

**Information Paper
ATM/ANS
Afghanistan Civil Aviation Authority**

The Afghanistan Civil Aviation Authority would like to present this information paper about the development being made in the ATM/ANS since Afghanistan has transitioned its Airspace Control from NATO/US Air Force to the Afghanistan Government.

1. Recent changes regarding raising upper limits of A453 airway to be used above FL290 by flights arriving/departing Afghanistan airports, creating two new waypoints, First, ADLOR, at the intersection of UL333/A453 and Second, BUDMI, along P173 to be used as a transition point for flights departing OAKB or OAIX to join P173 outbound to the north to climb above FL280 traffic permitting.
 - a) On the first step higher limits of A453 already raised to be used by Hajj flights at FL330 inbound GADER-TAPIS and FL340 outbound TAPIS-GADER effective 14th-July, NOTAM issued and verbal coordination made with Tehran and Karachi FIRs. The second step effective 1st-Aug-2018 would be to open A453 from FL160 up to FL340 between GADER-TAPIS-GADER, a NOTAM has been issued regarding this as below.

(G1260/18 NOTAMN

Q) OAKX/QARXX/IV/NBO/E/160/340/

A) OAKX B) [1808010000](#) C) PERM

E) ATS ROUTE A453 BETWEEN SEGMENT GADER TO TAPIS IS AVAILABLE ABOVE

FL290 – FL340 ON HIGH ROUTE SECTOR AND FL160- FL290 BELOW FOR LOW ROUTE

SECTOR. REF AIP SUP 001/2018 PUBLISHED ON ACAA WEBPAGE.)

Basically inbound traffic allowed between 0130Z/0600L to 1530Z/2000L and bidirectional traffic permitted between 0330Z/0800L to 1530Z/2000L, restricting FL330 traffic from Tehran between 0100Z/0530L to 1600Z/2030L (airways UL333 and N636/P628) and restricting FL340 traffic from Pakistan between 0100Z/0530L to 1600Z/2030L (airways UL333, N636 and L750).

The Letter of Agreements (LOAs) with Tehran and Karachi has been amended by ACAA accordingly and the draft has been sent to them for review.

The third step for A453 effective from the date we start surveillance services in high sector KACC using WAM and ADS-B coverage will be to open A453 FL300 and above between GADER-TAPIS for over flight traffic, and after TAPIS following G206 to exit DUGIN Lahore FIR and M875 to exit AMDAR Tajikistan FIR, and same for opposite traffic.

b) P173 can be used for climb above FL280 for departure as below.

(Aircraft departing OAKB or OAIX file routing P173 DAVET then whatever flight plan route they want. They will be assigned FL280 initially and progressed to KACC via the new waypoint BUDMI. Once KACC has the aircraft, we will evaluate our high enroute traffic on P173 and M875. Traffic permitting the departures will be assigned their requested flight level. If we have conflicting traffic they will have to either 1) maintain a lower flight level due traffic on P173 or 2) wait until GUNKO for a climb if conflicting traffic is on M875. DOSHI and/or GUNKO clear protected airspace for P173 and M875)

Note: BUDMI is a new route waypoint and will be active from August 1st, 2018. Please check Afghanistan AIP for further details.

2. Restoration of WAM and ADS-B.

The restoration phase for Wide Area Multi-literation (WAM)/ADS-B has been finalized. All sensors are restored and operational now. ADS-B data has already been integrated into the CWP screens via MEARTS and is currently being used for situational awareness and data analysis. THALES is working to integrate the WAM data into MEARTS, which will be completed by August 15, 2018 the latest.

Per the safety case assessment done by DFS, both the WAM/ADS-B data is initially used for situational awareness, accuracy analysis and training during the first two months and the next step is to transit the Kabul Areas Control Center (KACC) from procedural to surveillance control for high sector, longitudinal separation will be reduced to 30NM initially and to 10 NM later. Kabul/Tehran and Kabul LOAs already amended accordingly from our side and the draft has been sent to them for review. Other

relevant LOAs with adjacent FIRs are also amended and sent to them for review/approval.

3. Kabul FIR contingency plan has been updated with recent changes. The changes don't affect the operational. The changes are just the new names for some waypoints and the contact details. The updated version of the plan will soon be signed by the Head of Afghanistan Civil Aviation Authority and will be sent to all relevant parties.
4. RMS/IAP Experts are currently working with ACAA and providing operational services for the Air Traffic Control. At the mean time, the Afghan controllers are also trained. So far, 6 Air Traffic Controllers are fully certified and the 21 other are under OJT and Pre-OJT.
5. For the future development plans of Air Traffic Management and Air Navigation Services in Afghanistan, the ACAA was able to convince the Government of Afghanistan to approve the budget to procure 13 Independent Radar Systems. This new system will enable ACAA to control the Afghanistan airspace more efficiently and at very low attitudes and also provide surveillance services. This new system will also paly a back up role for the WAM/ADS-B system. ACAA is also going to upgrade its whole communication system to the latest technology in the market and will have new AFTN system. The procurement process for the whole system is finalized with the Thales Company and the contract will soon be signed for the implementation.