



**COMBINED TWELFTH MEETING OF THE ASIA/PACIFIC AIR TRAFFIC FLOW
MANAGEMENT TASK FORCE (ATFM/TF/12)**

**AND
INTER REGIONAL AFGHANISTAN INTERFACE (IRAI) MEETING**

(Cairo, Egypt, Sunday 13th – Thursday 17th July, 2008)

- Agenda Item 2: ATS route matters**
Agenda Item 6: Review and update ATS operational LoA

(Presented by the Uzbekistan)

1. According to the Plan of meeting IRAI and for improvement of control procedures of air traffic and interaction between centers, experts of the «Uzaeronavigation» Center (Uzbekistan) prepared a draft agreement between ATM centers of Samarkand (Uzbekistan) and Kabul (Afghanistan) in a format of "Eurocontrol" (Common Format Letter of Agreement Between Air Traffic Services Units ASM.ET1. ST015 DEL01/02). The agreement is attached.

2. According to order of air space usage of the Republic of Uzbekistan:

«A crew of an aircraft before entering airspace of the Republic of Uzbekistan should ask the appropriate ATC unit for a clearance to cross the state border of the Republic of Uzbekistan not later than 10 minutes prior to crossing the state border (in case of absence of direct contact among ATC units) », the rule is described in AIP of the Republic of Uzbekistan section ENR and in NOTAM № D0002/07.

Crews of aircraft following from Afghanistan contacts ATC units of Uzbekistan 2-3 minutes prior to crossing and during crossing state border (AMDAR), thus breaks the rule of usage of air space of Uzbekistan. During this year 16 breaches have occurred, it hardens operation with (departmental) units which control air space (Armies of Antiaircraft defense and Military Air Force units).

To solve the problem we offer the following:

- to consider and, in shortest term, to sign a new Agreement about interaction between Centers, with taking into account all the features of interaction;
- to arrange a two-way communication between ATC units of Uzbekistan and Afghanistan;

To solve above said offers we propose to set procedures which oblige ATC units of both States to transfer aircraft to control communication for obtaining a clearance to cross state border (entering air space) and co-ordination of flight conditions not later than 10 minutes prior to crossing borders.

3. With a goal of perfection of a network of routes in Central-Asian region, their splicing with the European and Asian routes, at meetings RDGE/6 and 7 which took place at the ICAO European office, experts from states-participants of meeting and representatives of the international organizations (IATA and IACA) have offered new ATM routes which have been included in RDGE Catalogue of ATM routes. The given offers have been sent for consideration to Aviation administrations of Afghanistan and Pakistan and it has been received an answer about acceptability of some ATM routes.

Having united all offered ATM routes with routes of Uzbekistan, Tajikistan, Kazakhstan and the Russian Federation the following has turned out:

- 1) SAMAR – INDEK – JABAR – HANGU – LAJAK – DOSHI – further on BT A466 – GR – NAKUK – UP (ZENZELI) – reduces a route of flight on 27NM;
- 2) SAMAR – INDEK – PS – ALAMI – PINAX – RASID – NAKUK – UP (ZENZELI)-reduces a route of flight on 33NM.

Above described routes are displayed in Attachment 1.

4. Realization of the pointed sites of ATM routes, according to the accepted classification of transit ATM routes, will allow exploiters to choose economically profitable routes (on distance and wind conditions), and to ATM units – to solve a problem of throughput.
 5. The meeting is invited to take into account the information, presented in this information paper and reflect it in the final report.
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