



*International Civil Aviation Organization*

**The Thirteenth Meeting of the FANS Implementation Team for the Bay of Bengal (FIT-BOB/13) and the Fifth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/5)**

Bangkok, Thailand, 07 to 11 February 2011

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**Agenda Item 3: Operational Issues**

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

(Presented by Afghanistan)

**SUMMARY**

The traffic in the Kabul FIR has been experiencing significant growth since last year. We have exceeded 260,000 movements and a 20% increase in traffic over this same period last year.

**1. INTRODUCTION**

1.1 The Kabul FIR is still operating in full procedural separation requirements for all traffic within the ATC realm. RVSM is tentatively scheduled to be implemented in November 2011 with the Safety Study currently under way to complete that phase of pre-implementation requirements.

1.2 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 the first stages of upgrades and communications have improved significantly. Afghanistan will continue the upgrades and additional installations to make Kabul ACC communications equal to most modern day facilities by the second half of 2011.

1.3 The effort by the State of Germany with contributions from Australia to initiate a multi-lateration surveillance system for the country is well under way. Twenty-seven (27) sensors are being installed throughout the country in an effort to provide coverage at primarily flight level 270 (FL270) and above by the second half of the year. Coverage at lower altitude below FL270 will be determined by aeronautical flight inspection.

**2. DISCUSSION**

2.1 While improvements to the overall service to commercial traffic have been moving forward, the primary mission of the Kabul ACC and ATC services in Afghanistan is still the effort to support the coalition forces in country. Some of this priority support minimally affects the overflight traffic to and from the South Pacific region. The Kabul ACC uses all creative resources and capabilities to minimize the effects, however there are always going to be some accommodations 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 longitudinal separation throughout Afghanistan. These separation standards will require approval by the Airspace Control Authority in concert with the Ministry of Transportation and Civil Aviation prior to implementation. However it is not anticipated that any delays will be forthcoming on receipt of the final proposal.

2.3 Kabul ACC welcomes the implementation of the new route between SAMAR and LAJAK. This parallel route will alleviate converging traffic issues with eastbound flights into Pakistan as well as provide some relief at the SITAX waypoint for westbound traffic exiting Pakistan and entering the Kabul FIR. While initially we are only going to realize these benefits during BOBCAT hours, we look forward to Pakistan's continuing effort for the 24/7 availability. We would like to express our gratitude and thanks to our colleagues for their dedication towards achieving this additional ATS route for the common benefit of all concerned.

2.4 While Afghanistan is compliant and ready for implementation of the reduced separation, we will need ICAO assistance in coordinating these changes with our neighbouring States. The impact of these reduced separation standards will have a positive impact on all traffic overflying Afghanistan and for the traffic into and departing Afghanistan. Having stated these positive effects for traffic, we will need assistance with communications of this new standard through the Mid-ICAO Office and the European Office in Paris. Coordination should be welcomed by our neighbouring States as each of our neighbouring States has surveillance capability and this change is a positive for them with our current requirements of ten minutes/80 miles.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) assist with the coordination between Afghanistan and our neighbouring States the successful implementation of the new separation standards. These changes will all require amended LOA's specifying the new standard and procedures; and
- b) continue to assist in any way possible with information and data for our Safety Study being conducted by the MITRE corporation for RVSM approval.

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