



**Combined Third Meeting of Arabian Sea Indian Ocean ATS Coordination Group ASIOACG/7 and
Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE/3) –
Mumbai, India, 11 – 14th December 2012**

**Agenda Item 3: ATM issues - including: Reduced Horizontal separation Air Traffic Flow
Management**

The implementation of 50 Nm RHS in Arabian Sea Airspace

(Presented by Airports Authority of India)

SUMMARY

The paper discusses the implementation of 50 NM RHS in
Arabian Sea airspace.

1. INTRODUCTION

1.1 The RNP10 routes with 50 Nm lateral separations were introduced in ICAO APAC region in 2003. But considering the non availability of DCPC in oceanic regions the 50 Nm longitudinal separations could not be introduced. AAI introduced FANS-1 data link services over BOB and ASIO in 2006, and thereafter other ANSPs also started planning for introduction of data link services in oceanic regions. ICAO APAC office then launched a special taskforce called BOBRHSTF for implementation of 50 NM longitudinal separations over RNP10 routes in the region considering the availability of DCPC all over the region. The BOBRHSTF in its first meeting started considering implementation of RHS over Arabian Sea region also.

1.2 The RHS TF was dissolved after its seventh meeting as the tasks were considered to be completed except a few residual issues. The residual tasks were delegated to SAIOACG.

2. Discussion

2.1 The first phase of the Bay of Bengal Reduced Horizontal Separation (BOBRHS) project was implemented on 30 June 2011. Though it was planned to introduce 50 Nm

RHS over four ATS routes due to operational issues, 50 NM RHS could be implemented only on 2 routes of the proposed 4 routes one of which was a route transiting across the Bay of Bengal (N571) and the Arabian Sea, and the other (P762) from Bangkok to Colombo over Bay of Bengal.

2.2 The final phase of 50 NM RHS was implemented from 8th March 2012

In Indian FIRs 50 NM longitudinal separation was implemented in all 14 routes proposed by APAC office in Phase 2A on 15th December 2011. These routes are P570, M300, N563, P574, N877, L759, L510, L759, P646, L509, M770, L301, N895 and L507 in Kolkata, Delhi, Chennai and Mumbai FIR.

2.3 The 50 NM RHS could not be implemented on Muscat FIR/Mumbai FIR boundary due to some issues related to FPL format and display of data link capabilities on ATC HMIs.

2.4 The new ICAO FPL format identifies various data link capabilities individually. It may now be possible to display the ADS-C/CPDLC capability on controller HMIs distinctly.

2.5 The Male ADS-C/CPDLC services are now available for trials. The implementation of 50 NM RHS can now be considered on L516 & L894. This would increase the possibility of optimum levels for long haul flights on this route.

2.6 ASIOACG may now consider the 50 NM RHS implementation in Arabian Sea region as an action item of its own. The seamless implementation of 50 Nm RHS will provide tremendous benefits in terms of flight efficiencies.

3. ACTION BY THE MEETING

The meeting is invited to

- a) Discuss the inclusion of proposed RHS implementation as action item for the year 2013 as proposed.