



International Civil Aviation Organization

The Sixth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/6) and the First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)

Bangkok, Thailand, 19 – 23 September 2011

Agenda Item 3: Operational Issues

Afghanistan-Kabul Area Control Centre (KACC) Status Report and Significant Events Overview

(Presented by Afghanistan/KACC)

SUMMARY

This paper presents operational statistics and an update on capabilities and limitations of the current air traffic control management system in Afghanistan, and includes information on future planned improvements closing out year 2011, and projects for 2012 and beyond.

1. INTRODUCTION

1.1 Afghanistan air traffic control operations remains a system operating under full procedural separation requirements without the use of radar surveillance for all Kabul Area Control Centre (KACC) enroute air traffic. For 4 airport terminals located at Bagram, Bastion, Kabul and Kandahar, airport surveillance radars are used effectively at the country's busiest airports and contribute to the safe transition of air traffic to and from terminal flight operations to an enroute phase of flight.

1.2 In all, the number of air traffic operations for KACC continues to experience significant growth. Expectations are that 280,000 movements and an approximate 20% increase in traffic over this same period last year will be recorded. The continued increase in air traffic warrants the implementation of new procedures and the necessary introduction of equipment to bring first-ever radar surveillance capability to Afghanistan.

1.3 The scheduled implementation of Reduced Vertical Separation Measures (RVSM) and planned Reduced Horizontal Separation (RHS) are procedures that will not only benefit Afghanistan's air traffic management effectiveness, but also enables Afghanistan neighbour states and states spanning from Asia-Pacific region to Europe region the ability to advance their use of equipment capability that has been in place for quite some time. The installation of radar surveillance equipment and the multi-lateration system completes identified solutions for improvement expected for the end of the year and calendar year 2012.

2. DISCUSSION

2.1 RVSM is scheduled for on-time start of 17 Nov 2011 at 0001Z. Pre-implementation requirements are all complete except finalizing amendments to letters of agreement stating RVSM

specific procedures to be used between KACC and each State's Area Control Centre. ICAO regional offices for Asia-Pacific and Europe are assisting in coordinating amendments between Afghanistan and Iran, Pakistan, Tajikistan, Turkmenistan and Uzbekistan.

2.2 KACC was ready to implement RHS procedures on 30 Jun 11 for airways UL333, B466 and G792, but cancelled activation due to failure to reach mutual agreement with Pakistan and Iran. Additionally, the effect of adjusting separation minimums of 80 nautical miles and 10 minutes separation to 50 nautical miles or 7 minutes also had a carry-over effect between Iran and Turkmenistan agreements. All States mutually agreed to delay RHS procedures start after consulting with ICAO Asia-Pacific Office. However, another task from Task Force 5 Working Group was to rename airways B466 and G792. This change was made with B466 being renamed N636 and G792 was renamed P628 on 30 Jun 11.

2.3 The current communications complies with the requirement for continuous communications over Afghanistan allows the opportunity to reduce separation to 50NM along the primary routes transiting Afghanistan. Afghanistan has completed all Very Small Aperture Terminal (VSAT) satellite upgrades and communications have improved significantly.

2.4 The State of Germany lead efforts and Australia's contributing actions have the introduction of a multi-lateration surveillance system for the country producing satisfactory progress with currently 27 of 30 sensors installed across Afghanistan. Projected flight inspection, testing and interface into KACC facilities air traffic control computer displays are envisioned for use by early spring 2012. With the integration of multi-lateration, this year's successful flight inspection of radar facilities at Farah, Ghazni, and Maimana, and the use of operational terminal approach radars at Bagram and Kabul, Kandahar and Bastion, the likelihood that Afghanistan will one day experience an integrated surveillance radar capability in 2012 is possible. Engineers continue to develop solutions with positive results to interface multiple surveillance data sources into a single operational picture for KACC use.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Continue to assist with coordinating amended letter of agreement between Afghanistan and our neighbor States for the successful implementation of RVSM procedures followed by RHS new separation standards.

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