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Kabul FIR CCT 2021

CCT Video Teleconference
08 September 2021

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Agenda

- Agenda Item 1: Afghanistan ANS SITREP Update
 - Afghanistan update (if any)
 - ICAO Summary
- Agenda Item 2: Current and expected security situation – update if any
 - Afghanistan perspective
 - IATA/airline perspective/update
- Agenda Item 3: Traffic Data and Observations:
 - flights entering and departing Kabul FIR; flights operating within Kabul FIR
 - flights avoiding Kabul FIR





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Agenda

- Agenda Item 4: Contingency Planning and Responses
 - ICAO Summary
 - Neighbouring State actions
 - CCT Bulletins
- Agenda Item 5: Next Meeting





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**

[Afghanistan Update?](#)





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **Initial ICAO contact established with ACAA**
- Appointment of senior officers

Head of ACAA

General Director Flight Safety Standards

Acting Director CNS

DG of Airports

Acting Director of ATM

Director of Flight Safety

Acting Director of Aviation Security

Director of Meteorology

Acting Director of Laws and Air Transport Agreements

No change reported by Afghanistan





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **Initial ICAO contact established with ACAA**
- ACAA has taken possession/control of Kabul airport and ACC
- Will inform ICAO regarding re-operationalization of services

No change reported by Afghanistan





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **Qatar has positioned technical assistance in Kabul**
- Conducting assessment to determine current capability and plan service resumption
- ATS, CNS, AIS
- Further information as it becomes available

NEW





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office now functional**
- Several NOTAMs published.
- **Distribution not certain** (published Monday 06 September, not yet visible on US DINS website)

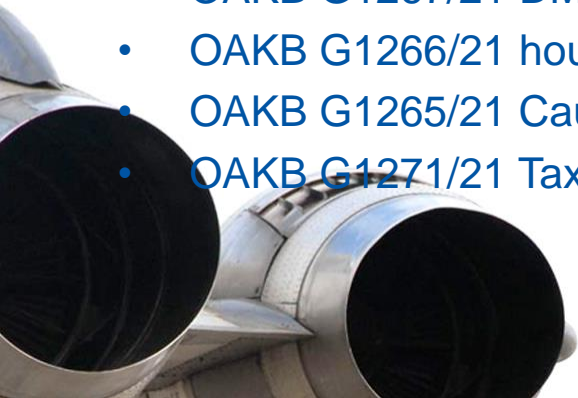
NEW





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office function now operational**
- OAKX G1270/21 – FIR uncontrolled class G airspace. 24 hour prior approval for Kabul flights...
- OAKB G1269/21 Kabul TWR frequency, coverage 50 NM
- OAKB G1268/21 Kabul VOR unserviceable
- OAKB G1267/21 DME CH 57 operative
- OAKB G1266/21 hours of operation of Kabul aerodrome 0330 – 1330 UTC.
- OAKB G1265/21 Caution: ILS is operative (?)
- OAKB G1271/21 Taxiway J closed

NEW





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CAUTION: CONFLICTING NOTAM SOURCES

NEW





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office function now operational**
- NOTAMS issued by military agencies pre-2108310100 are still displayed in US
- DINS <https://www.notams.faa.gov/dinsQueryWeb/>
- Several 'A' series; Item C 2109122359
- ICAO working with US through FAA to resolve





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office function now operational**
- Afghanistan AIS website NOTAM pages:
 - <https://www.afgais.com/> has NOTAMs issued since NOF service restoration (06 September 2021), and issued before 16 August 2021 – some expired.
 - <http://notam-aaaa.com/> only has NOTAMS issued on/before 16 August 2021 – some expired.





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office function now operational**
- NOTAM Distribution by AFTN: **NOT FULLY RESTORED**
- Any airline or State comment on NOTAMS received?





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office function now operational**

- **CAUTION:**

ALL STAKEHOLDERS ARE URGED TO CHECK ALL AVAILABLE SOURCES TO VERIFY NOTAM INFORMATION UNTIL FURTHER NOTICE.





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **ATS NOT AVAILABLE**
- No en-route ATS
- Scope of 'TWR' service at Kabul aerodrome not known
- Some 'retired ATC' utilized at Kabul and Mazar-e-Sharif





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- ICAO planning – engagement with ACAA
- **First priority: Contingency Arrangements**
 - Rationalize NOTAM information
 - Validate information;
 - make arrangements for ongoing NOTAM distribution (ACAA AIS unavailable?)
 - Contingency Planning for overflights
 - Contingency Planning for entry/departure flights
 - Availability of instrument flight procedures





- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- CCT Bulletin #10 info.....



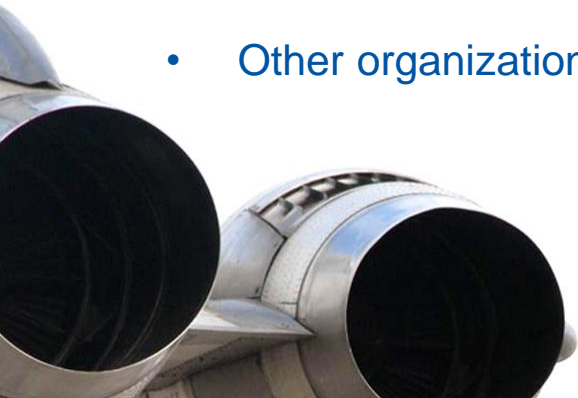


- **Agenda Item 2: Current and expected security situation**
- Afghanistan perspective?
- IATA perspective?

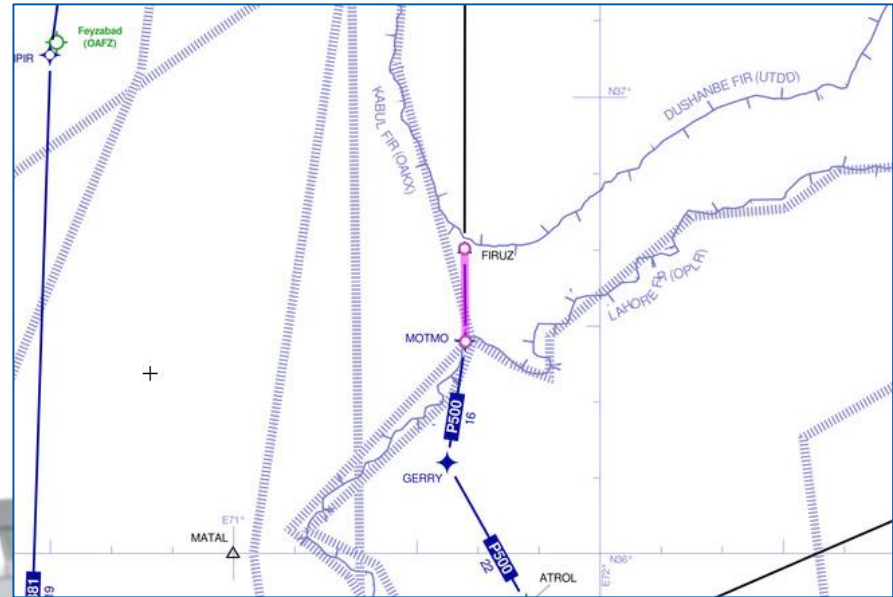




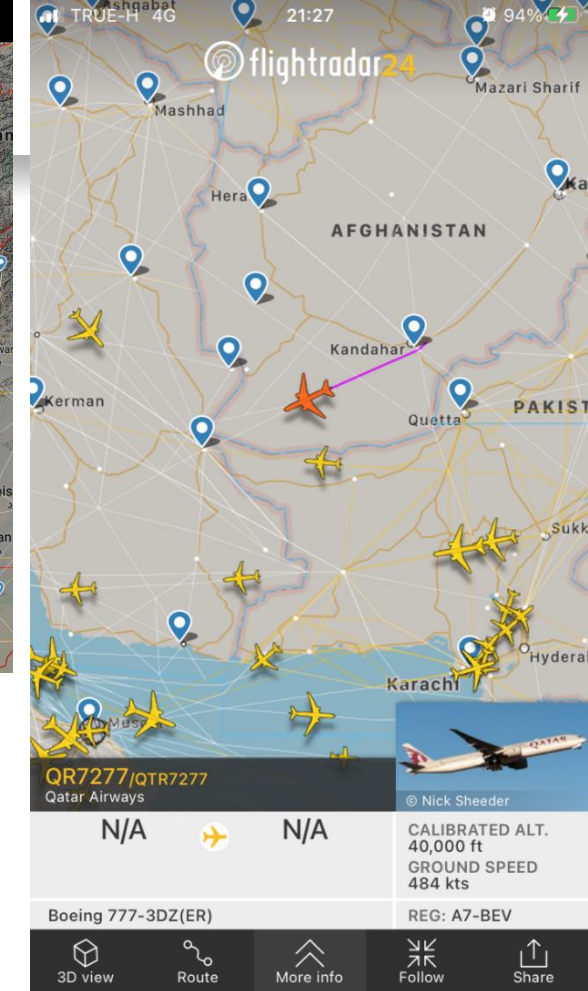
- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING KABUL FIR**
 - **ICAO observations**
 - **State observations (coordination, entry points, flight levels, frequency transfers?)**
 - **Afghanistan? Iran Pakistan Tajikistan Turkmenistan Uzbekistan**
 - **Other organizations?**



- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING KABUL FIR**
- Some (limited?) military flights resumed
- Several flights observed on ATS route P500
 - P500 delegation Tajikistan/Pakistan
- Other flights observed ex. Kandahar and Mazar-e-Sharif



Source: skyvector.com



Source: flightradar24.com

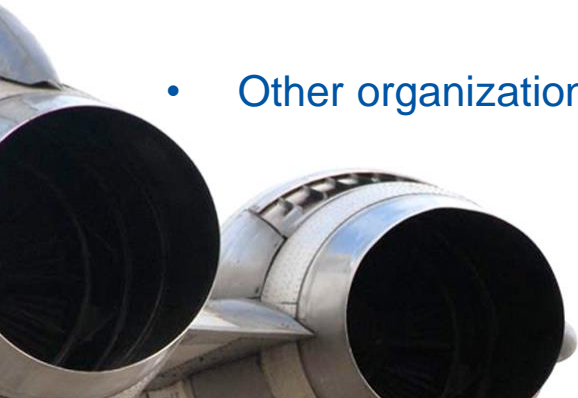


Flights understood to be (mostly?) humanitarian and/or evacuation

- Qatar airways – one flight per day Doha – Kandahar?
- Kam Air
- Ariana Airlines
- Qatar military
- UN WFP
- Others?



- **Agenda Item 3: Traffic Data and Observations – FLIGHTS AVOIDING KABUL FIR**
 - **State observations**
 - India Iran Oman Pakistan
 - Others?
 - Other organizations

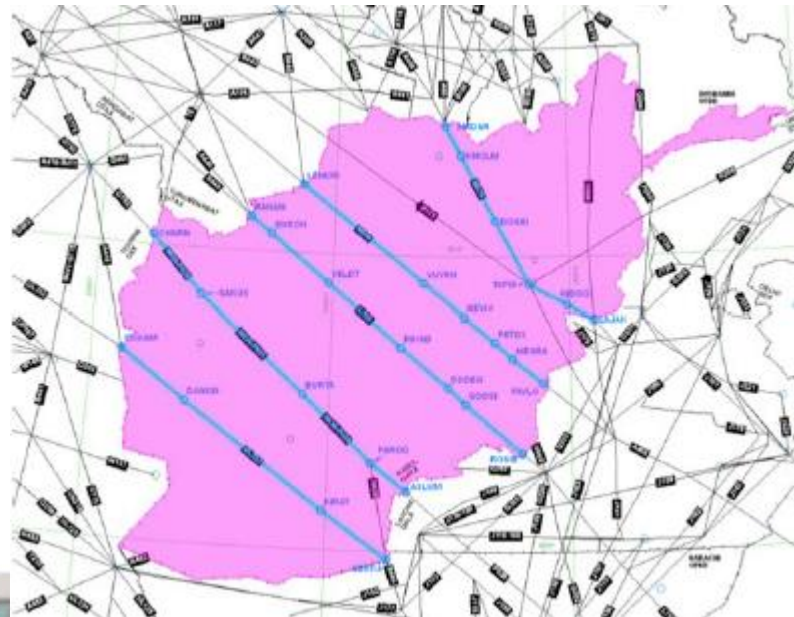




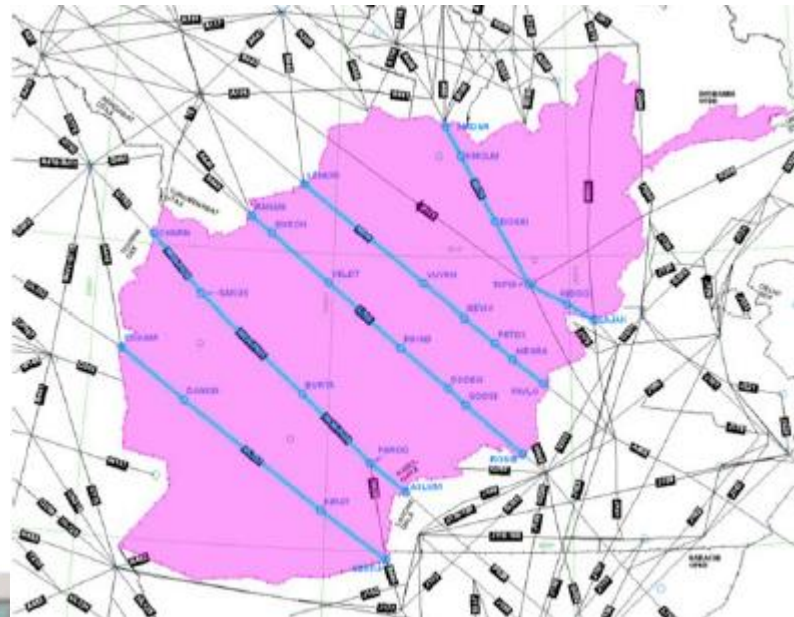
- **Agenda Item 4: Contingency Planning and Responses.....**



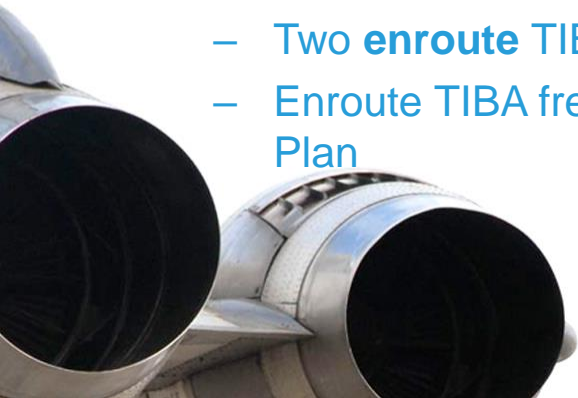
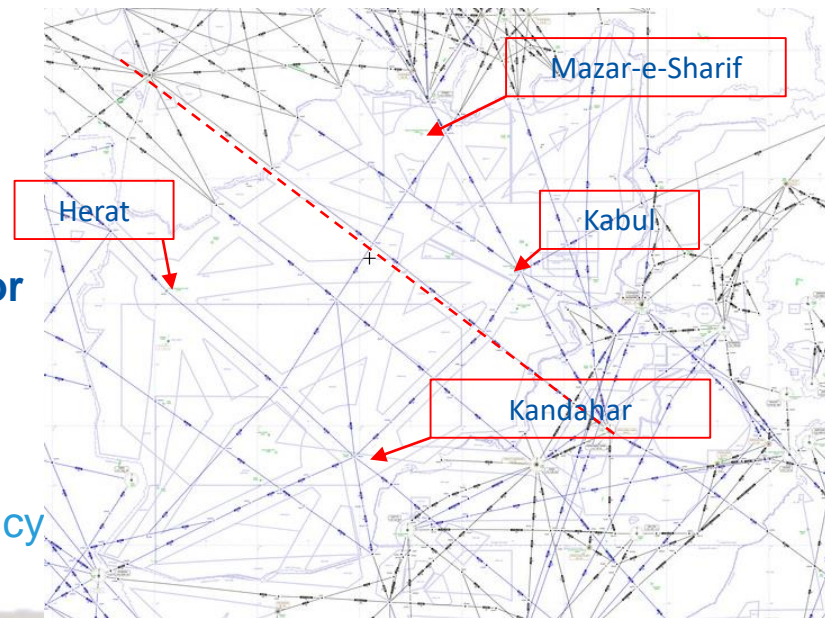
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
 - ATS routes identified (per Kabul FIR ATM Contingency Plan) but not prescribed (yet)
 - FL300 and above
 - Standard Levels per Annex 2



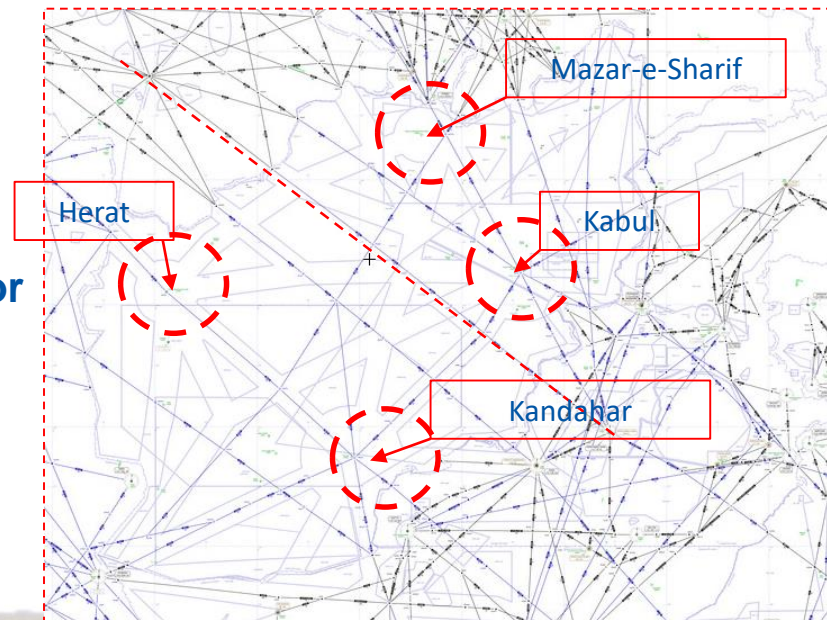
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
 - TIBA procedures described in separate NOTAM
 - TIBA frequency per Kabul FIR ATM Contingency Plan



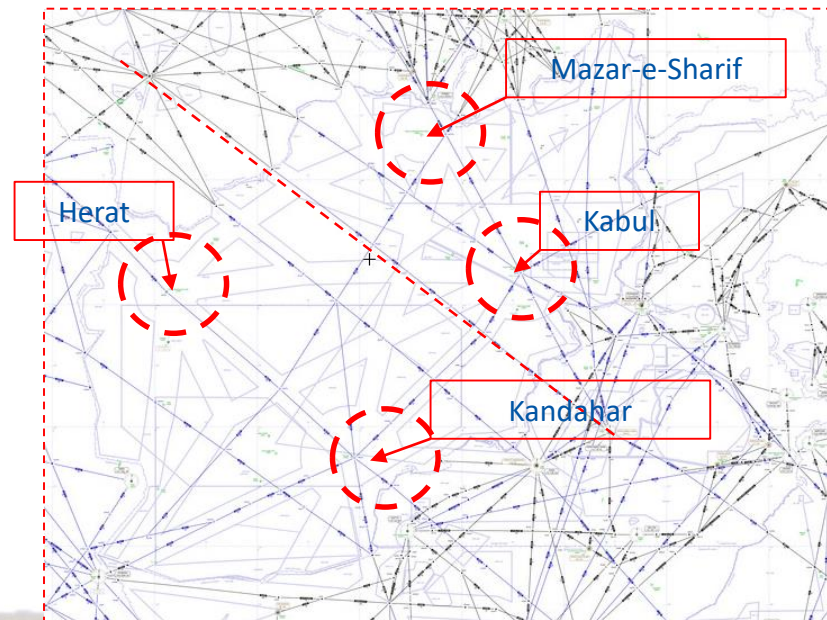
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Flights landing in/departing Afghanistan or operating wholly within the FIR**
 - FL290 and below
 - Two **enroute** TIBA frequency areas
 - Enroute TIBA frequencies per Contingency Plan



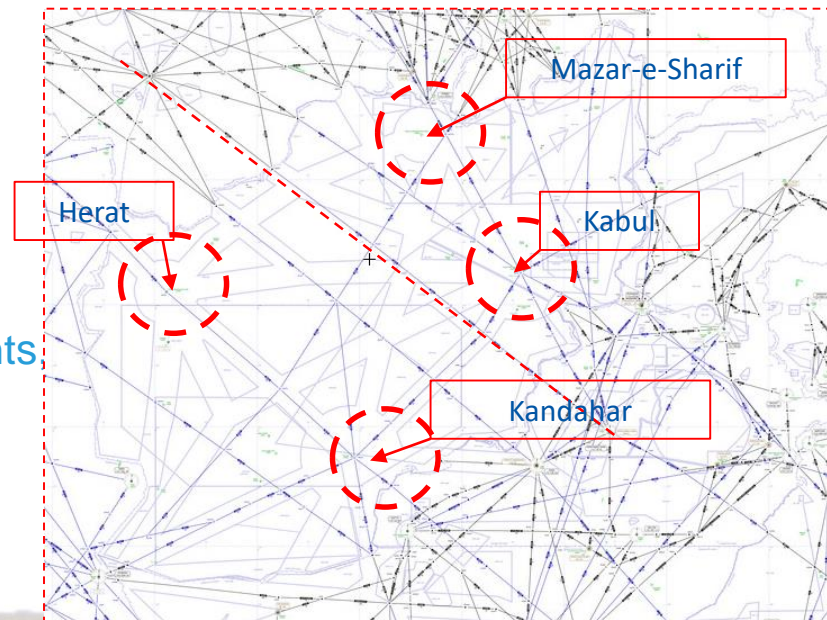
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Flights landing in/departing Afghanistan or operating wholly within the FIR**
 - Separate TIBA for arrivals/departures at four identified aerodromes
 - TWR frequency as published in AIP Afghanistan (pending further info)



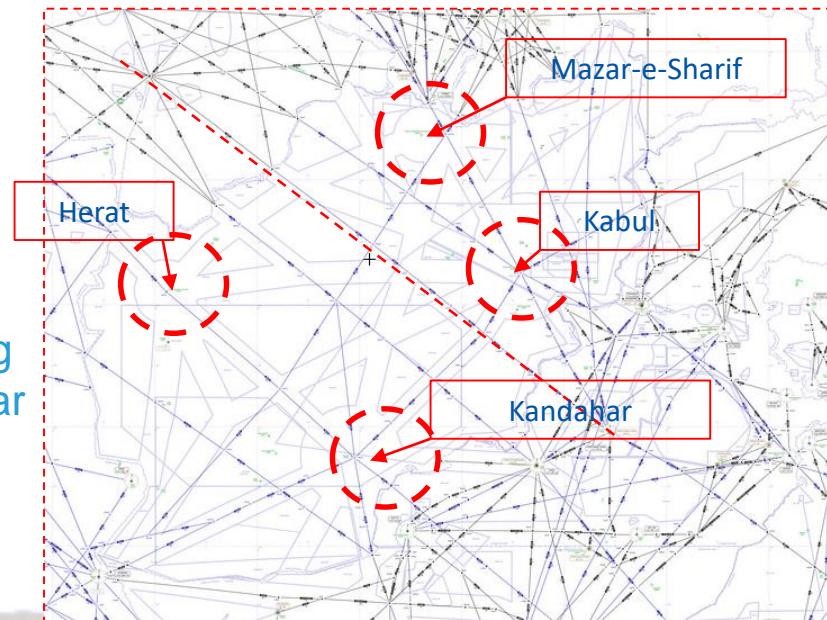
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Nav. spec. recommendation
 - Delaying action for 15 min spacing
 - Contact next ACC 15 minutes prior



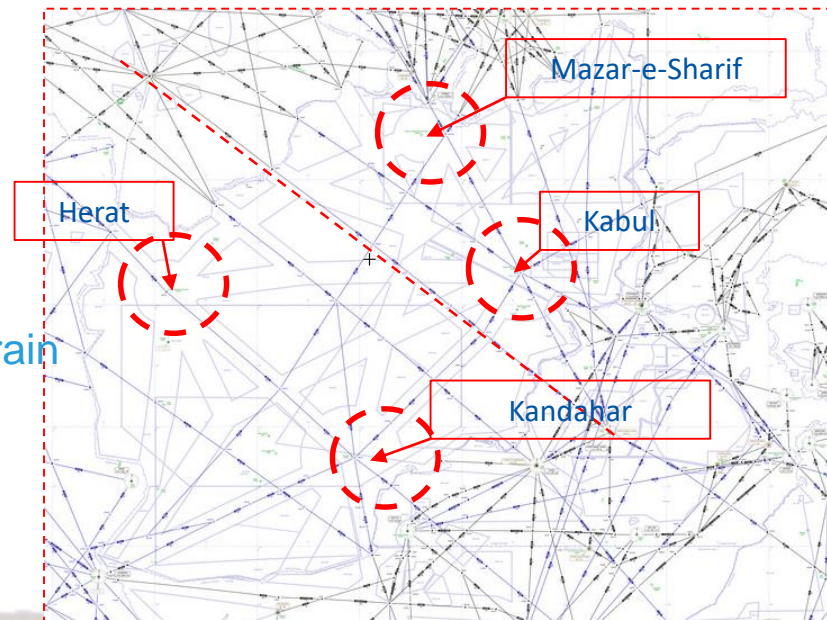
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Operation of SSR transponders, nav lights
 - Off-track climb and descent



- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Not below MSA +2000 FT until preceding traffic landed or departing traffic well clear



- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Pilots responsible for separation and terrain clearance at all times
 - Pilots/aircraft operators responsible for security and safety assessments



- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Additional DRAFT NOTAM...**
 - TIBA procedures
 - Reproduced from Annex 11 Attachment B
 - Additional procedure – broadcast and listen out from 10 minutes before take-off

ATTACHMENT B. TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA) AND RELATED OPERATING PROCEDURES

(Chapter 4, 4.2.2, Note 2 refers)

1. Introduction and applicability of broadcasts

1.1 Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on a designated VHF radiotelephone (RTF) frequency for the information of pilots of other aircraft in the vicinity.

1.2 TIBAs should be introduced only when necessary and as a temporary measure.

1.3 The broadcast procedures should be applied in designated airspace where:

- a) there is a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or
- b) there is a temporary disruption of normal air traffic services.

1.4 Such airspaces should be identified by the States responsible for provision of air traffic services within these airspaces, if necessary with the assistance of the appropriate ICAO Regional Office(s), and duly promulgated in aeronautical information publications or NOTAM, together with the VHF RTF frequency, the message formats and the procedures to be used. Where, in the case of 1.3 a), more than one State is involved, the airspace should be designated on the basis of regional air navigation agreements and promulgated in Doc 7030.

1.5 When establishing a designated airspace, dates for the review of its applicability at intervals not exceeding 12 months should be agreed by the appropriate ATS authority(ies).

2. Details of broadcasts

2.1 VHF RTF frequency to be used

2.1.1 The VHF RTF frequency to be used should be determined and promulgated on a regional basis. However, in the case of temporary disruption occurring in controlled airspace, the States responsible may promulgate, as the VHF RTF frequency to be used within the limits of that airspace, a frequency used normally for the provision of air traffic control service within that airspace.

2.1.2 Where VHF is used for air-ground communications with ATS and an aircraft has only two serviceable VHF sets, one should be tuned to the appropriate ATS frequency and the other to the TIBA frequency.



- **Status of Contingency Planning**
- **Awaiting further developments, pending...**
 - Afghanistan understanding of and agreement to contingency procedures;
 - Neighboring State coordination – subject to Afghanistan agreement
 - Afghanistan formally promulgating or authorizing promulgation on their behalf
 - The contingency plan trap: States acting unilaterally and suddenly, without coordination with ICAO, or CCT, or neighbours





- **Agenda Item 5: Next CCT Meeting**
 - **Recurring weekly meeting each Wednesday @ 0830 UTC**
 - **Additional meetings as necessitated by events**
 - **List of Focal Points to be circulated for update.**





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Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



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