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 3: Operational Issues

DATA COLLECTION TO PROVIDE BUSINESS CASE SUPPORTING REDUCED HORIZONTAL SEPARATION DECISIONS

(Presented by Thailand)

SUMMARY

This working paper presents a possible data collection scheme used to provide business case supporting reduced horizontal separation decisions in the Bay of Bengal, the Arabian Seas or other applicable regions.

1. INTRODUCTION

1.1 The meeting would recall discussions at the BOB-RHS/TF/1 meeting held in November 2009 in relation to possible business case required to implement reduced horizontal separation in the Bay of Bengal an Arabian Sea west of the Mumbai FIR.

2. DISCUSSION

2.1 The meeting is advised that traffic demand through the airspace involved would be the key information in providing a business case supporting reduced horizontal separation implementation timeline. Such traffic demand information should include information such as aircraft types and planned entry and exit time from the concerned airspace. Based on traffic demand, possible simulation could be performed on how various horizontal separation standards would affect traffic demand involved.

2.2 While ongoing RVSM safety monitoring data collection sampling December traffic data sent to RMAs such as MAAR may appear to fit the definition of traffic demand information necessary for providing business case supporting reduced horizontal separation implementation, the information being collected is actual traffic sample data.

2.3 Since the traffic sample data is the record of actual traffic, it is arguable that the traffic collected would have included other factors such as current separation standards as well as uncertainties such as weather phenomena. Therefore, such data may not be useful to conduct simulation on effects of reduced horizontal separation implementation. Nevertheless, traffic sample data would become useful in post-implementation safety monitoring such as those carried out by RMAs and EMAs.

2.4 The meeting is invited to note that another potential source of traffic demand data could be as simple as flight plans. Since it is required that flight plans include estimated elapsed time when crossing FIR boundary and planned routing, it is possible to construct a list of FIR boundary crossings of a particular flight simply by processing flight plan information. Such FIR boundary crossing information would then form basis of traffic demand useful for reduced horizontal separation implementation decisions.

2.5 In this respect, AEROTHAI is willing to perform offline post-processing of flight plans through the area concerned by the BOB-RHS/TF into traffic demand for further analysis and simulations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the possibility of post-processing flight plans to construct traffic demand and business case supporting reduced horizontal separation decisions;

b) discuss possible mechanisms to collate flight plans and post-process flight plans to construct business case supporting BOB-RHS/TF reduced horizontal separation decisions.

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