



| ICAO

UNITING AVIATION

Kabul FIR CCT 2021

CCT Video Teleconference #6
22 September 2021

Shane Sumner
Regional Officer ATM/AIM
ICAO Asia/Pacific Regional Office
ssumner@icao.int





ICAO

UNITING AVIATION

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





ICAO

UNITING AVIATION

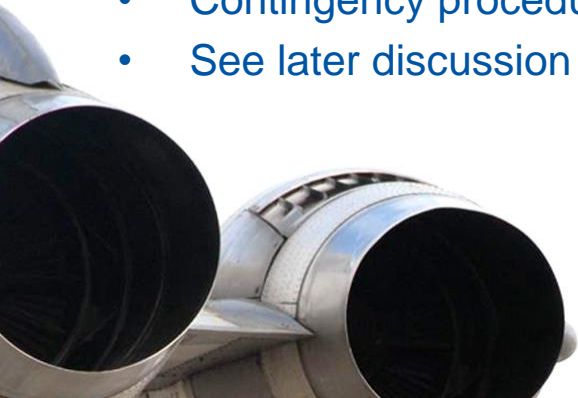
Agenda

- 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
- Some TWR and APP available (to be confirmed by ACAA)
- Contingency procedures not clear (including NOTAM)
- See later discussion under Agenda Item 4.





- **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

Requesting a formal letter to ICAO SG and
copy to ICAO APAC RD



- **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

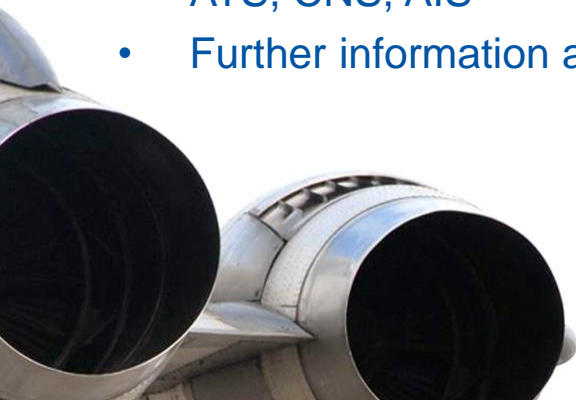
No change reported to ICAO





- **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 14, 16, 21 September**
 - Distribution remains uncertain (by ACAA or Pakistan?)
 - NOTAMs 'G' series (in line with Afghanistan AIP)
 - Some inconsistent or missing information – discussed in later slides.

Updated



- **Agenda Item 1: Afghanistan SITREP update**

[Afghanistan Update?](#)



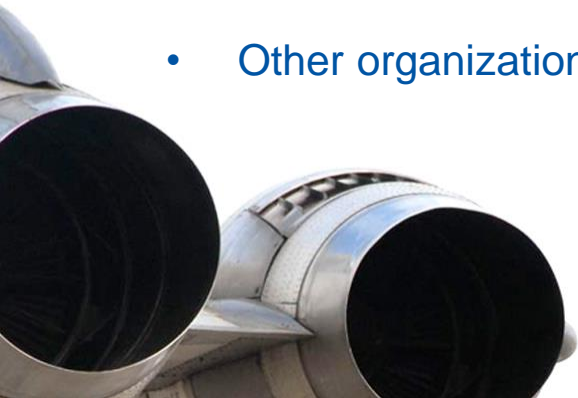


- **Agenda Item 2: Current and expected security situation**
- [Afghanistan perspective?](#)
- [IATA perspective?](#)

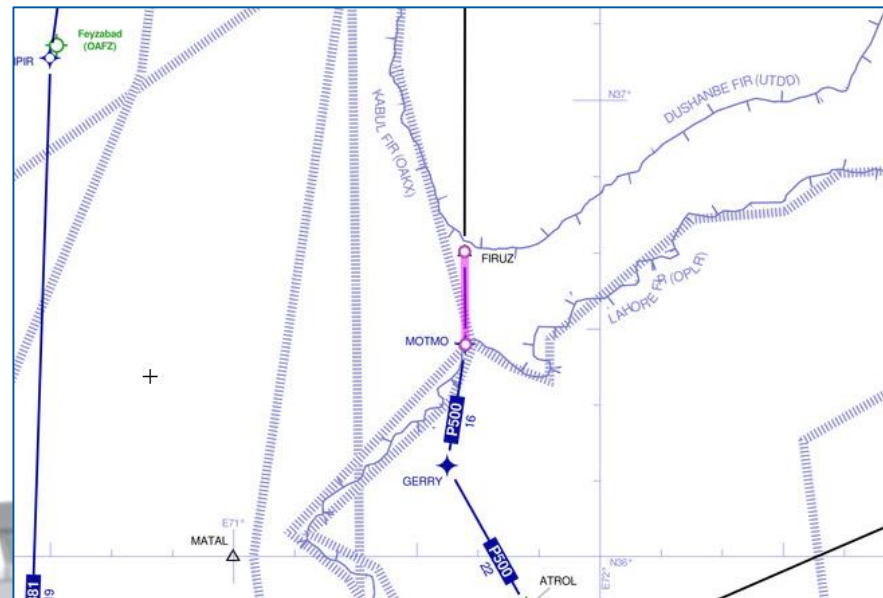




- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING KABUL FIR**
 - **ICAO observations**
 - **State observations (coordination, entry points, flight levels, frequency transfers?)**
 - **Afghanistan Iran Pakistan Tajikistan Turkmenistan Uzbekistan**
 - **Other organizations?**



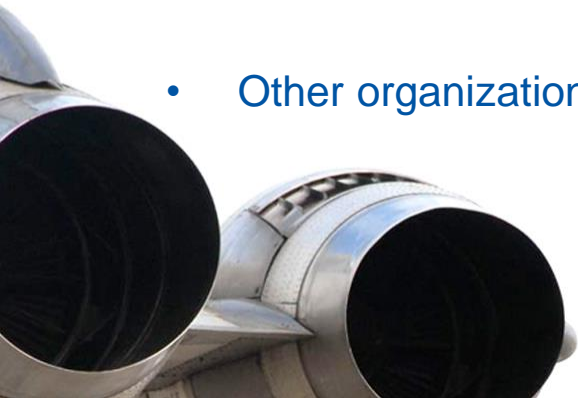
- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING/DEPARTING KABUL FIR**
- Some military flights resumed
- **Some domestic flights resumed**
- Several flights observed on ATS
- route P500
 - P500 delegation
Tajikistan/Pakistan
- Other flights observed ex. Kandahar and Mazar-e-Sharif



Source: skyvector.com



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



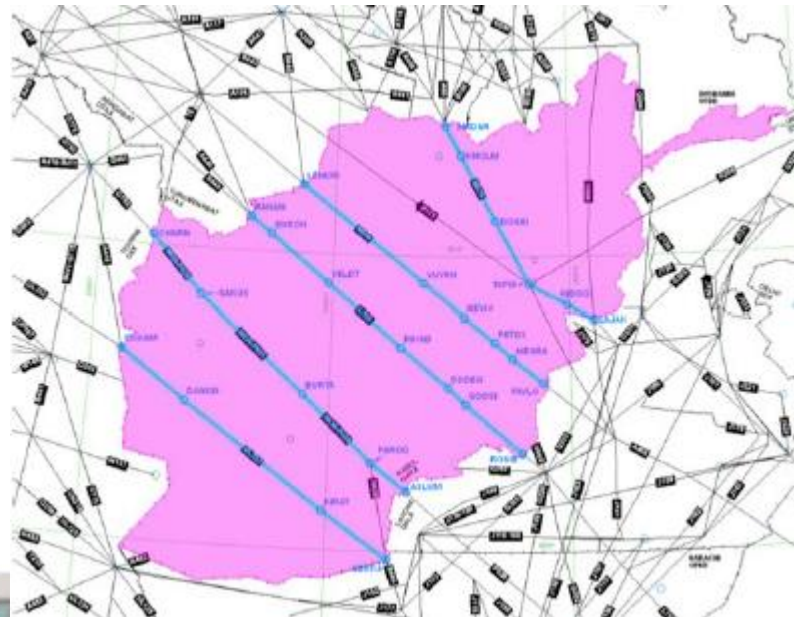


- **Agenda Item 4: Contingency Planning and Responses.....**
- ICAO planning – engagement with ACAA
- **First priority: Contingency Arrangements**
 - Rationalize NOTAM information
 - Validate information;
 - make arrangements for ongoing NOTAM distribution (ACAA NOTAM distribution resumed?)
 - Contingency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

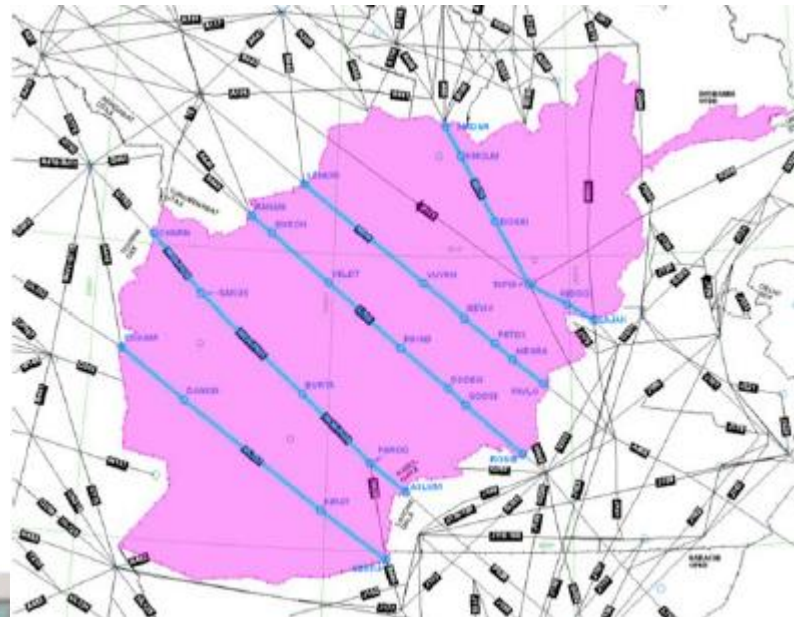




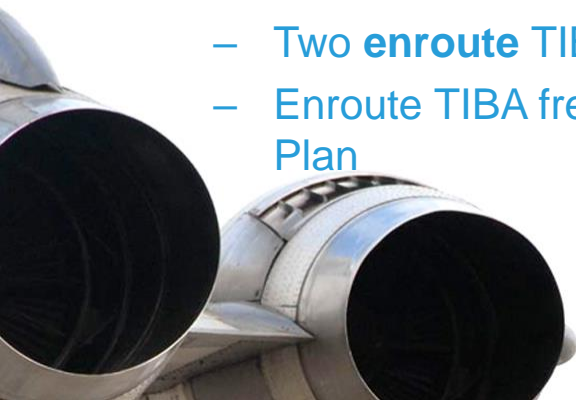
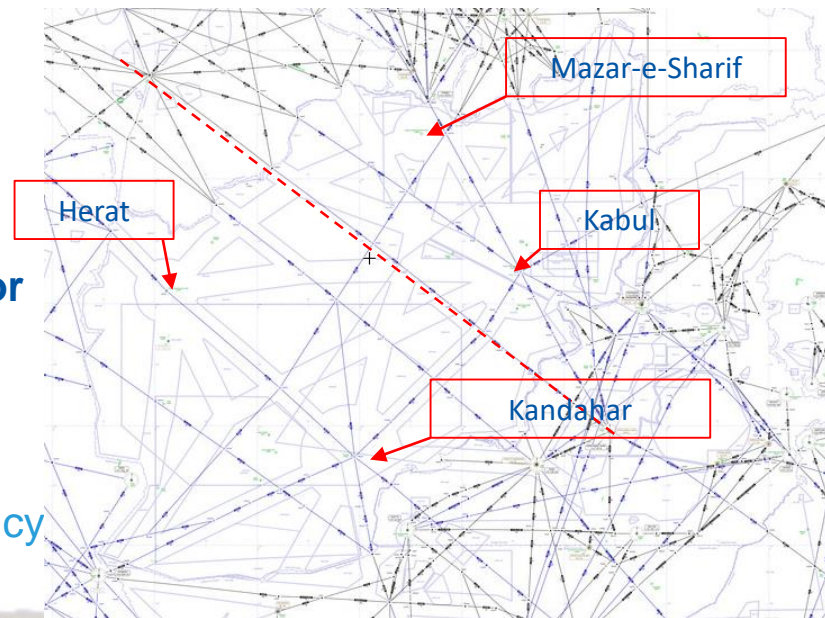
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
 - ATS routes identified (per Kabul FIR ATM Contingency Plan) but not prescribed (yet)
 - FL300 and above
 - Standard Levels per Annex 2



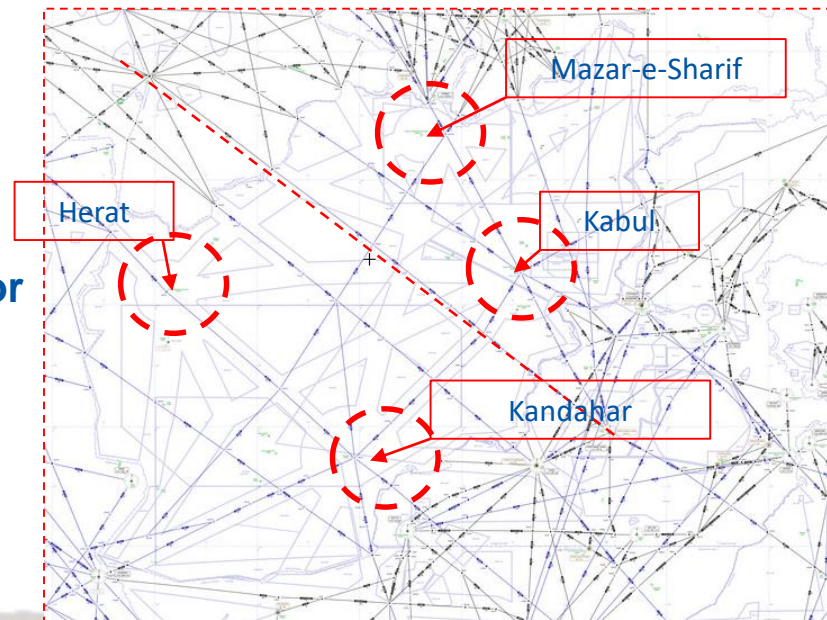
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Overflight**
 - TIBA procedures described in separate NOTAM
 - TIBA frequency per Kabul FIR ATM Contingency Plan



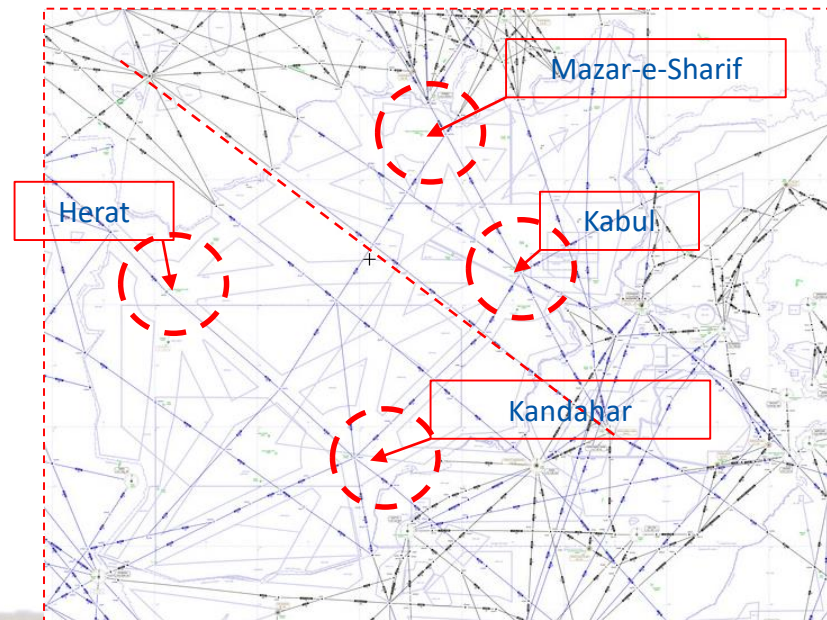
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Flights landing in/departing Afghanistan or operating wholly within the FIR**
 - FL290 and below
 - Two **enroute** TIBA frequency areas
 - Enroute TIBA frequencies per Contingency Plan



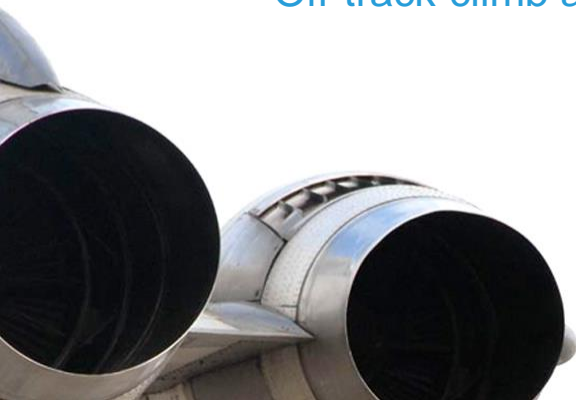
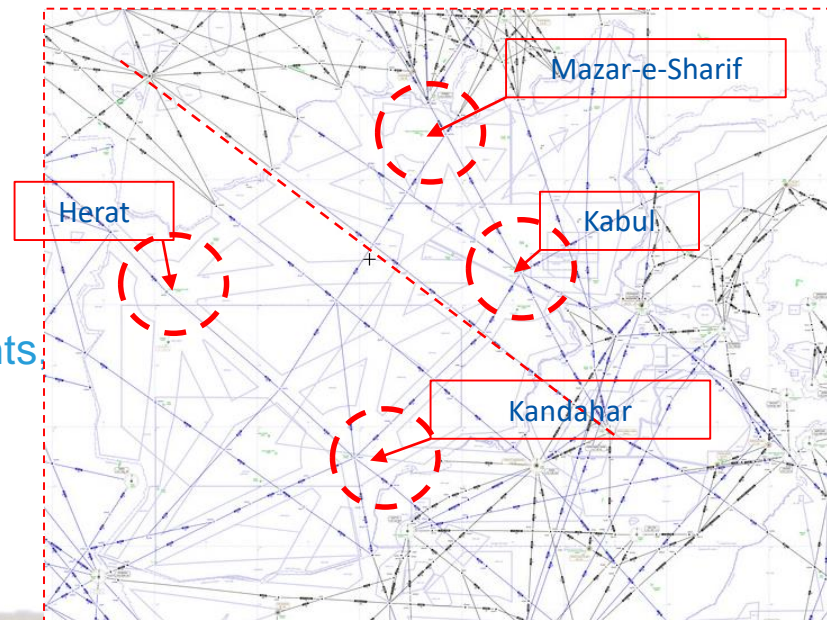
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Flights landing in/departing Afghanistan or operating wholly within the FIR**
 - Separate TIBA for arrivals/departures at four identified aerodromes
 - TWR frequency as published in AIP Afghanistan (pending further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



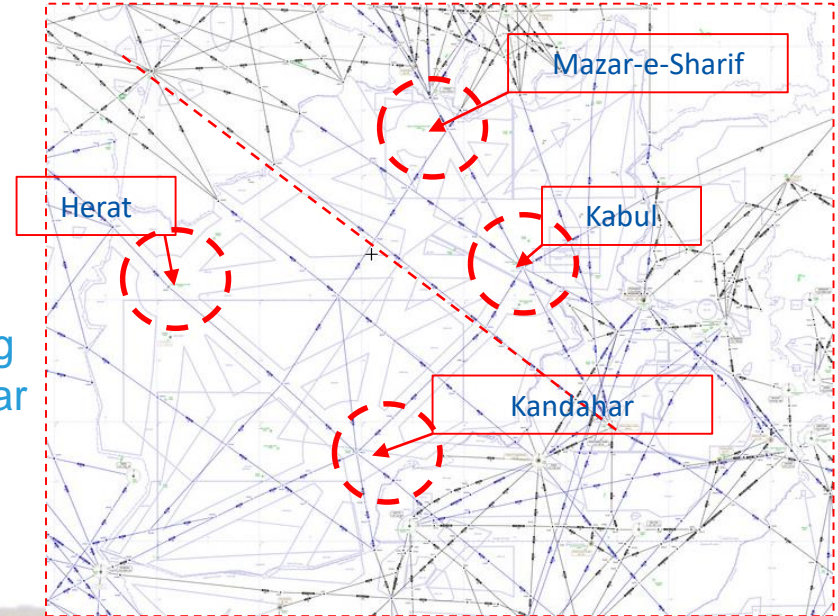
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Nav. spec. recommendation
 - Delaying action for 15 min spacing
 - Contact next ACC 15 minutes prior



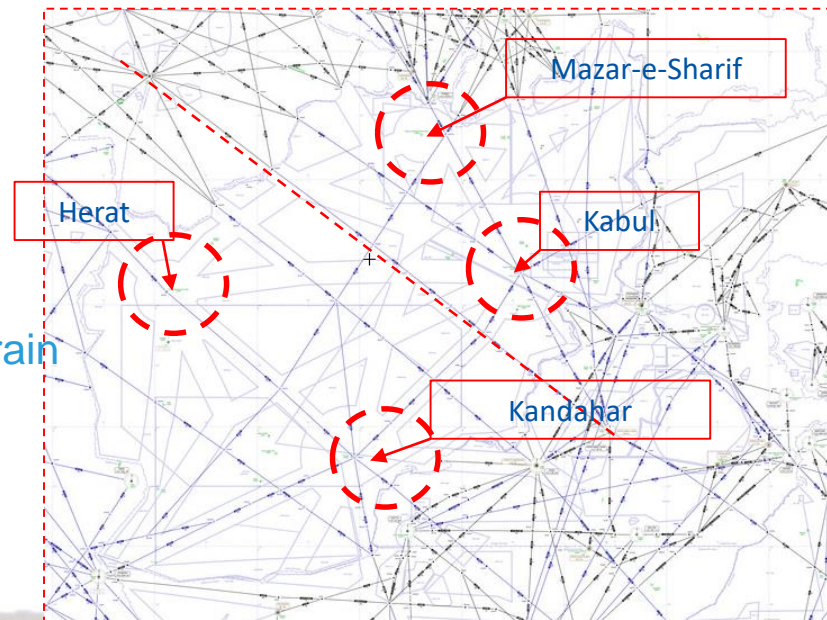
- **Status of Contingency Planning**
- **DRAFT** NOTAMs prepared by ICAO APAC Office
- **Other selected features...**
 - Operation of SSR transponders, nav lights
 - Off-track climb and descent



- **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**
- NOTAMs related OAKX are disappeared from DINS
 - DINS <https://www.notams.faa.gov/dinsQueryWeb/>
- Several 'A' series NOTAMs issued by Pakistan on behalf of Afghanistan are **'G' series** which is in line with the Afghanistan AIP





- **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 – **ACAA has been working on reordering.**
 - <http://notam-aca.com/> **only has NOTAMS issued on/before 16 August 2021 – some expired.**
- NOTAM distribution:
 - By ACAA or Pakistan?



- **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:

- Unclear information
- some duplicated information
- **Insufficient information on contingency operations/procedures**
- 14, 16, 21 September 2021
- ICAO requested meeting to discuss. (especially, contingency plan related NOTAM)





ICAO

UNITING AVIATION

Kabul FIR (FPL)

G1265/21 NOTAMN

Q) OAKX/QAFXX/IV/NBO/E/000/999/3348N06733E999

A) OAKX

B) 2109061045 C) 2112032359

E) 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.

G1276/21 NOTAMN

Q) OAKX/QAFXX/IV/NBO/A/000/999/3434N06913E005

A) OAKX

B) 2109140630 C) 2112052359

E) 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.

how to gain
approval of flight
plan?

Any form
available?



ICAO

UNITING AVIATION

Kabul FIR (15min spacing)

G1271/21 NOTAMN

Q) OAKX/QAFXX/IV/NBO/A/000/999/

A) OAKX

B) 2109121100 C) 2112052359

E) REF TO AFGHANISTAN CONTINGENCY PLAN: ALL 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.

G1274/21 NOTAMN

Q) OAKX/QAFXX/V/BO/A/000/999/3434N06913E050

A) OAKX

B) 2109121100 C) 2112052359

E) 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.

Agreement with
neighboring FIR?



ICAO

UNITING AVIATION

Kabul FIR (AIS, NOTAM office)

G1273/21 NOTAMN

Q) OAKX/QOAAL/V/BO/A/000/999/3434N06913E005

A) OAKX

B) 2109121100 C) 2112052359

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

Management of
two different
ACAA AIS web
pages

NOTAM
distribution?
By ACAA?
Pakistan?



ICAO

UNITING AVIATION

OAKB (operation)

G1311/21 NOTAMR G1296/21

Q) OAKX/QSTXX/IV/A/000/160/3434N06913E050

A) OAKB

B) 2109061045 C) 2112032359

E) KABL TWR FREQ IS 120.6, GROUND FREQ 125.4
AND TOWER COVERAGE RANGE IS 50NM, VERTICAL 16000FT.

F) GND G) 16000FT

(G1295/21 NOTAMR G1272/21

Q) OAKX/QFAXX/IV/NBO/A/000/999/3434N06913E050

A) OAKB

B) 2109211100 C) 2112052359

E) HAMID KARZAI INTERNATIONAL AIRPORT (OAKB) IS CONTROLLED AND ATS
AVAILABLE, OAKB IS OPEN FOR ALL NATIONAL AND INTERNATIONAL FLIGHT
OPERATION HOURS FOR OAKB AIRPORT 0130-1330 UTC.)

ATC licensing/rating?



ICAO

UNITING AVIATION

OAKB (NavAids etc.)

G1275/21 NOTAMN

Q) OAKX/QCTOA/V/B/AE/000/999/3434N06913E050

A) OAKB

B) 2109140630 C) 2112052359

E) SECONDARY SURVEILLANCE RADAR (SSR) AND
PRIMARY SURVEILLANCE RADAR (PSR) ARE
SERVICEABLE,

NO DELAYS FOR ARRIVAL AND DEPARTURE,
ONLY ADVISORY INFORMATION AVAILABLE.

G1269/21 NOTAMN

Q) OAKX/QNDAL/IV/BO/AE/000/999/3434N06913E025

A) OAKB

B) 2109061045 C) 2112032359

E) DME CH57 IS OPERATIVE.

G1268/21 NOTAMN

Q) AKX/QNVAS/IV/BO/AE/000/999/3434N06913E025

A) OAKB

B) 2109061045 C) 2112032359

E) KABUL VOR IS UNSERVICEABLE.

G1266/21 NOTAMN

Q) AKX/QMXLC/IV/M/A/000/999/3434N06913E005

A) OAKB

B) 2109061045 C) 2112032359

E) CAUTION: TAXIWAY 'J' IS CLOSED.



OAMS

(G1306/21 NOTAMN

Q) OAKX/QMXAO/V/M/A/000/999/3642N06712E005

A) OAMS B) 210921100 C) 2112142359

E) **ALL TWYS AVAILABLE.**)

(G1305/21 NOTAMN

Q) OAKX/QMNAO/V/M/A/000/999/3642N06712E005

A) OAMS B) 210921100 C) 2112142359

E) **ALL RAMPS AVAILABLE EXCEPT RAMP K.**)

(G1304/21 NOTAMN

Q) OAKX/QMXAO/V/NBO/A/000/999/3642N06712E005

A) OAMS B) 210921100 C) 2112142359

D) SR-SS

E) CAUTION: (**SUNRISE – SUNSET**) IS OPERATIONS HOURS
FOR OAMS.)

(G1303/21 NOTAMN

Q) OAKX/QMRAL/V/NBO/A/000/999/3642N06712E005

A) OAMS B) 210921100 C) 2112142359

E) **RUNWAY 06/24 AVAILABLE.**)

(G1302/21 NOTAMN

Q) OAKX/QSTXX/V/NBO/A/000/040/3642N06712E006

A) OAMS B) 210921100 C) 2112142359

E) **TOWER FREQ 127.375 AND 135.350** , BACK UP FREQ 126.125,
EMERGENCY FREQ ARE 121.5 AND 243.0, OPERATIONAL
TWR COVERAGE LATERAL 6 NM RADIUS ,VERTICAL 4000 FT.)

(G1301/21 NOTAMN

Q) OAKX/QSAAO/V/BO/A/000/999/3642N06712E006

A) OAMS B) 210921100 C) 2112142359

E) **ATIS SERVICE AVAILABLE.**)

(G1300/21 NOTAMN

Q) OAKX/QNDAO/V/BO/A/000/999/3642N06712E025

A) OAMS B) 210921100 C) 2112142359

E) **DVOR/DME ARE SERVICEABLE.**)



ICAO

UNITING AVIATION

OAKN

(G1309/21 NOTAMN

Q) OAKX/QLPAS/IV/BO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

E) **OAKN AIRPORT PAPI UNSERVICABLE)**

(G1308/21 NOTAMN

Q) OAKX/QFFCG/V/NBO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

E) FIRE FIGHTING CAT 4)

(G1307/21 NOTAMN

Q) OAKX/QSTAO/V/NBO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

E) **OAKN AIRPORT AIRSPACE IS CLASS G ,CONTROL TOWER
FREQ 119.500,UHF 360.200,GUARD FREQ 121.5 ,TWR
COVERAGE HORIZONTAL 10 NM RADIUS AND VERTICAL 9500
,ALL TWR EQUIPMENT SERVICEABLE .)**

(G1299/21 NOTAMN

Q) OAKX/QMRAO/V/NBO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

E) OAKN AIRPORT **RUNWAY 05/23 AVAILABLE.)**

(G1298/21 NOTAMN

Q) OAKX/QFAAO/V/NBO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

D) SR-SS

E) OAKN AIRPORT IS **CLASS G ONLY VFR FLIGHTS IS PERMITTED,
OPERATION HOURS FROM SUNRISE TO SUNSET.)**

(G1297/21 NOTAMN

Q) OAKX/QFMLT/V/NBO/A/000/999/ 3130N06550E005

A) OAKN B) 210921100 C) 2112142359

E) OAKN AIRPORT METROLOGY SERVICE **ONLY METAR AND
SPECI AVAILABLE.)**



ICAO

UNITING AVIATION

OAHR

(G1286/21 NOTAMN

Q) OAKX/QFALT/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) OAHR AIRPORT OPERATION HOURS 0430-1130 UTC.)

(G1285/21 NOTAMN

Q) OAKX/QFMLT/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) WEATHER SERVICE ONLY METAR OBSERVATION IS AVAILABLE ONLY DURING 0430-1130 UTC.)

(G1284/21 NOTAMN

Q) OAKX/QSPXX/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) APP FREQ 119.15 OPERATIONAL.)

(G1283/21 NOTAMN

Q) OAKX/QSTXX/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) TOWER FREQ 123.150 OPERATIONAL.)

(G1282/21 NOTAMN

Q) OAKX/QMNAL/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) ALL APRONS ARE OPERATIONAL.)

(G1281/21 NOTAMN

Q) OAKX/QMXAL/V/M/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) ALL TAXIWAYS ARE OPERATIONAL.)

(G1279/21 NOTAMN

Q) OAKX/QLXAS/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) TAXIWAY LIGHTING SERVICE ARE NOT AVAILABLE.)

(G1278/21 NOTAMN

Q) OAKX/QLRAS/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) RUNWAY LIGHTING SERVICES ARE NOT AVAILABLE.)

(G1277/21 NOTAMN

Q) OAKX/QMRAL/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) RUNWAY 36/18 IS OPERATIVE.)

(G1287/21 NOTAMR G1280/21

Q) OAKX/QXXXX/V/NBO/A/000/999/3412N06213E005

A) OAHR B) 2109140730 C) 2112052359

E) NAVIGATIONAL AIDS ARE NOT AVAILABLE EXCEPT DVOR AND DME, DVOR AND DME ARE SERVICEABLE..)



ICAO

UNITING AVIATION

Summary (ATC frequencies, etc.)

Advisory	Frequency
Afghanistan Advisory	125.2

Aerodrome	Tower		Approach	Radar	VOR	ILS	Other
Kabul (OAKB)	120.6 (Ground 125.4)	50NM radius 16000ft	132.5	For advisory purposes only	Not	Not	
Mazar-e-Sharif (OAMS)	127.375&135.35 (alt 126.125)	6NM radius 4000ft	126.125	-	Serviceable	Not	
Kandahar (OAKN)	119.5&360.2 (advisory only)	10NM radius 9500ft	-	-	Not	Not	PAPI unserviceable
Herat (OAHR)	123.150 (advisory only)	-	119.15	-	Serviceable	-	

Source: NOTAMs and pilots operating in Kabul airspace

- **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*

Pakistan NOTAM

(A0673/21 NOTAMR A0662/21

Q) OPXX/QARXX/I/N/AE/000/999/3121N06928E999

A) OPKR OPLR

B) 2108301235 C) 2109152359 EST

E) DURING THE UNAVAILABILITY OF ATS IN THE KABUL FIR ALL TRAFFIC ENTERING KARACHI AND LAHORE FIR FROM THE KABUL FIR SHALL CONTACT KARACHI, LAHORE OR ISLAMABAD ACC 15 MIN PRIOR TO ENTERING KARACHI OR LAHORE FIR AS FOLLOWS:

1. UL333 SERKA KARACHI ACC WEST 128.35MHZ SEC FREQ 121.65MHZ

2. P628 ASLUM LAHORE ACC WEST 124.1MHZ SEC FREQ 118.95MHZ

3. L750 BIROS LAHORE ACC WEST 124.1MHZ SEC FREQ 118.95MHZ

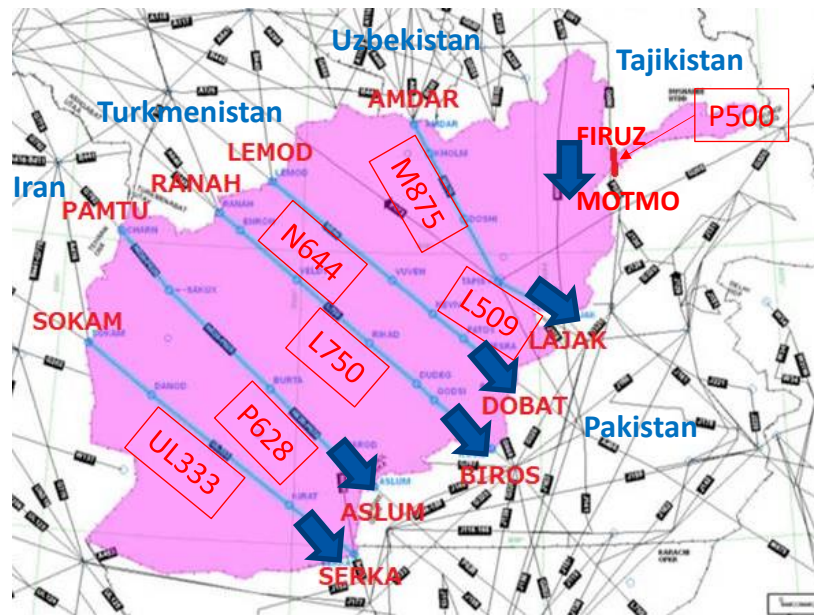
4. N644 DOBAT LAHORE ACC WEST 124.1MHZ SEC FREQ 118.95MHZ.

5 L509 LAJAK ISLAMABAD ACC 120.75MHZ SEC FREQ 125.75MHZ

6 P500 MOTMO ISLAMABAD ACC 120.75MHZ SEC FREQ 125.75MHZ

ANY FLIGHT INTENDS TO TRANSIT KABUL FIR FROM KARACHI OR LAHORE AT THEIR OWN RISK WILL BE PROVIDED ATS TILL TCPS MENTIONED ABOVE. FLIGHT ENTERING / EXITING PAKISTAN AIRSPACE VIA MOTMO WILL BE ACCEPTED AND/OR HANDED OVER BETWEEN DUSHANBE ACC AND ISLAMABAD ACC DIRECTLY.

F) GND G) UNL)





- **Status of Contingency Planning**
- **FIRST PRIORITY**
- **Consolidation of NOTAMs**
- **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.**





ICAO

UNITING AVIATION



ICAO

North American
Central American
and Caribbean
(NACC) Office
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