



International Civil Aviation Organization

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

Muscat, Oman, 11 – 14 May 2015

Agenda Item 2: Afghanistan ATS Status and Capability Building

SAIOACG TASKS

(Presented by the Secretariat)

SUMMARY

This paper presents a number of potentially capacity-building tasks that were transferred from the Fifth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/5) for consideration at the AHACG/3 meeting due to the potential participation of key States involved.

1. INTRODUCTION

1.1 The Fifth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/5) was held at Bangkok, Thailand from 03 to 05 March 2015. Unfortunately, neither Afghanistan nor Pakistan were present at this meeting, so it was decided to transfer these tasks to the AHACG/3 meeting.

2. DISCUSSION

Tasks

2.1 The Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG) has recognized that the first principle of any capacity-constrained system is the need for enhancement of capacity, not the imposition of restrictions. In this regard the tasks at **Attachment A** identify potential capacity building measures, which would assist the provision of any contingency arrangement affecting Afghanistan or adjacent airspace.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss and agree on the effective implementation of each task so as to resolve or supersede the requirement; and
- c) discuss any relevant matters as appropriate.

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SAIOACG TASKS TRANSFERRED TO THE ATFM/SG

20/3	<p>Poor on time performance of BOBCAT aircraft subject to ATFM procedures has direct impact on efficiency of ATFM procedures. All parties to undertake investigation as to reason for poor on-time performance including:</p> <ul style="list-style-type: none"> a) Incorrect flight planned EET, b) Non compliance with BOBCAT AWUT – early and late departures c) Non compliance with BOBCAT Kabul entry time – early and late at Kabul entry fix. 	Update SAIOACG/5	Affected States, IATA	<p>Poor punctuality performance is actively being monitored and rectified where possible by IATA/States.</p> <p>SAIOACG/5: this is still problematic. Action by transferred to ATFM/SG</p>
2/5	Resolve the communications issues between Pakistan and Afghanistan ACCs	Immediate	Pakistan, Afghanistan, ICAO CNS	Pakistan to host a meeting comprising Afghanistan, Pakistan and ICAO CNS, CHECK WITH LI PENG.
2/13	WP07: ATFM SWG- More information from BOBCAT to be made available for tactical decisions in addition to the Kabul FIR entry	2013	Thailand, India	Thailand will communicate with stakeholders about an upgrade in terms of sharing information more like a CDM system. It needs to be clear that the extra information was not a ‘controlling’ tool. Transfer to ATFM/SG
2/16	WP07: ATFM SWG- BOBCAT slot allocation may be considered beyond 2000 – 2359UTC	2013	India	India to provide data to support an extension. All involved to consider operational impact. Thailand to consider operational impact of the extension – need to share data and airlines to look at impact. Such change will require a 90-day notice. Data provided by India as part of WP03 Transferred to ATFM/SG

SAIOACG TASKS TO BE ADDRESSED AT THE AHACG/3 MEETING

SAIOACG2/1	Flights will be spaced 50nm longitudinally at points where routes converge instead of 10 minutes currently required. Where necessary to ensure separation to apply vertical separation instead. LOAs to be amended to reflect this agreement.	Immediate	Between Afghanistan and Pakistan	Note: State which is sending traffic on converging routes into an adjoining FIR is responsible for ensuring that the flights have 50nm longitudinal separation prior to transferring control. Request to ICAO office to facilitate meeting if required. LOA Delhi Lahore signed 12 January 2012. RSO will initiate communications to convene a meeting with the concerned parties, IATA to be advised of the outcome. SAIOACG/5: the RSO has not managed to have any communication with Pakistan.
2/2	LOA India /Oman: To Sign LOA and implement 50/50 on P570,M300,N563,P574,L301	Immediate	India/Oman	LOA signed. However 50/50 implementation held in abeyance pending resolution of issues relating to aircraft equipage as filed in FPLs, and other operational issues between Mumbai and Muscat ACC. Oman reports ready to implement 50/50NM eastbound by July 2012. SAIOACG reports that this did not happen.
2/3	Afghanistan to review requirement for blocking FL290 and FL300 in Kabul FIR. Data required on flights which had to avoid Kabul airspace as a consequence of FL 290 &FL300 blocked.	Immediate	IATA, ICAO	IATA has updated Afghanistan authorities. A review meeting is scheduled in late May. Partial lifting of restrictions with FL320 being made available. To be discussed during ICAO Mission to Afghanistan April 2014..
2/5	Resolve the communications issues between Pakistan and Afghanistan ACCs	Immediate	Pakistan Afghanistan ICAO CNS	Pakistan to host a meeting comprising Afghanistan, Pakistan and ICAO CNS, CHECK WITH LI PENG.
2/9	Lahore/Delhi FIR new routes. Implement additional routes M875, L333	TBN	India/ Pakistan	No agreement on implementation date. Discussions to continue.
	Lahore/Delhi FIR new routes. PRA SERKA		India/ Pakistan	Regional office to follow up with Pakistan to activate the segment in Pakistan. India offer to provide connectivity for westbound thru A325/B210 and N893/G208. India ready to implement within Indian airspace. Draft LOA for connectivity has been sent to Pakistan for consideration. India exploring A325 as bidirectional to accommodate eastbound. India, Pakistan and IATA are exploring interim alternative options to PRA-SERKA
	Lahore/Delhi FIR new routes. 50/50 for eastbound flights on N893		India/Pakistan	India can accept eastbound flights on N893 via TELEM. Response from Pakistan required.