



International Civil Aviation Organization

**The Twenty-First Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/21)**

Bangkok, Thailand, 27 June – 01 July 2011

**Agenda Item 6: Provision of ATM/AIS/SAR in the Asia/Pacific Region, including associated
CNS matters**

KABUL ACC STATUS REPORT AND OVERVIEW OF SIGNIFICANT EVENTS

(Presented by Afghanistan)

SUMMARY

This paper presents significant events and Air Traffic development within Afghanistan. The Kabul FIR has experienced continued growth. Kabul ACC (KACC) exceeded over 260,000 operations in 2010 and over 145,000 operations to date for 2011.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-2 Reduced vertical separation minima

GPI-6 Air traffic flow management

GPI-8 Collaborative airspace design and management

GPI-10 Terminal area design and management

GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 The Kabul FIR is still operating in full procedural mode for air traffic within the enroute ATC realm. RVSM is moving forward with the completion of the MITRE Safety Study and pre-implementation requirements.

1.2 Reduced Horizontal Separation (RHS) implementation on UL333 and B466 (N636)/G792 (P628) scheduled for 30 Jun 11 has been delayed until further notice. KACC will continue 10 minutes/80 NM throughout the Kabul FIR.

1.3 Radio communications throughout the Kabul FIR have improved dramatically with installation of VSAT systems at 13 locations. The current VSAT communications system complies with the requirement for continuous communications over Afghanistan to facilitate RHS on primary transit routes within the Kabul FIR. Afghanistan will continue with equipment upgrades to make Kabul ACC communication comparable to most modern day facilities by the end of 2011.

1.4 Three ASR8 radars have been installed and flight checked in the Kabul FIR with plans for a fourth. They are located at Farah, Ghazni and Meymaneh. The radar feeds are currently being integrated into Kabul ACC. Approval to integrate a fifth radar feed has also been granted. These feeds along with Kabul and Bagram will initially provide situational awareness of air traffic within the Kabul FIR for Kabul ACC. There are coverage difficulties due to mountainous terrain.

1.5 The effort by the State of Germany with contributions from Australia to install a multilateration surveillance system is progressing rapidly. It is programmed to have 30 sensors installed at different locations throughout Afghanistan to fill in radar blind spots areas that are not covered by the current and planned ASR integrations. 16 of the planned 30 sensors have already been installed, with the remaining 14 due for completion in October-November 2011. Once the sensors are flight checked, Kabul ACC will lean forward towards implementing enroute radar operations.

2. DISCUSSION

2.1 While improvements to the overall service to commercial air traffic continues, the meeting should note that the primary mission of the Kabul ACC and ATC services in Afghanistan is still to support the efforts of coalition forces throughout the country. Most of this priority support has minimal impact on over-flight air traffic operations. The Kabul ACC uses creative resources and capabilities to minimize the effects on Euro-Asia transitions through the Kabul FIR. However, there will be times where some disruptions, although minimal will occur to civil aviation movements.

2.2 Kabul ACC has completed the training requirements to implement RHS. The MITRE Safety assessment on 50NM longitudinal separation was submitted to and accepted by the Ministry of Transportation and Civil Aviation by official means. However, as stated in paragraph 1.2, implementation has been delayed.

2.3 Kabul ACC welcomes the implementation on the SAMAR – LAJAK route on 30 Jun 11. This route will further reduce traffic issues at SITAX waypoint for westbound traffic exiting Pakistan and entering Kabul FIR.

2.4 Kabul ACC continues to move forward towards implementation of RVSM on 17 Nov 2011. Training plans and strategies are being developed to facilitate RVSM operations. All required training actions are forecasted to be complete by 31 Oct 2011. While Kabul ACC will be ready for RVSM implementation, we continue to require ICAO assistance in coordinating these changes with our adjacent States.

2.5 The meeting is advised that the impact of reduced separation, both horizontally and vertically will have a positive impact on all traffic overflying Afghanistan's airspace. Coordination should also be welcomed by our adjacent States as each State has surveillance radar capability considering Kabul ACC's current requirement of 10 minutes/80 NM separation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the sometimes difficult operational conditions within the Kabul FIR;
- c) note the present and planned improvements in ATS communications and surveillance equipment;
- d) request ICAO to continue their assistance in the coordination between Afghanistan and adjacent States to ensure a successful implementation of reduced separation standards; and
- e) discuss any relevant matters as appropriate.

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