



International Civil Aviation Organization

**The Third Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/3)**

Bangkok, Thailand, 03-07 August 2015

Agenda Item 4: ATM Systems (Modernization, Seamless ATM, CNS, ATFM)

FUA IMPLEMENTATION IN INDIA (VALIDATION OF FUA MANUAL)

(Presented by Airports Authority of India)

SUMMARY

Whereas, in the second meeting of the National High Level Airspace Policy Body meeting (NHLAPB/2) it was decided that the Manual on FUA should be validated, in the fourth meeting of the NHLAPB (NHLAPB/4) the Manual on FUA, India, V1.0 was adopted. The validation of the Manual on FUA, India, V1.0 was conducted on 6th June, 2015 at the Delhi ATC Center, within the Delhi FIR with the active participation of Airspace Management Cell (AMC). The validation has been successful and the National Airspace Management Advisory Committee (NAMAC) in its sixth meeting held in June, 2015, has ratified this. This paper provides a brief on the validation exercise and the FUA Training in India at ASM Level 2 and 3, which is currently in progress.

1. INTRODUCTION

1.1 A detailed Information paper (IP 09) was presented by India in SAIOCG/4. This information paper is to showcase a milestone achievement in FUA implementation in India.

1.2 A working paper (WP10) was presented by India in SAIOCG/5. This paper detailed the preparation and adoption of the Manual on FUA, India, V1.0 by the NHLAPB in its fourth meeting.

1.3 In NHLAPB/2 a decision was taken to validate the Manual on FUA, especially to understand the real time action(s) required to be performed at ASM Level 2 by the AMC and ASM level 3 by the civil and military ATC Centres/ATSUs, including release of mock CDR(s) 2 created for the purpose, dissemination of information on Conditional route availability to the operating airlines, AO actions thereof, real time coordination, negotiations arising due to non-availability of the conditional routes and actions thereof.

1.4 The validation exercise was successful and all role plays by the AMC, IAF MLU, IAF MLC, Military ATS Units, AMC, Line Controllers at ASM Level 3, CNS engineers and the Airline Operators.

1.5 The National Airspace Management Advisory Committee (NAMAC) has accepted the recommendations of the FUA Secretariat and has ratified that the Manual on FUA, India V1.0 stands validated and has resolved further, to place this before the NHLAPB in its next meeting (NHLAPB/5), to be scheduled in near term.

2. DISCUSSION

2.1 The Validation exercise of Manual on FUA was conducted after several consultative meetings with all civil and military stakeholders. The Collaborative Decision Making (CDM) ensured that each stake holder was fully aware of their role play(s).

2.2 An SOP for the conduct of the validation exercise was prepared, providing the objectives of the validation exercise, the scenario(s), action(s) to be taken by the participating AOs etc.,

2.3 A consolidated report has been attached to this WP as an Annexure and this document contains inter alia, AMC, Air Headquarters and Airline reports, chronological events recorded during the conduct of the validation exercise and an SOP.

2.4 Airlines have reported their benefits 854 kilograms of fuel for five flights, during the conduct of the exercise.

2.5 A three day training on FUA at Delhi ATCC, conducted prior to the validation exercise, was attended by 40 officers from Civil Military Air Defence, Air Traffic Services and Airline Operation background, including a desktop exercise, and was a huge trust builder.

2.6 The NAMAC/6 directed the FUA Secretariat and the Regional AMCs to conduct FUA Awareness programme and the training has been completed at Chennai and Kolkata by mid-July, with training at Delhi and Mumbai scheduled in the second fortnight of July, 2015.

2.7 The ATS Route Optimisation under FUA for the introduction of CDR2 has provided the much needed impetus for FUA and Civil Military cooperation and as many as ten (10) CDRs2 under consideration, are being established in a phased manner, with 5 already established and 5 under implementation in near term. New airspace structures being established on the request of the military, are flexible, i.e., TSAs or TRAs in line with the principles of FUA enshrined in ICAO Circular 330.

2.8 The significant strides made, with a top down approach, involving NHLAPB, NAMAC, FUA Secretariat, Regional AMCs and ASM Level 3 of both civil and military ATSUs, especially with an emphasis on enhanced awareness at all levels down to the grass root, shows an increased mutual trust between civil and military entities, the key to successful implementation of FUA.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress made by India in the implementation of FUA;
- b) discuss any relevant matters as appropriate; and
- c) share the experience of individual State best practices on FUA so that India can benchmark them or benchmark India to improve their processes.

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