



*International Civil Aviation Organization*

**The Fourth Meeting of the Air Traffic Flow Management Task Force  
(ATFM/TF/4) and BOBCAT Workshop**

Bangkok, Thailand, 7 to 11 November 2005

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**Agenda Item 6: Operational Trial Arrangements**

**TIME PERIOD FOR BOBCAT OPERATIONS**

(Presented by Thailand)

**SUMMARY**

The purpose of this working paper is to discuss and agree on the time period for BOBCAT operations, taking into account military requirements in Kabul FIR, winter and summer time zones as well as continued growth in air traffic movements.

**1. INTRODUCTION**

1.1. Due to the considerable flight time and distance most aircraft are required to transit before entering the Kabul FIR, coupled with flight level restrictions within the Kabul FIR, the question on a correct time period for BOBCAT operations appears valid.

1.2. These matters as well as changes to aircraft schedules from summer time to winter time plus additional schedules being introduced should be taken into account when deciding the period when BOBCAT procedures are applied.

**2. DISCUSSION**

2.1 The present arrangements for Kabul FIR transit operations allows FL280/310/350/390 to be used westbound through the Kabul FIR during the period of 2000-2359UTC daily on all transit routes except G792/V390 where FL280 is not available. This particular time period was negotiated with the military authorities in Afghanistan some years ago and was designed to cater for the daily westbound night-time rush period.

2.2 On investigation of sample data from flight profiles in the 19 October paper trials (Appendix A to WP/4), it would appear that all major conflicts requiring the attention of BOBCAT fall within this period. There is however the issue of summer to winter schedules and increasing traffic which should be taken into consideration when making a decision.

2.3 With regard to winter schedules, there are several aircraft entering Kabul FIR prior to 2000UTC that would require BOBCAT attention. In addition some of the aircraft who presently are outside the window of 2359UTC, would now be in the time period. The meeting may recall that during the early meetings of the ATFM Task Force the period of 1900 to 2359UTC was taken into consideration. It may well be that this time period should again be revisited.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss the issues mentioned in this working paper;
- b) Take note of the affect of changes from summer time to winter time on aircraft flight schedules as well as the steady increase in air traffic operating in this area;
- c) Make a decision on a suitable time period to cover traffic conflictions through the Kabul FIR.

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