



**BOBCAT**

# **BOBCAT ATFM Operational Updates**

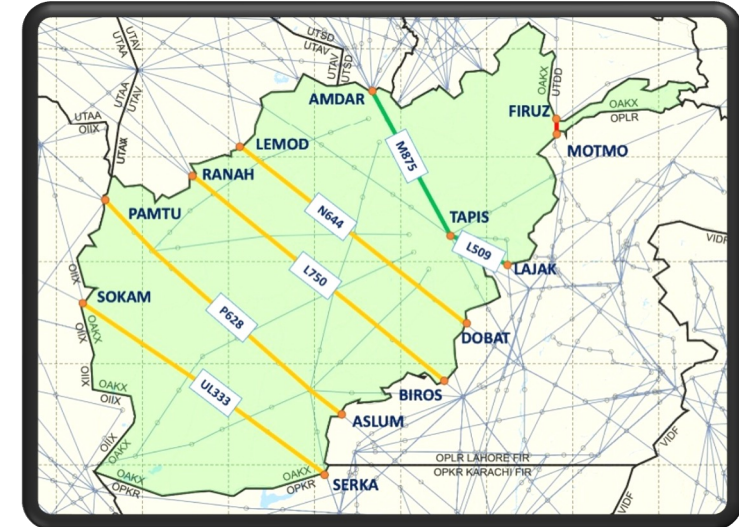
*Post-Ops Analysis : 4 September – 21 December 2025*



ICAO SAIOSEACG/5 – IP/02

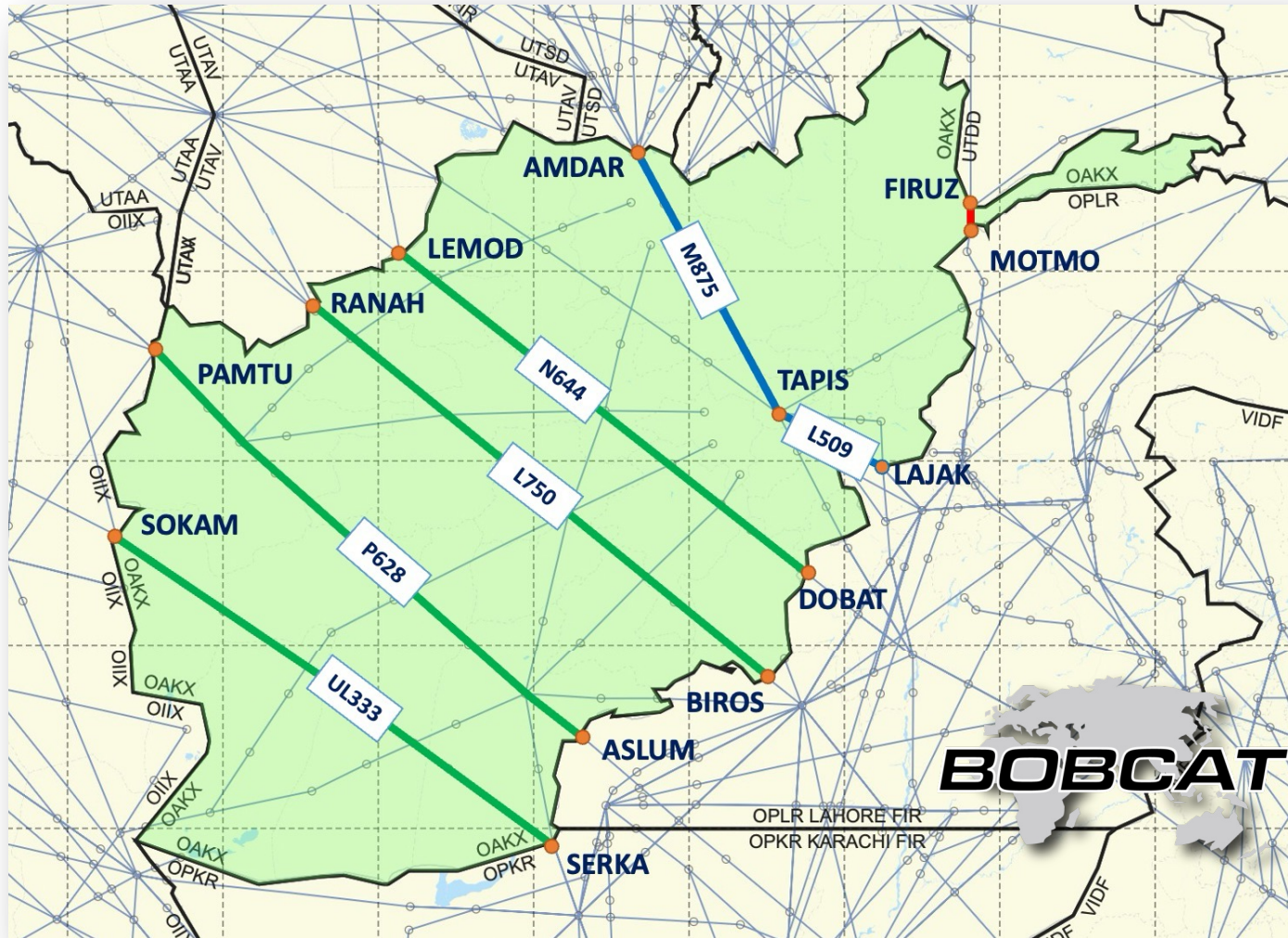
13 – 16 January 2026

- **August 2021**
  - USA withdrawal from Afghanistan
  - Kabul ACC ceased operations
  - Flight operations circumvent Afghanistan
  - BOBCAT temporarily suspended
- **April 2024**
  - Middle East conflict
  - Aircraft rerouted through Afghanistan airspace despite no en route ATC
- **April 2025**
  - Kabul CCT agree to resume BOBCAT ops
- **AIRAC 4 September 2025**
  - BOBCAT ATFM procedure reactivates

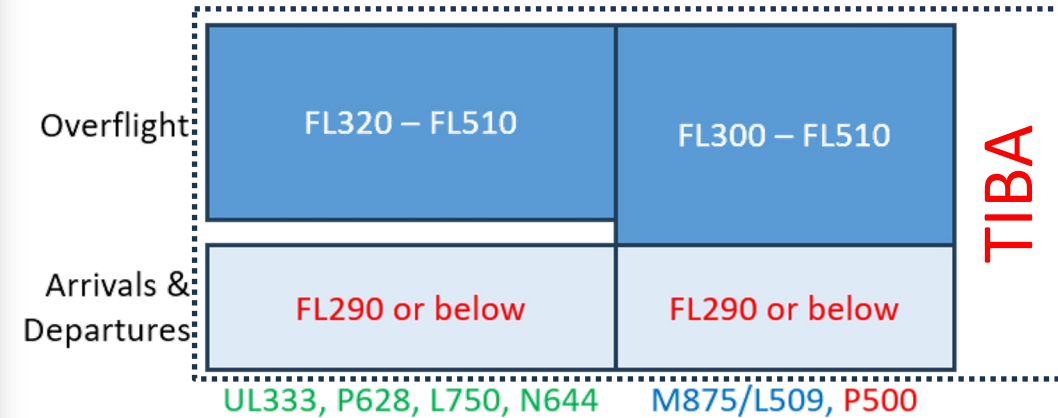


- **Typical South/Southeast Asia – Europe Routing**
  - Lanzhou – Urumqi ...
  - Delhi – Lahore – Kabul – ...
  - Mumbai – Muscat – **Tehran** – ...
  - Mumbai – Muscat – ... – **Baghdad** – ...
  - Mumbai – Muscat – **Jeddah** – **Cairo** – ...

# Afghanistan Contingency Arrangement & BOBCAT Ops



Longitudinal Spacing @FIR Boundary  
**15 minutes**



## ATFM Service Applicability by Route

- No ATFM Ops
- FL300 – FL400 | 2000-2359UTC
- FL320 – FL400 | 2000-2359UTC

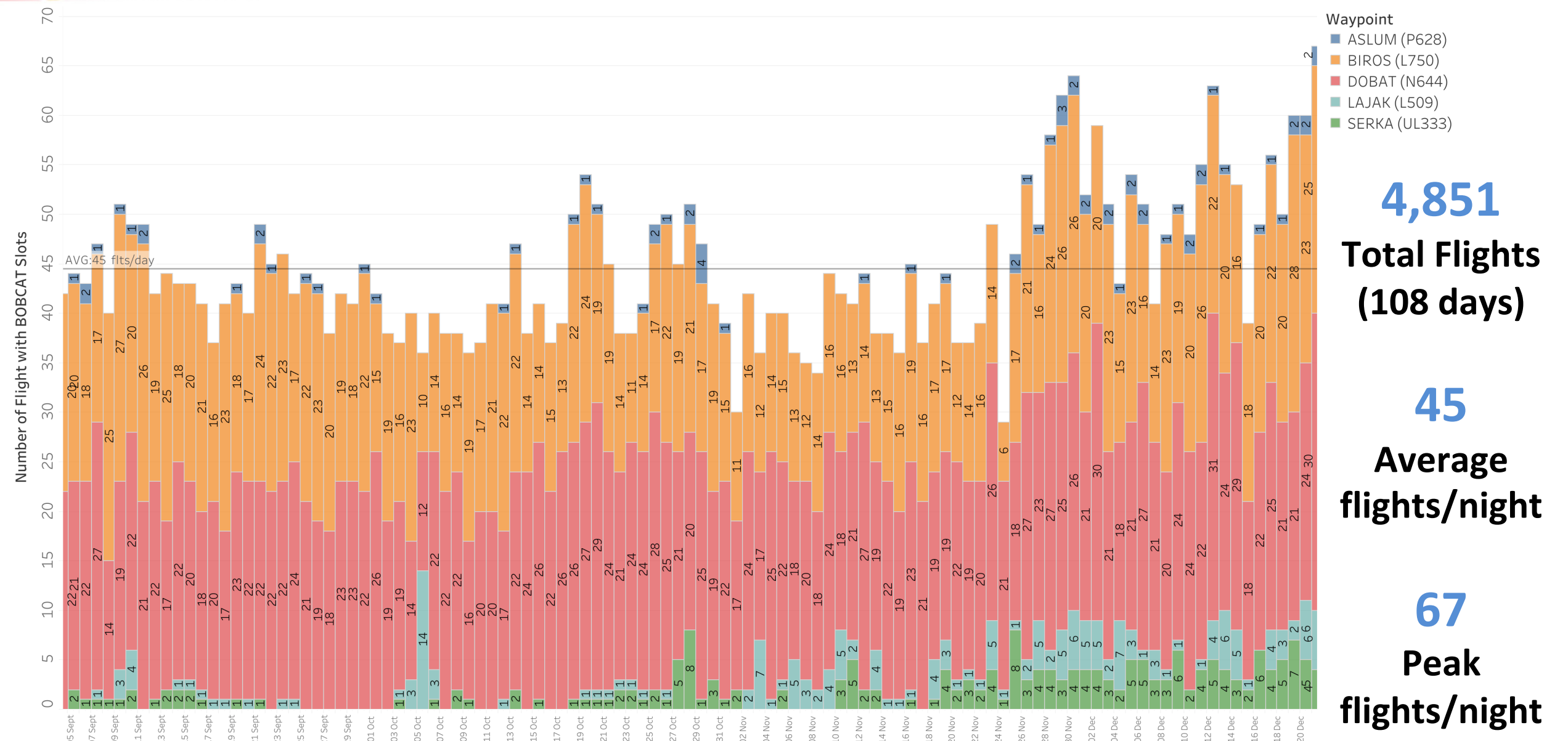
### NOTAM References

- NOTAM OAKX G0516/25 – 15-minute required longitudinal spacing
- NOTAM OAKX G0402/25 – Overflight TIBA Procedure and Frequency

- **Analysis Period:** 108-day period (4 Sep – 21 Dec 2025)
- **Data Sources:**
  - BOBCAT Slot Allocation
  - ATS Movement Messages



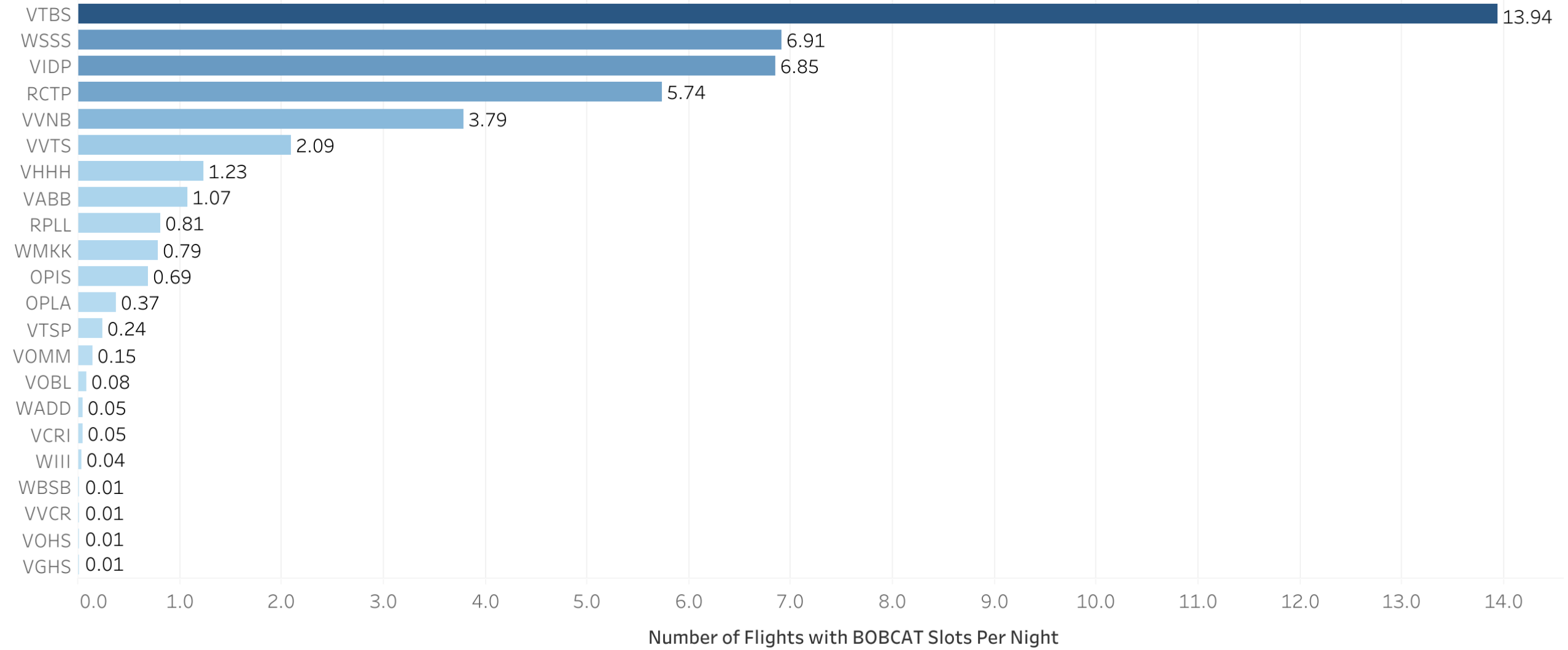
# BOBCAT Slot Allocation



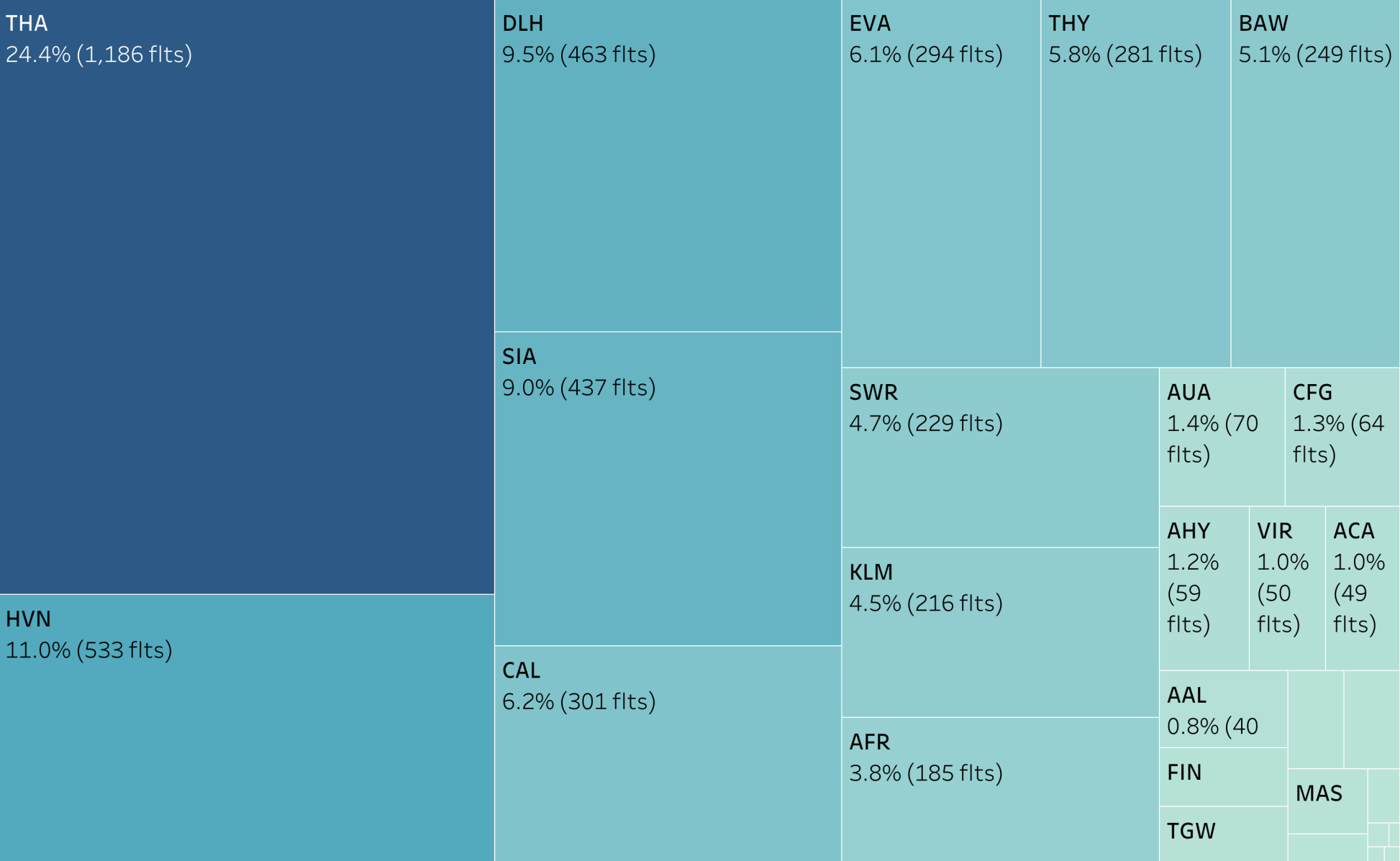
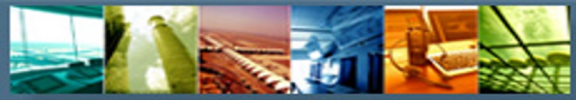
Data Source: Final BOBCAT Slot Allocation (4 Sep – 21 Dec 2025)



# Average Daily Slot Allocation by Departure Aerodromes



# BOBCAT Slot Allocation by Airlines

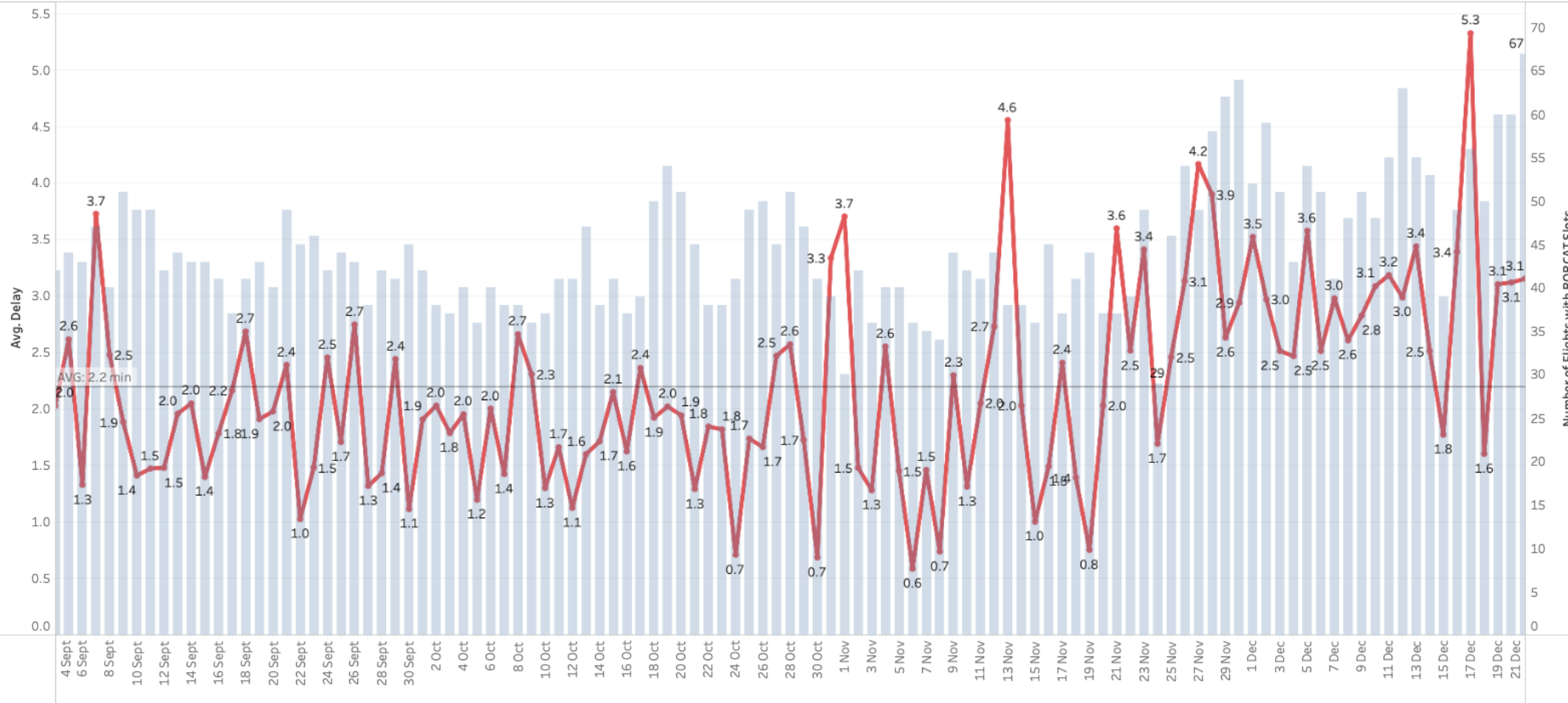


**28**  
Airlines  
Participation

# Daily ATFM Delay



- Average ATFM Delay per flight (minutes)
- Number of Flights with BOBCAT Slots



**10,945 mins**  
**Total ATFM Delay**  
**(108 days)**

**2.2 mins/ft**  
**Average**  
**ATFM Delay**



**~1,060 tons**

**Fuel Savings**



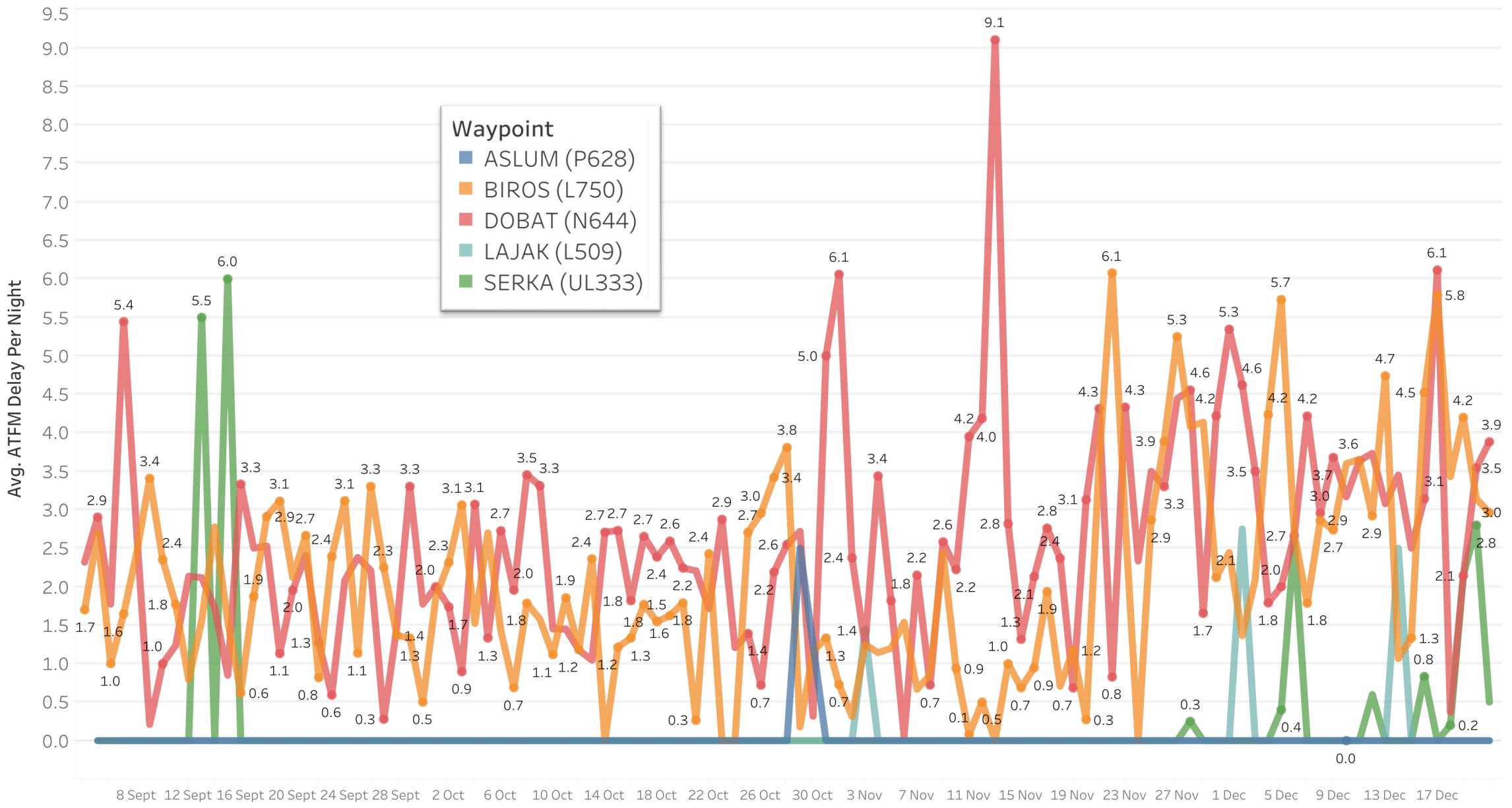
**~3,350 tons**

**CO<sub>2</sub> emissions**  
**reduced**

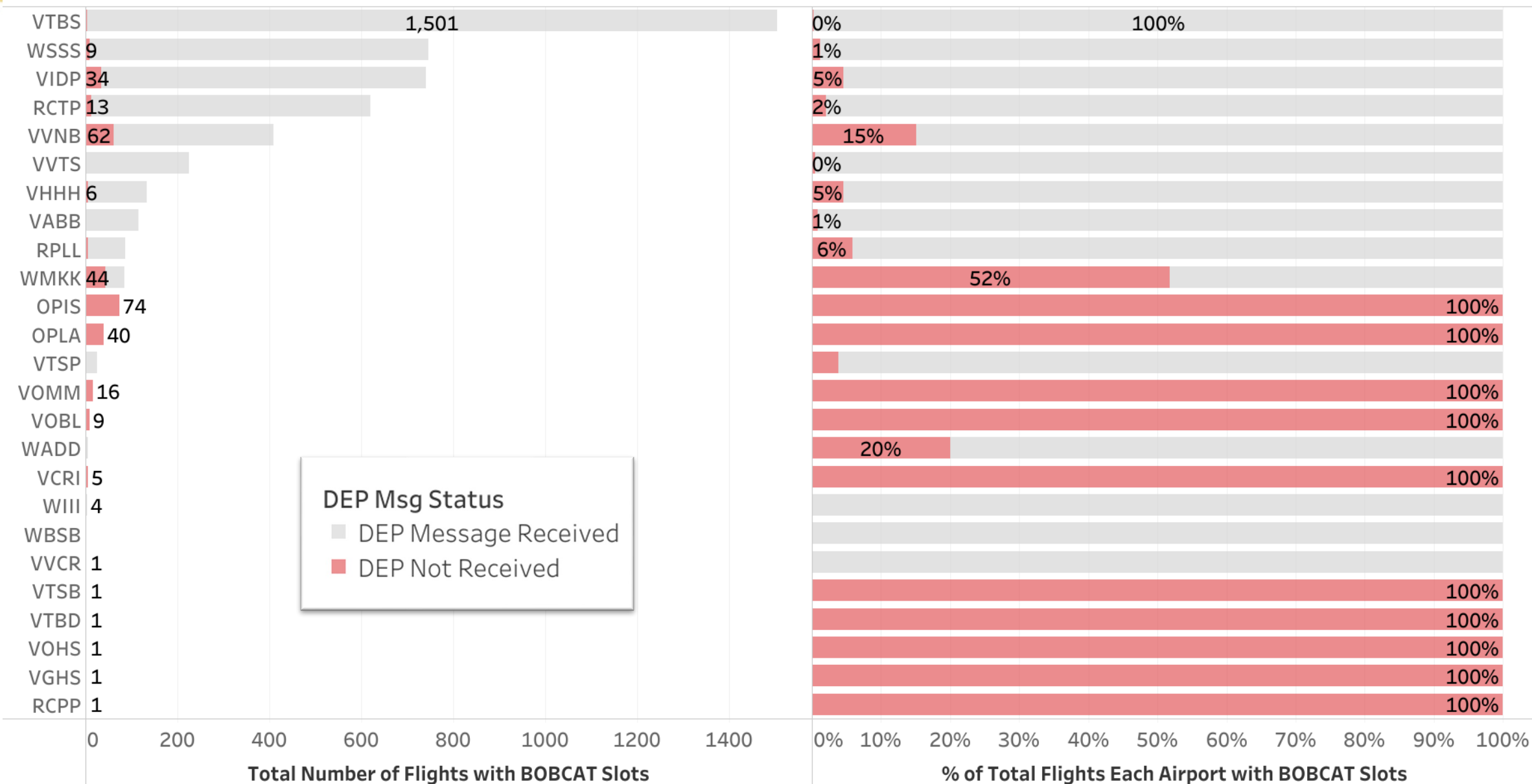




# Daily ATFM Delay by Entry Waypoint

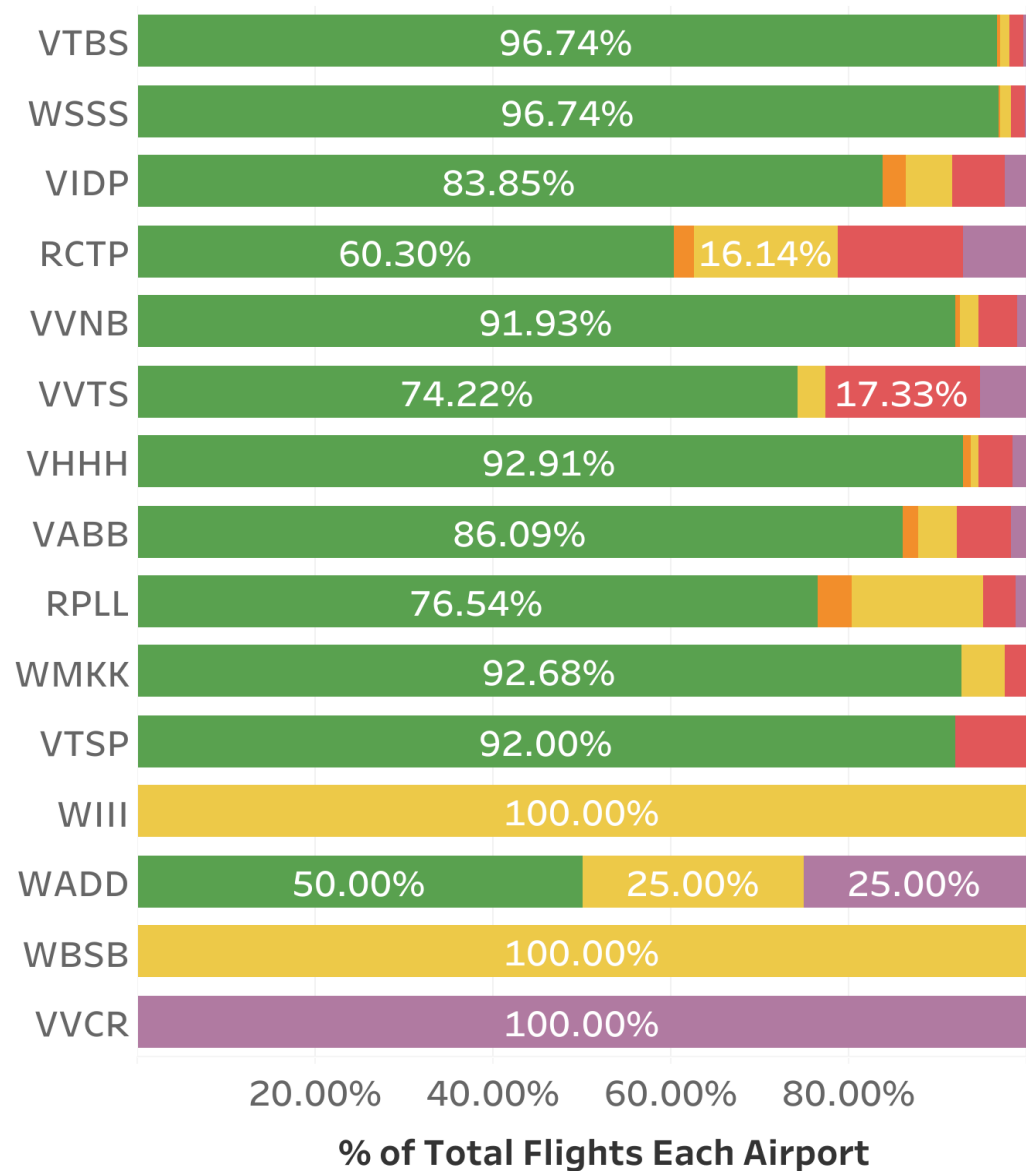


## Non-Receipt DEP Message at Each Airport

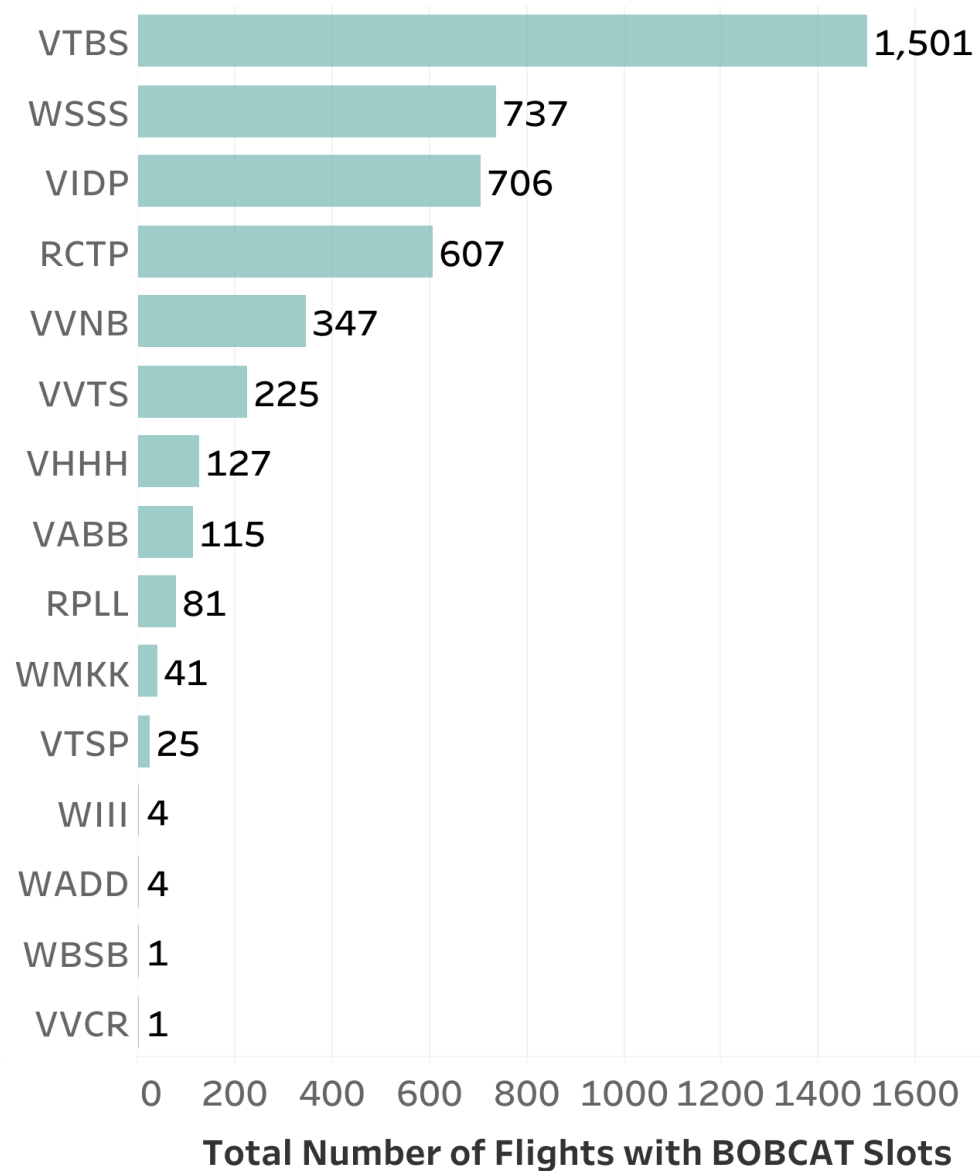




## CTOT Compliance at Each Airport



## Total Number of DEP Message Received

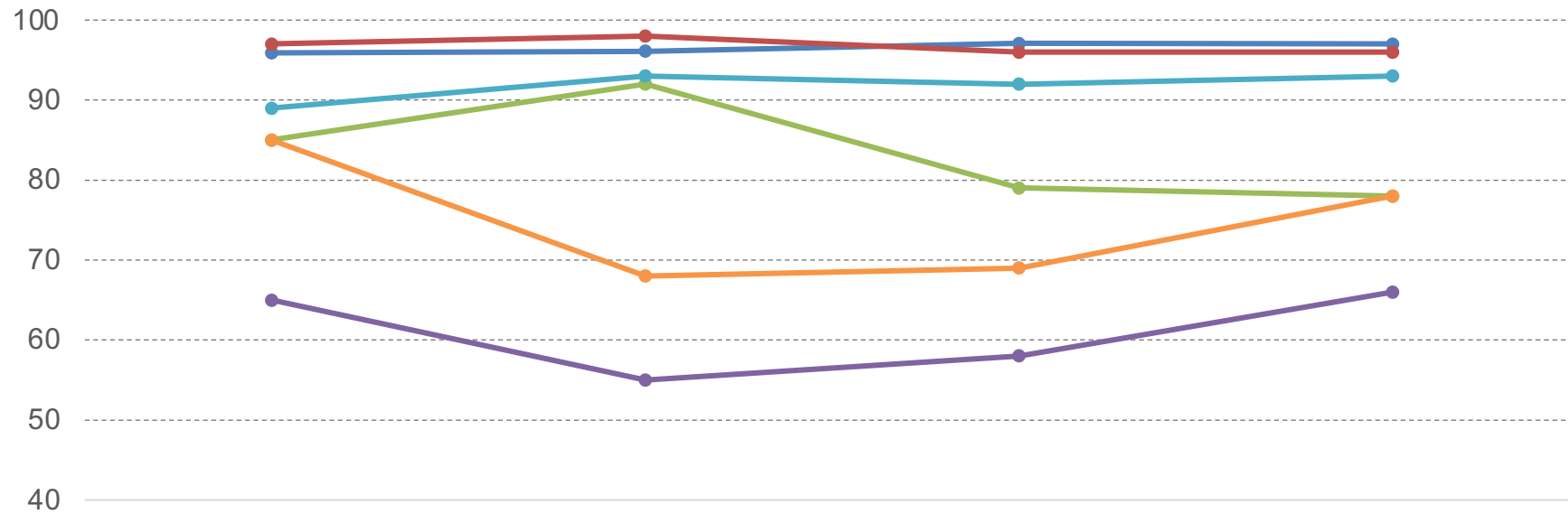


- CTOT Compliance Legend:**
- Large Late
  - Late
  - Early
  - Large Early
  - Compliant



# CTOT Compliance at Major Departure Aerodromes

## CTOT Compliance (%)

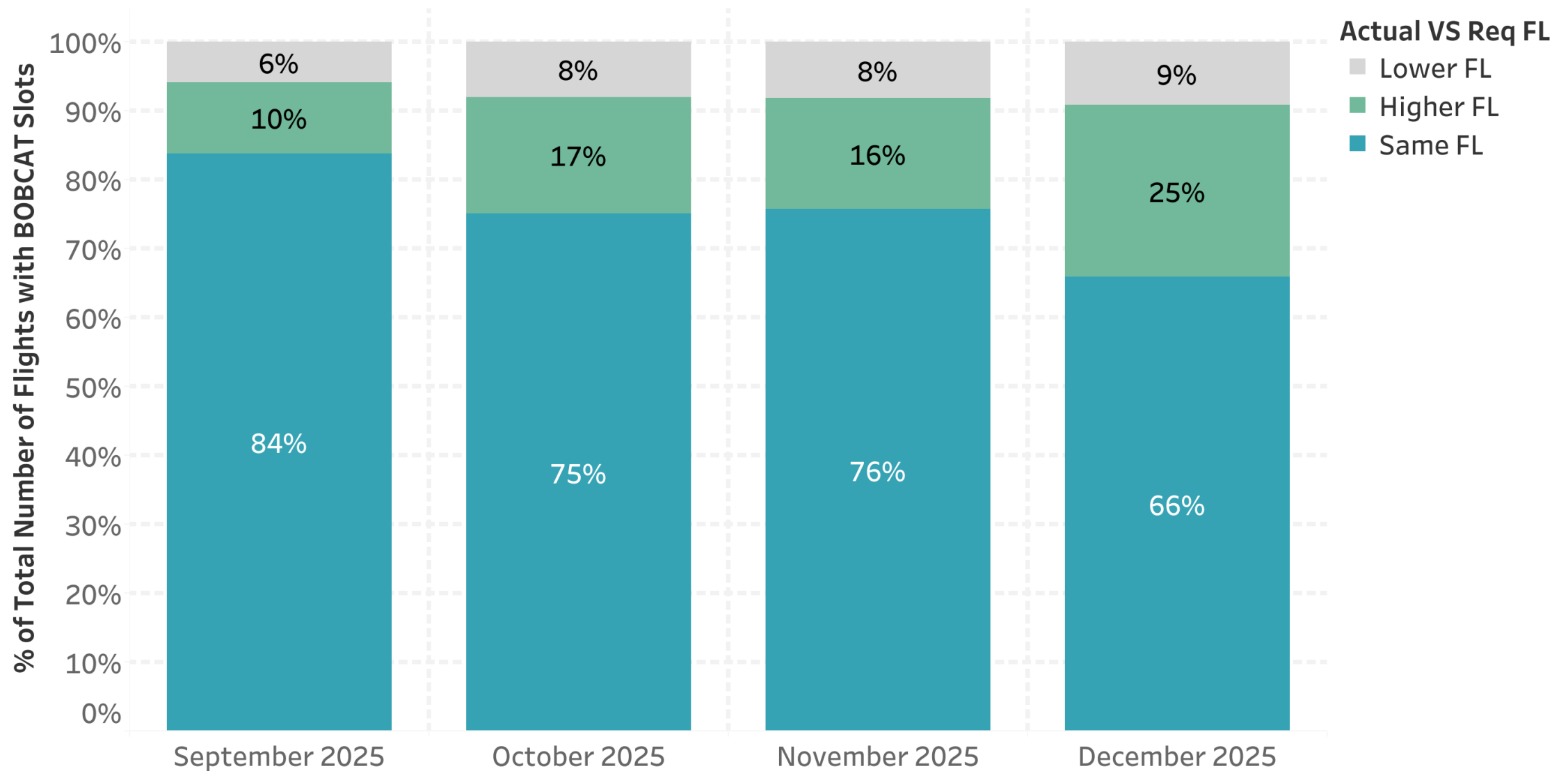


Departure Aerodrome	CTOT Compliance (%)			
	September 2025	October 2025	November 2025	December 2025
VTBS	96 %	96 %	97 %	97 %
WSSS	97 %	98 %	96 %	96 %
VIDP	85 %	92 %	79 %	78 %
RCTP	65 %	55 %	58 %	66 %
VVNB	89 %	93 %	92 %	93 %
VVTS	85 %	68 %	69 %	78 %

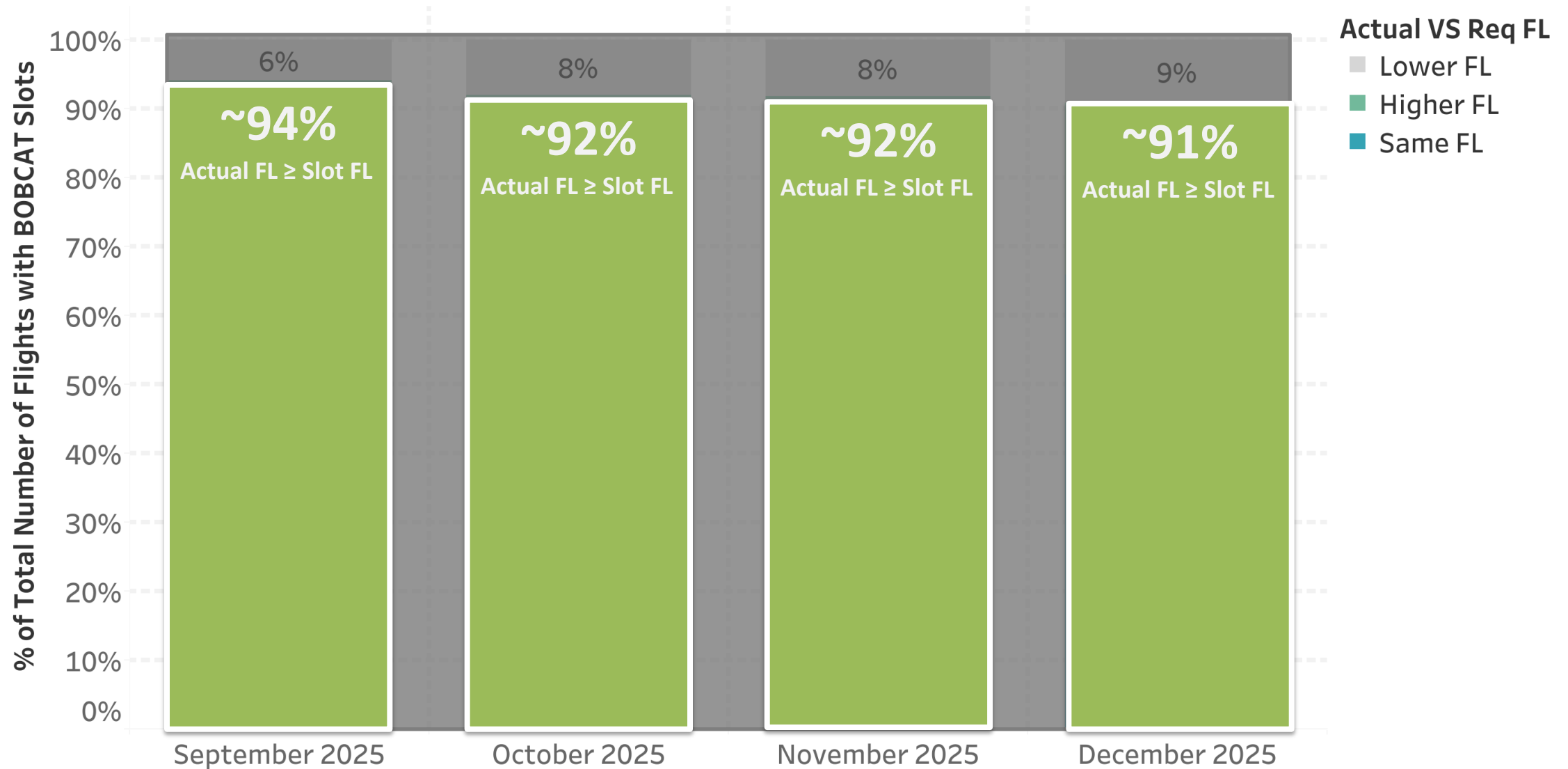




# Actual Afghanistan Entry FL vs BOBCAT Slots



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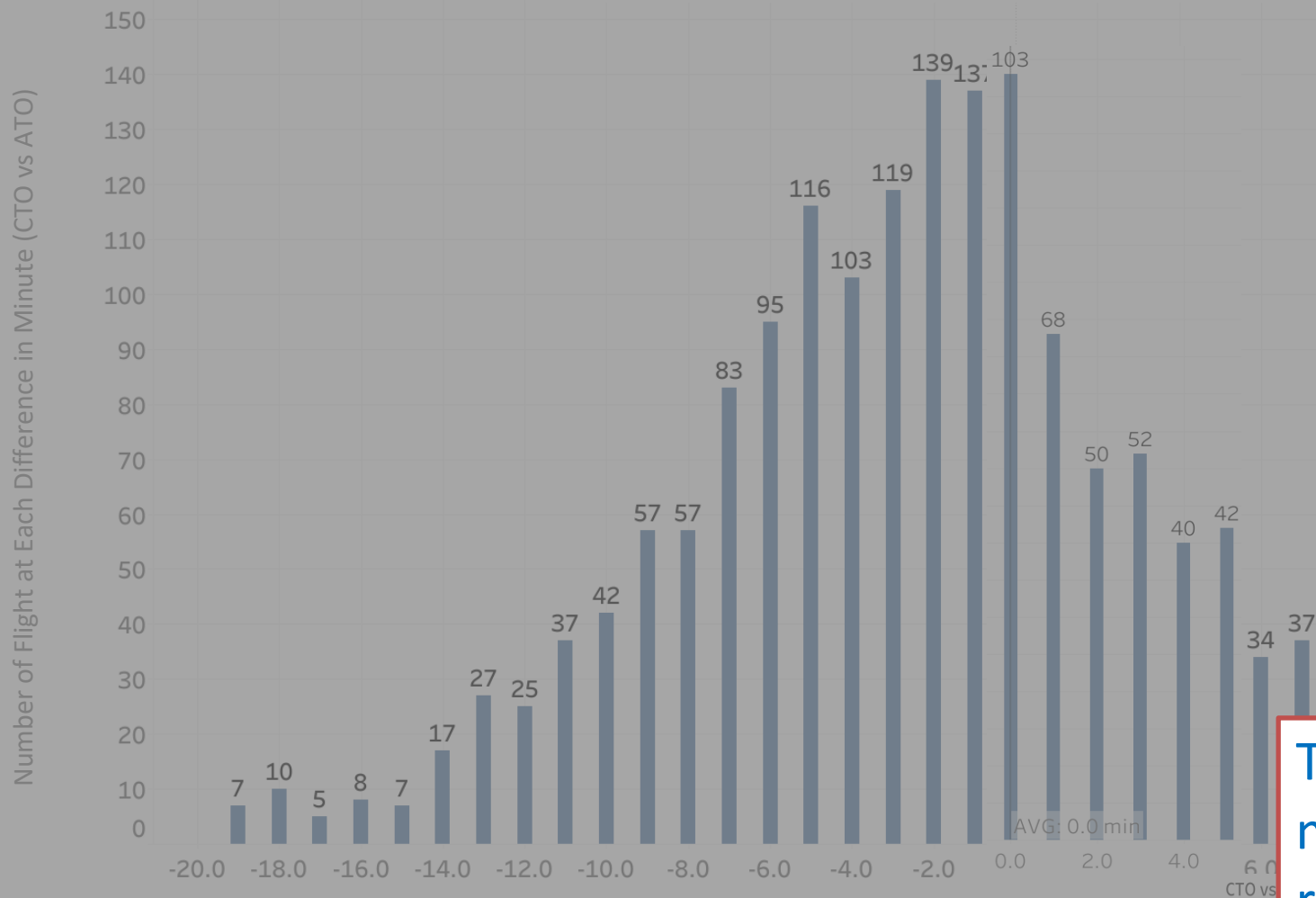








## Kabul FIR Entry CTO Compliance



CTO Window	Flight Count	Percentage of Total Flights (N=1,314)
No CTO Window	140	7.42 %
[CTO, CTO+2]	303	16.06 %
[CTO, CTO+5]	490	25.97 %

**Tighter CTO+2 compliance window may result in ~10% lower compliance rate compared to CTO+5 window.**

- **Post reactivations summary**
  - The reactivation of BOBCAT has proven effective in balancing the traffic demand with limited airspace capacity during the peak nighttime period in the Kabul FIR.
  - Thailand remains committed to providing BOBCAT service to enhance flight's safety and efficiency.
  
- **What is next?**
  - The BOBCAT ATFM post operations analysis will continue to be conducted monthly with the support of the Traffic Sample Data (TSD) provided by relevant States, in which the result of the analysis will be reported at the relevant regional forums accordingly.