



Combined ASIOACG/10 and INSPIRE/6 Meeting, 2015

Madagascar, 17th to 19th November 2015

Agenda Item 3: ATM issues.

Traffic Flow Management in Mumbai FIR

(Presented by Airports Authority of India)

SUMMARY

The paper presents the information of traffic flow in oceanic airspace of Mumbai FIR. The paper also reviews the traffic flow management procedures applicable in the airspace and the efforts of AAI in improving the procedures

1. INTRODUCTION

1.1 The traffic flow in the oceanic airspace of Mumbai FIR over Arabian Sea consists mainly of traffic between Mid East Asia and South East Asia/Australia and between Africa and South East Asia that cross each other over twenty four waypoints.

1.2 The oceanic airspace has twenty one International ATS routes and every day on an average 755 flights fly through the airspace daily.

1.3 This paper presents information about the traffic flow, the update on efforts made by AAI for review of traffic flow management in the form of Flight Level Allocation Scheme and to make optimum flight levels available to flights to so as to reduce fuel burn and emissions.

2. DISCUSSION

2.1 AAI in its earlier updates to ASIOACG had conveyed a tentative plan about review of FLAS.

2.2 In the year 2015 some progress has been made despite contingency situations occurring in the form of rerouting of Sanaa FIR traffic in the months of summer.

2.3 AAI has promulgated cancellation of FLAS on all routes entering Mumbai FIR via Seychelles FIR.

2.4 In the sideline meetings during BOBASIO/5 between Somalia and India, a plan has been discussed for FLAS cancellation, the plan may gather momentum after promulgation of RNP10 routes proposed in WP/3.

2.5 In a sideline meeting with some airlines after the safety assessment workshop for new routes in Mumbai, AAI discussed cancellation of FLAS for westbound flights. But airlines expressed apprehension about getting optimum flight levels for west bound flights towards Mauritius, Seychelles, Mogadishu and SANA FIR and requested that some sort of mechanism may be considered to ensure this. AAI is currently conducting in house analysis and discussions to address this issue.

2.6 Cancellation of westbound FLAS may take place soon.

2.7 AAI would also discuss removal of FLAS on route A474 with Mauritius.

2.8 Though AAI has introduced data link services in the form of ADS-C/CPDLC about a decade ago, non equipage of about 35 to 40 percent of flights with FANS 1A data link capability remains a serious handicap for maintaining surveillance and communications with these flights.

2.9 EMAAR and BOBASMA in their papers submitted to BOBASIO/5 have advocated that the FLAS should not be removed without proper mechanisms to address safety.

3. ACTION BY THE MEETING

3.1 The meeting is invited to,

- a) note the information contained in the paper
- b) discuss and suggest means to address the issue.
