



**Seventh ATS Coordination Meeting of Bay of Bengal, Arabian Sea
and Indian Ocean Region (BOBASIO/7)
New Delhi, India, 18 - 19 September 2017**

AGENDA ITEM 4: Strategic ATM Plans of Participating States

**NEED OF ESTABLISHMENT OF TWO ADDITIONAL ENTRY POINTS IN THE INDO-NEPAL
FIR BOUNDARY FOR THE EFFICIENT USE OF AIRSPACE**

(Presented by Civil Aviation Authority of Nepal)

SUMMARY

This paper presents the need to introduce two additional entry points to Kathmandu FIR (VNSM) to reduce the traffic congestion over SIMARA or ROMEO area, and to optimally utilize the Nepali Airspace to accommodate the international traffic to and from new regional international airports under- construction at Bhairahawa and Pokhara, and future Second International Airport at Nijgadh.

1. INTRODUCTION

1.1 Currently, there is only one entry point 'SIMARA/ROMEO' for the aircraft entering Kathmandu FIR (VNSM) from South and five exit points from Nepal to India viz. Biratnagar (via ATS route R344), Janakpur (via ATS route R325), Bhairahawa (via ATS route B345), Mechi (via ATS route G348) and Onisa (via ATS route L626).

1.2 Increase of traffic to and from Nepal, thereby increasing congestion of traffic in SIMARA and ROMEO Area necessitated to introduce new entry points.

1.3 Further, Gautam Buddha Regional International Airport, Bhairahawa (under construction) and Pokhara Regional International Airport, Pokhara (under construction) and Second International Airport, Nijgadh (under planning) also necessitated the additional entry points.

2. DISCUSSION

2.1 Prospectus of NEPALGUNJ Entry Point

2.1.1 It will help in reducing the traffic congestion over SIMARA Area.

2.1.2 It will support for the smooth and expeditious operation of future Gautam Buddha and Pokhara Regional International Airports, and Second International Airport, Nijgadh.

2.1.3 It will help in saving the flight distance by about:

- a) 25 NM (46 km) and flight time saving by about 6 mins for the International Traffic from Delhi to Paro (Bhutan) overflying Kathmandu;
- b) 185 NM (343 km) and flight time saving by about 24 mins for the International Traffic from Delhi and from West to Gautam Buddha Regional International Airport (under construction); and
- c) 150 NM (278km) and flight time saving by about 20 mins for the International Traffic from Delhi and from West to Pokhara Regional International Airport (under construction).

2.1.3.1 Reducing of fuel burn per leg in:

- a) first case is about 271.4 kg by reducing CO2 emission by about 857 kg.,
- b) second case is about 2023.7 kg by reducing CO2 emission by about 6395 kg., and
- c) third case is about 1640.2 kg by reducing CO2 emission by about 5183 kg.

(Reference: ICAO Carbon Emissions Calculator and ICAO Carbon Emissions Calculator Methodology, Version 10)

2.1.4 The entry point will serve the traffic inbound to above mentioned Regional International Airports, segregating outbound traffic exiting via BHAIRAHAWA on B345.

2.2 Prospectus of JANAKPUR Entry Point

2.2.1 It reduces the traffic congestion over ROMEO.

2.2.2 It will support for the smooth and expeditious operation of planned Second International Airport (SIA), Nijgadh which is about 34 nm south of Kathmandu.

2.2.2.1 Better entry option for SIA, rather than SIMARA or ROMEO, as it allows relatively wider airspace for descend.

2.2.3 The entry point will serve inbound route to existing and planned International Airports, segregating outbound traffic exiting via BIRATNAGAR on R344.

2.3 Nepal wishes India's progress in strategic airspace management under the FUA concept. The concept once materialized will certainly benefit whole regional air navigation system.

2.3.1 This also helps in materializing the above proposed two entry points, which will significantly reduce the track miles thereby reducing the fuel consumption and also reducing the carbon emissions and finally, support in protecting the environment.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge member state(s) to pave way to implement the concept for the sake of mutual benefits;
- b) urge member state(s) to support for the green aviation initiative; and
- c) discuss any relevant matters as appropriate.
