

Combined ASIOACG and INSPIRE Working Group Meeting, 2013

Dubai, UAE, 29th to 30th May 2013

Agenda Item 2: Action items from ASIOACG/7**FLAS cancellation in Mumbai Airspace**

(Presented by IATA)

SUMMARY

This Working Paper seeks ASIOACG stakeholders support for the FLAS Cancellation in Mumbai Airspace. This ATM initiative provides a solution for CO2 saving opportunities and flexibility of traffic separation with minimum altitude deviation from optimum altitude.

This paper relates to –

Relevant Strategic Objective

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

- GPI-2 Reduced vertical separation minima
- GPI-3 Harmonization of level systems
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness
- GPI-17 Data link applications
- GPI-22 Communication infrastructure
- GPI-23 Aeronautical radio spectrum

1. INTRODUCTION

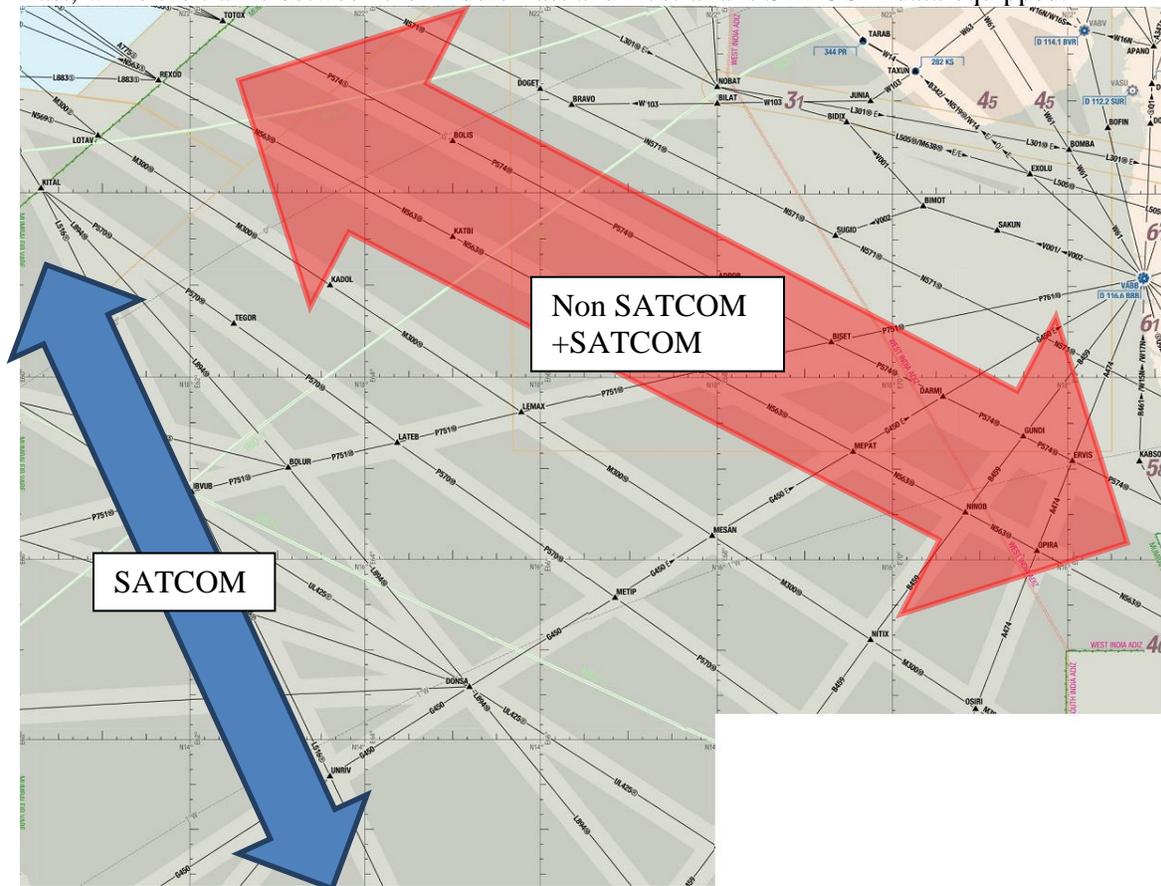
1.1 FLAS was implemented in Mumbai Airspace several years ago and at a later ASIOACG meeting it was agreed to cancel it during a limited time period (0530-0930 Z) by NOTAM.

1.2 Outside of the above period all traffic in Arabian Sea Oceanic Airspace needs to adhere to the flight levels associated with the FLAS. This includes Middle East night time departures to Australia and Africa to Asia/India. The FLAS restriction does not allow efficient use of cruising levels.

1.3 The CANSO CEO at ICAO ANC/12 introduced the concept of “Best equipped best served” in support of the forthcoming ASBU introduction. However datalink equipped aircraft operating in ASIO UPR zone are restricted by the FLAS.

1.4 In the discussion at ASIOACG 7, HF Voice connectivity problems in Mumbai airspace and the significant numbers of Non SATCOM capable aircraft operating between Middle East and India was raised as a safety issue for the cancellation of the FLAS.

1.5 Most of the Non SATCOM aircraft traffic operates between India/Maldives to the Middle East, while the traffic between the Middle East and Australia is SATCOM data-equipped.

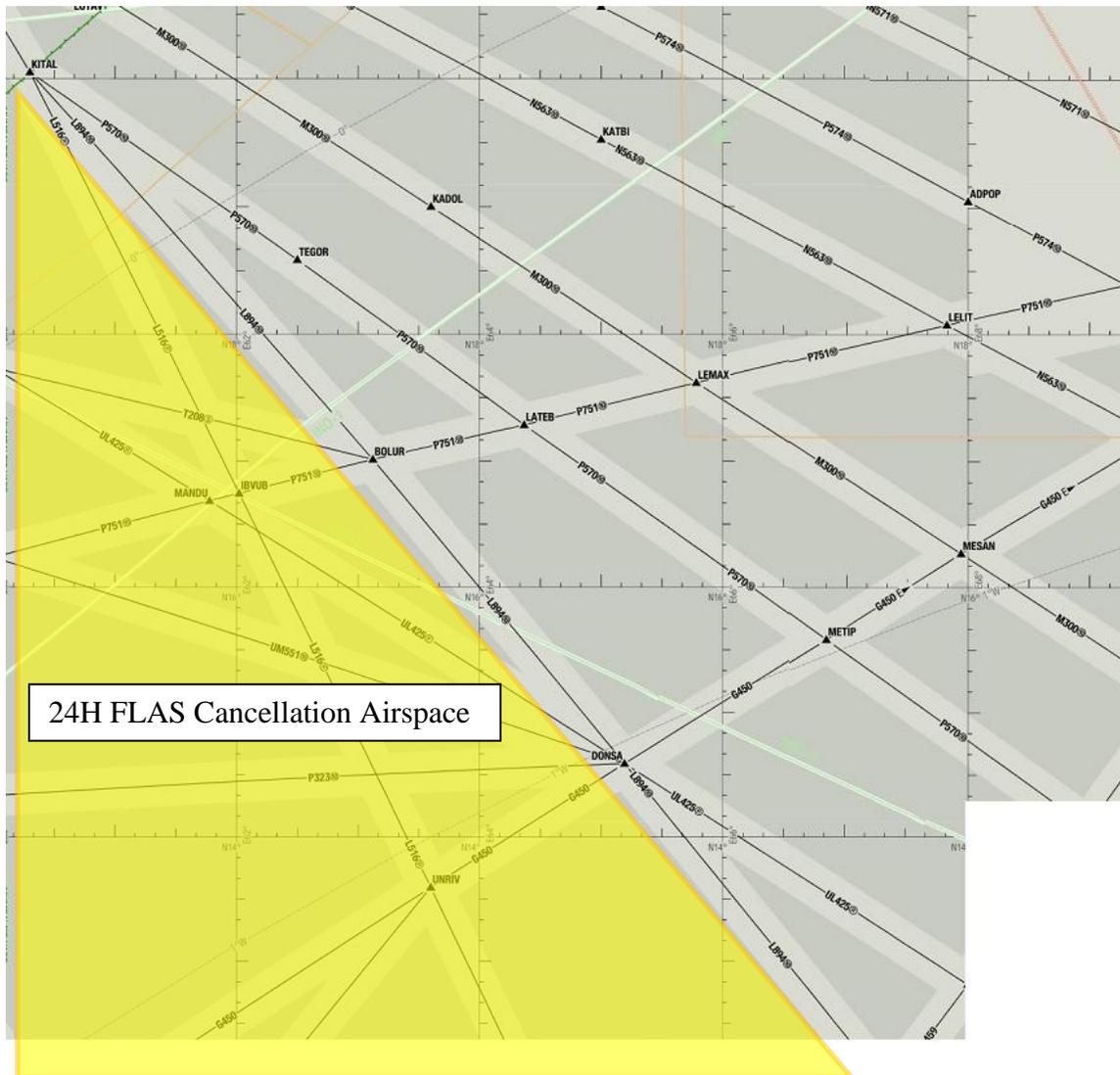


2. DISCUSSION

2.1 IATA member airlines are agreed that the FLAS is inefficient.

2.2 The FLAS was introduced due to surveillance and communication difficulties within oceanic airspace. Most of Non SATCOM Aircraft operate between India and Middle East mainly.

As a first step toward increasing flexibility outside of the NOTAM times, introduce FLAS Cancellation Area outside of Non SATCOM aircraft main flow, and extend to other Airspace at later stage.



2.3 In this Airspace, Datalink capable aircraft contribute to safety in Mumbai Airspace, and the concept of “Best equipped, best served” is introduced, with the appropriate priority handling of flight level assignment.

2.4 IATA member airlines request ANSP to explore all options in improving the reliability of HF communication in order to expand the area where FLAS is no longer required.

3. **ACTION BY THE MEETING**

3.1 Review the requirement of FLAS in Mumbai Airspace.

3.2 Discuss the new concept of FLAS Cancellation Area with priority altitude assignment based on the “Best equipped, best served” concept in order to maximize the UPR zone user benefits.

3.3 Discuss the future steps toward full cancellation of the FLAS in all of Mumbai Oceanic Airspace.
