



*International Civil Aviation Organization*

**The Third Meeting of the Ad Hoc Afghanistan Contingency Group Meeting (AHACG/3)**

Muscat, Oman, 11 – 14 May 2015

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**Agenda Item 2: Afghanistan ATS Status and Capability Building**

**Agenda Item 3: Europe- Southeast/South Asia Contingency Planning (scenarios, procedures)**

**AFGHANISTAN CONTINGENCY OPTIONS – AIRLINE VIEW**

(Presented by IATA)

**SUMMARY**

This paper introduces the attached Power Point which updates the information provided, by IATA on behalf of members, to AHACG/1 in Kuala Lumpur.

**1. INTRODUCTION**

1.1 The attached Power Point updates the information provided at AHACG/1 in Kuala Lumpur.

1.2 It is timely to reiterate the airline preferences and to consider some updated information based in inputs to the AHACG/2 meeting in Istanbul.

**2. 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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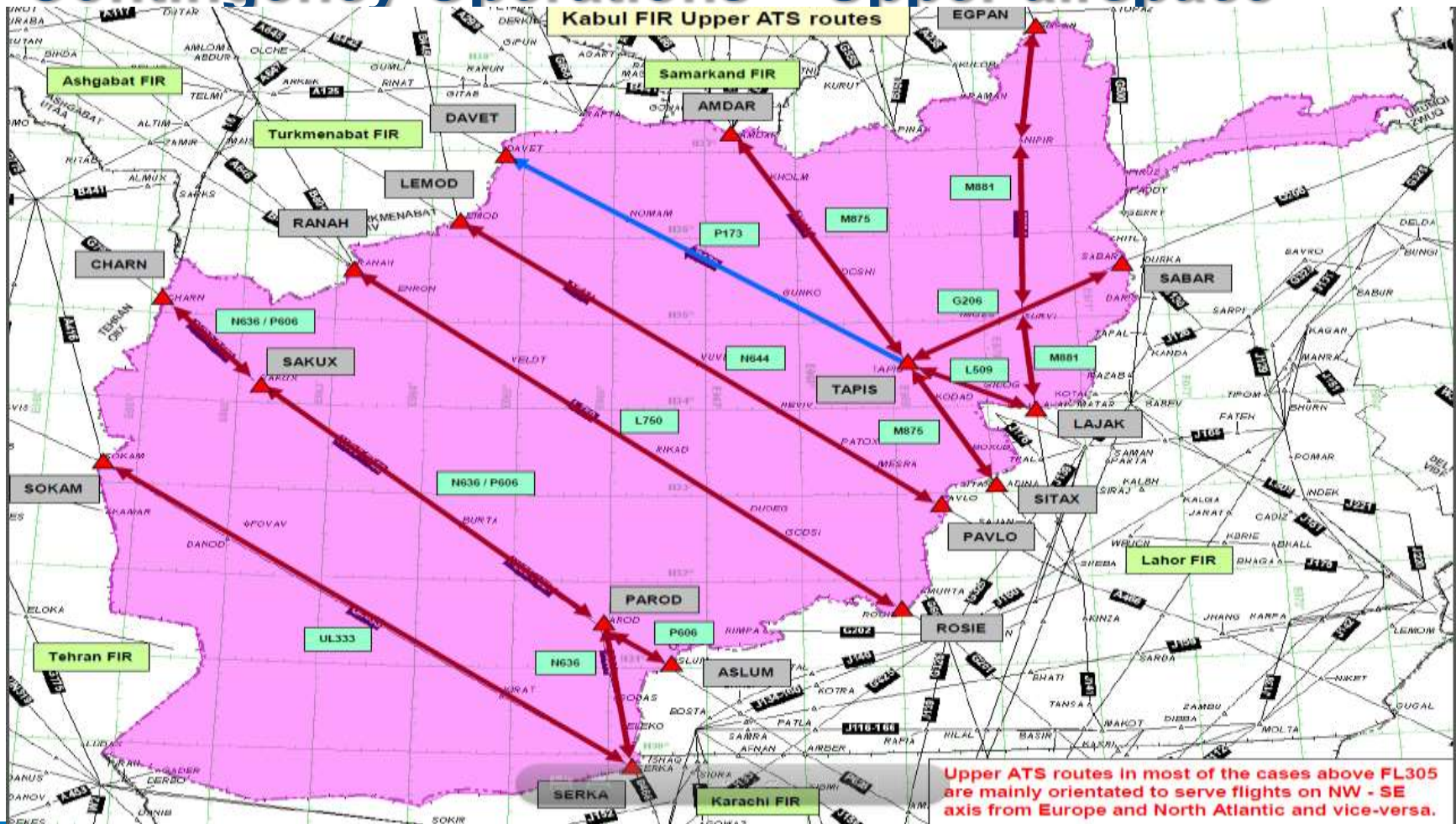


# **Ad Hoc Afghanistan Contingency Group 3**

**Muscat Oman 11<sup>th</sup> – 14<sup>th</sup> May 2015**



# Contingency Operations – Upper airspace



## Contingency Operations – Upper airspace

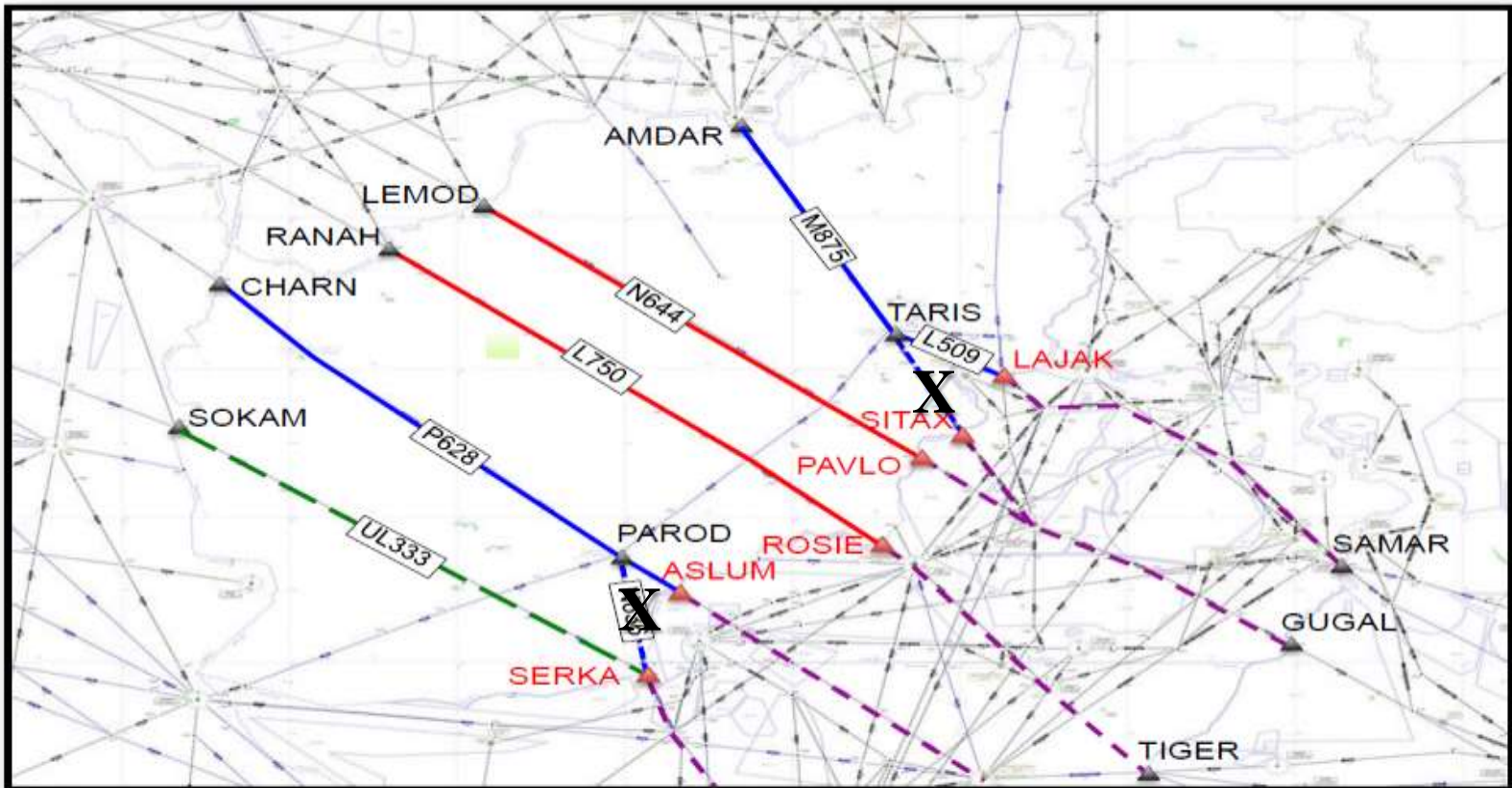
- **Should ATC service be disrupted for Kabul FIR**
  
- **Scenario One: Kabul Airspace *availability*:**
  - Airline decision whether to operate
  - Procedural Traffic Management procedures
  - BOBCAT metering
  
- **Scenario Two: Kabul avoidance routes**
  - Via Karachi and Iran
  - To the North via Lahore








## **Contingency Operations – Upper Airspace**

### **“Scenario One – Kabul airspace *available*”**

- No Change to current routes except:**
  - Segments SERKA-PAROD & TAPIS SITAX close**
  
- No additional traffic for Iran**
  
- Metering by BOBCAT (24hr if required)**
  
- Monitoring by adjacent States?**

# Contingency Operations – Upper airspace



- |   |  |  |
|---|--|--|
|  50NM RNP10            |  FL320 – FL400                    |  FL280 only                               |
|  Procedural Separation |  FL280 – FL400<br>(exclude FL300) |  FL320 – FL400<br>(no ATFM slot required) |
|  Outside Afghanistan   |  |  |

# Contingency Operations – Upper Airspace

**“Scenario One – Kabul airspace *available*”**

***Flight transit times 30 – 50mins***

## **➤ Procedural separations**

➤ **Spacing 15mins (10mins)**

➤ **Mach restrictions to ensure no closure (.83)**

## **➤ TIBA procedures in Kabul FIR**

**➤ No level/route changes within Kabul airspace**

# Contingency Operations – Upper Airspace

## “Scenario One – Kabul airspace *available*”

- **Military make available FL 300 during contingency periods - to facilitate departures from Delhi, Mumbai and Pakistan Departures from India**
  
- **Flight Information and alerting Service?**
  
- **Airspace classification**
  - **Restricted area?**



# Contingency Operations – Upper Airspace

## “Scenario One – Kabul airspace *available*”

*Flight transit times 30 – 50 mins*

### ➤ Delegation of control

- **Remote ADS-C/CPDLC - 70% aircraft FANS 1 equipped** (SOURCE: BOBCAT DATA AHACG2)
- **Radar coverage from adjacent States? (minimum transit time outside radar cover?)**

# Contingency Operations – Airspace Avoidance

## “Scenario Two – Kabul airspace *avoidance*”

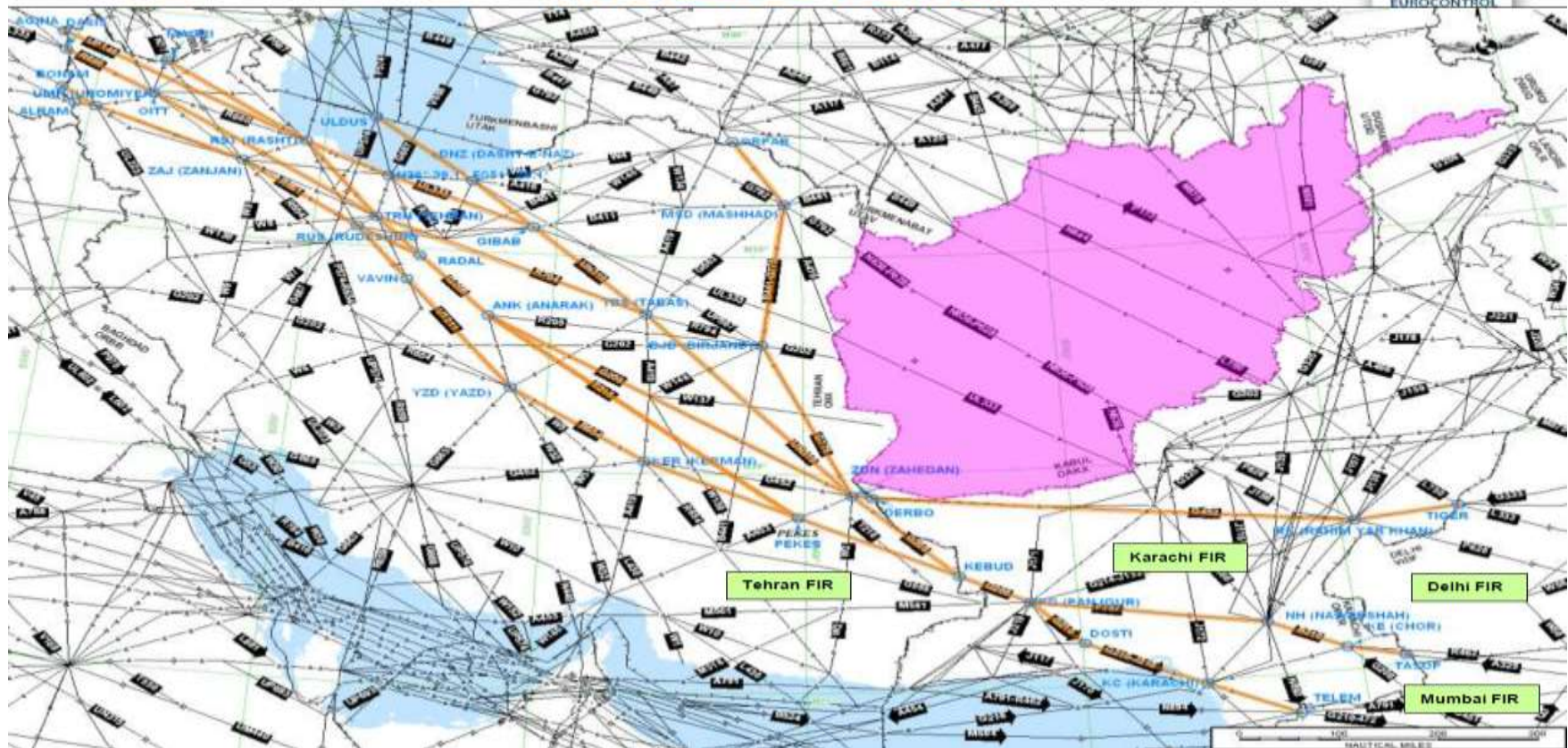
- **Routes through Karachi and Iran**
- **Routes through Lahore and North**
- **Routes through China**

# “Scenario Two – Kabul airspace avoidance”



Network Manager  
nominated by  
the European Commission

## Avoidance via Iran



# “Scenario Two – Kabul airspace *avoidance*”

➤ AHACG2:  
Iran  
“Royal Road  
OTS”

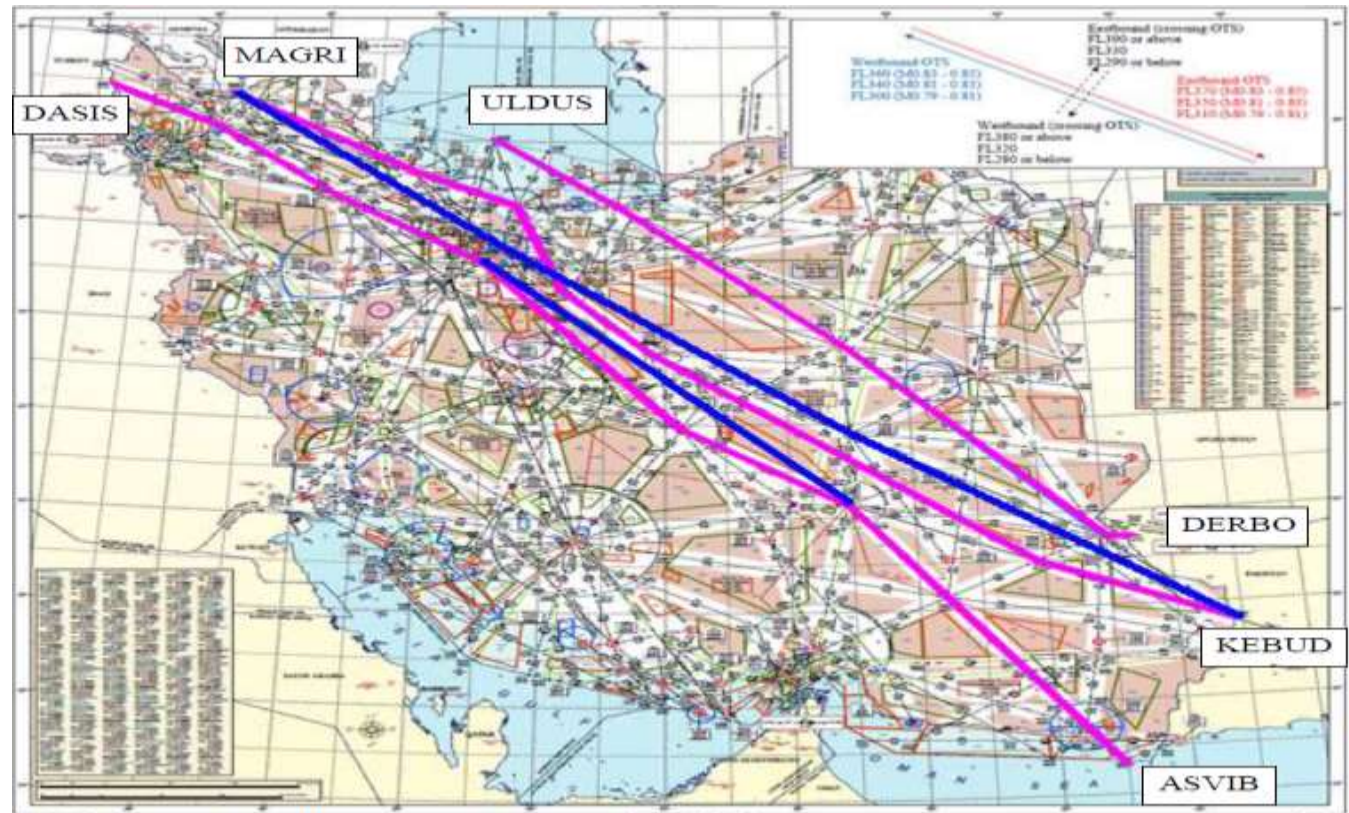
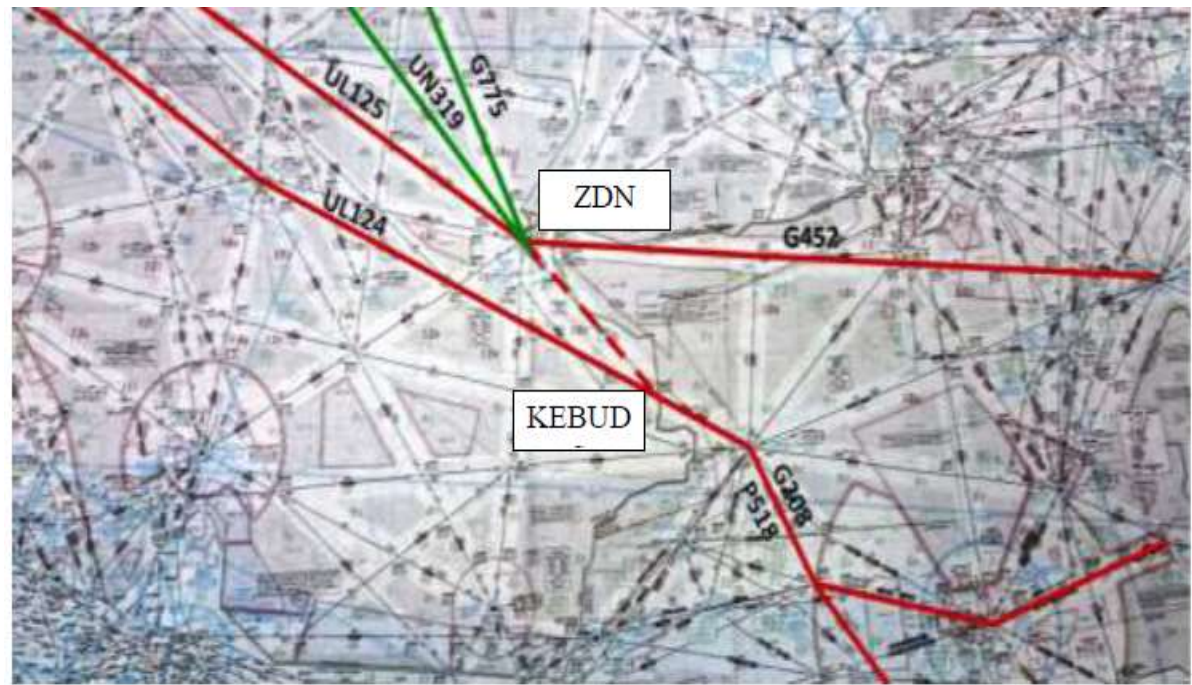


Figure 3: Tehran FIR OTS Contingency Routes

## “Scenario Two – Kabul airspace *avoidance*”

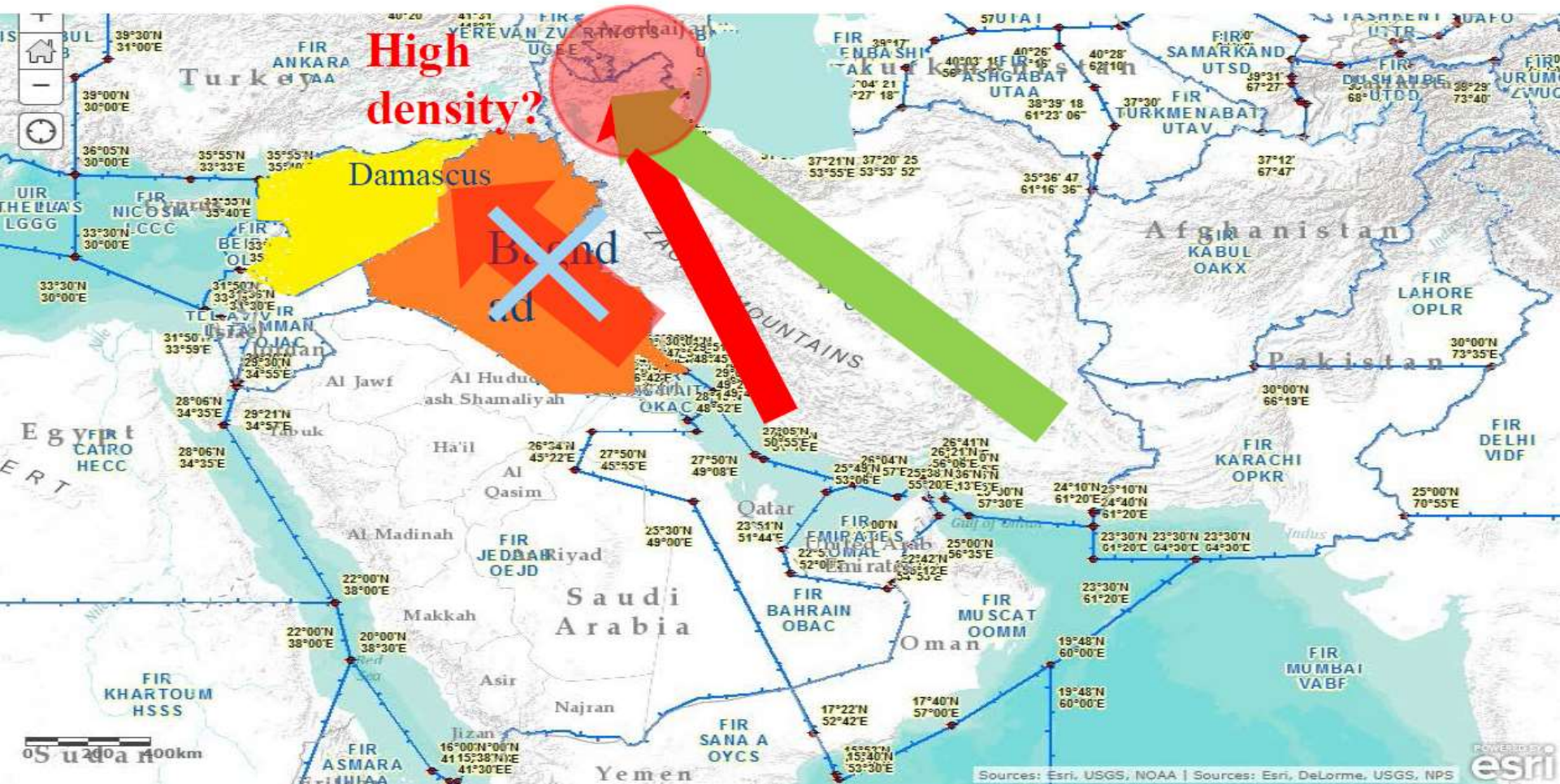
➤ **AHACG2:**  
**Pakistan – L124 and**  
**G452**  
**50nm longitudinal**  
**agreed**



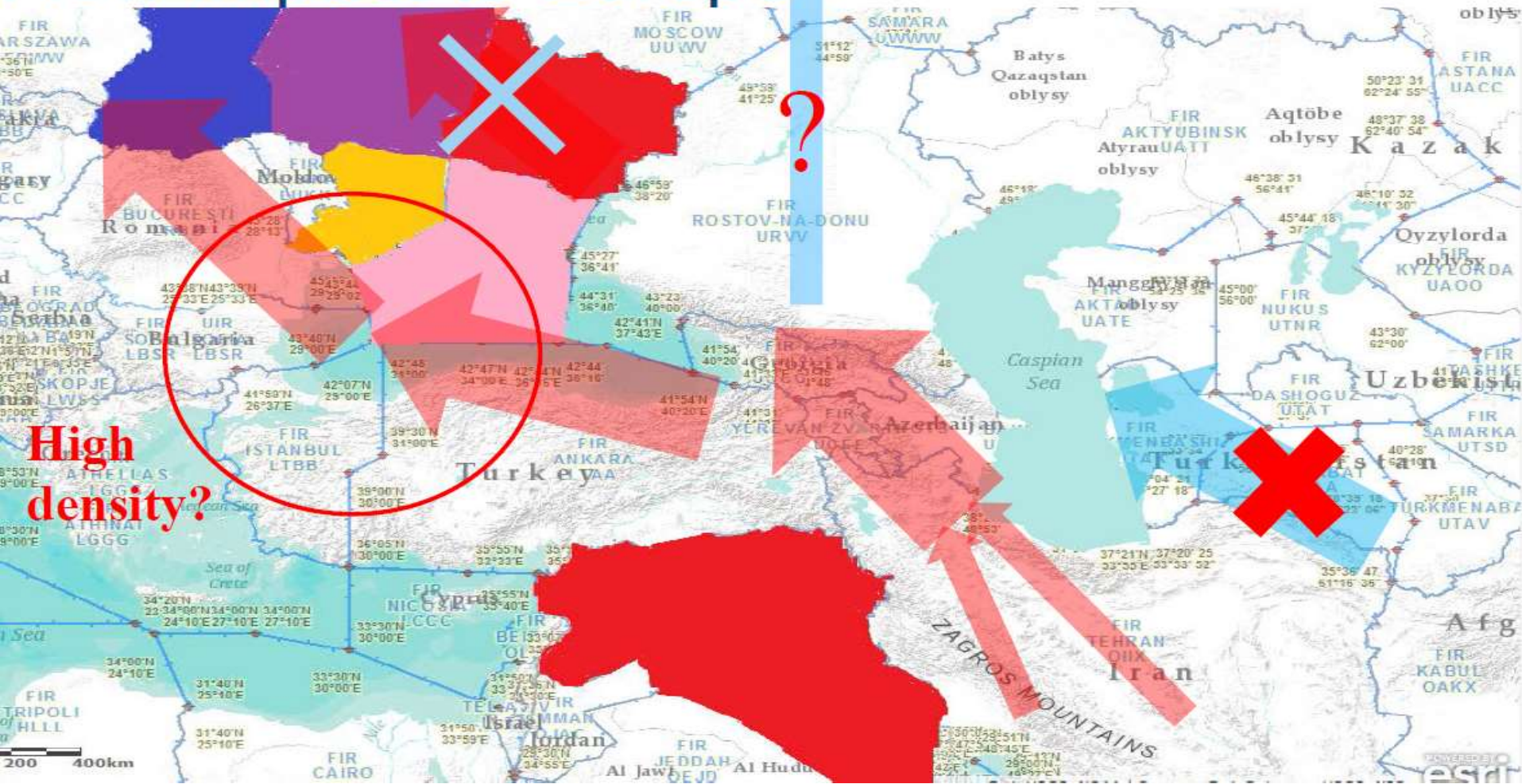
# ISSUE



# ISSUE



# Flow impact to Europe

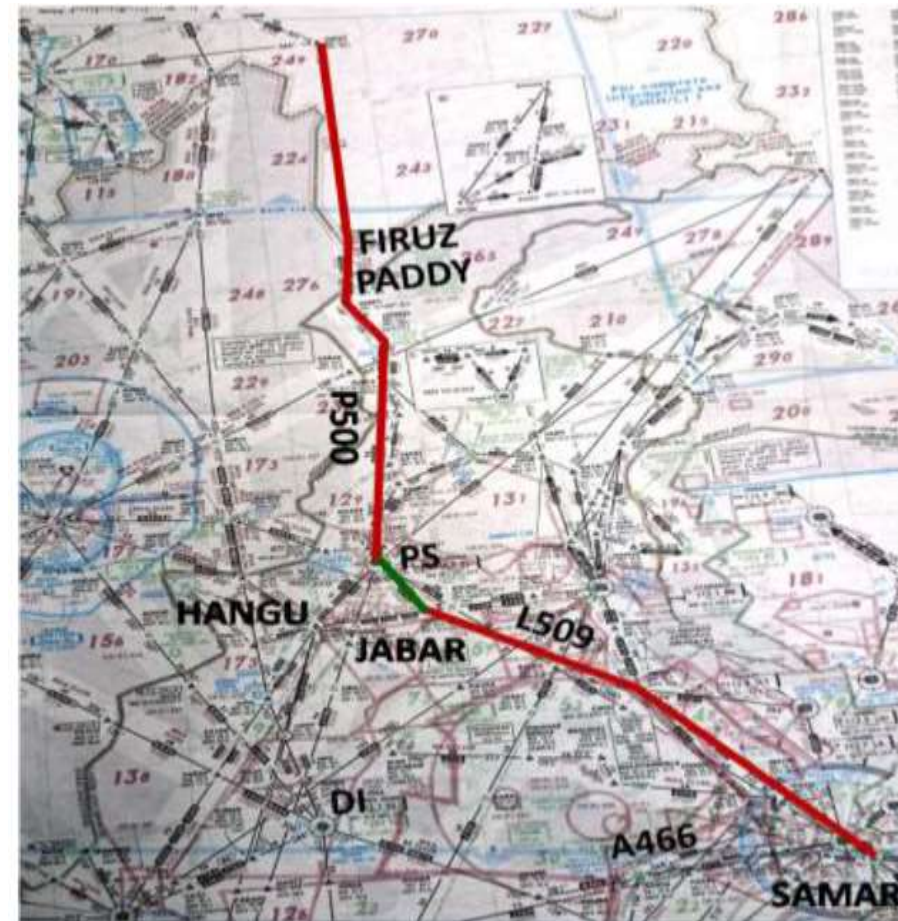




## “Scenario Two –airspace avoidance - North”

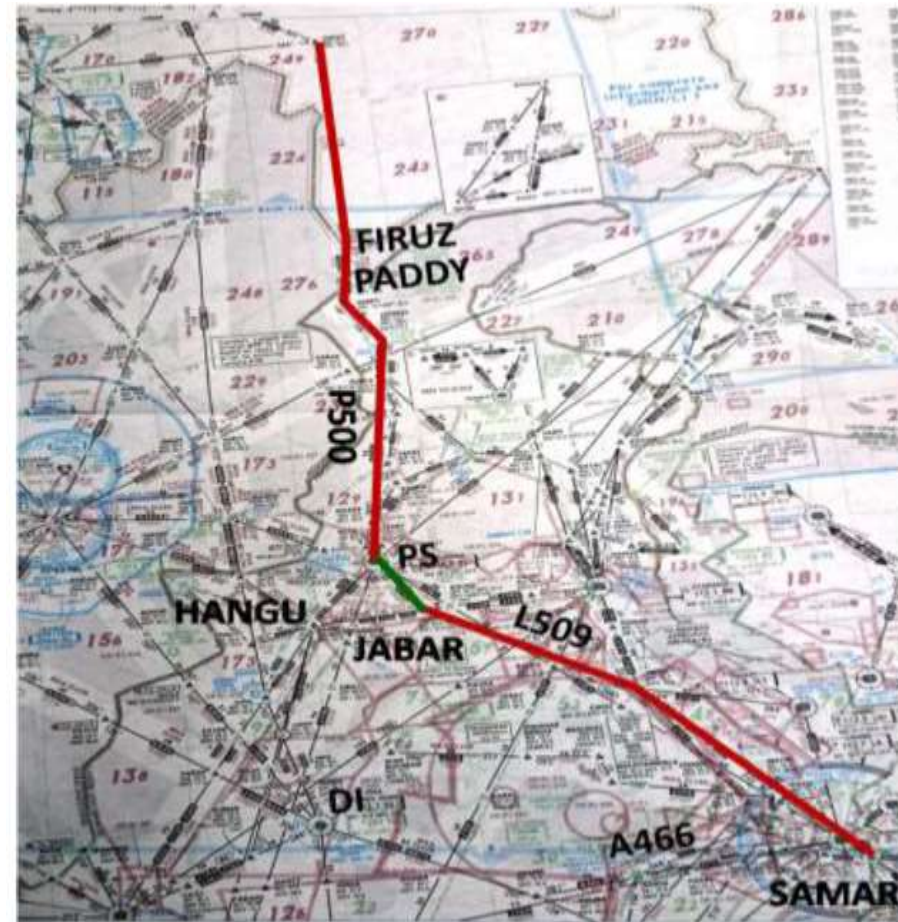
### *Pakistan @ AHACG2*

- L509 (SAMAR-INDEK-JABAR-HANGU-LAJAK) open 24 hours
- Establishment new ATS route between JABAR and PS VOR
- FIRUZ – PADDY (issue??)
- Availability of ATS route P757 (NH-PG) 24 hours



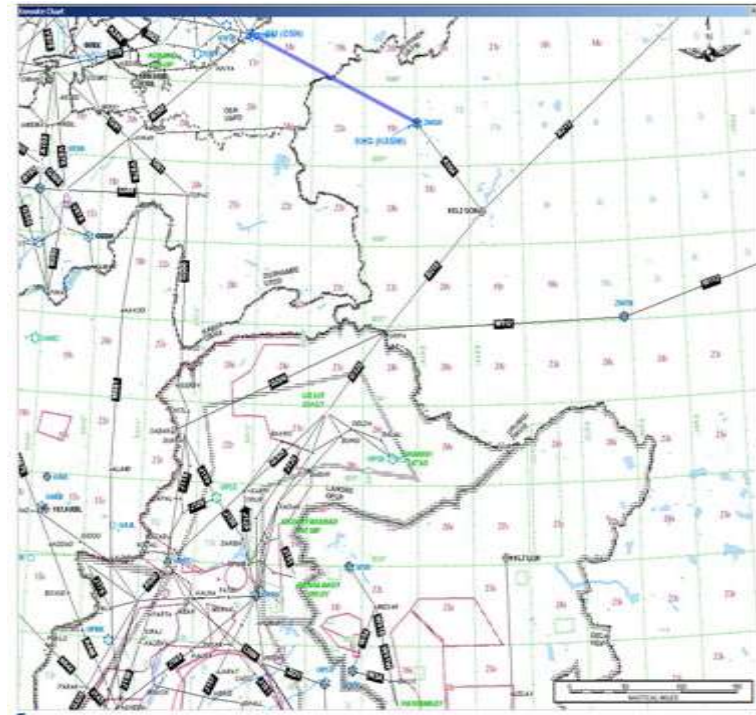
## “Scenario Two –airspace avoidance - North”

- High terrain an issue:
  - More Passenger Oxygen required
  - Issues with “single engine out” operations



## “Scenario Two –airspace avoidance - North”

- CHINA – various entry options to L888
- Or Lahore- URUMQI
- High terrain an issue:
  - More Passenger Oxygen Required
  - Issues with “single engine out” Operations
  - Implementation and overflight permission issues



70 1945—2015  
YEARS



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