



**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)**

**TRANSFER OF RESPONSIBILITY FOR PROVISION OF AIR TRAFFIC SERVICE  
ON L759 WITHIN CHENNAI FIR**

(Presented by Airports Authority of India)

**SUMMARY**

This paper presents the need to transfer the responsibility for provision of Air Traffic Control Service for a portion of **L759** that was delegated to Kolkata ACC back to Chennai OCC for efficient Air Traffic Management within Chennai FIR.

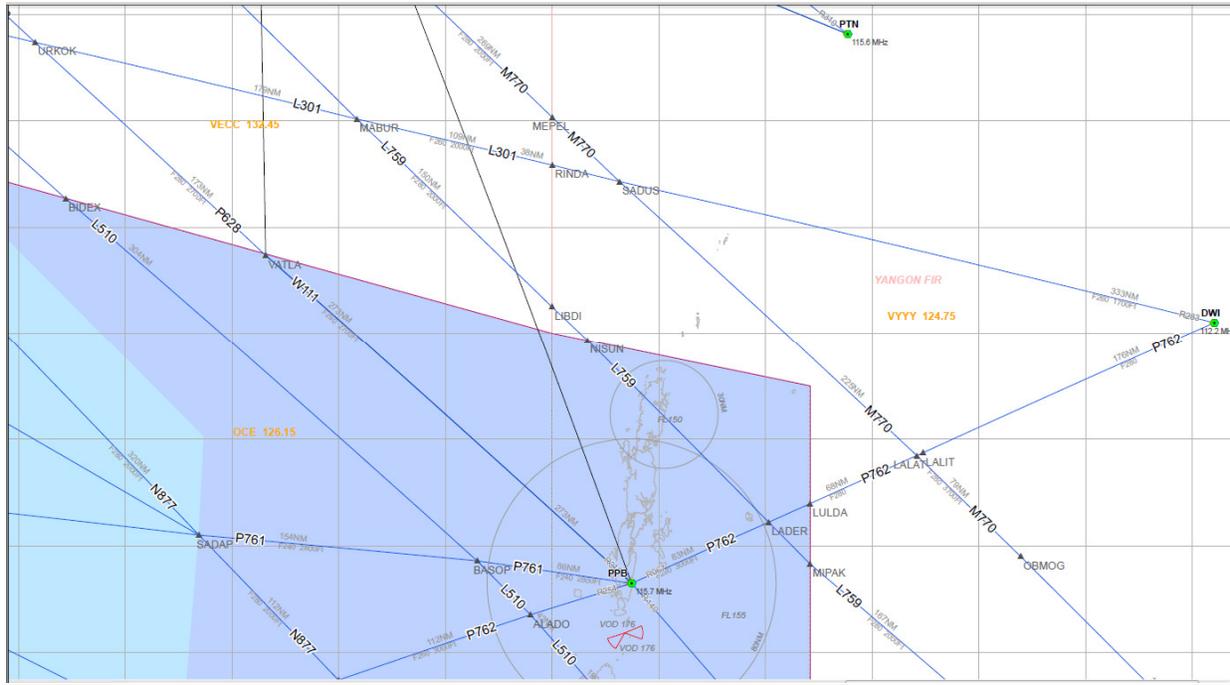
**1. INTRODUCTION**

1.1 RNP10 Route L759 extends from Delhi VOR DPN to MIPAK at the boundary between Chennai and Yangon FIRs. Presently the responsibility for provision of Air Traffic Control Service, Flight Information Service and Alerting service for aircraft on a portion of P762 within Chennai FIR, from NISUN to MIPAK has been delegated to Kolkata ACC as per the LoA signed between Yangon ACC and Kolkata ACC/Chennai OCC in June 2011.

1.2 RNP10 Route P762 within Chennai FIR extends from DUGOS at the boundary with Colombo FIR to LULDA at the boundary with Yangon FIR. The route is used by long haul flights connecting South Africa/Sri Lanka to Bangkok. Presently FL290 is available for east bound flights as Pre Coordinated Level and all other levels are available subject to prior coordination with both Kolkata and Yangon due crossing traffic over waypoint LADER.

**2. DISCUSSION**

2.1 Figure1 shows the Bay of Bengal Airspace and the RNP10 routes that traverse across the FIRs of Chennai, Kolkata and Yangon. The portion of L759 between NISUN and MIPAK though part of Chennai FIR has been delegated to Kolkata FIR for provision of Air Traffic Services.



**Figure1. Bay of Bengal Airspace at the boundary between Yangon and Kolkata/Chennai FIRs**

2.2 Table1 shows the allocation of Flight Levels under the Flight Level Allocation Scheme (FLAS) as given in the Letter of Agreement between Yangon ACC and Kolkata ACC/Chennai OCC.

Route	West Bound	East Bound
M770	FL 280, 300, 340, 380, 400 (FL 360 available subject to prior coordination)	All Levels available Except for FL290
L759	FL 280, 300, 340, 380, 400 (FL 360 available subject to prior coordination)	All Levels available except for FL290
P762	FL320, (FL360 available subject to prior coordination)	FL290 available as Pre Coordinated Level (PCL).All other levels available subject to prior coordination.

**Table1. Bay of Bengal Flight Level Allocation Scheme (FLAS).**

2.3 At present since responsibility for provision of Air Traffic Service on L759 between NISUN and MIPAK is delegated to Kolkata, Chennai has to coordinate with Kolkata in addition to Yangon for allotting any level other than F290 for east bound aircraft on P762. This at times results in Chennai having to coordinate multiple times for just one aircraft with both Kolkata and Yangon before a level is finally allotted to the aircraft.

2.4 Further since Kolkata is able to provide only procedural 15 minutes (crossing track) time based separation over waypoint LADER between aircraft using L759 and P762 it effectively results in a flight level occupied by an aircraft on L759 not being available for aircraft on P762 for 30 minutes.

2.5 With the availability of both VHF RCAG and ADS-B at Port Blair, Chennai can provide surveillance based separation over waypoint LADER between aircraft on same level on L759 & P762, thereby increasing the availability of economical flight levels for aircraft on P762. Thus Chennai providing Air Traffic Service to aircraft on L759 between NISUN and MIPAK would result in efficient allocation of economical flight levels to aircraft on both the routes.

2.6 Presently Chennai is forced to descend aircraft on P762 from much higher levels such as FL370 & FL390 to FL 290 due to conflict over LADER with traffic on L759. This is not only difficult for the Chennai OCC controller but also seriously affects safety, due to traffic on the six other RNP10 routes that cross P762 within Chennai FIR. Further Pilots have also frequently expressed their grievance on being asked to descend to much lower uneconomical flight levels. Discussions are already on internally within Airports Authority of India, between Chennai and Kolkata for Chennai to start providing Air Traffic Services to aircraft on L759 between NISUN and MIPAK.

2.7 The LoA between Yangon and Kolkata/Chennai needs to be amended at the earliest in order to implement the transfer of responsibility in the provision of Air Traffic Service for aircraft using L759. This transfer of responsibility would enable airlines using both L759 & P762 to avail the benefits of enhanced communication and surveillance service around Port Blair airspace.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the amendments to be incorporated in the LoA between Yangon and Kolkata/Chennai;
- c) specify the timeline for implementation of the changes; and
- d) discuss any relevant matters as appropriate.

.....