

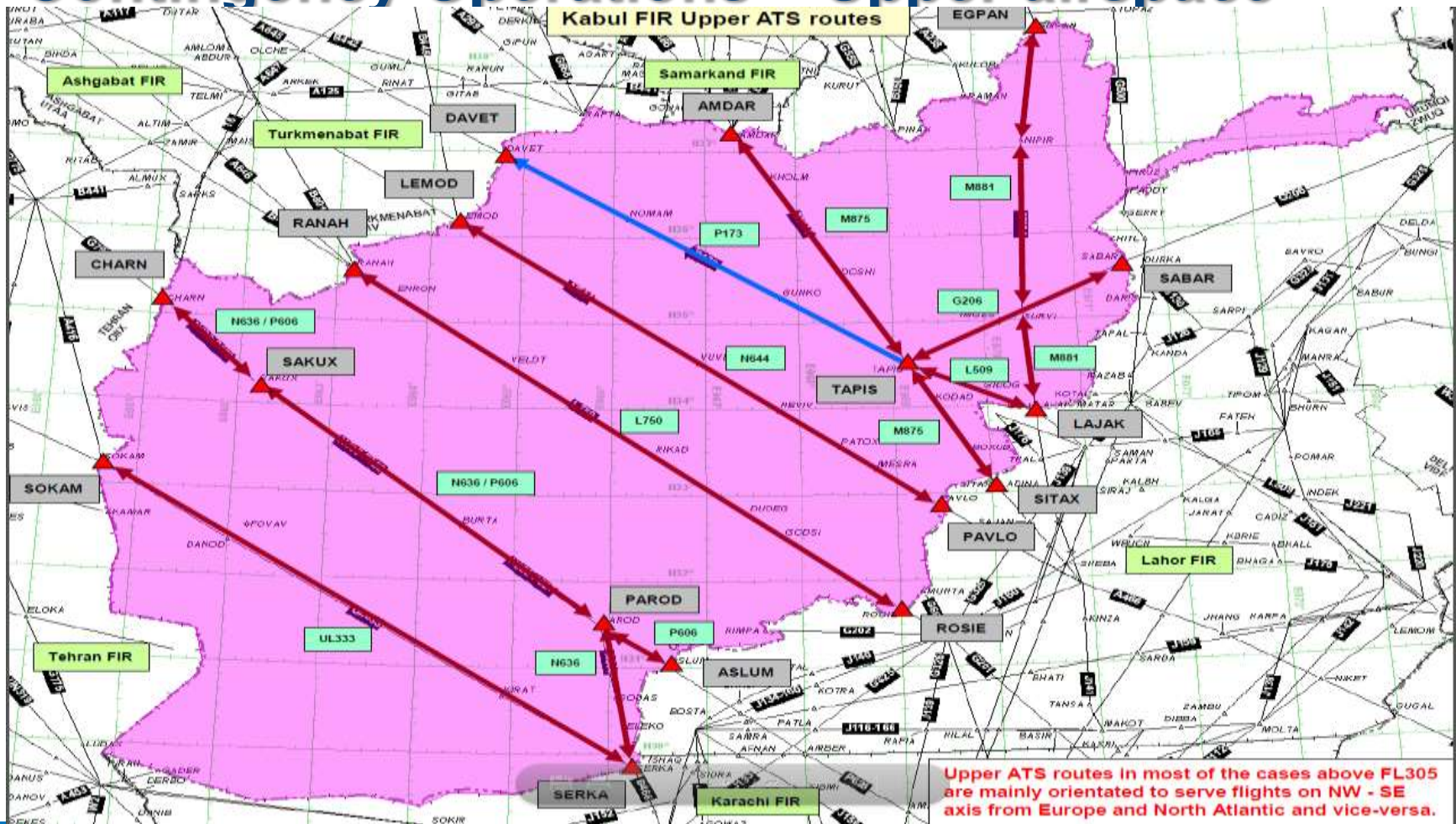


Ad Hoc Afghanistan Contingency Group 3

Muscat Oman 11th – 14th May 2015



Contingency Operations – Upper airspace



Contingency Operations – Upper airspace

- **Should ATC service be disrupted for Kabul FIR**

- **Scenario One: Kabul Airspace *availability*:**
 - Airline decision whether to operate
 - Procedural Traffic Management procedures
 - BOBCAT metering

- **Scenario Two: Kabul avoidance routes**
 - Via Karachi and Iran
 - To the North via Lahore

Contingency Operations – Upper Airspace

“Scenario One – Kabul airspace *available*”

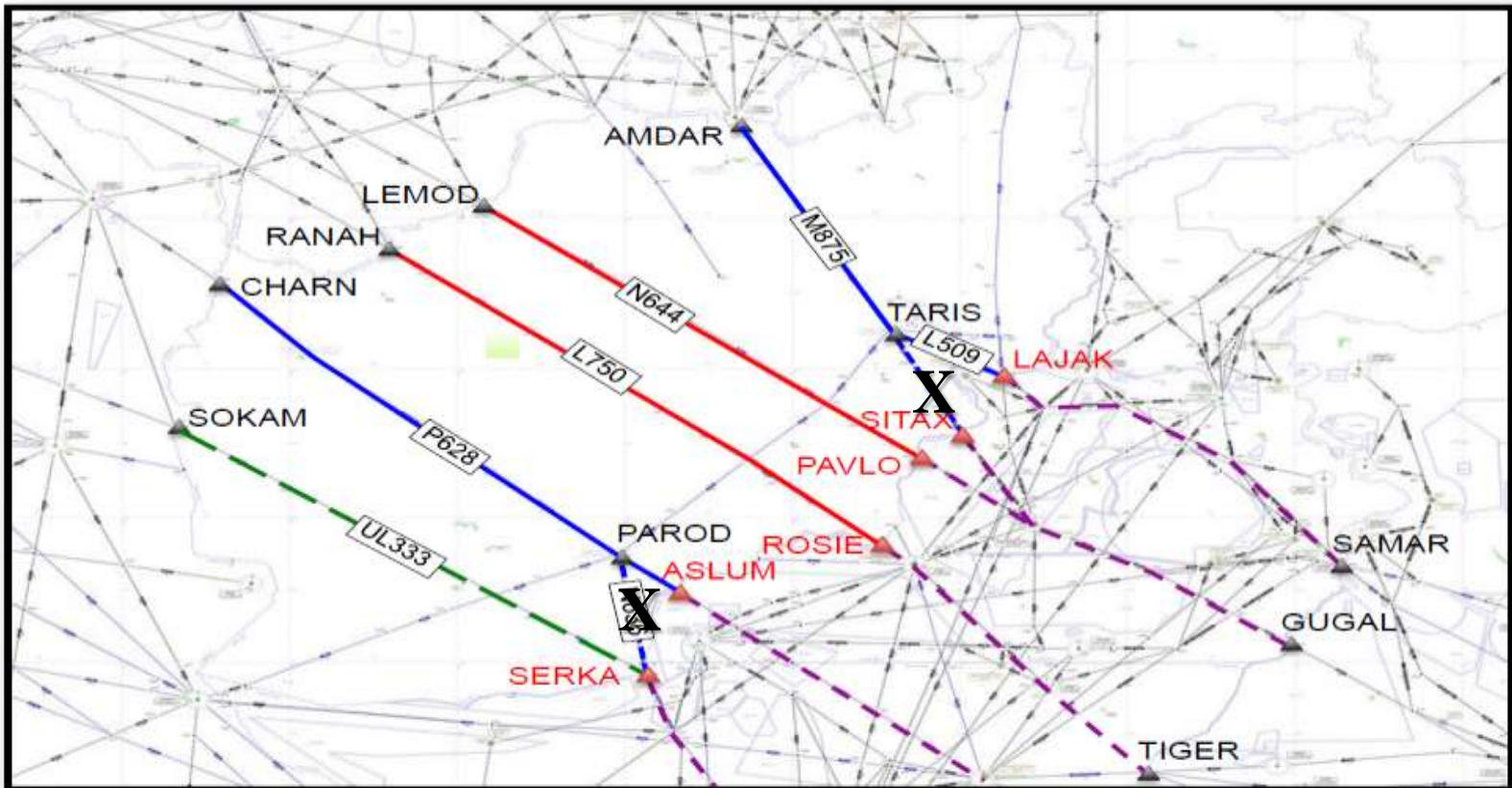
- No Change to current routes except:**
 - Segments SERKA-PAROD & TAPIS SITAX close**








- No additional traffic for Iran**

- Metering by BOBCAT (24hr if required)**

- Monitoring by adjacent States?**

Contingency Operations – Upper airspace



- | | | |
|---|--|--|
|  50NM RNP10 |  FL320 – FL400 |  FL280 only |
|  Procedural Separation |  FL280 – FL400
(exclude FL300) |  FL320 – FL400
(no ATFM slot required) |
|  Outside Afghanistan | | |

Contingency Operations – Upper Airspace

“Scenario One – Kabul airspace *available*”

Flight transit times 30 – 50mins

➤ Procedural separations

➤ **Spacing 15mins (10mins)**

➤ **Mach restrictions to ensure no closure (.83)**

➤ TIBA procedures in Kabul FIR

➤ No level/route changes within Kabul airspace

Contingency Operations – Upper Airspace

“Scenario One – Kabul airspace *available*”

- **Military make available FL 300 during contingency periods - to facilitate departures from Delhi, Mumbai and Pakistan Departures from India**

- **Flight Information and alerting Service?**

- **Airspace classification**
 - **Restricted area?**

Contingency Operations – Upper Airspace

“Scenario One – Kabul airspace *available*”

Flight transit times 30 – 50 mins

➤ Delegation of control

- **Remote ADS-C/CPDLC - 70% aircraft FANS 1 equipped** (SOURCE: BOBCAT DATA AHACG2)
- **Radar coverage from adjacent States? (minimum transit time outside radar cover?)**

Contingency Operations – Airspace Avoidance

“Scenario Two – Kabul airspace *avoidance*”

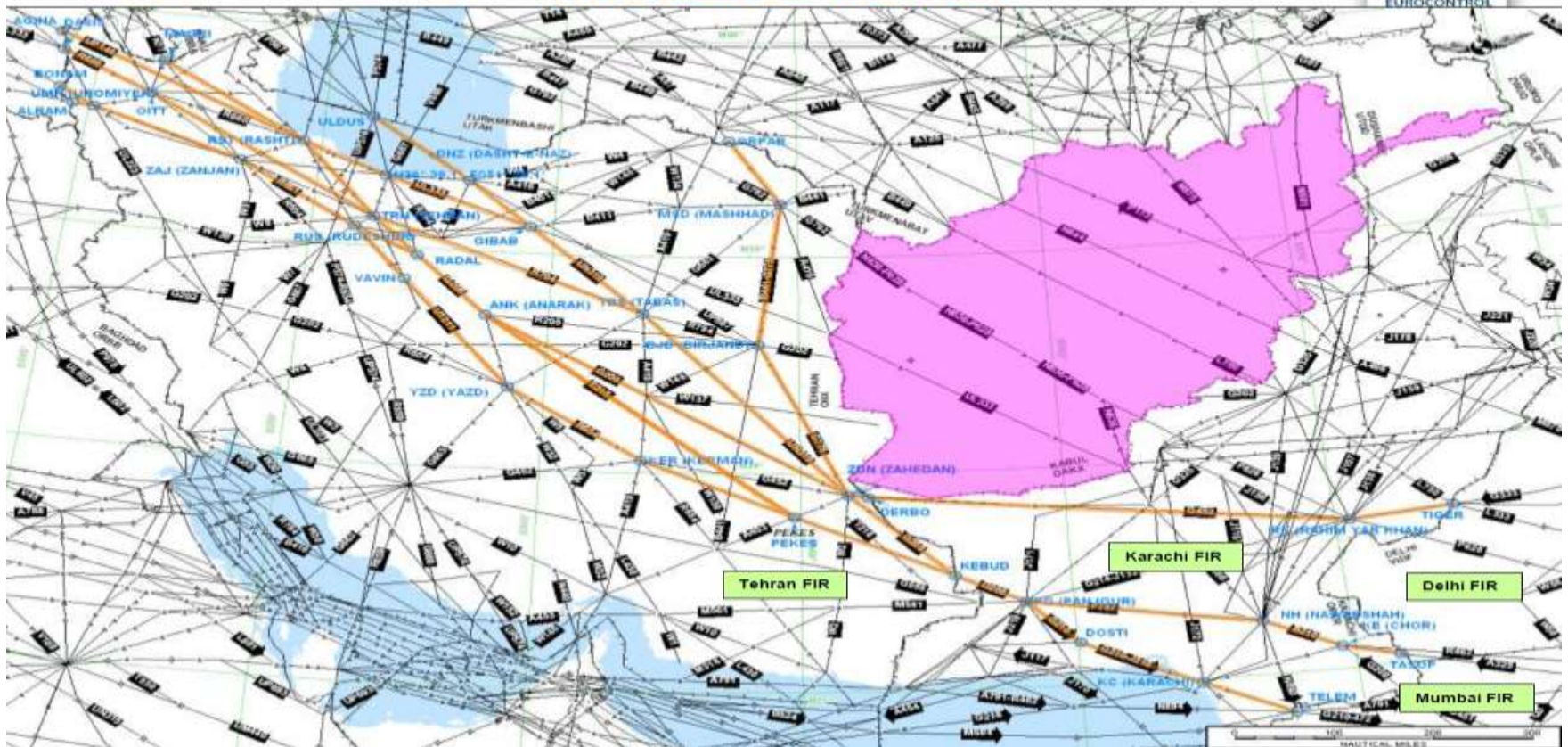
- **Routes through Karachi and Iran**
- **Routes through Lahore and North**
- **Routes through China**

“Scenario Two – Kabul airspace avoidance”



Network Manager
nominated by
the European Commission

Avoidance via Iran



“Scenario Two – Kabul airspace *avoidance*”

➤ AHACG2:
Iran
“Royal Road
OTS”

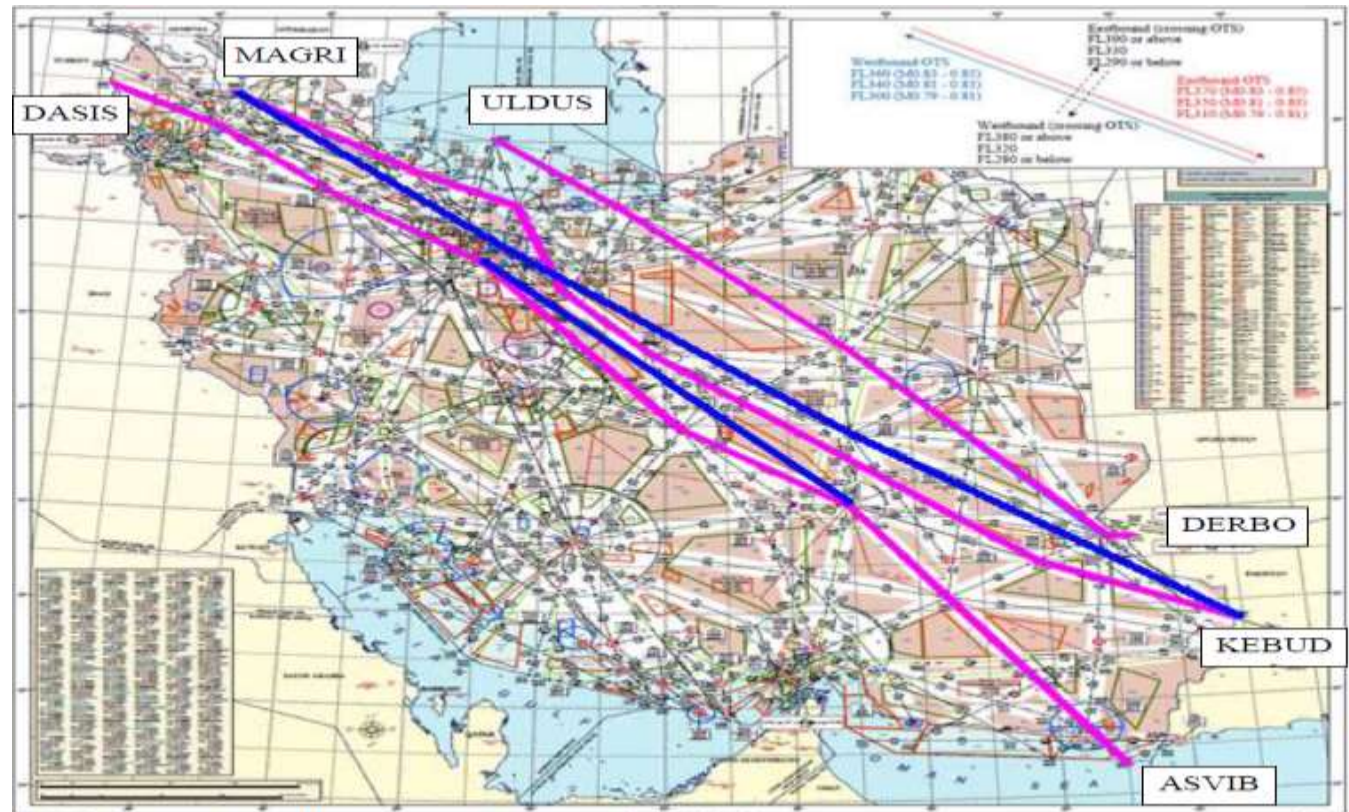
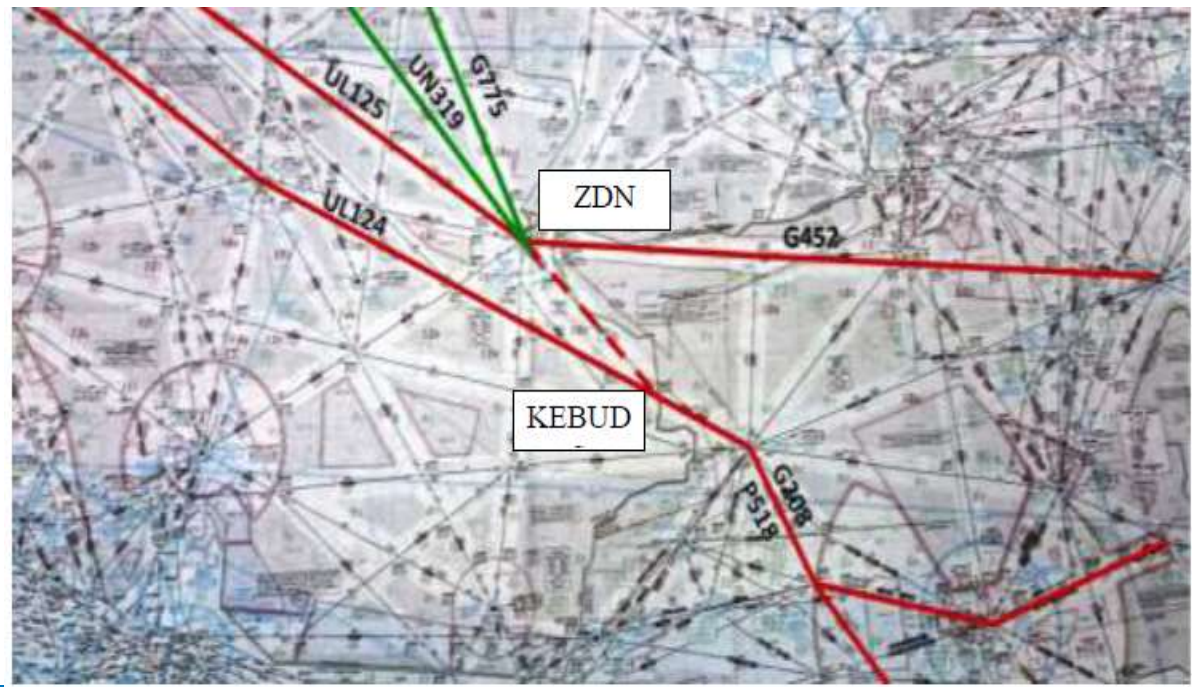


Figure 3: Tehran FIR OTS Contingency Routes

“Scenario Two – Kabul airspace *avoidance*”

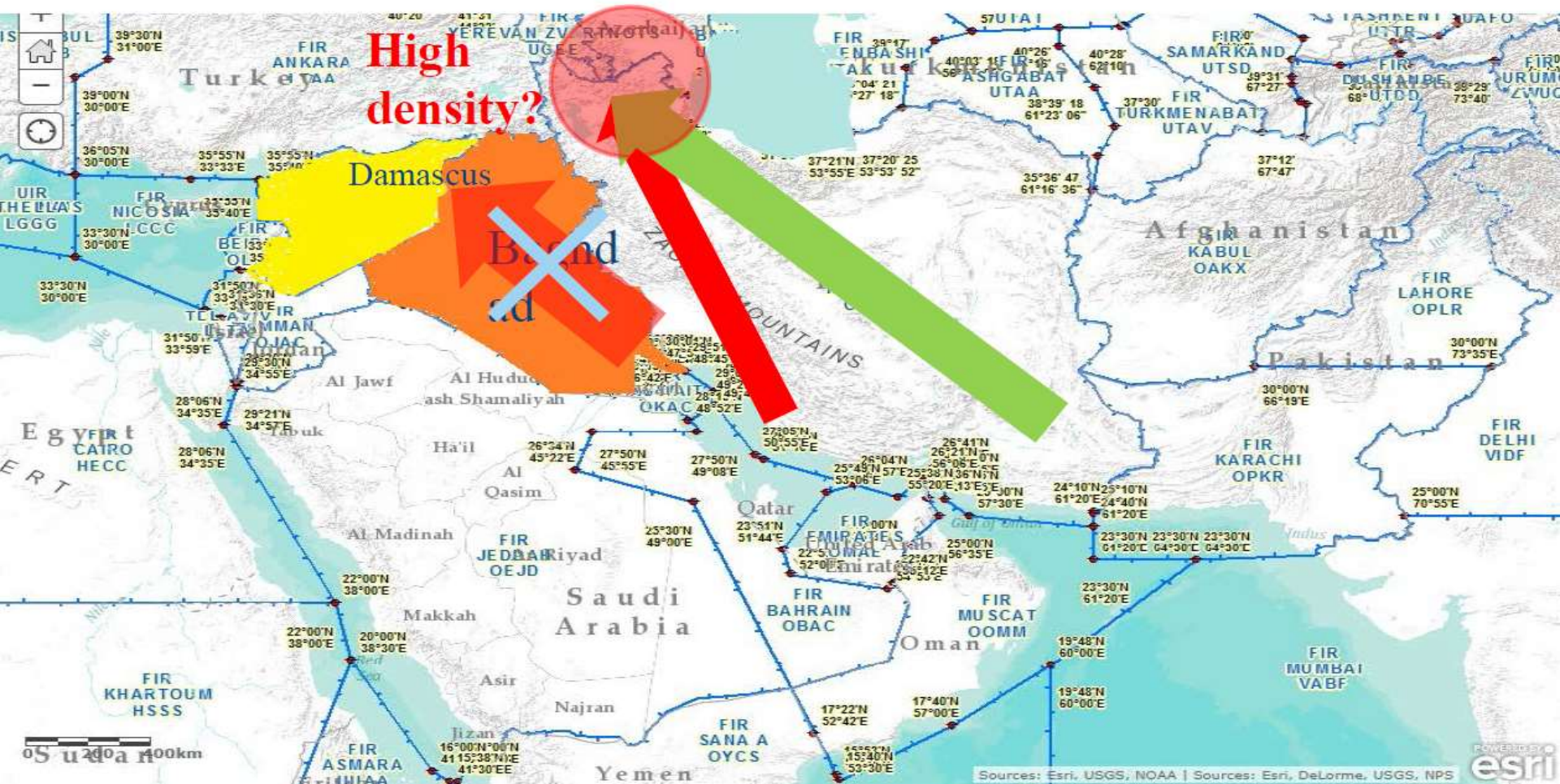
➤ **AHACG2:**
Pakistan – L124 and
G452
50nm longitudinal
agreed



ISSUE



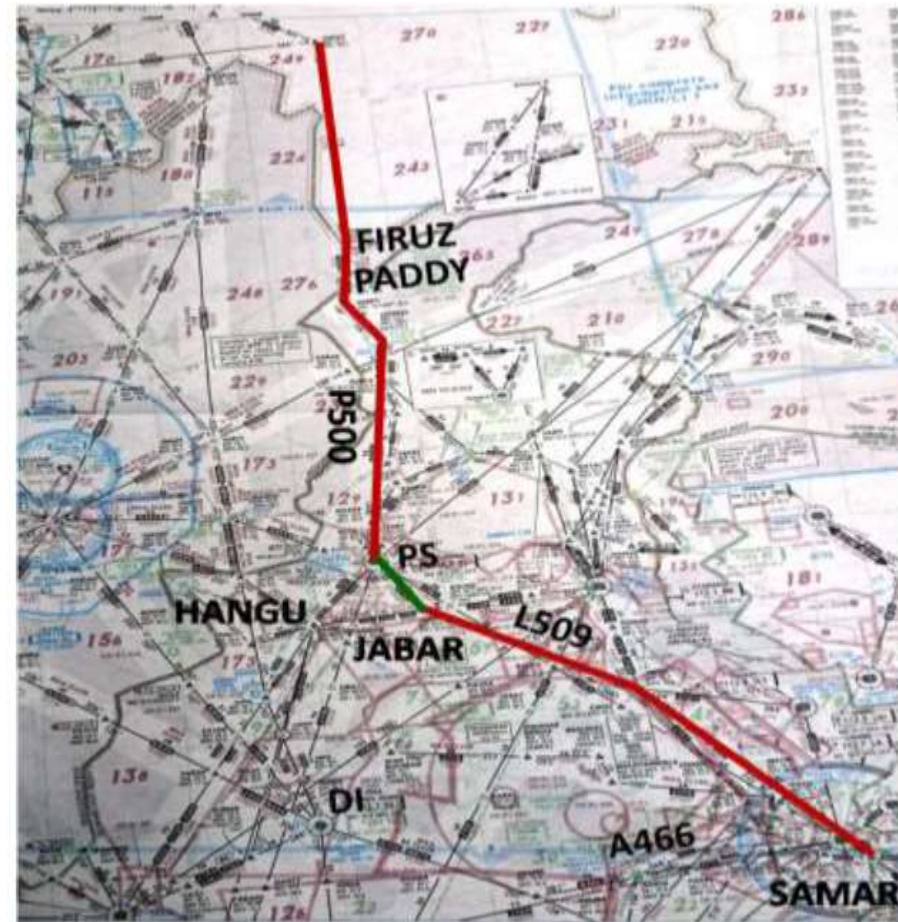
ISSUE



“Scenario Two –airspace avoidance - North”

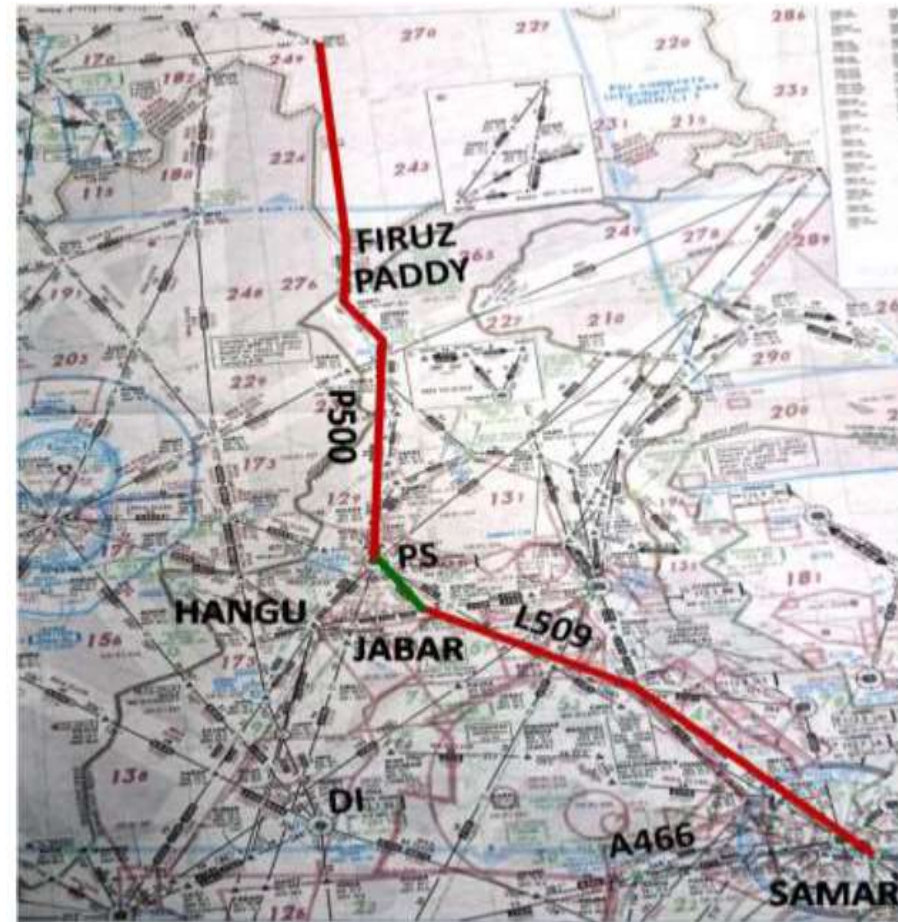
Pakistan @ AHACG2

- L509 (SAMAR-INDEK-JABAR-HANGU-LAJAK) open 24 hours
- Establishment new ATS route between JABAR and PS VOR
- FIRUZ – PADDY (issue??)
- Availability of ATS route P757 (NH-PG) 24 hours



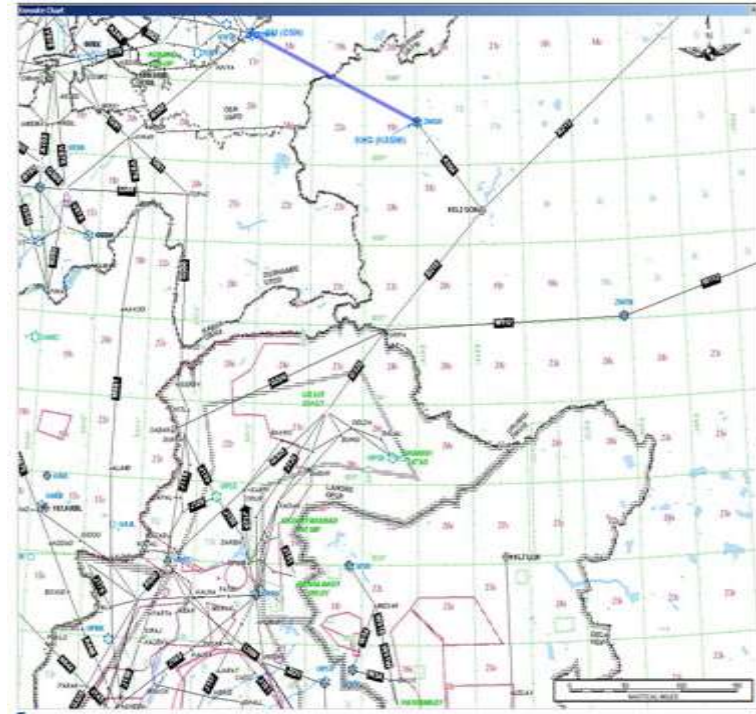
“Scenario Two –airspace avoidance - North”

- High terrain an issue:
 - More Passenger Oxygen required
 - Issues with “single engine out” operations



“Scenario Two –airspace avoidance - North”

- CHINA – various entry options to L888
- Or Lahore- URUMQI
- High terrain an issue:
 - More Passenger Oxygen Required
 - Issues with “single engine out” Operations
 - Implementation and overflight permission issues



70 YEARS 1945—2015



Flying better. Together.