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AIRAC
AIP SUPPLEMENT

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BYPASS PROCEDURE TO ALLEVIATE BUNCHING OF FLIGHTS ON
L759 OVER THE BAY OF BENGAL DURING THE ATFM PERIOD.

1. Introduction

- 1.1 The ATFM/TF recognized that the contributory elements of flights bunching comprise:
- 1.1.1 BOBCAT system allocates AWUTs based on the spacing at Kabul entry points ;
 - 1.1.2 The differences in EET; and
 - 1.1.3 The limited westbound level availability (FL280, 300 and 340) in addition to an inadequate performance of most aircraft to climb to higher level at an early stage of flight.
- 1.2 The bunching was caused by flights with near AWUT proximity having to operate on the same routes in the initial stages of their flights over the Bay of Bengal outside of radar coverage thus exceeding the capacity of a particular route resulting in enroute holding or unacceptable available flight level.
- 1.3 In order to alleviate traffic bunching on L759 during the ATFM period for flights under ATFM procedure over the Bay of Bengal, a trial of ATS re-route procedure shall be cooperatively conducted by Bangkok, Kolkatta and Yangon ACCs in accordance with the agreed procedure as recorded under the auspicious of ICAO Asia and Pacific office, in the Combined Meeting of FITBOB/8, ATFM/TF/9 & BBACG/18 (Bangkok, Thailand, 22 to 26 January 2007) as well as the Coordination Meeting of the ATFM core team during APANPIRG/19 (Bangkok, Thailand, 3 Sep 08). The operational trial of this Bypass Procedure has been conducted from December 2008 onward based on NOTAM publication.

Bypass arrangement for flight under ATFM procedure operating on L759

- 1.4 Flights under ATFM procedure that are unable to maintain 80 NMs longitudinal separation in relation to preceding traffic from PUT until BBS or accept other available levels on L759 shall be re-routed by Bangkok ACC to proceed on M770 via.

“PUT L515 OBMOG M770 BUBKO N895 BBS THEN RE-JOIN L759”

2. Conditions in which M770 be utilized as a Bypass route

- 2.1 If the 80 NMs longitudinal separation cannot be achieved or maintained in relation to preceding traffic on the flight planned route L759 from PUT until BBS over the Bay of Bengal ;
- 2.2 When, by using the flight planned route L759 an aircraft would suffer an unacceptable lower flight level ;
- 2.3 In concurrence with the flight crew, the Bangkok ACC shall assign the alternative parallel route M770 or lower acceptable flight level on L759 to affected flights enabling a better chance of obtaining the ATFM allocated flight level and time into the Kabul FIR

3. Effective Data

The effective date of the above procedure shall be started from 17 December 2009 at 1200 UTC onward.

4. Operators Involvement

Flight crews and dispatchers are encouraged to become fully conversant with the L759 bypass procedure and are advised to take appropriate proceedings to enable affected flights to proceed on M770 when necessary.

This AIRAC AIP Supplement will remain current until its contents have been In incorporated in AIP Thailand.
