



International Civil Aviation Organization

**The Fourth Meeting of the Bay of Bengal Reduced Horizontal Separation
Implementation Task Force (BOB-RHS/TF/4)**

Bangkok, Thailand, 18 to 22 October 2010

Agenda Item 3: Operational Issues

OPERATION OF ATFM/BOBCAT BASED ON 50 NM LONGITUDINAL SPACING

(Presented by the Secretariat)

SUMMARY

The purpose of this working paper is to develop a method to tactically manage the ATFM BOBCAT system during the phased implementation of 50 NM longitudinal separation on ATS routes which transit the Kabul FIR.

1. INTRODUCTION

1.1 The meeting would recall that the ATFM/BOBCAT system has been in operation for westbound aircraft entering the Kabul FIR between 2000 to 2359 UTC since July 2006. Since that time, aircraft have been planned by BOBCAT with a minimum spacing of 15 minutes entering the Kabul FIR on the same Route/Level.

1.2 With the proposed implementation of RNP10 longitudinal spacing of 50NM across the Bay of Bengal, as well as the introduction of 50NM longitudinal separation within the Kabul FIR on these transiting routes, there is an opportunity to decrease the spacing presently used by the BOBCAT system in accordance with the new procedures.

2. DISCUSSION

Phased Approach to introduction of 50NM Spacing

2.1 The meeting should note that because of the phased approach in the implementation of 50NM across the Bay of Bengal which will only capture one of the routes (P628) transiting the Kabul FIR, a step-by-step approach in changes to the BOBCAT computer system would need to be undertaken, so that P628 and continued routing G792 into Afghanistan could be employed in phase 1 of the project. In addition, so as to install uniformity, aircraft using these two routes in an eastbound direction could also be longitudinally spaced at 50NM.

Coordination Requirements with other affected FIRs North and West of Kabul FIR

2.2 A further consideration which should be taken into account refers to the coordination requirements when planning to introduce this 50NM spacing through the Kabul FIR which would then enter or leave FIRs such as Tehran FIR and FIRs of Southern CIS States bordering to the North of Kabul FIR. It is anticipated that these mentioned FIRs would have little difficulty in implementing the change due to the use of en-route radar procedures.

2.3 The meeting should further note that, for aircraft operating out of Mumbai proceeding through the Kabul FIR via B466 SERKA – PAROD, longitudinal spacing could also be reduced to 50NM taking into account the present requirements of separation with other aircraft tracking via ASLUM G792 – PAROD. This benefit may also be used for eastbound aircraft diverging at PAROD.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss the ATFM/BOBCAT phased approach in the introduction of new criteria for spacing of aircraft during and the period 2000 to 2359 UTC in coordination with other West and Northern States concerned;
- b) discuss the concept of the introduction of 50 NM spacing for all Eastbound Traffic through Kabul FIR on the major parallel route system after coordination with other West and Northern States concerned.

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