



Combined Fourth Meeting of Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG/8) and Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE/4) –

Melbourne, Australia 25th November – 28th November 2013

Agenda Item 9: [Report from ANSP on initiatives listed in INSPIRE Strategic Plan]

Update on initiatives listed in INSPIRE Strategic Plan

(Presented by Airports Authority of India)

SUMMARY

The information paper presents an update on INSPIRE initiatives in Indian FIRs.

1 INTRODUCTION

Airports Authority of India had identified several initiatives, viz, Integration of National Radar Coverage, Reduction of longitudinal separation to 50NM, Mumbai Connector Routes (Male – Muscat), Mumbai FIR Connector Routes (Seychelles), PBN-RNAV 1 SIDs & STARS for Bangalore & Trivandrum and RNP Approach for Cochin, Flexible Use of Restricted Airspace.

1.1. Status of all these initiatives is given below.

2 DISCUSSION

2.1 Integration of National Radar CoverageThe Upper Airspace Harmonization, with a four tier Airspace structure, has been extremely successful in Chennai FIR with the Upper (FL 260+) ACC Sectors of Hyderabad, Mangalore, Trivandrum, Cochin , Bangalore and Chennai controlled from Chennai with the Lower (FL 155- FL 255) ACC sectors controlled by the respective centers. Vertical Consolidation of the Upper sectors during contingent situations have been handled effectively and the transitions have been efficiently managed.

2.1.2 The UAH Plan for Kolkata has been finalized, the lower ACC Sectors will be controlled from Bhubaneswar, Patna, Guwahati, Agartala, Varanasi and Kolkata and the Upper ACC Sectors will be controlled from Kolkata and the plan is likely to be operationalized in Q1-2014.

- 2.1.3 The UAH Plan for Delhi has been finalized, the lower ACC Sectors will be controlled from Jaipur, Amritsar, Lucknow and Delhi and the Upper ACC Sectors will be controlled from Delhi and the plan is likely to be operationalized in Q1-2014.
- 2.1.4 The UAH Plan of Mumbai is in the final stages of planning and is expected to be finalized by Q4-2013.
- 2.1.5 A proposal to migrate to higher airspace classification(s), especially to Class A in the Upper Airspace is under consideration and is expected to be introduced in Q1-2014.

- 2.2. Reduction of longitudinal separation to 50Nm:- A reduced horizontal separation minimum of 50 nm has already been introduced in 2011 on following ATS routes

Chennai FIR P570, M300, N563, P574, N877, L759, L510, P762, P628

Delhi FIR L759, P646, L509

Kolkata FIR L759, M770, L301, N895, P646, L507, L509, L510, L501

Mumbai FIR P570, M300, N877, L759, L301, N895, N571

However there are some issues from Muscat FIR side and west bound flights are not getting benefits of implementation of RHS.

- 2.3 Mumbai Connector Routes (Mumbai - Male):- already implemented. However, as pointed out by ICAO representatives in BOBASIO3 Meeting Hyderabad, the route designator 'V' may not be used for RNAV connector routes, the route designators will be changed suitably.
- 2.4 Mumbai FIR Connector Routes Africa: - RNAV route L875 VUTAS and MMV VOR and L756 between CLAVA and RULSA have been established. On these routes, pre- coordinated levels F280 and F290 are available to cross Mumbai FIR. Higher levels are available in coordination with Mumbai OCC. Mumbai SATCOM OCC INMARSAT SHORT CODE 441920 PSTN NUMBER 870762092869 has also been published for coordination purpose.

- 2.3.1 PBN-RNAV 1 SIDs & STARS for Bangalore & Trivandrum and RNP Approach for Cochin:- already implemented.

- 2.3.2 Flexible Use of Restricted Airspace:- The Central Government has approved establishment of **National High Level Airspace Policy Body** (NHLAPB) for implementation of flexible use of airspace policy and procedures. A roadmap for the implementation of FUA has been submitted and accepted by the Ministry of Civil Aviation. The NHLAPB comprises all civil and military organizations which are either service providers or users of the airspace. The National Airspace Management Cell will be established at New Delhi and the Regional Airspace Management Cells will be established at Chennai, Delhi, Kolkata, and Mumbai, to implement FUA in a phased manner.

- 2.3.2 The CDO procedures already implemented at Mumbai, Ahmedabad, Shamshabad (Hyderabad) TMAs are also being implemented at Delhi from 15th November 2013 and very soon ATC Kolkata will also start CDO procedures.
- 2.8 In its efforts to improve capacity and efficiency and in turn reduce carbon emissions, AAI has achieved a peak hourly traffic of 76 at Delhi in three runway operations mode and 48 on single runway at Mumbai.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to note
- a) the action taken on the initiatives taken by AAI.
 - b) the progress made by India on implementing FUA.