DI	5:10	20:40	350	SITAX	5:21	20:51	350	AMDAR	5:55	21:25	350
19-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	00:00	20:15													ROSIE	1:29	21:44	280	RANAH	2:17	22:32	280
19-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:52	19:37	300	DI	4:14	20:59	310	SITAX	4:24	21:09	310	AMDAR	4:58	21:43	310
19-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10	00:00	16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
19-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	30	15:50	0:15	16:05	00:00	16:05	VPL	0:35	16:40	280									ASLUM	5:28	21:33	350	CHARN	6:18	22:23	350
19-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
19-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	25	15:25	0:15	15:40	00:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	310	CHARN	6:18	21:58	310
19-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
19-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:00	15:35	IKULA	1:20	16:55	280	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350
19-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	340									ASLUM	5:57	21:57	350	CHARN	6:48	22:48	350
19-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	15	17:00	0:20	17:20	00:00	17:20	TAVUN	1:29	18:49	340	KKJ	4:08	21:28	340					ROSIE	5:47	23:07	350	RANAH	6:37	23:57	350
19-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	30	17:35	0:20	17:55	00:00	17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350
19-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.82	20	17:20	0:20	17:40	00:00	17:40	LIMLA	0:26	18:06	360	LLK	3:06	20:46	360	DI	4:33	22:13	390	SITAX	4:43	22:23	390	AMDAR	5:20	23:00	390
19-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:55	20:55	340					ROSIE	4:36	22:36	350	RANAH	5:12	23:12	350
19-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	00:02	16:07	VPL	0:53	17:00	320									ASLUM	5:46	21:53	310	CHARN	6:36	22:43	310
19-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:19	17:14	00:04	17:18	LIMLA	0:26	17:44	300	LLK	2:58	20:16	300	DI	4:23	21:41	310	PAVLO	4:35	21:53	310	LEMOD	5:17	22:35	310
19-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:05	21:05													ROSIE	2:59	0:04	350	RANAH	3:50	0:55	350
19-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	60	15:50	0:15	16:05	00:10	16:15	TAVUN	1:08	17:23	320	KKJ	3:42	19:57	320					ROSIE	5:29	21:44	350	RANAH	6:20	22:35	350
19-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:10	17:46	LIMLA	0:28	18:14	300	LLK	3:00	20:46	300	DI	4:23	22:09	310	SITAX	4:33	22:19	310	AMDAR	5:08	22:54	310
19-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	32	16:30	0:15	16:45	00:11	16:56	VPL	0:56	17:52	340									ASLUM	5:55	22:51	350	CHARN	6:45	23:41	350
19-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55	00:15	18:10	LIMLA	0:23	18:33	320	LLK	2:54	21:04	320	DI	4:17	22:27	350	SITAX	4:28	22:38	350	AMDAR	5:02	23:12	350
19-Dec-05	<b>LH757</b>	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:18	22:28													ROSIE	1:53	0:21	350	RANAH	2:42	1:10	350
19-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	30	17:45	0:20	18:05	00:20	18:25	LIMLA	0:23	18:48	320	LLK	2:54	21:19	320	DI	4:17	22:42	350	SITAX	4:28	22:53	350	AMDAR	5:02	23:27	350
19-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:21	17:01					LLK	4:43	21:44	340					ROSIE	6:31	23:32	350	RANAH	7:23	0:24	350
19-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:21	16:26	VPL	0:54	17:20	320									ASLUM	5:49	22:15	350	CHARN	6:37	23:03	350
19-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:23	17:33	VPL	0:37	18:10	340									ASLUM	5:35	23:08	350	CHARN	6:26	23:59	350
19-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15	00:27	16:42	VPL	0:53	17:35	320									ASLUM	5:54	22:36	350	CHARN	6:36	23:18	350
19-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:29	16:24	IKULA	1:27	17:51	320	LLK	4:07	20:31	320	DI	5:35	21:59	310	PAVLO	5:47	22:11	310	LEMOD	6:26	22:50	310
19-Dec-05	<b>SQ352</b>	WSSS	EKCH	B777	0.83	30	17:00	0:20	17:20	00:29	17:49	IKULA	1:26	19:15	340	LLK	4:18	22:07	340					ROSIE	6:00	23:49	350	RANAH	6:50	0:39	350
19-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10	00:31	18:41	LIMLA	0:22	19:03	320	LLK	2:48	21:29	340	DI	4:25	23:06	350	SITAX	4:28	23:09	350	AMDAR	5:01	23:42	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45 TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320						ROSIE	5:37	21:22	310	RANAH	6:24	22:09	310
19-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:32	16:07		16:07 TAVUN	1:31	17:38	320	KKJ	4:08	20:15	320	DI	5:40	21:47	310	PAVLO	5:52	21:59	310	LEMOD	6:34	22:41	310	
19-Dec-05	<b>LH759</b>	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35		20:35												ROSIE	2:58	23:33	350	RANAH	3:46	0:21	350	
19-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14 TAVUN	1:28	17:42	320	KKJ	4:04	20:18	320					ROSIE	5:41	21:55	350	RANAH	6:29	22:43	350	
19-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10		18:10 LIMLA	0:24	18:34	320	LLK	2:58	21:08	340	DI	4:22	22:32	350	SITAX	4:33	22:43	350	AMDAR	5:08	23:18	350	
19-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10		18:10 LIMLA	0:24	18:34	280	LLK	2:58	21:08	320	DI	4:24	22:34	310	SITAX	4:34	22:44	310	AMDAR	5:08	23:18	310	
19-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	26	17:50	0:20	18:10		18:10 BETNO	0:24	18:34	320	LLK	2:57	21:07	340	DI	4:23	22:33	350	SITAX	4:33	22:43	350	AMDAR	5:07	23:17	350	
19-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45		15:45 TAVUN	1:26	17:11	320	KKJ	4:00	19:45	340	DI	5:29	21:14	350	SITAX	5:39	21:24	350	AMDAR	6:14	21:59	350	
19-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45		15:45 TAVUN	1:26	17:11	320	KKJ	3:59	19:44	340	DI	5:28	21:13	310	PAVLO	5:39	21:24	310	LEMOD	6:19	22:04	310	
19-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45		15:45 TAVUN	1:26	17:11	320	KKJ	3:59	19:44	320					ROSIE	5:33	21:18	310	RANAH	6:21	22:06	350	
19-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	16:40	0:15	16:55		16:55 IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:33	22:28	310	PAVLO	5:44	22:39	310	LEMOD	6:25	23:20	310	
19-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	16:40	0:15	16:55		16:55 IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:28	22:23	350	PAVLO	5:45	22:40	350	LEMOD	6:26	23:21	350	
19-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55		17:55 LIMLA	0:24	18:19	320	LLK	2:55	20:50	340	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350	
19-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55		17:55 LIMLA	0:23	18:18	320	LLK	2:54	20:49	340	DI	4:17	22:12	350	PAVLO	4:29	22:24	350	LEMOD	5:16	23:11	350	
19-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55		17:55 BETNO	0:23	18:18	320	KKJ	2:53	20:48	340					ROSIE	4:29	22:24	350	RANAH	5:18	23:13	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
19-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:01	23:26	390	CHARN	2:53	0:18	390	
19-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:30	0:15	20:45	00:00	20:45										DI	0:58	21:43	350	PAVLO	1:10	21:55	350	LEMOD	1:51	22:36	350
19-Dec-05	AUA26	VTBD	LOWW	A342	0.80	29	16:30	0:15	16:45	00:00	16:45	BETNO	0:27	17:12	340	LLK	3:08	19:53	360	DI	4:39	21:24	350	PAVLO	4:52	21:37	350	LEMOD	5:36	22:21	350	
19-Dec-05	AUA34	VIDP	LOWW	B763	0.78	35	21:00	0:15	21:15	00:00	21:15													PAVLO	1:17	22:32	310	LEMOD	2:00	23:15	310	
19-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:08	19:09	320	DI	5:40	20:41	310	PAVLO	5:52	20:53	310	LEMOD	6:34	21:35	310	
19-Dec-05	CX037	VIDP	EGLL	B744	0.83	60	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310	
19-Dec-05	LH761	VIDP	EDDF	B744	0.83	20	21:35	0:15	21:50	00:00	21:50										DI	0:58	22:48	310	PAVLO	1:10	23:00	310	LEMOD	1:52	23:42	310
19-Dec-05	LH783	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	LIMLA	0:28	17:03	340	LLK	3:05	19:40	340					ROSIE	4:49	21:24	350	RANAH	5:39	22:14	350	
19-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:00	17:10	BETNO	0:24	17:34	320	LLK	2:53	20:03	320	DI	4:16	21:26	310	PAVLO	4:28	21:38	310	LEMOD	5:10	22:20	310	
19-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:53	23:28	340					ROSIE	4:31	1:06	350	RANAH	5:19	1:54	350	
19-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	TAVUN	1:26	16:56	320	KKJ	3:41	19:11	340	DI	5:10	20:40	350	SITAX	5:21	20:51	350	AMDAR	5:55	21:25	350	
19-Dec-05	KLM838	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45	00:00	15:45	TAVUN	1:26	17:11	320	KKJ	4:00	19:45	340	DI	5:29	21:14	350	SITAX	5:39	21:24	350	AMDAR	6:14	21:59	350	
19-Dec-05	KLM872	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	00:00	20:15													ROSIE	1:29	21:44	280	RANAH	2:17	22:32	280	
19-Dec-05	KLM878	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:52	19:37	300	DI	4:14	20:59	310	SITAX	4:24	21:09	310	AMDAR	4:58	21:43	310	
19-Dec-05	MAS002	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10	00:00	16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
19-Dec-05	MAS014	WMKK	LIRF	B772	0.82	30	15:50	0:15	16:05	00:00	16:05	VPL	0:35	16:40	280									ASLUM	5:28	21:33	350	CHARN	6:18	22:23	350	
19-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310	
19-Dec-05	MAS020	WMKK	LFPG	B744	0.86	25	15:25	0:15	15:40	00:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	310	CHARN	6:18	21:58	310	
19-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310	
19-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:00	15:35	IKULA	1:20	16:55	280	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350	
19-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	340									ASLUM	5:57	21:57	350	CHARN	6:48	22:48	350	
19-Dec-05	SQ340	WSSS	LIRF	B777	0.83	15	17:00	0:20	17:20	00:00	17:20	TAVUN	1:29	18:49	340	KKJ	4:08	21:28	340					ROSIE	5:47	23:07	350	RANAH	6:37	23:57	350	
19-Dec-05	THA930	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55	00:00	17:55	LIMLA	0:24	18:19	320	LLK	2:55	20:50	340	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350	
19-Dec-05	THA940	VTBD	LIMC	A345	0.82	20	17:20	0:20	17:40	00:00	17:40	LIMLA	0:26	18:06	360	LLK	3:06	20:46	360	DI	4:33	22:13	390	SITAX	4:43	22:23	390	AMDAR	5:20	23:00	390	
19-Dec-05	THA970	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:55	20:55	340					ROSIE	4:36	22:36	350	RANAH	5:12	23:12	350	
19-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	00:02	16:07	VPL	0:53	17:00	320									ASLUM	5:46	21:53	310	CHARN	6:36	22:43	310	
19-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:19	17:14	00:04	17:18	LIMLA	0:26	17:44	300	LLK	2:58	20:16	300	DI	4:23	21:41	310	PAVLO	4:35	21:53	310	LEMOD	5:17	22:35	310	
19-Dec-05	LH755	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:06	21:06													ROSIE	2:59	0:05	350	RANAH	3:50	0:56	350	
19-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14	00:10	16:24	TAVUN	1:28	17:52	320	KKJ	4:04	20:28	320					ROSIE	5:41	22:05	350	RANAH	6:29	22:53	350	
19-Dec-05	SAS972	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:10	17:46	LIMLA	0:28	18:14	300	LLK	3:00	20:46	300	DI	4:23	22:09	310	SITAX	4:33	22:19	310	AMDAR	5:08	22:54	310	
19-Dec-05	AUA8	WSSS	LOWW	B772	0.83	32	16:30	0:15	16:45	00:11	16:56	VPL	0:56	17:52	340									ASLUM	5:55	22:51	350	CHARN	6:45	23:41	350	
19-Dec-05	MAS006	WMKK	EDDF	B772	0.82	60	15:50	0:15	16:05	00:13	16:18	TAVUN	1:08	17:26	320	KKJ	3:42	20:00	320					ROSIE	5:29	21:47	350	RANAH	6:20	22:38	350	
19-Dec-05	THA910	VTBD	EGLL	B744	0.86	30	17:35	0:20	17:55	00:16	18:11	LIMLA	0:23	18:34	320	LLK	2:54	21:05	320	DI	4:17	22:28	350	SITAX	4:28	22:39	350	AMDAR	5:02	23:13	350	
19-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:19	22:29													ROSIE	1:53	0:22	350	RANAH	2:42	1:11	350	
19-Dec-05	SQ322	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:21	16:26	VPL	0:54	17:20	320									ASLUM	5:49	22:15	350	CHARN	6:37	23:03	350	
19-Dec-05	THA960	VTBD	ESSA	B744	0.86	30	17:45	0:20	18:05	00:21	18:26	LIMLA	0:23	18:49	320	LLK	2:54	21:20	320	DI	4:17	22:43	350	SITAX	4:28	22:54	350	AMDAR	5:02	23:28	350	
19-Dec-05	CX293	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:22	17:02					LLK	4:43	21:45	340					ROSIE	6:31	23:33	350	RANAH	7:23	0:25	350	
19-Dec-05	AUA2	WMKK	LOWW	B772	0.84	35	16:55	0:15	17:10	00:23	17:33	VPL	0:37	18:10	340									ASLUM	5:35	23:08	350	CHARN	6:26	23:59	350	
19-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15	00:27	16:42	VPL	0:53	17:35	320									ASLUM	5:54	22:36	350	CHARN	6:36	23:18	350	
19-Dec-05	SQ334	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:29	16:24	IKULA	1:27	17:51	320	LLK	4:07	20:31	320	DI	5:35	21:59	310	PAVLO	5:47	22:11	310	LEMOD	6:26	22:50	310	
19-Dec-05	SQ352	WSSS	EKCH	B777	0.83	30	17:00	0:20	17:20	00:30	17:50	IKULA	1:26	19:16	340	LLK	4:18	22:08	340													

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
19-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320						ROSIE	5:37	21:22	310	RANAH	6:24	22:09	310
19-Dec-05	BAW18	WSSS	EGLL	B744	0.83	15	15:35	0:32	16:07		16:07	TAVUN	1:31	17:38	320	KKJ	4:08	20:15	320	DI	5:40	21:47	310	PAVLO	5:52	21:59	310	LEMOD	6:34	22:41	310	
19-Dec-05	LH759	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35		20:35													ROSIE	2:58	23:33	350	RANAH	3:46	0:21	350	
19-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:58	21:08	340	DI	4:22	22:32	350	SITAX	4:33	22:43	350	AMDAR	5:08	23:18	350	
19-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:58	21:08	320	DI	4:24	22:34	310	SITAX	4:34	22:44	310	AMDAR	5:08	23:18	310	
19-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	26	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:57	21:07	340	DI	4:23	22:33	350	SITAX	4:33	22:43	350	AMDAR	5:07	23:17	350	
19-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:40	0:15	16:55		16:55	IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:33	22:28	310	PAVLO	5:44	22:39	310	LEMOD	6:25	23:20	310	
19-Dec-05	QFA5	WSSS	EDDF	B744	0.85	30	16:40	0:15	16:55		16:55	IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:28	22:23	350	PAVLO	5:45	22:40	350	LEMOD	6:26	23:21	350	
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350	
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	PAVLO	4:29	22:24	350	LEMOD	5:16	23:11	350	
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	BETNO	0:23	18:18	320	KKJ	2:53	20:48	340					ROSIE	4:29	22:24	350	RANAH	5:18	23:13	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:01	23:26	390	CHARN	2:53	0:18	390
19-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:30	0:15	20:45	00:00	20:45									DI	0:58	21:43	350	PAVLO	1:10	21:55	350	LEMOD	1:51	22:36	350
19-Dec-05	AUA26	VTBD	LOWWW	A342	0.80	29	16:30	0:15	16:45	00:00	16:45	BETNO	0:27	17:12	340	LLK	3:08	19:53	360	DI	4:39	21:24	350	PAVLO	4:52	21:37	350	LEMOD	5:36	22:21	350
19-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:08	19:09	320	DI	5:40	20:41	310	PAVLO	5:52	20:53	310	LEMOD	6:34	21:35	310
19-Dec-05	CX037	VIDP	EGLL	B744	0.83	60	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
19-Dec-05	CX293	VHHH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:00	16:40				LLK	4:43	21:23	340						ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
19-Dec-05	LH783	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	LIMLA	0:28	17:03	340	LLK	3:05	19:40	340					ROSIE	4:49	21:24	350	RANAH	5:39	22:14	350
19-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:00	17:10	BETNO	0:24	17:34	320	LLK	2:53	20:03	320	DI	4:16	21:26	310	PAVLO	4:28	21:38	310	LEMOD	5:10	22:20	310
19-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:53	23:28	340					ROSIE	4:31	1:06	350	RANAH	5:19	1:54	350
19-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	TAVUN	1:26	16:56	320	KKJ	3:41	19:11	340	DI	5:10	20:40	350	SITAX	5:21	20:51	350	AMDAR	5:55	21:25	350
19-Dec-05	KLM872	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	00:00	20:15													ROSIE	1:29	21:44	280	RANAH	2:17	22:32	280
19-Dec-05	KLM878	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:52	19:37	300	DI	4:14	20:59	310	SITAX	4:24	21:09	310	AMDAR	4:58	21:43	310
19-Dec-05	MAS002	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10	00:00	16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
19-Dec-05	MAS014	WMKK	LIRF	B772	0.82	30	15:50	0:15	16:05	00:00	16:05	VPL	0:35	16:40	280									ASLUM	5:28	21:33	350	CHARN	6:18	22:23	350
19-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
19-Dec-05	MAS020	WMKK	LFPG	B744	0.86	25	15:25	0:15	15:40	00:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	310	CHARN	6:18	21:58	310
19-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
19-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:40	0:15	16:55	00:00	16:55	IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:33	22:28	310	PAVLO	5:44	22:39	310	LEMOD	6:25	23:20	310
19-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:00	15:35	IKULA	1:20	16:55	280	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350
19-Dec-05	SAS972	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36	00:00	17:36	LIMLA	0:27	18:03	320	LLK	3:01	20:37	320	DI	4:27	22:03	350	SITAX	4:37	22:13	350	AMDAR	5:13	22:49	350
19-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	340									ASLUM	5:57	21:57	350	CHARN	6:48	22:48	350
19-Dec-05	THA940	VTBD	LIMC	A345	0.82	20	17:20	0:20	17:40	00:00	17:40	LIMLA	0:26	18:06	360	LLK	3:06	20:46	360	DI	4:33	22:13	390	SITAX	4:43	22:23	390	AMDAR	5:20	23:00	390
19-Dec-05	THA970	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:55	20:55	340					ROSIE	4:36	22:36	350	RANAH	5:12	23:12	350
19-Dec-05	LH755	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:01	21:01													ASLUM	5:46	21:53	310	CHARN	6:36	22:43	310
19-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	00:02	16:07	VPL	0:53	17:00	320									ASLUM	5:46	21:53	310	CHARN	6:36	22:43	310
19-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:19	17:14	00:04	17:18	LIMLA	0:26	17:44	300	LLK	2:58	20:16	300	DI	4:23	21:41	310	PAVLO	4:35	21:53	310	LEMOD	5:17	22:35	310
19-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:04	18:14	LIMLA	0:24	18:38	280	LLK	2:58	21:12	320	DI	4:24	22:38	310	SITAX	4:34	22:48	310	AMDAR	5:08	23:18	310
19-Dec-05	SQ352	WSSS	EKCH	B777	0.83	30	17:00	0:20	17:20	00:08	17:28	IKULA	1:26	18:54	340	LLK	4:18	21:46	340					ROSIE	6:00	23:28	350	RANAH	6:50	0:18	350
19-Dec-05	LH761	VIDP	EDDF	B744	0.83	20	21:35	0:15	21:50	00:10	22:00									DI	0:58	22:58	310	PAVLO	1:10	23:10	310	LEMOD	1:52	23:52	310
19-Dec-05	MAS006	WMKK	EDDF	B772	0.82	60	15:50	0:15	16:05	00:10	16:15	TAVUN	1:08	17:23	320	KKJ	3:42	19:57	320					ROSIE	5:29	21:44	350	RANAH	6:20	22:35	350
19-Dec-05	AUA8	WSSS	LOWWW	B772	0.83	32	16:30	0:15	16:45	00:11	16:56	VPL	0:56	17:52	340									ASLUM	5:55	22:51	350	CHARN	6:45	23:41	350
19-Dec-05	THA930	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55	00:11	18:06	LIMLA	0:24	18:30	320	LLK	2:55	21:01	340	DI	4:17	22:23	350	SITAX	4:28	22:34	350	AMDAR	5:02	23:08	350
19-Dec-05	LH759	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	00:12	20:47													ROSIE	2:58	23:45	350	RANAH	3:46	0:33	350
19-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:53	0:17	350	RANAH	2:42	1:06	350
19-Dec-05	SQ322	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:21	16:26	VPL	0:54	17:20	320									ASLUM	5:49	22:15	350	CHARN	6:37	23:03	350
19-Dec-05	AUA34	VIDP	LOWWW	B763	0.78	35	21:00	0:15	21:15	00:22	21:37													PAVLO	1:17	22:54	310	LEMOD	2:00	23:37	310
19-Dec-05	AUA2	WMKK	LOWWW	B772	0.84	35	16:55	0:15	17:10	00:23	17:33	VPL	0:37	18:10	340									ASLUM	5:35	23:08	350	CHARN	6:26	23:59	350
19-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15	00:27	16:42	VPL	0:53	17:35	320									ASLUM	5:54	22:36	350	CHARN	6:36	23:18	350
19-Dec-05	THA910	VTBD	EGLL	B744	0.86	30	17:35	0:20	17:55	00:27	18:22	LIMLA	0:23	18:45	320	LLK	2:54	21:16	320	DI	4:17	22:39	350	SITAX	4:28	22:50	350	AMDAR	5:02	23:24	350
19-Dec-05	THA950	VTBD	EKCH	B744	0.86	40	17:50	0:20	18:10	00:28	18:38	LIMLA	0:22	19:00	320	LLK	2:48	21:26	340	DI	4:25	23:03	350	SITAX	4:28	23:06	350	AMDAR	5:01	23:39	350
19-Dec-05	SQ334	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:29	16:24	IKULA	1:27	17:51	320	LLK	4:07	20:31	320	DI	5:35	21:59	310	PAVLO	5						

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	AFR257	WSSS	LFBG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:24	22:09	310
19-Dec-05	BAW18	WSSS	EGLL	B744	0.83	15	15:35	0:32	16:07		16:07	TAVUN	1:31	17:38	320	KKJ	4:08	20:15	320	DI	5:40	21:47	310	PAVLO	5:52	21:59	310	LEMOD	6:34	22:41	310
19-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:04	20:18	320					ROSIE	5:41	21:55	350	RANAH	6:29	22:43	350
19-Dec-05	KLM838	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:00	19:45	340	DI	5:29	21:14	350	SITAX	5:39	21:24	350	AMDAR	6:14	21:59	350
19-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	3:59	19:44	340	DI	5:28	21:13	310	PAVLO	5:39	21:24	310	LEMOD	6:19	22:04	310
19-Dec-05	KLM838	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	3:59	19:44	320					ROSIE	5:33	21:18	310	RANAH	6:21	22:06	350
19-Dec-05	SQ340	WSSS	LIRF	B777	0.83	15	17:00	0:20	17:20		17:20	TAVUN	1:29	18:49	340	KKJ	4:08	21:28	340					ROSIE	5:47	23:07	350	RANAH	6:37	23:57	350
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	PAVLO	4:29	22:24	350	LEMOD	5:16	23:11	350
19-Dec-05	THA920	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	BETNO	0:23	18:18	320	KKJ	2:53	20:48	340					ROSIE	4:29	22:24	350	RANAH	5:18	23:13	350
19-Dec-05	THA960	VTBD	ESSA	B744	0.86	30	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:54	20:59	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350
19-Dec-05	THA960	VTBD	ESSA	B744	0.86	20	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	320	LLK	2:54	20:59	320	DI	4:17	22:22	350	PAVLO	4:29	22:34	350	LEMOD	5:16	23:21	350
19-Dec-05	THA960	VTBD	ESSA	B744	0.86	20	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340					ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:01	23:26	390	CHARN	2:53	0:18	390
19-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:30	0:15	20:45	00:00	20:45									DI	0:58	21:43	350	PAVLO	1:10	21:55	350	LEMOD	1:51	22:36	350
19-Dec-05	<b>AUA26</b>	VTBD	LOWWW	A342	0.80	29	16:30	0:15	16:45	00:00	16:45	BETNO	0:27	17:12	340	LLK	3:08	19:53	360	DI	4:39	21:24	350	PAVLO	4:52	21:37	350	LEMOD	5:36	22:21	350
19-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:21	15:01	00:00	15:01	TAVUN	1:31	16:32	320	KKJ	4:08	19:09	320	DI	5:40	20:41	310	PAVLO	5:52	20:53	310	LEMOD	6:34	21:35	310
19-Dec-05	<b>CX037</b>	VIDP	EGLL	B744	0.83	60	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
19-Dec-05	<b>CX293</b>	VHMH	LIRF	A343	0.81	90	16:25	0:15	16:40	00:00	16:40				LLK	4:43	21:23	340						ROSIE	6:31	23:11	350	RANAH	7:23	0:03	350
19-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	LIMLA	0:28	17:03	340	LLK	3:05	19:40	340					ROSIE	4:49	21:24	350	RANAH	5:39	22:14	350
19-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:00	17:10	BETNO	0:24	17:34	320	LLK	2:53	20:03	320	DI	4:16	21:26	310	PAVLO	4:28	21:38	310	LEMOD	5:10	22:20	310
19-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:53	23:28	340					ROSIE	4:31	1:06	350	RANAH	5:19	1:54	350
19-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	00:00	15:30	TAVUN	1:26	16:56	320	KKJ	3:41	19:11	340	DI	5:10	20:40	350	SITAX	5:21	20:51	350	AMDAR	5:55	21:25	350
19-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	6	15:30	0:15	15:45	00:00	15:45	TAVUN	1:26	17:11	320	KKJ	4:00	19:45	340	DI	5:29	21:14	350	SITAX	5:39	21:24	350	AMDAR	6:14	21:59	350
19-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	00:00	20:15													ROSIE	1:29	21:44	280	RANAH	2:17	22:32	280
19-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	5	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:52	19:37	300	DI	4:14	20:59	310	SITAX	4:24	21:09	310	AMDAR	4:58	21:43	310
19-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	15	15:55	0:15	16:10	00:00	16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
19-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	30	15:50	0:15	16:05	00:00	16:05	VPL	0:35	16:40	280									ASLUM	5:28	21:33	350	CHARN	6:18	22:23	350
19-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	320					ROSIE	5:28	21:28	310	RANAH	6:19	22:19	310
19-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	25	15:25	0:15	15:40	00:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	310	CHARN	6:18	21:58	310
19-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
19-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	16:40	0:15	16:55	00:00	16:55	IKULA	1:20	18:15	320	LLK	4:06	21:01	320	DI	5:33	22:28	310	PAVLO	5:44	22:39	310	LEMOD	6:25	23:20	310
19-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:00	15:35	IKULA	1:20	16:55	280	LLK	4:02	19:37	320	DI	5:28	21:03	350	PAVLO	5:40	21:15	350	LEMOD	6:22	21:57	350
19-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	5	17:20	0:16	17:36	00:00	17:36	LIMLA	0:27	18:03	320	LLK	3:01	20:37	320	DI	4:27	22:03	350	SITAX	4:37	22:13	350	AMDAR	5:13	22:49	350
19-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	340									ASLUM	5:57	21:57	350	CHARN	6:48	22:48	350
19-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.82	20	17:20	0:20	17:40	00:00	17:40	LIMLA	0:26	18:06	360	LLK	3:06	20:46	360	DI	4:33	22:13	390	SITAX	4:43	22:23	390	AMDAR	5:20	23:00	390
19-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.82	15	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:55	20:55	340					ROSIE	4:36	22:36	350	RANAH	5:12	23:12	350
19-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:01	21:01													ROSIE	2:59	0:00	350	RANAH	3:50	0:51	350
19-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05	00:02	16:07	VPL	0:53	17:00	320									ASLUM	5:46	21:53	310	CHARN	6:36	22:43	310
19-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:19	17:14	00:04	17:18	LIMLA	0:26	17:44	300	LLK	2:58	20:16	300	DI	4:23	21:41	310	PAVLO	4:35	21:53	310	LEMOD	5:17	22:35	310
19-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:04	18:14	LIMLA	0:24	18:38	280	LLK	2:58	21:12	320	DI	4:24	22:38	310	SITAX	4:34	22:48	310	AMDAR	5:08	23:18	310
19-Dec-05	<b>SQ352</b>	WSSS	EKCH	B777	0.83	30	17:00	0:20	17:20	00:08	17:28	IKULA	1:26	18:54	340	LLK	4:18	21:46	340					ROSIE	6:00	23:28	350	RANAH	6:50	0:18	350
19-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.83	20	21:35	0:15	21:50	00:10	22:00									DI	0:58	22:58	310	PAVLO	1:10	23:10	310	LEMOD	1:52	23:52	310
19-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14	00:10	16:24	TAVUN	1:28	17:52	320	KKJ	4:04	20:28	320					ROSIE	5:41	22:05	350	RANAH	6:29	22:53	350
19-Dec-05	<b>AUA8</b>	WSSS	LOWWW	B772	0.83	32	16:30	0:15	16:45	00:11	16:56	VPL	0:56	17:52	340									ASLUM	5:55	22:51	350	CHARN	6:45	23:41	350
19-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	20	17:35	0:20	17:55	00:11	18:06	LIMLA	0:24	18:30	320	LLK	2:55	21:01	340	DI	4:17	22:23	350	SITAX	4:28	22:34	350	AMDAR	5:02	23:08	350
19-Dec-05	<b>LH759</b>	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	00:12	20:47													ROSIE	2:58	23:45	350	RANAH	3:46	0:33	350
19-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	60	15:50	0:15	16:05	00:13	16:18	TAVUN	1:08	17:26	320	KKJ	3:42	20:00	320					ROSIE	5:29	21:47	350	RANAH	6:20	22:38	350
19-Dec-05	<b>LH757</b>	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:53	0:17	350	RANAH	2:42	1:06	350
19-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	30	15:20	0:45	16:05	00:21	16:26	VPL	0:54	17:20	320									ASLUM	5:49	22:15	350	CHARN	6:37	23:03	350
19-Dec-05	<b>AUA34</b>	VIDP	LOWWW	B763	0.78	35	21:00	0:15	21:15	00:22	21:37													PAVLO	1:17	22:54	310	LEMOD	2:00	23:37	310
19-Dec-05	<b>AUA2</b>	WMKK	LOWWW	B772	0.84	35	16:55	0:15	17:10	00:23	17:33	VPL	0:37	18:10	340									ASLUM	5:35	23:08	350	CHARN	6:26	23:59	350
19-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:20	16:15	00:27	16:42	VPL	0:53	17:35	320									ASLUM	5:54	22:36	350	CHARN	6:36	23:18	350
19-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	30	17:35	0:20	17:55																						

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
19-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:26	17:11	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:24	22:09	310
19-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:32	16:07		16:07	TAVUN	1:31	17:38	320	KKJ	4:08	20:15	320	DI	5:40	21:47	310	PAVLO	5:52	21:59	310	LEMOD	6:34	22:41	310
19-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	15	17:00	0:20	17:20		17:20	TAVUN	1:29	18:49	340	KKJ	4:08	21:28	340				ROSIE	5:47	23:07	350	RANAH	6:37	23:57	350	
19-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	SITAX	4:28	22:23	350	AMDAR	5:02	22:57	350
19-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	LIMLA	0:23	18:18	320	LLK	2:54	20:49	320	DI	4:17	22:12	350	PAVLO	4:29	22:24	350	LEMOD	5:16	23:11	350
19-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	20	17:35	0:20	17:55		17:55	BETNO	0:23	18:18	320	KKJ	2:53	20:48	340				ROSIE	4:29	22:24	350	RANAH	5:18	23:13	350	
19-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	30	17:45	0:20	18:05		18:05	LIMLA	0:23	18:28	320	LLK	2:54	20:59	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350
19-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	20	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	320	LLK	2:54	20:59	320	DI	4:17	22:22	350	PAVLO	4:29	22:34	350	LEMOD	5:16	23:21	350
19-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	20	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340				ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350	

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Appendix E to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
20-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:04	23:29	350	CHARN	2:56	0:21	350
20-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:25	21:10	350	PAVLO	4:38	21:23	350	LEMOD	5:22	22:07	350
20-Dec-05	AUA34	VIDP	LOWW	B763	0.80	33	21:00	0:15	21:15	00:00	21:15									DI	1:02	22:17	280	PAVLO	1:15	22:30	280	LEMOD	2:00	23:15	280
20-Dec-05	AUA8	WSSS	LOWW	B772	0.83	25	16:30	0:15	16:45	00:00	16:45	VPL	0:55	17:40	340									ASLUM	5:52	22:37	350	CHARN	6:45	23:30	350
20-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:20	17:15	00:00	17:15	LIMLA	0:28	17:43	300	LLK	2:56	20:11	300	DI	4:19	21:34	310	PAVLO	4:31	21:46	310	LEMOD	5:16	22:31	310
20-Dec-05	LH755	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:04	0:04	350	RANAH	3:57	0:57	350
20-Dec-05	LH759	VOMM	EDDF	B744	0.85	20	20:20	0:15	20:35	00:00	20:35													ROSIE	3:05	23:40	350	RANAH	3:55	0:30	350
20-Dec-05	LH773	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	KKJ	2:58	19:33	340					ROSIE	4:35	21:10	350	RANAH	5:28	22:03	350
20-Dec-05	EVA61	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:01	22:56	380					ROSIE	4:40	0:35	390	RANAH	5:32	1:27	390
20-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:52	23:27	340					ROSIE	4:29	1:04	350	RANAH	5:19	1:54	350
20-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:00	18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
20-Dec-05	KLM872	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15									DI	1:00	21:15	310	SITAX	1:11	21:26	310	AMDAR	1:47	22:02	310
20-Dec-05	KLM874	VOHY	EHAM	MD11	0.82	10	21:45	0:15	22:00	00:00	22:00													SITAX	2:29	0:29	350	AMDAR	3:06	1:06	350
20-Dec-05	KLM878	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:49	19:34	300	DI	4:08	20:53	310	SITAX	4:18	21:03	310	AMDAR	4:54	21:39	310
20-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
20-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:10	0:15	15:00	00:00	15:00	IKULA	1:19	16:19	320	LLK	4:01	19:01	320	DI	5:26	20:26	310	PAVLO	5:38	20:38	310	LEMOD	6:21	21:21	310
20-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:41	21:16	350	CHARN	6:32	22:07	350
20-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55	00:00	15:55	VPL	0:53	16:48	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350
20-Dec-05	THA970	VTBD	LSZH	MD11	0.83	25	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:57	20:57	340					ROSIE	4:35	22:35	350	RANAH	5:28	23:28	350
20-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45	00:01	15:46	TAVUN	1:27	17:13	320	KKJ	4:02	19:48	320					ROSIE	5:38	21:24	310	RANAH	6:28	22:14	310
20-Dec-05	THA944	VTBD	LIRF	MD-11	0.83	35	17:01	0:20	17:21	00:02	17:23	LIMLA	0:26	17:49	320	LLK	3:06	20:29	320	DI	4:33	21:56	350	SITAX	4:43	22:06	350	AMDAR	5:20	22:43	350
20-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:03	17:58	LIMLA	0:23	18:21	320	LLK	2:51	20:49	340	DI	4:13	22:11	350	SITAX	4:23	22:21	350	AMDAR	5:00	22:58	350
20-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	15:15	0:15	15:30	00:05	15:35	TAVUN	1:23	16:58	320	KKJ	3:37	19:12	340	DI	5:05	20:40	350	SITAX	5:15	20:50	350	AMDAR	5:51	21:26	350
20-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:06	16:06	TAVUN	1:08	17:14	280	KKJ	3:42	19:48	340					ROSIE	5:28	21:34	350	RANAH	6:19	22:25	350
20-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:20	15:00	00:07	15:07	TAVUN	1:30	16:37	320	KKJ	4:04	19:11	320	DI	5:34	20:41	310	PAVLO	5:46	20:53	350	LEMOD	6:29	21:36	350
20-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:09	16:09	VPL	0:55	17:04	320									ASLUM	5:52	22:01	350	CHARN	6:44	22:53	350
20-Dec-05	AUA26	VTBD	LOWW	A343	0.80	29	16:30	0:15	16:45	00:11	16:56	BETNO	0:27	17:23	340	LLK	3:02	19:58	340	DI	4:29	21:25	350	PAVLO	4:42	21:38	350	LEMOD	5:28	22:24	350
20-Dec-05	LH761	VIDP	EDDF	B744	0.84	20	21:35	0:15	21:50	00:12	22:02									DI	0:58	23:00	350	SITAX	1:09	23:11	350	AMDAR	1:45	23:47	350
20-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:57	0:21	350	RANAH	2:48	1:12	350
20-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:15	17:25	BETNO	0:23	17:48	320	LLK	2:49	20:14	320	DI	4:10	21:35	350	SITAX	4:21	21:46	350	AMDAR	4:57	22:22	350
20-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	17:35	0:20	17:55	00:18	18:13	LIMLA	0:23	18:36	340	LLK	2:51	21:04	340	DI	4:17	22:30	350	SITAX	4:23	22:36	350	AMDAR	5:02	23:15	350
20-Dec-05	THA950	VTBD	EKCH	B744	0.86	25	17:50	0:20	18:10	00:18	18:28	BETNO	0:21	18:49	340	KKJ	2:48	21:16	340					ROSIE	4:29	22:57	350	RANAH	5:15	23:43	350
20-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	00:21	16:21	TAVUN	1:08	17:29	320	KKJ	3:42	20:03	320					ROSIE	5:28	21:49	350	RANAH	6:19	22:40	350
20-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:26	16:36	VPL	0:53	17:29	320									ASLUM	5:41	22:17	350	CHARN	6:32	23:08	350
20-Dec-05	MAS006	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	00:31	16:36	TAVUN	1:08	17:44	320	KKJ	3:42	20:18	340					ROSIE	5:29	22:05	350	RANAH	6:20	22:56	350
20-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:35	0:20	17:55	00:37	18:32	LIMLA	0:24	18:56	320	LLK	2:51	21:23	340	DI	4:13	22:45	350	SITAX	4:23	22:55	350	AMDAR	4:59	23:31	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
20-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:20	0:15	20:35		20:35									DI	0:58	21:33	350	PAVLO	1:11	21:46	350	LEMOD	1:54	22:29	350
20-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:20	15:55		15:55	TAVUN	1:30	17:25	320	KKJ	4:04	19:59	320	DI	5:32	21:27	310	PAVLO	5:45	21:40	310	LEMOD	6:29	22:24	310
20-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:01	20:15	340	DI	5:29	21:43	350	SITAX	5:40	21:54	350	AMDAR	6:16	22:30	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:55	19:40	340	DI	5:22	21:07	350	SITAX	5:33	21:18	350	AMDAR	6:08	21:53	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:58	19:43	340	DI	5:25	21:10	310	SITAX	5:36	21:21	310	AMDAR	6:11	21:56	310
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:41	21:26	350	CHARN	6:32	22:17	350	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:01	19:36	320	DI	5:25	21:00	310	PAVLO	5:38	21:13	310	LEMOD	6:20	21:55	310
20-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:01	19:36	320	DI	5:25	21:00	350	PAVLO	5:39	21:14	350	LEMOD	6:21	21:56	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:28	17:38	320	KKJ	4:02	20:12	340					ROSIE	5:38	21:48	350	RANAH	6:29	22:39	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	15	15:50	0:20	16:10		16:10	TAVUN	1:28	17:38	320	KKJ	4:02	20:12	320					ROSIE	5:38	21:48	350	RANAH	6:29	22:39	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	VPL	0:57	17:07	320								ASLUM	5:50	22:00	350	CHARN	6:42	22:52	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:41	21:46	350	CHARN	6:32	22:37	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	340					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	320					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:22	17:27	320	LLK	4:02	20:07	340	DI	5:31	21:36	350	PAVLO	5:37	21:42	350	LEMOD	6:20	22:25	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05		18:05	LIMLA	0:21	18:26	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	25	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	340	LLK	2:54	20:59	340	DI	4:17	22:22	350	PAVLO	4:29	22:34	390	LEMOD	5:16	23:21	390
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340					ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
20-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:04	23:29	350	CHARN	2:56	0:21	350	
20-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:25	21:10	350	PAVLO	4:38	21:23	350	LEMOD	5:22	22:07	350	
20-Dec-05	AUA34	VIDP	LOWW	B763	0.80	33	21:00	0:15	21:15	00:00	21:15										DI	1:02	22:17	280	PAVLO	1:15	22:30	280	LEMOD	2:00	23:15	280
20-Dec-05	AUA8	WSSS	LOWW	B772	0.83	25	16:30	0:15	16:45	00:00	16:45	VPL	0:55	17:40	340									ASLUM	5:52	22:37	350	CHARN	6:45	23:30	350	
20-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:20	17:15	00:00	17:15	LIMLA	0:28	17:43	300	LLK	2:56	20:11	300	DI	4:19	21:34	310	PAVLO	4:31	21:46	310	LEMOD	5:16	22:31	310	
20-Dec-05	LH755	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:04	0:04	350	RANAH	3:57	0:57	350	
20-Dec-05	LH759	VOMM	EDDF	B744	0.85	20	20:20	0:15	20:35	00:00	20:35													ROSIE	3:05	23:40	350	RANAH	3:55	0:30	350	
20-Dec-05	LH773	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	KKJ	2:58	19:33	340					ROSIE	4:35	21:10	350	RANAH	5:28	22:03	350	
20-Dec-05	EVA61	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:01	22:56	380					ROSIE	4:40	0:35	390	RANAH	5:32	1:27	390	
20-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:52	23:27	340					ROSIE	4:29	1:04	350	RANAH	5:19	1:54	350	
20-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:00	18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310	
20-Dec-05	KLM872	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15										DI	1:00	21:15	310	SITAX	1:11	21:26	310	AMDAR	1:47	22:02	310
20-Dec-05	KLM874	VOHY	EHAM	MD11	0.82	10	21:45	0:15	22:00	00:00	22:00													SITAX	2:29	0:29	350	AMDAR	3:06	1:06	350	
20-Dec-05	KLM878	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:49	19:34	300	DI	4:08	20:53	310	SITAX	4:18	21:03	310	AMDAR	4:54	21:39	310	
20-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
20-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310	
20-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:10	0:15	15:00	00:00	15:00	IKULA	1:19	16:19	320	LLK	4:01	19:01	320	DI	5:26	20:26	310	PAVLO	5:38	20:38	310	LEMOD	6:21	21:21	310	
20-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:41	21:16	350	CHARN	6:32	22:07	350	
20-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55	00:00	15:55	VPL	0:53	16:48	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350	
20-Dec-05	THA970	VTBD	LSZH	MD11	0.83	25	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:57	20:57	340					ROSIE	4:35	22:35	350	RANAH	5:28	23:28	350	
20-Dec-05	THA944	VTBD	LIRF	MD-11	0.83	35	17:01	0:20	17:21	00:02	17:23	LIMLA	0:26	17:49	320	LLK	3:06	20:29	320	DI	4:33	21:56	350	SITAX	4:43	22:06	350	AMDAR	5:20	22:43	350	
20-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:03	17:58	LIMLA	0:23	18:21	320	LLK	2:51	20:49	340	DI	4:13	22:11	350	SITAX	4:23	22:21	350	AMDAR	5:00	22:58	350	
20-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	15:15	0:15	15:30	00:05	15:35	TAVUN	1:23	16:58	320	KKJ	3:37	19:12	340	DI	5:05	20:40	350	SITAX	5:15	20:50	350	AMDAR	5:51	21:26	350	
20-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:20	15:00	00:07	15:07	TAVUN	1:30	16:37	320	KKJ	4:04	19:11	320	DI	5:34	20:41	310	PAVLO	5:46	20:53	350	LEMOD	6:29	21:36	350	
20-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:09	16:09	VPL	0:55	17:04	320									ASLUM	5:52	22:01	350	CHARN	6:44	22:53	350	
20-Dec-05	AUA26	VTBD	LOWW	A343	0.80	29	16:30	0:15	16:45	00:11	16:56	BETNO	0:27	17:23	340	LLK	3:02	19:58	340	DI	4:29	21:25	350	PAVLO	4:42	21:38	350	LEMOD	5:28	22:24	350	
20-Dec-05	LH761	VIDP	EDDF	B744	0.84	20	21:35	0:15	21:50	00:12	22:02										DI	0:58	23:00	350	SITAX	1:09	23:11	350	AMDAR	1:45	23:47	350
20-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:57	0:21	350	RANAH	2:48	1:12	350	
20-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:15	17:25	BETNO	0:23	17:48	320	LLK	2:49	20:14	320	DI	4:10	21:35	350	SITAX	4:21	21:46	350	AMDAR	4:57	22:22	350	
20-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	00:15	16:15	TAVUN	1:08	17:23	320	KKJ	3:42	19:57	320					ROSIE	5:28	21:43	350	RANAH	6:19	22:34	350	
20-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	17:35	0:20	17:55	00:18	18:13	LIMLA	0:23	18:36	340	LLK	2:51	21:04	340	DI	4:17	22:30	350	SITAX	4:23	22:36	350	AMDAR	5:02	23:15	350	
20-Dec-05	THA950	VTBD	EKCH	B744	0.86	25	17:50	0:20	18:10	00:18	18:28	BETNO	0:21	18:49	340	KKJ	2:48	21:16	340					ROSIE	4:29	22:57	350	RANAH	5:15	23:43	350	
20-Dec-05	MAS006	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	00:25	16:30	TAVUN	1:08	17:38	320	KKJ	3:42	20:12	340					ROSIE	5:29	21:59	350	RANAH	6:20	22:50	350	
20-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:26	16:36	VPL	0:53	17:29	320									ASLUM	5:41	22:17	350	CHARN	6:32	23:08	350	
20-Dec-05	SQ328	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10	00:26	16:36	TAVUN	1:28	18:04	320	KKJ	4:02	20:38	340					ROSIE	5:38	22:14	350	RANAH	6:29	23:05	350	
20-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:35	0:20	17:55	00:37	18:32	LIMLA	0:24	18:56	320	LLK	2:51	21:23	340	DI	4:13	22:45	350	SITAX	4:23	22:55	350	AMDAR	4:59	23:31	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
20-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:20	0:15	20:35		20:35									DI	0:58	21:33	350	PAVLO	1:11	21:46	350	LEMOD	1:54	22:29	350
20-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:02	19:47	320					ROSIE	5:38	21:23	310	RANAH	6:28	22:13	310
20-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:20	15:55		15:55	TAVUN	1:30	17:25	320	KKJ	4:04	19:59	320	DI	5:32	21:27	310	PAVLO	5:45	21:40	310	LEMOD	6:29	22:24	310
20-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:01	20:15	340	DI	5:29	21:43	350	SITAX	5:40	21:54	350	AMDAR	6:16	22:30	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:55	19:40	340	DI	5:22	21:07	350	SITAX	5:33	21:18	350	AMDAR	6:08	21:53	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:58	19:43	340	DI	5:25	21:10	310	SITAX	5:36	21:21	310	AMDAR	6:11	21:56	310
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:41	21:26	350	CHARN	6:32	22:17	350	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:01	19:36	320	DI	5:25	21:00	310	PAVLO	5:38	21:13	310	LEMOD	6:20	21:55	310
20-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:01	19:36	320	DI	5:25	21:00	350	PAVLO	5:39	21:14	350	LEMOD	6:21	21:56	350
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:41	21:46	350	CHARN	6:32	22:37	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	340					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	320					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:22	17:27	320	LLK	4:02	20:07	340	DI	5:31	21:36	350	PAVLO	5:37	21:42	350	LEMOD	6:20	22:25	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05		18:05	LIMLA	0:21	18:26	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	25	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	340	LLK	2:54	20:59	340	DI	4:17	22:22	350	PAVLO	4:29	22:34	390	LEMOD	5:16	23:21	390
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340					ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5				
20-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:04	23:29	350	CHARN	2:56	0:21	350				
20-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:25	21:10	350	PAVLO	4:38	21:23	350	LEMOD	5:22	22:07	350				
20-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.80	33	21:00	0:15	21:15	00:00	21:15													DI	1:02	22:17	280	PAVLO	1:15	22:30	280	LEMOD	2:00	23:15	280
20-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	25	16:30	0:15	16:45	00:00	16:45	VPL	0:55	17:40	340									ASLUM	5:52	22:37	350	CHARN	6:45	23:30	350				
20-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	15	16:55	0:20	17:15	00:00	17:15	LIMLA	0:28	17:43	300	LLK	2:56	20:11	300	DI	4:19	21:34	310	PAVLO	4:31	21:46	310	LEMOD	5:16	22:31	310				
20-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:04	0:04	350	RANAH	3:57	0:57	350				
20-Dec-05	<b>LH759</b>	VOMM	EDDF	B744	0.85	20	20:20	0:15	20:35	00:00	20:35													ROSIE	3:05	23:40	350	RANAH	3:55	0:30	350				
20-Dec-05	<b>LH773</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	KKJ	2:58	19:33	340					ROSIE	4:35	21:10	350	RANAH	5:28	22:03	350				
20-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:01	22:56	380					ROSIE	4:40	0:35	390	RANAH	5:32	1:27	390				
20-Dec-05	<b>EVA75</b>	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:52	23:27	340					ROSIE	4:29	1:04	350	RANAH	5:19	1:54	350				
20-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:00	18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310				
20-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15													DI	1:00	21:15	310	SITAX	1:11	21:26	310	AMDAR	1:47	22:02	310
20-Dec-05	<b>KLM874</b>	VOHY	EHAM	MD11	0.82	10	21:45	0:15	22:00	00:00	22:00													SITAX	2:29	0:29	350	AMDAR	3:06	1:06	350				
20-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:49	19:34	300	DI	4:08	20:53	310	SITAX	4:18	21:03	310	AMDAR	4:54	21:39	310				
20-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310				
20-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	16:10	0:15	15:00	00:00	15:00	IKULA	1:19	16:19	320	LLK	4:01	19:01	320	DI	5:26	20:26	310	PAVLO	5:38	20:38	310	LEMOD	6:21	21:21	310				
20-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:41	21:16	350	CHARN	6:32	22:07	350				
20-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55	00:00	15:55	VPL	0:53	16:48	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350				
20-Dec-05	<b>THA944</b>	VTBD	LIRF	MD-11	0.83	35	17:01	0:20	17:21	00:00	17:21	LIMLA	0:26	17:47	320	LLK	3:06	20:27	320	DI	4:33	21:54	350	SITAX	4:43	22:04	350	AMDAR	5:20	22:41	350				
20-Dec-05	<b>THA970</b>	VTBD	LSZH	MD11	0.83	25	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:57	20:57	340					ROSIE	4:35	22:35	350	RANAH	5:28	23:28	350				
20-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	17:35	0:20	17:55	00:01	17:56	LIMLA	0:23	18:19	340	LLK	2:51	20:47	340	DI	4:17	22:13	350	SITAX	4:23	22:19	350	AMDAR	5:02	22:58	350				
20-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:03	15:38	IKULA	1:19	16:57	320	LLK	4:01	19:39	320	DI	5:25	21:03	310	PAVLO	5:38	21:16	310	LEMOD	6:20	21:58	310				
20-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	10	15:15	0:15	15:30	00:05	15:35	TAVUN	1:23	16:58	320	KKJ	3:37	19:12	340	DI	5:05	20:40	350	SITAX	5:15	20:50	350	AMDAR	5:51	21:26	350				
20-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	15	14:40	0:20	15:00	00:07	15:07	TAVUN	1:30	16:37	320	KKJ	4:04	19:11	320	DI	5:34	20:41	310	PAVLO	5:46	20:53	350	LEMOD	6:29	21:36	350				
20-Dec-05	<b>MAS010</b>	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	00:07	16:07	TAVUN	1:08	17:15	320	KKJ	3:42	19:49	320					ROSIE	5:28	21:35	350	RANAH	6:19	22:26	350				
20-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:09	16:09	VPL	0:55	17:04	320									ASLUM	5:52	22:01	350	CHARN	6:44	22:53	350				
20-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	29	16:30	0:15	16:45	00:11	16:56	BETNO	0:27	17:23	340	LLK	3:02	19:58	340	DI	4:29	21:25	350	PAVLO	4:42	21:38	350	LEMOD	5:28	22:24	350				
20-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.84	20	21:35	0:15	21:50	00:11	22:01													DI	0:58	22:59	350	SITAX	1:09	23:10	350	AMDAR	1:45	23:46	350
20-Dec-05	<b>LH757</b>	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:57	0:21	350	RANAH	2:48	1:12	350				
20-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:15	17:25	BETNO	0:23	17:48	320	LLK	2:49	20:14	320	DI	4:10	21:35	350	SITAX	4:21	21:46	350	AMDAR	4:57	22:22	350				
20-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	25	17:50	0:20	18:10	00:18	18:28	BETNO	0:21	18:49	340	KKJ	2:48	21:16	340					ROSIE	4:29	22:57	350	RANAH	5:15	23:43	350				
20-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:20	18:15	LIMLA	0:23	18:38	320	LLK	2:51	21:06	340	DI	4:13	22:28	350	SITAX	4:23	22:38	350	AMDAR	5:00	23:15	350				
20-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:22	16:22	TAVUN	1:08	17:30	280	KKJ	3:42	20:04	340					ROSIE	5:28	21:50	350	RANAH	6:19	22:41	350				
20-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:26	16:36	VPL	0:53	17:29	320									ASLUM	5:41	22:17	350	CHARN	6:32	23:08	350				
20-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	00:32	16:37	TAVUN	1:08	17:45	320	KKJ	3:42	20:19	340					ROSIE	5:29	22:06	350	RANAH	6:20	22:57	350				
20-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	45	17:35	0:20	17:55	00:36	18:31	LIMLA	0:24	18:55	320	LLK	2:51	21:22	340	DI	4:13	22:44	350	SITAX	4:23	22:54	350	AMDAR	4:59	23:30	350				

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
20-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:20	0:15	20:35		20:35									DI	0:58	21:33	350	PAVLO	1:11	21:46	350	LEMOD	1:54	22:29	350
20-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:02	19:47	320					ROSIE	5:38	21:23	310	RANAH	6:28	22:13	310
20-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:20	15:55		15:55	TAVUN	1:30	17:25	320	KKJ	4:04	19:59	320	DI	5:32	21:27	310	PAVLO	5:45	21:40	310	LEMOD	6:29	22:24	310
20-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:01	20:15	340	DI	5:29	21:43	350	SITAX	5:40	21:54	350	AMDAR	6:16	22:30	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:55	19:40	340	DI	5:22	21:07	350	SITAX	5:33	21:18	350	AMDAR	6:08	21:53	350
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:58	19:43	340	DI	5:25	21:10	310	SITAX	5:36	21:21	310	AMDAR	6:11	21:56	310
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:41	21:26	350	CHARN	6:32	22:17	350	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	TAVUN	1:28	17:38	320	KKJ	4:02	20:12	340					ROSIE	5:38	21:48	350	RANAH	6:29	22:39	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	15	15:50	0:20	16:10		16:10	TAVUN	1:28	17:38	320	KKJ	4:02	20:12	320					ROSIE	5:38	21:48	350	RANAH	6:29	22:39	350
20-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10		16:10	VPL	0:57	17:07	320								ASLUM	5:50	22:00	350	CHARN	6:42	22:52	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:41	21:46	350	CHARN	6:32	22:37	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	340					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	320					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:22	17:27	320	LLK	4:02	20:07	340	DI	5:31	21:36	350	PAVLO	5:37	21:42	350	LEMOD	6:20	22:25	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05		18:05	LIMLA	0:21	18:26	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	25	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	340	LLK	2:54	20:59	340	DI	4:17	22:22	350	PAVLO	4:29	22:34	390	LEMOD	5:16	23:21	390
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340					ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
20-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:04	23:29	350	CHARN	2:56	0:21	350
20-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:25	21:10	350	PAVLO	4:38	21:23	350	LEMOD	5:22	22:07	350
20-Dec-05	AUA34	VIDP	LOWW	B763	0.80	33	21:00	0:15	21:15	00:00	21:15									DI	1:02	22:17	280	PAVLO	1:15	22:30	280	LEMOD	2:00	23:15	280
20-Dec-05	AUA8	WSSS	LOWW	B772	0.83	25	16:30	0:15	16:45	00:00	16:45	VPL	0:55	17:40	340									ASLUM	5:52	22:37	350	CHARN	6:45	23:30	350
20-Dec-05	BAW10	VTBD	EGLL	B744	0.83	15	16:55	0:20	17:15	00:00	17:15	LIMLA	0:28	17:43	300	LLK	2:56	20:11	300	DI	4:19	21:34	310	PAVLO	4:31	21:46	310	LEMOD	5:16	22:31	310
20-Dec-05	LH755	VOBG	EDDF	A343	0.81	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:04	0:04	350	RANAH	3:57	0:57	350
20-Dec-05	LH759	VOMM	EDDF	B744	0.85	20	20:20	0:15	20:35	00:00	20:35													ROSIE	3:05	23:40	350	RANAH	3:55	0:30	350
20-Dec-05	LH773	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	KKJ	2:58	19:33	340					ROSIE	4:35	21:10	350	RANAH	5:28	22:03	350
20-Dec-05	EVA61	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:01	22:56	380					ROSIE	4:40	0:35	390	RANAH	5:32	1:27	390
20-Dec-05	EVA75	VTBD	EHAM	B747	0.85	20	20:20	0:15	20:35	00:00	20:35	LIMLA	0:25	21:00	320	LLK	2:52	23:27	340					ROSIE	4:29	1:04	350	RANAH	5:19	1:54	350
20-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	25	17:50	0:20	18:10	00:00	18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
20-Dec-05	KLM872	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15									DI	1:00	21:15	310	SITAX	1:11	21:26	310	AMDAR	1:47	22:02	310
20-Dec-05	KLM874	VOHY	EHAM	MD11	0.82	10	21:45	0:15	22:00	00:00	22:00													SITAX	2:29	0:29	350	AMDAR	3:06	1:06	350
20-Dec-05	KLM878	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:24	17:09	300	LLK	2:49	19:34	300	DI	4:08	20:53	310	SITAX	4:18	21:03	310	AMDAR	4:54	21:39	310
20-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
20-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	16:10	0:15	15:00	00:00	15:00	IKULA	1:19	16:19	320	LLK	4:01	19:01	320	DI	5:26	20:26	310	PAVLO	5:38	20:38	310	LEMOD	6:21	21:21	310
20-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:41	21:16	350	CHARN	6:32	22:07	350
20-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55	00:00	15:55	VPL	0:53	16:48	320									ASLUM	5:47	21:42	350	CHARN	6:36	22:31	350
20-Dec-05	THA944	VTBD	LIRF	MD-11	0.83	35	17:01	0:20	17:21	00:00	17:21	LIMLA	0:26	17:47	320	LLK	3:06	20:27	320	DI	4:33	21:54	350	SITAX	4:43	22:04	350	AMDAR	5:20	22:41	350
20-Dec-05	THA970	VTBD	LSZH	MD11	0.83	25	17:40	0:20	18:00	00:00	18:00	BETNO	0:26	18:26	320	KKJ	2:57	20:57	340					ROSIE	4:35	22:35	350	RANAH	5:28	23:28	350
20-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	17:35	0:20	17:55	00:01	17:56	LIMLA	0:23	18:19	340	LLK	2:51	20:47	340	DI	4:17	22:13	350	SITAX	4:23	22:19	350	AMDAR	5:02	22:58	350
20-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	00:03	15:38	IKULA	1:19	16:57	320	LLK	4:01	19:39	320	DI	5:25	21:03	310	PAVLO	5:38	21:16	310	LEMOD	6:20	21:58	310
20-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	15:15	0:15	15:30	00:05	15:35	TAVUN	1:23	16:58	320	KKJ	3:37	19:12	340	DI	5:05	20:40	350	SITAX	5:15	20:50	350	AMDAR	5:51	21:26	350
20-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	00:05	16:05	TAVUN	1:08	17:13	320	KKJ	3:42	19:47	320					ROSIE	5:28	21:33	350	RANAH	6:19	22:24	350
20-Dec-05	BAW16	WSSS	EGLL	B744	0.83	15	14:40	0:20	15:00	00:07	15:07	TAVUN	1:30	16:37	320	KKJ	4:04	19:11	320	DI	5:34	20:41	310	PAVLO	5:46	20:53	350	LEMOD	6:29	21:36	350
20-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:09	16:09	VPL	0:55	17:04	320									ASLUM	5:52	22:01	350	CHARN	6:44	22:53	350
20-Dec-05	AUA26	VTBD	LOWW	A343	0.80	29	16:30	0:15	16:45	00:11	16:56	BETNO	0:27	17:23	340	LLK	3:02	19:58	340	DI	4:29	21:25	350	PAVLO	4:42	21:38	350	LEMOD	5:28	22:24	350
20-Dec-05	LH761	VIDP	EDDF	B744	0.84	20	21:35	0:15	21:50	00:11	22:01									DI	0:58	22:59	350	SITAX	1:09	23:10	350	AMDAR	1:45	23:46	350
20-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	00:14	22:24													ROSIE	1:57	0:21	350	RANAH	2:48	1:12	350
20-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	00:15	17:25	BETNO	0:23	17:48	320	LLK	2:49	20:14	320	DI	4:10	21:35	350	SITAX	4:21	21:46	350	AMDAR	4:57	22:22	350
20-Dec-05	THA950	VTBD	EKCH	B744	0.86	25	17:50	0:20	18:10	00:18	18:28	BETNO	0:21	18:49	340	KKJ	2:48	21:16	340					ROSIE	4:29	22:57	350	RANAH	5:15	23:43	350
20-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:20	16:20	TAVUN	1:08	17:28	280	KKJ	3:42	20:02	340					ROSIE	5:28	21:48	350	RANAH	6:19	22:39	350
20-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:35	0:20	17:55	00:20	18:15	LIMLA	0:24	18:39	320	LLK	2:51	21:06	340	DI	4:13	22:28	350	SITAX	4:23	22:38	350	AMDAR	4:59	23:14	350
20-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:26	16:36	VPL	0:53	17:29	320									ASLUM	5:41	22:17	350	CHARN	6:32	23:08	350
20-Dec-05	MAS006	WMKK	EDDF	B772	0.82	55	15:50	0:15	16:05	00:29	16:34	TAVUN	1:08	17:42	320	KKJ	3:42	20:16	340					ROSIE	5:29	22:03	350	RANAH	6:20	22:54	350
20-Dec-05	SQ328	WSSS	EGCC	B777	0.84	30	15:50	0:20	16:10	00:30	16:40	TAVUN	1:28	18:08	320	KKJ	4:02	20:42	340					ROSIE	5:38	22:18	350	RANAH	6:29	23:09	350
20-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:36	18:31	LIMLA	0:23	18:54	320	LLK	2:51	21:22	340	DI	4:13	22:44	350	SITAX	4:23	22:54	350	AMDAR	5:00	23:31	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
20-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:20	0:15	20:35		20:35										DI	0:58	21:33	350	PAVLO	1:11	21:46	350	LEMOD	1:54	22:29	350
20-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:02	19:47	320					ROSIE	5:38	21:23	310	RANAH	6:28	22:13	310	
20-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	15	15:35	0:20	15:55		15:55	TAVUN	1:30	17:25	320	KKJ	4:04	19:59	320	DI	5:32	21:27	310	PAVLO	5:45	21:40	310	LEMOD	6:29	22:24	310	
20-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:01	20:15	340	DI	5:29	21:43	350	SITAX	5:40	21:54	350	AMDAR	6:16	22:30	350	
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:55	19:40	340	DI	5:22	21:07	350	SITAX	5:33	21:18	350	AMDAR	6:08	21:53	350	
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:23	17:08	320	KKJ	3:58	19:43	340	DI	5:25	21:10	310	SITAX	5:36	21:21	310	AMDAR	6:11	21:56	310	
20-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:41	21:26	350	CHARN	6:32	22:17	350		
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310		
20-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:41	21:46	350	CHARN	6:32	22:37	350		
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	340					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:59	20:04	320					ROSIE	5:35	21:40	310	RANAH	6:24	22:29	310	
20-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:22	17:27	320	LLK	4:02	20:07	340	DI	5:31	21:36	350	PAVLO	5:37	21:42	350	LEMOD	6:20	22:25	350	
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05		18:05	LIMLA	0:21	18:26	320	LLK	2:52	20:57	320	DI	4:17	22:22	350	SITAX	4:28	22:33	350	AMDAR	5:02	23:07	350	
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	25	17:45	0:20	18:05		18:05	LIMLA	0:22	18:27	340	LLK	2:54	20:59	340	DI	4:17	22:22	350	PAVLO	4:29	22:34	390	LEMOD	5:16	23:21	390	
20-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	15	17:45	0:20	18:05		18:05	BETNO	0:23	18:28	320	KKJ	2:53	20:58	340					ROSIE	4:27	22:32	350	RANAH	5:18	23:23	350	

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Appendix F to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
21-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:10	23:35	350	CHARN	3:05	0:30	350	
21-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.83	29	16:55	0:15	17:10	00:00	17:10	VPL	0:37	17:47	340									ASLUM	5:35	22:45	350	CHARN	6:26	23:36	350	
21-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.79	29	21:00	0:15	21:15	00:00	21:15										DI	1:03	22:18	280	PAVLO	1:16	22:31	280	LEMOD	2:01	23:16	280
21-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	20	16:55	0:21	17:16	00:00	17:16	LIMLA	0:25	17:41	300	LLK	2:54	20:10	320	DI	4:16	21:32	310	PAVLO	4:29	21:45	310	LEMOD	5:14	22:30	310	
21-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	20	14:40	0:22	15:02	00:00	15:02	TAVUN	1:30	16:32	280	KKJ	4:06	19:08	320	DI	5:37	20:39	350	PAVLO	5:50	20:52	350	LEMOD	6:34	21:36	350	
21-Dec-05	<b>CX037</b>	VIDP	EGLL	B744	0.83	20	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310	
21-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.82	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:14	0:14	350	RANAH	4:09	1:09	350	
21-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	00:00	21:50										DI	0:59	22:49	350	PAVLO	1:12	23:02	350	LEMOD	1:57	23:47	350
21-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	LLK	2:56	19:31	340	DI	4:20	20:55	350	PAVLO	4:33	21:08	350	LEMOD	5:19	21:54	350	
21-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:02	22:57	380					ROSIE	4:46	0:41	390	RANAH	5:41	1:36	390	
21-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15										DI	1:00	21:15	280	PAVLO	1:13	21:28	280	LEMOD	1:58	22:13	280
21-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:26	17:11	280	LLK	2:49	19:34	320	DI	4:09	20:54	310	SITAX	4:20	21:05	310	AMDAR	4:56	21:41	310	
21-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
21-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310	
21-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:45	21:20	350	CHARN	6:39	22:14	350	
21-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	320									ASLUM	5:56	21:56	350	CHARN	6:51	22:51	350	
21-Dec-05	<b>SQ352</b>	WSSS	ECKH	B777	0.83	30	17:00	0:15	17:15	00:00	17:15	IKULA	1:26	18:41	340	LLK	4:14	21:29	340					ROSIE	5:55	23:10	350	RANAH	6:49	0:04	350	
21-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:03	17:39	LIMLA	0:28	18:07	300	LLK	2:54	20:33	300	DI	4:18	21:57	310	SITAX	4:28	22:07	310	AMDAR	5:06	22:45	310	
21-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	24	16:30	0:15	16:45	00:05	16:50	BETNO	0:26	17:16	340	LLK	3:01	19:51	360	DI	4:27	21:17	350	PAVLO	4:40	21:30	350	LEMOD	5:26	22:16	350	
21-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:10	16:15	TAVUN	1:08	17:23	320	KKJ	3:42	19:57	340					ROSIE	5:29	21:44	350	RANAH	6:20	22:35	350	
21-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35	00:12	15:47	IKULA	1:19	17:06	320	LLK	4:02	19:49	320	DI	5:26	21:13	310	PAVLO	5:38	21:25	310	LEMOD	6:21	22:08	310	
21-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	35	17:01	0:20	17:21	00:13	17:34	LIMLA	0:23	17:57	320	LLK	3:06	20:40	320	DI	4:33	22:07	350	SITAX	4:43	22:17	350	AMDAR	5:20	22:54	350	
21-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	20	15:35	0:22	15:57	00:14	16:11	TAVUN	1:30	17:41	280	KKJ	4:06	20:17	320	DI	5:36	21:47	310	PAVLO	5:49	22:00	310	LEMOD	6:34	22:45	310	
21-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	20	16:25	0:15	16:40	00:17	16:57													ROSIE	6:34	23:31	350	RANAH	7:27	0:24	350	
21-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.87	20	18:15	0:15	18:30	00:17	18:47	BETNO	0:24	19:11	300	LLK	2:44	21:31	320	DI	4:03	22:50	310	SITAX	4:13	23:00	310	AMDAR	4:49	23:36	310	
21-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:17	16:27	VPL	0:53	17:20	320									ASLUM	5:46	22:13	350	CHARN	6:39	23:06	350	
21-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:17	18:12	LIMLA	0:23	18:35	320	LLK	2:49	21:01	340	DI	4:10	22:22	350	SITAX	4:21	22:33	350	AMDAR	4:58	23:10	350	
21-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	00:17	17:17	LIMLA	0:23	17:40	340	LLK	2:49	20:06	340	DI	4:10	21:27	350	SITAX	4:21	21:38	350	AMDAR	4:58	22:15	350	
21-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	00:23	18:28	LIMLA	0:23	18:51	320	LLK	2:48	21:16	320	DI	4:09	22:37	350	SITAX	4:20	22:48	350	AMDAR	4:57	23:25	350	
21-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:24	16:19	IKULA	1:23	17:42	320	LLK	4:06	20:25	320	DI	5:26	21:45	350	PAVLO	5:46	22:05	350	LEMOD	6:39	22:58	350	
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	15:15	1:10	16:25	00:28	16:53	IKULA	1:19	18:12	320	LLK	4:02	20:55	320	DI	5:26	22:19	310	PAVLO	5:38	22:31	310	LEMOD	6:21	23:14	310	
21-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	35	15:50	0:15	16:05	00:33	16:38	TAVUN	1:08	17:46	320	KKJ	3:42	20:20	340					ROSIE	5:21	21:59	350	RANAH	6:22	23:00	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
21-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	21:10	0:15	21:25		21:25									DI	0:59	22:24	350	PAVLO	1:12	22:37	350	LEMOD	1:56	23:21	350
21-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:29	22:14	310
21-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:03	20:17	320				ROSIE	5:38	21:52	350	RANAH	6:31	22:45	350	
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	TAVUN	1:08	17:53	320	KKJ	3:36	20:21	320	DI	5:03	21:48	310	SITAX	5:14	21:59	310	AMDAR	5:50	22:35	310
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	TAVUN	1:08	17:53	320	KKJ	3:39	20:24	320				ROSIE	5:13	21:58	350	RANAH	6:05	22:50	350	
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	IKULA	1:09	17:54	320	LLK	3:47	20:32	320	DI	5:07	21:52	310	PAVLO	5:19	22:04	310	LEMOD	6:03	22:48	310
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:24	17:09	320	KKJ	3:56	19:41	320	DI	5:24	21:09	350	SITAX	5:35	21:20	350	AMDAR	6:12	21:57	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	IKULA	1:23	17:08	320	LLK	4:11	19:56	320	DI	5:32	21:17	350	PAVLO	5:44	21:29	350	LEMOD	6:28	22:13	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:42	21:27	310	CHARN	6:34	22:19	310	
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	25	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320				ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340				ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350	
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:46	21:51	350	CHARN	6:39	22:44	350	
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	340				ROSIE	5:33	21:38	350	RANAH	6:25	22:30	350	
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	320				ROSIE	5:33	21:38	310	RANAH	6:25	22:30	310	
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:06	20:11	320	DI	5:27	21:32	350	PAVLO	5:48	21:53	350	LEMOD	6:23	22:28	350
21-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25		17:25	LIMLA	0:23	17:48	320	LLK	2:49	20:14	340	DI	4:10	21:35	350	SITAX	4:20	21:45	350	AMDAR	4:57	22:22	350
21-Dec-05	THA930	VTBD	LFPG	B744	0.86	30	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	300	LLK	2:49	20:14	320	DI	4:10	21:35	350	PAVLO	4:23	21:48	350	LEMOD	5:08	22:33	350
21-Dec-05	THA930	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:22	17:47	320	KKJ	2:49	20:14	340				ROSIE	4:25	21:50	350	RANAH	5:19	22:44	350	
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	LIMLA	0:23	17:44	320	LLK	2:53	20:14	320	DI	4:16	21:37	350	SITAX	4:29	21:50	350	AMDAR	5:14	22:35	350
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	BETNO	0:21	17:41	340	KKJ	2:56	20:17	340				ROSIE	4:34	21:55	350	RANAH	5:28	22:49	350	
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	SITAX	4:20	22:30	350	AMDAR	4:57	23:07	350
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	PAVLO	4:21	22:31	350	LEMOD	5:07	23:17	350
21-Dec-05	THA970	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	LIMLA	0:27	18:42	320	LLK	3:01	21:16	320	DI	4:24	22:39	350	SITAX	4:36	22:51	350	AMDAR	5:14	23:29	350
21-Dec-05	THA970	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	LIMLA	0:28	18:43	300	LLK	3:01	21:16	340	DI	4:25	22:40	350	PAVLO	4:38	22:53	350	LEMOD	5:24	23:39	350
21-Dec-05	THA970	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	BETNO	0:28	18:43	320	KKJ	3:02	21:17	340				ROSIE	4:41	22:56	350	RANAH	5:36	23:51	350	

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
21-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:10	23:35	350	CHARN	3:05	0:30	350	
21-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45	00:00	15:45	TAVUN	1:27	17:12	320	KKJ	4:01	19:46	320						ROSIE	5:37	21:22	310	RANAH	6:29	22:14	310
21-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.83	29	16:55	0:15	17:10	00:00	17:10	VPL	0:37	17:47	340									ASLUM	5:35	22:45	350	CHARN	6:26	23:36	350	
21-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.79	29	21:00	0:15	21:15	00:00	21:15									DI	1:03	22:18	280	PAVLO	1:16	22:31	280	LEMOD	2:01	23:16	280	
21-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	20	16:55	0:21	17:16	00:00	17:16	LIMLA	0:25	17:41	300	LLK	2:54	20:10	320	DI	4:16	21:32	310	PAVLO	4:29	21:45	310	LEMOD	5:14	22:30	310	
21-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	20	14:40	0:22	15:02	00:00	15:02	TAVUN	1:30	16:32	280	KKJ	4:06	19:08	320	DI	5:37	20:39	350	PAVLO	5:50	20:52	350	LEMOD	6:34	21:36	350	
21-Dec-05	<b>CX037</b>	VIDP	EGLL	744	0.83	20	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310	
21-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.82	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:14	0:14	350	RANAH	4:09	1:09	350	
21-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	00:00	21:50									DI	0:59	22:49	350	PAVLO	1:12	23:02	350	LEMOD	1:57	23:47	350	
21-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	LLK	2:56	19:31	340	DI	4:20	20:55	350	PAVLO	4:33	21:08	350	LEMOD	5:19	21:54	350	
21-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:02	22:57	380					ROSIE	4:46	0:41	390	RANAH	5:41	1:36	390	
21-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15									DI	1:00	21:15	280	PAVLO	1:13	21:28	280	LEMOD	1:58	22:13	280	
21-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:26	17:11	280	LLK	2:49	19:34	320	DI	4:09	20:54	310	SITAX	4:20	21:05	310	AMDAR	4:56	21:41	310	
21-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
21-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310	
21-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:45	21:20	350	CHARN	6:39	22:14	350	
21-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	320									ASLUM	5:56	21:56	350	CHARN	6:51	22:51	350	
21-Dec-05	<b>SQ352</b>	WSSS	ECKH	B777	0.83	30	17:00	0:15	17:15	00:00	17:15	IKULA	1:26	18:41	340	LLK	4:14	21:29	340					ROSIE	5:55	23:10	350	RANAH	6:49	0:04	350	
21-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	24	16:30	0:15	16:45	00:05	16:50	BETNO	0:26	17:16	340	LLK	3:01	19:51	360	DI	4:27	21:17	350	PAVLO	4:40	21:30	350	LEMOD	5:26	22:16	350	
21-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45	00:09	16:54	TAVUN	1:08	18:02	320	KKJ	3:36	20:30	320	DI	5:03	21:57	310	SITAX	5:14	22:08	310	AMDAR	5:50	22:44	310	
21-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35	00:12	15:47	IKULA	1:19	17:06	320	LLK	4:02	19:49	320	DI	5:26	21:13	310	PAVLO	5:38	21:25	310	LEMOD	6:21	22:08	310	
21-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	35	17:01	0:20	17:21	00:13	17:34	LIMLA	0:23	17:57	320	LLK	3:06	20:40	320	DI	4:33	22:07	350	SITAX	4:43	22:17	350	AMDAR	5:20	22:54	350	
21-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	20	15:35	0:22	15:57	00:14	16:11	TAVUN	1:30	17:41	280	KKJ	4:06	20:17	320	DI	5:36	21:47	310	PAVLO	5:49	22:00	310	LEMOD	6:34	22:45	310	
21-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	20	16:25	0:15	16:40	00:17	16:57									LLK	4:47	21:44	340									
21-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.87	20	18:15	0:15	18:30	00:17	18:47	BETNO	0:24	19:11	300	LLK	2:44	21:31	320	DI	4:03	22:50	310	SITAX	4:13	23:00	310	AMDAR	4:49	23:36	310	
21-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	35	15:50	0:15	16:05	00:17	16:22	TAVUN	1:08	17:30	320	KKJ	3:42	20:04	340					ROSIE	5:21	21:43	350	RANAH	6:22	22:44	350	
21-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:17	16:27	VPL	0:53	17:20	320									ASLUM	5:46	22:13	350	CHARN	6:39	23:06	350	
21-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:17	18:12	LIMLA	0:23	18:35	320	LLK	2:49	21:01	340	DI	4:10	22:22	350	SITAX	4:21	22:33	350	AMDAR	4:58	23:10	350	
21-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	00:17	17:17	LIMLA	0:23	17:40	340	LLK	2:49	20:06	340	DI	4:10	21:27	350	SITAX	4:21	21:38	350	AMDAR	4:58	22:15	350	
21-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:19	17:55	LIMLA	0:28	18:23	300	LLK	2:54	20:49	300	DI	4:18	22:13	310	SITAX	4:28	22:23	310	AMDAR	5:06	23:01	310	
21-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	00:23	18:28	LIMLA	0:23	18:51	320	LLK	2:48	21:16	320	DI	4:09	22:37	350	SITAX	4:20	22:48	350	AMDAR	4:57	23:25	350	
21-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:24	16:19	IKULA	1:23	17:42	320	LLK	4:06	20:25	320	DI	5:26	21:45	350	PAVLO	5:46	22:05	350	LEMOD	6:39	22:58	350	
21-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:34	16:39	TAVUN	1:08	17:47	320	KKJ	3:42	20:21	340					ROSIE	5:29	22:08	350	RANAH	6:20	22:59	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
21-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	21:10	0:15	21:25		21:25									DI	0:59	22:24	350	PAVLO	1:12	22:37	350	LEMOD	1:56	23:21	350
21-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:03	20:17	320					ROSIE	5:38	21:52	350	RANAH	6:31	22:45	350
21-Dec-05	<b>FIN092</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	<b>FIN092</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
21-Dec-05	<b>FIN092</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:24	17:09	320	KKJ	3:56	19:41	320	DI	5:24	21:09	350	SITAX	5:35	21:20	350	AMDAR	6:12	21:57	350
21-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	IKULA	1:23	17:08	320	LLK	4:11	19:56	320	DI	5:32	21:17	350	PAVLO	5:44	21:29	350	LEMOD	6:28	22:13	350
21-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320								ASLUM	5:42	21:27	310	CHARN	6:34	22:19	310	
21-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	25	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320								ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310	
21-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:15	0:15	15:30		15:30	IKULA	1:19	16:49	320	LLK	4:02	19:32	320	DI	5:26	20:56	350	PAVLO	5:39	21:09	350	LEMOD	6:23	21:53	350
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	15:15	0:35	15:50		15:50	IKULA	1:19	17:09	320	LLK	4:02	19:52	320	DI	5:26	21:16	310	PAVLO	5:38	21:28	310	LEMOD	6:21	22:11	310
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:15	1:10	16:25		16:25	IKULA	1:19	17:44	320	LLK	4:02	20:27	320	DI	5:26	21:51	350	PAVLO	5:39	22:04	350	LEMOD	6:23	22:48	350
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	15:15	1:10	16:25		16:25	IKULA	1:19	17:44	320	LLK	4:02	20:27	320	DI	5:26	21:51	310	PAVLO	5:38	22:03	310	LEMOD	6:21	22:46	310
21-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320								ASLUM	5:46	21:51	350	CHARN	6:39	22:44	350	
21-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	340					ROSIE	5:33	21:38	350	RANAH	6:25	22:30	350
21-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	320					ROSIE	5:33	21:38	310	RANAH	6:25	22:30	310
21-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:06	20:11	320	DI	5:27	21:32	350	PAVLO	5:48	21:53	350	LEMOD	6:23	22:28	350
21-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25		17:25	LIMLA	0:23	17:48	320	LLK	2:49	20:14	340	DI	4:10	21:35	350	SITAX	4:20	21:45	350	AMDAR	4:57	22:22	350
21-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	30	17:05	0:20	17:25		17:25	LIMLA	0:24	17:49	300	LLK	2:49	20:14	320	DI	4:10	21:35	350	PAVLO	4:23	21:48	350	LEMOD	5:08	22:33	350
21-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	15	17:05	0:20	17:25		17:25	BETNO	0:22	17:47	320	KKJ	2:49	20:14	340					ROSIE	4:25	21:50	350	RANAH	5:19	22:44	350
21-Dec-05	<b>THA946</b>	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	LIMLA	0:23	17:44	320	LLK	2:53	20:14	320	DI	4:16	21:37	350	SITAX	4:29	21:50	350	AMDAR	5:14	22:35	350
21-Dec-05	<b>THA946</b>	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	BETNO	0:21	17:41	340	KKJ	2:56	20:17	340					ROSIE	4:34	21:55	350	RANAH	5:28	22:49	350
21-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	SITAX	4:20	22:30	350	AMDAR	4:57	23:07	350
21-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	PAVLO	4:21	22:31	350	LEMOD	5:07	23:17	350
21-Dec-05	<b>THA970</b>	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	LIMLA	0:27	18:42	320	LLK	3:01	21:16	320	DI	4:24	22:39	350	SITAX	4:36	22:51	350	AMDAR	5:14	23:29	350
21-Dec-05	<b>THA970</b>	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	LIMLA	0:28	18:43	300	LLK	3:01	21:16	340	DI	4:25	22:40	350	PAVLO	4:38	22:53	350	LEMOD	5:24	23:39	350
21-Dec-05	<b>THA970</b>	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15		18:15	BETNO	0:28	18:43	320	KKJ	3:02	21:17	340					ROSIE	4:41	22:56	350	RANAH	5:36	23:51	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
21-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:10	23:35	350	CHARN	3:05	0:30	350	
21-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.83	29	16:55	0:15	17:10	00:00	17:10	VPL	0:37	17:47	340									ASLUM	5:35	22:45	350	CHARN	6:26	23:36	350	
21-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.79	29	21:00	0:15	21:15	00:00	21:15										DI	1:03	22:18	280	PAVLO	1:16	22:31	280	LEMOD	2:01	23:16	280
21-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	20	16:55	0:21	17:16	00:00	17:16	LIMLA	0:25	17:41	300	LLK	2:54	20:10	320	DI	4:16	21:32	310	PAVLO	4:29	21:45	310	LEMOD	5:14	22:30	310	
21-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	20	14:40	0:22	15:02	00:00	15:02	TAVUN	1:30	16:32	280	KKJ	4:06	19:08	320	DI	5:37	20:39	350	PAVLO	5:50	20:52	350	LEMOD	6:34	21:36	350	
21-Dec-05	<b>CX037</b>	VIDP	EGLL	744	0.83	20	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310	
21-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	15	16:25	0:15	16:40	00:00	16:40					LLK	4:46	21:26	320					ROSIE	6:32	23:12	350	RANAH	7:26	0:06	350	
21-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.82	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:14	0:14	350	RANAH	4:09	1:09	350	
21-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.87	20	18:15	0:15	18:30	00:00	18:30	BETNO	0:24	18:54	300	LLK	2:44	21:14	320	DI	4:03	22:33	310	SITAX	4:13	22:43	310	AMDAR	4:49	23:19	310	
21-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	LLK	2:56	19:31	340	DI	4:20	20:55	350	PAVLO	4:33	21:08	350	LEMOD	5:19	21:54	350	
21-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:02	22:57	380					ROSIE	4:46	0:41	390	RANAH	5:41	1:36	390	
21-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15										DI	1:00	21:15	280	PAVLO	1:13	21:28	280	LEMOD	1:58	22:13	280
21-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:26	17:11	280	LLK	2:49	19:34	320	DI	4:09	20:54	310	SITAX	4:20	21:05	310	AMDAR	4:56	21:41	310	
21-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
21-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310	
21-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:45	21:20	350	CHARN	6:39	22:14	350	
21-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	320									ASLUM	5:56	21:56	350	CHARN	6:51	22:51	350	
21-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	35	17:01	0:20	17:21	00:00	17:21	LIMLA	0:23	17:44	320	LLK	3:06	20:27	320	DI	4:33	21:54	350	SITAX	4:43	22:04	350	AMDAR	5:20	22:41	350	
21-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35	00:03	15:38	IKULA	1:19	16:57	320	LLK	4:02	19:40	320	DI	5:26	21:04	310	PAVLO	5:38	21:16	310	LEMOD	6:21	21:59	310	
21-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:03	17:39	LIMLA	0:28	18:07	300	LLK	2:54	20:33	300	DI	4:18	21:57	310	SITAX	4:28	22:07	310	AMDAR	5:06	22:45	310	
21-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	24	16:30	0:15	16:45	00:05	16:50	BETNO	0:26	17:16	340	LLK	3:01	19:51	360	DI	4:27	21:17	350	PAVLO	4:40	21:30	350	LEMOD	5:26	22:16	350	
21-Dec-05	<b>THA970</b>	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15	00:09	18:24	LIMLA	0:28	18:52	300	LLK	3:01	21:25	340	DI	4:25	22:49	350	PAVLO	4:38	23:02	350	LEMOD	5:24	23:48	350	
21-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:10	16:15	TAVUN	1:08	17:23	320	KKJ	3:42	19:57	340					ROSIE	5:29	21:44	350	RANAH	6:20	22:35	350	
21-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	20	15:35	0:22	15:57	00:14	16:11	TAVUN	1:30	17:41	280	KKJ	4:06	20:17	320	DI	5:36	21:47	310	PAVLO	5:49	22:00	310	LEMOD	6:34	22:45	310	
21-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	00:16	22:06										DI	0:59	23:05	350	PAVLO	1:12	23:18	350	LEMOD	1:57	0:03	350
21-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	15:15	1:10	16:25	00:16	16:41	IKULA	1:19	18:00	320	LLK	4:02	20:43	320	DI	5:26	22:07	310	PAVLO	5:38	22:19	310	LEMOD	6:21	23:02	310	
21-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:16	16:11	IKULA	1:23	17:34	320	LLK	4:06	20:17	320	DI	5:26	21:37	350	PAVLO	5:46	21:57	350	LEMOD	6:39	22:50	350	
21-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:17	16:27	VPL	0:53	17:20	320									ASLUM	5:46	22:13	350	CHARN	6:39	23:06	350	
21-Dec-05	<b>SQ352</b>	WSSS	ECKH	B777	0.83	30	17:00	0:15	17:15	00:17	17:32	IKULA	1:26	18:58	340	LLK	4:14	21:46	340					ROSIE	5:55	23:27	350	RANAH	6:49	0:21	350	
21-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	00:17	17:17	LIMLA	0:23	17:40	340	LLK	2:49	20:06	340	DI	4:10	21:27	350	SITAX	4:21	21:38	350	AMDAR	4:58	22:15	350	
21-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:19	18:14	LIMLA	0:23	18:37	320	LLK	2:49	21:03	340	DI	4:10	22:24	350	SITAX	4:21	22:35	350	AMDAR	4:58	23:12	350	
21-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	00:25	18:30	LIMLA	0:23	18:53	320	LLK	2:48	21:18	320	DI	4:09	22:39	350	SITAX	4:20	22:50	350	AMDAR	4:57	23:27	350	
21-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	35	15:50	0:15	16:05	00:33	16:38	TAVUN	1:08	17:46	320	KKJ	3:42	20:20	340					ROSIE	5:21	21:59	350	RANAH	6:22	23:00	350	
21-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	00:34	17:59	LIMLA	0:23	18:22	320	LLK	2:49	20:48	340	DI	4:10	22:09	350	SITAX	4:20	22:19	350	AMDAR	4:57	22:56	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
21-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	21:10	0:15	21:25		21:25									DI	0:59	22:24	350	PAVLO	1:12	22:37	350	LEMOD	1:56	23:21	350
21-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:29	22:14	310
21-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:03	20:17	320					ROSIE	5:38	21:52	350	RANAH	6:31	22:45	350
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	TAVUN	1:08	17:53	320	KKJ	3:36	20:21	320	DI	5:03	21:48	310	SITAX	5:14	21:59	310	AMDAR	5:50	22:35	310
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	TAVUN	1:08	17:53	320	KKJ	3:39	20:24	320					ROSIE	5:13	21:58	350	RANAH	6:05	22:50	350
21-Dec-05	KLM810	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45		16:45	IKULA	1:09	17:54	320	LLK	3:47	20:32	320	DI	5:07	21:52	310	PAVLO	5:19	22:04	310	LEMOD	6:03	22:48	310
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:24	17:09	320	KKJ	3:56	19:41	320	DI	5:24	21:09	350	SITAX	5:35	21:20	350	AMDAR	6:12	21:57	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	IKULA	1:23	17:08	320	LLK	4:11	19:56	320	DI	5:32	21:17	350	PAVLO	5:44	21:29	350	LEMOD	6:28	22:13	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320									ASLUM	5:42	21:27	310	CHARN	6:34	22:19	310
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	25	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:46	21:51	350	CHARN	6:39	22:44	350
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	340					ROSIE	5:33	21:38	350	RANAH	6:25	22:30	350
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	320					ROSIE	5:33	21:38	310	RANAH	6:25	22:30	310
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:06	20:11	320	DI	5:27	21:32	350	PAVLO	5:48	21:53	350	LEMOD	6:23	22:28	350
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	LIMLA	0:23	17:44	320	LLK	2:53	20:14	320	DI	4:16	21:37	350	SITAX	4:29	21:50	350	AMDAR	5:14	22:35	350
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	BETNO	0:21	17:41	340	KKJ	2:56	20:17	340					ROSIE	4:34	21:55	350	RANAH	5:28	22:49	350
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	SITAX	4:20	22:30	350	AMDAR	4:57	23:07	350
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	PAVLO	4:21	22:31	350	LEMOD	5:07	23:17	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
21-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	00:00	21:25													ASLUM	2:10	23:35	350	CHARN	3:05	0:30	350
21-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.83	29	16:55	0:15	17:10	00:00	17:10	VPL	0:37	17:47	340									ASLUM	5:35	22:45	350	CHARN	6:26	23:36	350
21-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.79	29	21:00	0:15	21:15	00:00	21:15					DI					1:03	22:18	280	PAVLO	1:16	22:31	280	LEMOD	2:01	23:16	280
21-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.83	20	16:55	0:21	17:16	00:00	17:16	LIMLA	0:25	17:41	300	LLK	2:54	20:10	320	DI	4:16	21:32	310	PAVLO	4:29	21:45	310	LEMOD	5:14	22:30	310
21-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	20	14:40	0:22	15:02	00:00	15:02	TAVUN	1:30	16:32	280	KKJ	4:06	19:08	320	DI	5:37	20:39	350	PAVLO	5:50	20:52	350	LEMOD	6:34	21:36	350
21-Dec-05	<b>CX037</b>	VIDP	EGLL	744	0.83	20	23:15	0:15	23:30	00:00	23:30													ROSIE	1:12	0:42	310	RANAH	2:00	1:30	310
21-Dec-05	<b>CX293</b>	VHHH	LIRF	A343	0.81	15	16:25	0:15	16:40	00:00	16:40					LLK	4:46	21:26	320					ROSIE	6:32	23:12	350	RANAH	7:26	0:06	350
21-Dec-05	<b>LH755</b>	VOBG	EDDF	A343	0.82	20	20:45	0:15	21:00	00:00	21:00													ROSIE	3:14	0:14	350	RANAH	4:09	1:09	350
21-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.87	20	18:15	0:15	18:30	00:00	18:30	BETNO	0:24	18:54	300	LLK	2:44	21:14	320	DI	4:03	22:33	310	SITAX	4:13	22:43	310	AMDAR	4:49	23:19	310
21-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	16:20	0:15	16:35	00:00	16:35	BETNO	0:25	17:00	340	LLK	2:56	19:31	340	DI	4:20	20:55	350	PAVLO	4:33	21:08	350	LEMOD	5:19	21:54	350
21-Dec-05	<b>EVA61</b>	VTBD	LOWW	B330	0.82	15	19:40	0:15	19:55	00:00	19:55	BETNO	0:25	20:20	360	KKJ	3:02	22:57	380					ROSIE	4:46	0:41	390	RANAH	5:41	1:36	390
21-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	10	20:00	0:15	20:15	00:00	20:15									DI	1:00	21:15	280	PAVLO	1:13	21:28	280	LEMOD	1:58	22:13	280
21-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	10	16:30	0:15	16:45	00:00	16:45	LIMLA	0:26	17:11	280	LLK	2:49	19:34	320	DI	4:09	20:54	310	SITAX	4:20	21:05	310	AMDAR	4:56	21:41	310
21-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	00:00	16:00	TAVUN	1:08	17:08	280	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350
21-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:25	0:15	17:40	00:00	17:40	BETNO	0:22	18:02	280	KKJ	2:55	20:35	320					ROSIE	4:36	22:16	310	RANAH	5:27	23:07	310
21-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	00:00	15:35	VPL	0:53	16:28	320									ASLUM	5:45	21:20	350	CHARN	6:39	22:14	350
21-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00	00:00	16:00	VPL	0:55	16:55	320									ASLUM	5:56	21:56	350	CHARN	6:51	22:51	350
21-Dec-05	<b>THA942</b>	VTBD	LIRF	B744	0.86	35	17:01	0:20	17:21	00:00	17:21	LIMLA	0:23	17:44	320	LLK	3:06	20:27	320	DI	4:33	21:54	350	SITAX	4:43	22:04	350	AMDAR	5:20	22:41	350
21-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35	00:03	15:38	IKULA	1:19	16:57	320	LLK	4:02	19:40	320	DI	5:26	21:04	310	PAVLO	5:38	21:16	310	LEMOD	6:21	21:59	310
21-Dec-05	<b>AUA26</b>	VTBD	LOWW	A343	0.80	24	16:30	0:15	16:45	00:05	16:50	BETNO	0:26	17:16	340	LLK	3:01	19:51	360	DI	4:27	21:17	350	PAVLO	4:40	21:30	350	LEMOD	5:26	22:16	350
21-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	10	16:30	0:15	16:45	00:09	16:54	TAVUN	1:08	18:02	320	KKJ	3:36	20:30	320	DI	5:03	21:57	310	SITAX	5:14	22:08	310	AMDAR	5:50	22:44	310
21-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	50	15:50	0:15	16:05	00:09	16:14	TAVUN	1:08	17:22	320	KKJ	3:42	19:56	340					ROSIE	5:29	21:43	350	RANAH	6:20	22:34	350
21-Dec-05	<b>THA970</b>	VTBD	LSZH	A340	0.83	15	17:55	0:20	18:15	00:09	18:24	LIMLA	0:28	18:52	300	LLK	3:01	21:25	340	DI	4:25	22:49	350	PAVLO	4:38	23:02	350	LEMOD	5:24	23:48	350
21-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	20	15:35	0:22	15:57	00:14	16:11	TAVUN	1:30	17:41	280	KKJ	4:06	20:17	320	DI	5:36	21:47	310	PAVLO	5:49	22:00	310	LEMOD	6:34	22:45	310
21-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	00:16	22:06									DI	0:59	23:05	350	PAVLO	1:12	23:18	350	LEMOD	1:57	0:03	350
21-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	30	15:40	0:15	15:55	00:16	16:11	IKULA	1:23	17:34	320	LLK	4:06	20:17	320	DI	5:26	21:37	350	PAVLO	5:46	21:57	350	LEMOD	6:39	22:50	350
21-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10	00:17	16:27	VPL	0:53	17:20	320									ASLUM	5:46	22:13	350	CHARN	6:39	23:06	350
21-Dec-05	<b>SQ352</b>	WSSS	ECKH	B777	0.83	30	17:00	0:15	17:15	00:17	17:32	IKULA	1:26	18:58	340	LLK	4:14	21:46	340					ROSIE	5:55	23:27	350	RANAH	6:49	0:21	350
21-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	00:17	17:17	LIMLA	0:23	17:40	340	LLK	2:49	20:06	340	DI	4:10	21:27	350	SITAX	4:21	21:38	350	AMDAR	4:58	22:15	350
21-Dec-05	<b>SAS972</b>	VTBD	EKCH	A343	0.82	30	17:20	0:16	17:36	00:19	17:55	LIMLA	0:28	18:23	300	LLK	2:54	20:49	300	DI	4:18	22:13	310	SITAX	4:28	22:23	310	AMDAR	5:06	23:01	310
21-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	00:19	18:14	LIMLA	0:23	18:37	320	LLK	2:49	21:03	340	DI	4:10	22:24	350	SITAX	4:21	22:35	350	AMDAR	4:58	23:12	350
21-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	00:25	18:30	LIMLA	0:23	18:53	320	LLK	2:48	21:18	320	DI	4:09	22:39	350	SITAX	4:20	22:50	350	AMDAR	4:57	23:27	350
21-Dec-05	<b>MAS022</b>	WMKK	LOWW	B772	0.82	35	15:50	0:15	16:05	00:32	16:37	TAVUN	1:08	17:45	320	KKJ	3:42	20:19	340					ROSIE	5:21	21:58	350	RANAH	6:22	22:59	350
21-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	00:34	17:59	LIMLA	0:23	18:22	320	LLK	2:49	20:48	340	DI	4:10	22:09	350	SITAX	4:20	22:19	350	AMDAR	4:57	22:56	350

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
21-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	21:10	0:15	21:25		21:25									DI	0:59	22:24	350	PAVLO	1:12	22:37	350	LEMOD	1:56	23:21	350
21-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:01	19:46	320					ROSIE	5:37	21:22	310	RANAH	6:29	22:14	310
21-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:28	17:42	320	KKJ	4:03	20:17	320					ROSIE	5:38	21:52	350	RANAH	6:31	22:45	350
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:53	21:03	320	DI	4:16	22:26	310	SITAX	4:27	22:37	310	AMDAR	5:04	23:14	310
21-Dec-05	FIN092	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:53	21:03	340	DI	4:16	22:26	350	SITAX	4:27	22:37	350	AMDAR	5:04	23:14	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	TAVUN	1:24	17:09	320	KKJ	3:56	19:41	320	DI	5:24	21:09	350	SITAX	5:35	21:20	350	AMDAR	6:12	21:57	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	IKULA	1:23	17:08	320	LLK	4:11	19:56	320	DI	5:32	21:17	350	PAVLO	5:44	21:29	350	LEMOD	6:28	22:13	350
21-Dec-05	KLM838	WSSS	EHAM	B744	0.85	10	15:30	0:15	15:45		15:45	VPL	0:50	16:35	320									ASLUM	5:42	21:27	310	CHARN	6:34	22:19	310
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	25	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	320					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
21-Dec-05	MAS002	WMKK	EGLL	B744	0.85	20	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
21-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:15	0:15	15:30		15:30	IKULA	1:19	16:49	320	LLK	4:02	19:32	320	DI	5:26	20:56	350	PAVLO	5:39	21:09	350	LEMOD	6:23	21:53	350
21-Dec-05	QFA5	WSSS	EDDF	B744	0.85	30	15:15	0:35	15:50		15:50	IKULA	1:19	17:09	320	LLK	4:02	19:52	320	DI	5:26	21:16	310	PAVLO	5:38	21:28	310	LEMOD	6:21	22:11	310
21-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:15	1:10	16:25		16:25	IKULA	1:19	17:44	320	LLK	4:02	20:27	320	DI	5:26	21:51	350	PAVLO	5:39	22:04	350	LEMOD	6:23	22:48	350
21-Dec-05	QFA5	WSSS	EDDF	B744	0.85	30	15:15	1:10	16:25		16:25	IKULA	1:19	17:44	320	LLK	4:02	20:27	320	DI	5:26	21:51	310	PAVLO	5:38	22:03	310	LEMOD	6:21	22:46	310
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	VPL	0:53	16:58	320									ASLUM	5:46	21:51	350	CHARN	6:39	22:44	350
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	340					ROSIE	5:33	21:38	350	RANAH	6:25	22:30	350
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	15	15:50	0:15	16:05		16:05	TAVUN	1:26	17:31	320	KKJ	3:58	20:03	320					ROSIE	5:33	21:38	310	RANAH	6:25	22:30	310
21-Dec-05	SQ346	WSSS	LSZH	B744	0.85	30	15:50	0:15	16:05		16:05	IKULA	1:23	17:28	320	LLK	4:06	20:11	320	DI	5:27	21:32	350	PAVLO	5:48	21:53	350	LEMOD	6:23	22:28	350
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	LIMLA	0:23	17:44	320	LLK	2:53	20:14	320	DI	4:16	21:37	350	SITAX	4:29	21:50	350	AMDAR	5:14	22:35	350
21-Dec-05	THA946	VTBD	LGAV	B773	0.82	20	17:01	0:20	17:21		17:21	BETNO	0:21	17:41	340	KKJ	2:56	20:17	340					ROSIE	4:34	21:55	350	RANAH	5:28	22:49	350
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	SITAX	4:20	22:30	350	AMDAR	4:57	23:07	350
21-Dec-05	THA950	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:48	20:58	340	DI	4:09	22:19	350	PAVLO	4:21	22:31	350	LEMOD	5:07	23:17	350

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Appendix G to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
22-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	0:00	21:25													ASLUM	2:09	23:34	350	CHARN	3:02	0:27	350	
22-Dec-05	AUA26	VTBD	LOWW	A332	0.80	31	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	340	LLK	3:03	19:48	340	DI	4:32	21:17	350	PAVLO	4:45	21:30	350	LEMOD	5:33	22:18	350	
22-Dec-05	AUA32	VIDP	LOWW	B763	0.81	27	21:20	0:15	21:35	0:00	21:35										DI	1:04	22:39	280	PAVLO	1:15	22:50	280	LEMOD	2:01	23:36	280
22-Dec-05	AUA34	VIDP	LOWW	B763	0.80	23	21:00	0:15	21:15	0:00	21:15										DI	1:05	22:20	280	PAVLO	1:17	22:32	280	LEMOD	2:03	23:18	280
22-Dec-05	AUA8	WSSS	LOWW	B772	0.83	27	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	6:03	22:48	350	CHARN	6:54	23:39	350	
22-Dec-05	BAW16	WSSS	EGLL	B744	0.83	60	14:40	0:19	14:59	0:00	14:59	IKULA	1:26	16:25	320	LLK	4:28	19:27	320	DI	5:52	20:51	350	PAVLO	6:05	21:04	350	LEMOD	6:50	21:49	350	
22-Dec-05	CX293	VHHH	LIRF	B744	0.84	5	16:25	0:15	16:40	0:00	16:40					LLK	4:35	21:15	300					ROSIE	6:19	22:59	310	RANAH	7:15	23:55	310	
22-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	0:00	22:10													ROSIE	2:01	0:11	350	RANAH	2:52	1:02	350	
22-Dec-05	LH759	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	0:00	20:35													ROSIE	3:10	23:45	350	RANAH	4:01	0:36	350	
22-Dec-05	LH783	VTBD	EDDF	A346	0.82	20	0:00	0:15	0:15	0:00	0:15	BETNO	0:25	0:40	340	LLK	2:59	3:14	340	DI	4:25	4:40	350	PAVLO	4:39	4:54	350	LEMOD	5:25	5:40	350	
22-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	0:00	15:30	TAVUN	1:06	16:36	320	KKJ	3:41	19:11	320					ROSIE	5:31	21:01	350	RANAH	6:11	21:41	350	
22-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	0:00	15:45	TAVUN	1:26	17:11	280	KKJ	4:01	19:46	320					ROSIE	5:39	21:24	310	RANAH	6:29	22:14	310	
22-Dec-05	KLM872	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	0:00	20:15									DI	1:03	21:18	280	SITAX	1:14	21:29	280	AMDAR	1:53	22:08	280	
22-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
22-Dec-05	MAS020	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350	
22-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:35	0:15	17:50	0:00	17:50	BETNO	0:22	18:12	280	KKJ	2:55	20:45	320					ROSIE	4:36	22:26	310	RANAH	5:27	23:17	310	
22-Dec-05	RBA33	VTBD	EDDF	B763	0.80	30	16:40	0:15	16:55	0:00	16:55	LIMLA	0:25	17:20	280	LLK	3:01	19:56	300	DI	4:27	21:22	310	PAVLO	4:40	21:35	310	LEMOD	5:26	22:21	310	
22-Dec-05	SQ348	WSSS	LGAV	B777	0.83	30	17:00	0:15	17:15	0:00	17:15	TAVUN	1:28	18:43	340	KKJ	4:08	21:23	340					ROSIE	5:52	23:07	350	LEMOD	6:45	0:00	350	
22-Dec-05	THA940	VTBD	LIMC	A345	0.86	35	17:20	0:20	17:40	0:00	17:40	LIMLA	0:28	18:08	360	LLK	3:05	20:45	360	DI	4:33	22:13	390	SITAX	4:44	22:24	390	AMDAR	5:23	23:03	390	
22-Dec-05	THA970	VTBD	LSZH	A346	0.83	15	17:40	0:20	18:00	0:00	18:00	BETNO	0:29	18:29	340	KKJ	3:05	21:05	340					ROSIE	4:50	22:50	350	RANAH	5:44	23:44	350	
22-Dec-05	BAW10	VTBD	EGLL	B744	0.82	20	16:55	0:20	17:15	0:01	17:16	LIMLA	0:26	17:42	280	LLK	2:56	20:12	300	DI	4:22	21:38	310	PAVLO	4:35	21:51	310	LEMOD	5:20	22:36	310	
22-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:53	16:30	320									ASLUM	5:54	21:31	350	CHARN	6:46	22:23	350	
22-Dec-05	KLM878	VTBD	EHAM	B744	0.85	15	16:30	0:15	16:45	0:03	16:48	LIMLA	0:26	17:14	300	LLK	2:51	19:39	300	DI	4:13	21:01	350	SITAX	4:24	21:12	350	AMDAR	5:02	21:50	350	
22-Dec-05	BAW18	WSSS	EGLL	B744	0.83	60	15:35	0:22	15:57	0:08	16:05	IKULA	1:26	17:31	280	LLK	4:28	20:33	300	DI	5:48	21:53	310	PAVLO	6:01	22:06	310	LEMOD	6:46	22:51	310	
22-Dec-05	AUA2	WMKK	LOWW	B772	0.83	31	16:55	0:15	17:10	0:09	17:19	VPL	0:37	17:56	340									ASLUM	5:44	23:03	350	CHARN	6:35	23:54	350	
22-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	0:12	17:12	LIMLA	0:23	17:35	320	LLK	2:51	20:03	320	DI	4:15	21:27	350	SITAX	4:26	21:38	350	AMDAR	5:05	22:17	350	
22-Dec-05	LH761	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	0:13	22:03										DI	1:00	23:03	350	PAVLO	1:13	23:16	350	LEMOD	1:58	0:01	350
22-Dec-05	SQ328	WSSS	EGCC	B777	0.83	30	15:50	0:15	16:05	0:13	16:18	VPL	0:55	17:13	320									ASLUM	6:04	22:22	350	CHARN	6:56	23:14	350	
22-Dec-05	MAS014	WMKK	LIRF	B772	0.82	25	15:50	0:15	16:05	0:15	16:20	VPL	0:35	16:55	320									ASLUM	5:28	21:48	350	CHARN	6:18	22:38	350	
22-Dec-05	SQ340	WSSS	LIRF	B777	0.83	45	17:00	0:15	17:15	0:15	17:30	TAVUN	1:28	18:58	340	KKJ	4:08	21:38	340					ROSIE	5:52	23:22	350	RANAH	6:45	0:15	350	
22-Dec-05	THA944	VTBD	LIRF	MD11	0.82	20	17:01	0:20	17:21	0:16	17:37	LIMLA	0:21	17:58	300	LLK	2:52	20:29	340	DI	4:20	21:57	350	PAVLO	4:33	22:10	350	LEMOD	5:19	22:56	350	
22-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	0:17	17:27	BETNO	0:24	17:51	320	LLK	2:51	20:18	320	DI	4:15	21:42	350	PAVLO	4:28	21:55	350	LEMOD	5:12	22:39	350	
22-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350	
22-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	0:27	18:22	LIMLA	0:23	18:45	320	LLK	2:51	21:13	320	DI	4:15	22:37	350	SITAX	4:26	22:48	350	AMDAR	5:05	23:27	350	
22-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	0:27	17:52	LIMLA	0:23	18:15	320	LLK	2:51	20:43	320	DI	4:15	22:07	350	SITAX	4:26	22:18	350	AMDAR	5:04	22:56	350	
22-Dec-05	THA960	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	0:32	18:37	LIMLA	0:23	19:00	320	LLK	2:52	21:29	320	DI	4:16	22:53	350	SITAX	4:27	23:04	350	AMDAR	5:06	23:43	350	
22-Dec-05	MAS006	WMKK	EDDF	B772	0.82	45	15:50	0:15	16:05	0:36	16:41	TAVUN	1:08	17:49	320	KKJ	3:42	20:23	340					ROSIE	5:29	22:10	350	RANAH	6:20	23:01	350	
22-Dec-05	SQ346	WSSS	LSZH	B744	0.85	60	15:50	0:15	16:05	0:47	16:52	IKULA	1:23	18:15	320	LLK	4:06	20:58	320	DI	5:27	22:19	350	PAVLO	5:48	22:40	350	LEMOD	6:23	23:15	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
22-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:10	0:15	20:25		20:25									DI	1:01	21:26	350	PAVLO	1:14	21:39	350	LEMOD	1:58	22:23	350
22-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45		16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:27	21:12	350	PAVLO	4:40	21:25	350	LEMOD	5:26	22:11	350
22-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:04	19:49	320					ROSIE	5:44	21:29	310	RANAH	6:35	22:20	310
22-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:27	17:41	320	KKJ	4:04	20:18	340					ROSIE	5:45	21:59	350	RANAH	6:36	22:50	350
22-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:55	21:05	340	DI	4:20	22:30	350	SITAX	4:32	22:42	350	AMDAR	5:11	23:21	350
22-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:55	21:05	320	DI	4:20	22:30	310	SITAX	4:32	22:42	310	AMDAR	5:11	23:21	310
22-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:55	21:05	340	DI	4:20	22:30	350	SITAX	4:32	22:42	350	AMDAR	5:11	23:21	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15		15:15	IKULA	1:19	16:34	320	LLK	4:02	19:17	320	DI	5:29	20:44	310	PAVLO	5:42	20:57	310	LEMOD	6:26	21:41	310
22-Dec-05	QFA5	WSSS	EDDF	B744	0.85	30	15:00	0:15	15:15		15:15	IKULA	1:19	16:34	320	LLK	4:02	19:17	320	DI	5:29	20:44	350	PAVLO	5:43	20:58	350	LEMOD	6:27	21:42	350
22-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	310	PAVLO	5:42	21:17	310	LEMOD	6:26	22:01	310
22-Dec-05	QFA9	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	350	PAVLO	5:43	21:18	350	LEMOD	6:27	22:02	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:53	16:48	320									ASLUM	5:54	21:49	350	CHARN	6:45	22:40	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	TAVUN	1:25	17:20	320	KKJ	4:04	19:59	320					ROSIE	5:39	21:34	310	RANAH	6:30	22:25	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	350	RANAH	6:42	22:42	350
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	310	RANAH	6:42	22:42	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	VPL	0:55	16:55	320									ASLUM	6:01	22:01	350	CHARN	6:57	22:57	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	IKULA	1:22	17:32	320	LLK	4:06	20:16	320	DI	5:29	21:39	350	PAVLO	5:42	21:52	350	LEMOD	6:26	22:36	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:53	17:03	320									ASLUM	5:54	22:04	350	CHARN	6:46	22:56	350
22-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:52	21:02	320	DI	4:17	22:27	350	SITAX	4:28	22:38	350	AMDAR	5:07	23:17	350
22-Dec-05	THA950	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:52	21:02	320	DI	4:23	22:33	350	PAVLO	4:29	22:39	350	LEMOD	5:27	23:37	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
22-Dec-05	<b>AFR135</b>	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	0:00	21:25													ASLUM	2:09	23:34	350	CHARN	3:02	0:27	350	
22-Dec-05	<b>AFR161</b>	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45	0:00	16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:27	21:12	350	PAVLO	4:40	21:25	350	LEMOD	5:26	22:11	350	
22-Dec-05	<b>AUA32</b>	VIDP	LOWW	B763	0.81	27	21:20	0:15	21:35	0:00	21:35										DI	1:04	22:39	280	PAVLO	1:15	22:50	280	LEMOD	2:01	23:36	280
22-Dec-05	<b>AUA34</b>	VIDP	LOWW	B763	0.80	23	21:00	0:15	21:15	0:00	21:15										DI	1:05	22:20	280	PAVLO	1:17	22:32	280	LEMOD	2:03	23:18	280
22-Dec-05	<b>AUA8</b>	WSSS	LOWW	B772	0.83	27	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	6:03	22:48	350	CHARN	6:54	23:39	350	
22-Dec-05	<b>BAW16</b>	WSSS	EGLL	B744	0.83	60	14:40	0:19	14:59	0:00	14:59	IKULA	1:26	16:25	320	LLK	4:28	19:27	320	DI	5:52	20:51	350	PAVLO	6:05	21:04	350	LEMOD	6:50	21:49	350	
22-Dec-05	<b>CX293</b>	VHHH	LIRF	B744	0.84	5	16:25	0:15	16:40	0:00	16:40					LLK	4:35	21:15	300					ROSIE	6:19	22:59	310	RANAH	7:15	23:55	310	
22-Dec-05	<b>LH757</b>	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	0:00	22:10													ROSIE	2:01	0:11	350	RANAH	2:52	1:02	350	
22-Dec-05	<b>LH759</b>	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	0:00	20:35													ROSIE	3:10	23:45	350	RANAH	4:01	0:36	350	
22-Dec-05	<b>LH783</b>	VTBD	EDDF	A346	0.82	20	0:00	0:15	0:15	0:00	0:15	BETNO	0:25	0:40	340	LLK	2:59	3:14	340	DI	4:25	4:40	350	PAVLO	4:39	4:54	350	LEMOD	5:25	5:40	350	
22-Dec-05	<b>KLM810</b>	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	0:00	15:30	TAVUN	1:06	16:36	320	KKJ	3:41	19:11	320					ROSIE	5:31	21:01	350	RANAH	6:11	21:41	350	
22-Dec-05	<b>KLM838</b>	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	0:00	15:45	TAVUN	1:26	17:11	280	KKJ	4:01	19:46	320					ROSIE	5:39	21:24	310	RANAH	6:29	22:14	310	
22-Dec-05	<b>KLM872</b>	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	0:00	20:15										DI	1:03	21:18	280	SITAX	1:14	21:29	280	AMDAR	1:53	22:08	280
22-Dec-05	<b>MAS016</b>	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
22-Dec-05	<b>MAS020</b>	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350	
22-Dec-05	<b>QFA2</b>	VTBD	EGLL	B744	0.84	20	17:35	0:15	17:50	0:00	17:50	BETNO	0:22	18:12	280	KKJ	2:55	20:45	320					ROSIE	4:36	22:26	310	RANAH	5:27	23:17	310	
22-Dec-05	<b>RBA33</b>	VTBD	EDDF	B763	0.80	30	16:40	0:15	16:55	0:00	16:55	LIMLA	0:25	17:20	280	LLK	3:01	19:56	300	DI	4:27	21:22	310	PAVLO	4:40	21:35	310	LEMOD	5:26	22:21	310	
22-Dec-05	<b>SQ340</b>	WSSS	LIRF	B777	0.83	45	17:00	0:15	17:15	0:00	17:15	TAVUN	1:28	18:43	340	KKJ	4:08	21:23	340					ROSIE	5:52	23:07	350	RANAH	6:45	0:00	350	
22-Dec-05	<b>THA940</b>	VTBD	LIMC	A345	0.86	35	17:20	0:20	17:40	0:00	17:40	LIMLA	0:28	18:08	360	LLK	3:05	20:45	360	DI	4:33	22:13	390	SITAX	4:44	22:24	390	AMDAR	5:23	23:03	390	
22-Dec-05	<b>THA970</b>	VTBD	LSZH	A346	0.83	15	17:40	0:20	18:00	0:00	18:00	BETNO	0:29	18:29	340	KKJ	3:05	21:05	340					ROSIE	4:50	22:50	350	RANAH	5:44	23:44	350	
22-Dec-05	<b>BAW10</b>	VTBD	EGLL	B744	0.82	20	16:55	0:20	17:15	0:01	17:16	LIMLA	0:26	17:42	280	LLK	2:56	20:12	300	DI	4:22	21:38	310	PAVLO	4:35	21:51	310	LEMOD	5:20	22:36	310	
22-Dec-05	<b>SQ322</b>	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:53	16:30	320									ASLUM	5:54	21:31	350	CHARN	6:46	22:23	350	
22-Dec-05	<b>LH761</b>	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	0:03	21:53										DI	1:00	22:53	350	PAVLO	1:13	23:06	350	LEMOD	1:58	23:51	350
22-Dec-05	<b>KLM878</b>	VTBD	EHAM	B744	0.85	15	16:30	0:15	16:45	0:03	16:48	LIMLA	0:26	17:14	300	LLK	2:51	19:39	300	DI	4:13	21:01	350	SITAX	4:24	21:12	350	AMDAR	5:02	21:50	350	
22-Dec-05	<b>THA944</b>	VTBD	LIRF	MD11	0.82	20	17:01	0:20	17:21	0:06	17:27	LIMLA	0:21	17:48	300	LLK	2:52	20:19	340	DI	4:20	21:47	350	PAVLO	4:33	22:00	350	LEMOD	5:19	22:46	350	
22-Dec-05	<b>BAW18</b>	WSSS	EGLL	B744	0.83	60	15:35	0:22	15:57	0:08	16:05	IKULA	1:26	17:31	280	LLK	4:28	20:33	300	DI	5:48	21:53	310	PAVLO	6:01	22:06	310	LEMOD	6:46	22:51	310	
22-Dec-05	<b>AUA2</b>	WMKK	LOWW	B772	0.83	31	16:55	0:15	17:10	0:09	17:19	VPL	0:37	17:56	340									ASLUM	5:44	23:03	350	CHARN	6:35	23:54	350	
22-Dec-05	<b>AUA26</b>	VTBD	LOWW	A332	0.80	31	16:30	0:15	16:45	0:10	16:55	BETNO	0:27	17:22	340	LLK	3:03	19:58	340	DI	4:32	21:27	350	PAVLO	4:45	21:40	350	LEMOD	5:33	22:28	350	
22-Dec-05	<b>SQ328</b>	WSSS	EGCC	B777	0.83	30	15:50	0:15	16:05	0:13	16:18	VPL	0:55	17:13	320									ASLUM	6:04	22:22	350	CHARN	6:56	23:14	350	
22-Dec-05	<b>MAS014</b>	WMKK	LIRF	B772	0.82	25	15:50	0:15	16:05	0:15	16:20	VPL	0:35	16:55	320									ASLUM	5:28	21:48	350	CHARN	6:18	22:38	350	
22-Dec-05	<b>SQ348</b>	WSSS	LGAV	B777	0.83	30	17:00	0:15	17:15	0:15	17:30	TAVUN	1:28	18:58	340	KKJ	4:08	21:38	340					ROSIE	5:52	23:22	350	RANAH	6:45	0:15	350	
22-Dec-05	<b>MAS010</b>	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:17	16:17	TAVUN	1:08	17:25	320	KKJ	3:42	19:59	340					ROSIE	5:28	21:45	350	RANAH	6:19	22:36	350	
22-Dec-05	<b>THA910</b>	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	0:17	18:12	LIMLA	0:23	18:35	320	LLK	2:51	21:03	320	DI	4:15	22:27	350	SITAX	4:26	22:38	350	AMDAR	5:05	23:17	350	
22-Dec-05	<b>THA930</b>	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	0:17	17:42	LIMLA	0:23	18:05	320	LLK	2:51	20:33	320	DI	4:15	21:57	350	SITAX	4:26	22:08	350	AMDAR	5:04	22:46	350	
22-Dec-05	<b>THA920</b>	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	0:22	17:22	LIMLA	0:23	17:45	320	LLK	2:51	20:13	320	DI	4:15	21:37	350	SITAX	4:26	21:48	350	AMDAR	5:05	22:27	350	
22-Dec-05	<b>THA960</b>	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	0:22	18:27	LIMLA	0:23	18:50	320	LLK	2:52	21:19	320	DI	4:16	22:43	350	SITAX	4:27	22:54	350	AMDAR	5:06	23:33	350	
22-Dec-05	<b>MAS006</b>	WMKK	EDDF	B772	0.82	45	15:50	0:15	16:05	0:27	16:32	TAVUN	1:08	17:40	320	KKJ	3:42	20:14	340					ROSIE	5:29	22:01	350	RANAH	6:20	22:52	350	
22-Dec-05	<b>SQ324</b>	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00	0:30	16:30	TAVUN	1:28	17:58	320	KKJ	4:07	20:37	320					ROSIE	5:49	22:19	350	RANAH	6:42	23:12	350	
22-Dec-05	<b>SQ346</b>	WSSS	LSZH	B744	0.85	60	15:50	0:15	16:05	0:37	16:42	IKULA	1:23	18:05	320	LLK	4:06	20:48	320	DI	5:27	22:09	350	PAVLO	5:48	22:30	350	LEMOD	6:23	23:05	350	

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
22-Dec-05	<b>AFR147</b>	VIDP	LFPG	B744	0.85	10	20:10	0:15	20:25		20:25									DI	1:01	21:26	350	PAVLO	1:14	21:39	350	LEMOD	1:58	22:23	350
22-Dec-05	<b>AFR257</b>	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:04	19:49	320					ROSIE	5:44	21:29	310	RANAH	6:35	22:20	310
22-Dec-05	<b>LH777</b>	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:27	17:41	320	KKJ	4:04	20:18	340					ROSIE	5:45	21:59	350	RANAH	6:36	22:50	350
22-Dec-05	<b>LH779</b>	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10		17:10	BETNO	0:24	17:34	320	LLK	2:51	20:01	320	DI	4:15	21:25	350	PAVLO	4:28	21:38	350	LEMOD	5:12	22:22	350
22-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	320	LLK	2:55	21:05	340	DI	4:20	22:30	350	SITAX	4:32	22:42	350	AMDAR	5:11	23:21	350
22-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	LIMLA	0:24	18:34	280	LLK	2:55	21:05	320	DI	4:20	22:30	310	SITAX	4:32	22:42	310	AMDAR	5:11	23:21	310
22-Dec-05	<b>FIN098</b>	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10		18:10	BETNO	0:24	18:34	320	LLK	2:55	21:05	340	DI	4:20	22:30	350	SITAX	4:32	22:42	350	AMDAR	5:11	23:21	350
22-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
22-Dec-05	<b>MAS002</b>	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15		15:15	IKULA	1:19	16:34	320	LLK	4:02	19:17	320	DI	5:29	20:44	310	PAVLO	5:42	20:57	310	LEMOD	6:26	21:41	310
22-Dec-05	<b>QFA5</b>	WSSS	EDDF	B744	0.85	30	15:00	0:15	15:15		15:15	IKULA	1:19	16:34	320	LLK	4:02	19:17	320	DI	5:29	20:44	350	PAVLO	5:43	20:58	350	LEMOD	6:27	21:42	350
22-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	310	PAVLO	5:42	21:17	310	LEMOD	6:26	22:01	310
22-Dec-05	<b>QFA9</b>	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	350	PAVLO	5:43	21:18	350	LEMOD	6:27	22:02	350
22-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:53	16:48	320									ASLUM	5:54	21:49	350	CHARN	6:45	22:40	350
22-Dec-05	<b>SQ334</b>	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	TAVUN	1:25	17:20	320	KKJ	4:04	19:59	320					ROSIE	5:39	21:34	310	RANAH	6:30	22:25	310
22-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	IKULA	1:22	17:32	320	LLK	4:06	20:16	320	DI	5:29	21:39	350	PAVLO	5:42	21:52	350	LEMOD	6:26	22:36	350
22-Dec-05	<b>SQ026</b>	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:53	17:03	320									ASLUM	5:54	22:04	350	CHARN	6:46	22:56	350
22-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:52	21:02	320	DI	4:17	22:27	350	SITAX	4:28	22:38	350	AMDAR	5:07	23:17	350
22-Dec-05	<b>THA950</b>	VTBD	EKCH	B744	0.86	20	17:50	0:20	18:10		18:10	LIMLA	0:23	18:33	320	LLK	2:52	21:02	320	DI	4:23	22:33	350	PAVLO	4:29	22:39	350	LEMOD	5:27	23:37	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
22-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	0:00	21:25													ASLUM	2:09	23:34	350	CHARN	3:02	0:27	350	
22-Dec-05	AUA26	VTBD	LOWW	A332	0.80	31	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	340	LLK	3:03	19:48	340	DI	4:32	21:17	350	PAVLO	4:45	21:30	350	LEMOD	5:33	22:18	350	
22-Dec-05	AUA32	VIDP	LOWW	B763	0.81	27	21:20	0:15	21:35	0:00	21:35										DI	1:04	22:39	280	PAVLO	1:15	22:50	280	LEMOD	2:01	23:36	280
22-Dec-05	AUA34	VIDP	LOWW	B763	0.80	23	21:00	0:15	21:15	0:00	21:15										DI	1:05	22:20	280	PAVLO	1:17	22:32	280	LEMOD	2:03	23:18	280
22-Dec-05	AUA8	WSSS	LOWW	B772	0.83	27	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	6:03	22:48	350	CHARN	6:54	23:39	350	
22-Dec-05	BAW16	WSSS	EGLL	B744	0.83	60	14:40	0:19	14:59	0:00	14:59	IKULA	1:26	16:25	320	LLK	4:28	19:27	320	DI	5:52	20:51	350	PAVLO	6:05	21:04	350	AMODAR	6:50	21:49	350	
22-Dec-05	CX293	VHHH	LIRF	B744	0.84	5	16:25	0:15	16:40	0:00	16:40					LLK	4:35	21:15	320					ROSIE	6:19	22:59	310	RANAH	7:15	23:55	310	
22-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	0:00	22:10													ROSIE	2:01	0:11	350	RANAH	2:52	1:02	350	
22-Dec-05	LH759	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	0:00	20:35													ROSIE	3:10	23:45	350	RANAH	4:01	0:36	350	
22-Dec-05	LH783	VTBD	EDDF	A346	0.82	20	0:00	0:15	0:15	0:00	0:15	BETNO	0:25	0:40	340	LLK	2:59	3:14	340	DI	4:25	4:40	350	PAVLO	4:39	4:54	350	LEMOD	5:25	5:40	350	
22-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:00	18:10	LIMLA	0:24	18:34	280	LLK	2:55	21:05	320	DI	4:20	22:30	310	SITAX	4:32	22:42	310	AMODAR	5:11	23:21	310	
22-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	0:00	15:30	TAVUN	1:06	16:36	320	KKJ	3:41	19:11	320					ROSIE	5:31	21:01	350	RANAH	6:11	21:41	350	
22-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	0:00	15:45	TAVUN	1:26	17:11	280	KKJ	4:01	19:46	320					ROSIE	5:39	21:24	310	RANAH	6:29	22:14	310	
22-Dec-05	KLM872	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	0:00	20:15									DI	1:03	21:18	280	SITAX	1:14	21:29	280	AMODAR	1:53	22:08	280	
22-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
22-Dec-05	MAS020	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350	
22-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:35	0:15	17:50	0:00	17:50	BETNO	0:22	18:12	280	KKJ	2:55	20:45	320					ROSIE	4:36	22:26	310	RANAH	5:27	23:17	310	
22-Dec-05	SQ348	WSSS	LGAV	B777	0.83	30	17:00	0:15	17:15	0:00	17:15	TAVUN	1:28	18:43	340	KKJ	4:08	21:23	340					ROSIE	5:52	23:07	350	RANAH	6:45	0:00	350	
22-Dec-05	THA940	VTBD	LIMC	A345	0.86	35	17:20	0:20	17:40	0:00	17:40	LIMLA	0:28	18:08	360	LLK	3:05	20:45	360	DI	4:33	22:13	390	SITAX	4:44	22:24	390	AMODAR	5:23	23:03	390	
22-Dec-05	THA970	VTBD	LSZH	A346	0.83	15	17:40	0:20	18:00	0:00	18:00	BETNO	0:29	18:29	340	KKJ	3:05	21:05	340					ROSIE	4:50	22:50	350	RANAH	5:44	23:44	350	
22-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:53	16:30	320									ASLUM	5:54	21:31	350	CHARN	6:46	22:23	350	
22-Dec-05	KLM878	VTBD	EHAM	B744	0.85	15	16:30	0:15	16:45	0:03	16:48	LIMLA	0:26	17:14	300	LLK	2:51	19:39	300	DI	4:13	21:01	350	SITAX	4:24	21:12	350	AMODAR	5:02	21:50	350	
22-Dec-05	RBA33	VTBD	EDDF	B763	0.80	30	16:40	0:15	16:55	0:04	16:59	LIMLA	0:25	17:24	280	LLK	3:01	20:00	300	DI	4:27	21:26	310	PAVLO	4:40	21:39	310	LEMOD	5:26	22:25	310	
22-Dec-05	BAW10	VTBD	EGLL	B744	0.82	20	16:55	0:20	17:15	0:05	17:20	LIMLA	0:26	17:46	280	LLK	2:56	20:16	300	DI	4:22	21:42	310	PAVLO	4:35	21:55	310	LEMOD	5:20	22:40	310	
22-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35	0:07	15:42	IKULA	1:19	17:01	320	LLK	4:02	19:44	320	DI	5:29	21:11	310	PAVLO	5:42	21:24	310	LEMOD	6:26	22:08	310	
22-Dec-05	AUA2	WMKK	LOWW	B772	0.83	31	16:55	0:15	17:10	0:09	17:19	VPL	0:37	17:56	340									ASLUM	5:44	23:03	350	CHARN	6:35	23:54	350	
22-Dec-05	THA944	VTBD	LIRF	MD11	0.82	20	17:01	0:20	17:21	0:11	17:32	LIMLA	0:21	17:53	300	LLK	2:52	20:24	340	DI	4:20	21:52	350	PAVLO	4:33	22:05	350	LEMOD	5:19	22:51	350	
22-Dec-05	BAW18	WSSS	EGLL	B744	0.83	60	15:35	0:22	15:57	0:12	16:09	IKULA	1:26	17:35	280	LLK	4:28	20:37	300	DI	5:48	21:57	310	PAVLO	6:01	22:10	310	LEMOD	6:46	22:55	310	
22-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	0:12	17:22	BETNO	0:24	17:46	320	LLK	2:51	20:13	320	DI	4:15	21:37	350	PAVLO	4:28	21:50	350	LEMOD	5:12	22:34	350	
22-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:12	15:27	IKULA	1:19	16:46	320	LLK	4:02	19:29	320	DI	5:29	20:56	310	PAVLO	5:42	21:09	310	LEMOD	6:26	21:53	310	
22-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	0:12	18:07	LIMLA	0:23	18:30	320	LLK	2:51	20:58	320	DI	4:15	22:22	350	SITAX	4:26	22:33	350	AMODAR	5:05	23:12	350	
22-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	0:12	17:12	LIMLA	0:23	17:35	320	LLK	2:51	20:03	320	DI	4:15	21:27	350	SITAX	4:26	21:38	350	AMODAR	5:05	22:17	350	
22-Dec-05	SQ328	WSSS	EGCC	B777	0.83	30	15:50	0:15	16:05	0:13	16:18	VPL	0:55	17:13	320									ASLUM	6:04	22:22	350	CHARN	6:56	23:14	350	
22-Dec-05	LH761	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	0:14	22:04									DI	1:00	23:04	350	PAVLO	1:13	23:17	350	LEMOD	1:58	0:02	350	
22-Dec-05	MAS014	WMKK	LIRF	B772	0.82	25	15:50	0:15	16:05	0:15	16:20	VPL	0:35	16:55	320									ASLUM	5:28	21:48	350	CHARN	6:18	22:38	350	
22-Dec-05	SQ340	WSSS	LIRF	B777	0.83	45	17:00	0:15	17:15	0:15	17:30	TAVUN	1:28	18:58	340	KKJ	4:08	21:38	340					ROSIE	5:52	23:22	350	RANAH	6:45	0:15	350	
22-Dec-05	THA960	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	0:17	18:22	LIMLA	0:23	18:45	320	LLK	2:52	21:14	320	DI	4:16	22:38	350	SITAX	4:27	22:49	350	AMODAR	5:06	23:28	350	
22-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	0:22	17:47	LIMLA	0:23	18:10	320	LLK	2:51	20:38	320	DI	4:15	22:02	350	SITAX	4:26	22:13	350	AMODAR	5:04	22:51	350	
22-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350	
22-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10	0:27	18:37	LIMLA	0:23	19:00	320	LLK	2:52	21:29	320	DI	4:17	22:54	350	SITAX	4:28	23:05	350	AMODAR	5:07	23:44	350	
22-Dec-05	MAS006	WMKK	EDDF																													

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
22-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:10	0:15	20:25		20:25									DI	1:01	21:26	350	PAVLO	1:14	21:39	350	LEMOD	1:58	22:23	350
22-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45		16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:27	21:12	350	PAVLO	4:40	21:25	350	LEMOD	5:26	22:11	350
22-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:04	19:49	320					ROSIE	5:44	21:29	310	RANAH	6:35	22:20	310
22-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:27	17:41	320	KKJ	4:04	20:18	340					ROSIE	5:45	21:59	350	RANAH	6:36	22:50	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:53	16:48	320									ASLUM	5:54	21:49	350	CHARN	6:45	22:40	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	TAVUN	1:25	17:20	320	KKJ	4:04	19:59	320					ROSIE	5:39	21:34	310	RANAH	6:30	22:25	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	350	RANAH	6:42	22:42	350
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	310	RANAH	6:42	22:42	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	VPL	0:55	16:55	320									ASLUM	6:01	22:01	350	CHARN	6:57	22:57	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	IKULA	1:22	17:32	320	LLK	4:06	20:16	320	DI	5:29	21:39	350	PAVLO	5:42	21:52	350	LEMOD	6:26	22:36	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:53	17:03	320									ASLUM	5:54	22:04	350	CHARN	6:46	22:56	350

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5	
22-Dec-05	AFR135	VABB	LFPG	B772	0.84	10	21:10	0:15	21:25	0:00	21:25													ASLUM	2:09	23:34	350	CHARN	3:02	0:27	350	
22-Dec-05	AUA26	VTBD	LOWW	A332	0.80	31	16:30	0:15	16:45	0:00	16:45	BETNO	0:27	17:12	340	LLK	3:03	19:48	340	DI	4:32	21:17	350	PAVLO	4:45	21:30	350	LEMOD	5:33	22:18	350	
22-Dec-05	AUA32	VIDP	LOWW	B763	0.81	27	21:20	0:15	21:35	0:00	21:35										DI	1:04	22:39	280	PAVLO	1:15	22:50	280	LEMOD	2:01	23:36	280
22-Dec-05	AUA34	VIDP	LOWW	B763	0.80	23	21:00	0:15	21:15	0:00	21:15										DI	1:05	22:20	280	PAVLO	1:17	22:32	280	LEMOD	2:03	23:18	280
22-Dec-05	AUA8	WSSS	LOWW	B772	0.83	27	16:30	0:15	16:45	0:00	16:45	VPL	0:56	17:41	340									ASLUM	6:03	22:48	350	CHARN	6:54	23:39	350	
22-Dec-05	BAW16	WSSS	EGLL	B744	0.83	60	14:40	0:19	14:59	0:00	14:59	IKULA	1:26	16:25	320	LLK	4:28	19:27	320	DI	5:52	20:51	350	PAVLO	6:05	21:04	350	LEMOD	6:50	21:49	350	
22-Dec-05	CX293	VHHH	LIRF	B744	0.84	5	16:25	0:15	16:40	0:00	16:40					LLK	4:35	21:15	320					ROSIE	6:19	22:59	310	RANAH	7:15	23:55	310	
22-Dec-05	LH757	VABB	EDDF	B744	0.85	20	21:55	0:15	22:10	0:00	22:10													ROSIE	2:01	0:11	350	RANAH	2:52	1:02	350	
22-Dec-05	LH759	VOMM	EDDF	B744	0.86	20	20:20	0:15	20:35	0:00	20:35													ROSIE	3:10	23:45	350	RANAH	4:01	0:36	350	
22-Dec-05	LH783	VTBD	EDDF	A346	0.82	20	0:00	0:15	0:15	0:00	0:15	BETNO	0:25	0:40	340	LLK	2:59	3:14	340	DI	4:25	4:40	350	PAVLO	4:39	4:54	350	LEMOD	5:25	5:40	350	
22-Dec-05	FIN098	VTBD	EFHK	MD11	0.83	20	17:50	0:20	18:10	0:00	18:10	LIMLA	0:24	18:34	280	LLK	2:55	21:05	320	DI	4:20	22:30	310	SITAX	4:32	22:42	310	AMDAR	5:11	23:21	310	
22-Dec-05	KLM810	WMKK	EHAM	B744	0.85	5	15:15	0:15	15:30	0:00	15:30	TAVUN	1:06	16:36	320	KKJ	3:41	19:11	320					ROSIE	5:31	21:01	350	RANAH	6:11	21:41	350	
22-Dec-05	KLM838	WSSS	EHAM	B744	0.85	5	15:30	0:15	15:45	0:00	15:45	TAVUN	1:26	17:11	280	KKJ	4:01	19:46	320					ROSIE	5:39	21:24	310	RANAH	6:29	22:14	310	
22-Dec-05	KLM872	VIDP	EHAM	B772	0.84	5	20:00	0:15	20:15	0:00	20:15										DI	1:03	21:18	280	SITAX	1:14	21:29	280	AMDAR	1:53	22:08	280
22-Dec-05	MAS010	WMKK	LSZH	B772	0.82	60	15:45	0:15	16:00	0:00	16:00	TAVUN	1:08	17:08	320	KKJ	3:42	19:42	340					ROSIE	5:28	21:28	350	RANAH	6:19	22:19	350	
22-Dec-05	MAS020	WMKK	LFPG	B744	0.86	30	15:25	0:15	15:40	0:00	15:40	VPL	0:35	16:15	320									ASLUM	5:28	21:08	350	CHARN	6:18	21:58	350	
22-Dec-05	QFA2	VTBD	EGLL	B744	0.84	20	17:35	0:15	17:50	0:00	17:50	BETNO	0:22	18:12	280	KKJ	2:55	20:45	320					ROSIE	4:36	22:26	310	RANAH	5:27	23:17	310	
22-Dec-05	RBA33	VTBD	EDDF	B763	0.80	30	16:40	0:15	16:55	0:00	16:55	LIMLA	0:25	17:20	280	LLK	3:01	19:56	300	DI	4:27	21:22	310	PAVLO	4:40	21:35	310	LEMOD	5:26	22:21	310	
22-Dec-05	SQ348	WSSS	LGAV	B777	0.83	30	17:00	0:15	17:15	0:00	17:15	TAVUN	1:28	18:43	340	KKJ	4:08	21:23	340					ROSIE	5:52	23:07	350	RANAH	6:45	0:00	350	
22-Dec-05	THA940	VTBD	LIMC	A345	0.86	35	17:20	0:20	17:40	0:00	17:40	LIMLA	0:28	18:08	360	LLK	3:05	20:45	360	DI	4:33	22:13	390	SITAX	4:44	22:24	390	AMDAR	5:23	23:03	390	
22-Dec-05	THA970	VTBD	LSZH	A346	0.83	15	17:40	0:20	18:00	0:00	18:00	BETNO	0:29	18:29	340	KKJ	3:05	21:05	340					ROSIE	4:50	22:50	350	RANAH	5:44	23:44	350	
22-Dec-05	BAW10	VTBD	EGLL	B744	0.82	20	16:55	0:20	17:15	0:01	17:16	LIMLA	0:26	17:42	280	LLK	2:56	20:12	300	DI	4:22	21:38	310	PAVLO	4:35	21:51	310	LEMOD	5:20	22:36	310	
22-Dec-05	SQ322	WSSS	EGLL	B744	0.85	15	15:20	0:15	15:35	0:02	15:37	VPL	0:53	16:30	320									ASLUM	5:54	21:31	350	CHARN	6:46	22:23	350	
22-Dec-05	KLM878	VTBD	EHAM	B744	0.85	15	16:30	0:15	16:45	0:03	16:48	LIMLA	0:26	17:14	300	LLK	2:51	19:39	300	DI	4:13	21:01	350	SITAX	4:24	21:12	350	AMDAR	5:02	21:50	350	
22-Dec-05	BAW18	WSSS	EGLL	B744	0.83	60	15:35	0:22	15:57	0:08	16:05	IKULA	1:26	17:31	280	LLK	4:28	20:33	300	DI	5:48	21:53	310	PAVLO	6:01	22:06	310	LEMOD	6:46	22:51	310	
22-Dec-05	AUA2	WMKK	LOWW	B772	0.83	31	16:55	0:15	17:10	0:09	17:19	VPL	0:37	17:56	340									ASLUM	5:44	23:03	350	CHARN	6:35	23:54	350	
22-Dec-05	THA944	VTBD	LIRF	MD11	0.82	20	17:01	0:20	17:21	0:11	17:32	LIMLA	0:21	17:53	300	LLK	2:52	20:24	340	DI	4:20	21:52	350	PAVLO	4:33	22:05	350	LEMOD	5:19	22:51	350	
22-Dec-05	LH779	VTBD	EDDF	B744	0.84	20	16:55	0:15	17:10	0:12	17:22	BETNO	0:24	17:46	320	LLK	2:51	20:13	320	DI	4:15	21:37	350	PAVLO	4:28	21:50	350	LEMOD	5:12	22:34	350	
22-Dec-05	QFA5	WSSS	EDDF	B744	0.85	20	15:00	0:15	15:15	0:12	15:27	IKULA	1:19	16:46	320	LLK	4:02	19:29	320	DI	5:29	20:56	310	PAVLO	5:42	21:09	310	LEMOD	6:26	21:53	310	
22-Dec-05	THA910	VTBD	EGLL	B744	0.86	40	17:35	0:20	17:55	0:12	18:07	LIMLA	0:23	18:30	320	LLK	2:51	20:58	320	DI	4:15	22:22	350	SITAX	4:26	22:33	350	AMDAR	5:05	23:12	350	
22-Dec-05	THA920	VTBD	EDDF	B744	0.86	30	16:40	0:20	17:00	0:12	17:12	LIMLA	0:23	17:35	320	LLK	2:51	20:03	320	DI	4:15	21:27	350	SITAX	4:26	21:38	350	AMDAR	5:05	22:17	350	
22-Dec-05	SQ328	WSSS	EGCC	B777	0.83	30	15:50	0:15	16:05	0:13	16:18	VPL	0:55	17:13	320									ASLUM	6:04	22:22	350	CHARN	6:56	23:14	350	
22-Dec-05	LH761	VIDP	EDDF	B744	0.85	20	21:35	0:15	21:50	0:14	22:04										DI	1:00	23:04	350	PAVLO	1:13	23:17	350	LEMOD	1:58	0:02	350
22-Dec-05	MAS014	WMKK	LIRF	B772	0.82	25	15:50	0:15	16:05	0:15	16:20	VPL	0:35	16:55	320									ASLUM	5:28	21:48	350	CHARN	6:18	22:38	350	
22-Dec-05	SQ340	WSSS	LIRF	B777	0.83	45	17:00	0:15	17:15	0:15	17:30	TAVUN	1:28	18:58	340	KKJ	4:08	21:38	340					ROSIE	5:52	23:22	350	RANAH	6:45	0:15	350	
22-Dec-05	THA960	VTBD	ESSA	B744	0.86	35	17:45	0:20	18:05	0:17	18:22	LIMLA	0:23	18:45	320	LLK	2:52	21:14	320	DI	4:16	22:38	350	SITAX	4:27	22:49	350	AMDAR	5:06	23:28	350	
22-Dec-05	THA930	VTBD	LFPG	B744	0.86	45	17:05	0:20	17:25	0:22	17:47	LIMLA	0:23	18:10	320	LLK	2:51	20:38	320	DI	4:15	22:02	350	SITAX	4:26	22:13	350	AMDAR	5:04	22:51	350	
22-Dec-05	MAS016	WMKK	EHAM	B744	0.85	35	15:45	0:15	16:00	0:24	16:24	TAVUN	1:08	17:32	320	KKJ	3:42	20:06	340					ROSIE	5:28	21:52	350	RANAH	6:19	22:43	350	
22-Dec-05	THA950	VTBD	EKCH	B744	0.86	30	17:50	0:20	18:10	0:27	18:37	LIMLA	0:23	19:00	320	LLK	2:52	21:29	320	DI	4:17	22:54	350	SITAX	4:28	23:05	350	AMDAR	5:07	23:44	350	
22-Dec-05	MAS006	WMKK	EDDF	B772	0.82	45	15:50	0:15	16:05	0:36	16:41	TAVUN	1:08	17:49	320	KKJ	3:42	20:23	340					ROSIE	5:29	22:10	350	RANAH	6:20	23:01	350	
22-Dec-05	SQ346	WSSS	LSZH	B744	0.8																											

Not Allocated Slots

Date	Callsign	Dept	Dest	Type	Mach	MAD	ETD	STT	WUT	Delay	AWUT	WP1	ET1	ETO1	FL1	WP2	ET2	ETO2	FL2	WP3	ET3	ETO3	FL3	WP4	ET4	ETO4	FL4	WP5	ET5	ETO5	FL5
22-Dec-05	AFR147	VIDP	LFPG	B744	0.85	10	20:10	0:15	20:25		20:25									DI	1:01	21:26	350	PAVLO	1:14	21:39	350	LEMOD	1:58	22:23	350
22-Dec-05	AFR161	VTBD	LFPG	A343	0.82	10	16:30	0:15	16:45		16:45	LIMLA	0:27	17:12	320	LLK	3:01	19:46	320	DI	4:27	21:12	350	PAVLO	4:40	21:25	350	LEMOD	5:26	22:11	350
22-Dec-05	AFR257	WSSS	LFPG	B773	0.84	10	15:30	0:15	15:45		15:45	TAVUN	1:27	17:12	320	KKJ	4:04	19:49	320					ROSIE	5:44	21:29	310	RANAH	6:35	22:20	310
22-Dec-05	LH777	WSSS	EDDF	B744	0.84	20	15:59	0:15	16:14		16:14	TAVUN	1:27	17:41	320	KKJ	4:04	20:18	340					ROSIE	5:45	21:59	350	RANAH	6:36	22:50	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	280	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:35	16:45	320									ASLUM	5:28	21:38	310	CHARN	6:18	22:28	310
22-Dec-05	MAS002	WMKK	EGLL	B744	0.85	30	15:55	0:15	16:10		16:10	TAVUN	1:08	17:18	320	KKJ	3:42	19:52	340					ROSIE	5:20	21:30	350	RANAH	6:11	22:21	350
22-Dec-05	QFA9	WSSS	EGLL	B744	0.85	20	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	310	PAVLO	5:42	21:17	310	LEMOD	6:26	22:01	310
22-Dec-05	QFA9	WSSS	EGLL	B744	0.85	30	15:20	0:15	15:35		15:35	IKULA	1:19	16:54	320	LLK	4:02	19:37	320	DI	5:29	21:04	350	PAVLO	5:43	21:18	350	LEMOD	6:27	22:02	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	VPL	0:53	16:48	320									ASLUM	5:54	21:49	350	CHARN	6:45	22:40	350
22-Dec-05	SQ334	WSSS	LFPG	B744	0.85	15	15:40	0:15	15:55		15:55	TAVUN	1:25	17:20	320	KKJ	4:04	19:59	320					ROSIE	5:39	21:34	310	RANAH	6:30	22:25	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	350	RANAH	6:42	22:42	350
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	15	15:45	0:15	16:00		16:00	TAVUN	1:28	17:28	320	KKJ	4:07	20:07	320					ROSIE	5:49	21:49	310	RANAH	6:42	22:42	310
22-Dec-05	SQ324	WSSS	EHAM	B777	0.83	30	15:45	0:15	16:00		16:00	VPL	0:55	16:55	320									ASLUM	6:01	22:01	350	CHARN	6:57	22:57	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	IKULA	1:22	17:32	320	LLK	4:06	20:16	320	DI	5:29	21:39	350	PAVLO	5:42	21:52	350	LEMOD	6:26	22:36	350
22-Dec-05	SQ026	WSSS	EDDF	B744	0.85	30	15:55	0:15	16:10		16:10	VPL	0:53	17:03	320									ASLUM	5:54	22:04	350	CHARN	6:46	22:56	350

ATFM/TF/5  
Appendix H to the Report

Field	Description	Example
Date	Date of flight departure	17-Dec-05
Callsign	Aircraft callsign	AUA26
Dept	ICAO Departure Location	VTBD
Dest	ICAO Destination Location	LOWW
Type	Aircraft Type	A343
Mach	Cruising Mach Number over Bay of Bengal (up to hundredth precision)	0.81
MAD	Maximum acceptable delay for each choice, must be positive number, suggested value of higher than 10-15 minutes	15
ETD	Estimated Time of Departure or Estimated Off-Block Time when aircraft closes doors and push back	17:20
STT	"Standard Taxi Time" for the paper trial is used as time elapsed between ETD and Wheels Up Time. For the paper trial, suggested to be higher than 15 minutes	0:15
WUT	Wheels Up Time: Time that the aircraft is expected to take off from runway. Formula column, should be left untouched	17:35
Delay	Assigned Delay: Delay time allocated by BOBCAT after slot allocation process. Formula column, used after process, so should be left untouched.	
AWUT	Allocated Wheels Up Time: Time allocated by BOBCAT as Wheels Up Time. Formula column; should be left untouched.	17:35
WP1	Name of Entry Waypoint into BOBCAT airspace. Possible choices are: LIMLA, BETNO, IKULA, TAVUN, VPL	LIMLA
ET1	Elapsed Time from Wheels Up to Waypoint 1. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	0:27
ETO1	Estimated Time over Waypoint 1 calculated as AWUT + ET1. Formula column; should be left untouched.	18:02
FL1	Flight Level over Waypoint 1 (RVSM levels with FL300 not available for waypoint IKULA, TAVUN and VPL)	300
WP2	Second Waypoint in BOBCAT airspace. Possible choices are: LLK, KKJ	LLK
ET2	Elapsed Time from Wheels Up to Waypoint 2. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	2:53
ETO2	Estimated Time over Waypoint 2 calculated as AWUT + ET2. Formula column; should be left untouched.	20:28
FL2	Flight Level over Waypoint 2 (RVSM levels)	0:00
WP3	Third Waypoint in BOBCAT. Possible choice: DI Should be left empty if not applicable	DI
ET3	Elapsed Time from Wheels Up to Waypoint 3. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:17
ETO3	Estimated Time over Waypoint 3 calculated as AWUT + ET3. Formula column; should be left untouched.	21:52
FL3	Flight Level over Waypoint 3 (it is understood that flight plans would contain RVSM levels to DI, however for the purpose of BOBCAT calculations, CVSM levels should be entered at FL3 [DI])	310
WP4	Fourth Waypoint in BOBCAT. Possible choice: PAVLO, SITAX, ASLUM, CHARN	PAVLO
ET4	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	4:29

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ETO4	Estimated Time over Waypoint 4 calculated as AWUT + ET4. Formula column; should be left untouched.	22:04
FL4	Flight Level at Waypoint 4 (CVSM levels however FL280 not available over waypoint ASLUM)	310
WP5	Fifth Waypoint in BOBCAT. Possible choice: AMDAR, LEMOD, RANAH, CHARN	AMDAR
ET5	Elapsed Time from Wheels Up to Waypoint 4. Time less than 1 hour should be entered as "0:23" while time more than 1 hour should be entered as "1:23"	5:06
ETO5	Estimated Time over Waypoint 5 calculated as AWUT + ET5. Formula column; should be left untouched.	22:41
FL5	Flight Level at Waypoint 5. (CVSM levels however FL280 not available over waypoint CHARN)	310

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Observation by Malaysia on the Paper Trials from 17 to 22 December 2005 (LLK and KKJ Excluded)			
Date	Callsign	Slot Request Not Allocated	Remark
17/12/05	QFA5 and QFA9	-	Both were assigned FL350. QFA5 PAVLO 2058 and QFA 9 PAVLO 2055.
18/12/05	QFA9	PAVLO 2123 – FL310 (first option)	Slot is avbl. <i>AFR161 – PAVLO 2130 should be assigned at 2138. AFR147 slot not allocated – PAVLO 2132 should be assigned at 2153.</i>
18/12/05	QFA9	PAVLO 2124 – FL350 (second option)	Slot is avbl. <i>AUA26 – PAVLO 2143</i>
18/12/05	SIA346	ROSIE 2144 – FL310 (first option)	MAS022 ROSIE 2138. Next slot avbl 2153.
18/12/05	SIA346	ASLUM 2154 – FL350 (second option)	Slot is avbl. <i>SIA324 ASLUM 2201 should be assigned 2209</i>
18/12/05	THA920	PAVLO 2133 – FL350 (first option)	Slot is avbl. Next AUA26 PAVLO 2143 <b><i>(From the same point of departure the system should be able to recognize and assigned 10 minutes after the first aircraft)</i></b>
18/12/05	THA950	SITAX 2242 – FL350	Slot is avbl.
18/12/05	MAS016	ROSIE 2128 – FL350	Allocated without delay
18/12/05	MAS006	-	ROSIE 2143 with 9 minutes delay. <i>Since acft is departing behind MAS016, it should be assigned 2138. (From the same point of departure the system should be able to recognize and assigned 10 minutes after the first aircraft)</i>
18/12/05	MAS002	-	ROSIE 2201 with 31 minutes delay. <i>Since acft is departing behind MAS006, it should be assigned 2148. (From the same point of departure the system should be able to recognize and assigned 10 minutes after the first aircraft)</i>
19/12/05	BAW18	PAVLO 2208 – FL310	Slot is avbl. <i>SIA334 PAVLO 2211 should be assigned 2218.</i>
19/12/05	SIA340	ROSIE 2307 – FL350	Slot is avbl. CPA293 ROSIE 2311 should be assigned 2322. SIA352 ROSIE 2328 should be assigned 2337.

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Date	Callsign	Slot Request Not Allocated	Remark
20/12/05	DLH777	SITAX 2154 – FL350	DLH777 should be assigned SITAX 2201 behind DLH779 SITAX 2146 TG944 SITAX 2204 should be reassigned 2216. TG930 should be reassigned 2226.
21/12/05	AFR147	PAVLO 2237 – FL350	Slot is available (15' behind THA950)
21/12/05	AFR257	ROSIE 2122 – FL310	Slot is available
21/12/05	KLM838	SITAX 2120 – FL350	Slot is available
21/12/05	THA950	PAVLO 2231 – FL350	Slot is available without delay
<i>Note- All the slot available is within the aircraft MAD. Some of the observations mentioned in WP 9 were not reflected here.</i>			

**IATA – Preliminary Analysis of BOBCAT PAPER Trials**  
**(17-22 December 2005)**

**KKJ/LLK excluded**

<b>Date</b>	<b>Number of flights</b>	<b>Slots allocated</b>	<b>No slots allocated</b>	<b>%Flights allocated slots</b>
17 Dec	37	29	8	78
18 Dec	38	33	5	87
19 Dec	45??	39	6	87
20 Dec	42	34	8	80
21 Dec	41	32	9	78
22 Dec	47	37	10	79
<b>Total</b>	<b>250</b>	<b>204</b>	<b>46</b>	<b>82%Ave</b>

Note: Total number of flights on 19 Dec does not tally with statistics issued.

**17 Dec 2005**

1. AFR 257, MAD 10, Rosie 2122 FL310  
Flights at Rosie at FL310 were at 22.01 and 0042.
2. BAW 18, MAD 15, PAVLO 2150 FL310  
Flights at PAVLO at FL310 were at 2147 and 2229. BAW 18 had a MAD of 15, which makes a slot at 2202 available for him.
3. MAS 002 second choice is MAD 20 ASLUM 2138 FL310 (first choice not available)  
Flights at ASLUM at FL310 was 2141. Next slot is 2156..within MAS 002's MAD.  
Further MAS002's third choice of FL310 Rosie 2130 had no traffic at all.
4. SIA 328's first choice not avbl. However second choice of FL350 ROSIE 2153 MAD 30 should have a slot. Flights at ROSIE at FL350 were 2144 and 2217 (gap of 33 mins).A slot at 2159 should have been avbl.
5. TG 960 MAD 15 , SITAX 2233 FL350.  
Flights at SITAX at FL350 were 2212 and 2253 (gap of 41 mins) There are 2 slots in between! TG960 should have got a slot at 2233 (21 mins behind the earlier flight).

**18<sup>th</sup> Dec 2005**

1. AFR161 PAVLO 2130 FL310 MAD 10 mins was not given a slot. Slot given to AFR147 PAVLO 2137 FL310 MAD 10 mins. AFR161 was first over PAVLO.
2. SAS972 SITAX 2216 FL350 MAD 5 mins was not given a slot. Only two other flights at SITAX, 2244 FL310, and SITAX 2255 FL350. SAS972's other options via SITAX were equally good for a slot.
3. TG 970 PAVLO 2252 FL350 MAD 15 mins was not given a slot . Preceding traffic was PAVLO 2241 FL350.
4. AFR 257 ROSIE 2211 FL310 MAD 10 mins, did not get a slot. SIA 346 ROSIE 2211 FL310 MAD 30 took the slot. What is the basis?

**19<sup>th</sup> Dec 2005**

1. AFR257 ROSIE 2122 FL310 MAD 10 mins did not get a slot. MAS 016 ROSIE 2128 FL310 MAD 35 got the slot. AFR257 is first at ROSIE at 2122.
2. KLM 838 PAVLO 2124 FL350 . No other traffic at PAVLO. Slot should be available
3. THA 930 2<sup>nd</sup> choice PAVLO 2224 FL350 . No other traffic.
4. THA960 2<sup>nd</sup> choice PAVLO 2234 FL350. No traffic unless THA930 is given its slot. In which case this choice should also be available with a 5 minute delay.

**20 Dec 2005**

1. AFR147 PAVLO 2146 FL350. Slot avbl at 2153 within the MAD time.
2. AFR257 ROSIE 2123 FL310. No traffic .
3. BAW 18 (WSSS EGLL) PAVLO 2140 FL310.  
BAW 10 (VTBD EGLL) PAVLO 2146 FL310, 6 minutes behind. Why was BAW 10 given a slot and not BAW 18 when it is ahead.
4. KLM838 SITAX 2118 FL350. Slot avbl. No traffic at SITAX.
5. MAS 002 2<sup>nd</sup> choice ASLUM 2138 FL310. Slot avbl. No traffic at ROSIE.
6. SIA346 2<sup>nd</sup> choice ROSIE 2140 FL310. Slot avbl. No traffic at ROSIE.
7. THA960 PAVLO 2234 FL390. Slot avbl at PAVLO.

**21 Dec 2005**

1. AUA26 PAVLO 2125 FL350 slot avbl at PAVLO.
2. KLM 838 3<sup>rd</sup> choice, ASLUM 2127 FL310 slot avbl at ASLUM
3. MAS002 2<sup>nd</sup> choice, ASLUM 2138 FL310 . slot avbl at ASLUM
4. SIA 346 3<sup>rd</sup> choice ROSIE 2138 FL310 slot avbl at ROSIE

**22 Dec 2005**

1. \*BAW10 PAVLO 2150 FL310 MAD 20. BAW PAVLO 2158 FL310. Why was slot not given to BAW 10 who is ahead by 8 minutes.
2. \*FIN 098 2<sup>nd</sup> choice SITAX 2242 FL310. Slot avbl at SITAX.
3. \*MAS 002 ASLUM 2138 FL310. Slot avbl at ASLUM.
4. SIA 334 ASLUM 2149 FL350 MAD 15 mins. Slot avbl at 2203 ASLUM.
5. SIA26 2<sup>nd</sup> choice ASLUM 2204 FL350. Slot avbl at ASLUM
6. THA 950 2<sup>nd</sup> choice PAVLO 2239 FL350 MAD 20 min slot avbl at 2248 at PAVLO.

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**WORKING COPY OF**

**Bay of Bengal and South Asia  
ATFM  
Users Handbook**



**Version 2.0**

**10 November 2005**

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## INTRODUCTION

### References

Annex 11	Air Traffic Services
Doc 4444	Procedures for Air Navigation Services – Air Traffic Management
Doc 9673	Basic Air Navigation Plan – Asia and Pacific Regions
Doc 9750	Global Air Navigation Plan for CNS/ATM Systems
Doc 9426	ATS Planning Manual

### Purpose and Scope

As per ICAO Annex 11 Chapter 3.7.5, an ATFM service shall be implemented for airspace where air traffic demand at times exceeds or is expected to exceed the declared capacity of the air traffic services concerned.

Further, Annex 11 recommends that an ATFM service should be implemented on the basis of a regional air navigation agreement or through a multilateral agreement, which should make provision for common procedures.

Doc 4444 (PANS-ATM) Chapter 3.2.1.5 states that “*Detailed procedures governing the provision of the ATFM measures, and service within a region or area should be prescribed in a regional ATFM manual or handbook*”.

Accordingly, the purpose of this Handbook is to provide in one document, the procedures for the operation of the Bay of Bengal and South Asia ATFM service, which have been developed through the effective use of Collaborative Decision Making between the States and airspace users concerned.

### Area of ATFM Operation

Except where specified elsewhere in this Handbook, the ATFM service within the Bay of Bengal and South Asia shall include those portions of airspace and routes which are defined in Section XX and that are contained within the following Flight Information Regions:

- Bangkok
- Chennai
- Colombo
- Delhi
- Dhaka
- Jakarta
- Kabul
- Karachi
- Kathmandu
- Kolkata
- Kuala Lumpur
- Lahore
- Mumbai
- Singapore
- Yangon

## Document Management

### Arrangement of the Manual

The ATFM Handbook has been divided into three parts, with Part I covering the ATFM Business Rules, Part II concerned with the operation of the ATFM system tools and functionality and Part III covering Contingency Arrangements.

### Control of the Manual

This Handbook is controlled, edited and produced by the *[insert name of ATFM coordination authority]*, which operates under the auspices of the ICAO Bay of Bengal ATS Coordination Group (BBACG).

The Editor for the Bay of Bengal and South Asia ATFM Handbook is:

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### Validity

The date of application of this Edition number **1.0** is [insert date] and this manual shall not be used operationally before that date.

### **Changes to the ATFM Handbook**

The ATFM Handbook will usually be updated once per year. However intervening amendments may be issued in conjunction with relevant State AIC and AIP documents.

Whenever a user identifies a need for a change to this Handbook, a Request for Change Form (RFC) should be completed and submitted to the Editor. A copy of the RFC Form is shown at **Annex A**.

### **Amendment Record**

Version / Amendment Number	Date	Amended by	Comments
1.0	DD MM 2005		This is the original version

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Guideline on Viewing Slot Allocation Results  
Guideline on Password Security

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Sequencing of departing aircraft from each airport – endeavour to give priority to aircraft operating to BOBCAT slot allocation system

Ensure that there is no impediment to aircraft subject to BOBCAT slot allocation during the taxiing phase

Ensure that other aircraft not subject to BOBCAT slot allocation do not affect the Wheels-Up Time of aircraft operating under a BOBCAT slot allocation.

Note other aircraft not involved in BOB CAT could affect WUT of BOBCAT aircraft – prioritisation of bobcat.

II-5.2.2 Aircraft unable to meet Wheels Up Time

If it becomes known that an aircraft operating to a BOBCAT WUT is not going to make the allocated time, then:

TWR to advise ACC in order for ATFMU to make new slot

TWR to keep ATFMU informed via ACC of any other abnormality which could affect aircraft operations under BOBCAT.

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**Request For Change form**

<b>RFC Nr:</b>	
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To be used whenever requesting a change to any part of the ATFM Handbook. This form may be photocopied as required.

<b>1. SUBJECT:</b>			
<b>2. REASON FOR CHANGE:</b>			
<b>3. DESCRIPTION OF PROPOSAL: [attach additional pages if necessary]</b>			
<b>4. REFERENCE(S):</b>			
<b>5. PERSON INITIATING:</b>			<b>DATE:</b>
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<b>TEL/FAX/EMAIL:</b>			
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<b>7. ACTION REQUIRED:</b>			
<b>8. EDITOR</b>			<b>DATE REC'D:</b>
<b>9. FEEDBACK PASSED</b>			<b>DATE:</b>

**BOBCAT SAFETY ASSESSMENT**  
**Operational Trial Implementation of**  
**Bay of Bengal Cooperative Traffic Flow Management System (BOBCAT)**

**1 Background**

Despite airspace capacity improvements including the EMARSSH realignment of ATS routes (November 2002) and the implementation of RVSM in the Bay of Bengal area (November 2003), recent meetings of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), the Bay of Bengal ATS Coordination Group (BBACG) and the RVSM Implementation Task Force (RVSM/TF) had all recognized a continuing need to improve the overall management of traffic flows across the Bay of Bengal and South Asia area.

APANPIRG/15 (August 2004) noted the considerable efforts being made by States to collaborate, together with IATA, to improve the ATFM over the Bay of Bengal area and encouraged all parties to continue their efforts in this respect and to take into account the benefits to be derived from ATM automated systems.

A Special ATS Coordination Meeting – Bay of Bengal (SCM-BOB) was subsequently held in conjunction with the BBACG/16 meeting at the ICAO Regional Office (Bangkok), from 31 January – 4 February 2005. The SCM-BOB concluded that a dedicated Air Traffic Flow Management Task Force (ATFM/TF) should be established under BBACG to progress flow management arrangements for the Bay of Bengal and South Asia traffic flows, and drafted terms of reference accordingly. To meet agreed objectives the ATFM/TF adopted a phased implementation programme, under which Phase One was confined to flights planning to transit the Kabul FIR during the night time peak period.

During the ATFM/TF/2 meeting (Delhi, India, 28 June - 1 July 2005) the Task Force noted Thailand's readiness to proceed to an operational trial and requested Thailand to continue to develop the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) automated system to the stage of an operational trial, in close cooperation with concerned States, ICAO and IATA. The ATFM/TF considered that an ATFM operational trial should be conducted to enable the States concerned to assess the effectiveness of the system.

In preparing for an ATFM operational trial, the ATFM/TF reviewed the standards and recommended practices relating to the implementation by States of safety management programmes for Air Traffic Services (ATS) contained in Section 2.26 of Annex 11 – *Air Traffic Services* and corresponding provisions in Chapter 2 of the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444). The ATFM/TF noted the requirement for States to undertake a safety assessment prior to the implementation of any new separation minimum or procedure, in order to ensure that safety is maintained in the provision of ATS within airspaces and at aerodromes.

**2 Safety Assessment**

The safety assessment activities undertaken by the ATFM/TF recognized that the Bay of Bengal Cooperative Traffic Flow Management System (BOBCAT) was not intended nor designed to “control” aircraft or relieve any of the traffic separation responsibilities of the ATS

providers concerned. ATS providers would retain full responsibility for all ATS functions, including traffic management.

In accordance with Phase One of the ATFM system implementation planning being coordinated by the ATFM/TF, the purpose of BOBCAT was to regulate, by the calculation and distribution of wheels up and gateway fix slot times, the flow of westbound air traffic departing airports from East Asia, South-East Asia and South Asia and which had planned to transit the Kabul FIR between the hours of 2000 and 2400 UTC daily.

The BOBCAT was an advisory system which did not have executive control of aircraft. Nevertheless, BOBCAT would provide scheduling information for aircraft departures and, if the system did not perform to design expectations, this could lead to traffic congestion. However, the ATFM/TF considered that in no case would erroneous advisory information from BOBCAT be expected to lead to breakdown of required ATS separation as ATS providers retained responsibility for tactical ATS and traffic management.

### **3 Methodology**

The ATFM/TF conducted safety assessment activities in accordance with guidance in Chapter 6 the draft ICAO *Manual on Safety Management for Air Traffic Services*. In this context, commencing during the ATFM/TF/3 meeting (Bangkok, Thailand 6-9 September 2005) the ATFM/TF undertook hazard identification activities in preparation for an operational trial of the BOBCAT system. The seven hazards and associated mitigators identified were recorded in the attached Hazard Log and the Hazard Log was reviewed and updated during subsequent meetings of the ATFM/TF.

Recognizing that the BOBCAT system was an advisory system only and that failure of the BOBCAT system during the operational trial would result in reversion to existing procedures, the ATFM/TF did not formally classify identified Hazards in terms of likelihood and severity. Nevertheless, mitigators were identified in many instances that would be applied with a view to enhancing the conduct of the operational trial.

### **4 Primary Requirements**

As a result of the safety assessment activities and associated works, the ATFM/TF identified the following primary requirements for the conduct of the ATFM operational trial:

- a) Proof of BOBCAT Concept by the conduct of desktop simulations/paper trials;
- b) Preparation and publication of a comprehensive AIP Supplement containing procedures and requirements for the trial;
- c) Preparation and publication of comprehensive Flow Handbook containing procedures and requirements for the trial;
- d) Computer based training capabilities via the BOBCAT website;
- e) Adequate ATFMU staffing and equipment levels, including technical support;
- f) Advanced BOBCAT system Hardware and Software requirements including equipment redundancy, firewall protection, etc

- g) Ghosting of operations for 7 day period prior to live trial;
- h) Immediate reversion capability to pre-trial conditions using existing State bi-lateral arrangements; and
- i) Availability of suitable methodology and set of objective criteria against which trial performance could be measured.

## **5 Assumptions and Constraints**

Assuming the full completion, or planned completion prior to commencement of an operational trial, of the items described above, the ATFM/TF would convene a meeting at a suitable time prior to the scheduled start of the 7 day ghosting period in order to conduct an assessment of the readiness level of trial participants and make a Go/ No Go decision in relation to the commencement, or otherwise, of the ATFM operational trial.

In the event of significant non compliance or lack of readiness in relation to the items described in Section 4 above, commencement of the trial would be delayed until a suitable readiness level was evident.

## **6 Post Implementation Review**

A post implementation review of trial performance would be completed by the ATFM/TF within 3 weeks of the commencement of the trial using a suitable methodology and set of objective criteria. This would facilitate objective assessment of the ATFM trial and the provision of high integrity information to enable States and users to evaluate the effectiveness of the BOBCAT system.

## **7 Safety Statement**

Having conducted safety assessment activities in accordance with the above, including consideration of the attached Hazard Log and the ongoing work of the ATFM/TF, and recognizing that an immediate reversion to pre-trial arrangements could take place in the event of unforeseen difficulties, the States participating in the ATFM operational trial had not identified safety concerns that would impede the conduct of a Phase 1 ATFM operational trial using the BOBCAT system.

- END -

**BOBCAT Safety Assessment - Hazard Log**

**Operational Trial Implementation of  
Bay of Bengal Cooperative Traffic Flow Management System (BOBCAT)**

Hazard No 1	
<b>Description:</b>	Non-standard, incorrect or corrupt data leading to erroneous advisory information.
<b>Remarks:</b>	The BOBCAT is a computerized system with user access via the public internet. This hazard identifies the possibility of incorrect data being presented to or utilized by BOBCAT, resulting in erroneous advisory information being promulgated by BOBCAT.

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**Mitigation:**

- 1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.
- 2) Hardware – The BOBCAT Concept of Operations includes details of system hardware architecture which incorporates contemporary firewall protection to ensure no unauthorized access is obtained, in particular to application and database servers.
- 3) Software – incorporates checking algorithms to ensure aircraft can not be scheduled at the same gateway fix at the same time and at the same flight level.
- 4) Paper Trial – Paper trials/simulations of full functionality of BOBCAT prior to operational trial comprises validation exercises in order to identify data errors and other issues.
- 5) ATFMU – Structured training programme for ATFMU staff to ensure recognition of non-normal data configurations, and a “reasonableness” check of gateway allocation lists is conducted by ATFMU staff prior to the list being published to users.
- 6) ATS Unit – The ATS Units adjacent to or controlling gateway fixes would identify situations where traffic was inappropriately sequenced and provide tactical ATS intervention.
- 7) Ghost Operations – Implementation of operational trial will utilize staged implementation of BOBCAT. Stage one (7 day period) would require full functionality and user input, but slots generated would not be issued to aircraft. Facilitates testing of databases and procedures under operational conditions. Stage 2 commences live operations only provided Stage 1 operations are acceptable.
- 8) Computer based training package for BOBCAT operations and interactive web board (i.e. discussion page) will be provided on BOBCAT web site.

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Hazard No 2	
<b>Description:</b>	Errors or bugs in software updates leading to erroneous advisory information.
<b>Remarks:</b>	This hazard identifies concerns in respect of major software changes or other major equipment changes which could result in introduction of catastrophic software threats.
<b>Mitigation:</b>	<p>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</p> <p>2) Hardware – The BOBCAT Concept of Operations includes details of system hardware architecture which includes duplicated systems throughout enabling redundancy , allows one system to be non operational whilst duplicated system carries the load.</p> <p>3) Bay of Bengal and South Asia ATFM Handbook includes requirements and procedures for major software updates. Significant system and software changes to be reviewed by suitable oversight authority e.g. Air Traffic Flow Management Task Force, Bay of Bengal ATS Coordination Group, AEROTHAI Senior Engineering Staff prior to implementation</p> <p>4) Paper trial and ghost operations provide intensive testing of software.</p>
Hazard No 3	
<b>Description:</b>	Hardware or networking failures or incompatibilities leading to absence of advisory information or promulgation of erroneous advisory information.

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<b>Remarks:</b>	Hardware and/or hardware networking problems/public internet failures may create a situation where BOBCAT goes off line without warning, leading to an absence of data or erroneous data presentation to users due lack of update capability.
<b>Mitigation:</b>	<ol style="list-style-type: none"><li>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</li><li>2) Hardware – The BOBCAT Concept of Operations includes details of system hardware architecture which includes duplicated systems throughout enabling redundancy of hardware without compromising entire BOBCAT system.</li><li>3) Software configuration includes time/date stamp of slot allocation list and other time bound pages.</li><li>4) AIP Supplement and Bay of Bengal and South Asia ATFM Handbook includes requirements and procedures for internet outage, including manual procedures for contact with ATFMU via telephone, AFTN and fax to allow gateway allocation list to be updated and gateway allocations issued.</li><li>5) ATFMU staffing includes provision for technician qualified and trained on all BOBCAT facilities to be on duty during hours of operation of ATFMU.</li><li>6) Paper trial and ghost operations provide intensive testing of system. Ghost operations allow testing of hardware and networked system under operational conditions.</li></ol>
<b>Hazard No 4</b>	
<b>Description:</b>	Inadequate or inappropriate information entered into the system by users leading to erroneous advisory information.

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<b>Remarks:</b>	BOBCAT would have a large number of users, particularly dispatchers from many airlines, interacting with the system. Potential for the “wrong” information to be entered, leading to consequential erroneous data being promulgated by BOBCAT.
<b>Mitigation:</b>	<ol style="list-style-type: none"><li>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</li><li>2) Two day BOBCAT Workshop (9 &amp; 10 November 2005) for airline dispatchers and affected ATS officers conducted during ATFM/TF/4 meeting (7 – 11 November 2005).</li><li>3) Bay of Bengal and South Asia ATFM Handbook includes comprehensive requirements and procedures for users of the system.</li><li>4) Comprehensive AIP Supplement, including slot submission procedures, published 2 AIRAC cycles prior to commencement of trial.</li><li>5) Structured training programme for ATFMU staff to ensure recognition of non-normal data configurations, and a “reasonableness” check of slot allocation lists is conducted by ATFMU staff prior to the list being published to users.</li><li>6) BOBCAT software makes extensive use of simplified menus for user selection of data input, limited choices in each menu for routes, levels etc, no ability for users to vary menus or input data other than what is contained in the menus.</li><li>7) BOBCAT Concept of Operations includes provisions for security of user access to BOBCAT. Access only via password to authorized users with written approval from ATFMU manager.</li><li>8) Computer based training package for BOBCAT operations and interactive web board (i.e. discussion page) will be provided on BOBCAT web site.</li></ol>

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Hazard No 5	
<b>Description:</b>	Unforeseen changes in airspace operational status leads to sudden reduction in airspace capacity.
<b>Remarks:</b>	If the airspace operational status changes without due notification e.g. sudden non-availability of an ATS route, it will take some time before BOBCAT can reschedule slots if the sudden change in status occurs prior to the publication of the nightly slot allocation list. If the change in airspace operational status occurs after the slot allocation list has been published, BOBCAT is unable to assist.
<b>Mitigation:</b>	<p>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</p> <p>2) Sudden changes in operational status that occur prior to the cut off time for the calculation and promulgation of the gateway allocation list can be managed by BOBCAT, e.g. a route that is suddenly not available is removed from the route selections available to users. Users that have already selected the route that is no longer available would be allocated one of their other preferences that did not include this route.</p> <p>3) In circumstances where the change in operational occurs after the gateway allocation list has already been promulgated would require ATS providers to tactically manage the situation in accordance with ATS contingency plans/procedures.</p>
Hazard No 6	
<b>Description:</b>	Industry does not comply with agreed wheels up and/or gateway fix times leading to congestion and un-flowed traffic sequence.
<b>Remarks:</b>	Inadvertent or willful non compliance by Industry with published wheels up and/or gateway fix times could lead to schedule conflicts at gateway fixes.

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<p><b>Mitigation:</b></p>	<p>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</p> <p>2) ICAO PANS ATM (Doc 4444) includes provisions at paragraph 7.8.1 which place responsibility on pilot and operator to ensure that aircraft is ready to taxi in time to meet ATFM requirements.</p> <p>3) Implementation of flow management provided by BOBCAT is as a result of collaborative arrangements between Bay of Bengal ATS providers and IATA, including IATA member airlines. Industry consultation/liaison with/by IATA and ICAO Regional Office provides increased communications and agreement between users and ATS providers.</p> <p>4) Comprehensive AIP Supplement agreed by users and issued by involved States requires compliance by users with gateway slots allocated by BOBCAT.</p> <p>5) BOBCAT software includes tracking/ reporting capability will be used to identify users that habitually do not comply. ATFMU will contact these users to advise of non compliance and ascertain remediation proposed by users.</p> <p>6) Bay of Bengal and South Asia ATFM Handbook includes comprehensive requirements and procedures for users of the system, including provision for non participating aircraft and coordination activities required in the event of a missed slot.</p> <p>7) Two day BOBCAT Workshop (9 &amp; 10 November 2005) for airline dispatchers and affected ATS officers conducted during ATFM/TF/4 meeting (7 – 11 November 2005).</p>
<p><b>Hazard No 7</b></p>	
<p><b>Description:</b></p>	<p>ATS Units do not comply with agreed wheels up and/or gateway fix times leading to congestion and un-flowed traffic sequence.</p>

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<b>Remarks:</b>	Inadvertent or willful non compliance by ATS Units with published wheels up and/or gateway fix times would lead to schedule conflicts at gateway fixes.
<b>Mitigation:</b>	<ol style="list-style-type: none"><li>1) BOBCAT provides advisory information only; ATS providers retain responsibility for tactical ATS and traffic management.</li><li>2) ICAO PANS ATM (Doc 4444) includes provisions at paragraph 7.8.1 which enable adjustments to be made to sequence of departing aircraft in respect of aircraft subject to ATFM requirements.</li><li>3) Implementation of flow management provided by BOBCAT is as a result of collaborative arrangements between Bay of Bengal ATS providers and IATA, including IATA member airlines. Industry consultation/liaison with/by IATA and ICAO Regional Office provides increased communications and agreement between users and ATS providers.</li><li>4) Downstream ATS Units will be required to tactically manage non compliances from upstream ATS Units.</li><li>5) Comprehensive AIP Supplement agreed by users and issued by involved States requires compliance by users with gateway slots allocated by BOBCAT.</li><li>6) BOBCAT software includes tracking/ reporting capability will be used to identify ATS Units that habitually do not comply. ATFMU will contact these ATS Units to advise of non compliance and ascertain remediation proposed by ATS Units.</li><li>7) Bay of Bengal and South Asia ATFM Handbook includes comprehensive requirements and procedures for users of the system, including provision for non participating aircraft and coordination activities required in the event of a missed slot.</li><li>8) Two day BOBCAT Workshop (9 &amp; 10 November 2005) for airline dispatchers and affected ATS officers conducted during ATFM/TF/4 meeting (7 – 11 November 2005).</li></ol>

DRAFT AIP SUPPLEMENT – BAY OF BENGAL ATFM OPERATIONAL TRIAL

**IMPLEMENTATION OF AN OPERATIONAL TRIAL OF AIR TRAFFIC FLOW  
MANAGEMENT (ATFM) OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN  
THROUGH KABUL FIR**

**1 Introduction**

- 1.1 The States of the ICAO Asia/Pacific Region within the Bay of Bengal, South Asia and Pakistan airspace will be implementing an operational trial of an integrated Air Traffic Flow Management (ATFM) service commencing on **dd/mm/yyyy**. The ATFM operational trial will be preceded by a 7 day ghosting period commencing on **dd/mm/yyyy**.
- 1.2 ATFM services will be provided in accordance with the terms of this AIP Supplement for westbound flights transiting the Kabul FIR. The objectives of the ATFM services are to:
- a) Reduce ground and en-route delays;
  - b) Maximise capacity and optimize the flow of air traffic within the area;
  - c) Provide an informed choice of routing and flight level selection;
  - d) Alleviate unplanned in flight rerouting and technical stops; and
  - e) Assist ANSPs in planning for and managing future workload in the light of forecast increased traffic flows within the area.
- 1.3 The operational trial will manage westbound flights transiting the Kabul FIR at specific times by satisfying minimum spacing requirements at established gateway fix points in the vicinity of the eastern boundary of the Kabul FIR.
- 1.4 Mandatory slot allocation will be managed via internet access to the automated Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) of the Air Traffic Flow Management Unit (ATFMU) operated by Aeronautical Radio of Thailand LTD (AEROTHAI) from the Bangkok Area Control Centre.
- 1.5 BOBCAT will provide advisory information only. Air Navigation Service Providers (ANSPs) retain responsibility for tactical ATS and traffic management.

**2 Commencement of BOBCAT Operations**

- 2.1 The 7 day ghosting period prior to the ATFM trial operational will commence with effect from **1200UTC/dd/mm/yyyy (10 figure date time group in UTC)**. Although full participation will be required from operators and ANSPs and slot times will be allocated by BOBCAT, slot times should NOT be issued to, or applied by, operating crews during the ghosting period.

- 2.2 With effect from **1200UTC/dd/mm/yyyy (10 figure date time group in UTC)**, the operational trials of BOBCAT will be fully implemented and slot times shall be issued to, and applied by, operating crews.
- 2.3 A trigger NOTAM will be issued on **dd/mm/yyyy** to confirm arrangements for the conduct of the ATFM operational trial.
- 2.4 ATC units and airline operators should log on to the BOBCAT website [www.bobcat.aero](http://www.bobcat.aero) and complete formalities for the issue of user name and password prior to **dd/mm/yyyy**.

### **3 Identification of ATS routes, flight levels and applicable hours**

- 3.1 Westbound flights intending to transit the Kabul FIR between 2000UTC and 2400UTC daily on ATS routes A466, L750, N644 from FL280 to FL390 inclusive and V390/G792 from FL310 to FL390 inclusive shall participate in the operational trials of BOBCAT.
- 3.2 In order to ensure availability of an initial slot for westbound departures from northern India and Pakistan, FL280 has been reserved in BOBCAT for priority allocation to departures from these ports.

### **4 Provision of ATFM Services**

- 4.1 The ATFM service is advisory in nature and will be provided by Aeronautical Radio of Thailand LTD (AEROTHAI) from the Air Traffic Flow Management Unit (ATFMU) in Bangkok ACC. The ATFM service will be limited to slot allocation/management.
- 4.2 The ATFMU will utilise the BOBCAT system in exercising its responsibility for the ATFM activities within the Bay of Bengal and South Asia areas for the ATS routes, flight levels and at the times described in this AIP Supplement. This responsibility will be managed in coordination with aircraft operators and ANSPs in the FIRs concerned.
- 4.3 The ATFMU will operate from 0800UTC to 2400UTC daily and will be responsible for westbound flights only. ATFMU contact details are specified in paragraph 10.
- 4.4 Aircraft Operators and ANSPs are required to have computer equipment capable of connecting to the BOBCAT website <https://www.bobcat.aero> via the internet and satisfying the following minimum requirements:
- a) A personal computer of any operating system with the following characteristics;
    - i) Processor: minimum CPU clock speed of 150 MHz;
    - ii) Operating System: Any that operates one of the following web browsers (i.e. Windows 2000/XP, Linux, Unix, or Mac OS);

- iii) RAM: 64 MB or larger (depending on operating system);
- iv) Hard Disk Space: minimum of 500 MB or larger (depending on operating system);
- v) Monitor Display Resolution: Minimum of 800 x 600 pixels;
- vi) Web Browser: Internet Explorer 5.5 or newer, Mozilla 1.0 or newer, Mozilla Firefox 1.0 or newer, Netscape 7 or newer; and
- vii) Internet Connection: 56 Kbps Modem or faster.

## **5 BOBCAT-Operating Procedures**

### **5.1 Slot Allocation Process**

- 5.1.1 The slot allocation process is divided into 3 phases, namely the Slot request, initial Slot allocation and finally Slot distribution to airline operators and ANSPs. All operators concerned are required to submit slot requests to the BOBCAT system by logging onto <https://www.bobcat.aero> and completing the electronic templates provided.

#### Slot Requests

- a) Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged by 1200 UTC which shall be the cut-off time. Slot requests may subsequently be amended up until 1200UTC. Airline dispatchers are encouraged to submit additional options in case their first choice is not available. This may include alternative route, flight level and MAD.
- b) As BOBCAT will allocate FL280 on a priority basis to facilitate departures from northern India and Pakistan underneath over-flying traffic, dispatchers are encouraged to include FL280 in at least one slot request for departures from these ports.
- c) Flights that were not allocated a slot although a slot request was submitted prior to the cut-off time (1200UTC) shall be given preference for unallocated slots after the slot distribution phase.
- d) If a slot request had not been lodged by the cut-off time, aircraft operators will be required to select from remaining unallocated slots after the slot distribution phase has been completed.

#### Slot Allocation and Distribution

- e) Slot allocation will take place after the cut-off time at 1200UTC. BOBCAT will process and generate the slot allocation based on the information submitted in the slot request, and notify the results not later than 1300UTC via e-mail and the BOBCAT website to concerned parties.

- 5.1.2 Flights departing without an allocated slot will be accommodated after participating flights have been processed and should expect delays for requested routes and altitudes.
- 5.1.3 The ATFMU will continue to be staffed until 2400UTC, during which time aircraft operators can:
- a) View the slot allocation result for flight planning purposes
  - b) Cancel the assigned slot and/or,
  - c) Request a change of slot allocation to another available slot in the published list
- 5.1.4 ANSPs can view the slot allocation results at <https://www.bobcat.aero>.
- 5.1.5 Once aircraft operators are satisfied with the slot allocation, they should submit their ATS flight plan using the route and level parameters of the allocated slot.
- 5.1.6 In addition to normal addressees, operators should also address flight plan and related ATS messages (e.g. FPL, DLA, CNL, CHG) to the ATFMU via AFTN address VTBBZDZX.
- 5.2 Pre-flight Procedures**
- 5.2.1 Pilot in Command (PIC) shall be kept informed via their operators of the Allocated Wheels Up Time (AWUT), waypoint times and flight parameters (route/level) nominated by BOBCAT.
- 5.2.2 In collaboration with airline operators, ANSPs shall ensure that every opportunity and assistance is granted to an aircraft to meet AWUT and allocated waypoint times.
- 5.2.3 The PIC shall include the AWUT in the ATC clearance request.
- 5.2.4 The PIC shall arrange take-off as close as possible to the AWUT.
- 5.2.5 In circumstances where it becomes obvious that the AWUT will not be met, a new slot allocation should be obtained by the most expeditious means (e.g. via coordination between flight dispatcher/ANSPs and ATFMU).
- 5.3 ANSP Role and Responsibility**
- 5.3.1 Flights with slot allocation should be given priority for take off over other departures to facilitate compliance with AWUT.
- 5.3.2 AWUT shall be included as part of the ATC clearance.
- 5.3.3 When requested by the PIC prior to push back, or if the aircraft has pushed back, ANSPs shall assist the PIC to coordinate for a new slot allocation with the ATFMU in the event that the aircraft is unable to meet the AWUT.

- 5.3.4 ANSPs shall notify Standard Taxi Time (STT) for the departure aerodromes and any subsequent changes, e.g. taxi way works, to the ATFMU as guidance for airline operators in estimating WUT.
- 5.3.5 The ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities (e.g. reservation of airspace/closure of airspace, non-availability of routes, etc).
- 5.3.6 The ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. DEP, CNL) related to flights participating in the ATFM operational trial.

## **6 Procedures for Operations of Special Flights Exempted from ATFM**

- 6.1 The following flights are exempted from ATFM slot allocation:
  - a) Humanitarian or medical flights
  - b) State aircraft with Head of State onboard
- 6.2 Flights exempted from ATFM shall indicate the exemption in their flight plan (Field 18 – STS-ATFM EXMP).
- 6.3 ANSPs shall forward the flight plan information to the ATFMU.

## **7 Contingency Procedures**

- 7.1 In the event of system failure of BOBCAT, ATFMU shall notify all parties concerned and advise that ATFM procedures are suspended. In this event, procedures will be applied by States concerned in accordance with bi-lateral agreements.
- 7.2 In the event that an airline operator or an ANSP is unable to access the BOBCAT website, the following means of communication shall be used;
  - a) AFTN : VTBBZDZX
  - b) Fax : +66-2-287-8027
  - c) Telephone : +66-2-287-8024, +66-2-287-8025
  - d) Tel/Fax: +66-2-287-8026

## **8 ATFM Handbook**

- 8.1 Detailed information in respect of the air traffic flow management operations mentioned above and other pertinent information has been included in the *Bay of Bengal and South Asia ATFM Handbook* (the “ATFM Handbook”), available at <https://www.bobcat.aero>

- 8.2 ANSPs and Operators shall ensure that they are conversant with and apply the relevant procedures described in the ATFM Handbook.

**9 ATFM System Fault Reporting**

- 9.1 An ATFM system fault is defined as a significant occurrence affecting an ATS unit, an aircraft operator or ATFMU resulting from the application of ATFM procedures.
- 9.2 Aircraft operators and ATC units experiencing an ATFM system fault should complete an ATFM System Fault Report Form from the ATFM Handbook and forward it to the ATFMU at the address indicated on the form. The ATFMU will analyze all reports, make recommendations/suggestions as appropriate and provide feed back to the parties concerned to enable remedial action.

**10 Address of Air Traffic Flow Management Unit (ATFMU)**

- 10.1 The ATFMU may be contacted as follows;
- Unit Name: Bangkok ATFMU
  - Website: <https://www.bobcat.aero>
  - Telephone: +66-2-287-8024, +66-2-287-8025
  - Fax: +66-2-287-8027
  - Tel/Fax: +66-2-287-8026
  - E-mail: [atfm@bobcat.aero](mailto:atfm@bobcat.aero)
  - ATFN: VTBBZDZX

- END -

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**TASK LIST FOR THE IMPLEMENTATION OF AN ATFM ADVISORY SYSTEM TRIAL IN THE BAY OF BENGAL (VERSION 3.0)**

ID	Task Name	Start Date	Finish Date	Completion Date	Action By	Resource Names/Remarks
<b>1.0</b>	<b>Operational Issues</b>					
1.1	Identify Operational Needs		17 Jan 2006		Task Force	
1.2	Co-ordinate and update Operational Concept		17 Jan 2006		Task Force	
1.3	Define ATFM airspace/States involved		9 Sep 2005		Task Force, States	Include in AIP Supplement
1.4	Define data collection plan	1 May 2005			IATA, Airlines ANSPs, AEROTHAI	Regional data captured Apr 05; India provided additional data 9 – 15 May 2005, 5-7 October and 19 October paper trials. Further paper trial proposed for 15 - 21 December 2005
1.5	Examine the operational factors and workload associated with implementation	22 Apr 2005			States, AEROTHAI	
1.6	Determine required ATFM tools		1 Jul 2005		AEROTHAI, Task Force	AEROTHAI BOBCAT system to commence ATFM operational trial by 16 March 2006
1.7	Develop, coordinate and submit necessary international and regional documentation					Refer to ATM/AIS/SAR/SG for guidance/advice on multi-lateral agreements required.
<b>2.0</b>	<b>Develop ATFM Operations Manual and Procedures</b>	1 Jul 2005	17 Jan 2006			
2.1	Develop ATFMU procedures		17 Jan 2006		AEROTHAI, Task Force	
2.2	Develop ATS Unit(s) procedures		17 Jan 2006		AEROTHAI, Task Force	
2.3	Develop Airline procedures		17 Jan 2006		Task Force, IATA	
2.4	Develop contingency procedures		17 Jan 2006		Task Force	(e.g ATFM system/comm. outage)
<b>3.0</b>	<b>Establishment of an ATFMU</b>					
3.1	Determine operating hours, manning and equipment requirements		17 Jan 2006		AEROTHAI, Task Force	

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ID	Task Name	Start Date	Finish Date	Completion Date	Action By	Resource Names/Remarks
3.2	Coordination and communications requirements with ATS Unit(s) and Airlines	1 July 2005	17 Jan 2006		AEROTHAI	
3.3	Assess workload and procedures for ATFMU and Airlines		17 Jan 2006		AEROTHAI	
<b>4.0</b>	<b>Financial considerations</b>					
4.1	Determine funding arrangements for operation of ATFM service					Not required for trial – will be discussed prior to acceptance of ATFM system
<b>5.0</b>	<b>Determination of Communication and Interface links</b>					
5.1	Establishment of communication/interface links between ATFMU and ATS Unit(s)	1 Jul 2005	15 Dec 2005		AEROTHAI	Further discussions at ATFM/TF/4
5.2	Establishment of communication/interface links between ATFMU and Airlines	1 Jul 2005	15 Dec 2005		AEROTHAI	Further discussions at ATFM/TF/4
<b>6.0</b>	<b>Complete coordination with adjoining States and Industry organisations</b>					
6.1	Publish AIC on the ATFM trial	1 Jul 2005	4 Aug 2005		States	AIC issued Thailand and, Malaysia, India & Singapore during September 2005. Query Pakistan?
6.2	Publish necessary AIP Supplement		19 Jan 2006		States	
6.3	Publish Trigger NOTAM		2 Mar 2006		States	7 days prior to implementation of shadow operations
<b>7.0</b>	<b>SMS requirements as per Annex 11</b>		17 Jan 2006		Task Force	Satisfy requirements of ATFM against Annex 11 SMS

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ID	Task Name	Start Date	Finish Date	Completion Date	Action By	Resource Names/Remarks
<b>8.0</b>	<b>Training</b>					
8.1	Conduct training for Air Traffic Controllers and Airline Dispatchers	9 Nov 2005	15 Mar 2006		ATSPs, AEROTHAI	
8.2	Information dissemination to Airlines		31 Jan 2006		Task Force	ATFM Handbook
<b>9.0</b>	<b>Perform system verification</b>					
9.1	Conduct verification of ATFM system tool		28 Feb 2006		AEROTHAI, Users	
9.2	Conduct and review paper exercise		17 Jan 2006		Task Force	Paper Trial 15 -21 December
<b>10.0</b>	<b>Decision for the commencement of operational trial</b>					
10.1	Prepare and apply objective assessment criteria		17 Jan 2006		Task Force, IATA, AEROTHAI	How delays are measured and recorded? Do the functions of the system tools meet users' requirement? Prepare solutions for A/C missing the WUT and /or SLOTS
10.2	Review all factors affecting implementation decision		17 Jan 2006		Task Force, AEROTHAI, IATA	
10.3	Declare full operational trial capability		17 Jan 2006		AEROTHAI, Task Force, Regional Office	
<b>11.0</b>	<b>Post implementation review of operational trial</b>					
11.1	Prepare and apply objective assessment criteria		4 Apr 2006		AEROTHAI, IATA,Users. Task Force	How delays are measured and recorded? Do the functions of the system meet the users' requirement? What are the feed back from pilots?

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ID	Task Name	Start Date	Finish Date	Completion Date	Action By	Resource Names/Remarks
11.2	Carry out post implementation review	5 Apr 2006			AEROTHAI, IATA, Users. Task Force	Compare the Pre and Post Implementation delays, Review overall practicality of the system by users Review the methodology of ATSPs / ATFMU coordination for A/C missing WUT and/or SLOTS
<b>12.0</b>	<b>Decision to proceed to full implementation of ATFM Phase One for Bay of Bengal using BOBCAT system</b>				Regional Office, Task Force, IATA, AEROTHAI	
<b>13.0</b>	<b>Monitor System Performance</b>					
13.1	Perform follow-on monitoring	9 Mar 2006			AEROTHAI	

(Last Update 11 November 2005)

**BBACG/17**

## REPORT OF THE BBACG/17 MEETING

### Agenda Item 1: Adoption of Agenda

1.1 While introducing the proposed agenda to the meeting, the Secretariat highlighted that, during its review of matters relating to contingency planning and civil military coordination matters, APANPIRG/16 (August 2005), under Decisions 16/14 and 16/16, had required the inclusion of agenda items in relation State contingency planning and civil military coordination on the agendas of State ATS coordination meetings. Accordingly, the meeting adopted the following agenda as the Agenda for the meeting:

- Agenda Item 1: Adoption of Agenda
- Agenda Item 2: Outcomes of APANPIRG/16
- Agenda Item 3: Review current operations across the Bay of Bengal and identify problem areas
- Agenda Item 4: Implementation of the new CNS/ATM systems in the Region
- Agenda Item 5: ATS route developments
- Agenda Item 6: Development of State Contingency Plans
- Agenda Item 7: Civil Military Coordination
- Agenda Item 8: Review and update BBACG Work Plan
- Agenda Item 9: Any other business
- Agenda Item 10: Date and venue for the BBACG/18 meeting

### Agenda Item 2: Outcomes of APANPIRG/16

#### APANPIRG/16 Conclusions and Decisions

2.1 The Sixteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/16) was held in Bangkok, Thailand from 22-26 August 2005. APANPIRG/16 raised a total of 60 new Conclusions and Decisions for regional action.

2.2 The meeting reviewed and discussed the 32 Conclusions and Decisions from APANPIRG/16 (**Appendix A** refers) that were of immediate relevance in the context of ATM, AIS and SAR matters.

#### APANPIRG Deficiencies List

2.3 The meeting reviewed the List of Deficiencies in the ATM/AIS/SAR fields (**Appendix B** refers), as updated by APANPIRG/16 (August 2005) based on information provided to the Regional Office by States.

2.4 The meeting agreed that the routine presentation of the deficiencies list to ICAO meetings in general would serve to raise awareness of the list and the deficiency matters contained in the list. This was increasingly relevant in terms of the recent steps being taken by ICAO to raise effectiveness in the management of deficiencies and in terms of APANPIRG Conclusion 16/6 which required the inclusion on the deficiencies list of States that had not provided safety related data to approved regional safety monitoring agencies, including RMAs.

State focal point for safety-related activities

2.5 The meeting was informed that ICAO had placed considerable priority on identifying and rectifying deficiencies and strongly supported the sharing of safety data. APANPIRG/16 had considered that with the expansion of the USOAP during 2005 in the Asia/Pacific Region and in view of the persistence of operational deficiencies as reported by IATA, a renewed effort should be made by States to take proactive action in tackling such deficiencies. In adopting the following Conclusion, APANPIRG/16 considered that an important step in this process would be to provide to the Regional Office a contact address and name of a suitable person in respective State administrations who would respond in a timely and effective manner in addressing operational deficiencies notified by operators.

***Conclusion 16/62 – State focal point for safety-related activities***

*That, Asia/Pacific States notify to the Regional Office by the first quarter of 2006 a responsible contact officer or position to act as a focal point for safety related activities and in particular for the submission and coordination of ATS incident reports.*

2.6 The meeting noted that the Regional Office has established data base of the ‘Safety Contact Officers’ called for under APANPIRG Conclusion 16/62, and was invited to identify responsible State Safety Contact Officer (s) and submit contact details to the Regional Office for inclusion in the database, a copy of which has been included as **Appendix C**.

2.7 IATA encouraged States to provide suitable contact details to the Regional Office as soon as possible in this respect, highlighting that the name of a suitable individual and their direct email address, in addition to the office held, was extremely import in increasing the speed and effectiveness of communications.

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

Air Traffic Flow Management Task Force

3.1 Although recent airspace capacity improvements had been made in terms of the EMARSSH realignment of ATS routes (November 2002) and the implementation of RVSM in the Bay of Bengal (November 2003), recent meetings of APANPIRG, the BBACG and the RVSM Task Force had all recognized a continuing need to improve the overall management of traffic flows across the Bay of Bengal and South Asia area.

3.2 APANPIRG/15 (August 2004) noted the considerable efforts being made by States to collaborate together with IATA to improve the ATFM over the Bay of Bengal area and encouraged all parties to continue their efforts and to take into account the benefits to be derived from ATM automated systems.

*Special Coordination Meeting – Bay of Bengal ATFM*

3.3 In order to specifically address flow management issues, the Special Coordination Meeting – Bay of Bengal (SCM-BOB) was held in conjunction with the BBACG/16 meeting which was convened at the ICAO Regional Office (Bangkok), from 31 January – 4 February 2005.

3.4 Thailand informed the SCM-BOB that Thailand had commenced work on developing an ATFM computer model for possible deployment in the Bay of Bengal and South Asia region and were prepared to take a proactive role in the establishment of an effective ATFM system for the area under consideration. The SCM-BOB agreed to support Thailand's initiative to develop and operate an automated ATFM system to address the present westbound traffic flow problems and also in the longer term.

3.5 A representative from the United States FAA also provided the SCM-BOB meeting with an update on the FAA's abilities to develop an ATFM system tool for the Bay of Bengal, based on the DOTS+ system.

3.6 The SCM-BOB concluded that a dedicated Air Traffic Flow Management Task Force should be established under BBACG to progress the establishment of an ATFM and implementation of ATFM automated systems for the Bay of Bengal and South Asia traffic flows, and drafted terms of reference accordingly.

*Informal Singapore 'mini' Meeting*

3.7 In accordance with the request from the SCM-BOB that discussions continue "off-line", an informal 'mini' working group meeting of several South East Asia task force members and industry stakeholders was held at the Singapore Aviation Academy on 14 and 15 March 2005. The meeting commenced work on a draft framework for the proposed ATFM/TF activities to be considered by the full ATFM/TF/1 meeting in April 2005.

3.8 The informal working group also agreed to recommend that ATFM/TF/1 be urged to fully consider the options available for the delivery of an ATFM system tool for use in the Bay of Bengal and South Asia and that a decision be taken as to which system tool would be adopted by the ATFM TF. This would provide the nominated organization with sufficient time to develop the ATFM system and associated management arrangements for implementation by AIRAC date 29 September 2005 as well as finalization of funding arrangements for the provision of the ATFM service.

*First Meeting of the ATFM Task Force (ATFM/TF/1)*

3.9 The first meeting of the Air Traffic Flow Management Task (ATFM/TF/1) was held at the ICAO Asia and Pacific Regional Office, Bangkok from 18 to 22 April 2005, in conjunction with the combined meetings of the Fifth FANS Implementation Team – Bay of Bengal (FITBOB/5) and the Second FANS Implementation Team – South East Asia (FIT-SEA/2).

3.10 The ATFM/TF/1 meeting reviewed and amended the initial Terms of Reference which had been drafted by the SCM-BOB, as follows:

**Terms of Reference for the Air Traffic Flow Management Task Force for the Bay of Bengal and South Asia region (ATFM/TF)**

The Air Traffic Flow Management Task Force (ATFM/TF) will report via the BBACG to the ATM/AIS/SAR Sub Group of APANPIRG.

Objectives:

The objectives of the ATFM/TF are to:

1. To enhance and facilitate the orderly and efficient flow of air traffic across the Bay of Bengal and South Asia;
2. To minimize ground and enroute delays;
3. To maximize capacity and optimize the flow of air traffic within the area;
4. To plan for and manage future ATS workload in the light of forecast increased traffic flow within the area; and
5. To assess the economic and environmental impact of the implementation of the ATFM system.

Implementation Programme

To meet these objectives the ATFM/TF shall adopt a phased implementation programme as per the following:

**Phase One:** Flights planning to transit the Kabul FIR

**Phase Two:** Other international flights crossing the Bay of Bengal and/or South and South East Asia areas

**Phase Three:** Future planning for increased traffic within the Bay of Bengal and South and South East Asia areas

*(Note: For the purposes of the ATFM/TF, South Asia includes India, Nepal, Pakistan and Sri Lanka).*

ATFM System Tool

3.11 Both Thailand and the FAA gave presentations to the ATFM/TF/1 meeting on the development of their respective ATFM system tools. Due to insufficient detail being made available to the meeting and the ability of all parties to effectively meet the proposed implementation target date of 29 September 2005, the meeting deferred the selection of an ATFM system tool until ATFM/TF/2, at which time the Thailand and FAA systems would be evaluated by way of "Proof of Concept" demonstrations.

*Second Meeting of the ATFM Task Force (ATFM/TF/2)*

3.12 The Second Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/2) was held in New Delhi, India from 28 June to 1 July 2005.

### Thailand BOBCAT System

3.13 Thailand presented an updated Concept of Operations for the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT). Thailand advised ATFM/TF/2 that it was their intention to absorb the initial development costs of the automated BOBCAT system. However, if the BOBCAT system was selected by States for implementation, cost-recovery funding arrangements may need to be considered for ongoing operations.

3.14 A demonstration of the BOBCAT system with only departures from Bangkok, Kuala Lumpur and Singapore was presented to ATFM/TF/2, using several gateway points along major ATS routes through Bay of Bengal and Kabul FIR, approximately 10 slot requests were inputted into the system, the cut-off time was introduced followed by the system generating the slot allocation and sending the information to dispatchers.

### Airservices Australia and the FAA DOTS+ System

3.15 ATFM/TF/2 was informed that Airservices Australia had recently acquired the FAA Dynamic Ocean Track System Plus (DOTS+) automated system under a technical assistance agreement with the FAA. The DOTS+ platform had been installed at the Melbourne Centre and was being used to generate daily Flex Tracks for the Australian Organized Track Structure (AUSOTS).

3.16 Australia informed the ATFM/TF/2 meeting that the FAA was willing to work with Airservices Australia and others to provide a web-based automated ATFM system tool for deployment in the Bay of Bengal, using the Melbourne DOTS+ platform. However, due to technical agreement with the FAA and administrative constraints, it was unlikely that Airservices Australia could arrange an operational trial prior to the beginning of 2006.

### The FAA DOTS+ System

3.17 As the FAA was not represented at ATFM/TF/2, the Secretariat drew attention to the two previous DOTS+ presentations that had been delivered at the RVSM/TF/24 meeting (November 2004) and the ATFM/TF/1 meeting (April 2005). In both instances, the FAA had proposed that the web based "Online Track Advisory" function would be utilised in a DOTS+ ATFM system for the Bay of Bengal, however it was emphasised that the "Online Track Advisory" function existed in prototype only at this stage. The FAA considered that DOTS+ could be readily adapted to provide flow management in the Bay of Bengal area, with an implementation time frame in the order of three months.

### ATFM Operational Trial for the Bay of Bengal and South Asia - BOBCAT

3.18 ATFM/TF/2 recognized that the proposed implementation date of 29 September 2005 was no longer realistic, and considered available options for the conduct of an ATFM operational trial in accordance with Phase One of ATFM across the Bay of Bengal and South Asia. In this regard, ATFM/TF/2 noted Thailand's readiness to proceed to an operational trial and requested Thailand to continue to develop BOBCAT to the stage of an operational trial, in close cooperation with concerned States and IATA.

3.19 Thailand advised ATFM/TF/2 that their target date to be ready for this operational trial would be the end of 2005. Arrangements for the operational trial would be confirmed during the ATFM/TF/3 meeting scheduled in September 2005, and the results of the trial would be analyzed by the ATFM/TF during, and on completion of the trial. ATFM/TF/2 thanked Thailand for its comprehensive presentation on BOBCAT, noting the amount of work that had been undertaken since ATFM/TF/1, and encouraged Thailand to continue this work in the lead-up to the operational trial of BOBCAT.

*Special Coordination Meeting of the ATFM/TF in respect of establishing a project Management Team (SCM ATFM/TF PMT) (Core Team)*

3.20 The Special Coordination Meeting of the Air Traffic Flow Management Task Force in respect of Establishing a Project Management Team (SCM ATFM/TF PMT) was held at the Singapore Aviation Academy, Singapore from 10 to 11 August 2005.

3.21 The SCM ATFM/TF PMT agreed that the work of the ATFM/TF should focus very clearly on addressing the Phase One issues only and that consideration of Phase 2 and 3 issues would be dealt with in due course. Accordingly, the meeting stressed the need to develop ATFM Rules and procedures that simply and clearly enabled the Phase One implementation only.

Paper Trial of BOBCAT

3.22 The SCM ATFM/TF PMT was of the opinion that Thailand should use initiative and judgment in developing BOBCAT and to subsequently demonstrate the capabilities of BOBCAT via a series of desktop or paper trial simulations. Accordingly, the SCM ATFM/TF PMT requested Thailand to continue with the development of BOBCAT on this basis, noting that the outcomes of the December operational trial would also be formally assessed by the Task Force.

3.23 The SCM ATFM/TF PMT recognized that, in accordance with Annex 15 provisions for 2 AIRAC cycle notification, AIP Supplements would need to be published on AIRAC date 27 October 2005 in order to commence the operational trial on 22 December 2005.

*Third Meeting of the ATFM Task Force (ATFM/TF/3)*

3.24 The Third Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/3) was held in Bangkok, Thailand from 6 to 9 September 2005. ATFM/TF/3 continued the development of the ATFM Handbook and the AIP Supplement that would support the operational trial, as well as developing a coordinated plan for implementation of actions agreed by the Task Force.

BOBCAT Safety Assessment

3.25 In accordance with relevant Annex 11 provisions, ATFM/TF/3 considered the safety aspects in relation to the implementation of BOBCAT during the operational trial. The meeting recognised that BOBCAT was not an ATC separation tool, but was an advisory system which did not have executive control of aircraft. Nevertheless, BOBCAT would provide scheduling information for aircraft departures and, if the system did not perform to design expectations, may lead to traffic congestion. In this context, the meeting conducted a hazard identification activity.

3.26 The meeting identified and defined 7 hazards in the BOBCAT Hazard Log documentation and commenced preliminary work on accurately collating mitigation activities. The meeting agreed that a safety statement would be finalised during ATFM/TF /4 to record the safety issues identified by the task force, but noted that no safety impediment to the conduct of the operational trial was anticipated.

*Fourth Meeting of the ATFM Task Force and Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) Workshop (ATFM/TF/4 & BOBCAT Workshop)*

3.27 The Fourth Meeting of the Air Traffic Flow Management Task Force (ATFM/T/F/4) was held in Bangkok, Thailand during 7 – 11 November 2005. Two days of the meeting (9 and 10 November 2005) were devoted to a workshop for airline dispatchers and ATS staff in relation to the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) under development by Thailand.

3.28 ATFM/TF/4 noted that APANPIRG/16 had included item 11 on the APANPIRG List of Key Priorities as follows:

*Air Traffic Flow Management*

*States to consider and implement aspects of air traffic flow management (ATFM) including:*

- a) centralized ATFM*
- b) inter-regional cooperative ATFM;*
- c) establishment of ATFM databases;*
- d) application of strategic ATFM planning; and*
- e) application of tactical ATFM planning*

3.29 In reviewing the results of the paper trials, the ATFM/TF/4 meeting agreed that further paper trials utilizing the data collection for traffic during 15 to 21 December 2005 would be of assistance in demonstrating the capabilities of BOBCAT and as well as providing some training value to affected airlines.

3.30 ATFM/TF/4 agreed that the proposed 22 December 2005 date for implementation of the operational trial be deferred until AIRAC 16 March 2006, with shadow operations commencing on 9 March, one week prior to live operations. The commencement of the operational trial would be subject to the decision of ATFM/TF Core Team and a Special ATS Coordination Meeting of Core Team members in respect of the Go/No Go decision had been scheduled during February 2006.

ATFMU Preparations

3.31 ATFM/TF/4 was advised that the design and planning layout of the Air Traffic Flow Management Unit (ATFMU) adjacent to the Bangkok ACC had been completed. Development of ATFMU procedures had commenced and suitable ATFMU staff with ATC experience had been selected and a training programme was under preparation. The BOBCAT domain name registration process had commenced with application being lodged for URL <http://www.bobcat.aero/> and the ATFMU had been allocated an AFTN address of VTBBZDZX.

*Fifth Meeting of the ATFM Task Force and Seventeenth Meeting of the Bay of Bengal ATS Coordination Group (ATFM/TF/5 & BBACG/17)*

3.32 The Fifth Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/5) was held from 16 - 17 January 2006 at the ICAO premises in Bangkok, Thailand, immediately prior to the BBACG/17 meeting from 18 – 20 January 2006. The ATFM/TF/5 meeting activities have been included in this report of the combined ATFM/TF/5 and BBACG/17 meetings.

**Level transitions and communications problems over Yangon FIR**

3.33 IATA provided information to the meeting that flights operating within the Yangon FIR continue to experience communications problems with Yangon ACC, both in the northern and southern segments. Despite the fact that a new ACC communications system had been installed in Yangon, pilot reports indicate only a slight improvement and problems of pilots unable to contact the ACC on either HF or VHF for long periods remain. The implementation of a procedure for Mandalay Approach to relay for Yangon ACC had provided some relief, but intermittent operation meant that a large percentage of aircraft were still not able to communicate with ATC for long stretches while transiting the Yangon FIR.

3.34 Despite the fact that there was now a new error tolerant procedure which allowed for direct transition from a non-ICAO Metric to RVSM levels in that airspace, good radio communications were still essential in case of unexpected situations. The meeting was informed that the IATA In-Flight Broadcast Procedure (IFBP) had been in force in the area since 29 August 2003.

#### **Communications problems over Mumbai FIR**

3.35 IATA still had concerns in respect of the inconsistent quality of HF and VHF radio communications in the Mumbai FIR. In particular Mumbai radio communications suffer from poor reception as well as frequency congestion. However, IATA was pleased to note the improvement to the clearance delivery procedure whereby the ATC clearance was now transmitted to pilots well in advance of the aircraft arriving at the take-off point.

3.36 India reported that they were fully aware of the problems described and were taking positive actions to improve the situation. The meeting noted that CPDLC was in operation in the Kolkata and Chennai FIRs, and the results to date were encouraging. Furthermore, Delhi and Mumbai had also installed datalink equipment and would commence trial operations during January 2006.

#### **Varanasi TMA (India) Expansion and Radar**

3.37 Effective from 22 December 2005, the lateral jurisdiction of Varanasi TMA had been extended to cover a large portion of airspace south of Varanasi up to KKJ, ASOPO, IBUDO, LAPAN on routes A791, L333, B209, L759 and in the North covering the routes A201, B345, in addition to R460, G590 and other domestic routes, vertical limit FL460. The entire revised TMA was now under radar cover. This has had the effect of bringing a large area of continental India under positive radar control, including busy conflict points like KKJ and LLK.

3.38 India reported that as a result of the implementation of the revised Varanasi TMA, the traffic flow across the Varanasi and Delhi TMAs had improved significantly. Optimum utilisation of airspace capacity and level allocation was being achieved. Traffic data for a period of one week from 25<sup>th</sup> Dec 05 to 31<sup>st</sup> Dec 05 was collected (**Appendix D** refers) and analysed, resulting in the following observations:

Route	Fix	25/12	26/12	27/12	28/12	29/12	30/12	31/12
R460W/M890	SAMAR	28 (15)	26(21)	7(4)	30(19)	27(19)	33(19)	33(18)
L759/A466W	SAMAR	2(2)	7(5)	2(2)	5(3)	4(3)	3(2)	2(1)
B209/L759/L333	TIGER	6(5)	6(5)	1(1)	8(7)	17(16)	13(13)	14(12)
R460W/L759/G452W	TIGER	15(5)	7(2)	6(Nil)	10(2)	10(3)	12(6)	17(4)
P628	VIKIT	10(8)	11(8)	4(4)	10(8)	12(8)	7(5)	10(9)

*(Note: Numbers without brackets are movements over 24 hours, numbers within brackets indicate subset of movements between 2000-2300 UTC. Data does not include departures from Delhi)*

- a) The route R460W/M890 continued to remain the most popular route with maximum number of aircraft operating on this route to exit via SAMAR.
- b) Very few aircraft operated on route A466W (Converging at SAMAR with traffic on M890)
- c) The traffic distribution on routes L333, L759, G452W and R460W continues to remain equally distributed at medium density

- d) However, maximum number of traffic during period between 2000-2300Hrs operated through TIGER on routes L759/B209/L333.
- e) The traffic on route P628 continues to remain low
- f) In spite of the restrictions in Lahore FIR in respect of traffic entering via SAMAR that level 320&340 be treated as one level and level 340&360 be treated as one level, there is still availability of unutilised capacity on route M890 and A466W. The maximum capacity during peak one hour period between 2100-2200 hrs was a maximum of 10 aircraft, while capacity is 18.
- g) Capacity had not been utilised above 50 % on any of the routes.
- h) All flights had been accommodated at optimum flight levels at the entry points to Indian FIRs.
- i) All departures from Delhi had been accommodated at optimum levels on departure before the exit points.

#### **India - Implementation of New Routes**

3.39 Following successful coordination with Indian Defence authorities, India had decided to implement the following additional and new route segments, to be available for civil flight operations over a 6 hour night time period between 2200 hrs and 0400Hrs Delhi local time (**Appendix E** refers).

- a) GAYA – ASARI – F460/F320 – Provides an independent flow to the traffic entering Lahore FIR via SAMAR. This will be parallel to existing R460 and alternate to M890.
- b) PRA – SERKA(AFGHAN) - F460/F280 - Provides extended connectivity to N877 direct to SERKA in Afghanistan airspace.
- c) KAKID – LAPAN- BUTOP - F460/F280 - This is extension of M770 which provides an independent flow up to DI via BUTOP.
- d) BUTOP – DI(PAK) - F460/F280 – New opening, provides an independent flow for traffic on M770. Traffic converging at SAMAR via M890, A466W will be minimized.

3.40 The route at a) above will be implemented immediately on receipt of approval from the Regional Office. In regard to the remaining route segments described above, IATA had agreed to co-ordinate with the States concerned and it was anticipated that the routes would shortly be implemented, using a common date.

3.41 The new route segments would provide additional independent traffic flows and exits to Pakistan/Afghanistan airspace and comprise the shortest and most direct routes in terms of distance, resulting in significant fuel and environmental savings. In some instances, traffic would also be diverted from the busy Delhi overhead.

3.42 In addition, India had recently approved the use of several domestic (W) routes for international flights, which would also result in significant fuel and environmental savings.

### **New Procedure for flights between Lahore and Urumqi FIRs**

3.43 IATA reported that Urumqi FIR (China) was non RVSM airspace while Lahore FIR (Pakistan) was. Since the implementation of RVSM in 2003, flights operating between the two FIRs had encountered difficulties at position PURPA on the FIR boundary, because of transition and communication issues. The problem had recently been addressed by Pakistan in coordination with China and a new procedure had been promulgated which would address the issue. This new procedure took effect on 10 January 2006 (**Appendix F** refers) and IATA expressed its appreciation as the arrangements were working smoothly.

### **Frequency Management at intersection of Yangon, Kolkata and Dhaka FIRs**

3.44 IATA briefed the meeting in respect of frequency management problems being experienced by flights enroute between Dhaka FIR and Yangon FIR which transited a small portion of the south east corner of the Kolkata FIR which lies between the Dhaka and Yangon FIRs.

3.45 Dhaka FIR was surrounded by Kolkata FIR, except for a short segment in the west which shared a common boundary with Yangon FIR for about 75 nautical miles. Four international routes traverse the Dhaka FIR, namely L507, B465/A599, G463 and A201, aligned generally in an east-west direction. Consequently, except for G463, flights on the other routes through Dhaka FIR have to pass through Kolkata FIR twice.

3.46 Two of the routes (B465 and A599) briefly re-enter Kolkata FIR to the east of Dhaka FIR for a distance of less than 30 nautical miles, i.e. about 4 minutes of flying time, before entering Yangon FIR. The other two routes (A201 and L507), re-enter Kolkata FIR to the east of Dhaka FIR and remain in Kolkata FIR for 125 and 98 nautical miles respectively, before entering Yangon FIR. In the worst case scenario, an aircraft could fly through 4 FIRs within 27 minutes, or 215 nautical miles.

3.47 IATA informed the meeting that attempting to ensure frequency management was complex for flight crew in respect of the number of radios available and cockpit workload. The situation was exacerbated because air/ground and ground/ground communications were often patchy in this area and difficulties had regularly been experienced by flight crews in establishing contact with even one ground agency. The additional need to manage transition requirements from CVSM to RVSM levels and vice versa between Lashio and Linso resulted in situations where cockpit workload was extremely high.

3.48 The Secretariat informed that this matter had also been extensively discussed during the FIT-BOB/6 (November 2005) meeting. Accordingly, Bangladesh and India had agreed that a two week sampling, testing and recording period should be conducted, commencing from the 1<sup>st</sup> of December 2005. During the 14 day period, logs would be kept in the Dhaka and Kolkata ACCs that recorded all relevant data in relation to difficulties with ground/ground communications. As much detail as possible should be recorded including time of day, type of difficulty, time taken to answer calls, calls misdirected or not answered etc. A daily report would be passed by each ACC to the other ACC to enable investigation of the day's events and at the end of the 14-day period the outcomes of the testing period would be collated.

3.49 Bangladesh and India informed the meeting of the outcomes of the 14 day monitoring period. A number of good observations had been made and some remediations in terms of procedures had been identified as a result of the intensive monitoring. In particular, it was noted that the intercom from Dhaka served 3 positions in the Kolkata ACC and an inbound call from Dhaka often had to be re-directed within the Kolkata ACC. This meant that delays were experienced and calls were inadvertently lost. Work would be completed within the next few weeks in identifying the primary position in Kolkata ACC to take the call from Dhaka and it was anticipated that this would result in a significant increase in efficiency.

3.50 The Regional Office and IATA thanked Bangladesh and India for their attention to the intensive monitoring arrangements. It was apparent to the meeting that the difficulties in ground/ground communication needed to be overcome before meaningful changes could be made to the flight crew procedures in accordance with IATA's request. With the successful resolution of the problems that had been identified during the sampling period, it was likely that further work could commence in addressing the difficulties that IATA had described. States would update the Regional Office once the technical arrangements had been rectified and would investigate the detailed proposals raised by IATA and recorded in the FIT-BOB/6 meeting report, with a view to addressing the matters.

### **RVSM Matters**

3.51 IATA reported that although the Bay of Bengal and Indian FIRs implemented RVSM on 27 November 2003 which doubled the number of available levels, in respect of A466 and N644 which diverge into Kabul FIR, Lahore ACC was unable to treat them as separate routes because of anticipated difficulties in transitioning flights from the RVSM to the CVSM levels. IATA noted that while westbound flights over-flying DI may operate at FL280, 300, 320, 340, 360, 380, or 400 (RVSM levels), they may only operate at FL280, 310, 350 or 390 (CVSM levels) within the Kabul FIR. However, A466 and N644 diverge from DI and within radar coverage, and IATA requested that if these routes could be considered as separate routes for separation purposes, the capacity constraints currently in force would be eased.

3.52 In addition, as the majority of airspace surrounding the Kabul FIR was now RVSM, IATA urged States and the Regional Office to assist where possible in hastening the implementation of RVSM in the Kabul FIR. This would provide extra flight levels to transit Kabul and provide seamless RVSM operations for the long haul traffic from Asia to Europe.

### **The Regional Airspace Safety Monitoring Advisory Group**

3.53 The meeting reviewed the relevant sections of the Report of the Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/4), held in Bangkok, Thailand from 25-28 October 2005.

#### Review of RASMAG/3 ATS Safety Management Seminar

3.54 The 3-day RASMAG ATS Safety Management Seminar was conducted from 8 to 10 June 2005 at the ICAO Asia/Pacific Regional Office, immediately following the RASMAG/3 meeting. Additionally there was continued agreement at RASMAG/3 that, although resource constraints were such that the proposal to take the safety seminar developed by RASMAG on-site to specific States was not possible, this proposal should continue to be pursued by RASMAG. As such, RASMAG/3 recognized that the initial safety seminar would comprise a trial and evaluation of the safety presentations, and that the material presented would need to be formally evaluated in respect of relevance and suitability, before being compiled for further use.

3.55 During RASMAG/4, the meeting recognized that a training aid that could be delivered over a period of two days was the most appropriate and agreed that the three day seminar programme should be edited to meet this criterion.

#### Guidance Material for Data Link Ground Equipment

3.56 Representatives from Japan and New Zealand co-presented preliminary draft guidance material relating to Data Link Ground Equipment. This material had been developed following RASMAG/3 (June 2005) in order to assist States that were new entrants to data link technologies, and was focused on the three primary areas described below. The material was in a very early draft stage and

would be refined over subsequent meetings of RASMAG with a view to submission to APANPIRG for adoption as regional guidance material:

- a) System Procurement Processes;
- b) Implementation of Systems; and
- c) The Integration of data Link Systems.

#### First Meeting of the Middle East RMA Board

3.57 RASMAG/4 was informed that subsequent to 1<sup>st</sup> June 2004, the UAE withdrew support for Middle East Central Monitoring Agency (MECMA) leading to the discontinuation of monitoring mechanisms for RVSM operations in the Middle East Region.

3.58 On 9<sup>th</sup> May 2005, the ICAO Secretary General issued State Letter SWG20/1-IND/05/13, highlighting the concerns of ICAO in respect to the non-availability of RVSM monitoring in the Middle East Region and noting that unless a concrete action plan was developed by affected States, the withdrawal of RVSM operations from the MID Region would be considered by ICAO.

3.59 The Middle East Regional Monitoring Agency Board (MID RMA Board) was constituted and the first meeting of the Board (MID RMA Board/1) was held at Cairo, Egypt, from 5-6 September 2005.

3.60 In addressing mechanisms to re-establish RMA services in the Middle East Region, the meeting recognized that the MID RMA Board has had to identify and put in place arrangements to host, set up, administrate and fund a RMA on behalf of the MID States. The meeting noted the simple model that had been adopted by the MID RMA Board to fund the RMA, in which the estimated USD300,000 required to establish and operate the RMA for the first year would be equally shared by the participating States under arrangements managed by the Technical Cooperation Bureau of ICAO as the collections agency.

#### **December Traffic Sample Data**

3.61 In considering the requirements for routine safety assessment, the Second Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/2, October 2004) ) agreed that an annual provision by States of Traffic Sample Data (TSD) as well as ongoing provision of Large Height Deviation (LHD) and Gross Navigational Error (GNE) reporting was sufficient for vertical and horizontal safety analysis.

3.62 In regard to the continuous monitoring and regular assessment of target levels of safety in reduced separation applications, during November 2005 the Regional Office issued a State Letter (**Appendix G** refers) advising States that APANPIRG/16 had adopted a standardized approach for the collection of vertical and horizontal traffic sample data, and emphasizing a number of relevant Conclusions adopted by APANPIRG 16.

3.63 As the month of December routinely experienced high traffic levels, APANPIRG had adopted December every year as the standard sample period for vertical and horizontal traffic sample data collection, commencing from December 2005. States not providing traffic sample data for December each year would be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR fields.

**Report of MAAR's RMA activities**

Bay of Bengal

3.64 The Monitoring Agency for the Asia Region (MAAR) presented a report on their review of airspace safety for the RVSM implementation in the Asian region. In respect to the Bay of Bengal area, MAAR noted that a large majority of States had provided the required Traffic Sample Data (TSD) for analysis, however there were still some States that had not provided LHD data and these were being followed up by MAAR.

3.65 The LHD occurrences in the BOB RVSM airspace were summarized as follow:

- Total of 6 LHD occurred in the BOB RVSM airspace, accounting for 24.4 minutes of operational errors, between January 2004 and August 2005.
- 50% of LHD occurrences are subject to ATC loop error (Category I) – 3 of 6 LHD occurrences
- The rest of the LHD occurrences are subject to:
  - Deviation due to turbulence or other weather related cause (Category D)
  - Other (Category O)

3.66 The meeting was informed that in the BOB airspace, the technical risk was calculated as  $6.14 \times 10^{-10}$  and the operational risk as  $2.67 \times 10^{-9}$ . The total risk was assessed as  $3.29 \times 10^{-9}$ , **therefore current estimates of both technical and total risks satisfy the agreed TLS value** of no more than  $2.5 \times 10^{-9}$  and  $5.0 \times 10^{-9}$  fatal accidents per flight hour respectively.

Source of Risk	Lower Bound Risk Estimation	TLS	Remarks
Technical Risk	$6.14 \times 10^{-10}$	$2.5 \times 10^{-9}$	Below Technical TLS
Operational Risk	$2.67 \times 10^{-9}$	-	-
Total Risk	$3.29 \times 10^{-9}$	$5.0 \times 10^{-9}$	Below Overall TLS

Western Pacific/South China Sea

3.67 MAAR informed the meeting that in the case of the Western Pacific (WPAC) and South China Sea (SCS) airspace there were significant issues regarding the lack of Traffic Sample Data (TSD) provision by 5 of 15 FIRs which impacted on the level of confidence that could be placed in the results of the safety assessment. In an effort to enhance the integrity of the assessment, Traffic Sample Data from 2002 for the 5 FIRs was utilized to fill in the missing data.

3.68 The LHD occurrences in the WPAC/SCS RVSM airspace are summarized as follow:

- Total of 86 LHD occurred in the WPAC/SCS RVSM airspace, accounting for 141.9 minutes (2.365 hours) of operational errors, between January 2004 and August 2005.
- 86% of LHD occurrences are subject to errors in ATC-unit to ATC-unit transferred/transition message (Category M) – 74 of 86 LHD occurrences

- The rest of the LHD occurrences are subject to:
  - Climb/descend without ATC Clearance (Category B) – 1
  - Deviation due to turbulence or other weather related cause (Category D) – 2
  - Deviation due to collision avoidance system advisory (Category F) – 1
  - ATC system loop error (Category I) – 5
  - Other (Category O) – 3

3.69 The meeting was informed that the technical risk for the WPAC/SCS area was calculated as  $3.97 \times 10^{-10}$  and the operational risk as  $3.06 \times 10^{-9}$ . The total risk was assessed as  $3.46 \times 10^{-9}$ , therefore current estimates of both technical and total risks satisfy the agreed TLS value of no more than  $2.5 \times 10^{-9}$  and  $5.0 \times 10^{-9}$  fatal accidents per flight hour respectively.

### **Establishment of Safety Monitoring Agency (SMA) for the Asia Region**

3.70 During RASMAG/3 and APANPIRG/16, MAAR had reconfirmed its intention and willingness to assist States of the region and ICAO in the safety monitoring of RNP-based horizontal-plan separation in addition to the RMA services currently provided at no charge. In order to expand its role to provide SMA services, MAAR requested the support of other concerned States in financing such expansion.

3.71 Thailand updated the meeting with the progress being made towards the establishment of a SMA for the Asia Region that they had undertaken consultation with the FAA Technical Center regarding the possibility of transferring the technical knowledge for the implementation and operation of reduced horizontal separation. These consultations had been positive and the FAA confirmed that they were willing to provide the required technical support and training for the MAAR personnel to be able to carry out the SMA services. It was anticipated that training would commence in May.

3.72 In order to ensure that there was minimal delay in the commencement of SMA operations, Thailand advised the meeting that it was their intention to advance the initial set-up costs for the setting up of the SMA. However, cost-recovery funding arrangements would need to be considered to recover the initial setup costs as well as ongoing operations. Thailand estimated that the costs involved would be in accordance with the details in the following table:

Cost Items	Estimated Cost (US Dollar)	
	Initial Setup (2006-07 Combined)	Per-Year After Initial Setup (Starting 2008)
Setup Cost-Training	40,000	-
Setup Cost-System and Equipment	10,000	-
Operating Cost-Coordination/Task Force Meetings	25,000	40,000
Staff Wages	80,000	60,000
<b>Total cost</b>	<b>155,000</b>	<b>100,000</b>

### **Delay to the Review of FLOS in the WPAC/SCS Area**

3.73 The Secretariat briefed the meeting that during the review by RVSM/TF/22 (September 2004) of the regional flight level orientation schemes (FLOS) issues, affected States had agreed to a work programme aimed at reviewing and amending the modified single alternate FLOS presently in use in the WPAC/SCS areas. This had become necessary due to difficulties being experienced with transition procedures at the interface between the single alternate FLOS arrangements used in the Bay of Bengal after implementation of RVSM in November 2003 and the modified single alternate FLOS arrangements in use in the WPAC/SCS area.

3.74 Subsequently, RASMAG/3 (June 2005) had recognized that the non provision of safety data by some States and consequent delay to completing the safety assessment would lead to a deferment of at least 12 months in the implementation of any proposed changes to the WPAC/SCS FLOS. In recalling the large number of LHDs occurring in the WPAC/SCS, APANPIRG/16 expressed very strong concerns that arrangements agreed at RVSM/TF/22 were expected to assist in reducing the numbers of LHDs and therefore should be progressed with the minimum of delay.

3.75 RASMAG/4 (October 2005) was informed in respect of the outcomes of the Special ATS Coordination meeting for RVSM Task Force – Review of Western Pacific/South China Sea FLOS (SCM RVSM FLOS) that had been held at THAILAND Headquarters, Bangkok, on 20 September 2005 in order to progress arrangements for the RVSM/TF/28 FLOS Review Meeting which would be held from 24 – 28 April 2006.

3.76 The Monitoring Agency for the Asia Region (MAAR) had provided SCM RVSM FLOS with three scenarios as a basis for conducting the international safety assessments for the FLOS review as follows:

- a) Base Case: Current FLOS in WPAC/SCS;
- b) Scenario 1: Proposed FLOS change at the RVSM/TF/22 (September 2004); and
- c) Scenario 2: Scenario 1 with minor FLOS change on A1/P901.

3.77 Scenario 2 was essentially the same as Scenario 1, but with minor changes on A1/P901 to mitigate passing frequency. In order to eliminate existing transition issues while reducing the passing frequency on A1/P901, the following FLOS was proposed by MAAR for further consideration by the FLOS review meeting:

- a) Class I: NB/SB: FL 310, 320, 350, 360, 390, 400
- b) Class II: EB: FL 290, 330, 370, 410  
WB: FL 300, 340, 380
- c) Class III: EB: FL 310, 350, 390  
WB: FL 320, 360, 400
- d) Class IV: EB: FL 290, 310, 330, 370, 410  
WB: FL 300, 340, 380, 400

3.78 MAAR advised SCM RVSM FLOS that in Scenario 2, two flight levels were taken out for each direction of flight to reduce the passing frequency. The decision on which flight levels could be removed should be coordinated with affected States, including China, Hong Kong, China, Lao PDR, Viet Nam. The Regional Office would undertake coordination with affected States in this respect.

3.79 The SCM RVSM FLOS noted that not all the States concerned had been present at the RVSM/TF/22 which had developed the Scenario 1. Also, in order to facilitate the discussion at the RVSM/TF/28, SCM RVSM FLOS suggested that it would be useful to include the scenarios in the invitation letter for States to be able to consider in advance. The Regional Office agreed to advise States by letter of the different scenarios and request that States complete required safety analysis and simulation of the scenarios as soon as possible, in preparation for RVSM/TF/28.

**ICAO SAR Seminar and SAREX**

3.80 An ICAO SAR seminar had been held in conjunction with the Bay of Bengal SAREX at Chennai, India from 7 to 11 March 2005. The SAR seminar focused on the development of SAR cooperation and coordination and addressed ICAO requirements for States to provide SAR services and agreements in accordance with Annex 12, and considered lessons learnt from the tsunami disaster that had occurred in the region of 26 December 2004. The SAREX was designed to provide participants with the opportunity to experience practical application of SAR services carried out by Indian specialists in search and rescue.

3.81 The seminar, in its review of the information provided and discussions held, formulated a list of recommendations in relation to SAR issues. Upon reviewing the recommendations, APANPIRG/16 considered that, under the terms of Conclusion 16/22, they should be taken into account by States in the region when considering their SAR activities.

3.82 The meeting reviewed the SAR Recommendations (as contained in **Appendix H**) in accordance with Conclusion 16/22 and would ensure dissemination of the recommendations amongst appropriate officers of State administrations for further consideration.

3.83 Extensive discussion in relation to SAR matters ensued. India provided follow up information in respect of the Chennai SAR Seminar and SAREX, highlighting the benefits that had been achieved by involving as many parties as possible, including the general community. Some of the good outcomes in the recent flooding in the Chennai area could perhaps be attributed to the training and general awareness of SAR matters that had resulted from the Chennai SAREX.

3.84 The meeting agreed that the collaborative use by States of SAR resources, including trained personnel, aircraft and other equipment was the most efficient and expeditious way for States to fulfill their obligations in respect of Annex 12. The Secretariat noted that these types of arrangements would be best handled by way of Letters of Agreement (LOA) between States and urged States to collaborate in making arrangements. The meeting recognized that there was along standing action item recorded in the BBCG work plan in this respect.

**Agenda Item 4: Implementation of the new CNS/ATM systems in the Region**

4.1 The meeting reviewed the progress made by the FIT-BOB/5 meeting, which had been held on 18-22 April in conjunction with the FIT-SEA/2 and ATFM/TF/1 meetings, and the FIT-BOB/6 meeting, which had been held in conjunction with the FIT-SEA/3 meeting from 22-25 November 2005, in relation to the implementation of operational ADS/CPDLC capability for the Bay of Bengal.

*Bay of Bengal ADS/CPDLC Operational Trial*

4.2 The meeting was informed of the status of the Bay of Bengal ADS/CPDLC operational trial, in the Chennai and Kolkata FIRs and that the AFN Logon address of Chennai from VOMM to VOMF and Kolkata from VECF to VECC, had been changed with effect from 24<sup>th</sup> November 2005.

4.3 The meeting noted that the trial activities served 13 routes in the Bay of Bengal portions of the Chennai and Kolkata FIRs, including P574, N571, N563, P762, L645, P628, N877, L759, M770, L507, L301, N895 and P646. ADS services are available H24 in the Kolkata and Chennai FIRs, and India had adopted the FANS 1/A Operations Manual as the operational procedures applicable to the trial.

4.4 India had reported to FIT-BOB/6 that Chennai had recently participated in the CPDLC trials conducted by Airbus Company, France from the test bench of A380 equipment based in Toulouse, France. The message exchange during testing was satisfactory in all respects, demonstrating compatibility with the Chennai equipment. The ground system of Chennai and Kolkata FIRs had already reached a level of stability where failures were now very infrequent. An enhancement planned for the system would enable the automatic relay of MET data contained in ADS reports directly to the MET department via an automatic message switching system.

4.5 The meeting noted that India was planning to introduce ADS/CPDLC trial operations in the Mumbai and Delhi FIRs, commencing in January 2006. The automation systems for the 2 FIRs were now being armed with ADS/CPDLC components to handle ADS/CPDLC services over the Arabian Sea. In support of this initiative, India advised that they would prefer to work strictly with one CRA for both the Bay of Bengal and the Arabian Sea. The Secretariat noted that this was in accordance with proposals in regard to a “Whole of Indian Ocean ATS Coordination Group”.

4.6 Even though the ADS/CPDLC trials were proceeding well, India was not yet ready to consider the introduction of reduced separation provisions and, in any case, considered that a simultaneous coordinated implementation of reduced separation applications by all participating ATS service providers in the Bay of Bengal was likely to be the best implementation strategy. The Regional Office supported this position.

*Sri Lanka*

4.7 Sri Lanka updated the meeting in relation to ADS/CPDLC matters. Trials of ADS/CPDLC had recently commenced in Colombo FIR between 0300 – 1500 UTC daily. NOTAM A0389/05 had been issued containing details of ADS/CPDLC arrangements and Sri Lanka had adopted the FANS 1/A Operations Manual (FOM) as the basis for the trial procedures. Planning is continuing to enable an expansion of the trial to H24 operations during 2006.

4.8 India had provided ADS/CPDLC training to a number of Sri Lankan ATCOs during 2005, enabling Sri Lanka to commence ADS/CPDLC trial operations. Sri Lanka thanked India for their continuing support in this regard.

*Central Reporting Agency*

4.9 The meeting was informed of some of the many possible arrangements that could be made to establish and fund a Central Reporting Agency in support of the Bay of Bengal ADS/CPDLC operational trial. As the establishment of a CRA was a State responsibility it would fall upon the State or States concerned to establish and fund a CRA in conjunction with an organization possessing appropriate technical expertise.

4.10 The State could fund the arrangements independently, or set up a mechanism to charge the necessary funds to users. In the case of the Bay of Bengal operational trial, IATA had volunteered to undertake the contractual arrangements to collect the necessary funds from airlines and make payments on behalf of States to the Boeing CRA for the provision of CRA services.

4.11 However, difficulties were still being experienced in making final arrangements to enable the Boeing CRA to commence the provision of CRA services to the Bay of Bengal ADS/CPDLC trials. The meeting recalled that in-principle agreements had been reached a considerable time ago whereby IATA would act as a collections agency on behalf of the States concerned, and Boeing would be contracted to provide CRA services. A maximum cost of USD500 000 had been estimated by Boeing for the initial 18 month duration of the contract and this was accepted as a cap amount that would not be exceeded.

4.12 The meeting noted the inquiry reported to FIT-BOB/6 that had been made by the Board of the Airports Authority of India requesting additional information in relation to the costs involved, particularly how the USD 500,000 cap estimated by Boeing for the initial 18 months contract had been derived. Both India and IATA recognized the critical need for CRA services and undertook to continue close coordination with a view to finalizing the agreement as soon as possible. In view of the urgent need to implement the CRA services, India requested IATA and Regional Office to assist in obtaining additional data from Boeing on the costs involved for CRA operations.

4.13 The meeting recognized that although the ADS/CPDLC operational trial in the Bay of Bengal had commenced in February 2004, there were still no CRA services available more than 20 months after commencement of the trial. The lack of CRA services meant that critical component of the safety assessment in the context of implementing ADS/CPDLC would not be accounted for, thereby presenting an inability to comply with the PANS ATM (Section 2.6) and Annex 11 (Section 2.26) safety management provisions - under which States are required to implement systematic and appropriate ATS safety management programmes to ensure that safety was maintained in the provision of ATS.

4.14 Concerns of this nature had been recognized by APANPIRG/16 (August 2005), who had formulated the following Conclusion:

***Conclusion 16/5 – No implementation of reduced separation unless compliant with Annex 11***

*That, recognizing that some States had not adequately complied with safety management provisions, the Regional Office advise States of the Asia/Pacific Region that further regional implementation of reduced separation minima should only proceed in circumstances where implementing States can demonstrate an ability to comply with Annex 11, Chapter 2, safety management provisions for the continuous monitoring and regular assessment of the safety level achieved.*

4.15 As the CRA analysis and ongoing CRA monitoring capability was not available to the Bay of Bengal trial, the safety assessment could not be completed and, consequently, the implementation of either CPDLC or ADS could not be authorized.

*International ATS Data Link Operations Manual (IDLM)*

4.16 The meeting was informed that, in considering the need for harmonized global FANS 1/A operating procedures, ICAO Headquarters had supported proposals raised during the North Atlantic FANS Interoperability Group Eleventh meeting (NAT-FIG/11, October 2004). NAT-FIG/11 agreed that amalgamation of the Pacific FANS Operations Manual (FOM) and the NAT Guidance Material was a desirable goal. It was recognised that there were practical and operational reasons why some elements of FANS implementation must differ from region to region. Many differences however, could be successfully reconciled across regions and result in overall international harmonization of data link services.

4.17 Work had commenced under the auspices of the ICAO EUR/NAT Office in order to produce a joint document which consolidated elements of FANS operations that are common across all participating regions, whilst identifying operationally necessary differences among regional service providers for specification in region-specific sections.

4.18 The meeting noted the overriding philosophy of this work was to ensure that what pilots and controllers do in the context of data link operations should be consistent across FIR boundaries to the maximum extent possible.

### **APANPIRG Funding Study Group**

4.19 In considering the funding of regional safety monitoring activities, the meeting recognized that the primary reason for establishing such multinational facilities or services is to enable two or more States to carry out the services each has responsibility for under the regional plan more efficiently and in a more cost effective manner than each of them could achieve on its own.

4.20 The meeting was informed that APANPIRG/16 had recognized an urgent need to develop feasible and sustainable funding solutions for regional safety monitoring so that on-going initiatives to carry out trials and to implement CNS/ATM systems in Asia/Pacific would not be delayed and that safety and efficiency were not compromised. APANPIRG's CNS/ATM technical experts had previously found it difficult to resolve the complex legal, financial and organizational issues involved in establishing a regional safety monitoring agency. Recalling this experience, the meeting considered that the matter of funding and organizing safety monitoring should be addressed by States' experts in these specialist fields. APANPIRG/16 thus agreed to the following Conclusion:

***Conclusion 16/2 – Funding arrangements for regional airspace safety monitoring***

*That, a study group be convened to develop a feasible and sustainable proposal to equip States to organize and finance necessary safety monitoring mechanisms for the provision of safety services for the international airspaces in the Asia/Pacific region and that States be represented at that meeting by their appropriate legal, financial and organizational experts who would be best equipped and empowered to resolve any difficulties. The study group should report to RASMAG not later than the end of June 2006.*

Summary of Recent Funding Activities

4.21 The matter of the funding of safety monitoring was taken up again by the Directors General of Civil Aviation in Asia and Pacific at their 42<sup>nd</sup> Conference held at the Gold Coast, Australia from 26 to 30 September. The Directors General strongly supported the work of RASMAG and adopted Action Item 42/4 urging all Administrations in the Asia Pacific Region to support the initiatives by APANPIRG to devise sustainable funding arrangements.

4.22 Work was also continuing in preparation for the ICAO ALLPIRG/5 meeting to be held in Montreal, Canada during March 2006. The matter had been included on the Agenda for ALLPIRG in recognition that issues of multinational funding were global in nature and would be best address via a model that was applicable globally. In this vein, the ICAO Air Transport Bureau was working to develop and propose a fair and equitable global method of cost recovery of the required Regional Monitoring Agency (RMA) infrastructure, for consideration by ALLPIRG/5.

4.23 The Regional Office had recently responded to the Air Transport Bureau survey questionnaire in this regard, providing copies of the following working papers for consideration:

- DGCA – 41/DP/5/1 – “The Regional Airspace Safety Monitoring Advisory Group (RASMAG)”
- DGCA – 42/DP/3/2 – “Provision of Safety Monitoring Services in the Asia/Pacific Region”
- APANPIRG/16 – WP/18 – “Funding Arrangements for Regional Airspace Safety Monitoring”

**Agenda Item 5: ATS route developments**

5.1 The meeting was informed that the ATS Route Network Review Task Force (ARNR/TF, disbanded) had developed the *Asia/Pacific ATS Route Catalogue* and agreed that the Catalogue should be updated by the 15<sup>th</sup> Meeting of ATM/AIS/SAR Sub-group (ATM/AIS/SAR/SG/15, July 2005) and be submitted to 16<sup>th</sup> Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/16, August 2005) for adoption as a supplement to the Basic Air Navigation Plan. APANPIRG/16 considered the intent of the ARNR/TF and the ATM/AIS/SAR/SG/15 in regard to the status and effective use of the Catalogue would be captured in the terms of the following Decision:

***Decision 16/9 – Acceptance of the Asia/Pacific ATS Route Catalogue***

*That, the Asia/Pacific ATS Route Catalogue as shown in Appendix A to the [APANPIRG] Report on Agenda Item 2.1 be accepted as regional planning tool and be maintained and updated on regular basis.*

5.2 The meeting was informed that the Catalogue Version 1 was published in August 2005 and was now available from the ICAO Asia/Pacific web site (<http://www.icao.int/apac/>) under the menu “eDocuments”. Since August 2005, on-going updates had been undertaken by the Secretariat based on the information made available by States and users to the Regional Office.

5.3 The ARNR/TF intended that the Catalogue should be an informal document that consolidated material from the Basic ANP and related documents to serve as an aid to States and users for route planning purposes. As such, the Catalogue does not replace the BANP or provide material to be used in an operational context. It was noted that the Catalogue was primarily a one stop information document, showing which routes are contained in the BANP, the status of implementation and amendment of routes, and future route requirements of States and users.

5.4 In considering updating and amendment of the Catalogue, as the document was meant to be a planning aid to users and should be a living document, amendment should be kept to an informal level. As the Regional office was responsible for managing the amendment process for the BANP, APANPIRG/16 agreed that the Catalogue should also be maintained on the same basis, noting that the Catalogue would be left to the Regional office to update.

5.5 The meeting was informed that, in regard to including material in Chapters 4 and 5 of the Catalogue, this would require some additional prior approval process and material should not be simply submitted to the Regional Office on an ad hoc basis by the originator. States would submit their route proposals in accordance with established ICAO procedures. The meeting also noted that route proposals by IATA member airlines would be submitted by IATA for processing in accordance with their established practices. For airlines not IATA members, proposals should be submitted to the States concerned who would then consider the amendment proposal.

5.6 Thailand noted that the EMARSSH routes had not been included in Chapter 1 of the Catalogue. The Secretariat advised that this was because although the proposal for amendment of BANP had been sent to the ICAO Headquarters for approval, difficulties had been identified in the naming of the EMARSSH routes. Suffixes added to the ATS route designators were not in compliance with Annex 11 provisions. As a result, the EMASSH routes had not been included in BANP and therefore were not yet in Chapter 1 of the Catalogue. The meeting was advised that the Regional Office was undertaking coordination with India and Pakistan in order to amend the ATS route names.

5.7 The meeting reviewed and updated the Version 1 of the ATS Route Catalogue. The meeting agreed that revisions identified would be incorporated by the Regional Office and the updated Catalogue Version 1.1 would subsequently be published on the ICAO Asia/Pacific website.

5.8 IATA congratulated India for moving quickly and already implementing as many as seven of the routes that had been included in the Users Requests section of the ATS Route Catalogue. This demonstrated the effectiveness of the Catalogue process and the work of the ARNR/TF. Also, the Secretariat advised that in excess of 30 amendment proposals had been raised in respect of regional route matters, reinforcing the recent proactive approach taken by States. The meeting was encouraged to continue work on these matters, including regular review of the Route Catalogue.

5.9 India also briefed the meeting in respect of the pending implementation of a number of new route segments. These have been comprehensively described at **paragraphs 3.39 to 3.42** of this report.

#### **Agenda Item 6: Development of State Contingency Plans**

6.1 The meeting recalled that during 2002, events which had required contingency planning were examined by ICAO in the context of the ICAO guidelines, and the following points were noted by the Air Navigation Commission (ANC):

- a) few States appeared to have developed contingency plans in anticipation of circumstances which will, or may, result in a disruption of air traffic services and/or related supporting services;
- b) contingency planning was often initiated only when occurrences which create disruptions were imminent or already a recognized fact;
- c) the time available for contingency planning and implementation was often so short that the necessary coordination between States, operators and ICAO, and the timely promulgation of NOTAM was difficult to achieve; and
- d) when military activities were involved, coordination between military airspace users and air traffic services authorities was often inadequate.

6.2 In view of the foregoing, amendments to Annex 11 – *Air Traffic Services* and Annex 15 – *Aeronautical Information Services* were considered necessary in order to promote timely contingency planning and application as well as to provide for a variety of circumstances affecting the safety and regularity of international civil aircraft operations. Accordingly, amendments were incorporated, effective 27 November 2003, which introduced a Standard to Paragraph 2.28 of Annex 11 for States to develop and promulgate contingency plans, and introduced a Standard to Paragraph 5.1.1.1 x) of Annex 15 regarding the promulgation by NOTAM of contingency measures.

6.3 Paragraph 2.28 of the Annex 11 provides that:

*Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.*

6.4 In an attempt to establish the level of regional compliance with applicable ICAO provisions, the Twelfth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/12, August 2001) considered that a survey of States should be conducted to determine the status of contingency planning in the Asia and Pacific Region and the extent to which contingency plans were exchanged between States. APANPIRG/12 required (Conclusion 12/6) the Regional Office to conduct a survey in this regard.

6.5 During subsequent years from 2002 to 2004, APANPIRGs 13, 14 and 15 continued attempts to address ATS contingency planning matters and considered instances in which restricted airspace had been declared, or was about to be declared, over the high seas that had an impact on the provision of services to international civil operations. APANPIRG acknowledged that the closure of air space over the high seas was in breach of the Convention on International Civil Aviation and required (Conclusion 13/8) that States review, amend or develop contingency plans to address these matters.

6.6 During August 2004, APANPIRG/15 was advised that as a result of resource limitations at the Regional Office, the survey of contingency plans required since August 2001 under Conclusion 12/6 had still not been undertaken, but again requested the Regional Office to complete the survey. The survey was initiated in March 2005.

6.7 APANPIRG/16 (August 2005) noted the poor response to the survey and that of the 12 responses received at that time a number had indicated that contingency plans were still in preparation. Further, views were expressed that developing a State contingency plan to meet ICAO requirements could be very complex and involve a wide range of issues, such as delegating responsibility to another State for provision of ATS and associated legal, financial and technical issues, the involvement of many government agencies, and development of operational procedures and training for pilots and controllers. APANPIRG/16 acknowledged that for some States, these matters could be difficult to overcome.

6.8 APANPIRG/16 (August 2005) requested the Regional Office to continue with the survey and undertake follow up actions with States that had not responded to the survey request. A summary of the survey outcomes as of 6 January 2006 has been included as **Appendix I** and will be presented to APANPIRG/17 for consideration.

6.9 In light of the longstanding difficulties, APANPIRG/16 considered that SIP would be a suitable means for facilitating the development of contingency plans. Contingency plans would be developed for a selected State, which could then be used as a model for other States. In addition to addressing the contingency provisions of Annex 11, the SIP would be used to identify and prioritize other contingency factors that could impact the continuity of civil aviation operations, with a view to using the output of the SIP in a workshop or seminar format to assist other States of the Region.

6.10 The meeting adopted Conclusion 16/15 in this respect, requesting ICAO to conduct an appropriate SIP. Details of the SIP proposal drafted by the Regional Office have been included in **paragraphs 9.27 to 9.31** of this report.

6.11 A lengthy discussion in relation to contingency planning ensued. A number of States sought guidance on what was required by ICAO and to what level of complexity. Arrangements to any depth quickly became complicated and the variety of contingency circumstances that could eventuate was endless. It was not possible to address each and every circumstance with any confidence and the cost of attempting to do so was significant.

6.12 The Secretariat considered that in the ICAO context, the continuity of international civil aviation operations was most significant. Although circumstances where a State was unable to provide all the services listed in their AIP were sometimes unavoidable, this should not generally result in the closure

of international airspace. Situations where difficult circumstances were being experienced by a ground unit were always regrettable, however contingency planning should make adequate provision for ongoing operations (including humanitarian operations) by putting in place alternative arrangements that may include assistance from neighbouring States to temporarily provide services in affected airspace.

6.13 The Secretariat observed that in the age of ultra long haul operations whereby a flight was airborne for 15 hours and crossed a large number of FIRs, contingency planning was required to ensure that sudden circumstances where an airspace or FIR en-route was not able to be crossed did not arise. Notwithstanding, contingency planning issues were extremely complex and it was anticipated that the SIP called for by PANPIRG Conclusion 16/15 would be extremely useful in identifying a way forward.

#### **Agenda Item 7: Civil Military Coordination**

7.1 No matters were presented for discussion in respect of civil military coordination.

#### **Agenda Item 8: Review and update BBACG Work Plan**

8.1 While reviewing the BBACG work plan, the meeting was apprised of the status of items remaining open as well as items that were considered suitable for closure, noting the progress that had been made. The meeting considered that the updated work plan included as **Appendix J** adequately reflected the work programme of the group.

8.2 The Secretariat congratulated States on the efficient implementation of the 2 NM Strategic Lateral Offset Provisions (SLOP), noting that the great majority of States regionally had now included these procedures in their AIP.

8.3 The meeting discussed progress in relation to the long standing matter of the flexible use of FL300 on Bay of Bengal routes. Although the matter had been identified some years ago and regular discussion had taken place, an appropriate solution had not yet been identified.

8.4 The meeting considered that a Special ATS Coordination Meeting (SCM) of up to 3 days duration would enable the issue to be properly evaluated and a way forward to be reached. In preparing for such a SCM, it was important to collect suitable data including the routes affected, numbers of flights on each route etc, as well as identify a suitable alternative flight level for crossing traffic that was achievable in terms of aircraft performance.

8.5 The Secretariat requested that affected States and international organizations prepare appropriate submissions for an SCM to be held later this year. The Regional Office would make arrangements for the SCM and advise affected parties in due course.

#### **Agenda Item 9: Any other business**

##### **ICAO language proficiency requirements**

9.1 The Secretariat, while updating the meeting in respect of the ICAO language proficiency requirements, noted that, as of 5 March 2008, pilots, aeronautical station (radio) operators and air traffic controllers shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements of ICAO documentation.

9.2 APANPIRG/16 had recognized the high stakes involved in implementing the language proficiency provisions, with particular regard to the potential loss of careers of industry participants who, although having worked operationally for many years, were unable to reach the Level 4 requirements for operational staff. In order to establish the magnitude of regional difficulties being experienced in this respect, APANPIRG/16 endorsed Conclusion 16/21 requiring the Regional Office to conduct a survey of Asia/Pacific States in order to ascertain States' circumstances in respect of compliance by March 2008 with ICAO language proficiency provisions.

9.3 Following the lead set by APANPIRG, ICAO Headquarters implemented a survey to ascertain the status of implementation of language proficiency provisions, to be conducted globally during the first quarter 2006. A survey template (**Appendix K** refers) had been jointly developed by the Asia/Pacific Regional Office and ICAO Headquarters in order to assist the assessment of language proficiency implementation within States. The template includes core items, to which additional information could be added to reflect the specific circumstances of each State.

9.4 A State Letter [Ref.: T3/9.4 – AP128/05 (ATM)] was issued by the Regional Office on 7 December 2005 requesting the participation of States in the conduct of the survey, with responses to be received at the Regional Office by 24 February 2006. The survey is addressed to Civil Aviation Authorities, Air Navigation Service Providers, Air Operators (Airlines) and training institutions that are, or will be, involved in English language proficiency testing and training.

9.5 States are invited to participate in the survey, noting that a full and comprehensive response to the survey will provide useful information with which to determine the most suitable actions to assist State compliance with the language proficiency provisions. It is anticipated that the survey would also highlight difficulties encountered so far in implementing these provisions. All responses to the survey would be treated confidentially and findings of the respective regional surveys would be summarized for consideration by the Air Navigation Commission (ANC) and ICAO Council during the second quarter of 2006.

#### Speech Sample Training Aid

9.6 A meeting of the Proficiency Requirements in Common English Study Group (PRICESG) of ICAO was held in Montreal during September 2005. The purpose of the meeting was to continue the development of the content of a training aid to assist States in identifying and distinguishing the different operational levels of the language rating scale, using recorded speech samples of ATS operational exchanges.

9.7 The meeting recognized that although further development would be beneficial, the training aid in its current format provided sufficient and valuable enough information to justify the release of a first version of the training aid. Accordingly, the PRICESG expect to release a first version of the training aid to States by the end of January 2006.

#### Document 9835 - Manual on Implementation of ICAO Language Proficiency Requirements

9.8 The PRICESG, in conjunction with ICAO HQ, have identified a number of lessons learned during the last 12 months in relation to the language proficiency provisions and their implementation. Additionally, some matters described in Doc 9835 need to be clarified, for example test design, test delivery, rating and competency standards for personnel involved in the different testing activities and so forth.

9.9 A work plan had been established at ICAO HQ to address and incorporate these, and other, issues in an amendment to Doc 9835. Issues identified as a result of the global language proficiency survey activities mentioned above will also be considered for inclusion in the amendment to the Manual.

#### **Draft ICAO Safety Management Manual (SMM, Doc 9859)**

9.10 Although safety management provisions had been introduced into Annex 11 some years ago, ICAO experienced some delays in publishing an appropriate Manual of Safety Management for ATS. A draft ATS Manual was eventually presented as Working Paper 9 to the 11<sup>th</sup> Air Navigation Conference (22 September – 3 October 2003) and was circulated electronically as a final draft document.

9.11 Subsequently, in light of the expansion of provisions for safety management systems in other areas in addition to ATS, in particular Annex 14 – *Aerodromes* and Annex 6 – *Operation of Aircraft*, ICAO pursued the philosophy of a combined safety management manual, rather than a series of separate manuals addressing separate ICAO Annexes.

9.12 The meeting was advised that, with effect from mid October 2005, the draft *ICAO Safety Management Manual* (SMM, Doc 9859-AN/460), containing combined safety management provisions, had been placed on the internal ICAO web and was authorized for release to State civil aviation administrations as a final draft document, subject to a disclaimer noting that the document was still a “work in progress”. A reproduction of the Table of Contents of the SMM has been included as **Appendix L** and electronic copies of the draft Manual would be available from the Regional Office on request. A copy of the draft SMM had also been included on the CD-ROM for this meeting. The meeting noted that the combined SMM superseded the existing draft *Manual of Safety Management for ATS* which would no longer be circulated.

#### **Required Communication Performance (RCP) Concepts**

9.13 The Secretariat provided introductory material to the meeting in respect of Required Communication Performance (RCP) Concepts. In order to meet the demands on airspace capacity and operational efficiency, operational communication capability is increasingly playing an essential role in air traffic management using a mixture of data and voice communication. For example, data link can provide for integration of air traffic management functional capabilities on the aircraft and at the ATS units, direct controller-pilot communications enabling user-preferred and dynamic rerouting and intervention capabilities in reduced separation environments where alternative communications are more cumbersome.

9.14 The Required Communication Performance (RCP) concept provides a means to ensure the acceptable performance of communications within a complete ATM system and also assesses the need for objective operational criteria, in the form of an RCP type, encompassing operational communication transactions taking into account human interactions, procedures, and environmental characteristics.

9.15 The development of SARPs, procedures and guidance material relating to the use of RCP was completed under the auspices of the ICAO Operational Data Link Panel (OPLINK). An RCP type is specified by the value for the communication transaction time (round trip, in seconds) associated with the ATM function e.g. RCP400. Each RCP type denotes values for the maximum time for the completion of the operational communication transaction, continuity, availability, and integrity applicable to the most stringent operational communication transaction supporting an ATM function. The OPLINK Panel recommended provisions for RCP in Annexes 6 and 11, and the PANS-ATM and provided an ICAO *Manual on Required Communication Performance* to be published as a matter of urgency.

- 9.16 The following are examples of RCP types under consideration:
- RCP 10 would be used for controller intervention capability supporting separation assurance in a 5 nm radius environment.
  - RCP60 - In combination with the RCP 10 in a 5 nm radius environment, RCP 60 may be applied to routine communications on a data link system to offload the voice communication system.
  - RCP 120 would be used for controller intervention capability supporting separation assurance in a 15 nm radius separation environment.
  - RCP 240 would be used for controller intervention capability supporting separation assurance in a 30/30 separation environment.
  - RCP 400 would be used for controller intervention capability supporting separation assurance in current environments where separations are greater than 30/30 and alternative technologies are planned for providing normal means of communication, e.g., Iridium voice or HF data link in lieu of HF voice.

9.17 The meeting was alerted to the conceptual similarities between RNP and RCP, noting ICAO's philosophy of pursuing Required Total Systems Performance (RTSP) via RNP, RCP and Required Surveillance Performance (RSP) methodologies. The meeting agreed that these issues were best dealt with by the relevant expert ICAO Panel and would await further information in due course

#### **Wake Vortex Report - EANPG**

9.18 On the 13th August 2005 an incident involving wake vortex was reported to Shannon Operations Management through the Irish Aviation Authority's Mandatory Occurrence Reporting (MOR) scheme. The report indicated that a B757 – 200 series aircraft had experienced a violent and uncontrollable roll of 45° accompanied by a 400 feet loss of altitude caused, in the pilot's opinion, by the wake of a preceding aircraft, an Airbus A345. A summary of this incident was reported (**Appendix M** refers) to the Forty Seventh meeting of the European Air Navigation Planning Group (EANPG/47) in December 2005.

9.19 In its review, EANPG/47 noted that in-trail climbs are a normal action used by air traffic controllers in the management and organization of air traffic and that, at the time of the incident, the separation between the aircraft was in excess of the separation standard used by air traffic control. The Group also noted the violent nature of the wake turbulence encounter at cruise altitude and recalled the anecdotal information related to wake turbulence that had been presented in the context of the implementation of RVSM.

9.20 In recognition of potential global concerns in this regard, EANPG formulated Conclusion 47/5 inviting EANPG States to note the information concerning the above mentioned wake turbulence incident and requesting the wide dissemination of information on the potential severity of such incidents. In order to determine the appropriate course of action to be taken in relation to wake vortex encounters, the EUR/NAT (Paris) Regional Office of ICAO requested that all wake turbulence related incidents in EANPG States be reported to the EUR/NAT Regional Office.

### **Airbus A380 Wake Turbulence**

9.21 As the new Airbus A380 large aircraft would commence regional demonstration flights from approximately 10 November, ICAO had received a number of requests from States in respect of the wake turbulence separation minima to be applied. ICAO State Letter AP108/05 (ATM) dated 3 November 2005 had been transmitted in this respect, advising caution in respect of wake turbulence spacing with the A380.

9.22 On 10 November 2005, additional ICAO State Letter AP111/05 (ATM) was transmitted by the Regional Office in respect of this issue. In view of the size/weight of the aircraft, an ad hoc group of experts under the auspices of the United States Federal Aviation Administration (FAA), EUROCONTROL, the Joint Aviation Authorities (JAA) and the manufacturer was examining the wake turbulence aspects of the aircraft in comparison with other large aircraft. The final report of the working group was expected to be available in early 2006.

9.23 In the meantime, analyses and flight test data available to the group had raised concerns about horizontal and vertical wake turbulence spacing criteria for approach, landing, departure, and enroute operations of the A380 relative to other aircraft. Current data analyses indicated that A380 wake vortices would descend further and be significantly stronger at 300 m (1 000 ft) below the generation altitude than for other aircraft in the heavy wake turbulence category. On rare occasions, A380 wake vortices may descend 600 m (2 000 ft) and possibly pose a passenger comfort issue, but not a hazard. It is not clear at present what level of hazard A380 wake vortices pose at 300 m (1 000 ft) to other aircraft. ICAO guidance is presented as follows:

#### ***1. Departure spacing:***

- a) one additional minute to be added to all separations listed in *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), paragraph 5.8, when an A380 is the leading aircraft;
- b) one additional minute to be added to the separation in PANS-ATM, paragraph 5.8.5.

#### ***2. Horizontal spacing:***

- a) where both aircraft are established on final approach, 10 NM between an A380 and any other following aircraft;
- b) 15 NM minimum radar spacing for all other phases of flight, including enroute, between an A380 and all other aircraft operating directly behind at the same altitude or less than 300 m (1 000 ft) below. (*See also paragraph 3 below.*)

#### ***3. Vertical spacing:***

Vertical spacing guidance will not be completed for several months. There are indications, however, from the initial analysis of data that wake vortex from an A380 may be encountered by aircraft flying 300 m (1 000 ft) below at greater strengths than from current aircraft of the heavy wake turbulence category. Because it has not yet been possible to establish the level of hazard associated with these wake vortices, offset tracks or additional vertical spacing is advised until the final vertical spacing guidance has been established.

9.24 States concerned may wish to further enquire with the State of Manufacture and/or the aircraft manufacturer for information on latest wake turbulence data in order to facilitate consideration of these issues.

### **ICAO Runway Safety Toolkit**

9.25 The meeting was informed of the availability of the “*Runway Safety Toolkit*”, which was produced by ICAO and Embry-Riddle Aeronautical University, Florida, United States as part of a continuing effort to assist States in the implementation of runway incursion prevention programmes. The toolkit was the compilation of best available material, obtained over a period of several years, and also made use of information and knowledge obtained during a series of ICAO seminars on the subject of runway safety, held between October 2002 and October 2004.

9.26 In addition, a runway incursion prevention manual was under development with the assistance of several States and organizations. It was expected that the seminars, the tool kit and the manual would assist States in reducing the incidence of runway incursions and improve overall runway safety.

### **Proposed Regional Special Implementation Projects**

9.27 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. Approval for SIP funds is only granted by the ICAO Council after consideration of specific applications to Council in respect of individual projects.

9.28 Special implementation projects are primarily aimed at assisting in the implementation of the regional air navigation plans and are therefore a direct extension of the task of the Regional Offices. The projects are also expected to provide a sound basis on which States may formulate requests for technical cooperation in meeting their commitments.

9.29 The Regional Office had raised the following ATM related SIP proposals for consideration by the ICAO Council in the first quarter of 2006. Subject to Council approval, further coordination will be completed with States by the Regional Office in due course with regard to the conduct of the SIPs.

- a) ATS Safety Management System Training;
- b) Development of State ATS Contingency Plans; and
- c) International SAR Seminar and SAREX – Pacific Islands.

9.30 The project and objective for the ATS Safety Management System Training are as follows:

**Project:** To formulate a two/three day ATS safety management workshop and deliver the workshop in-country to a minimum of three States.

**Objective:** To assist States to meet obligations for ATS safety management by facilitating a suitable ATS safety management workshop enabling practical hands on experience in the application of safety management techniques.

9.31 The project and objective for the Development of State ATS Contingency Plans are as follows:

**Project:** Project mission to one State to prepare ATS contingency planning arrangements in accordance with the provisions of Annex 11, Section 2.28.

**Objective:** To prepare and implement State ATS contingency planning arrangements for a single State to the point where the arrangements were ready to be tested during exercise by the State concerned. Finalization of ATS contingency plans would be accomplished by the State, subject to exercise outcomes. Following finalization, the process followed and documentation raised would be used to develop a model for use in a regional strategy.

#### **Fifth Meeting of the ALLPIRG Advisory Group (ALLPIRG/5)**

9.32 The meeting was advised that the Fifth Meeting of the ALLPIRG/Advisory Group (ALLPIRG/5), would be held at ICAO Headquarters, Montreal, Canada on 23 & 24 March 2006 immediately following the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (Montreal 20 – 22 March 2006).

9.33 The ICAO website dedicated to ALLPIRG/5 was now operational and should be accessed from the main page of the ICAO website at: <http://www.icao.int/> The agenda, working papers/information papers and general information are posted on the website. New documents would be uploaded as they become available.

#### **Agenda Item 10: Date and Venue for the BBACG/17 meeting**

10.1 The meeting, in recognizing that the establishment of the ATFM/TF and the ongoing work of the FIT-BOB had added additional meeting and resource burdens on those involved, agreed that the meeting scheduled should be kept to a minimum and where possible, to combine meetings and progress work by correspondence.

10.2 The meeting was informed that the next meeting of the ATFM/TF had been scheduled on 16 – 17 February 2006 at the Regional Office and that further meetings of the ATFM/TF would need to be held during April and May in order to make arrangements for the ATFM operational trial.

10.3 As the ATFM/TF and the FIT-BOB were undertaking major components of the work of the BBACG, the meeting considered that there was not an urgent need for the BBACG to meet during the next 12 months. Accordingly, the Regional Office would schedule the BBACG/18 meeting during January/February 2007 and advise the meeting arrangements in due course.

#### **Closing of the meeting**

10.4 At the completion of the ATFM/TF/5 meeting, the Task Force Chairman Mr. Rigney informed the meeting that owing to other work-related commitments in the region, he was unable to remain in Bangkok for the duration of the BBACG meeting, but conveyed his best wishes to all participants for a successful meeting of the BBACG.

10.5 In closing the ATFM/TF/5 meeting, the Chairman thanked the participants and their Administrations for their excellent support and contributions, as well as to the Asia/Pacific Regional Office for the arrangements and support provided which had greatly contributed to the success of the meeting.

10.6 IATA expressed their thanks to all those who had given their time and effort in implementing the measures to improve traffic flow over the Bay of Bengal. In particular, IATA's appreciation was addressed to India for making the route changes and communications improvements

described in this report, to Pakistan and China for addressing and resolving the transition issue between the Lahore and Urumqi FIRs, and all others who have in their own way contributed to the efficiency and safety of international civil aviation in the region. IATA also thanked ICAO for providing the leadership, facilitating the respective ATS related meetings and guiding the discussions.

10.7 Mr. Tiede, while closing the meeting, thanked States and international organisations for their excellent cooperation and participation in progressing the matters raised. He noted the meeting had been informed that the Bay of Bengal CRA arrangements between India and IATA were under final consideration and it was anticipated that agreement would be reached shortly, enabling the Boeing CRA to commence services. ATS route matters had moved forward significantly with the adoption of the Asia and Pacific ATS Route Catalogue as a planning tool and the implementation of a number of routes from the Catalogue by India. Mr. Tiede further noted the progress of the ADS/CPDLC operational trial and the imminent expansion of the trial to include the Mumbai and Delhi FIRs. Valuable progress had also been made regarding the flow management issues and work continued towards commencing an ATFM operational trial using the BOBCAT system under final development by Thailand.

10.8 Mr. Tiede thanked participants and administrations for their support for the ongoing work and implementation programmes of the BBACG, ATFM/TF and FIT-BOB.

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APANPIRG/16 List of Conclusions

<b>Conclusion 16/2</b>	<p><b>Funding arrangements for regional airspace safety monitoring</b></p> <p>That, a study group be convened to develop a feasible and sustainable proposal to equip States to organize and finance necessary safety monitoring mechanisms for the provision of safety services for the international airspaces in the Asia/Pacific region and that States be represented at that meeting by their appropriate legal, financial and organizational experts who would be best equipped and empowered to resolve any difficulties. The study group should report to RASMAG not later than the end of June 2006.</p>
<b>Conclusion 16/3</b>	<p><b>Large Height Deviations – Western Pacific/South China Sea area</b></p> <p>That, in noting the prevalence of RVSM large height deviation occurrences in the Western Pacific/South China Sea area, the Regional Office draw the attention of all States concerned to identify and put in place remedial actions to mitigate such significant errors on an urgent basis.</p>
<b>Conclusion 16/4</b>	<p><b>Traffic Sample Data Collection</b></p> <p>That, States be advised by the Regional Office that December every year had been adopted for the routine collection of 30 days of traffic sample data to satisfy airspace safety monitoring requirements</p>
<b>Conclusion 16/5</b>	<p><b>Non-implementation of reduced separation unless compliant with Annex 11</b></p> <p>That, recognizing that some States had not adequately complied with safety management provisions, the Regional Office advise States of the Asia/Pacific Region that further regional implementation of reduced separation minima should only proceed in circumstances where implementing States can demonstrate an ability to comply with Annex 11, Chapter 2, safety management provisions for the continuous monitoring and regular assessment of the safety level achieved.</p>
<b>Conclusion 16/6</b>	<p><b>Non-provision of safety related data by States</b></p> <p>That the Regional Office advise that States not providing safety related data to approved regional safety monitoring agencies, including RMAs, in accordance with the requirements of safety monitoring agencies will be included in the APANPIRG List of Deficiencies in the ATM/AIS/SAR fields.</p>
<b>Conclusion 16/7</b>	<p><b>Deletion of ATS Routes from the APANPIRG List of Deficiencies</b></p> <p>That, the ATS routes in the APANPIRG List of Deficiencies, which are no longer applicable to the List as a result of revision of ATS route network and have been incorporated in the <i>Asia/Pacific ATS Route Catalogue</i>, be deleted from the APANPIRG List of Deficiencies in the ATM/AIS/SAR fields.</p>
<b>Conclusion 16/10</b>	<p><b>Review of ATS Route Catalogue by States</b></p> <p>That, the States concerned study the routes in the <i>Asia/Pacific ATS Route Catalogue</i> in respect to the feasibility of the route requirements, in order to consider their implementation with appropriate priorities, and to raise route implementation proposals at relevant ATS Coordination Meetings in the Asia/Pacific Region.</p>
<b>Conclusion 16/12</b>	<p><b>Implementation of 30/30 NM Separation Minima</b></p> <p>That, recognizing the comprehensive planning and implementation processes, especially in regard to safety management practices, adopted by ISPACG to implement 30 NM lateral and 30 NM longitudinal separation minima in specific airspace in the Pacific Region, States be advised by letter from the Regional Office to use this as a model in implementing reduced separation applications.</p>

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<b>Conclusion 16/13</b>	<p><b>ATM Contingency Planning for Volcanic Ash Cloud avoidance</b></p> <p>That, Asia/Pacific States be urged by State Letter from the Regional Office to amend or develop ATM contingency plans, as necessary, that would:</p> <p>a) provide Air Traffic Management policy and coordination procedures that ensure safe and orderly flow of air traffic around areas of volcanic ash;</p> <p>b) promulgate the status of active volcanoes via the colour code system as specified in Annex 15, Aeronautical Information Service, and the Handbook on the International Airways Volcano Watch (Doc 9766); and</p> <p>c) provide templates and a rapid means of disseminating volcanic Ash SIGMETs, ASHTAM's, NOTAM's, Volcanic Ash Advisories and other flight information.</p>
<b>Conclusion 16/15</b>	<p><b>Special Implementation Project for Development of a State Contingency Plan</b></p> <p>That, in order to provide a model for States of the Asia/Pacific Region in preparing their national contingency plans, ICAO undertake a special implementation project (SIP) during 2006 to assist a State of the Region to prepare and implement a contingency plan in accordance with Annex 11, Appendix D, and in line with APANPIRG Conclusion 13/8. The SIP should also identify and prioritize other contingency circumstances that may affect civil aviation operations in the ATM context and make recommendations accordingly.</p>
<b>Conclusion 16/17</b>	<p><b>Equitable Sharing by Civil and Military Users</b></p> <p>That, noting that effective coordination between civil and military agencies was essential, States of the Asia Pacific Region be advised by State Letter on the need to adopt the principle of the <i>equitable sharing of both convenience and inconvenience</i> in the use of airspace and facilities by civil and military users.</p>
<b>Conclusion 16/18</b>	<p><b>Assistance to States to develop safety management systems</b></p> <p>That, recognizing that many States in the Asia/Pacific Region require assistance to implement safety management programmes in accordance with Annex 11, States with expertise in implementing and operating ICAO compliant safety management systems inform ICAO by end of 2005 of their willingness to participate in a series of seminars/workshops to be arranged by ICAO during 2006-2007 to assist States.</p>
<b>Conclusion 16/19</b>	<p><b>Study of States' preparedness to implement safety management systems</b></p> <p>That, a study of States' preparedness to implement ICAO safety management systems in accordance with Annex 11 be undertaken by the Asia/Pacific Regional Office in conjunction with the ATS coordination groups and RASMAG by the first quarter of 2006, and a plan of action developed to be reported to APANPIRG/17 in September 2006.</p>
<b>Conclusion 16/20</b>	<p><b>Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region</b></p> <p>That the <i>Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region</i>, as shown in Appendix B to the Report on Agenda Item 2.1, be circulated as regional guidance material by the Regional Office, in accordance with established procedures.</p>

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<p><b>Conclusion 16/21</b></p>	<p><b>Status of compliance with Language Proficiency requirements</b></p> <p>That, the Regional Office urgently conduct a survey of all Asia/Pacific States for the purposes of ascertaining States' circumstances in respect of compliance by March 2008 with ICAO provisions in respect of Operational Level 4 language proficiency.</p>
<p><b>Conclusion 16/22</b></p>	<p><b>Recommendations of the ICAO SAR Seminar and SAREX held at Chennai, India</b></p> <p>That, the recommendations made by the ICAO SAR Seminar and SAREX held at Chennai, India on 7-11 March 2005, as shown in Appendix D to the report on Agenda Item 2.1, be disseminated by ICAO Regional Office to the States and International Organizations of the Asia and Pacific Region.</p>
<p><b>Conclusion 16/23</b></p>	<p><b>Special Implementation Project International Seminar and SAREX</b></p> <p>That, ICAO consider a proposal for an Asia/Pacific Special Implementation Project to be established with the primary objective to improve search and rescue services, coordination and cooperation between island States of the Pacific.</p>
<p><b>Conclusion 16/36</b></p>	<p><b>ADS-B Implementation and Operational Guidance Document (AIGD)</b></p> <p>That, the ADS-B Implementation and Operational Guidance Document as provided in Appendix G to the Report on Agenda Item 2.2 be adopted and circulated to States in the Asia/Pacific Region and International Organizations.</p>
<p><b>Conclusion 16/53</b></p>	<p><b>Regional Contingency Arrangement in support to continuity of aviation operations in the events of natural disasters or other crisis situations</b></p> <p>That,</p> <p>a) Asia/Pacific States be invited to provide data to the ICAO Regional Office regarding availability of resources and services which could be readily made available in the event of natural disaster and other crisis situations to the States in need and to support international humanitarian relief operations involving aviation;</p> <p>b) Based on the data received from the States, ICAO Regional Office develop a catalogue and act as a facilitator and coordinator of the international aviation operations in response to disasters and other crises. The catalogue would provide details regarding contact points, general description of facilities and services available and arrangements under which services would be provided (i.e. government to government, commercial, humanitarian, etc.); and</p> <p>c) States consider implementing RNAV (GNSS) approaches procedures as an alternate to ground-based radio nav aids in particular for areas prone to natural disasters, such as tsunami, tropical cyclones, volcanic eruptions, etc.</p>
<p><b>Conclusion 16/57</b></p>	<p><b>Workshop on Fuel Savings Measures</b></p> <p>That, ICAO consider arranging a workshop for Asia/Pacific States in 2006 that focuses on best practices for achieving fuel efficiencies in airport, TMA and en-route environment.</p>
<p><b>Conclusion 16/61</b></p>	<p><b>UAV Operation</b></p> <p>That, ICAO develop, as a priority, appropriate provisions and guidance material for the operation of UAV.</p>
<p><b>Conclusion 16/62</b></p>	<p><b>State focal point for safety-related activities</b></p> <p>That, Asia/Pacific States notify to the Regional Office by the first quarter of 2006 a responsible contact officer or position to act as a focal point for safety related activities and in particular for the submission and coordination of ATS incident reports.</p>

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APANPIRG/16 List of Decisions

<b>Decision 16/1</b>	<p><b>Safety Monitoring Agency (SMA)</b></p> <p>That, the term Safety Monitoring Agency (SMA) be used to describe an organization approved by regional agreement to provide airspace safety monitoring and implementation services for international airspace in the Asia/Pacific region for implementation and operation of reduced horizontal separation.</p>
<b>Decision 16/8</b>	<p><b>To Discontinue the Development of ATS Route Master Database</b></p> <p>That, as the ATS route data required was provided in the <i>Asia/Pacific ATS Route Catalogue</i> and was available from other sources, the development of the ATS Master Database by the Asia and Pacific Regional Office be discontinued.</p>
<b>Decision 16/9</b>	<p><b>Acceptance of the Asia/Pacific ATS Route Catalogue</b></p> <p>That, the <i>Asia/Pacific ATS Route Catalogue</i> as shown in Appendix A to the Report on Agenda Item 2.1 be accepted as a regional planning tool and be maintained and updated on regular basis.</p>
<b>Decision 16/11</b>	<p><b>To Disband the ARNR Task Force</b></p> <p>That, as the ARNR/TF had completed the tasks assigned by APANPIRG/14, and all outstanding issues have been identified and follow up actions completed or assigned to other ATS coordination groups as appropriate, the ARNR Task Force be disbanded.</p>
<b>Decision 16/14</b>	<p><b>Contingency Plans on ATS Coordination Group Agendas</b></p> <p>That, the development of State Contingency Plans be included as an item on the agenda of State ATS coordination meetings.</p>
<b>Decision 16/16</b>	<p><b>Civil Military Coordination</b></p> <p>That, “Civil Military Coordination” be included as an item on the agendas and/or task lists of regional ATS Coordination Groups.</p>
<b>Decision 16/58</b>	<p><b>Amendment to the Regional Plan for the CNS/ATM System to include ADS-B</b></p> <p>That the ASIA/PAC Regional Plan for the New CNS/ATM System be amended to include ADS-B element for the surveillance systems as indicated in the Appendix C to the Report on Agenda Item 3.</p>
<b>Decision 16/59</b>	<p><b>Review of the Regional Plan for the New CNS/ATM System</b></p> <p>That, the CNS/MET, ATM/AIS /SAR Sub-groups and RASMAG be tasked to review the Global Air Navigation Plan for the CNS/ATM System and the ASIA/PAC Regional Plan for the New CNS/ATM system with a view to avoiding any duplication with the updated Global Plan. The work should commence immediately after issuance of new edition of the Global Plan.</p>
<b>Decision 16/60</b>	<p><b>Correlation of Aircraft Identification</b></p> <p>That, ATM/AIS/SAR and CNS/MET Sub-groups study the use of “aircraft identification” as an unique ‘key’ for correlation between flight plan data and surveillance information considering operational and technical aspects for implementation. The result of study be presented for consideration by APANPIRG/17.</p>

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APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

(Changes proposed after APANPIRG/15 are shown in <del>strikeout</del> and <u>underlining</u> .)								
Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>ATS Routes</u>								
Requirements of Part V.III, Table ATS 1 of the Air Navigation Plan	Hong Kong, China/Japan	<del>A202 – Partially implemented</del>	24/11/93	Hong Kong-Bangkok segment was implemented on 1 November 2001. Japan considering implementation as a conditional route.	<del>Japan – co-ordinate Hong Kong, China</del>	Hong Kong, China/ Japan	<del>HongKong-Bangkok segment 1/11/2001; Hong Kong-Chitose segment TBD</del> Review by ARNR/TF	B
	China/Hong Kong, China	<del>A203 – Not implemented</del>	24/11/93	<del>China advises no international flight requirements.</del>	<del>China requested deletion and amendment to BANP.</del>	China/Hong Kong, China	<del>Subject to BANP amendment.</del>	B
	Indonesia	<del>A211 – Partially implemented</del>	24/11/93	<del>ICAO has requested Malaysia to co-ordinate the early implementation of A211 with States concerned. Malaysia has advised at SEACG/10 of the implementation of the route within Malaysia on 29 November 2001.</del>	<del>Indonesia – implement the missing segment ICAO – coordinate the implementation with Indonesia</del>	Indonesia ICAO	<del>29/11/2001 (by Malaysia) TBD by Indonesia.</del> Review by ARNR/TF	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	China/Russian Federation	A218 – Partially implemented in Russia and Alaska	24/11/93	ICAO has taken action to coordinate with China/Russian Federation for implementation of Harbin-Ekimechan segment and to amend ANP. APAC 99/1-ATS was approved on 26/1/00. CAAAC subsequently advises (14 Apr 03) that current route G212 meets the requirements and the proposed A218 is no longer required.	China requested deletion and amendment to BANP.	China/ Russian Federation ICAO	Subject to BANP amendment. — Review by ARNR/TF	B
	Japan	A223 – Not implemented	24/11/93	Japan has advised that a domestic route network covers the route.	Japan – consider implementation as a conditional route.	Japan	TBD Review by ARNR/TF	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	China/Mongolia/Russian-Federation	A335 – Partially-implemented	24/11/93	China and Mongolia advised that this segment is covered by other ATS routes properly; thus will <del>has</del> proposed its deletion from ANP. China reported to APANPIRG/14 the portion between HOHHOH – TUMURTAL was implemented.	China, Mongolia – propose-BANP amendment	China/Mongolia	Deletion of A335 notified 9 Oct-01 Subject to BANP amendment.	B
	Indonesia/Malaysia	A341 – Partially-implemented	24/11/93	ICAO has requested Indonesia to co-ordinate implementation with Malaysia. Malaysia has advised that the existing route B584 fulfils sufficiently the requirement and would propose the deletion of the requirement for Syrabaya-Kota Kinabalu segment.	Indonesia/Malaysia – consider-full implementation	Indonesia/Malaysia	12/2001 Review by ARNR/TF	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			Priority for action**
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	
	Indonesia/United States	A450 – Partially implemented	24/6/94	ICAO has requested Indonesia to co-ordinate implementation with United States. United States has agreed to the implementation, and a response from Indonesia is being awaited.	Indonesia/United States – consider full implementation	Indonesia/United States	TBD Review by ARNR/TF	B
	Viet Nam	A469 – Implemented as W9 before. As of 1 Nov 2001 implemented as L643.	19/8/94	ICAO has requested Viet Nam to implement as A469. Viet Nam advised that W9 was replaced with L643 on 1 November 2001.	Viet Nam – propose deletion of the requirement as A469 – ICAO process BANP amendment	Viet Nam – ICAO	Subject to BANP amendment.	B
	India/Nepal	A473 - Not implemented	16/3/99	A new proposal was submitted in mid 2003 by Nepal. This is being coordinated by AAI with defense authorities.	India/Nepal - implement the route	India/Nepal	<u>Item captured in Chapter 2 of the Route Catalogue.</u>	B
	Thailand	A581 – Partially implemented	17/2/97	China, Lao PDR and Thailand proposed an amendment to ANP. ICAO processed APAC99/11 in co-ordination with China/Myanmar/Thailand. APAC99/1 was approved on 15 December 2000.	Thailand – implement accordingly.	Thailand	Review by ARNR/TF.	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	United States	A584 – Partially-implemented	24/6/94	ICAO has requested United States to implement the missing segment. United States has proposed deletion of the missing segment, and the proposal is under preparation.	ICAO – process an amendment in co-ordination with United States.	United States ICAO	Subject to BANP amendment.	B
	Fiji/New Zealand	B201 – Not implemented	24/11/93	Fiji/New Zealand have advised that they agreed to delete the requirement. ICAO will process ANP amendment as this was covered by routes B575, G457 and R327.	Fiji/New Zealand – propose an amendment to delete the requirement in BANP	Fiji/New Zealand ICAO	Subject to BANP amendment.	B
	Maldives	B204 – The requirements for this route are not detailed in BANP	24/1/96		Maldives – propose an amendment to ANP to add the route.	Maldives ICAO	Subject to BANP amendment	B
	Japan/Rep of Korea	B212 – Not implemented	24/11/93	Japan is considering implementation as a conditional route and will coordinate with Republic of Korea.	Japan/Rep of Korea – consider implementation	Japan/Rep of Korea	12/2005 Review by ARNR/TF.	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Papua New Guinea	B456 - Partially implemented	24/11/93	Papua New Guinea has advised that they will formally propose ANP amendment for deletion of the missing segment.	Papua New Guinea propose an amendment to BANP. ICAO process BANP amendment.	Papua New Guinea ICAO	Subject to BANP amendment.	B
	China	B591 - Partially implemented	22/7/97	Co-ordination is in progress among States and ICAO.	ICAO continue on going implementation co-ordination related to the Revised South China Sea route structure with States. China will consider for future implementation.	China	TBD Review by ARNR/TF. <u>Captured in Chapter 2 of the Route Catalogue</u>	B
	Indonesia	G461 - Implemented with different route specification	24/11/93	ICAO co-ordinated with Indonesia to amend BANP requirement. APAC00/1-ATS was approved on 15 January 2001.	Indonesia implement the requirement accordingly.	Indonesia	<u>Implemented with different route specification. Amendment Proposal to be submitted. Captured in Chapter 3 of the Route Catalogue.</u>	B
	Cambodia/Philippines/Thailand/Viet Nam	G473 - Partially implemented	24/11/93	Co-ordination is in progress among States and ICAO.	ICAO - continue ongoing implementation co-ordination related to the Revised South China Sea route structure with States	Cambodia /Philippines Thailand/Viet Nam/ICAO	<u>Captured in Chapter 2 of the Route Catalogue.</u>	B
	DPR Korea/ Rep of Korea	G589 - Not implemented	24/11/93		B467 established instead of G589 April 1998	DPR Korea/ Rep of Korea	April 1998 completed Review requirement for G589 by ARNR/TF	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	China/Kazakhstan	R216 - Not implemented	24/11/93	CAAC advises current route B215 KUQA A460 REVKI to Alma Ata meets the requirements for traffic from Urumqi to Alma Ata and requests deletion of R216 from BANP (14 Apr 03).	<del>CAAC proposed deletion will coordinate with Kazakhstan to delete R216 from BANP.</del>	China/Kazakhstan ICAO	<u>Captured in Chapter 2 of the Route Catalogue.</u>	B
	China	R333 - Not implemented	24/11/93	China is considering future implementation.	<del>China and Hong Kong, China co-ordinating with Hong Kong CAA</del>	China	TBD Review by ARNR/TF	B
	China/Hong Kong, China	R335 - Not implemented	24/11/93	CAAC advises no international flight requirements and requests deletion from ANP (14 Apr 03).	<del>China proposed deletion and amendment to BANP.</del>	China/Hong Kong, China ICAO	Subject to BANP amendment.	B
	Cambodia/Lao PDR/Thailand	R345 - Not implemented	24/11/93	Cambodia has advised that the requirement is no longer valid and will propose the deletion of requirement in consultation with Lao PDR and Thailand.	<del>ICAO continue ongoing implementation co-ordination related to the Revised South China Sea route structure with States</del> Cambodia- coordinate the deletion with IATA as well as Lao PDR and Thailand	Cambodia/Lao PDR/ Thailand	<u>Captured in Chapter 2 of the Route Catalogue.</u>	B

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Indonesia	R459 - Implemented as W51 and W36	24/11/93	ICAO has requested Indonesia to implement as R459.	Indonesia, Singapore - consider promulgation/implementation of the route with designator R459L504 in AIP	Indonesia/Singapore	TBD Implementation by Indonesia 25/11/2004 Singapore 20/1/2005 Review by ARNR/TF To be implemented as L504. Target implementation date TBD	B
	Russian Federation	R466 - Implemented as R446 in Russian Federation. Route requirement is listed in EUR/NAT-ANP	24/11/93	ICAO has requested Russian Federation to delete R221 and promulgate the route as R466 in AIP. Implemented as R446.		Russian Federation ICAO	Coordination with the Paris Office to amend ANP	A
	Indonesia/Malaysia	R579 - Not implemented	24/11/93	ICAO has requested Malaysia to co-ordinate with Indonesia for implementation. Malaysia considered there was no longer requirement due to a low traffic movement; thus will propose the deletion.	Indonesia/Malaysia - consider implementation.	Indonesia	12/2001 Review by ARNR/TF	B
	India/Oman	R593 - Not implemented	24/11/93	India advised ATM/AIS/SAR/SG/14 that India and Oman had agreed to delete.	India proposed deletion and amendment to ANP	India/Oman	Subject to ANP amendment.	B
WGS-84								

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Requirements of Paragraph 3.6.4 of Annex	Bhutan	WGS-84 - Not implemented	2/7/1999	Data conversion completed, but not published		Bhutan	TBD	A
	Cambodia	WGS-84 - Partially implemented	28/6/2001	Cambodia reported ICAO on 22 June 2004 that the WGS-84 coordinates have been implemented in international airports, airspace and international routing.		Cambodia	TBD	A
	China	WGS-84 - Not implemented * implemented in the Sanya AOR as of 1 Nov 2001	2/7/1999	Differences to Annex 15 - <i>Aeronautical Information Services</i> are notified		China		A
	DPR Korea	WGS-84 - Not implemented				DPR Korea	<del>TBD</del> 2004	A
	Kiribati	WGS-84 - Not implemented				Kiribati	TBD	A
	Malaysia	WGS-84 - Partially implemented		In progress. Updated information received. Confirmation of completion date required.		Malaysia	December 2002. -In AIP	A
	Nauru	WGS-84 - Not implemented		Conferring with consultant		Nauru	TBD	A
	Philippines	WGS-84 - Implemented at main airports		on-going		Philippines	2003-2004-2006	A
	Solomon Islands	WGS-84 - Not implemented				Solomon Islands	1999	A
	Vanuatu	WGS-84 - Implemented at main airports	2/7/1999			Vanuatu	1999	A

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Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<u>Type of ATS</u>								
Requirements of Part II, Table ATS 3D of the air navigation plan	India	Some ATS route segments in part of Mumbai FIR are subject to Advisory Services	24/11/93	Co-ordination in progress through BBACG. HF radio being modernized and datalink being installed.	India - implement Area Control Services	India	Modernization of HF radio by the end of 2004 CPDLC by the end of 2005	A

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<b>Airspace Classification</b>								
Requirements of Paragraph 2.6 of Annex 11	China	Airspace Classification - Not implemented	7/7/99		Difference to Annex 11 is published in AIP, China.	China		A
	Cook Islands	Airspace Classification - Not implemented	7/7/99			Cook Islands	TBD	A
	DPR Korea	Airspace Classification - Not implemented	7/7/99			DPR Korea	<del>TBD</del> 2005	A
	Japan	Airspace Classification - Not <u>Partially</u> implemented	2/19/04		Implementation in oceanic airspace in progress	Japan	Domestic airspace complete, final stage of oceanic airspace classification will occur on AIRAC 29 September 2005	A
	Kiribati	Airspace Classification - Not implemented	7/7/99			Kiribati	TBD	A
	Nauru	Airspace Classification - Not implemented	7/7/99			Nauru	TBD	A
	Papua New Guinea	Airspace Classification - Not implemented	7/7/99			Papua New Guinea	mid-2001 <del>Official confirmation pending-</del> Project in place, anticipated implementation first quarter 2006	A
	Samoa	Airspace Classification - Not implemented	7/7/99		CTR C and D Samoa Sector Class G	Samoa	Completed Official confirmation required	A
	Solomon Islands	Airspace Classification - Not implemented	7/7/99			Solomon Islands	TBD	A
	Viet Nam	Airspace Classificatio - Not implemented	7/7/99			Viet Nam	2003/2004 Some work is being carried out, expected completion 2006	A

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
<b>AIP Format</b>								
Requirements of Chapter 4 of Annex 15	Cook Islands	AIP Format - Not implemented	7/7/99			Cook Islands	TBD	A
	Kiribati	AIP Format - Not implemented	7/7/99			Kiribati		A
	Lao PDR	AIP Format - Not implemented	7/7/99			Lao PDR	Sep 2003+H6	A
	Myanmar	AIP Format - Not implemented	7/7/99			Myanmar	Completed 2003 (To be published) AIP published 2005	A
	Nauru	AIP Format - Not implemented	7/7/99			Nauru	TBD	A
	Papua New Guinea	AIP Format - Not implemented	7/7/99	under development		Papua New Guinea	TBA, under review during 2006	A
	Samoa	AIP Format - Not implemented	7/7/99			Samoa	5/15/2003 (to be confirmed)	A
	Tonga	AIP Format - Not implemented	7/7/99		Under preparation	Tonga	2004 AIP published with effect- 14 April 2005	A
<b>SAR capability</b>								
Requirements of Annex 12	Cambodia	Annex 12 requirements not implemented. <del>No agreements with adjacent States.</del>	20/2/97		Cambodia - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cambodia	<del>TBD</del> -SAR agreement established with Viet Nam February 1999	U

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Cook Islands	Annex 12 requirements not implemented. No agreements with adjacent States.	31/1/95	SAR agreement with New Zealand under development	Cook Islands - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Cook Islands	2004	U
	Maldives	Annex 12 requirements not implemented. No agreements with adjacent States.	24/4/97	SAR services and facilities provided (details to be confirmed). SAR agreements with neighbouring States under development	Maldives - implement Annex 12 requirements and co-ordinate LOA with adjacent States ICAO - assist to develop SAR capability and to co-ordinate with adjacent States	Maldives	2004	U
<b><u>Carriage of ACAS II</u></b>		ACAS II required for aeroplanes in excess of 15,000kg or 30 pax.						
Requirement of Chapter 6 of Annex 6	Bhutan	Annex 6 requirement not implemented.	26/8/05		Bhutan - implement Annex 6 as required.	Bhutan	TBD	U
	Cook Islands	Annex 6 requirement not implemented.	26/8/05		Cook Island - implement Annex 6 as required.	Cook Islands	TBD	U
	Kiribati	Annex 6 requirement not implemented.	26/8/05		Kiribati - implement Annex 6 as required.	Kiribati	TBD	U
	Marshall Islands	Annex 6 requirement not implemented.	26/8/05		Marshall Islands - implement Annex 6 as required.	Marshall Islands	TBD	U
	Micronesia	Annex 6 requirement not implemented.	26/8/05		Micronesia - implement Annex 6 as required.	Micronesia	TBD	U

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	Nauru	Annex 6 requirement not implemented.	26/8/05		Nauru - implement Annex 6 as required.	Nauru	TBD	U
	Palau	Annex 6 requirement not implemented.	26/8/05		Palau - implement Annex 6 as required.	Palau	TBD	U
	Papua New Guinea	Annex 6 requirement not implemented.	26/8/05		Papua New Guinea - implement Annex 6 as required.	Papua New Guinea	TBD	U
	Philippines	Annex 6 requirement not implemented.	26/8/05		Philippines - implement Annex 6 as required.	Philippines	TBD	U
	Solomon Islands	Annex 6 requirement not implemented.	26/8/05		Solomon Islands - implement Annex 6 as required.	Solomon Islands	TBD	U
	Vanuatu	Annex 6 requirement not implemented.	26/8/05		Vanuatu - implement Annex 6 as required.	Vanuatu	TBD	U
<b>Carriage of Pressure Altitude Reporting Transponder</b>		Pressure altitude reporting transponder required for all aeroplanes since since 1/1/02.						
Requirement of Chapter 6 of Annex 6	Bangladesh	Annex 6, Annex 10 requirements not implemented.	26/8/05		Bangladesh - implement Annex 6, Annex 10 as required.	Bangladesh	TBD	U
	Bhutan	Annex 6, Annex 10 requirements not implemented.	26/8/05		Bhutan - implement Annex 6, Annex 10 as required.	Bhutan	TBD	U
	Cambodia	Annex 6, Annex 10 requirements not implemented.	26/8/05		Cambodia - implement Annex 6, Annex 10 as required.	Cambodia	TBD	U
	Cook Islands	Annex 6, Annex 10 requirements not implemented.	26/8/05		Cook Island - implement Annex 6, Annex 10 as required.	Cook Islands	TBD	U

APANPIRG REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE ATM/AIS/SAR FIELDS IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
	DPR Korea	Annex 6, Annex 10 requirements not implemented.	26/8/05		DPR Korea - implement Annex 6, Annex 10 as required.	DPR Korea	TBD	U
	New Caledonia	Annex 6, Annex 10 requirements not implemented.	26/8/05		New Caledonia - implement Annex 6, Annex 10 as required.	New Caledonia	TBD	U
	Kiribati	Annex 6, Annex 10 requirements not implemented.	26/8/05		Kiribati - implement Annex 6, Annex 10 as required.	Kiribati	TBD	U
	Lao PDR	Annex 6, Annex 10 requirements not implemented.	26/8/05		Lao PDR - implement Annex 6, Annex 10 as required.	Lao PDR	TBD	U
	Marshall Islands	Annex 6, Annex 10 requirements not implemented.	26/8/05		Marshall Islands - implement Annex 6, Annex 10 as required.	Marshall Islands	TBD	U
	Micronesia	Annex 6, Annex 10 requirements not implemented.	26/8/05		Micronesia - implement Annex 6, Annex 10 as required.	Micronesia	TBD	U
	Nauru	Annex 6, Annex 10 requirements not implemented.	26/8/05		Nauru - implement Annex 6, Annex 10 as required.	Nauru	TBD	U
	Palau	Annex 6, Annex 10 requirements not implemented.	26/8/05		Palau - implement Annex 6, Annex 10 as required.	Palau	TBD	U
	Papua New Guinea	Annex 6, Annex 10 requirements not implemented.	26/8/05		Papua New Guinea - implement Annex 6, Annex 10 as required.	Papua New Guinea	TBD	U
	Philippines	Annex 6, Annex 10 requirements not implemented.	26/8/05		Philippines - implement Annex 6, Annex 10 as required.	Philippines	TBD	U
	Solomon Islands	Annex 6, Annex 10 requirements not implemented.	26/8/05		Solomon Islands - implement Annex 6, Annex 10 as required.	Solomon Islands	TBD	U

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**STATE FOCAL POINT FOR SAFETY RELATED ACTIVITIES**  
(APANPIRG/16 Conclusion 16/62 refers)

(Last Updated 8 December 2005)

	Name	Title/Organization	TEL/FAX Number	E-mail
1.	AUSTRALIA			
2.	BANGLADESH			
3.	BHUTAN			
4.	BRUNEI DARUSSALAM			
5.	CAMBODIA			
6.	CHINA			
7.	COOK ISLANDS			
8.	DPR KOREA			
9.	FIJI			
10.	FRENCH POLYNESIA			

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	Name	Title/Organization	TEL/FAX Number	E-mail	
11.	<b>HONG KONG CHINA</b>				
12.	<b>INDIA</b>				
13.	<b>INDONESIA</b>				
14.	<b>JAPAN</b>				
15.	<b>KIRIBATI</b>				
16.	<b>LAO PDR</b>				
17.	<b>MACAU,CHINA</b>				
18.	<b>MALAYSIA</b>				
	1	Accident/Incident Ahmad Nizar Zolfakar	Director ATS Inspectorate DCA Malaysia	N/A	nizar@dca.gov.my
	2	Safety related Chew Lam Leong	SMS Officer DCA Malaysia		chew@atsdca.gov.my
19.	<b>MALDIVES</b>				
20.	<b>MARSHALL ISLANDS</b>				
21.	<b>MICRONESIA</b>				

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	Name	Title/Organization	TEL/FAX Number	E-mail
22.	<b>MONGOLIA</b>			
23.	<b>MYANMAR</b>			
24.	<b>NAURU</b>			
25.	<b>NEPAL</b>			
26.	<b>NEW CALEDONIA</b>			
27.	<b>NEW ZEALAND</b>			
28.	<b>PAKISTAN</b>			
29.	<b>PALAU</b>			
30.	<b>PAPUA NEW GUINEA</b>			
31.	<b>PHILLIPPINES</b>			
32.	<b>REP. OF KOREA</b>			

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	Name	Title/Organization	TEL/FAX Number	E-mail
	Flight Standards Officer	Flight Standards Division Civil Aviation Safety Authority 274 Gwahe-dong Gangseo-gu Seoul Republic of Korea	Fax : 82-2-6342-7249  Tel : 82-2-2662-2169	N/A
33.	<b>SAMOA</b>			
34.	<b>SOLOMON ISLANDS</b>			
35.	<b>SINGAPORE</b>			
36.	<b>SRI LANKA</b>			
37.	<b>THAILAND</b>			
38.	<b>TONGA</b>			
39.	<b>UNITED STATE</b>			
40.	<b>VANUATU</b>			
41.	<b>VIET NAM</b>			

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INDIA - Traffic Data

DATE	ACID	TYPE	DEP_APT	ARR_APT	Entry_Fix	Time at EntryFix	FL at Entry Fix	Route after Entry Fix	Exit_Fix	Time at Exit Fix	FL at Exit Fix	Route before Exit Fix
20051225	TSO516	B763	WSSS	UUDD	LLK	0012	320	M890	SAMAR	0122	320	M890
20051225	QFA31	B744	WSSS	EGLL	LLK	0108	340	M890	SAMAR	0212	340	M890
20051225	AFR173	A343	VVTS	LFPG	LLK	0651	300	M890	SAMAR	0755	300	M890
20051225	THA922	B744	VTBD	EDDF	LLK	0834	340	M890	SAMAR	0947	340	M890
20051225	LTU753	A332	VTBD	EDDM	LLK	0909	360	M890	SAMAR	1022	360	M890
20051225	THA924	B744	VTBD	EDDM	LLK	0947	340	M890	SAMAR	1055	340	M890
20051225	THA916	B744	VTBD	EGLL	LLK	1009	340	M890	SAMAR	1115	340	M890
20051225	AFL554	IL96	VTBD	UUEE	LLK	1027	360	M890	SAMAR	1143	360	M890
20051225	AFL552	IL96	VTBD	UUEE	LLK	1046	340	M890	SAMAR	1155	340	M890
20051225	TSO524	B742	VTBD	UUDD	LLK	1058	320	M890	SAMAR	1207	320	M890
20051225	VTCLB	C550	VNKT	OPRN	LLK	1444	300	M890	SAMAR	1618	300	M890
20051225	TSO8536	B763	ZJSY	UUDD	LLK	1632	320	M890	SAMAR	1738	320	M890
20051225	TUA648	B752	VTBD	UTAA	LLK	1632	340	M890	SAMAR	1744	340	M890
20051225	KLM878	B744	VTBD	EHAM	LLK	1924	300	M890	SAMAR	2028	300	M890
20051225	BAW16	B744	WSSS	EGLL	IBUDA	1858	340	L759	SAMAR	2029	340	A466W
20051225	AUA26	A343	VTBD	LOWW	LLK	1935	360	M890	SAMAR	2047	360	M890
20051225	QFA5	B744	WSSS	EDDF	LLK	1942	340	M890	SAMAR	2059	340	M890
20051225	AFR161	A343	VTBD	LFPG	LLK	2001	320	M890	SAMAR	2107	320	M890
20051225	THA920	B744	VTBD	EDDF	LLK	2005	340	M890	SAMAR	2109	340	M890
20051225	DLH779	B744	VTBD	EDDF	LLK	2020	320	M890	SAMAR	2120	320	M890
20051225	SWR183	A343	VTBD	LSZH	LLK	2012	360	M890	SAMAR	2123	360	M890
20051225	THA930	B744	VTBD	LFPG	LLK	2019	320	M890	SAMAR	2129	320	M890
20051225	THA942	B744	VTBD	LIRF	LLK	2025	340	M890	SAMAR	2131	340	M890
20051225	BAW10	B744	VTBD	EGLL	LLK	2040	300	M890	SAMAR	2140	300	M890
20051225	QFA1	B744	VTBD	EGLL	LLK	2042	340	M890	SAMAR	2146	340	M890
20051225	BAW18	B744	WSSS	EGLL	IBUDA	2026	320	L759	SAMAR	2153	320	A466W
20051225	THA910	B744	VTBD	EGLL	LLK	2051	360	M890	SAMAR	2157	360	M890
20051225	SAS972	A343	VTBD	EKCH	LLK	2053	320	M890	SAMAR	2201	320	M890
20051225	FIN098	MD11	VTBD	EFHK	LLK	2106	300	M890	SAMAR	2212	300	M890
20051225	THA970	A346	VTBD	LSZH	LLK	2105	380	M890	SAMAR	2214	380	M890
20051225	EVA61	A332	VTBD	LOWW	VILOP	2244	380	B209-L333	TIGER	0011	380	L333
20051225	EVA75	B744	VTBD	EHAM	LLK	2309	320	R460W	TIGER	0018	320	G452W
20051225	CAL067	B744	VTBD	LIRF	LLK	2337	340	R460W	TIGER	0047	340	G452W
20051225	MAS8	B744	WMKK	EGLL	IBUDA	0538	340	L759N	TIGER	0709	340	G452W
20051225	MAS12	B744	WMKK	EGCC	IBUDA	0639	340	L759N	TIGER	0815	340	G452W

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20051225	GFA407	B763	VNKT	OMAA	LLK	0703	360	R460W	TIGER	0820	360	G452W
20051225	KAC282	A306	VGZR	OKBK	LLK	0720	320	R460W	TIGER	0832	320	G452W
20051225	MAS4	B744	WMKK	EGLL	IBUDA	0703	340	L759N	TIGER	0839	340	G452W
20051225	EVA67	B773	VTBD	EGLL	LLK	1000	340	R460W	TIGER	1110	340	G452W
20051225	QTR355	A320	VNKT	OTBD	LLK	1201	300	R460W	TIGER	1312	300	G452W
20051225	BBC019	A310	VGZR	OKBK	LLK	1510	300	R460W	TIGER	1622	300	G452W
20051225	IRM5044	A310	VTBD	OIIE	LLK	1856	340	R460W	TIGER	2008	340	G452W
20051225	DLH773	A346	VTBD	EDDM	VILOP	1923	360	B209-L333	TIGER	2053	360	L333
20051225	IRM5048	A310	VTBD	OIIE	LLK	2011	360	R460W	TIGER	2113	360	G452W
20051225	MAS2	B744	WMKK	EGLL	IBUDA	1946	320	L759N	TIGER	2115	320	G452W
20051225	HVN535	B772	VVNB	LFPG	VILOP	1959	360	B209-L333	TIGER	2129	360	L333
20051225	AFR257	B773	WSSS	LFPG	IBUDA	2006	300	L759-L333	TIGER	2133	300	L333
20051225	SIA026	B744	WSSS	EDDF	IBUDA	2032	340	L759-L333	TIGER	2208	340	L333
20051225	AUA2	B772	WMKK	LOWW	IBUDA	2056	300	L759N	TIGER	2227	300	G452W
20051225	THY71	A343	VTBD	LTBA	LLK	2151	340	R460W	TIGER	2306	340	G452W
20051225	CAL065	B744	VTBD	EHAM	VILOP	2227	340	B209-L333	TIGER	2353	340	L333
20051225	SIA320	B744	WSSS	EGLL	IBANI	0937	340	P628	VIKIT	1025	340	P628
20051225	SIA326	B744	WSSS	EDDF	IBANI	1114	360	P628	VIKIT	1205	360	P628
20051225	MAS20	B772	WMKK	LFPG	IBANI	2004	360	P628	VIKIT	2056	360	P628
20051225	SIA322	B744	WSSS	EGLL	IBANI	2016	340	P628	VIKIT	2103	340	P628
20051225	MAS16	B744	WMKK	EHAM	IBANI	2022	320	P628	VIKIT	2111	320	P628
20051225	MAS22	B772	WMKK	LOWW	IBANI	2029	360	P628	VIKIT	2121	360	P628
20051225	MAS6	B772	WMKK	EDDF	IBANI	2043	340	P628	VIKIT	2135	340	P628
20051225	SIA328	B772	WSSS	EGCC	IBANI	2048	380	P628	VIKIT	2140	380	P628
20051225	SIA324	B772	WSSS	EHAM	IBANI	2101	360	P628	VIKIT	2152	360	P628
20051225	SIA334	B744	WSSS	LFPG	IBANI	2119	340	P628	VIKIT	2208	340	P628
20051226	HVN527	B772	VVTS	UDD	LLK	2258	380	M890	SAMAR	0008	380	M890
20051226	BAW144	B777	VGZR	EGLL	LLK	0050	340	M890	SAMAR	0155	340	M890
20051226	QFA31	B744	WSSS	EGLL	IBUDA	0206	340	L759	SAMAR	0345	340	A466W
20051226	MAS90	B772	WMKK	ESSA	LLK	0517	360	M890	SAMAR	0622	360	M890
20051226	CLX795	B744	WSSS	UBBB	IBUDA	0638	320	L759	SAMAR	0804	320	A466W
20051226	THA505	EA30	VTBD	OPLA	LLK	0713	320	M890	SAMAR	0827	320	M890
20051226	KRT4516	IL62	WMKL	UAAA	LLK	0950	380	M890	SAMAR	1118	380	M890
20051226	THA916	B744	VTBD	EGLL	LLK	1013	320	M890	SAMAR	1118	320	M890
20051226	AFL554	IL96	VTBD	UUEE	LLK	1038	360	M890	SAMAR	1157	360	M890

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20051226	TSO502	B742	VTBU	UDD	LLK	1057	340	M890	SAMAR	1206	340	M890
20051226	AFL552	IL96	VTBD	UUEE	LLK	1112	340	M890	SAMAR	1222	340	M890
20051226	DMO2102	B762	VTBD	UDD	LLK	1428	360	M890	SAMAR	1547	360	M890
20051226	KLM810	B744	WMKK	EHAM	IBUDA	1857	340	L759	SAMAR	2030	340	A466W
20051226	BAW16	B747	WSSS	EGLL	VILOP	1916	340	L759	SAMAR	2047	340	A466W
20051226	QFA5	B744	WSSS	EDDF	LLK	1937	320	M890	SAMAR	2047	320	M890
20051226	DLH783	A346	VTBD	EDDM	LLK	1949	360	M890	SAMAR	2101	360	M890
20051226	KLM838	B744	WSSS	EHAM	IBUDA	1922	320	L759	SAMAR	2102	320	A466W
20051226	AUA26	A342	VTBD	LOWW	LLK	1950	380	M890	SAMAR	2109	380	M890
20051226	DLH779	B744	VTBD	EDDF	LLK	2010	300	M890	SAMAR	2112	300	M890
20051226	SWR183	EA34	VTBD	LSZH	LLK	2009	320	M890	SAMAR	2123	320	M890
20051226	AFR161	A343	VTBD	LFPG	LLK	2020	300	M890	SAMAR	2126	300	M890
20051226	DLH777	B747	WSSS	EDDF	IBUDA	2006	340	L759	SAMAR	2128	340	A466W
20051226	QFA9	B744	WSSS	EGLL	LLK	2019	340	M890	SAMAR	2133	340	M890
20051226	BAW18	B744	WSSS	EGLL	IBUDA	1955	320	L759	SAMAR	2136	320	A466W
20051226	THA930	B744	VTBD	LFPG	LLK	2034	340	M890	SAMAR	2146	340	M890
20051226	QFA1	B744	VTBD	EGLL	LLK	2050	320	M890	SAMAR	2150	320	M890
20051226	THA940	EA34	VTBD	LIMC	LLK	2057	320	M890	SAMAR	2205	320	M890
20051226	QFA15	B744	WSSS	EGLL	LLK	2100	360	M890	SAMAR	2209	360	M890
20051226	THA910	B744	VTBD	EGLL	LLK	2103	320	M890	SAMAR	2215	320	M890
20051226	FIN098	MD11	VTBD	EFHK	LLK	2115	280	M890	SAMAR	2222	280	M890
20051226	THA970	EA34	VTBD	LSZH	LLK	2114	340	M890	SAMAR	2226	340	M890
20051226	THA960	B744	VTBD	ESSA	LLK	2129	300	M890	SAMAR	2232	300	M890
20051226	THA950	B744	VTBD	EKCH	LLK	2128	340	M890	SAMAR	2241	340	M890
20051226	CAL065	B744	VTBD	EHAM	VILOP	2232	360	B209-L333	TIGER	0001	360	L333
20051226	KLM874	MD11	VOHY	EHAM	BUKLO	2316	320	W20N	TIGER	0007	320	G452W
20051226	MAS4	B744	WMKK	EGLL	IBUDA	0705	320	L759N	TIGER	0842	320	G452W
20051226	PIA269	A310	VNKT	OPKC	LLK	1104	320	R460W	TIGER	1218	320	G452W
20051226	SBI870	A310	VTBD	UDD	LLK	1243	340	R460W	TIGER	1405	340	G452W
20051226	TSO8516	B742	WADD	UDD	IBUDA	1758	360	L759N	TIGER	1931	360	G452W
20051226	AFR257	B773	WSSS	LFPG	IBUDA	1939	320	L759-L333	TIGER	2111	320	L333
20051226	MAS2	B744	WMKK	EGLL	IBUDA	1948	300	L759N	TIGER	2122	300	G452W
20051226	MAH081	B762	VTBD	LHBP	LLK	2007	360	R460W	TIGER	2127	360	G452W
20051226	HVN533	B772	VVTS	LFPG	VILOP	2006	380	B209-L333	TIGER	2138	380	L333
20051226	SIA346	B744	WSSS	LSZH	IBUDA	1954	320	L759-L333	TIGER	2153	320	L333

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20051226	HVN545	B772	VVNB	EDDF	VILOP	2024	380	B209-L333	TIGER	2156	380	L333
20051226	SIA352	B772	WSSS	EKCH	IBUDA	2117	340	L759-L333	TIGER	2249	340	L333
20051226	SIA318	B744	WSSS	EGLL	IBANI	0600	320	P628	VIKIT	0649	320	P628
20051226	SIA320	B744	WSSS	EGLL	IBANI	0929	340	P628	VIKIT	1018	340	P628
20051226	SIA326	B744	WSSS	EDDF	IBANI	1126	360	P628	VIKIT	1217	360	P628
20051226	MAS16	B744	WMKK	EHAM	IBANI	2010	340	P628	VIKIT	2059	340	P628
20051226	MAS14	B772	WMKK	LIRF	IBANI	2011	380	P628	VIKIT	2104	380	P628
20051226	SIA322	B744	WSSS	EGLL	IBANI	2028	320	P628	VIKIT	2116	320	P628
20051226	MAS20	B772	WMKK	LFPG	IBANI	2027	360	P628	VIKIT	2123	360	P628
20051226	SIA334	B744	WSSS	LFPG	IBANI	2041	320	P628	VIKIT	2130	320	P628
20051226	MAS6	B772	WMKK	EDDF	IBANI	2041	340	P628	VIKIT	2132	340	P628
20051226	SIA026	B744	WSSS	EDDF	IBANI	2056	320	P628	VIKIT	2144	320	P628
20051226	SIA324	B772	WSSS	EHAM	IBANI	2110	360	P628	VIKIT	2201	360	P628
20051227	CLX733	B744	VTBD	UBBB	LLK	2253	300	M890	SAMAR	0003	300	M890
20051227	KZR932	B752	VTBD	UAAA	LLK	2343	380	M890	SAMAR	0105	380	M890
20051227	THA505	A306	VTBD	OPLA	LLK	0730	320	M890	SAMAR	0844	320	M890
20051227	LTU753	A332	VTBD	EDDM	LLK	0937	380	M890	SAMAR	1052	380	M890
20051227	KJC2502	IL92	VTBD	UDD	LLK	1235	340	M890	SAMAR	1332	340	M890
20051227	KLM810	B744	WMKK	EHAM	IBUDA	1901	320	L759	SAMAR	2032	320	A466W
20051227	KLM878	B744	VTBD	EHAM	LLK	1946	300	M890	SAMAR	2055	300	M890
20051227	KLM838	B744	WSSS	EHAM	IBUDA	1935	340	L759	SAMAR	2107	340	A466W
20051227	QFA9	B744	WSSS	EGLL	LLK	2057	300	M890	SAMAR	2202	300	M890
20051227	CAL067	B744	VTBD	LIRF	LLK	2347	360	R460W	TIGER	0101	360	G452W
20051227	QTR351	A320	VNKT	OTBD	LLK	0413	340	R460W	TIGER	0532	340	G452W
20051227	KAC282	A306	VGZR	OKBK	LLK	0546	300	R460W	TIGER	0659	300	G452W
20051227	MAS8	B744	WMKK	EGLL	IBUDA	0529	320	L759N	TIGER	0713	320	G452W
20051227	MAS4	B744	WMKK	EGLL	IBUDA	0702	340	L759N	TIGER	0842	340	G452W
20051227	MAS12	B744	WMKK	EGCC	IBUDA	0801	340	L759N	TIGER	0942	340	G452W
20051227	QFA1	B744	VTBD	EGLL	VILOP	2201	320	B209-L333	TIGER	2324	320	L333
20051227	MAS16	B744	WMKK	EHAM	IBANI	2010	340	P628	VIKIT	2052	340	P628
20051227	MAS2	B744	WMKK	EGLL	IBANI	2020	340	P628	VIKIT	2109	340	P628
20051227	MAS6	B772	WMKK	EDDF	IBANI	2037	360	P628	VIKIT	2124	360	P628
20051227	MAS10	B772	WMKK	LSZH	IBANI	2113	360	P628	VIKIT	2204	360	P628
20051228	TSO530	B762	VTBD	UDD	LLK	2309	360	M890	SAMAR	0006	360	M890
20051228	BAW146	B772	VECC	EGLL	LLK	0050	340	M890	SAMAR	0158	340	M890

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20051228	QFA31	B744	WSSS	EGLL	IBUDA	0150	320	L759	SAMAR	0321	320	A466W
20051228	CLX791	B744	VTBD	UBBB	LLK	0221	340	M890	SAMAR	0329	340	M890
20051228	AEW1172	B767	VTBD	UKBB	IBUDA	0354	360	L759	SAMAR	0533	360	A466W
20051228	FIN096	MD11	VTBD	EFHK	LLK	0603	360	M890	SAMAR	0711	360	M890
20051228	THA505	A306	VTBD	OPLA	LLK	0702	320	M890	SAMAR	0822	320	M890
20051228	AFR159	A343	VVNB	LFPG	LLK	0710	340	M890	SAMAR	0825	340	M890
20051228	PIA893	B742	VTBD	OPRN	LLK	0758	340	M890	SAMAR	0912	340	M890
20051228	TSO532	B762	VTBD	ULLI	LLK	0831	360	M890	SAMAR	0928	360	M890
20051228	LTU755	A332	VTBD	EDDL	LLK	0812	340	M890	SAMAR	0937	340	M890
20051228	THA922	B744	VTBD	EDDF	LLK	0933	320	M890	SAMAR	1044	320	M890
20051228	THA916	B744	VTBD	EGLL	LLK	1021	340	M890	SAMAR	1129	340	M890
20051228	KZR932	B752	VTBD	UAAA	LLK	1537	380	M890	SAMAR	1657	380	M890
20051228	THA509	B773	VTBD	OPRN	LLK	1615	360	M890	SAMAR	1726	360	M890
20051228	UZB534	B763	VTBD	UTTT	LLK	1748	380	M890	SAMAR	1903	380	M890
20051228	BAW16	B744	WSSS	EGLL	IBUDA	1857	320	L759	SAMAR	2030	320	A466W
20051228	CLX793	B744	VHHH	UBBB	LLK	1933	340	M890	SAMAR	2043	340	M890
20051228	UZB568	B763	VVTS	UTTT	LLK	1948	360	M890	SAMAR	2102	360	M890
20051228	AFR161	A333	VTBD	LFPG	LLK	1958	320	M890	SAMAR	2109	320	M890
20051228	BAW10	B744	VTBD	EGLL	IBUDA	1948	340	L759	SAMAR	2114	340	A466W
20051228	QFA9	B744	WSSS	EGLL	LLK	2010	300	M890	SAMAR	2114	300	M890
20051228	BAW18	B744	WSSS	EGLL	IBUDA	1957	340	L759	SAMAR	2129	340	A466W
20051228	HVN5251	B772	VVNB	UJDD	LLK	2023	400	M890	SAMAR	2134	400	M890
20051228	THA920	B744	VTBD	EDDF	LLK	2022	340	M890	SAMAR	2138	340	M890
20051228	THA942	B744	VTBD	LIRF	LLK	2044	360	M890	SAMAR	2152	360	M890
20051228	THA930	B744	VTBD	LFPG	LLK	2055	340	M890	SAMAR	2200	340	M890
20051228	UZB554	A310	WMKK	UTTT	LLK	2055	380	M890	SAMAR	2207	380	M890
20051228	QFA15	B744	WSSS	EGLL	LLK	2105	340	M890	SAMAR	2211	340	M890
20051228	THA910	B773	VTBD	EGLL	LLK	2107	320	M890	SAMAR	2211	320	M890
20051228	SAS972	A343	VTBD	EKCH	LLK	2112	300	M890	SAMAR	2222	300	M890
20051228	THA960	B744	VTBD	ESSA	LLK	2121	340	M890	SAMAR	2227	340	M890
20051228	THA950	B744	VTBD	EKCH	LLK	2134	340	M890	SAMAR	2240	340	M890
20051228	QFA5	B744	WSSS	EDDF	LLK	2147	320	M890	SAMAR	2253	320	M890
20051228	THA970	A346	VTBD	LSZH	LLK	2145	340	M890	SAMAR	2254	340	M890
20051228	CAL065	B744	VTBD	EHAM	LLK	2249	340	R460W	TIGER	0017	340	G452W
20051228	EVA61	A332	VTBD	LOWW	VILOP	2258	380	B209-L333	TIGER	0029	380	L333

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20051228	EVA75	B744	VTBD	EHAM	LLK	2336	320	R460W	TIGER	0049	320	G452W
20051228	KAC282	A306	VGZR	OKBK	LLK	0551	300	R460W	TIGER	0717	300	G452W
20051228	MAS8	B744	WMKK	EGLL	IBUDA	0549	320	L759N	TIGER	0732	320	G452W
20051228	MAS4	B744	WMKK	EGLL	IBUDA	0702	340	L759N	TIGER	0843	340	G452W
20051228	EVA67	B773	VTBD	EGLL	LLK	1004	320	R460W	TIGER	1117	320	G452W
20051228	QTR355	A320	VNKT	OTBD	LLK	1155	340	R460W	TIGER	1323	340	G452W
20051228	RNA229	B752	VNKT	OMDB	LLK	1740	340	R460W	TIGER	1902	340	G452W
20051228	DLH783	A346	VTBD	EDDM	VILOP	1918	340	B209-L333	TIGER	2048	340	L333
20051228	AUA26	A343	VTBD	LOWW	IBUDA	1926	340	L759N	TIGER	2102	340	G452W
20051228	MAS2	B744	WMKK	EGLL	IBUDA	1940	320	L759N	TIGER	2116	320	G452W
20051228	DLH779	B744	VTBD	EDDF	VILOP	1955	340	B209-L333	TIGER	2120	340	L333
20051228	DLH777	B744	WSSS	EDDF	IBUDA	2011	340	L759-L333	TIGER	2139	340	L333
20051228	SIA346	B744	WSSS	LSZH	IBUDA	2025	340	L759-L333	TIGER	2154	340	L333
20051228	HVN533	B772	VVTS	LFPG	VILOP	2041	340	B209-L333	TIGER	2204	340	L333
20051228	AFR257	B773	WSSS	LFPG	IBUDA	2046	320	L759-L333	TIGER	2210	320	L333
20051228	QFA1	B744	VTBD	EGLL	VILOP	2059	340	B209-L333	TIGER	2216	340	L333
20051228	SIA318	B744	WSSS	EGLL	IBANI	0549	340	P628	VIKIT	0637	340	P628
20051228	SIA320	B744	WSSS	EGLL	IBANI	0940	340	P628	VIKIT	1028	340	P628
20051228	KLM810	B744	WMKK	EHAM	IBANI	1953	320	P628	VIKIT	2041	320	P628
20051228	SIA322	B744	WSSS	EGLL	IBANI	2016	340	P628	VIKIT	2100	340	P628
20051228	MAS22	B772	WMKK	LOWW	IBANI	2022	360	P628	VIKIT	2113	360	P628
20051228	SIA334	B744	WSSS	LFPG	IBANI	2030	320	P628	VIKIT	2116	320	P628
20051228	MAS16	B744	WMKK	EHAM	IBANI	2039	360	P628	VIKIT	2126	360	P628
20051228	SIA026	B744	WSSS	EDDF	IBANI	2043	320	P628	VIKIT	2129	320	P628
20051228	MAS6	B772	WMKK	EDDF	IBANI	2058	360	P628	VIKIT	2149	360	P628
20051228	AUA2	B772	WMKK	LOWW	IBANI	2126	340	P628	VIKIT	2215	340	P628
20051229	CLX797	B744	VTBD	UBBB	LLK	2322	320	M890	SAMAR	0027	320	M890
20051229	BAW144	B772	VGZR	EGLL	LLK	0156	320	M890	SAMAR	0301	320	M890
20051229	QFA31	B744	WSSS	EGLL	LLK	0233	320	M890	SAMAR	0338	320	M890
20051229	AEW172	B763	VTBD	UKBB	IBUDA	0307	340	L759	SAMAR	0442	340	A466W
20051229	THA974	MD11	VTBD	UJDD	LLK	0709	360	M890	SAMAR	0818	360	M890
20051229	AFR173	A343	VVTS	LFPG	LLK	0742	340	M890	SAMAR	0852	340	M890
20051229	AFL554	IL96	VTBD	UJEE	LLK	0814	320	M890	SAMAR	0926	320	M890
20051229	THA922	B744	VTBD	EDDF	LLK	0933	320	M890	SAMAR	1038	320	M890
20051229	THA924	B744	VTBD	EDDM	LLK	1010	320	M890	SAMAR	1118	320	M890

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20051229	THA916	B744	VTBD	EGLL	LLK	1014	340	M890	SAMAR	1123	340	M890
20051229	TSO524	B747	VTBD	UBBB	LLK	1043	320	M890	SAMAR	1157	320	M890
20051229	TUA646	B752	VTBD	UTAA	LLK	1831	320	M890	SAMAR	1934	320	M890
20051229	BAW16	B744	WSSS	EGLL	IBUDA	1852	320	L759	SAMAR	2024	320	A466W
20051229	QFA5	B744	WSSS	EDDF	LLK	1926	340	M890	SAMAR	2030	340	M890
20051229	DMO2452	IL96	WADD	UDD	IBUDA	1857	340	L759	SAMAR	2039	340	A466W
20051229	QFA9	B744	WSSS	EGLL	LLK	1944	320	M890	SAMAR	2045	320	M890
20051229	DLH783	A346	VTBD	EDDM	LLK	1953	340	M890	SAMAR	2058	340	M890
20051229	AFR161	A343	VTBD	LFPG	LLK	1955	320	M890	SAMAR	2100	320	M890
20051229	BAW10	B744	VTBD	EGLL	LLK	2011	300	M890	SAMAR	2114	300	M890
20051229	SWR183	A343	VTBD	LSZH	LLK	2006	320	M890	SAMAR	2118	320	M890
20051229	BAW18	B744	WSSS	EGLL	IBUDA	1952	320	L759	SAMAR	2127	320	A466W
20051229	THA930	B744	VTBD	LFPG	LLK	2031	320	M890	SAMAR	2135	320	M890
20051229	THA944	MD11	VTBD	LIRF	LLK	2032	340	M890	SAMAR	2140	340	M890
20051229	QFA1	B744	VTBD	EGLL	LLK	2044	320	M890	SAMAR	2141	320	M890
20051229	THA910	B744	VTBD	EGLL	LLK	2055	320	M890	SAMAR	2158	320	M890
20051229	THA940	A346	VTBD	LIMC	LLK	2053	360	M890	SAMAR	2202	360	M890
20051229	SAS972	A343	VTBD	EKCH	LLK	2108	340	M890	SAMAR	2213	340	M890
20051229	THA960	B744	VTBD	ESSA	LLK	2112	320	M890	SAMAR	2214	320	M890
20051229	CAL063	A343	RCTP	LOWW	LLK	2113	380	M890	SAMAR	2222	380	M890
20051229	FIN092	MD11	VTBD	EFHK	LLK	2118	300	M890	SAMAR	2223	300	M890
20051229	THA950	B744	VTBD	EKCH	LLK	2128	340	M890	SAMAR	2231	340	M890
20051229	CAL065	B744	VTBD	EHAM	VILOP	2249	340	B209-L333	TIGER	0013	340	L333
20051229	CAL067	A343	VTBD	LIRF	LLK	0004	340	R460W	TIGER	0122	340	G452W
20051229	MAS12	B744	WMKK	EGCC	IBUDA	0636	340	L759N	TIGER	0810	340	G452W
20051229	MAS4	B744	WMKK	EGLL	IBUDA	0700	320	L759N	TIGER	0841	320	G452W
20051229	AIC151	B772	VECC	EGLL	LLK	0736	340	R460W	TIGER	0850	340	G452W
20051229	GFA209	B763	VNKT	OBBI	LLK	0748	340	R460W	TIGER	0906	340	G452W
20051229	EVA67	B773	VTBD	EGLL	LLK	1021	300	R460W	TIGER	1129	300	G452W
20051229	GFA401	B763	VNKT	OMAA	LLK	1400	360	R460W	TIGER	1520	360	G452W
20051229	KLM878	B747	WSSS	EHAM	VILOP	1919	320	B209-L333	TIGER	2037	320	L333
20051229	SIA322	B744	WSSS	EGLL	IBUDA	1924	340	L759-L333	TIGER	2056	340	L333
20051229	MAS2	B744	WMKK	EGLL	IBUDA	1932	320	L759N	TIGER	2058	320	G452W
20051229	AFR257	B773	WSSS	LFPG	IBUDA	1938	300	L759-L333	TIGER	2103	300	L333
20051229	AUA26	A332	VTBD	LOWW	VILOP	1942	360	B209-L333	TIGER	2114	360	L333

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20051229	DLH777	B744	WSSS	EDDF	IBUDA	2005	340	L759-L333	TIGER	2133	340	L333
20051229	SIA324	B772	WSSS	EHAM	IBUDA	2008	320	L759-L333	TIGER	2135	320	L333
20051229	HVN535	B772	VVNB	LFPG	VILOP	2007	380	B209-L333	TIGER	2141	380	L333
20051229	SIA026	B744	WSSS	EDDF	IBUDA	2021	340	L759-L333	TIGER	2149	340	L333
20051229	HVN545	B772	VVNB	EDDF	VILOP	2021	380	B209-L333	TIGER	2154	380	L333
20051229	DLH779	B744	VTBD	EDDF	VILOP	2037	320	B209-L333	TIGER	2155	320	L333
20051229	SIA346	B744	WSSS	LSZH	IBUDA	2033	340	L759-L333	TIGER	2159	340	L333
20051229	MAS6	B772	WMKK	EDDF	VILOP	2034	380	B209-L333	TIGER	2205	380	L333
20051229	MAS10	B772	WMKK	LSZH	IBUDA	2037	360	L759N	TIGER	2214	360	G452W
20051229	THA970	B747	VTBD	LSZH	VILOP	2049	380	B209-L333	TIGER	2219	380	L333
20051229	SIA348	B772	WSSS	LGAV	IBUDA	2056	360	L759-L333	TIGER	2227	360	L333
20051229	SIA340	B772	WSSS	LIRF	IBUDA	2106	360	L759-L333	TIGER	2239	360	L333
20051229	SIA352	B772	WSSS	EKCH	IBUDA	2135	340	L759-L333	TIGER	2305	340	L333
20051229	THY61	A343	VTBD	LTBA	LLK	2212	340	R460W	TIGER	2332	340	G452W
20051229	LTU765	A332	VTSP	EDDM	IBANI	0820	380	P628	VIKIT	0914	380	P628
20051229	SIA320	B744	WSSS	EGLL	IBANI	0924	340	P628	VIKIT	1012	340	P628
20051229	LTU751	A332	VTBD	EDDL	IBANI	0955	360	P628	VIKIT	1038	360	P628
20051229	SIA326	B744	WSSS	EDDF	IBANI	1108	340	P628	VIKIT	1156	340	P628
20051229	KLM810	B744	WMKK	EHAM	IBANI	1929	320	P628	VIKIT	2016	320	P628
20051229	MAS20	B747	WMKK	LFPG	IBANI	1947	340	P628	VIKIT	2035	340	P628
20051229	KLM838	B744	WSSS	EHAM	IBANI	2001	320	P628	VIKIT	2046	320	P628
20051229	AUA8	B772	WSSS	LOWW	IBANI	2015	340	P628	VIKIT	2056	340	P628
20051229	MAS14	B772	WMKK	LIRF	IBANI	2009	360	P628	VIKIT	2100	360	P628
20051229	SIA334	B744	WSSS	LFPG	IBANI	2028	320	P628	VIKIT	2112	320	P628
20051229	MAS16	B744	WMKK	EHAM	IBANI	2034	340	P628	VIKIT	2121	340	P628
20051229	SIA328	B772	WSSS	EGCC	IBANI	2058	340	P628	VIKIT	2146	340	P628
20051230	TSO526	B763	VTBD	UDD	LLK	2303	360	M890	SAMAR	0000	360	M890
20051230	QFA31	B744	WSSS	EGLL	LLK	0122	320	M890	SAMAR	0225	320	M890
20051230	BAW146	B772	VECC	EGLL	LLK	0205	340	M890	SAMAR	0311	340	M890
20051230	UZB532	B763	VTBD	UTTT	LLK	0540	360	M890	SAMAR	0648	360	M890
20051230	UZB8534	A310	VTBD	UTTT	LLK	0559	380	M890	SAMAR	0708	380	M890
20051230	FIN096	MD11	VTBD	EFHK	LLK	0626	320	M890	SAMAR	0730	320	M890
20051230	AFR179	EA34	VVNB	LFPG	LLK	0711	300	M890	SAMAR	0802	300	M890
20051230	AFR159	A343	VVNB	LFPG	LLK	0711	300	M890	SAMAR	0818	300	M890
20051230	THA505	A306	VTBD	OPLA	LLK	0711	380	M890	SAMAR	0818	380	M890

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20051230	KJC2004	B762	VTBD	UDD	LLK	0723	340	M890	SAMAR	0831	340	M890
20051230	THA922	B744	VTBD	EDDF	LLK	0931	340	M890	SAMAR	1035	340	M890
20051230	THA924	B744	VTBD	EDDM	LLK	0958	340	M890	SAMAR	1059	340	M890
20051230	CUB9561	IL62	VCBI	OPRN	IDOLA	1013	350	A474N	SAMAR	1101	350	A466W
20051230	THA916	B744	VTBD	EGLL	LLK	1015	320	M890	SAMAR	1118	320	M890
20051230	KJC2010	IL96	VTBD	UDD	LLK	1658	360	M890	SAMAR	1803	360	M890
20051230	CLX793	B744	VHHH	UBBB	LLK	1818	320	M890	SAMAR	1918	320	M890
20051230	CLX741	B744	VHHH	UBBB	LLK	1857	320	M890	SAMAR	1958	320	M890
20051230	BAW16	B744	WSSS	EGLL	IBUDA	1858	320	L759	SAMAR	2018	320	A466W
20051230	QFA5	B744	WSSS	EDDF	LLK	1925	320	M890	SAMAR	2029	320	M890
20051230	AFR161	A343	VTBD	LFPG	LLK	1949	320	M890	SAMAR	2049	320	M890
20051230	BAW10	B744	VTBD	EGLL	LLK	2002	340	M890	SAMAR	2105	340	M890
20051230	QFA9	B744	WSSS	EGLL	LLK	2010	320	M890	SAMAR	2112	320	M890
20051230	THA920	B744	VTBD	EDDF	LLK	2016	340	M890	SAMAR	2119	340	M890
20051230	BAW18	B744	WSSS	EGLL	IBUDA	1955	320	L759	SAMAR	2126	320	A466W
20051230	THA942	B744	VTBD	LIRF	LLK	2036	360	M890	SAMAR	2138	360	M890
20051230	QFA15	B744	WSSS	EGLL	LLK	2039	320	M890	SAMAR	2140	320	M890
20051230	DLH779	B744	VTBD	EDDF	LLK	2043	340	M890	SAMAR	2147	340	M890
20051230	SWR183	A343	VTBD	LSZH	LLK	2050	300	M890	SAMAR	2154	300	M890
20051230	THA970	A346	VTBD	LSZH	LLK	2103	360	M890	SAMAR	2205	360	M890
20051230	FIN098	MD11	VTBD	EFHK	LLK	2103	320	M890	SAMAR	2207	320	M890
20051230	THA910	B744	VTBD	EGLL	LLK	2106	340	M890	SAMAR	2213	340	M890
20051230	THA960	B744	VTBD	ESSA	LLK	2123	340	M890	SAMAR	2226	340	M890
20051230	HVN525	B772	VVNB	UDD	LLK	2143	340	M890	SAMAR	2248	340	M890
20051230	THA950	B744	VTBD	EKCH	LLK	2143	320	M890	SAMAR	2248	320	M890
20051230	PIA893	B742	VTBD	OPRN	LLK	2241	340	M890	SAMAR	2345	340	M890
20051230	GTI6882	B744	VMMC	UBBB	LLK	2244	320	M890	SAMAR	2348	320	M890
20051230	EVA75	B744	VTBD	EHAM	LLK	2354	300	R460W	TIGER	0102	300	G452W
20051230	IRM5044	A310	VTBD	OIIE	LLK	0604	340	R460W	TIGER	0724	340	G452W
20051230	MAS12	B744	WMKK	EGCC	IBUDA	0635	320	L759N	TIGER	0812	320	G452W
20051230	MAS4	B744	WMKK	EGLL	IBUDA	0710	320	L759N	TIGER	0844	320	G452W
20051230	EVA67	B773	VTBD	EGLL	LLK	1019	320	R460W	TIGER	1130	320	G452W
20051230	SBI870	A310	VTBD	UDD	LLK	1045	340	R460W	TIGER	1203	340	G452W
20051230	MAS20	B744	WMKK	LFPG	IBUDA	1914	340	L759N	TIGER	2029	340	G452W
20051230	KLM838	B744	WSSS	EHAM	IBUDA	1924	320	L759-L333	TIGER	2049	320	L333

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20051230	AUA26	A342	VTBD	LOWW	IBUDA	1917	360	L759N	TIGER	2052	360	G452W
20051230	KLM810	B744	WMKK	EHAM	IBUDA	1936	320	L759N	TIGER	2100	320	G452W
20051230	DLH773	A346	VTBD	EDDM	VILOP	1938	380	B209-L333	TIGER	2102	380	L333
20051230	AFR257	B773	WSSS	LFPG	IBUDA	1937	300	L759-L333	TIGER	2104	300	L333
20051230	MAS2	B744	WMKK	EGLL	IBUDA	1945	340	L759N	TIGER	2110	340	G452W
20051230	HVN533	B772	VVTS	LFPG	VILOP	2003	320	B209-L333	TIGER	2122	320	L333
20051230	DLH777	B744	WSSS	EDDF	IBUDA	2004	340	L759-L333	TIGER	2129	340	L333
20051230	MAS16	B744	WMKK	EHAM	IBUDA	2006	320	L759N	TIGER	2132	320	G452W
20051230	SIA324	B772	WSSS	EHAM	IBUDA	2000	380	L759-L333	TIGER	2132	380	L333
20051230	SIA026	B744	WSSS	EDDF	IBUDA	2015	340	L759-L333	TIGER	2143	340	L333
20051230	SIA346	B744	WSSS	LSZH	IBUDA	2025	360	L759-L333	TIGER	2156	360	L333
20051230	THA946	B773	VTBD	LGAV	VILOP	2054	340	B209-L333	TIGER	2218	340	L333
20051230	AUA2	B772	WMKK	LOWW	VILOP	2053	380	B209-L333	TIGER	2220	380	L333
20051230	QFA1	B744	VTBD	EGLL	VILOP	2114	320	B209-L333	TIGER	2238	320	L333
20051230	SIA352	B772	WSSS	EKCH	IBUDA	2119	360	L759-L333	TIGER	2249	360	L333
20051230	THY61	A343	VTBD	LTBA	LLK	2130	340	R460W	TIGER	2249	340	G452W
20051230	CAL065	B744	VTBD	EHAM	VILOP	2235	320	B209-L333	TIGER	2357	320	L333
20051230	SIA318	B747	WSSS	EGLL	IBANI	0531	320	P628	VIKIT	0618	320	P628
20051230	SIA320	B744	WSSS	EGLL	IBANI	0915	340	P628	VIKIT	1002	340	P628
20051230	SIA334	B744	WSSS	LFPG	IBANI	2009	340	P628	VIKIT	2052	340	P628
20051230	MAS22	B772	WMKK	LOWW	IBANI	2012	380	P628	VIKIT	2101	380	P628
20051230	SIA328	B772	WSSS	EGCC	IBANI	2027	340	P628	VIKIT	2115	340	P628
20051230	SIA322	B744	WSSS	EGLL	IBANI	2046	320	P628	VIKIT	2132	320	P628
20051230	MAS6	B772	WMKK	EDDF	IBANI	2046	300	P628	VIKIT	2135	300	P628
20051231	TSO516	B763	WSSS	UDD	LLK	0003	340	M890	SAMAR	0109	340	M890
20051231	TUA642	B752	VTBD	UTAA	LLK	0009	360	M890	SAMAR	0121	360	M890
20051231	BAW144	B772	VGZR	EGLL	LLK	0105	340	M890	SAMAR	0208	340	M890
20051231	QFA31	B744	WSSS	EGLL	LLK	0118	340	M890	SAMAR	0221	340	M890
20051231	CLX753	B744	VTBD	UBBB	LLK	0155	320	M890	SAMAR	0255	320	M890
20051231	AEW172	B763	VTBD	UKBB	IBUDA	0245	340	L759	SAMAR	0418	340	A466W
20051231	THA974	MD11	VTBD	UDD	LLK	0650	360	M890	SAMAR	0758	360	M890
20051231	THA505	A306	VTBD	OPLA	LLK	0706	340	M890	SAMAR	0816	340	M890
20051231	SAZ245	CL60	RPLC	OPLA	LLK	0731	400	M890	SAMAR	0830	400	M890
20051231	KLM804	B772	RPLL	EHAM	LLK	0731	340	M890	SAMAR	0833	340	M890
20051231	AFL554	IL96	VTBD	UUEE	LLK	0840	340	M890	SAMAR	0951	340	M890

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20051231	TSO524	B742	VTBD	UUDD	LLK	0902	340	M890	SAMAR	1010	340	M890
20051231	LTU751	A332	VTBD	EDDL	LLK	0940	360	M890	SAMAR	1044	360	M890
20051231	THA922	B744	VTBD	EDDF	LLK	1000	320	M890	SAMAR	1103	320	M890
20051231	THA916	B744	VTBD	EGLL	LLK	1016	340	M890	SAMAR	1117	340	M890
20051231	AFL552	B763	VTBD	UJEE	LLK	1043	360	M890	SAMAR	1152	360	M890
20051231	THA509	MD11	VTBD	OPRN	LLK	1548	360	M890	SAMAR	1652	360	M890
20051231	BAW16	B744	WSSS	EGLL	IBUDA	1852	340	L759	SAMAR	2017	340	A466W
20051231	QFA5	B744	WSSS	EDDF	LLK	1934	320	M890	SAMAR	2037	320	M890
20051231	AFR161	A343	VTBD	LFPG	LLK	1940	320	M890	SAMAR	2049	320	M890
20051231	QFA9	B744	WSSS	EGLL	LLK	1947	340	M890	SAMAR	2049	340	M890
20051231	SWR183	A343	VTBD	LSZH	LLK	1958	340	M890	SAMAR	2059	340	M890
20051231	BAW10	B744	VTBD	EGLL	LLK	2003	320	M890	SAMAR	2103	320	M890
20051231	THA948	B744	VTBD	LEMD	LLK	2011	340	M890	SAMAR	2111	340	M890
20051231	DLH779	B744	VTBD	EDDF	LLK	2017	320	M890	SAMAR	2113	320	M890
20051231	THA930	B744	VTBD	LFPG	LLK	2033	320	M890	SAMAR	2132	320	M890
20051231	THA940	A345	VTBD	LIMC	LLK	2033	360	M890	SAMAR	2132	360	M890
20051231	THA910	B744	VTBD	EGLL	LLK	2051	320	M890	SAMAR	2147	320	M890
20051231	CAL063	A343	RCTP	LOWW	LLK	2049	360	M890	SAMAR	2150	360	M890
20051231	THA960	B744	VTBD	ESSA	LLK	2105	320	M890	SAMAR	2201	320	M890
20051231	THA970	A346	VTBD	LSZH	LLK	2100	340	M890	SAMAR	2201	340	M890
20051231	THA950	B744	VTBD	EKCH	LLK	2116	340	M890	SAMAR	2211	340	M890
20051231	KLM878	B744	VTBD	EHAM	LLK	2120	300	M890	SAMAR	2218	300	M890
20051231	THA944	MD11	VTBD	LIRF	LLK	2121	340	M890	SAMAR	2222	340	M890
20051231	SAS972	A343	VTBD	EKCH	LLK	2252	340	M890	SAMAR	2356	340	M890
20051231	KLM874	MD11	VOHY	EHAM	BUKLO	2350	320	W20N	TIGER	0028	320	G452W
20051231	CAL067	A343	VTBD	LIRF	LLK	0012	360	R460W	TIGER	0115	360	G452W
20051231	EVA61	A332	VTBD	LOWW	VILOP	0010	380	L333	TIGER	0143	380	L333
20051231	EVA61	A332	VTBD	LOWW	VILOP	0010	360	B209-L333	TIGER	0145	360	L333
20051231	AUA22	B763	VTSP	LOWW	IBUDA	0503	360	L759N	TIGER	0742	360	G452W
20051231	MAS4	B744	WMKK	EGLL	IBUDA	0648	320	L759N	TIGER	0818	320	G452W
20051231	KAC282	A306	VGZR	OKBK	LLK	0706	300	R460W	TIGER	0823	300	G452W
20051231	PIA2692	A310	VNKT	OPKC	LLK	0802	340	R460W	TIGER	0923	340	G452W
20051231	AIC151	B772	VECC	EGLL	LLK	0922	320	R460W	TIGER	1033	320	G452W
20051231	EVA67	B773	VTBD	EGLL	LLK	1007	300	R460W	TIGER	1114	300	G452W
20051231	PIA269	A310	VNKT	OPKC	LLK	1224	360	R460W	TIGER	1343	360	G452W

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20051231	BBC043	DC10	VGZR	OKBK	LLK	1250	300	R460W	TIGER	1401	300	G452W
20051231	GFA401	B763	VNKT	OMAA	LLK	1505	360	R460W	TIGER	1621	360	G452W
20051231	QTR353	A306	VNKT	OTBD	LLK	1520	300	R460W	TIGER	1635	300	G452W
20051231	BBC019	A310	VGZR	OKBK	LLK	1825	320	R460W	TIGER	1938	320	G452W
20051231	AFR257	B773	WSSS	LFPG	IBUDA	1921	320	L759-L333	TIGER	2045	320	L333
20051231	AUA26	A342	VTBD	LOWW	VILOP	1930	360	B209-L333	TIGER	2056	360	L333
20051231	DLH783	A346	VTBD	EDDM	VILOP	1938	320	B209-L333	TIGER	2058	320	L333
20051231	MAH081	B762	VTBD	LHBP	LLK	1954	300	R460W	TIGER	2107	300	G452W
20051231	MAS2	B744	WMKK	EGLL	IBUDA	1958	340	L759N	TIGER	2120	340	G452W
20051231	HVN543	B772	VVTS	EDDF	VILOP	2002	380	B209-L333	TIGER	2124	380	L333
20051231	DLH777	B744	WSSS	EDDF	VILOP	2010	320	B209-L333	TIGER	2127	320	L333
20051231	HVN533	B772	VVTS	LFPG	VILOP	2008	360	B209-L333	TIGER	2130	360	L333
20051231	QFA1	B744	VTBD	EGLL	VILOP	2020	320	B209-L333	TIGER	2140	320	L333
20051231	SIA346	B744	WSSS	LSZH	IBUDA	2033	360	L759-L333	TIGER	2148	360	L333
20051231	AUA2	B772	WMKK	LOWW	IBUDA	2028	380	L759N	TIGER	2153	380	G452W
20051231	SIA340	B772	WSSS	LIRF	IBUDA	2053	360	L759-L333	TIGER	2216	360	L333
20051231	THY61	A343	VTBD	LTBA	LLK	2132	340	R460W	TIGER	2248	340	G452W
20051231	AUA8	B772	WSSS	LOWW	IBUDA	2129	360	L759-L333	TIGER	2255	360	L333
20051231	CAL065	B744	VTBD	EHAM	VILOP	2226	340	B209-L333	TIGER	2343	340	L333
20051231	MAS20	B744	WMKK	LFPG	VILOP	2236	320	B209-L333	TIGER	2359	320	L333
20051231	SIA320	B747	WSSS	EGLL	IBANI	0909	340	P628	VIKIT	0954	340	P628
20051231	MAS14	B772	WMKK	LIRF	IBANI	1941	380	P628	VIKIT	2026	380	P628
20051231	SIA334	B744	WSSS	LFPG	IBANI	2009	340	P628	VIKIT	2050	340	P628
20051231	MAS16	B744	WMKK	EHAM	IBANI	2014	320	P628	VIKIT	2052	320	P628
20051231	SIA324	B747	WSSS	EHAM	IBANI	2024	360	P628	VIKIT	2107	360	P628
20051231	SIA328	B772	WSSS	EGCC	IBANI	2035	320	P628	VIKIT	2117	320	P628
20051231	MAS10	B772	WMKK	LSZH	IBANI	2033	380	P628	VIKIT	2122	380	P628
20051231	MAS6	B772	WMKK	EDDF	IBANI	2044	340	P628	VIKIT	2128	340	P628
20051231	SIA322	B747	WSSS	EDDM	IBANI	2051	320	P628	VIKIT	2133	320	P628
20051231	SIA026	B744	WSSS	EDDF	IBANI	2105	340	P628	VIKIT	2147	340	P628



## **1. Introduction**

The Air Traffic from Urumqi FIR (China) NON-RVSM Airspace intending to overfly/land in Lahore/Karachi FIRs (Pakistan) RVSM airspace are facing difficulty in operating on semi-circular cruising level due to communication limitation on HF/VHF frequencies or an other reason at position "PURPA" (transfer of control point between Urumqi and Lahore FIRs). Following procedures shall be adopted for safe and smooth flight operation.

## **2. Procedure**

2.1 Urumqi ACC will adopt flight level 12000m (39372 ft) & 10800m (35434 ft) in metric system

for transfer of control to Lahore ATC at position "PURPA" on ATS-Route G325.

2.2 Lahore ACC will adopt FL330, FL370 for handing over aircraft to Urumqi ACC at position

"PURPA". Aircraft should maintain these levels until 5 minutes after passing "PURPA" and subject to instructions from Urumqi ACC for converting to metric system of flight levels.

2.3 The aircraft at 12000m after "PURPA" will immediately descend and maintain FL380 and

aircraft at 10800m after "PURPA" will immediately climb to FL360. The aircraft to be leveled well before GILGIT within the transition area i.e. "PURPA" – "GILGIT" irrespective of establishing radio contact with Lahore ACC, for converting from CVSM to RVSM flight level system.

## **3. Implementation Date**

3.1 This AIP Supplement will become effective at 0001 UTC on 10<sup>th</sup> January 2006.



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Ref.: T3/10.0, T3/10.1.17 – AP117/05 (ATM)

21 November 2005

**Subject:** December collection of one month Traffic  
Sample Data (TSD)

**Action required:** TSD be submitted to the Monitoring  
Agency for the Asia Region (MAAR) by the end of  
January 2006

Sir/Madam,

I have the honour to direct your attention to the Conclusions of the Sixteenth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/16) held in Bangkok, Thailand from 22–26 August 2005. In regard to the continuous monitoring and regular assessment of target levels of safety in reduced separation applications, the use of a standardized approach to the sampling of vertical and horizontal traffic data was endorsed under the terms of the following Conclusion:

***Conclusion 16/4 – Traffic Sample Data Collection***

*That, States be advised by Regional Office that December every year had been adopted for the routine collection of 30 days of traffic sample data to satisfy airspace safety monitoring requirements.*

APANPIRG/16 was also informed that some States had not met their obligations under ICAO ATS safety management provisions in respect of the ongoing monitoring of reduced separation applications, including the non-provision of data to approved safety monitoring agencies. As examples, a post implementation safety assessment for the South China Sea RNP10 route structure had not been undertaken since implementation of the revised route structure in November 2001 and the review of the South China Sea Flight Level Orientation Scheme (FLOS) had been delayed by more the 12 months as a result of the non-provision of traffic sample data by some States.

In this respect, APANPIRG/16 adopted the following Conclusions:

**Conclusion 16/5 – No implementation of reduced separation unless compliant with Annex 11**

*That, recognizing that some States had not adequately complied with safety management provisions, the Regional Office advise States of the Asia/Pacific Region that further regional implementation of reduced separation minima should only proceed in circumstances where implementing States can demonstrate an ability to comply with Annex 11, Chapter 2, safety management provisions for the continuous monitoring and regular assessment of the safety level achieved.*

**Conclusion 16/6 – Non Provision of safety related data by States**

*That the Regional Office advise that States not providing safety related data to approved regional safety monitoring agencies, including RMAs, in accordance with the requirements of safety monitoring agencies will be included in the APANPIRG List of Deficiencies in the ATM/AIS/SAR fields.*

APANPIRG/16 also noted the amended provisions of Annex 11, effective 24 November 2005, that specifically require, at paragraph 3.3.4.1, the institution of ongoing monitoring on a regional basis of aircraft height keeping performance for all airspace where RVSM is applied.

In accordance with the Conclusions of APANPIRG/16, States are required to complete traffic sampling during December 2005. States not providing data will be included on the APANPIRG List of Deficiencies in the ATM/AIS/SAR fields.

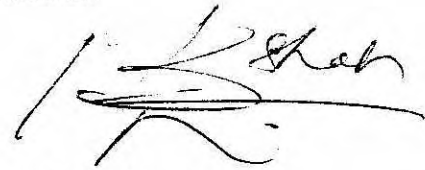
The APANPIRG approved RVSM Regional Monitoring Agency (RMA) for the FIRs listed below is the Monitoring Agency for the Asia Region (MAAR). In addition to the ongoing provision of Large Height Deviation (LHD) reporting, States with responsibilities for these FIRs should complete traffic sampling for a period of one month for December 2005 in accordance with the format and requirements of MAAR. Resulting data should be electronically formatted and submitted to MAAR by the end of January 2006 for airspace safety analysis. The appropriate Traffic Sample Data format and instructions are available from the MAAR website at: <http://www.aerothai.co.th/maar/dl.php>.

Bangkok	Calcutta	Chennai	Colombo	Delhi	Dhaka	Hanoi	HoChi Minh
Hong Kong	Jakarta	Karachi	Katmandu	Kota Kinabalu	Kuala Lumpur	Lahore	Male
Manila	Mumbai	Phnom Penh	Sanya AOR	Singapore	Ujung Pandang	Vientiane	Yangon

In respect of the horizontal safety assessment for the South China Sea route network, Airservices Australia had kindly offered to complete an appropriate safety assessment, subject to the availability of suitable traffic sample data. In general terms, the data required was a traffic movement count and records of any lateral or longitudinal deviation for any reason. Please note that the traffic movement count provided to MAAR as RVSM TSD sampling in accordance with requirements discussed previously would also be used for the horizontal assessment.

However, States with responsibilities for the RNP10 monitoring arrangements of gross navigational errors (GNE) in respect of the South China Sea route network, including ATS routes L625, M771, N884 and N892, should ensure appropriate data as required under the terms of the existing Letter of Agreement is captured on an ongoing basis and forwarded to the Civil Aviation Authority of Singapore for collation.

Accept, Sir/Madam, the assurances of my highest consideration.

A handwritten signature in black ink, appearing to read 'L. B. Shah', with a large, sweeping flourish underneath.

L. B. Shah  
Regional Director

*APANPIRG Conclusion 16/22 and Appendix D to the APANPIRG/16 Report on Agenda  
2.1 refer:*

## **SAR RECOMMENDATIONS**

ICAO SAR Seminar and SAREX, Chennai, India, 7-11 March 2005

An ICAO SAR Seminar was held in conjunction with the Bay of Bengal SAREX at Chennai, India from 7 to 11 March 2005. The SAR seminar focused on the development of SAR cooperation and coordination and addressed ICAO requirements for States to provide SAR services and agreements in accordance with Annex 12.

A comprehensive briefing was provided by India on its extensive involvement in the tsunami emergency that struck the Indian Ocean area on 26 December 2004. Other States present at the seminar that were affected by the tsunami disaster also briefed the meeting on their emergency responses and the valuable lessons learnt were appreciated by the seminar.

The seminar, in its review of the information provided and discussions held, made a list of recommendations as shown below. APANPIRG/16 (22-26 August, 2005) reviewed the recommendations and agreed that they should be taken into account by States in the region when considering their SAR activities.

### **Recommendations**

- 1) The seminar was of the view that the establishment of RCCs should be made on the basis of need and risk. This strategy allows for, on the one hand, regionalized SAR service provision in areas of light traffic density and few resources, and, on the other hand, dedicated facilities in States with high traffic density of sufficient justification to warrant RCC staff appropriately trained and specializing in SAR;
- 2) Rapid and accurate collation and dissemination of SAR information is essential to ensure timely and appropriate SAR response to operational units. This could be most effectively achieved by using up to date and automated technology which can be supported by an appropriate specialized infrastructure and States should take full advantage of such systems in equipping their RCCs.
- 3) The seminar highlighted the importance of including in the seminar all organizations involved in providing emergency services for search and rescue, therefore, annual exercises should be held involving all parties concerned.
- 4) The seminar recognized the importance of clearly specifying the duties and responsibilities of all participating organizations in a search and rescue operation. Therefore, procedures should be provided that specify coordination requirements including reporting, lines of responsibility and standardized formats for documentation. This work can be best facilitated by the establishment of an appropriately representative Search and Rescue Coordinating Committee in the development of a National SAR Plan.

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Appendix H to the Report

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- 5) SAR agreements with neighbouring States should take into harmonized account both maritime and aeronautical requirements giving due balance to matters of sovereignty and expeditious mutual access by foreign SAR aircraft.
- 6) The seminar recognized that an aircraft crash involving a large commercial jet into a densely populated area could result in a major disaster of wide ramifications and appropriately specialized parallel disaster management units need to coordinate with civil aviation SAR agencies in the development and execution of broadly based plans.
- 7) In light of the earthquake and tsunami disaster on 26 December 2004 and lack of public awareness of the large-scale risk to life and property posed by this natural phenomena, the seminar considered that there needs to be a public awareness programmes targeting all sections of the community regarding earthquake and tsunami etc, and precautions and actions to be taken to minimize the loss of life and property.
- 8) The seminar, in considering the response by the international community to the tsunami emergency relief, recognized that there had been an urgent and rushed response that significantly increased air traffic in a short period of time to air lift aid to the disaster areas. In some notable cases, the airport capacity, resources and infrastructure were inadequate. This could significantly impede the delivery of humanitarian relief supplies. Therefore, the Seminar requested that ICAO consider undertaking a study with the States concerned to examine the air operations that took place and provide appropriate guidelines on handling major disaster situations.
- 9) States should review the ICAO SAR capability table compiled by APANPIRG and update the Asia and Pacific Regional Office accordingly.
- 10) The seminar acknowledged the highly successful large-scale land and sea search and rescue exercises that were held involving multi-disciplinary emergency response units, and urged ICAO to organize annual regional SAR seminars and SAREX's similar to the one held in Chennai.
- 11) The seminar urged the States to hasten completion of SAR Letters of Agreement and to provide a copy to the Regional Office.
- 12) The seminar recognized the vital operational and economic contribution made to effective SAR service provision by the Cospas-Sarsat system and recommended that States participate as a matter of priority.
- 13) The seminar, noting the promising developments and the desirability of producing a low cost SAR emergency beacon for a much wider user community which would greatly benefit personal safety, encouraged the continued development and manufacture of this product.

– END –

**Survey on National Contingency Plans**  
(AP029/05(ATM) dated 15 March 2005)

State/Territory	Do they have any plan?	If no, when will it be completed?	If yes;			Are the procedures of notification by NOTAM provided?	Are there Contingency Planning for Volcanic Ash?	Are resources and services to other States in the event of the natural disaster available?
			does it comply with Annex 11 and ATS Planning Manual?	is there any exchange of contingency plans between States?	is there a history of activation (including exercise) of contingency plans?			
Australia	Yes				Yes			
Bangladesh								
Bhutan								
Cambodia								
China	Yes	31/12/05	No. China is updating its contingency plan and submit it to the Regional Office by the end of 2005.					
Hong Kong,China	Yes		Appropriate action to ensure that adequate air traffic services will continue to be provided to international civil aviation operations in accordance with Annex 11 should be planned.	No	The procedures are all tested on a regular basis, but there has not been any operational implementation.	NOTAM message shall be sent in the event of activation of the Backup ATC Center and Tower. The message format has been prepared.	No	No
Cook Islands								
DPR Korea								
Fiji	Yes		Yes	Yes	Last activation was due to Y2K on 31 December 1999. No exercise of contingency plan was made since then.	Specific procedures relating to the operation of the Contingency Plan are included within the NOTAM templates.	No	No
France (French Polynesia)	Yes		Yes	Yes	No	Specific procedures to issue NOTAM including the NOTAM templates are provided in the plan.	No	No
(New Caledonia)	Yes							
India								
Indonesia								
Japan	Yes		Yes	Yes	Yes, a simulated training is conducted for Tokyo ACC once a year.			

**Survey on National Contingency Plans**  
(AP029/05(ATM) dated 15 March 2005)

State/Territory	Do they have any plan?	If no, when will it be completed?	If yes;			Are the procedures of notification by NOTAM provided?	Are there Contingency Planning for Volcanic Ash?	Are resources and services to other States in the event of the natural disaster available?
			does it comply with Annex 11 and ATS Planning Manual?	is there any exchange of contingency plans between States?	is there a history of activation (including exercise) of contingency plans?			
Kiribati								
Lao PDR								
Malaysia	Yes		Yes			Yes		
Maldives	Yes		SLOA should be reviewed to see how longitudinal separation can be established at FL270 on R457 and G465 at MLE.	No	No	No.		
Marshal Islands								
Micronesia, Federated States of								
Mongolia								
Myanmar								
Nauru								
Nepal	Yes		Establishment of a simplified route network needs to be considered.			No		
New Zealand								
Pakistan	Yes		Yes			No		
Palau								
Papua New Guinea								
Philippines								
Republic of Korea	Yes		In Article 14 of the Plan, each aspect should be acutually planned.	Will be offered to adjacent States	No	No		
Samoa								
Singapore	No							
Solomon Islands								
Sri Lanka	Yes		Yes			No		
Thailand	Yes		Yes			No		

Survey on National Contingency Plans  
(AP029/05(ATM) dated 15 March 2005)

State/Territory	Do they have any plan?	If no, when will it be completed?	If yes;			Are the procedures of notification by NOTAM provided?	Are there Contingency Planning for Volcanic Ash?	Are resources and services to other States in the event of the natural disaster available?
			does it comply with Annex 11 and ATS Planning Manual?	is there any exchange of contingency plans between States?	is there a history of activation (including exercise) of contingency plans?			
Tonga	Yes		Specific plans should be developed.			No		
U.S.A.	Yes		Yes	The FAA would not delegate airspace to other countries.	Last exercise was conducted on 21 October 2004.	No		
Vanuatu	No						Yes	
Viet Nam	No	31/12/05						

Note: Blank indicates that no information has been provided.

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**BBACG — WORK PLAN**

	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
1 (ATS)	<p>Chennai/Colombo FIR boundary</p> <p>India and Sri Lanka will advise ICAO of the result of a bi-lateral meeting regarding:</p> <p>a) the withdrawal of delegation of airspace in the western portion of Chennai FIR; and</p> <p>b) the realignment of the FIR boundary between the Colombo and Chennai FIRs so that all the domestic airspace of Sri Lanka is encompassed by the Colombo FIR.</p>	Immediate	India, Sri Lanka Regional Office	On-going	<p><del>BBACG/15 advised that State providers have agreed a change and provided details to respective Governments for ratification.</del></p> <p>India informed BBACG/17 that this matter has been raised to the Ministry level. The solution is expected by BBACG/18</p>
2 (ATS)	<p>Contingency Planning</p> <p>a) States in co-ordination with its neighbouring States, develop a contingency plan or plans for their airspace, taking into account the ICAO Framework for Contingency Plans</p> <p>b) Regional office to conduct survey of States</p>	Immediate	All States Regional Office	On going.	<p>APANPIRG/14</p> <p>Regional Office initiated Survey in March 2005. Poor response reported to APANPIRG/16 (August 2005), who resolved that contingency planning be included on agenda of ATS Coordination Group meetings and raised Conclusion 16/15 requesting ICAO to arrange for the conduct of a Contingency SIP</p>

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
4 (ATS)	Introduce flexible use of FL300 on Bay of Bengal routes	31 March 2005	Thailand, Malaysia, Singapore	On going	<p>BBACG/15 agreed to trial of new ATS arrangements for 6 month commencing 1 October 2004 providing new NO-PDC levels and requirement for ACCs to coordinate to ensure use of all available levels.</p> <p>Thailand, Malaysia and Singapore to establish a common flight plan database for the peak westbound traffic flow.</p> <p>Trial is operating from 1 October 2004 to 31 March 2005</p> <p>BBACG/17 agreed that a Special ATS Coordination Meeting was required in order to progress this matter. The Regional Office would make arrangements during 2006.</p>

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	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
5 (ATS)	Review the fixed mach number procedure using of Mach 0.84 on L759	Immediate	All States IATA	On-going	<p>Fixed MNT to be applied only when required by ATC. Consideration to be given to aircraft Mach number display in the B777.</p> <p>At BBACG/15 IATA updated resulted in procedures for M0.82 for FL280 and above and M0.83/320kts for FL300 and above being adopted for 6 month trial, commencing 1 October 2004.</p> <p>Controllers to be made aware of aircraft limitations to operated at mach numbers at various levels and to apply the MNT with due regard to aircraft operating capability.</p>

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	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
6 (ATS)	Develop a westbound Air Traffic Flow Management Plan (ATFMP)	Immediate	All concerned States, IFATCA, IFALPA, IATA Regional Office	On-going	BBACG/16 established the ATFM/TF in Feb 2005 to progress the ATFM Plan and implementation of automated tools.  ATFM Operational Trial scheduled for 2006
7 (ATS)	Collect traffic movement data for the Bay of Bengal routes	As determined by MAAR	States in Bay of Bengal	On-going	Lateral safety assessment requires update re SMA to be established  APANPIRG/16 raised Conclusion 16/4 requiring TSD collection in December each year. State Letter AP117/05 (ATM) issued on 21 November advising States. Submit to MAAR for updating of RVSM safety assessments
11 (ATS)	Coordinate with CFACC, Afghanistan and ICAO MID Office to extend operating hours of G792 to H24.	Immediate	Regional Office	On going	BBACG/16. Update States and IATA as soon as possible when approval obtained. Inform BBACG/18 of results

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	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
13 (ATS)	Secretariat to develop rationale for establishment of the Whole of India Ocean ATS Coordination Group for implementation of data link services	Immediate	Regional Office, States and organizations involved	On going	BBACG/16 agreed in principle To enhance efficiency and timeliness of completing data link implementation Plan for the India Ocean  To update BBACG/17  Work on this has been deferred due lack of resources at the Regional Office
16 (ATS)	Review and establish requirements for setting up the SMA for the Bay of Bengal horizontal safety management	Immediate	Thailand All other States Regional Office	On-going	Regional Office to inform States of the establishment of the SMA in regard to Thailand providing services.  MAAR progressing towards establishing SMA services. APANPIRG/16 Conclusion 16/2 establishes a study group to consider funding of safety monitoring.
17 (ATS)	Operate A466 and N644 as separate routes	Immediate	Pakistan Regional Office	On-going	Pakistan to review ATC practices and advise Regional Office of any changes.  Regional Office to coordinate with all parties concerned.
18 (ATS)	Specify RVSM airspace as Class A	Immediate	All States	On going	States to review airspace classification for RVSM airspace and apply Class A as appropriate.

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	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
20 (SAR)	<p>Search and Rescue Agreements between States</p> <p>a) States, in conjunction with their neighbouring State (s), will develop Search and Rescue Agreements, for the purpose of providing a more efficient response to a search and rescue action and increase the possibility of a successful search and rescue mission; States conduct joint training and exercises, as appropriate, to maximize proficiency;</p> <p>b) a State, together with a neighbouring State, establish common SAR procedures, where practicable; and</p> <p>c) a State, together with a neighbouring State, establish common SAR procedures, where practicable.</p>	Long-Term	All States Regional Office	On-going	Regional Office maintains a SAR register of agreements between States who are requested to notify the APAC Office when agreements are signed.
17/1	Implement 15NM lateral offset contingency arrangements in accordance with PANS ATM amendment 4 (November 2005) provisions	Immediate	All States Regional Office	On-going	Regional Office issued State Letter Ref: T3/4.9-AP120/5 dated 23 November 2005 coordinating regional implementation on AIRAC 16 February 2006.

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**ICAO Asia/Pacific Regional Office**  
**Survey on status of implementation of**  
**language proficiency requirements**

**Contact Information**

State: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**1 Demographic Information**

- 1.1 Presently, what is the number of: \_\_\_\_\_  
- pilots involved in international flights? \_\_\_\_\_  
- air traffic controllers involved in international operations? \_\_\_\_\_  
- aeronautical station (radio) operators involved in \_\_\_\_\_  
international operations? \_\_\_\_\_
- 1.2 Presently, what is the estimated number of: \_\_\_\_\_  
- pilots at English Proficiency Level 4 or higher? \_\_\_\_\_  
- air traffic controllers at English Proficiency Level 4 or \_\_\_\_\_  
higher? \_\_\_\_\_  
- aeronautical station (radio) operators at English \_\_\_\_\_  
Proficiency Level 4 or higher? \_\_\_\_\_
- 1.3 Comments? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**2 Regulations**

- 2.1 Has your State developed the regulations necessary to support the ICAO language proficiency requirements? Yes  No
- 2.2 If no, when do you expect to have the regulations in place? \_\_\_\_\_
- 2.3 Has your State issued guidance concerning the implementation of language proficiency requirements? Yes  No
- 2.4 Comments? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**3 Testing for English Language Proficiency**

- 3.1 Who administers, or will administer, the English language proficiency test in your State? (Check all that apply.)
- Civil Aviation Authority
  - Air Navigation Service Provider
  - Air Operator/Airline
  - Educational Institutions
  - Private Organizations
- 3.2 If your civil aviation authority does not, or will not, administer English language proficiency tests, has, or will, your State establish an oversight mechanism for testing? Yes  No
- 3.3 Who has developed, or will develop, the English language proficiency test? (Check all that apply.)
- Civil Aviation Authority
  - Air Navigation Service Provider
  - Air Operator/Airline
  - Educational Institutions
  - Private Organizations

**ICAO Asia/Pacific Regional Office  
Survey on status of implementation of  
language proficiency requirements**

3.4 Who rates, or will rate, tests? (Check all that apply.)

- Civil Aviation Authority
- Air Navigation Service Provider
- Air Operator/Airline
- Educational Institutions
- Private Organizations

3.5 How many raters are presently active? \_\_\_\_\_

3.6 Is the number of raters sufficient for your testing needs? Yes  No

3.7 Will, or have, raters undergone training to assess tests? Yes  No

3.8 Who has provided, or will provide, training to raters? (Check all that apply.)

- Civil Aviation Authority
- Air Navigation Service Provider
- Air Operator/Airline
- Educational Institutions
- Private Organizations

3.9 To date, how many personnel have been tested?

- pilots \_\_\_\_\_
- air traffic controllers \_\_\_\_\_
- aeronautical station (radio) operators \_\_\_\_\_

3.10 By when do you expect:

- all pilots to be tested? \_\_\_\_\_
- all air traffic controllers to be tested? \_\_\_\_\_
- all aeronautical station (radio) operators to be tested? \_\_\_\_\_

3.11 Comments

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**4 Training for English Language Proficiency**

4.1 What organization provides, or will provide, training? (Check all that apply.)

- Air Navigation Service Provider
- Air Operator/Airline
- Educational Institutions
- Private Organizations

4.2 Has, or will, your State establish an oversight mechanism for training? Yes  No

4.3 How many organizations provide, or will provide, training? \_\_\_\_\_

4.4 What is the estimated number of trainees per year?

- pilots \_\_\_\_\_
- air traffic controllers \_\_\_\_\_
- aeronautical station (radio) operators \_\_\_\_\_

4.5 Do you expect that all pilots involved in international operations to be at English Proficiency Level 4 by March 2008? 5 Yes  No

4.6 Do you expect that all air traffic controllers involved in international operations to be at English Proficiency Level 4 by 5 March 2008? Yes  No

4.7 Do you expect that all aeronautical station (radio) operators involved in international operations to be at English Proficiency Level 4 by 5 March 2008? Yes  No

4.8 Comments

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**ICAO Asia/Pacific Regional Office**  
**Survey on status of implementation of**  
**language proficiency requirements**

**5 ICAO Guidance**

- 5.1 Has your State participated in ICAO language proficiency seminars? Yes  No
- 5.2 Does your State use ICAO Document 9835 - *Manual on the Implementation of ICAO Language Proficiency Requirements*? Yes  No
- 5.3 ICAO is presently developing a training aid entitled "ICAO Language Proficiency Requirements - Rated Speech Samples". This training aid is being developed with the assistance of linguistic experts. It will contain speech samples collected from operational personnel worldwide; the corresponding proficiency level as established by the linguistic experts and the justification for the rating. This training aid will be available at the end of 2005. When available, will your State use this training aid? Yes  No
- 5.4 Do you have any suggestions for the improvement of the existing guidance materials? Yes  No
- 5.5 If yes, please indicate them below.

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- 5.6 Please indicate below what other ICAO guidance material would find useful.

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**6 International Cooperation**

- 6.1 Is your State providing assistance to other States in the region on language proficiency? Yes  No
- 6.2 If yes to 6.1, indicate if the assistance is provided:
- through private/commercial entities
  - on a cost recovery basis
  - through donated resources
- 6.3 If yes to 6.1, indicate below if the assistance is related to:
- initial testing of operational personnel
  - training personnel to Operational Level 4
  - administration of a testing and training programme
  - other
- 6.3 If no to 6.1, would your State consider assistance to or from another State? Yes  No
- 6.4 If yes to 6.3, please briefly describe in which form this assistance would take.

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- 6.4 Comments

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**Thank you!**

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# **ICAO Safety Management Manual**

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DRAFT

2005

**International Civil Aviation Organization**

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## EUROPEAN AIR NAVIGATION PLANNING GROUP

### FORTY-SEVENTH MEETING

*(Paris, 29 November to 1 December 2005)*

#### **Agenda Item 3: Aviation safety issues**

#### **WAKE TURBULENCE**

*(Presented by the Ireland)*

#### **1. Background**

1.1 On the 13th August 2005 an incident involving wake Vortex was reported to Shannon Operations Management through the Irish Aviation Authority's Mandatory Occurrence Reporting scheme. The report indicated that a B757 – 200 series Aircraft had experienced a violent and uncontrollable roll of 45° accompanied by a 400' loss of altitude, caused, in the pilot's opinion by a preceding Aircraft, an Airbus A345 that had climbed through his level.

#### **2. The incident**

2.1 Both Aircraft were flying Eastbound coming off the NAT Eastbound track structure the B757-200 had departed Toronto bound for Manchester and had been cleared from 54N/15W (RESNO) direct to position LIFFY (East of Dublin on the Shannon/NATS boundary). The Airbus 345 had departed Newark bound for Singapore and was also cleared direct from 54N015W to position LIFFY.

2.2 On entering Irish Airspace the A345 was maintaining FL340 and was 2000 below the B752 but was flying at between 30/35knots faster.

2.3 The A345 at FL340 gradually overtook the B752 (FL360) and at a position approximately 60 NM west of Dublin, the A345 had overtaken the B752.

2.4 When the overtaking Aircraft was 7NM ahead the PIC requested climb to F370. Having assessed the request, the controller climbed the A340 to Flight Level 370. The following is the time sequence derived from the Radar Playback Facility:

09:00:00 - 7nm between the aircraft, The A345 in the 11 o'clock position at F340 (G Speed 525kts) and the Boeing 752 at F360 (G Speed 524kts).

09:00:30 - The A345 commences a slow climb – 7nm ahead.

09:02:00 - 8nm between the aircraft, the A345 passing F350 (G Speed 552kts) and the Boeing 752 (G Speed 525).

(3 pages)

- 09:03:10 - The A345 in the 12 o'clock position
- 09:04:10 - The A345 passing F360 (G Speed 548kts), Boeing 752 (G Speed 526kts) – 8nm apart, A345 in the 12 O'clock position.
- 09:05:00 - The A345 (G Speed 539kts) passing F364 – 9nm ahead of the Boeing 752
- 09:06:00 - The A345 reaches F370 and Boeing 752 descends to F357
- 09:06:35 - The Boeing 752 at F360 and appears to break left – 9nm apart

### **3. Reports**

3.1 The Incident was reported by the Controller through the Mandatory Reporting Scheme and the PIC indicated that he would be filing an Air Safety Report.

### **4. Aftermath**

4.1 The Pilot submitted the Air Safety Report through his company Flight Safety Department and thereafter provided an enhanced report. The additional report is repeated as follows:

4.2 “I put in an MOR on Saturday morning following an in-flight incident with the Boeing 752 from YYZ, where wake turbulence resulted in a departure from flight level. The purpose of this e-mail is to give further details should anything extra be required or useful.

4.3 Coming off the Ocean we were overtaken 2000' below by an A345, and XXX and myself had commented whether the Aircraft was one of the new A340-500's and was flying New York JFK direct to Singapore. Shortly afterwards he was given clearance to climb 3000' to FL370, through our level approximately 6NM in front of us. At this point I was busy as PNF getting weather reports from Dublin Volmet, but this was interrupted by violent shaking followed almost immediately by a “flipping motion” to the left through a bank angle of at least 45 degrees, accompanied by autopilot disengagement. I thought for a moment we were to be flipped on our back, and took control to stop the bank angle from increasing – the artificial Horizon was indicating a bank angle in excess of one of the white lines, but I'm not sure whether it was the 45 or 60 degree marker. Looking out of the window the nose began falling through the horizon, but fortunately at this point the bank began reversing towards wings level. I let the nose continue to fall until most of the bank was off, and then rotated gently to level flight and reengaged the autopilot of FL356. I didn't want to apply any pitching up moment until the wings were about level to minimize stuff flying about in the cabin – we had heard the carts shifting around in the front gallery due to the bank angle. No stall buffet was encountered in recovering to level flight, and a track away front eh turbulence was flown, recovering to FL360 whilst talking to Shannon ATC.

4.4 In the cabin the 3 crew members in the back gallery were thrown violently to the floor by door 4L and 2 pax standing by the aft toilets were also thrown to the floor. 1 of the cabin crew in the front gallery was thrown to the floor, another one standing by door 1L was thrown against the door injuring her back on the door handle/lever. The Cabin Manager was prevented from being thrown around by being pinned against the bulkhead by one of the carts, fortunately not suffering any significant injury, and also preventing that cart from crashing onto the crew member on the floor. The rest of the pax appeared to have been seated, although one pax subsequently claimed her back was twisted by the event (she walked off the Aircraft at MAN without requesting any assistance). After establishing there were no serious injuries or any damage to the Aircraft we elected to continue to MAN, but informed ATC a report would be filed. &n bsp; One cabin crew member required help off the Aircraft and to the crew room and was to be looked at by the Airports medical centre.

4.5 Obviously the cause of the upset was wake turbulence from the A340, and insufficient separation was provided by ATC. Originally, when the A340 overtook us he was about 1 mile abeam us to the North, but with both of us being given direct routing s to different way paths our paths crossed, unfortunately at the same time our levels crossed. The wake turbulence was violent, and the 757 was flipped to an extreme bank in less than 1 second. Recovery was instinctive and smooth (perhaps all those recoveries from U/P's in the Jet Provost years back proved their worth) getting control of the bank before applying pitch, and the recent simulator detail of recovery at altitude from extreme positions was certainly prominent in my mind. I have given some thought since of what I would have done should the Aircraft have been flipped onto its back as I can see it is feasible for that to happen, and to happen very quickly encountering such violent wake turbulence.”

4.6 The detailed contained in the supplementary report, quoted about, demonstrates how frightening an event this Wake Turbulence encounter was for both passengers and crew.

4.7 The controllers on duty were unaware of any injury to cabin crew or passengers.

## **5. Conclusion:**

5.1 Contrary to the Pilots report, the separation between these Aircraft was at all times in excess of the standard used by Air Traffic Control, and in fact, at the time of the incident the Separation between the Aircraft was 1000' vertical and 9NM in-trail.

5.2 In-trail climbs are a normal action used by Controllers in the Management and organisation of Air Traffic.

5.3 In this incident the Controller's assessment of the request to climb was correct and, at the time of the incident the in-trail spacing was almost twice the permitted separation. That a Vortex of this strength could be generated at these altitudes is highly unusual and has resulted in advisory briefings being issued to Controllers in Irish and UK Control centres.

## **6. Action by the Meeting**

6.1 The EANPG is asked to note:

- 1) the incident and the violent nature of the encounter;
- 2) that the Wake Vortex encounter occurred at altitudes not normally associated with vortices of this strength.
- 3) that the A345 was climbed through the B752 in accordance with separation standards and, in fact, at the time of the encounter almost twice the standard required separation existed
- 4) Take any necessary action to promulgate lesson dissemination to the Aviation Community.

– END –

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**WORKING PAPERS**

<b>NUMBER</b>	<b>AGENDA</b>	<b>WORKING PAPERS</b>	<b>PRESENTED BY</b>
WP/1	1	Provisional Agenda	Secretariat
WP/2	5	Review of Draft AIP Supplement	Secretariat
WP/3	6	ATFM/TF Task List	Secretariat
WP/4	5	Bay of Bengal ATFM Operational Trial	Secretariat
WP/5	2	Report on 17 – 22 December 2005 Paper Trials	Thailand
WP/6	5	Update on BOBCAT Development	Thailand
WP/7	4	Safety Assessment for Operational Trial BOBCAT	Secretariat
WP/8	5	AIP SUPP – Amendment Proposal (Malaysia)	Malaysia
WP/9	2	BOBCAT Paper Trials 17 – 22 Dec 05 and User Requirements	IATA
WP/10	2	BOBCAT ATFM System	Singapore
WP/11	5	Update on airspace capacity initiative in Indian airspace and implementation of new ATS routes to improve the traffic flow in Bay of Bengal airspace and beyond and possible solutions	India

**INFORMATION PAPERS**

<b>NUMBER</b>	<b>AGENDA</b>	<b>INFORMATION PAPERS</b>	<b>PRESENTED BY</b>
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs)	Secretariat

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**BBACG/17 – LIST OF PAPERS**

**WORKING PAPERS**

<b>NUMBER</b>	<b>AGENDA</b>	<b>WORKING PAPERS</b>	<b>PRESENTED BY</b>
WP/1	1	Provisional Agenda	Secretariat
WP/2	2	List of Air Navigation Deficiencies in the ATM/AIS/SAR Fields	Secretariat
WP/3	3	History of the ATFM Task Force	Secretariat
WP/4	3	ICAO SAR Seminar and International SAREX	Secretariat
WP/5	3	Traffic Sample Data (TSD) State Letter	Secretariat
WP/6	2	State Focal Point for Safety Related Activities	Secretariat
WP/7	9	ICAO language proficiency provisions	Secretariat
WP/8	8	Work Plan from BBACG/16	Secretariat
WP/9	9	Wake Turbulence	Secretariat
WP/10	2	Review of Conclusions and Decisions of APANPIRG/16	Secretariat
WP/11	5	Review of the Asia and Pacific ATS Route Catalogue	Secretariat
WP/12	4	Review of the Fifth and Sixth Meetings of the FANS Implementation Team – Bay of Bengal (FIT-BOB 5 & 6)	Secretariat
WP/13	6	Review of State Contingency Planning Requirements	Secretariat
WP/14	3	Review of the Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/4)	Secretariat
WP/15	3	Current Air Traffic Management Situation over the Bay of Bengal	IATA
WP/16	3	Status of CRA for Bay of Bengal	IATA

**INFORMATION PAPERS**

<b>NUMBER</b>	<b>AGENDA</b>	<b>INFORMATION PAPERS</b>	<b>PRESENTED BY</b>
IP/1	-	List of Working Papers (WPs) and Information Papers (IPs)	Secretariat
IP/2	9	Guidance Material in regard to Wake Vortex Aspects of A380 Aircraft	Secretariat
IP/3	9	Required Communication Performance (RCP) Concepts – An Introduction	Secretariat
IP/4	2	Funding arrangements for Regional Airspace Safety Monitoring	Secretariat

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<b>NUMBER</b>	<b>AGENDA</b>	<b>INFORMATION PAPERS</b>	<b>PRESENTED BY</b>
IP/5	9	ICAO Runway Safety Toolkit	Secretariat
IP/6	9	Draft Document 9859 – ICAO Safety Management Manual	Secretariat
IP/7	3, 6	Proposed Regional Special Implementation Projects	Secretariat
IP/8	9	Review of Flight Level Allocation of Reduced Vertical Separation Minimum (RVSM) in the South China Sea Area	Secretariat

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