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Following supplement is issued for information, guidance and necessary action.

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[EFFECTIVE DATE: 04 SEP 2025]

IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR

1. The updated contents for sub para 4.4 in ENR 1.9 of eAIP India are issued through this AIP Supplement.

2. The text of the amendments is arranged as given below:

1.	~~Text to be deleted is shown with a line through it.~~	Text to be deleted
2.	**The new text to be inserted is highlighted with yellow shading.**	New text to be inserted
3.	~~Text to be deleted is shown with a line through it~~ **followed by the replacement text which is highlighted with yellow shading**	New text to replace existing text

4.4.1	**Introduction**
4.4.1.1	On 24 July 2006, the States of the ICAO Asia/Pacific Region within the Bay of Bengal, South Asia and Pakistan airspace implemented an operational trial of an automated Air Traffic Flow Management (ATFM) service under the auspices of the ICAO Bay of Bengal ATS Coordination Group - ATFM Task Force. Pursuant to comprehensive reviews of the performance of the operational trial by the ATFM Task Force, ATFM procedures **were** permanently implemented. **Bay of Bengal cooperative ATFM system (BOBCAT), services were temporarily suspended since 08th September 2021, due to the absence of Enroute overflight Air Traffic Service (ATS) in Afghanistan airspace (Kabul FIR) and lack of traffic demand to operate through the Kabul FIR.**
4.4.1.2	**The States of the ICAO Asia/Pacific Region, which have westbound night time flights operating through the Kabul FIR between 2000 UTC to 2359 UTC, are re-activating the integrated Air Traffic Flow Management (ATFM) service using the BOBCAT.**
4.4.1.3	**The Kabul FIR Contingency Coordination Team teleconference (23 April 2025) along with the BOBCAT Resumption Side Meeting during the Fifteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/15, Bangkok, Thailand, from 28 April to 02 May 2025) agreed to the resumption of the BOBCAT procedures to support the ongoing Afghanistan contingency arrangement, to alleviate operational and environmental impact while enroute ATC service in Kabul FIR remained absent.** Pursuant to comprehensive reviews, **BOBCAT** procedures are re-activated and implemented in accordance with the provisions of this AIP.
4.4.2	**Provision of ATFM Services**
4.4.2.1	**As one of the ATFM services provided, Bangkok ATFMU provides ATFM service for westbound flights intending to transit Kabul FIR between 2000 UTC and 2359 UTC daily. The service provided includes calculation, promulgation, and management of mandatory Calculated Take-Off Time (CTOT) and flight level, ATS route, and Calculated Time-Over (CTO) at entry waypoint, for entry into Kabul FIR for each affected flight.**

4.4.2.2	**Air Navigation Service Providers (ANSPs) retain responsibility for the tactical management of flights that are subjected to this ATFM measure. In discharging tactical responsibilities, ANSPs will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.**
4.4.2.3	**Bangkok ATFMU utilizes the automated, web-based BOBCAT in providing ATFM service in the Kabul FIR. These responsibilities will be managed in coordination with airspace users and ANSPs concerned.**
4.4.2.4	**The Bangkok ATFMU operates on a 24-hour basis and is responsible for westbound flights entering the Kabul FIR at specified times, flight levels and ATS routes**. The objectives of these ATFM services are to: a) Reduce ground and enroute delays; b) Maximise capacity and optimize the air traffic flow **through Kabul FIR** c) Provide an informed choice of routing and flight level selection; d) Alleviate unplanned in-flight re-routing and technical stops; and e) Assist regional ANSPs in planning for and managing **workload in handling increased air traffic flow through Kabul FIR.**
4.4.3	BOBCAT **-affected ATS routes, flight levels and applicable** ~~hours~~ period
4.4.3.1	All **westbound** flights intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes ~~A466, L750, N644 from FL280 to FL390 inclusive and G792/V390from FL310 to FL390 inclusive~~ **and flight levels in table 1** shall comply with the **BOBCAT** procedures contained herein. **This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route- from Bangkok ATFMU** ~~from the ATFMU (including AWUT)~~ for entry into the Kabul FIR during the period mentioned above. **Table 1: ATS route and flight levels requiring ATFM slot allocation**

Routing through the Kabul FIR	**Metering Waypoint(s)**	**Flight Levels**

	<table><tr><td>**L509 – TAPIS – M875**</td><td>**LAJAK**</td><td>**FL320, L340, L360, FL380, FL400**</td></tr><tr><td>**N644**</td><td>**DOBAT**</td><td>**FL360, FL380, FL400**</td></tr><tr><td>**L750**</td><td>**BIROS**</td><td>**FL360, FL380, FL400**</td></tr><tr><td>**P628**</td><td>**ASLUM**</td><td>**FL360, FL380, FL400**</td></tr><tr><td>**UL333**</td><td>**SERKA**</td><td>**FL360, FL380, FL400**</td></tr></table> **Note: Flight Levels availability may be subject to change through amendments of the Kabul FIR Contingency Arrangement. In the interim, the BOBCAT system homepage would display the updated information, along with flight level.**
4.4.3.2	Flights ~~who~~ **that** plan to enter Kabul FIR without an **ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level and allocated ATS route** - ~~AWUT and entry slot (comprising flight level, ATS route and entry fix time)~~ will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
~~**4.4.3.3**~~	~~In order to ensure availability of slots for westbound departures from designated airports in northern India and Pakistan, departures from these airports are given priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight levels with initial slot request.~~
4.4.4	**Flights Exempted from BOBCAT procedures**
4.4.4.1	~~The following flights are exempted from the ATFM procedures in this AIP Supplement:~~ ~~a) Humanitarian or medical flights~~ ~~b) State aircraft with Head of State onboard~~ **The following flights are exempted from BOBCAT procedures:** **a) Flights experiencing an emergency, including aircraft subject to unlawful interference;** **b) Flights on search and rescue (SAR) or rescue and firefighting (RFF) missions;** **c) Urgent medical evacuation flights specifically declared by medical authorities where flight delays would put the life of patients at risk;**

	d) Flights with "Head of State" status; or, **e) Other flights specifically identified by State authorities.** **Note:** ***After medical flights have completed their mission; they should be subject to ATFM measures. Scheduled patient transfer flights are, by nature, non-urgent and should not be given priority under normal operational situation.***
4.4.4.2	Flights exempted from ATFM procedures shall indicate the exemption in their flight plan (Field 18 - ~~STS/BOB ATFM EXMP~~ **STS/ATFMX).** **Airspace users uncertain whether their flights should be exempted should contact Bangkok ATFMU for clarification.**
~~**4.4.4.3**~~	~~Relevant ATC Units shall forward the flight plan information to the ATFMU at AFTN address VTBBZDZX.~~
4.4.5	**Mandatory ~~AWUT~~** CTOT **and Kabul FIR Slot allocation**
4.4.5.1	Affected flights shall obtain the mandatory ~~AWUT,~~ Kabul FIR **slot allocation-CTOT, CTO at KABUL FIR entry** ~~time~~ **waypoint, allocated** flight level and ATS route from the BOBCAT system. The ~~AWUT~~ ~~and~~ Kabul **FIR** slot allocation will enable ANSPs to tactically control westbound flights transiting the Kabul FIR at specified times by assigning minimum spacing requirements at ~~established gateway fix points in the vicinity of the eastern boundary of the Kabul FIR.~~ **specified FIR boundary waypoints of the Kabul FIR.**
4.4.5.2	The application, calculation and distribution of ~~AWUT~~ **CTOT and associated** Kabul FIR entry ~~fix~~ **waypoint** slot allocations will be managed via internet access to the BOBCAT system in accordance with the ATFM operating procedures in paragraph 4.4.6.
4.4.6	**BOBCAT Operating Procedures**
4.4.6.1	All affected flights are required to submit slot requests to the BOBCAT system by logging onto https://www.bobcat.aero between ~~0001~~ **0000** and ~~1200~~ **1159** UTC on day of flight and completing the electronic templates provided.

4.4.6.2	Affected operators who do not have dedicated BOBCAT username/password access should complete the attached application form in Appendix A and ~~fax~~ **email** the form to the **Bangkok** ATFMU as soon as possible.
4.4.6.3	Slot Allocation Process:
4.4.6.3.1	The slot allocation process is divided into 3 phases, namely the slot request submission, initial slot allocation and finally slot distribution to ~~aircraft operators~~ **airspace users** and ANSPs
Slot Request Submission:	
4.4.6.3.2	Slot requests including preferred ATS route, flight level and Maximum Acceptable Delay (MAD) should be lodged between ~~0001~~ **0000** UTC and ~~1200~~ **1159** UTC on the day of flight. Slot requests may subsequently be amended prior to **cut off time of** 1200 UTC, ~~which is the cut-off time~~. ~~aircraft operators~~ **airspace users** are encouraged to submit additional slot request options in case their first choice is not available. This may include variations to ATS route, flight level and MAD.
4.4.6.3.3	Slot requests shall be for flight parameters that are able to be met by the flight. For example, flights requesting a slot at ~~FL390~~ **FL360** must be able to ~~transit~~ **enter** Kabul FIR at ~~FL390~~ **FL360**. Flights subsequently unable to meet slot parameters (flight level, ATS route or ~~entry fix time~~ **CTO at Kabul FIR entry waypoint**) should expect non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.
4.4.6.3.4	~~As BOBCAT will allocate FL280 on a priority basis to facilitate departures from northern India and Pakistan underneath over-flying traffic, flights departing these airports are encouraged to include FL280 as at least one slot request preference.~~ Flights that were not allocated a slot in the initial slot allocation or not satisfied with the allocated slot or did not submit a slot request should select slots from the listing of remaining unallocated slots available immediately after slot distribution has been completed.
Slot Allocation and Distribution:	
4.4.6.3.5	Slot allocation will commence at the cut-off time at 1200UTC. BOBCAT system will process and generate the slot allocation based on the information submitted in the

	slot requests. Notification of slot allocation will be made not later than 1230UTC via the **BOBCAT** website **and via AFTN using Slot Allocation Message (SAM) in accordance with the Asia/Pacific AFTN/AMHS-Based Interface Control Document.** ~~Alternative arrangements for notification of slot distribution (e.g. E-mail, Fax, Telephone) should be coordinated with the ATFMU.~~
4.4.6.3.6	After the slot allocation has been published at https://www.bobcat.aero. ~~aircraft operators~~ **airspace users** can: a) Use the slot allocation result for ATS flight planning purposes, b) Cancel the allocated slot and/or, c) Change slot allocation to another available slot in the published list of unallocated slots.
4.4.6.3.7	ATC Units can also view the slot allocation results at https://www.bobcat.aero.
4.4.6.4	Submission of ATS Flight Plan
4.4.6.4.1	Once ~~aircraft operators~~ **airspace users** are in receipt of the slot allocation, they shall submit the ATS flight plan using the time, ATS route and flight level parameters of the BOBCAT allocated slot.
4.4.6.4.2	In addition to normal AFTN addressees, operators should also address flight plan (FPL) and related ATS messages (e.g. DLA, CNL, CHG) to the **Bangkok** ATFMU via AFTN address VTBBZDZX for all flights that have submitted a slot request.
4.4.7	~~aircraft operators~~ **Airspace Users /Pilot in Command and ~~ATC~~ ANSP Responsibilities**
~~aircraft operators~~ **Airspace Users** /Pilot in Command	
4.4.7.1	In accordance with ICAO PANS ATM provisions, it is the responsibility of the Pilot in Command (PIC) and the ~~aircraft operator~~ **airspace user** to ensure that the aircraft is ready to taxi in time to meet any required departure time. PIC shall be kept informed by their operators of the ~~AWUT~~ **CTOT, CTO** at Kabul FIR entry ~~fix times~~ **waypoint** and flight parameters (route, **flight** level) ~~nominated~~ **allocated** by BOBCAT.

4.4.7.2	The PIC, in collaboration with ATC, shall arrange take-off as close as possible to the ~~AWUT~~ **CTOT** in order to meet the **allocated CTO at** Kabul FIR ~~slot time~~ **entry waypoint.**
4.4.7.3	**For flights (with CTOTs from BOBCAT) operating out of an A-CDM airport, where the CTOT is integrated into the A-CDM process, PIC are advised to comply with the local A-CDM procedure.**
~~Air Traffic Control~~ **Air Navigation Service Providers (ANSPs)**	
4.4.7.4	In accordance with ICAO PANS ATM provisions, flights with an ATFM slot allocation should be given priority for take-off to facilitate compliance with ~~AWUT~~ **CTOT.** **Note: CTOT compliance windows are provided for ATC at the departure airport to accord operational flexibility in handling airport traffic conditions. CTOT compliance windows are defined for constrained airspace volumes as: -5/+5 minutes for CTOTs assigned.**
4.4.7.5	~~AWUT~~ **CTOT** shall be included as part of the initial ATC clearance. In collaboration with PIC, ~~Relevant ATC Units~~ **Aerodrome control** shall ensure that every opportunity and assistance is granted to a flight to meet ~~AWUT~~ CTOT and allocated ~~entry fix times~~ **CTO** at Kabul FIR **entry waypoint.**
4.4.8	**Coordination procedure between ~~aircraft operators~~ Airspace Users /Pilot in Command, ~~Air Traffic Control~~ ANSPs and Bangkok ATFMU**
4.4.8.1	The **Bangkok** ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace/ closure of airspace, non-availability of routes, etc).
4.4.8.2	The **Bangkok** ATFMU (VTBBZDZX) shall be included in the list of AFTN addressees for ATS messages (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedures.
4.4.8.3	Prior to departure **and before obtaining an airway clearance**, in circumstances where it becomes obvious that the **allocated** Kabul **FIR** slot ~~time~~ **parameters** will

	not be met, a new slot allocation should be obtained as soon as possible **to avoid frequency congestion, this should be obtained primarily via** ~~aircraft operators~~ **airspace users/flight dispatchers, otherwise ground control or clearance delivery may be asked for assistance in the coordination with Bangkok ATFMU as an alternative.** ~~and via the most expeditious means (e.g. via coordination between flight dispatcher, PIC, relevant ATC Units and Bangkok ATFMU)~~. Early advice that the Kabul **FIR** slot ~~time~~ **parameters** will be missed also enables the slots so vacated to be efficiently reassigned to other flights.
4.4.8.4	The PIC shall include the ~~AWUT~~ **CTOT** in the initial ATC clearance request.
4.4.8.5	~~A missed slot results in dramatically increased coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, the following procedures are recommended:~~ ~~a) If the flight is still at the gate, coordination should take place via operators/flight dispatchers to ATFMU;~~ ~~b) If the flight has left the gate, coordination to ATFMU may also take place via the ATS unit presently communicating with the flight.~~ **A missed slot results in considerable increase in coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, if the flight is still at the gate and an Airway Clearance has been obtained, PIC shall advice Ground Control of the missed slot and obtain new CTOT as specified in 4.4.8.3. If it becomes essential, the ATC Clearance may be cancelled.**
4.4.8.6	~~Prior to departure, in the event that the aircraft is unable to meet the Kabul slot time, when requested by the PIC after the aircraft has left the gate relevant ATC Units shall assist the PIC to coordinate with the ATFMU for a revised slot allocation.~~ **Prior to departure and after the aircraft has left the gate, in the event that the aircraft is unable to meet the allocated Kabul FIR slot parameters, when requested by the PIC, Aerodrome Control shall assist the PIC in coordination with Bangkok ACC and Bangkok ATFMU for a revised slot allocation.**

4.4.8.7	PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry ~~fix~~ **waypoint,** requesting appropriate ATC clearances including speed variations in accordance with published AIP requirements.
4.4.9	**~~Basic computer~~ System requirement**
4.4.9.1	~~aircraft operators~~ **Airspace users** and concerned ATC Units are required to have ~~computer equipment~~ **device** capable of connecting to the BOBCAT website https://www.bobcat.aero via the internet ~~and satisfying the following minimum technical requirements~~ **using the following minimum web browser software (supported with security patches):** ~~a) A personal computer of any operating system with the following characteristics;~~ ~~i) Processor: minimum CPU clock speed of 150 MHz;~~ ~~ii) Operating System: Any that operates one of the following web browsers (i.e. Windows 2000/XP, Linux,~~ ~~Unix, or Mac OS);~~ ~~iii) Web Browser: Internet Explorer 5.5 or newer, Mozilla 1.0 or newer, Mozilla Firefox 1.0 or newer, Netscape~~ ~~7 or newer;~~ ~~iv) RAM: 64 MB or larger (depending on operating system);~~ ~~v) Hard Disk Space: minimum of 500 MB or larger (depending on operating system);~~ ~~vi) Monitor Display Resolution: Minimum of 800 x 600 pixels; and~~ ~~vii) Internet Connection: 56 Kbps Modem or faster.~~ a) **Microsoft edge version 129 or newer; or** **b) Google Chrome version 137 or newer; or** **c) Safari version 18.5 or newer**
4.4.10	**ATFM Users Handbook**
4.4.10.1	Supporting documentation, including detailed information in respect of the **BOBCAT** operations described above and other pertinent information has been included in the Bay of Bengal and South Asia ATFM Handbook (the "ATFM Users Handbook"), available at https://www.bobcat.aero
4.4.10.2	~~ATC~~ **ANSPs** and ~~aircraft operators~~ **airspace users** shall ensure that they are conversant with and able to apply the relevant procedures described in the ATFM Users Handbook.

4.4.11	**Contingency Procedures**
4.4.11.1	In the event that an ~~aircraft operators~~ **airspace users** or ~~ATC~~ **ATS unit** is unable to access the ~~ATFMU~~ **BOBCAT** website, the **Bangkok** ATFMU shall be contacted via the alternative means (telephone, ~~fax,~~ AFTN) described in paragraph 4.4.13.1
4.4.11.2	Contingency procedures for submission of slot request, including activation of Contingency Slot Request Templates (CSRT), are included in the ATFM Users Handbook.
4.4.11.3	In the event of **BOBCAT** system failure ~~of BOBCAT~~, **Bangkok** ATFMU shall notify all parties concerned and advise that **BOBCAT** slot allocation procedures are suspended. In this event, all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATFM metering.
4.4.12	**BOBCAT System Fault Reporting**
4.4.12.1	An ATFM system fault is defined as a significant occurrence affecting an ATS unit, an ~~aircraft operators~~ **airspace users** or ATFMU resulting from the application of ATFM procedures.
4.4.12.2	~~aircraft operators~~ **Airspace users** and ~~relevant ATC~~ **ATS** Units experiencing an ATFM system fault should complete an ATFM System Fault Report Form from the ATFM Users Handbook ~~(see Appendix B)~~ and forward it to the Bangkok ATFMU at the address indicated on the form. ~~The~~ **Bangkok** ATFMU will analyse all reports, make recommendations/suggestions as appropriate and provide feedback to the parties concerned to enable remedial action.
4.4.13	~~Address of Air Traffic Flow Management Unit (ATFMU)~~ **Bangkok ATFMU Contact Information**
4.4.13.1	~~The~~ **Bangkok** ATFMU may be contacted as follows; • Unit Name: Bangkok ATFMU • Telephone: +66-2-287-8024, ~~+66-2-287-8025~~ • ~~Fax: +66-2-287-8027~~ • ~~Tel/Fax: +66-2-287-8026~~ • Contingency mobile: +66 8 1829 5256

	• E-mail: atfmu@bobcat.aero • ATFN: VTBBZDZX • Website: https://www.bobcat.aero