



*International Civil Aviation Organization*

**The Fourth Meeting of the Bay of Bengal Reduced Horizontal Separation  
Implementation Task Force (BOB-RHS/TF/4)**

Bangkok, Thailand, 18 to 22 October 2010

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**Agenda Item 3: Operational Issues**

**Kabul ACC Status Report and overview of significant events**

(Presented by Kabul ACC)

**SUMMARY**

The traffic in the Kabul FIR has been experiencing significant growth since last year. We are on pace to exceed 250,000 operations and at present have a 19% increase in traffic over this same period last year.

**1. INTRODUCTION**

1.1 The Kabul FIR is still operating with full procedural separation requirements for all traffic within the ATC realm. RVSM is moving forward and the safety study is under way to complete that phase of pre-implementation requirements. The current communications system throughout the country complies with the requirement for continuous communications over Afghanistan. Furthermore, there are ongoing efforts to develop a more robust system of communications by installing additional VSAT communications capabilities. There are efforts by the State of Germany with contributions from the State of Australia to initiate a multi-lateration surveillance system for the country. At this time there are continuing discussions and the implementation of this enhancement project is awaiting many critical decisions such as locations, number of sensors and site security.

**2. DISCUSSION**

2.1 While improvements to the overall state of commercial traffic have been moving forward, the primary mission of the Kabul ACC and ATC services in Afghanistan is still to support the coalition forces in country. Some of this priority support affects the overflight traffic to and from the South Pacific region. The Kabul ACC uses all resources and capabilities at its disposal to minimize the effects, however there are always going to be accommodations, within safety parameters, asked of our civil aviation participants.

2.2 Kabul ACC has completed the required reports and is ready to initiate the Reduced Longitudinal Separation in concert with all States present to 50NM throughout Afghanistan. These separation standards will have to be approved by the Airspace Control Authority in concert with the Ministry of Transportation and Civil Aviation prior to implementation however; I do not anticipate any delays in receiving approvals after they receive the final proposal.

2.3 Kabul ACC is patiently waiting on the implementation of the new route between SAMAR and LAJAK. This parallel route will alleviate converging traffic issues with eastbound flight into Pakistan as well as provide some relief at the SITAX waypoint for westbound traffic exiting Pakistan and entering the Kabul FIR.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) assist in any way possible with information and data for our safety study being conducted by the MITRE corporation for RVSM approval.
- b) assist with the successful implementation of the new routing from the Bay of Bengal to waypoint SAMAR and across Pakistan to LAJAK entry fix in Afghanistan.

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