



International Civil Aviation Organization

The Twelfth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/12) and the Second Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/2)

Bangkok, Thailand, 22 – 26 February 2010

Agenda Item 3: Operational Issues

INITIAL OBSERVATIONS ON THE IMPACT OF REDUCED LONGITUDINAL SEPARATION (RLS) IN THE KABUL FIR

(Presented by Afghanistan)

SUMMARY

The purpose of this working paper is to inform the committee that Afghanistan is willing to listen to meeting proposals on reduced longitudinal separation and review requirements for implementation of the RLS minima in the Kabul FIR to 50 NM.

1. INTRODUCTION

1.1 Kabul FIR High Sector has seven Air Routes and the Low Sectors has 14 Air Routes that will be involved in the reduced separation. The complexity of the operations in the Kabul FIR is highlighted by the integration of high density military operations into the everyday ATC environment. The Kabul ACC is still a procedural control facility without RADAR support. While the standard separation currently uses 80 NM separation, we have accomplished with the assistance of the BOBCAT ATFMU unit unparalleled growth. With the military operations at the level they are, we at times are forced to restrict total availability of all air traffic routes in the Kabul FIR. With the cooperative activity between Afghanistan and neighbouring States, these situations are causing minimal restrictions for the users. Even with the present ATC environment and the growth in traffic, we continue to allow all traffic that desires to overfly Afghanistan to do so, subject to ICAO provisions.

2. DISCUSSION

2.1 The Kabul ACC is currently located at the old Terminal Building at the Kabul International Airport. Seven VSAT radio sites are used to accomplish our present communications levels with all users of the system. The current ATS staffing in the Kabul ACC is projected to enhance the ATC capabilities in the Kabul FIR. The projected CNS resource modifications include additional VSAT radio sites, RADAR, and a combination of Multi-Lat/ADS-B that will be the beginning of full coverage of the Kabul FIR with surveillance capabilities. This will increase the capacity and capabilities of the Kabul ACC exponentially in both traffic numbers and additional safety levels for all operators within and overflying the airspace. The primary communications will be VHF and we be supplemented using HF as a backup to the communications system.

2.2 The projections for improved capacity with all of these resource additions in addition to the reduction of separation requirements (50 NM Longitudinal) are projected to be an immediate 400% increase and a forecast 600% increase in capacity for the Kabul FIR.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the present and projected status of the Kabul FIR; and,
- b) request neighbouring States to assist with the coordination that will integrate the reductions in a cooperative effort.

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