

Combined ASIOACG/9 and INSPIRE/5 Meeting, 2014

Dubai, UAE, 12th to 14th November 2014

Agenda Item 3: ATM issues**Coordination between Seychelles and Mumbai FIR**

(Presented by Seychelles)

SUMMARY

This paper provides information on the outcome of the notable work by both the Seychelles ANSP and the AAI to alleviate the impact on Flight Level Allocation Scheme (FLAS) on operation over the FIR boundary.

1. INTRODUCTION

1.1 The associated concern with Flight Level Allocation Scheme (FLAS) applicable on the western boundary of the Mumbai FIR has always been debated upon at the ASIOACG and other ATS coordination meeting such as the BOBASIO.

1.2 Recently following the 4th BOBASIO ATS coordination meeting in Kolkata, at which it was decided that statistic are collected to monitor the outcome of some work being undertaken by Mumbai on the issue.

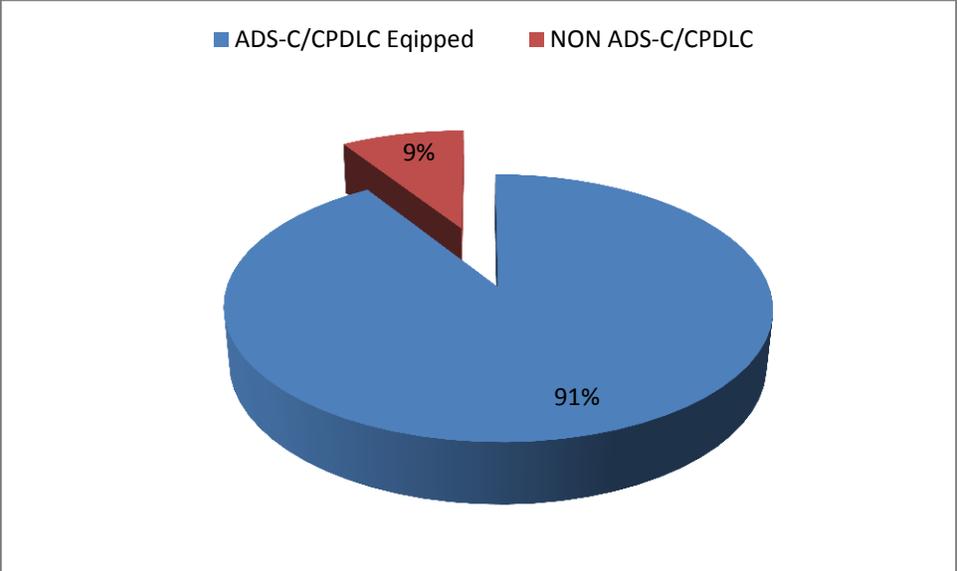
2. DISCUSSION

2.1 One of the contributions brought about by Seychelles at the last ASIOACG/INSPIRE meeting held in Doha earlier this year was to at least reduce the application of FLAS for ADS-C/CPDLC equipped aircraft at the FSSS/VABF FIR boundary.

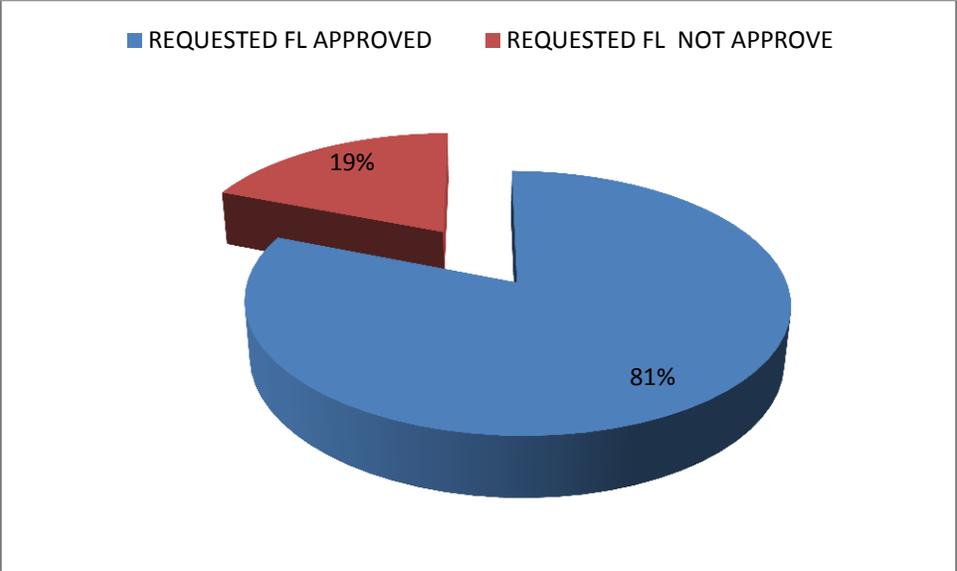
2.2 Statistic collected recently indicates a significant improvement in the services provided and should be regarded as a step towards the complete removal of FLAS.

2.3 Data collected were from schedule operation and for a period of one month (October). The following conclusions were made;

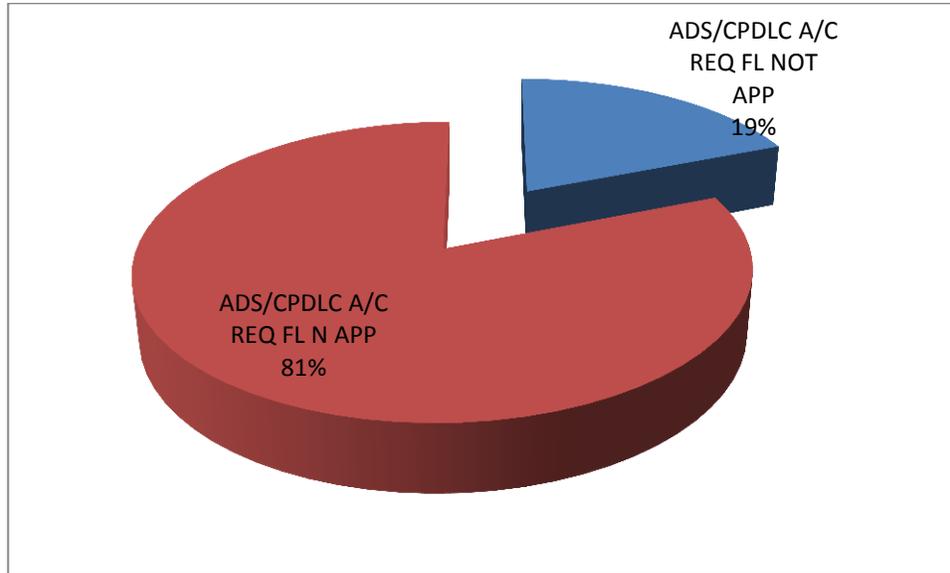
2.3.1 In terms of aircraft equipage (ADS-C/CPDLC), it was recorded that 91% of the aircraft was equipped.



2.3.2 The data collected also indicates that for 81% of flights the requested Flight Level was approved by VABF.



2.3.3 When analyzing the data it was noted that for 81% of the ADS-C/CPDLC that the requested Flight Level was approved.



2.4 The following conclusions were also made from the collected data;

2.4.1 From the number of approved flight level 14% of flights had filed for the FLAS level (FL330 or FL410)

2.4.2 It was recorded that 100% approval was given to NON ADS-C/CPDLC aircraft for their requested Flight Level and for which only 25% has filed for FLAS level.

3. ACTION BY THE MEETING

3.1 The meeting is invited to;

- a) Note the information contained in this paper.
- b) Acknowledge the work by AAI/Mumbai FIR to reduce the application of FLAS and possibly complete removal in the near future.
