



International Civil Aviation Organization

**Third Meeting of the Bay of Bengal Reduced Horizontal Separation
Implementation Task Force (BOB-RHS/TF/3)**

Singapore, 18 – 21 May 2010

Agenda Item 3: Operational Issues

EXCLUSIVE OR NON-EXCLUSIVE USE OF 50 NM LONGITUDINAL SEPARATION

(Presented by the Secretariat)

SUMMARY

This working paper debates the use of exclusive or non-exclusive use of 50 NM longitudinal separation on RNAV routes across the Bay of Bengal and the Mumbai Oceanic FIR. The paper also looks at an option of having segregated levels for either procedure on defined RNAV routes.

1. INTRODUCTION

1.1 The meeting will recall that the question as to whether to mandate for exclusive or non-exclusive use of 50 NM separation between aircraft operating on defined RNAV routes have been discussed at previous BOB-RHS/TF meetings.

1.2 It is suggested to the meeting that a solution to this issue needs to be addressed so that effective planning for the implementation of RNAV 10 50 NM longitudinal separation on RNAV routes in the area under consideration can move forward within the timeframe mentioned at the BOB-RHS/TF/2 meeting.

2. DISCUSSION

Discussions in Task Force 1 and 2

2.1 The meeting would recall that at the first meeting of this task force, it was decided that, in formulating an initial plan for the operational trial, the following considerations needed to be addressed:

- a) routes to be used in the trial;
- b) aircraft involved;
- c) limitations if any on other aircraft planning via routes under trial; and,
- d) FIRs involved.

2.2 The second meeting of the task force decided that P628 and, if Myanmar was ready for data link services, the crossing route of P762, should also be considered along with RNAV route N571 in phase one of the project.

Exclusive FANS 1/A routes or mixed air traffic on BOB-RHS route structure

2.3 Another consideration was whether these specific routes would only be available to FANS 1/A equipped aircraft or alternatively available to all aircraft during the period of Phase 1. No

firm decision was made on this matter and it was left to the task force/3 meeting to decide on the methodology to be applied.

2.4 The meeting may recall that, in the implementation of 50 NM longitudinal separation on two routes in the South China Sea (L642 and M771), it was agreed that these routes would be available to all aircraft, irrespective of FANS 1/A equipage or not. It should be noted however that each route is unidirectional i.e. L642 is available for southbound aircraft only and M771 for northbound. It should also be noted that all available RVSM flight levels for both routes are the same, which gives double the flight levels for each route.

2.5 In studying the areas of the Bay of Bengal and the Mumbai Oceanic FIR, all routes with the exception of L510 and P628, are bi-directional. This reduces the availability of levels in either direction which may have consequences on the decision regarding exclusivity or not.

2.6 In both task force one and two, several compromises were suggested such as sharing particular levels and reserving other levels for 50 NM longitudinal operations. It is considered that all options should be once again discussed in looking for an equitable solution.

2.7 The meeting should however note that the purpose of the task force is to introduce an RNAV RNP 10 50 NM longitudinal separation procedure in the defined area. It is considered that this is the main objective of the task force and as such, consideration of this improvement should be kept in mind when making any decision in regard to procedures to be applied.

2.8 As a compromise, it is suggested to the meeting that, in order to achieve this important objective, some timelines for exclusive use of levels be prepared so that future benefits using 50 NM longitudinal separation is not lost in any decision decided by the meeting.

Aircraft population on specific routes and percentage of FANS 1/A Capability

2.9 An important area which needs to be addressed and discussed to ensure that the task force is fully aware of the movement of air traffic in the area under consideration for 50NM longitudinal separation includes the following items:

- a) the present population of aircraft and forecast growth;
- b) the number of present aircraft with FANS 1/A capability;

3. ACTION BY THE MEETING

3.1 In order to assist in the decision making process, the meeting is invited to:

- a) Note the work accomplished in the South China Sea regarding L642 and M771;
- b) look at the number of aircraft using the BOB and Mumbai Oceanic airspace under consideration with FANS 1/A capability, compared with aircraft not equipped;
- c) Study the heavy peak periods to see if benefits of 50 NM separation could solve present issues; and,
- d) Keeping in mind the objective of the task force, decide on an implementation strategy with regard to the use of 50 NM longitudinal separation for all or individual routes, initially in Phase 1 of the project.

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