



ARABIAN SEA INDIAN OCEAN ATS
COORDINATION GROUP AND INDIAN
OCEAN STRATEGIC PARTNERSHIP TO
REDUCE EMISSIONS WORKING GROUP
MEETING

ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS WORKING GROUP MEETING

DOHA, QATAR 4-5 JUNE 2014

Agenda Item 5: Communication / Navigation / Surveillance issues Airspace enhancement – South Chennai-Male-Colombo

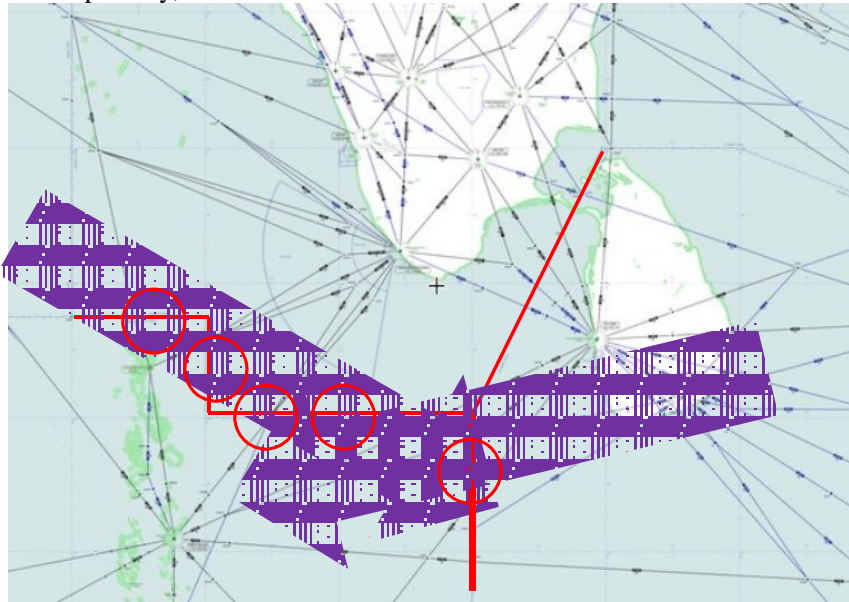
(Presented by Emirates)

Summary

**This paper raises the concept of seamless and flexible
Airspace for the potential development in the South
Chennai-Male-Colombo**

1. INTRODUCTION

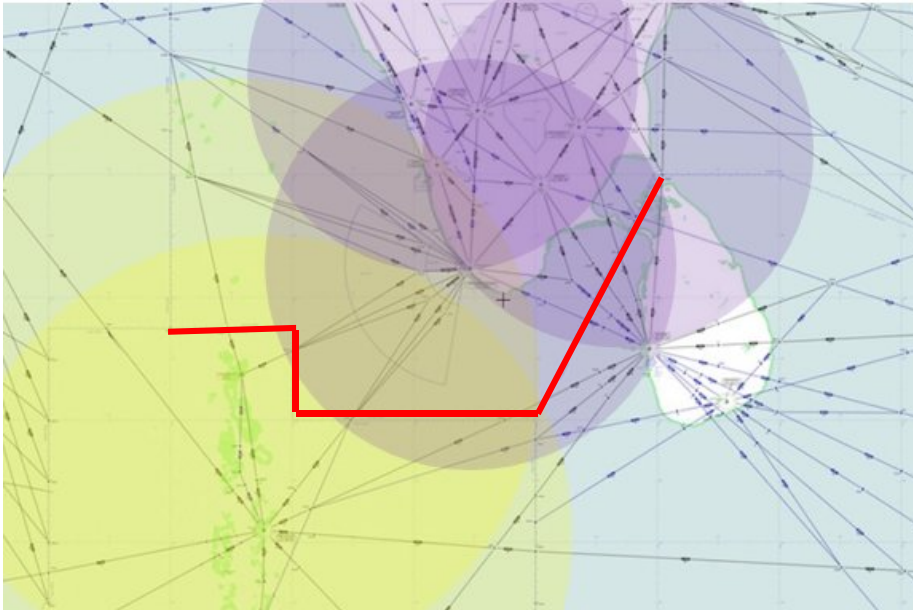
- 1.1 Operators have the benefit from the ASIO UPR zone from its implementation in 2013..
- 1.2 However, operators are restricted with Flight planning requirement like applicable WPTs combination requirement due to FIR boundary and ATC responsible area boundary.
- 1.3 Current FIR boundaries are not fit to the main traffic flow.
- 1.4 Especially, ME-Australia routes are restricted not to cross the FIR boundary in short period.



2. DISCUSSION

2.1 Reviews of surveillance capability and further collaboration between ANSPs for enhancement of flexible handling of the traffics.

ADS-B coverage



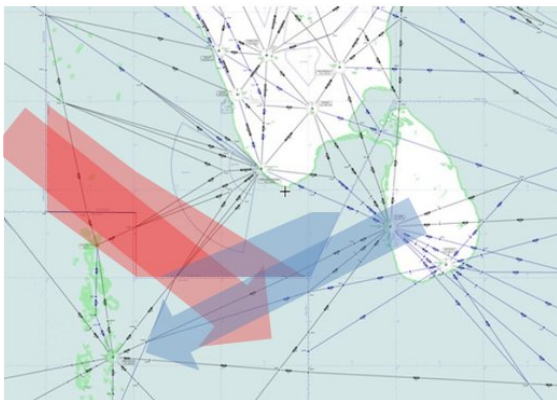
Current ADS-B coverage cover full of the area we need to have an enhancement. Colombo already has Radar cover from Colombo and plan to introduce ADS-B.

“ ADS-B data sharing between 3 FIRs” will give the full of seamless Radar coverage in the area.

Seamless surveillance will provide the benefit of flexible and seamless operation, crossing FIR boundaries like as the single FIR airspace.

2.2 As a next step in the future development, we would like to agree to study about functional single airspace by these 3 FIRs like the European FAB concept. Strong tied relation between FIRs as single airspace will make high density traffic flow smoothly.

2.3 The UK-Ireland Functional Airspace Block (FAB) has launched the operational trial to test ‘dynamic sectorisation’ – the tactical switching of air traffic services between providers. Introduction of this “Dynamic sectorization” concept will increase the airspace efficiencies with fitting Airspace to the key traffic flow on the timing.



3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss

- a) Collaboration of 3 FIRs for seamless surveillance / communication environment by sharing the ADS-B data and VHF Comm.
- b) Seamless Operation between 3 FIRs with surveillance.
- c) Future Airspace concept as a functional airspace block and the introduction of 'dynamic sectorisation'.