



**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 6: ATM Coordination (Airspace Restructuring, AIDC Implementation, AIS,
ATM Contingency Plan- Level 1 and Level 2 and SAR Agreements)**

**REALIGNMENT OF N877 FROM DOTEN TO AGEGA TO JOIN L510
WITHIN CHENNAI FIR**

(Presented by Airports Authority of India)

SUMMARY

This paper presents the need to realign the route N877 from DOTEN to AGEGA to join route L510 within Chennai FIR.

1. INTRODUCTION

1.1 Route L510 extends from IBANI at the boundary of Delhi/Mumbai FIR to GIVAL in Kuala Lumpur FIR. The route is east-bound between 1500UTC at GIVAL and 2230UTC at IBANI (0200 UTC at GIVAL). ATC can reroute west-bound flights also at FL360, FL340, FL300 and FL280.

1.2 N877 is bi-directional route extending from way point PRA in Mumbai FIR to LAGOG in Chennai FIR where it converges with high density route N571. Bi-directional route L518 extending from Udaipur VOR UUD converges with N877 at SADAP.

2. DISCUSSION

2.1 Figure1 shows the Bay of Bengal Airspace and the different RNP10 routes that traverse the Oceanic airspace of Chennai FIR. Table 2 gives the number of aircraft movements on route N877, L510 and N571.

2.2 At present East bound aircraft on N877 create traffic conflict with aircraft on N571 over LAGOG requiring controllers to either climb or descend either of the two aircraft to provide standard separation over LAGOG. Though the number of aircraft using N877 is less they often come during peak traffic period. Rerouting such traffic via L510 would enable aircraft to get optimum flight levels. Also the aircraft would remain well within the coverage area of ADS-B ground station at Port Blair.

2.3 The proposal was discussed with Malaysia in the tripartite meeting held at Chennai in April 2017 between India, Indonesia and Malaysia and it was decided that the proposal should be presented in BOBASIO7 to obtain the views of IATA and other stake holders.

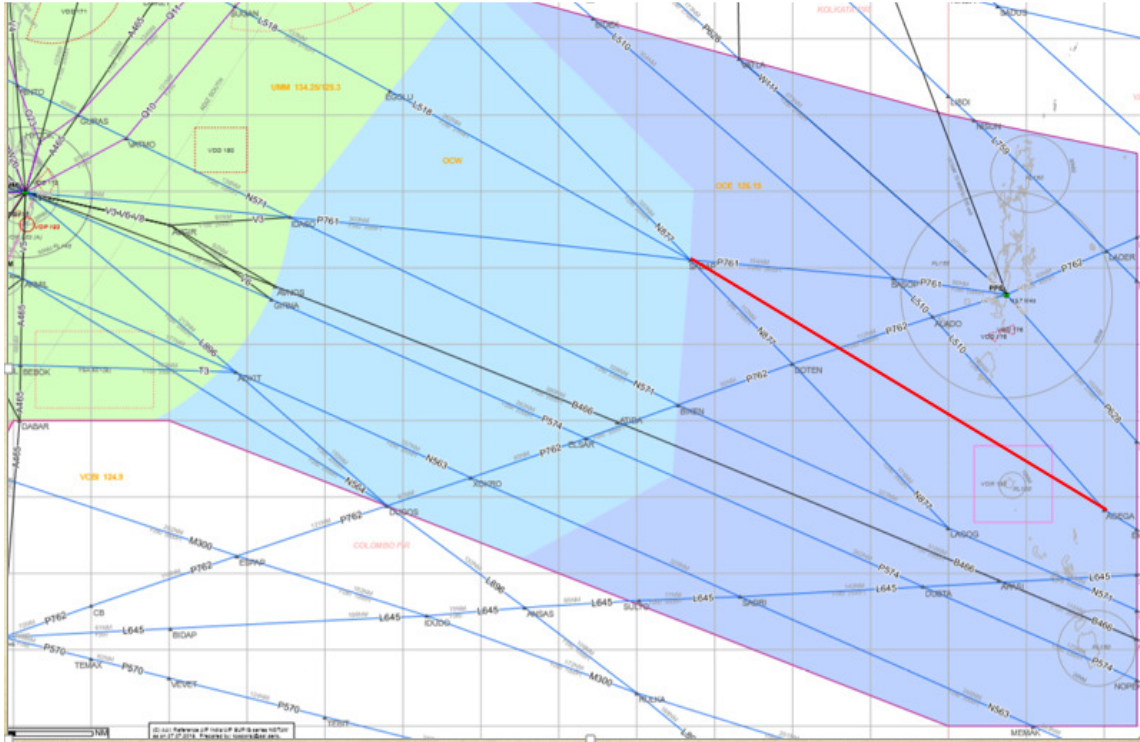


Figure 1: Map showing the Route Structure in the Bay of Bengal Airspace.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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