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# Kabul FIR CCT 2021

CCT Video Teleconference #5  
15 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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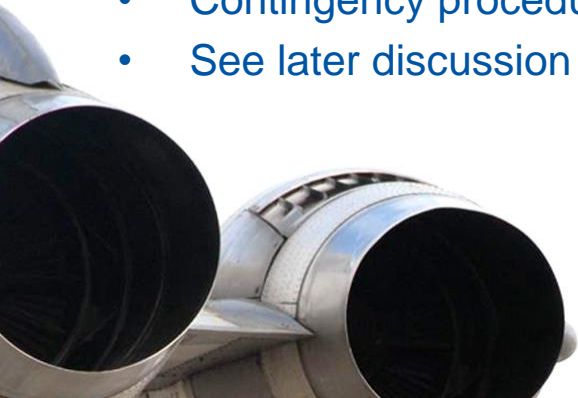
# Agenda

- 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**
- **ATS NOT AVAILABLE**
- No en-route ATS
- Scope of 'TWR' service at Kabul aerodrome not clear
- Contingency procedures not clear
- See later discussion under Agenda Item 4.





- **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 to ICAO* 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 to ICAO





- **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

No change reported to ICAO







- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office now functional**
- Several NOTAMs published.
- Distribution not certain (initially published 06 September)
- Further NOTAMs **published 13 September**
  - Distribution remains uncertain
  - Some inconsistent or missing information – discussed in later slides.



Updated

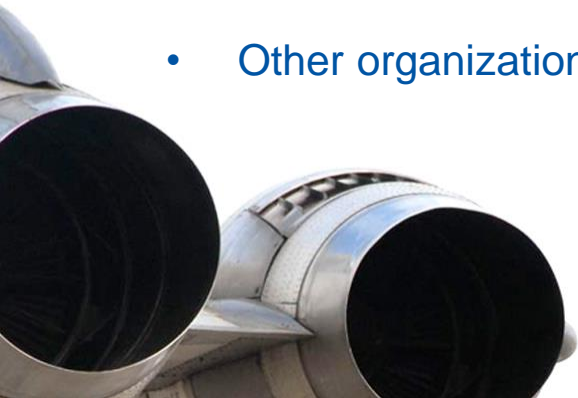


- **Agenda Item 2: Current and expected security situation**
- Afghanistan perspective?
- IATA perspective?

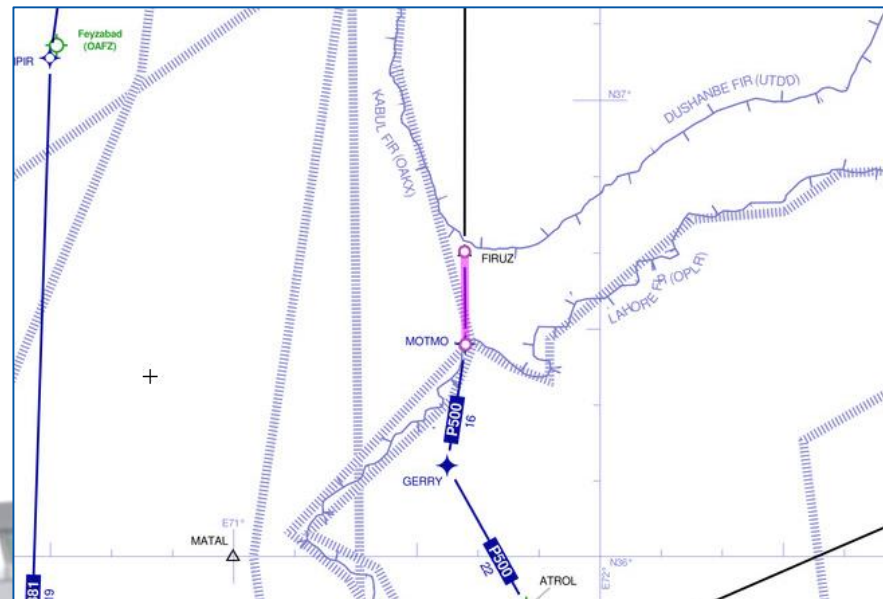




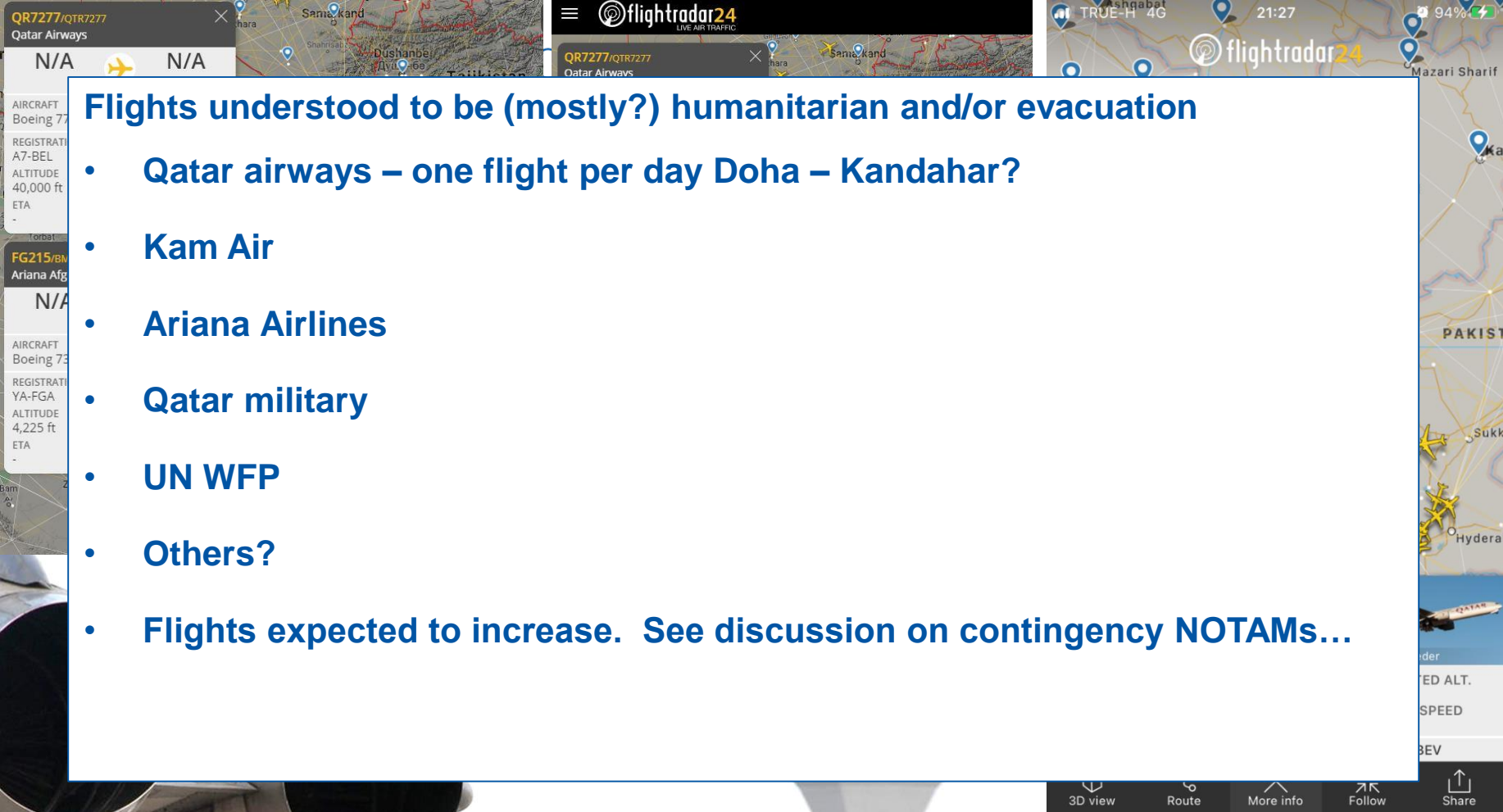
- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING KABUL FIR**
  - **ICAO observations**
  - **State observations (coordination, entry points, flight levels, frequency transfers?)**
    - **Afghanistan? Iran Pakistan Tajikistan Turkmenistan Uzbekistan**
  - **Other organizations?**



- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING/DEPARTING 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



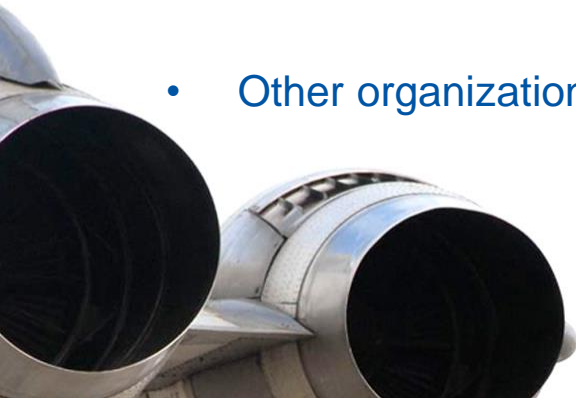
The background image is a collage of screenshots from flight tracking applications. On the left, there are two vertical panels showing aircraft details for QR7277/QTR7277 (Qatar Airways) and FG215/BM (Ariana Afghan Airlines). The top right shows a map of Afghanistan with flight paths and aircraft icons. The bottom right shows a map of Pakistan with flight paths and aircraft icons. A central white box contains the main text and list.

## 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?
- Flights expected to increase. See discussion on contingency NOTAMs...



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





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



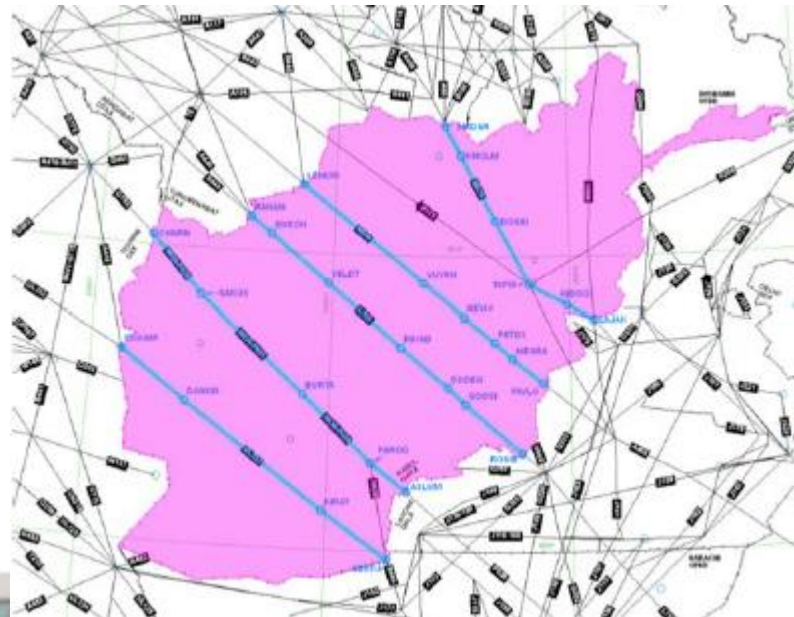


- **Agenda Item 4: Contingency Planning and Responses.....**
- ICAO planning – engagement with ACAA
- **First priority: Contingency Arrangements**
  - Rationalize NOTAM information
    - Validate information;
    - make arrangements for ongoing NOTAM distribution (ACAA AIS unavailable?)
  - Contingency Planning for overflights
  - Contingency Planning for entry/departure flights
  - Availability of instrument flight procedures

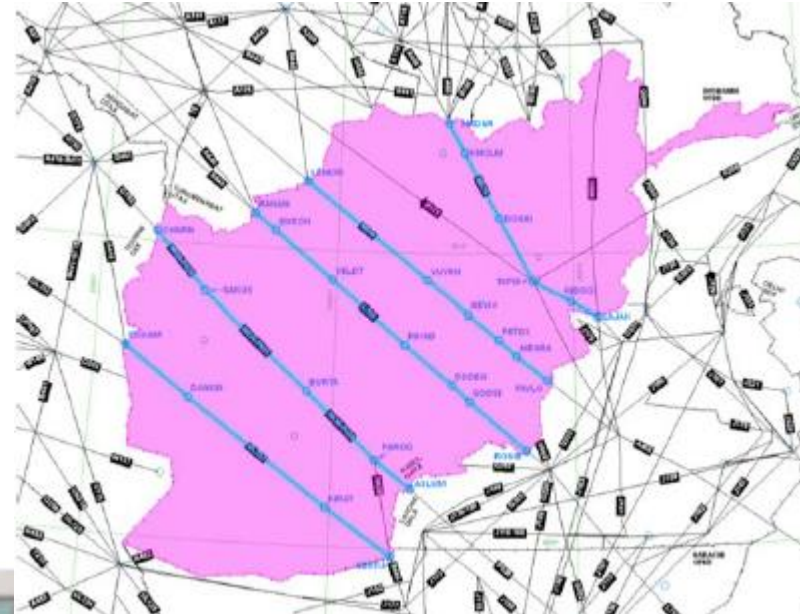




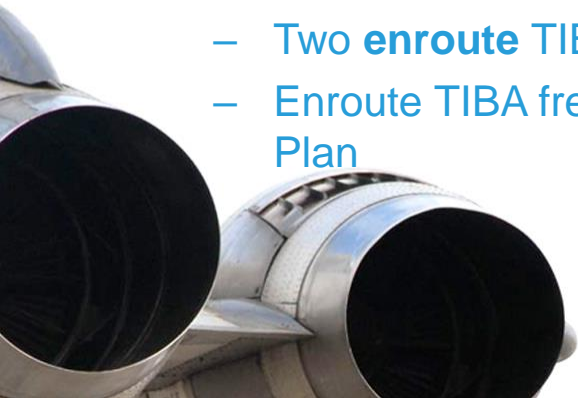
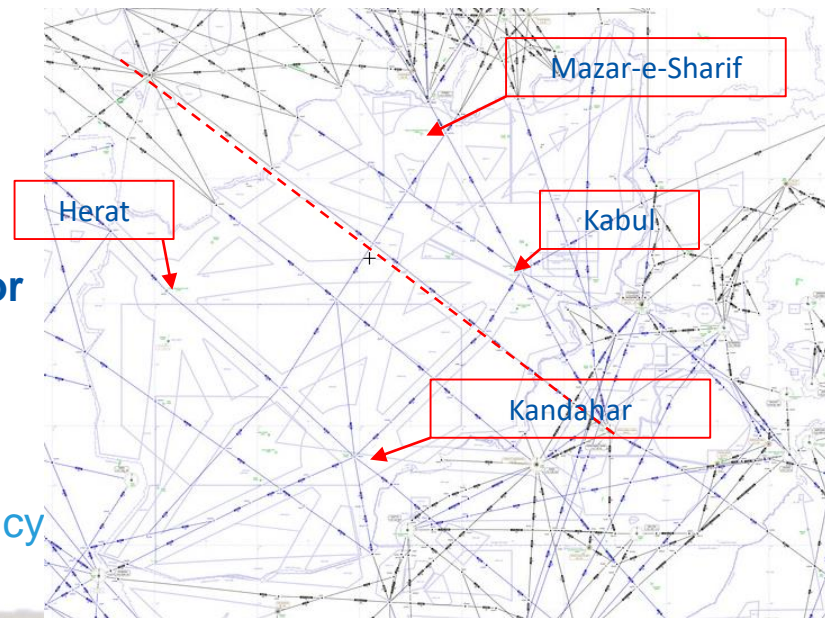
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
  - ATS routes identified (per Kabul FIR ATM Contingency Plan) but not prescribed (yet)
  - FL300 and above
  - Standard Levels per Annex 2



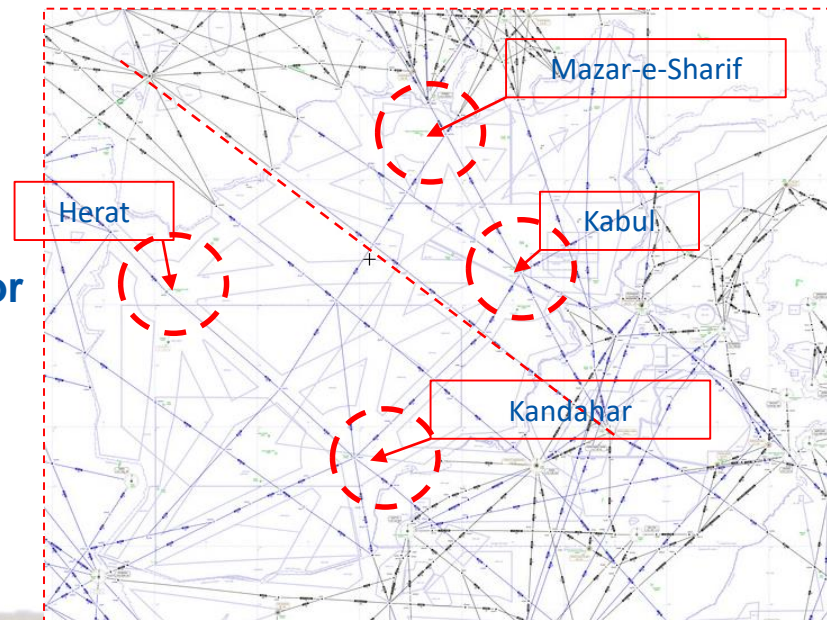
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
  - TIBA procedures described in separate NOTAM
  - TIBA frequency per Kabul FIR ATM Contingency Plan



- **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

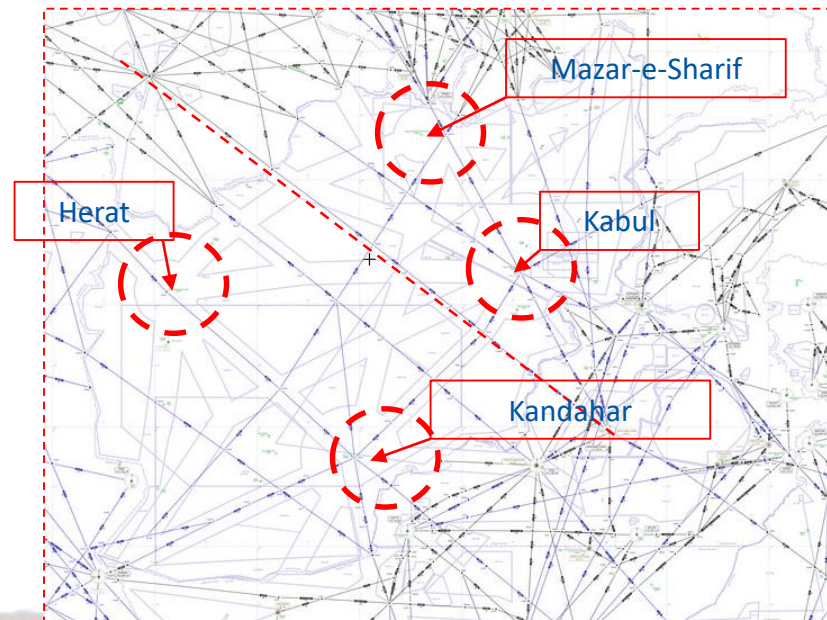


- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Flights landing in/departing Afghanistan or operating wholly within the FIR**
  - Separate TIBA for arrivals/departures at four identified aerodromes
  - TWR frequency as published in AIP Afghanistan (pending further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

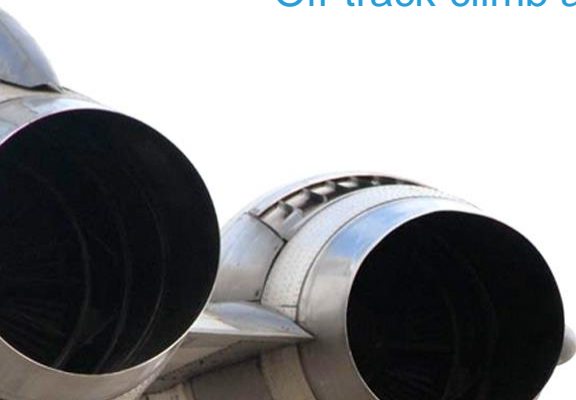
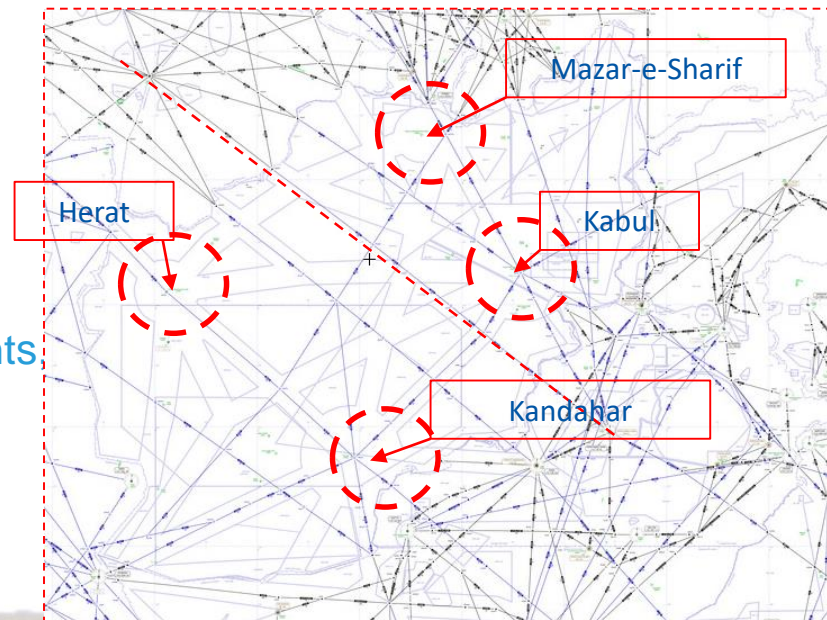




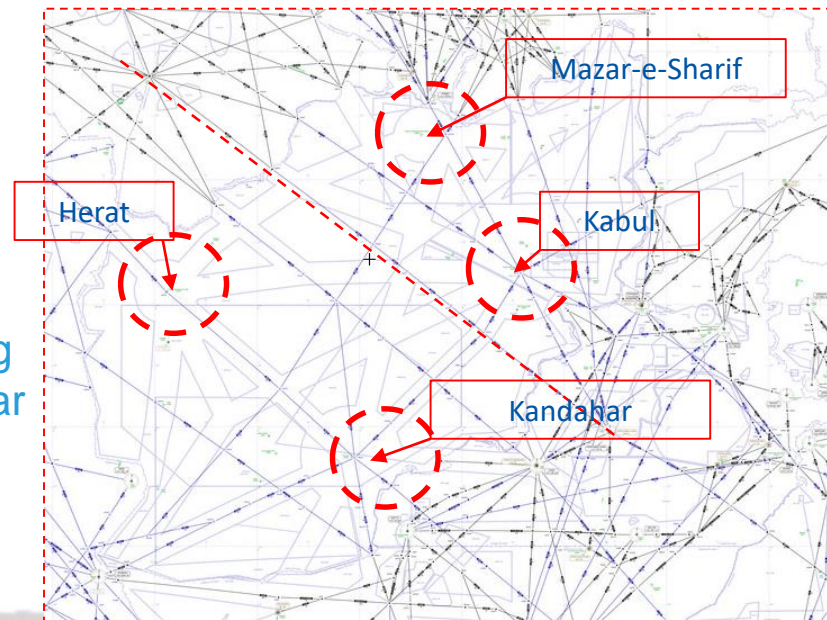
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
  - Nav. spec. recommendation
  - Delaying action for 15 min spacing
  - Contact next ACC 15 minutes prior



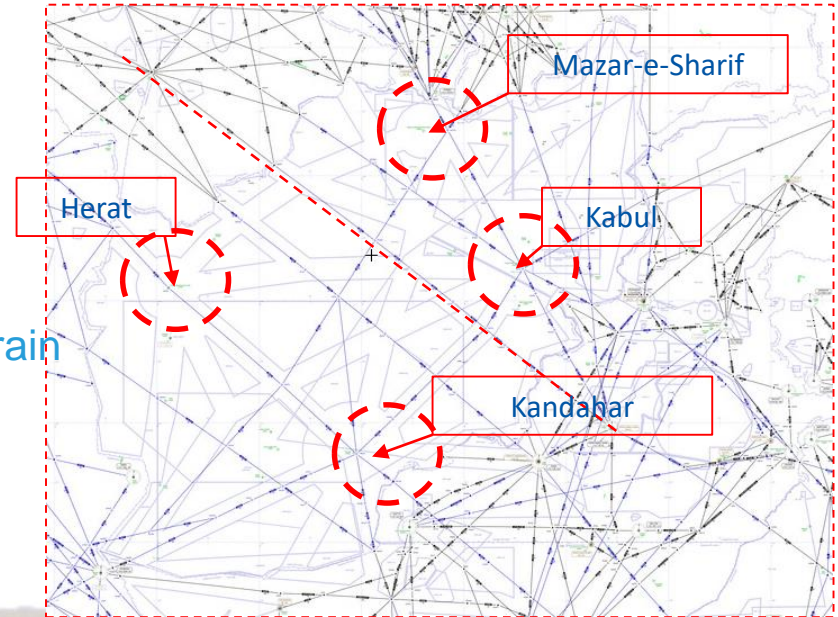
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
  - Operation of SSR transponders, nav lights
  - Off-track climb and descent



- **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
    - Some NOTAMs issued
  - **The contingency plan trap:** States acting unilaterally and suddenly, without coordination with ICAO, or CCT, or neighbours





- **Status of Contingency Planning**
- **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





- **Status of Contingency Planning**
- **NOTAM Office function now operational ?**
- OAKX G1270/21 – FIR uncontrolled class G airspace. 24 hr prior approval for Kabul flights...
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- OAKB G1266/21 hours of operation of Kabul aerodrome 0330 – 0130 UTC.
- OAKB G1265/21 Information: ILS is operative (?)
- OAKB G1271/21 Taxiway J closed

**CAUTION: CONFLICTING NOTAM SOURCES**





- **Status of Contingency Planning**
- **NOTAM Office function now operational ?**
- NOTAMS issued by military agencies pre-2108310100 now removed from DINS
  - DINS <https://www.notams.faa.gov/dinsQueryWeb/>
- Several 'A' series NOTAMs issued by Pakistan on behalf of Afghanistan





- **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, and by what media?



- **Status of Contingency Planning**
- NOTAM Office function now operational ?

- **CAUTION:**

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







- **Status of Contingency Planning**

**Current NOTAM Issues:**

1. **Unclear information**
2. **Insufficient information on contingency operations/procedures**





- **Status of Contingency Planning**

**Current NOTAM Issues:**

- **Afghanistan request to ICAO Sunday 12 September (publish NOTAMs)**
- **ICAO requested meeting to discuss.**





- **Status of Contingency Planning**

**NOTAM Series**

**Only 'A' Series currently being issued**

**NOTAM distribution**

**Afghanistan normally issues G, D, H and P Series**

**Issues tracking NOTAMS against G, D, H and P Series?**

**System issues?**

**Potential significant issues if normal distribution and series numbering resumes**



NOTAM are submitted via Aeronautical Fixed Telecommunications Network (OAKBYNYX) and are distributed in the series identified below:

TYPE OF SERIES	PURPOSE	DEFINITION
Series G	CIVIL COMMERCIAL MILITARY	Aerodromes, communications, restrictions, navigation and activities.
Series D	CIVIL COMMERCIAL MILITARY	Special Use Airspace, Danger Areas, Restricted Areas, Prohibited Areas, Military Operating Areas (MOA).
Series H	CIVIL COMMERCIAL MILITARY	Hazardous weather conditions, earthquake or volcanic activity (if operationally significant).
Series P	CIVIL COMMERCIAL	Procedural NOTAM.



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- **Status of Contingency Planning**

**A0719/21**

**AERONAUTICAL INFORMATION SERVICES  
IS AVAILABLE  
INCLUDING NOTAM OFFICE IS  
OPERATIONAL 24/7.**

- *NOTAM distribution?*
- *Management of conflicting information on two different ACAA AIS web pages?*
- *Management of redundant NOTAMs?*



- **Status of Contingency Planning**

**OAKX AND OAKB A0699/21**  
**OAKX AND OAKB G1271/21**

**AFGHANISTAN FIR IS UNCONTROLLED CLASS G AIRSPACE.**

**ALL AIRCRAFT ARRIVING OR DEPARTING KABUL AIRPORT (OAKB) SHALL HAVE APPROVED FLIGHT PLAN AT LEAST 24 HOURS BEFORE.**

- *Should be separate NOTAMS*
- *No information on any other ATS, such as advisory service. (see separate NOTAM)*
- *No information on how to gain approval of flight plan (provided in separate NOTAM – should be removed from this NOTAM)*



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- **Status of Contingency Planning**

**OAKX AND OAKB A0718/21**

**OAKX AND OAKB G1271/21**

**REMINDER: ALL INTERNATIONAL AND DOMESTIC AIRLINES ARE REQUESTED TO FILL FLIGHT PLAN AT LEAST 24 HOURS PRIOR TO LAND AT (OAKB) AIRPORT, SHALL EMAIL TO FLIGHTPERMISSIONS.ACAA(AT THE RATE OF) GMAIL.COM MAILTO: FLIGHTPERMISSIONS.ACAA(AT THE RATE OF ) GMAIL.COM FOR PROCESSING FLIGHT PLAN.**

- *Should be FILE*
- *Duplication to be removed*
- *(AT THE RATE OF) should be replaced by (AT)*



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- **Status of Contingency Planning**

**OAKB A0716/21**

**HAMID KARZAI INTERNATIONAL AIRPORT (OAKB) IS CONTROLLED AND ATS AVAILABLE, OAKB IS OPEN FOR ALL NATIONAL AND INTERNATIONAL FLIGHT OPERATION HOURS FOR OAKB AIRPORT 0330-1330 UTC.**

- *Contradicts A0717/21 (Advisory Service only)*
- *Duplicates information in A0704/21*



- **Status of Contingency Planning**

**OAKB A0715/21**

**TRAFFIC INBOUND TO LAND WITHIN  
KABUL FIR ARE AT OR BELOW FL280  
BEFORE THE FIR BOUNDARY AND  
SPACING OF 15 MINUTES BETWEEN ALL  
OVERFLIGHTS BEFORE ENTRY POINT**

- *Only a component of contingency management*
- *Has it been coordinated/agreed with all neighbouring FIRs? (NOTAM is not ATS – ATS coordination)*
- *No statement on use of Annex 2 levels*

- **Status of Contingency Planning**

**OAKB A0720/21**

**FLIGHTS MAY BE SUBJECT TO DELAYING ACTION PRIOR TO ENTERING THE KABUL FIR TO ENSURE 15 MINUTES LONGITUDINAL SPACING FROM PRECEDING TRAFFIC AT THE SAME LEVEL.**

- *Only a component of contingency management*
- *Has it been coordinated/agreed with all neighbouring FIRs? (NOTAM is not ATS – ATS coordination)*

- **Status of Contingency Planning**

**OAKB A0721/21**

**IN THE EVENT OF EMERGENCY DESCENT, THE PROCEDURES IN ICAO DOC 4444 PANS-ATM SECTION 15.1.4.2 APPLY EXCEPT THAT IN LIEU OF ADVISING ATS OF THE EMERGENCY DESCENT, THE PILOT SHALL BROADCAST ON THE RELEVANT TIBA FREQUENCY.**

- *Only a component of contingency management*
- *Where is the TIBA frequency published?*

- **Status of Contingency Planning**

## WHAT'S MISSING?

- *ATS routes and levels*
  - *Inbound/outbound/domestic*
  - *overflight traffic*
- *TIBA frequencies and procedure details (all levels)*
- *Procedures for pilot self-separation*
  - *other cruising level traffic (e.g off-track climb/descent)*
  - *other traffic below MSA*

- **Status of Contingency Planning**

**WHAT'S MISSING?**

.....

- *Clear statement on pilot/aircraft operator responsibilities*
  - *Safety assessments*
  - *Separation*
  - *Terrain clearance*
- *Operation of Transponders, navigation/anti-collision lights*

- **Status of Contingency Planning**

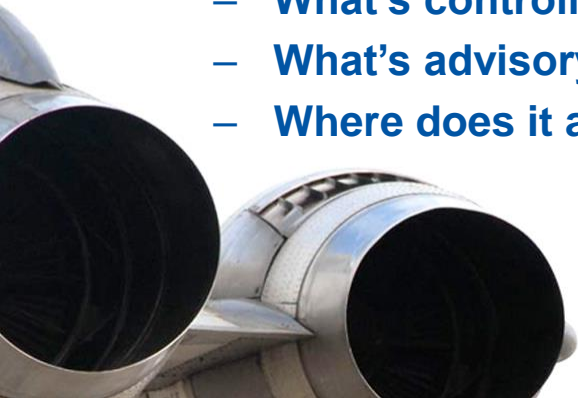
**WHAT'S MISSING?**

.....

- *Recommended NAV specification*
  - *un-monitored or unavailable radio-navigation aids*
  - *Segregation of traffic using contingency routes.*
- *NOTAMs specifying availability or unavailability of other aerodromes, and associated services*



- **Status of Contingency Planning**
- **FIRST PRIORITY**
- **Consolidation of NOTAMs**
- **Clarification of ATS service availability**
  - **What's controlled?**
  - **What's advisory**
  - **Where does it apply?**





- **Status of Contingency Planning**
- **FIRST PRIORITY**
- **Promulgation of fully-developed contingency procedures**
  - **Coordination/agreement with neighbouring FIRs.**
  - **Consultation with industry**
  - **NOTAMS**







- **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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and Caribbean  
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Mexico City

South American  
(SAM) Office  
Lima

ICAO  
Headquarters  
Montréal

Western and  
Central African  
(WACAF) Office  
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



THANK YOU