



International Civil Aviation Organization

A41-WP/68

TE/7

28/7/22

WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 33: Other issues to be considered by the Technical Commission

PAKISTAN'S INITIATIVES TO REDUCE THE IMPACT OF NON-AVAILABILITY OF ATS IN KABUL FIR FOR LONG-HAUL TRANSIT FLIGHTS

(Presented by Pakistan)

EXECUTIVE SUMMARY

This paper presents information regarding Pakistan existing and proposed efforts to effectively manage the traffic flow disturbance in collaboration with other neighbouring States to facilitate long haul flights considering wide spread impact of Kabul flight information region (FIR) situation.

Action: The Assembly is invited to:

- a) note the information contained in this paper; and
- b) recognize the efforts of adjacent States to encourage airline operators to re-consider/evaluate their possible flight operations (transits) through Kabul FIR (Contingency Plan above FL300/360).

<i>Strategic Objectives:</i>	This working paper relates to the Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	To be evaluated by proposed committee
<i>References:</i>	Asia Pacific Seamless ATM Plan ¹ Kabul FIR CCT 2021 ^{2,3}

¹ [Asia/Pacific Seamless ATM Plan V1.1 \(icao.int\)](https://www.icao.int/asia-pacific-seamless-atm-plan-v1.1/)

² [PowerPoint Presentation \(icao.int\)](https://www.icao.int/powerpoint-presentation/)

³ [KABUL-FIR-CCT-BULLETTIN-SEP.pdf \(ops.group\)](https://www.ops.group/kabul-fir-cct-bulletin-sep.pdf)

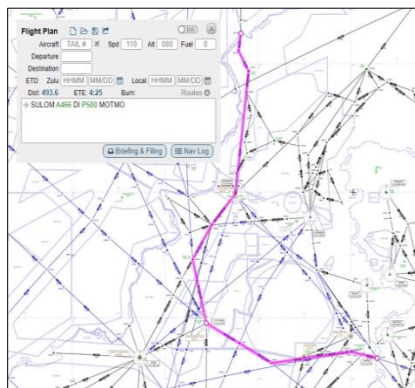
1. INTRODUCTION

1.1 Pakistan has taken few initiatives to facilitate airspace users and long-haul flights from West to East and vice versa. The initiative was taken due to situation arising out of air navigation services (ANS) infrastructure in Afghanistan without en-route air traffic service (ATS) which could have negatively impacted Pakistan as well. Pakistan has also offered all possible technical assistance to Afghanistan in effective implementation of Afghanistan air traffic management (ATM) contingency plan in collaboration with neighbouring State.

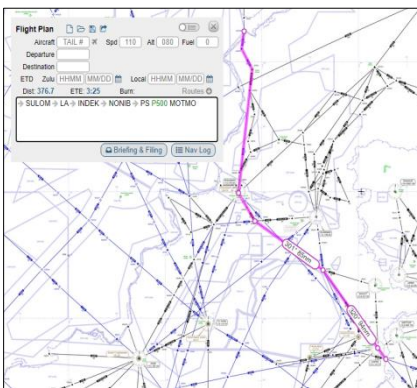
2. EXTENSION OF ATS ROUTE T400/REDUCTION OF TRACK MILES

2.1 P500 is the only controlled ATS route currently available in the Kabul flight information region (FIR) for transit flights. This route connects Dushanbe FIR with Lahore FIR. Pakistan has extended the existing ATS Route T400 (route connectivity with P500) to reduce the track miles of transit flights entering/existing Kabul FIR at point MOTMO on ATS Route P500. This will reduce the average flying time of 16 minutes for flights operating between SULOM-MOTMO-SULOM in Pakistan airspace. The comparison of track miles (NM) of existing ATS route structure and revised route structure is given in following table:

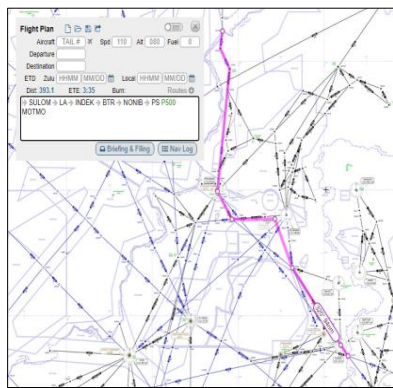
Delhi FIR -Lahore FIR- Kabul FIR (two way)	ATS Route	Distance	Savings
SULOM-JHANG-D.I.K- HANGU-PS-MOTMO	A466-P500 (24 Hours)	494 NM	Original Route
SULOM-INDEK-NONIB- PS-MOTMO	L509-P500 (1500-2359 UTC Only)	376NM (118NM saving)	18 minutes 1770 kg fuel 5580 kg CO ₂
SULOM-LA-INDEK- BTR(VOR)-NONIB- PS-MOTMO	T400-P500 (24 Hours)	393NM (101 NM saving)	16 minutes 1510 kg fuel 4775 kg CO ₂



A466-P500



L509-P500

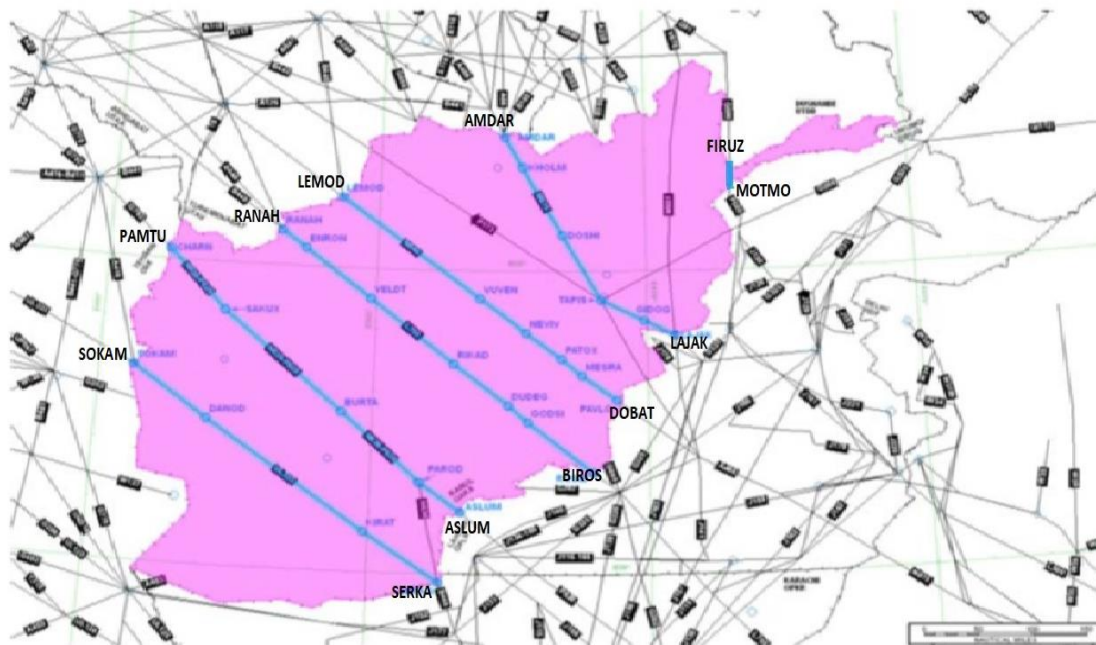


T400-P500

3. PROPOSAL WITH REGARDS TO AFGHANISTAN ATM CONTINGENCY PLAN

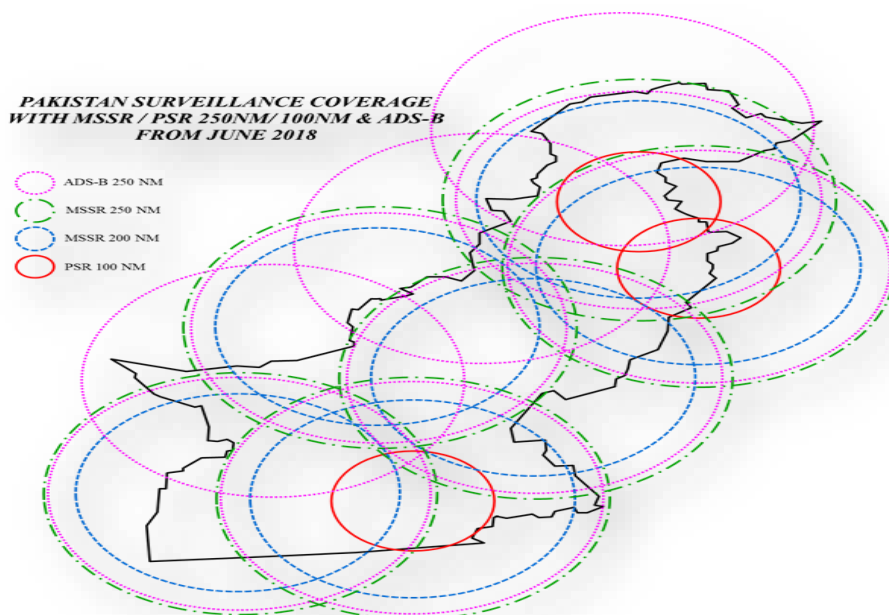
3.1 Kabul FIR (Afghanistan) has published its ATM contingency plan version 3. In order to assist Afghanistan in effective implementation of its contingency plan for overflights along selected bidirectional Parallel routes (whereas *all available tracks are laterally separated by a minimum of 50 NM*), Pakistan will endeavour to provide optimum Flight levels at exiting boundary points with Kabul FIR and will pass the aircraft estimates (EST) message (through AFTN/AMHS/Landline) at transfer of control (TOC) point between Kabul FIR and next entering FIR for all west bound traffic to relevant area control centre (ACC). Similarly, these neighbouring FIRs will also be requested to pass aircraft estimate (EST) message of East bound flights for TOC points between Pakistan and Afghanistan. The transfer of control points (TOC) and corresponding FIR/ACC at which Pakistan would pass/receive the aircraft estimate message are illustrated in following table:

Sr. No	ENTRY/EXIT FIR	ACC	ENTRY/EXIT POINT PAKISTAN	ENTRY/EXIT POINT KABUL FIR	ATS ROUTE	TO/FROM FIR/COUNTRY	STATUS
1.	LAHORE FIR	ISLAMABAD	MOTMO	FIRUZ	P500	DUSHANBE/TAJIKISTAN	currently in use
2.	LAHORE FIR	ISLAMABAD	LAJAK	AMDAR	L509-TAPIS-M875	SAMARKAND/UZBEKISTAN	Subject to agreement among relevant Stakeholders including Afghan Civil Aviation authority, ICAO APAC, IATA, neighboring States etc.
3.	LAHORE FIR	LAHORE	DOBAT	LEMOD	N644	TURKMENABAT/TURKMENISTAN	
4.	LAHORE FIR	LAHORE	BIROS	RANAH	L750	TURKMENABAT/TURKMENISTAN	
5.	LAHORE FIR	LAHORE	ASLUM	PAMTU	P628-PAROD-N636	TEHRAN/IRAN	
6.	KARACHI FIR	KARACHI	SERKA <i>(For Connectivity to UL333 only)</i>	SOKAM	UL333	TEHRAN/IRAN	



4. TECHNICAL ASSISTANCE OFFER TO AFGHANISTAN

4.1 Pakistan would welcome air traffic controllers and other aviation professionals from Afghanistan for training without any financial cost. Pakistan's existing surveillance coverage is up to a reasonable distance inside Afghanistan (*pictorial description as below*). Pakistan has acquired redundant surveillance capability with sound standby arrangement of e-very high frequency (VHF) alongside western border. The experience indicates that VHF range varies between 100 to 130 NM inside the Kabul FIR. Pakistan would endeavour to provide flight information service in these areas up to the extent possible. Traffic sample collected before and after Kabul FIR existing situation indicates more than 200 per cent rise in traffic on G452 (via entry point ZAHEDAN) in Pakistan airspace.



5. BENEFITS

- Reduction of 16 Minutes flying time (SULOM-MOTMO-SULOM) for each aircraft in Pakistan airspace;
- normalization of traffic flow, as far as practicable, to previous between regions; and
- reduced fuel consumption and curtailment of CO2 emissions.

— END —