



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

FUA IMPLEMENTATION IN INDIA

VALIDATION OF MANUAL ON FUA - V1.0

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Highlights



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- Background of FUA Implementation
- Manual on FUA V1.0
- Validation of the Manual
- Discussion



Background



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- The adoption of the FUA concept by India and the establishment of a High Level Airspace Policy Body were proposed in October 2012
- The Cabinet Committee on Security approved the proposal in March 2013
- National High Level Airspace Policy Body (NHLAPB) was established in October 2013
- Manual on FUA was published in August 2014 after the approval of NHLAPB



Manual on FUA



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- The manual was prepared by the FUA Secretariat and was reviewed by NAMAC
- NHLAPB approved the Manual for publication in August 2014
- The Manual follows global best-practices and conforms with principles of FUA enshrined in Circ. 330 and GANP (GPI 1)
- NHLAPB/2 directed AAI to validate the Manual before full-fledged implementation of FUA



Validation of FUA Manual



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- Objectives
 - 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 ATS Units, including release of mock CDR-2 created for the purpose
 - Dissemination of information on CDR availability to the operating airlines and monitoring actions of Aerodrome Operators
 - Experience the real-time coordination between civil and military authorities, negotiations arising due to non-availability of the conditional routes and actions thereof



Validation of FUA Manual.....



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- Outcome
 - The validation exercise achieved the planned objectives
 - Role-plays by the AMC, IAF MLU (AD), Military ATS Units, Controllers at ASM Level 3 and the Airline Operators demonstrated that the FUA concept is effectively described in the Manual
 - Result of the validation was ratified by NAMAC, which resolved to place the same before NHLAPB in the next meeting for approval



Validation of FUA Manual.....



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- 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 agencies etc.
- The validation exercise was conducted after several consultative meetings with civil and military stakeholders. The Collaborative Decision Making (CDM) ensured that each stake holder was fully aware of their roles



Validation of FUA Manual.....



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- A consolidated report of the validation exercise has been prepared which contains inter alia, AMC, Air Headquarters and Airline reports, chronological events recorded during the conduct of the validation exercise and the SOP
- Airlines have reported their benefits 854 kilograms of fuel for five flights, during the conduct of the exercise



Discussion



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- A three day training on FUA, conducted at Delhi ATCC, prior to the validation exercise, attended by 40 officers from Civil / Military / Air Defence / Air Traffic Services and Airline Operations background, which included a desktop exercise, was a huge trust builder.
- NAMAC/6 directed the FUA Secretariat and the Regional AMCs to conduct FUA Awareness programme. The training has been completed at Chennai, Kolkata, Delhi and Mumbai in July 2015.



Discussion....



- ATS Route Optimization under FUA has provided the much needed impetus for FUA and Civil Military cooperation.
 - Nine CDRs have been planned and are being established in a phased manner- 3 already established and 6 under implementation in near term.

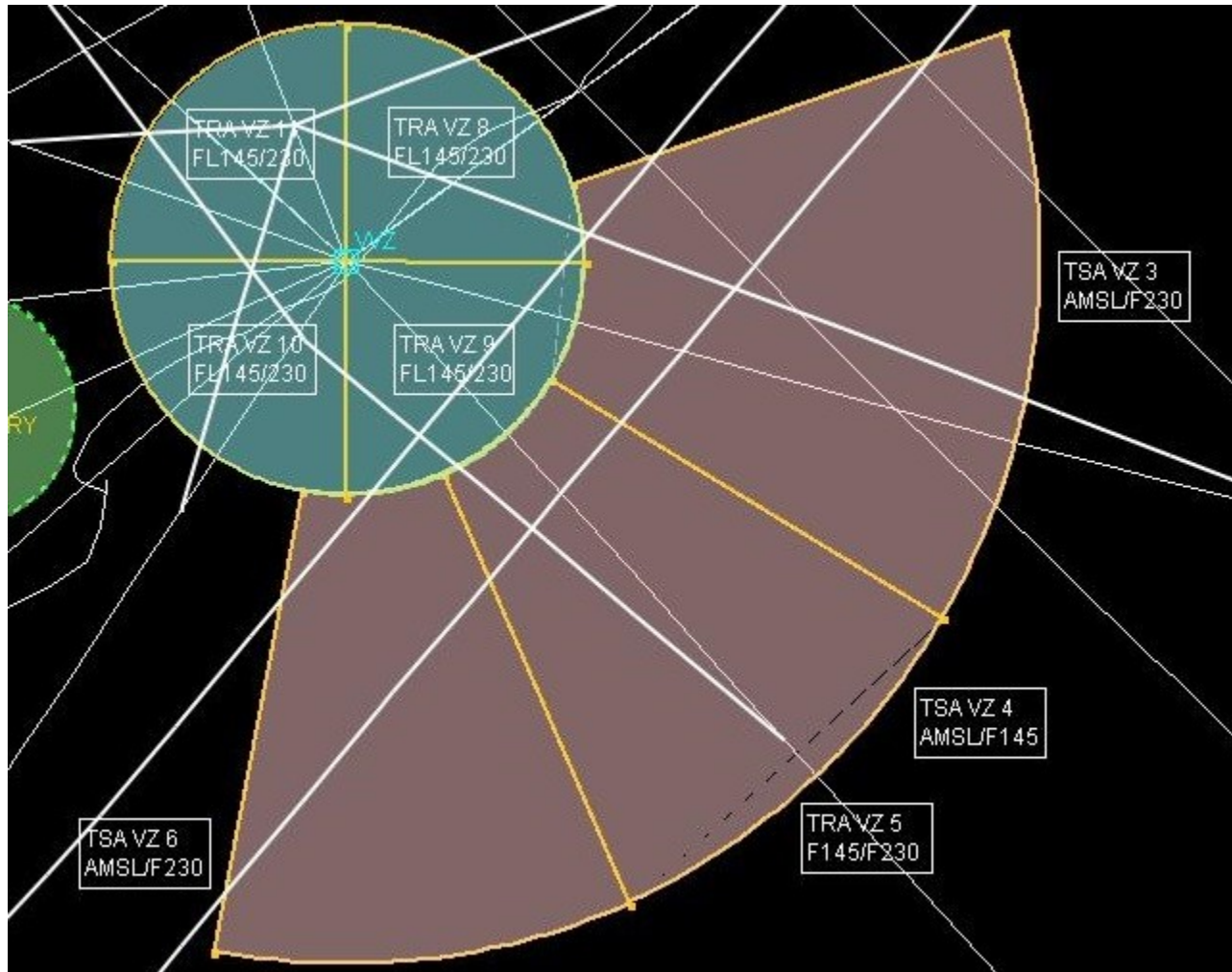
KOLKATA – JAIPUR	RECOMMENDED AS CDR 3
MUMBAI - BHOPAL	RECOMMENDED AS CDR 1 BY HAL
HYDERABAD - KOLKATA	RECOMMENDED AS CDR 2 ON SUNDAYS
DELHI - HYDERABAD	RECOMMENDED AS CDR 3
DELHI – GOA	RECOMMENDED AS CDR 2 ON SAT/SUN
MUMBAI - KOLKATA	RECOMMENDED AS CDR 3
NAGPUR – PUNE	RECOMMENDED AS CDR 2 ON SUNDAYS
GUWAHATI – DIMAPUR	RECOMMENDED AS CDR 2 ON SUNDAYS
SILCHAR – DIMAPUR	RECOMMENDED AS CDR 2 ON SUNDAYS



Discussion....



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- New airspace structures being established on the request of the military, are flexible:
 - 7 TSAs
 - 14 TRAs



Discussion....



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- 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.



Action by the Meeting



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- The meeting is invited to:
 - note the progress made by India in the implementation of FUA
 - discuss any relevant matters as appropriate; and
 - Share the experience of individual State best practices on FUA so that India can benchmark them or benchmark India to improve their processes

