



International Civil Aviation Organization

The First Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/1)

Tokyo, Japan, 08 – 10 December 2010

Agenda Item 4: Development of ATFMMSG Task List

BAY OF BENGAL ATFM TASK LIST

(Presented by the Secretariat)

SUMMARY

This paper presents Task List material associated with the BOBCAT slot management system used to assist operations in Afghanistan airspace, which may be of interest to the ATFMMSG as it prepares a Regional ATFMMSG Task List.

1. INTRODUCTION

1.1 The Bay of Bengal (BOB) ATFM Task Force developed and maintained a Task List, which may be of interest to the ATFMMSG as it prepares a Regional ATFMMSG Task List.

2. DISCUSSION

2.1 The most recent Task List is provided as **Attachment A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss the material contained within this paper.

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ATFM/TF/13
 Appendix F to the Report

Bay of Bengal Air Traffic Flow Management Task Force

Task List

(last updated ATFM/TF/13, 25 September 2009)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
8/7	<p>Pakistan lower the Minimum Enroute Altitude (MEA) on P628 to FL300 as soon as possible to align with MEA for P628 in India</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>The issue relates to the convergence of two high density routes, P628 and G452, which intersect at Rahim Yar Khan (RK), 62 NM inside the Karachi FIR. Due to this short distance, different flight levels are required to be given to both routes as there is little room for tactical solutions in the first instance between India and Pakistan.</p> <p>The problem is less predominant than before so it appears that some solutions have been found between India and Pakistan</p>	Next ATFM/TF meeting	India, Pakistan, Afghanistan Regional Office	Ongoing	<p>Pakistan advised ATFM/TF/13 that MEA between ASOPO and VIKIT in Indian airspace is also published as FL320. Lowering of MEA of P628 to FL300 was proposed to India. It has been informed that the proposal will add on complexities in managing the flow of traffic in Indian FIR and hence not feasible to agree with. It has also been highlighted that implementation of M875 also does not necessitate this requirement.</p>

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
8/11	<p>Study feasibility of route segments proposed during ATFM/TF/8 to assist N644 and A466 in vicinity of DI Khan</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Advice has been received from Pakistan that agreement has been reached with their military authorities to allow a new route SAMAR – LAJAK to be agreed to during BOBCAT operations. This will allow these routes to be treated as separated within the Lahore FIR and entering Kabul FIR, thereby producing efficiencies and cost savings to users and providers alike.</p>	Next ATFM/TF meeting	Afghanistan, India, Pakistan,	Ongoing	<p>Pakistan advised ATFM/TF/13 that as a first step, the route M875 between GUGAL and PAVLO has been implemented wef 30th July 2009. Implementation of route segment between SAMAR and LAJAK has been delayed due to some national concerns. However, the best efforts are being made to resolve the issues. With implementation of this segment, parallel flow within Lahore FIR between GUGAL/ PAVLO and SAMAR/ LAJAK could be maintained enhancing airspace capacity.</p>
8/12	<p>Study and rectify inconsistency between bases of airways in the Yangon and Chennai FIRs with a view to harmonization</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>This discrepancy is ongoing, however has negative effect on aircraft operations for BOBCAT Operations.</p>	Next ATFM/TF meeting	India, Myanmar, Thailand to assist	Ongoing	<p>Base of airways in Yangon FIR is charted (Jeppesen) as FL280, base in Chennai FIR charted as FL260</p>

ATFM/TF/13
 Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
8/15	<p>Review trial related data with a view to incrementally reducing flow buffer time from 5 minutes</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>The BOB-RHS/TF is working towards 50 NM longitudinal spacing on all BOBCAT routes including routes overflying Afghanistan. Once implemented, it is intended to reduce the present strategic spacing from 15 minutes to 12 minutes.</p>	Next ATFM/TF meeting	ATFM/TF	Ongoing	ATFM/TF/13 reviewed this issue at length, high complexity, take action as per APANPIRG Conclusion 20/10, continue monitoring and review at ATFM/TF/14
8/19	<p>Data provision. Provide 7 consecutive days data collection each month, commencing from the third Sunday of each month, first date 20 May 2007, promptly to the ATFMU</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Data collections are continuing to be supplied to the ATFMU</p>	One week data per month continuously	Afghanistan, India, Pakistan, Malaysia, Singapore and Thailand	Ongoing	Report to ATFM/TF/14

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
9/13	<p>Thailand and India agreed to use M770 as an alternate route when a bunching situation occurred on L759. Flights affected by the bunching will be re-routed to M770 and rejoin L759 over the Indian continent via position PALKO and BBS. A coordination procedure will be arranged between India, Myanmar and Thailand as soon as possible</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Thailand in coordination with other States concerned, has developed a procedure to use M770 when bunching occurs on L759. India and Myanmar have been sent this proposal and are positively working to a solution on this matter.</p>	<p>AIRAC November 2009</p>	<p>Thailand, India, Myanmar, keep IATA informed</p>	<p>Ongoing</p>	<p>ATFM/TF/13 informed of success of operational trial of procedure which commenced December 2008. ATF/TF/13 supported permanent implementation of the procedure on AIRAC November 2009.</p>
10/5	<p>Implement conditional ATS route with RNP10 lateral separation with N644 for bypass via TOXEX entering Afghanistan</p>	<p>July/August 2008</p>	<p>Pakistan, Afghanistan SWG/2</p>	<p>Ongoing Closed</p>	<p>Afghanistan advised ATF/TF/13 that this no longer required, Kabul ACC now has capacity to manage tactically.</p>

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
11/4	<p>Kabul ATS Authority to explore avenues by which H24 AIS capability could be made available. Solutions could include the preparation of a number of NOTAM templates for typical events and making arrangements to fax or email them to a H24 AIS Office for issue on behalf of Afghanistan.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Afghanistan has improved the methodology in the issuance of NOTAM concerning Kabul FIR. No further problem reports observed.</p>	Next ATFM/TF meeting	Kabul ATS Authority	Ongoing	Report to ATFM/TF/13 – No update provided by Afghanistan to ATFM/TF/13
11/8	<p>Identify causes and implement solutions for the poor on time performance for AWUT and Kabul entry, both too early and too late, that was still evident in the data reviewed by ATFM/TF/12. Review standard taxi times for affected airports.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Letters have been sent to Director Generals of States concerned. Action has been taken and the performance of guilty airlines have considerably improved. A monitoring watch continues on this subject</p>	Next ATFM/TF meeting	All	Ongoing	ATFM/TF/13 identified poor performing airlines and airports and requested Regional Office take action in accordance with APANPIRG Conclusion 20/10 –see Action item 13/1.

ATFM/TF/13
 Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
11/9	<p>Conduct overall review of the priority allocated at FL280 for departures from India and Pakistan</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Little action has been taken on this task however, little complaint has been observed. Monitoring will continue and reported to BBACG</p>	Next ATFM/TF meeting	BOBCAT Development Team, ICAO, IATA	Ongoing	ATFM/TF/12 agreed to simulation trials to be conducted July/August 2008 – No update to ATFM/TF/13
11/11	<p>Noting DGCA Action Item 44/14 in relation to environmental benefits, ATFM/TF/11 requested that IATA work with its member airlines to attempt to broadly quantify the environmental savings being made from the ATFM procedures.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>No update on this item from IATA</p>	Next ATFM/TF meeting	IATA	Ongoing	Report to ATFM/TF/13 – No update from IATA to ATFM/TF/13
12/1	<p>Bangkok ATFMU to include announcement on BOBCAT website highlighting that the primary reason that flights transited the Kabul FIR at level lower than slot allocation was because their own departure time was outside AWUT window and the Kabul entry fix time window was consequently not met.</p>	August 2008	Bangkok ATFMU	Open Closed	Announcement in place on BOBCAT website

ATFM/TF/13
 Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
12/2	Regional Office to relay concerns of ATFM/TF/12 to India about poor departure timeliness from Delhi and non submission of data from India	August 2008	Regional Office	Open Closed	Regional Office transmitted Letter to India, Ref.: E 1/12, T 3/10.0 – AP-ATM0349, dated 11 December 2008
12/3	Enhance data collection: A) amend electronic template to remove less significant data points; B) adopt point of contact methodology using ATFM/TF delegates as State POC; C) create email address list accordingly D) transmit email reminder to POCs one week before monthly data collection period	August 2008	Bangkok ATFMU	Open Completed	
12/4	<u>Resolve L759 bunching issue:</u> a) Thailand undertake urgent coordination with India (Kolkata FIR) to implement bypass procedures, b) The Regional Office bring the matter to the attention of India and seek the urgent implementation of the procedures shown in Appendix XX to the report of ATFM/TF/12, in accordance with the agreements previously given by India as recorded in the Report of ATFM/TF/9 (January 2007), c) In the event that the bypass procedures between Bangkok FIR and Kolkata FIR could not be implemented by AIRAC 23 October 2008:	Next ATFM/TF meeting	Thailand, India Regional Office, India	Open Open	See action Item 9/3 ATFM/TF/13 informed of success of operational trial of procedure which commenced December 2008. ATFM/TF/13 supported permanent implementation of the procedure on AIRAC November 2009. This Action Item considered “Completed” after implementation in November 2009. See Action item 13/4

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	<ul style="list-style-type: none"> ○ Thailand publish NOTAM advising of ATFM bunching issue in Bangkok FIR and requiring flights during the BOBCAT period to include in Field 18 of Flight Plan RMK/ details of alternate route & level acceptable to be flown if flight was affected by a bunching situation. <p>Note to ATFM Steering Group/1 Meeting</p> <p>See action item 13/4</p>		Thailand	Open	
12/5	<p>Take BOBCAT configuration actions including appropriate BOBCAT Announcements to configure SERKA – SOKAM, SERKA PAROD, change to PAROD vice ASLUM, additional route segments vicinity DI Khan etc</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>See action item 8/11 above</p>	Next ATFM/TF meeting	Bangkok ATFMU	Open	

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
12/6	<p><u>Manage SERKA related bunching in Kuala Lumpur FIR:</u></p> <p>a) NOTAM SERKA as temporarily unavailable for traffic departing Singapore and Malaysia,</p> <p>b) Manage traffic on P628 through interface with BOBCAT,</p> <p>c) Implement connector routes for L510 to manage overflow traffic from N571/N877, and</p> <p>d) NOTAM segment LAGOG – BIKEN as unavailable during BOBCAT hours</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>This action item is still open with no resolution at this stage</p>	Next ATFM/TF meeting	<p>Singapore, Malaysia</p> <p>Bangkok ATFMU</p> <p>Malaysia, India, Regional Office</p> <p>India, Regional Office</p>	<p>Open</p> <p>Open</p> <p>Open</p> <p>Open</p>	Further discussion during ATFM/TF/13, review during ATFM/TF/14
12/7	<p>Pakistan to create an additional waypoint in the vicinity of Adina to enable the transition between airways G325 and M881.</p>	August 2008	Pakistan	<p>Open</p> <p>Completed</p>	In place
12/8	<p><u>Lower the MEA on P628/G792</u></p> <p>a) Delhi ACC to use F300/FL320 as one level for transfer of control at VIKIT,</p> <p>b) Afghanistan to study possibility of making FL280 available via ASLUM</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>See Action Item 8/7 above</p>	<p>August 2008</p> <p>August 2008</p>	<p>Pakistan, India, Regional Office</p> <p>Afghanistan</p>	<p>Open,</p> <p>Open</p>	<p>See Action Item 8/7 above. ATFM/TF/13 advised that lowering the MEA on P628 to FL300 has not been agreed by India. In this scenario, availability of FL280 in Afghanistan will not have any benefit.</p>

ATFM/TF/13
Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
13/1	<p>In accordance with the provisions of APANPIRG Conclusion 20/10, the Regional Office write to the States of the Operators and Airports who were shown by the ATFM/TF/13 data analysis to be contributing to the problem of early/late departures to draw attention to the poor on-time performance identified by the ATFM/TF. A request should be included that States investigate and, if necessary, take regulatory action to ensure compliance with the provisions of the ATFM AIP Supplement published by the States affected by ATFM procedures. .</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>See Action Item 11/8 above</p>	Next ATFM/TF meeting	Regional Office	Open	
13/2	<p>IATA to take a similar action to 13/1 above and draw the attention of operators to the persistence of the early/late departures problem, highlighting that a non compliance by one flight had a direct and immediate negative effect on an adjacent flight.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>See Action Item 11/8 above</p>	Next ATFM/TF meeting	IATA	Open	

ATFM/TF/13
 Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
13/3	<p>India urgently review request to authorise use of a connector route in Chennai FIR to enable L510 bypass traffic to rejoin N877 in Chennai FIR.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>Ongoing work in progress by India. Progress is being made on this issue.</p>	End October 2009	India	Open	
13/4	<p>Thailand, Myanmar and India to issue their appropriate AIP Supplement for implementation on AIRAC date 19 November 2009 of permanent bypass arrangements on L759/M770. Use common text and issue date for the respective AIP Supplements based on Appendix E of the ATFM/TF/13 report.</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>See Action Item 9/13 above</p>	November AIRAC	India, Myanmar, Thailand	Open	Action Items 9/13 and 12/4 refer.

ATFM/TF/13
 Appendix F to the Report

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
13/5	<p>Secretariat provide WP to BBACG/21 meeting (first quarter 2009) re future direction of ATFM/TF as discussed in Agenda Item 8 of ATFM/TF/13 report</p> <p>Note to ATFM Steering Group/1 Meeting</p> <p>BBACG meeting has not been held for nearly 2 years. Next scheduled meeting of this Group is planned for March 2011.</p>	BBACG/21 in first quarter 2010	Regional Office	Open	