

Combined ASIOACG/10 and INSPIRE/6 Meeting, 2015

Madagascar, 17th to 19th November 2015

Agenda Item 2: Update from ANSPs

Proposal for new RNP 10 routes in Arabian Sea airspace

(Presented by Airports Authority of India)

SUMMARY

This working paper presents the details of enhancement of airspace capacity through Collaborative airspace design and management by introducing two new RNP10 routes.

This paper relates to:

Relevant Strategic Objectives:

A: Safety – Enhance global civil aviation safety

B: Air Navigation Capacity and Efficiency – Increase the capacity and improve the efficiency of the global aviation system

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-5 RNAV and RNP (Performance-based navigation)

GPI-8 Collaborative airspace design and management

GPI-17 Data link applications

1. INTRODUCTION

1.1 The air traffic between Africa and Asia has started growing in recent years and the growth is expected to accelerate in coming years. The fastest growing markets in the world in terms of percentage will be located in Asia and Africa.

1.2 Currently the Middle East region is also experiencing rapid growth of aviation industry.

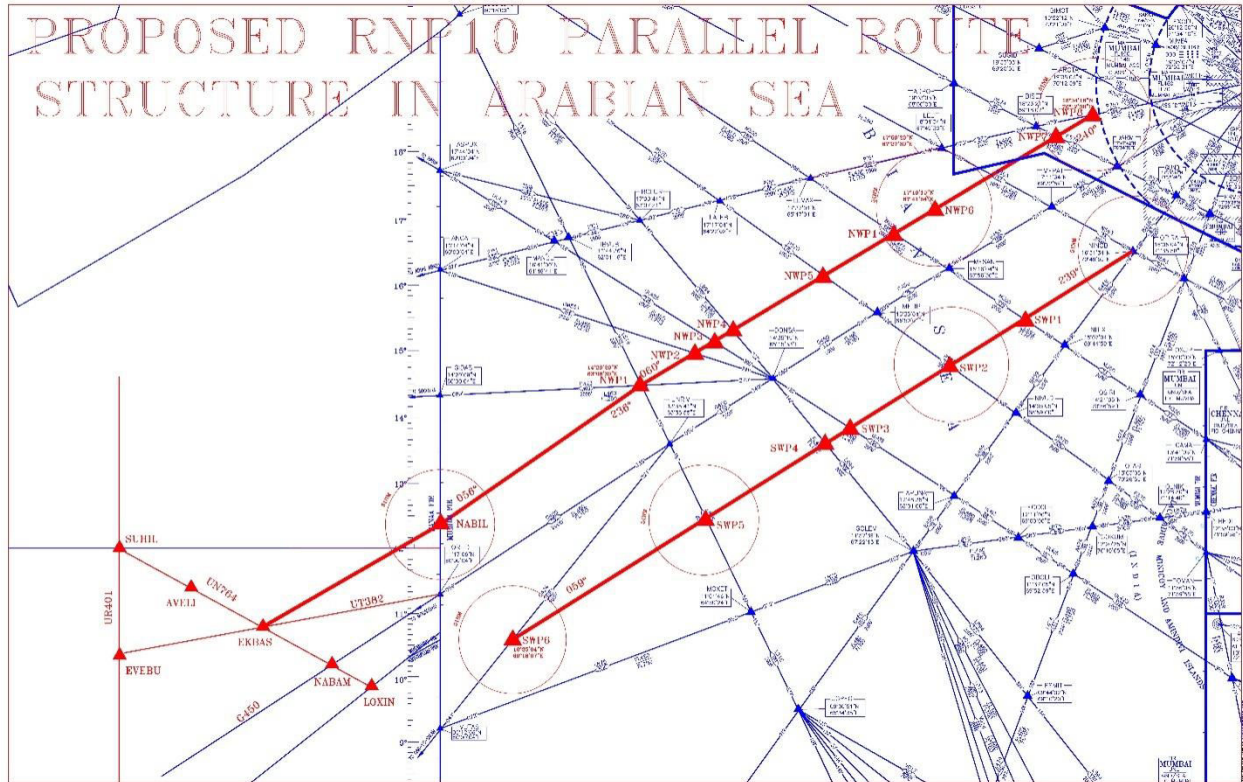
1.3 As the traffic flows from Africa to Asia and From Europe/Middle East to Asia cross over Arabian Sea, the growing number of aircrafts will pose some interesting challenges for Air Traffic Management.

1.4 This paper presents a proactive initiative of Airports Authority of India for efficient traffic flows.

2. DISCUSSION

2.1 At present ATS route G450 is the only route between Mogadishu and Mumbai FIR. Though the flights on these routes are few, the scheduling of flights is such that in the early morning hours they cross over from Mogadishu to Mumbai FIR over ORLID in a bunch. This restricts the availability of optimum flight levels. The ATS route G424 from Seychelles FIRs converges with G450. The restriction is also due to the crossing traffic flow from Oman FIR.

2.2 In order to help flights fly at optimum flight levels and considering that all the schedule flights in the sector are RNP10 capable, AAI has proposed two parallel RNP10 routes from Mogadishu and one from Seychelles FIR. The proposed routes are depicted below,



2.3 It is proposed to,

2.3.1 Restrict G450 upper limit to FL280 to accommodate non-RNP10/ non-RVSM aircraft

2.3.2 Create a new RNP10 ATS Route overlaying G450 between ORLID and Mumbai with vertical limit as FL290/FL460.

2.3.3 Create a new RNP10 ATS route parallel and 50NM north of G450 between NABIL and WP 183418N 0701230E joining P751 to Mumbai.

2.3.4 Create a new ATS route parallel and 50NM south of G450 between VUTAS and NINOBO joining B459 to Mumbai.

2.3.5 Restrict G424 upper limit to FL280 to accommodate non-RNP10/ non-RVSM aircraft or Withdraw G424.

2.4 The proposal was discussed with Somalia and Seychelles during BOBASIO/5 in New Delhi. Both the ANSPs welcomed the proposal. Efforts are on to obtain approval from SANAA FIR.

2.5 The safety assessment was carried out successfully at Mumbai. The proposal has been submitted to ICAO APAC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to,

- a) Discuss the proposal and suggest amendments if any,
- b) Endorse the proposal.
