



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)
Bangkok, Thailand, 23 to 27 August 2004**

Agenda Item 2.4: Other Air Navigation Matters

**UPDATE ON DEVELOPMENTS TO IMPROVE THE AIR
NAVIGATION SERVICES IN AFGHANISTAN**

(Presented by the Secretariat)

SUMMARY

This paper provided information on progress to improve the air navigation services in Afghanistan.

Action by APANPIRG is proposed at paragraph 3.

1. INTRODUCTION

1.1 The rehabilitation of Afghanistan's air navigation services since the change in the Afghanistan regime in December 2001 has been an on-going process. A Management Service Agreement was signed between the Ministry of Civil Aviation and Tourism and ICAO on 30 May 2002. The Asia and Pacific Regional Office has been involved in assisting Afghanistan through ICAO's Technical Cooperation projects from the beginning of ICAO's involvement in December 2001.

1.2 In the earlier period, progress to improve Afghanistan's civil aviation infrastructure, which had substantially collapsed due to several decades of armed conflict, was slow, hindered by lack of funding from international donors.

1.3 During the period 28 December 2001 to 17 July 2002, a Regional Officer ATM was assigned to the ICAO Technical Cooperation (TC) project in Kabul, Afghanistan to provide technical assistance to the Ministry of Civil Aviation and Tourism.

2. DISCUSSION

2.1 The control authority for the Afghanistan airspace had been delegated by a Memorandum of Arrangement (MOA) between the Afghanistan Transitional Administration and the Combined Forces Airspace Control Authority in February 2001. ICAO was party to the MOA and would provide assistance on civil aviation matters as appropriate. The Kabul FIR upper airspace was opened to international civil aviation overflights in February 2001 with three ATS route, A466, L750, and N644 implemented but restricted to FLs 310-390. Further improvements have been made by Coalition Forces Air Component Command (CFACC), and five routes are now available with the addition of V390 and M881. FL 280 was introduced in 2004 for a 4-hour period (2000-2400 UTC) on N644, L750 and A466 to meet the night time peak westbound traffic flow.

2.2 A direct route from Rahim Yar Khan (RK) VOR in the Karachi FIR to Kandahar in the Kabul FIR has been approved by the States concerned and is expected to be implemented in the near term. This in conjunction with the extension to L628 from ASOPO to RK, should significantly enhance the traffic flow. However, as RVSM is not implemented in the Kabul FIR and beyond, and the airspace is non-radar advisory airspace, there are major constraints on the peak night-time westbound traffic flow from Southeast Asia to Europe. These matters are being addressed through the ICAO ATS coordination groups.

2.3 After a period of ICAO not being active in Afghanistan due to the lack of funding for ICAO technical projects, since October 2003, ICAO has established an on-going CNS/ATM TC project in Afghanistan to support rehabilitate in the civil aviation sector.

2.4 In the first phase, an ILS was installed on Runway 29 and a VOR and DME installed at Kabul Airport. Flight tests were conducted in February 2004 and the systems are expected to be operational in the near term. GPS non-precision approach procedures have been developed for the airports and airstrips in Afghanistan. Also, improvements are being made to the ATS radio communications at the Kabul FIC.

2.5 A second ICAO TC project to prepare a master plan for civil aviation was undertaken in April to July 2004. This plan is presently being finalized by ICAO to be submitted to the Asia Development Bank for approval and funding. Under this plan, the air navigation system and civil aviation infrastructure will be restored and a basis provided for the future development of Afghanistan's future requirements.

2.6 With the takeover of the International Security Assistance Force (ISAF) by the North Atlantic Treaty Organization (NATO) in July 2004, significant ATS operational improvements have been made to the Kabul Flight Information Centre (FIC). Also, a training programme has been initiated for Afghan ATM and CNS personnel. Presently, 15 Afghan students are attending a basic air traffic controller training course and 12 air traffic controllers are attending an 8 week refresher course at the Civil Aviation College, Allahabad, India. In addition, 20 CNS technicians are attending a 6 month basic training course.

2.7 NATO has provided 13 international controllers to operate the FIC. It is expected in the 2005 that the FIC will be upgraded to an Area Control Centre (ACC) and air traffic control services provided. This will be a significant step forward in improving safety and efficiency of the airspace and in particular for international overflights.

2.8 With donor funding now available for the civil aviation sector in Afghanistan, the development of the air navigation services and civil aviation infrastructure should progress on an on-going basis. Substantial Improvements to operational ATS should be in place in the near to mid-term. Planning is also underway to implement RVSM and radar services in the Kabul FIR.

3. ACTION BY APANPIRG

3.1 The meeting is invited to note the information contained in this paper.

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