



**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 7: Future Directions and Arrangements

TRANSITION OF CIVIL AVIATION RESPONSIBILITIES IN KABUL FIR

(Presented by Afghanistan)

SUMMARY

The Afghanistan Ministry of Transport and Civil Aviation (MOTCA) has made arrangements with the ICAO Technical Cooperation Bureau to assist in the transition of civil aviation responsibilities from the existing arrangements to management of the functions by MOTCA. The TCB experts and a number of Operational Assistance staff are on site in Kabul and available to provide advice and guidance to MOTCA. They are providing specific advice on RVSM implementation. Implementation of RVSM in the Kabul FIR is dependent on several factors, which will impact on the timing; however, planning for implementation has commenced.

1. Introduction

1.1 Because of the security situation in Afghanistan, an arrangement was made in 2003 to allow control of the airspace in the Kabul FIR by a military agency. This arrangement will remain in place until adequate facilities and resources are available within MOTCA. Since those arrangements were put in place MOTCA has been working, with the assistance of a number of international agencies and the Airspace Control Authority (ACA), to prepare for acceptance of the airspace responsibilities.

1.2 To assist in the process of preparing for return of airspace management responsibilities, MOTCA has engaged the ICAO Technical Cooperation Bureau (TCB) to provide a project team in Kabul to manage and implement the project for Transition of Civil Aviation responsibilities. The TCB team includes technical experts in Air Traffic and Airspace Management and other disciplines necessary for transition of responsibilities. This includes ATC training expertise. In addition, TCB has commenced deployment of qualified Operational Assistance air traffic controllers, Meteorologists and Rescue/Firefighters to mentor and train Afghan Nationals who have completed training on courses under the Transition Project.

1.3 A critical part of the transition Project is the development of skills within MOTCA and capacity building at all levels in the organisation.

2. RVSM Implementation

(2 pages)

2.1 **Planning.** MOTCA is actively involved in planning for implementation of RVSM in the Kabul FIR but is mindful of the requirements which must be in place before implementation can be successfully undertaken. The ICAO TCB team is providing assistance to MOTCA in recognising those requirements and supporting the planning activities being undertaken in conjunction with the ACA and other airspace management agencies and airspace stakeholders.

2.2 **Coordination.** Implementation planning for RVSM in the Kabul FIR is being actively coordinated with all stakeholders, particularly the agencies currently providing airspace management services and the ACA. An “Airspace Progress Committee” meets regularly, with RVSM implementation as an agenda item at all meetings. The committee membership includes MOTCA, the ACA, ICAO and other international advisors, the upper airspace management organisation and ISAF Air Coordination Element.

2.3 **Surveillance.** One of the major requirements, which must be in place before a successful implementation of RVSM, is adequate electronic surveillance of those air routes to be used by RVSM traffic. MOTCA is discussing a number of options to provide suitable surveillance of the upper airspace in the Kabul FIR as a precursor to implementation of RVSM. This discussion includes finding a balance between effective surveillance and life cycle costs, as well as catering for the variety of airspace users and their avionics fitment. The recent changes to PANS/ATM have enabled this discussion to be extended to include some newer technologies, which are being successfully implemented in other parts of the world. MOTCA has commenced discussions with a funding agency to arrange a project to provide appropriate electronic surveillance of the upper airspace in the Kabul FIR.

2.4 **Communication.** The current air/ground and coordination communications infrastructure in the Kabul FIR and with adjacent States is not sufficiently robust or extensive to support RVSM. The Airspace Progress Committee has discussed the requirements for communication in an RVSM environment. MOTCA has several reports on the communications infrastructure which are proving useful in determining the RVSM requirements. A high priority in the planning is improvement of the coordination communications with adjacent States. MOTCA has had discussions with relevant agencies and is preparing a project to improve coordination with adjacent States and extend the existing VSAT network.

2.5 **Regional Schedules.** MOTCA planning for RVSM implementation is taking account of the schedules for implementation in adjacent States wherever possible.

3. Conclusion.

3.1 With the assistance of the international community and advisors, MOTCA is proceeding on a path towards the transfer of civil aviation responsibilities. The transfer is occurring in incremental steps, based on the development of necessary skills, resources and organisational structure.

3.2 Planning for RVSM implementation in the Kabul FIR is in progress. This planning is taking account of the necessary requirements and regional schedules.

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