International Civil Aviation Organization

The Twelfth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/12) and the Second Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/2)

Bangkok, Thailand, 22− 26 February 2010

Agenda Item 8: Any Other Business

Uni directional Crossing Routes

(Presented by IATA)

SUMMARY

This paper introduces a proposal to establish uni directional crossing routes in the Southern Bay of Bengal to further increase efficiencies in conjunction with the plans to implement reduced longitudinal separations.

1. **INTRODUCTION**

1.1 While the BOB-RHS is tasked with the implementation of reduced longitudinal separation, it is driven by the need to optimise capacity due to increasing traffic requirements.

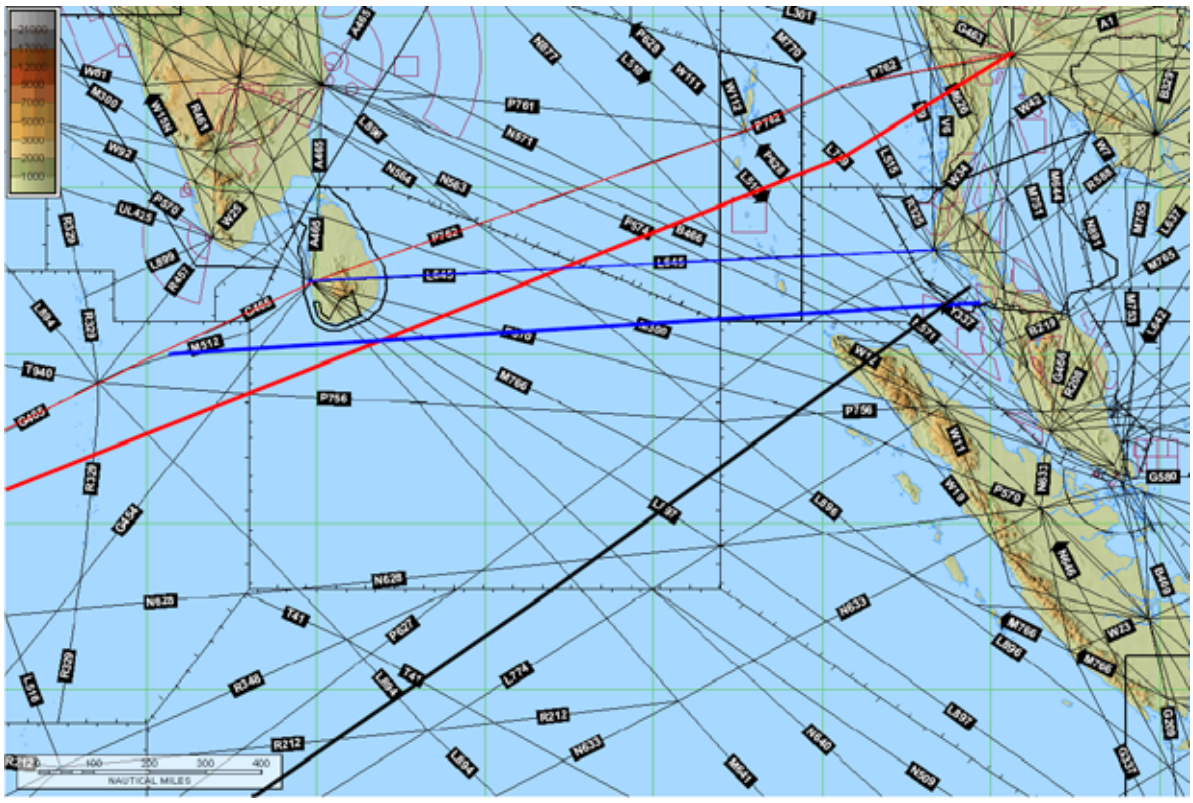
1.2 Unfortunately with no BBACG scheduled in 2010, the BOB-RHS also represents the only ICAO meeting that is focused on efficiencies supporting this important traffic flow (AR4).

2. **DISCUSSION**

2.1 While the primary traffic flow is between South East Asia, the Indian Subcontinent and onto the Middle East and beyond, there are also crossing tracks serving traffic between Asia and Africa. While these tracks are not as heavily trafficked, allowance must still be made with the allocation of Flight Levels. These routes can effectively limit the capacity of the primary routes.

2.2 The establishment of uni directional crossing routes can increase the capacity available for the primary traffic flow. This can be achieved by allocating same levels on the uni directional crossing routes thereby enabling increased altitude availability on the primary routes.

2.3 The chart below indicates where this concept of uni directional routes could be utilised.



2.4 The lines drawn are not intended to designate exact routes but rather indicate where uni directional routes may be established. It will be incumbent on States to specify exactly where routes should be established that satisfy their own requirements.

2.5 The benefits to users are significant with greater availability of flight levels at/ or close to optimal for both primary and crossing routes. Potentially the reduction in CO2 emissions could be in the vicinity of 3.5 million kg per year.

2.6 The potential benefit to ATC is an increase in capacity with increased level availability on the primary routes and an increase in efficiency with fewer aircraft having to undertake large changes of altitude to cross the busy traffic flow.

2.7 IATA anticipates that all new routes will be established in accordance with the principles associated with Performance Based Navigation.

3. ACTION BY THE MEETING

3.1 IATA requests the States consider the concept of the proposals and engage with other States/ ICAO and IATA to enable where appropriate.
