



| ICAO

UNITING AVIATION

Kabul FIR CCT 2021

CCT Video Teleconference #8
06 October 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
- Kabul TWR available
- Kabul APP and some other TWRs available for advisory only
- Contingency procedures not clear (ACAA is now working on it)
- See later discussion under Agenda Item 4.





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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	Unserviceable*	Unserviceable	Unserviceable (No NOTAM)	
Mazar-e-Sharif (OAMS)	127.375&135.35 (alt 126.125) (advisory only)	6NM radius 4000ft	126.125	-	Serviceable	Unserviceable	
Kandahar (OAKN)	125.5* 119.5&360.2 (advisory only)	10NM radius 9500ft	-	-	Unserviceable	Unserviceable	PAPI unserviceable
Herat (OAHR)	126.45* 123.350 (advisory only)	-	119.15	-	Serviceable	-	NDB unserviceable*

Source: NOTAMs and pilots operating in Kabul airspace * updated



- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- **NOTAM Office now functional**
- Several NOTAMs published
- Initially published 06 September
 - Pakistan issued on behalf of Afghanistan (due to AFTN malfunctioning)
 - NOTAMs 'G' series (in line with Afghanistan AIP)
 - Some inconsistent or missing information
- Alignment of NOTAM websites
 - Two Afghanistan websites and DINS
 - notam-acaa.com <https://www.afgais.com/> : has been updated



- **Agenda Item 1: Afghanistan SITREP update – ICAO Summary**
- Not many overflights, some on P500
- Domestic/International flights observed
 - ADS-B data received by ICAO
- **Some domestic flights at FL310 or above**
- FL300 for Military operation
- FL310 and above for overflight



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

[Afghanistan Update?](#)



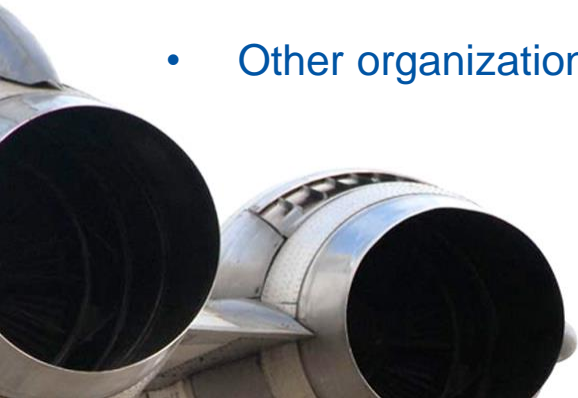


- **Agenda Item 2: Current and expected security situation**
- [Afghanistan perspective?](#)
- [IATA perspective?](#)



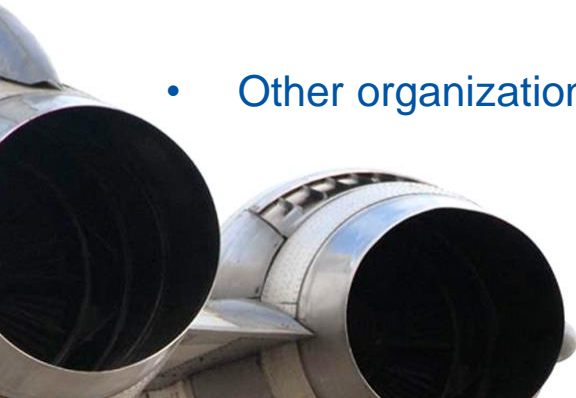


- **Agenda Item 3: Traffic Data and Observations – FLIGHTS ENTERING KABUL FIR**
 - **ICAO observations**
 - **State observations (coordination, entry points, flight levels, frequency transfers?)**
 - **Afghanistan Iran Pakistan Tajikistan Turkmenistan Uzbekistan**
 - **Other organizations?**





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





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





- notam-aaaa.com <http://notam-aaaa.com/> : has been mostly updated
- [afgais.com](https://www.afgais.com/) <https://www.afgais.com/>
- DINS <https://www.notams.faa.gov/dinsQueryWeb/>
- NOTAM Distribution with Pakistan support

[illegible]



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Check list

(G1344/21 NOTAMR G1340/21 /21

Q) OAKX/QK K K K K /K/K/K/000/999/

A) OAKX B) 2110051100 C) 2112312359EST

E) CHECKLIST YEAR=2021 1265 1266 1268 1269 1271 1273 1274 1276 1282 1284 1285 1286 1287 1295 1297 1298 1299 1300 1301 1302
1303 1304 1306 1308 1309 1311 1312 1314 1316 1319 1320 1321 1322 1323 1324 1325 1326 1327 1328 1329 1330 1331 1333 1334 1335
1337 1338 1339 1341 1342 1343.

LATEST PUBLICATIONS:

AIP EDITION 91 EFFECTIVE DATE 20 MAY 2021

AIP SUPPLEMENT 006/2021

AIP SUPPLEMENT 005/2021

AIP SUPPLEMENT 003/2021

AIP SUPPLEMENT 007/2021

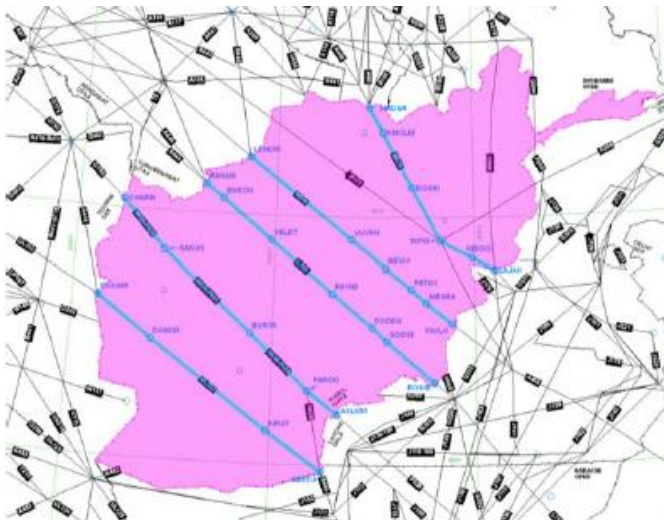
AIC 001/2021

AIC 001/2020

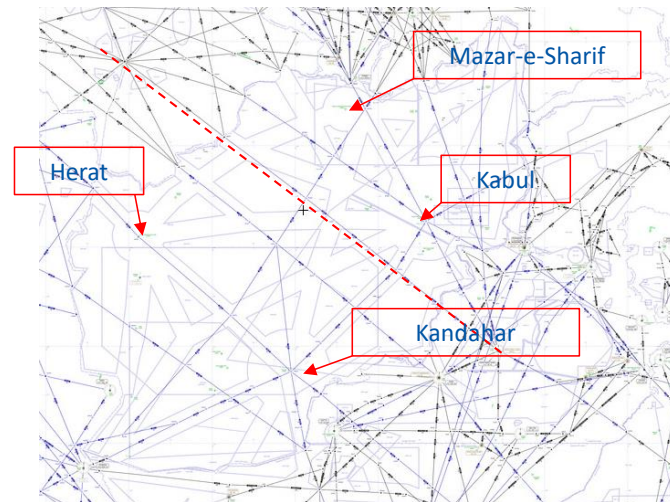
AIC 001/2017.)

Contingency Planning

- **Overflight**

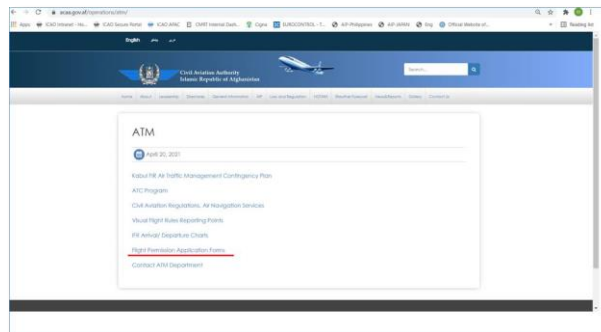


- **Flights landing in/departing Afghanistan or operating wholly within the FIR**

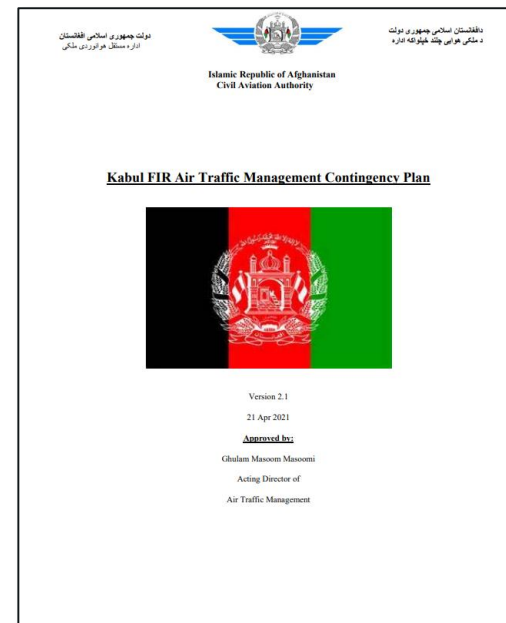


Contingency Plan

Kabul FIR Air Traffic Management Contingency Plan V2.1



<https://acaa.gov.af/operations/atm/>





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Contingency Plan (general)

(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.)

G1314/21 NOTAMR G1313/21

Q) OAKX/QAFCA/IV/NBO/E/000/999/

A) OAKX B) 2109221300 C) PERM

E) VFR ACFT WILL FLY IN ACCORDANCE WITH VFR PORTION OF THE TABLE OF CRUISING LEVELS IN APPENDIX 3 OF
ICAO ANNEX 2 (ALSO REFERRED TO AS SEMI-CIRCULAR CRUISING LEVELS/0-179 DEGREES ODD FLIGHT LEVELS, 180-
359 DEGREES EVEN FLIGHT LEVELS) (OVERFLIGHT CAN FLY FL310-FL510) (FL300 ONLY RESERVED FOR MILITARY
PURPOSE).



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Contingency Plan (general)

(G1328/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/290/290/

A) OAKX B) 2109290400 C)2112252359

E) NON-RVSM OPERATIONS AT FL290 ARE NOT PERMITTED.)

Limited information for overflights

No level restriction specified for
Domestic flights/Outbound flights

Overflight

Military

Not available

Inbound

FL310-FL510

FL300

FL290

FL280 or below



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Contingency Plan (pilots/aircraft operators responsibility)

(G1325/21 NOTAMN

Q) OAKX/QAFXX/V/NBO/E/000/999/

A) OAKX B) 21092900400 C)2112252359

E) PILOTS IN COMMAND AND/OR AIRCRAFT OPERATORS ARE SOLELY RESPONSIBLE FOR SAFETY AND SECURITY ASSESSMENT FOR ANY PLANNED OPERATIONS IN THE KABUL FIR.)

(G1326/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR SEPARATION FROM OTHER TRAFFIC. SSR TRANSPONDERS SHALL BE OPERATED AT ALL TIMES.

FLIGHTS ENTERING THE KABUL FIR SHALL CONTINUE TO SQUAWK THE LAST ASSIGNED SSR CODE. FLIGHTS DEPARTING AERODROMES WITHIN

THE KABUL FIR SHALL SQUAWK CODE A2000 UNTIL ASSIGNED A NEW CODE BY THE FIRST RELEVANT ATS UNIT.)



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Contingency Plan (pilots/aircraft operators responsibility)

(G1331/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 21092900400 C)2112252359

E) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR TERRAIN CLEARANCE.REF TO NOTAM G1312/21 NOTAM FOR MORE DETAILS.)

G1312/21 NOTAMN

Q) OAKX/QRPCA/IV/BO/W/000/999/

A) OAKX B) 2109220730 C) PERM

E) CAUTION: AFGHANISTAN IS MOUNTAINOUS TERRAIN WITH PEAK OVER 22000FT AMSL. PILOTS ARE ADVISED OF HIGH TERRAIN IN THE VICINITY OF AIR ROUTE. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: V338 (SAKUX-TAPIS): 16580FT PEAK 343800N 0673700E (NORTH EDGE OF AIRWAY) A453 (TAPIS-PAROD) : 14800FT PEAK 332600N 0675300E M920 (SUDIT-DOSHI): 16440FT PEAK 352100N 0684700E FOR MORE DETAIL REP TO AIR EDITION 91.



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Contingency Plan (before flight)

(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\(AT THE RATE OF\)](mailto:FLIGHTPERMISSIONS.ACAA@GMAIL.COM)
[GMAIL.COM](mailto:FLIGHTPERMISSIONS.ACAA@GMAIL.COM) MAILTO:[FLIGHTPERMISSIONS.ACAA\(AT THE RATE OF\)](mailto:FLIGHTPERMISSIONS.ACAA@GMAIL.COM)
FOR PROCESSING FLIGHT PLAN.)

Contingency Plan (before flight)

(G1316/21 NOTAMN


Q) OAKX/QOAXX/IV/NBO/E/000/999/

A) OAKX B) 2109230730 C) 2112162359

E) CONTACT ON BELOW NUMBERS FOR LATEST UPDATES 1:

+93730006669(NOTAM OFFICE ACTIVE NUMBER) 2: +93705769453

(KABUL FIC ACTIVE NUMBER).



The screenshot shows the CIA.gov website with the following content:

- Header:** CIA.gov, Search, and navigation links.
- Navigation Bar:** Home, About, Programs, Services, Contact Us, and a search bar.
- Main Content Area:**
 - ATM** (Air Traffic Management)
 - April 20, 2021**
 - Kidour PIR Air Traffic Management Configuration and Plan**
 - ATC Program**
 - Civil Aviation Regulations, Air Navigation Services**
 - Visual Flight Rules Operating Points**
 - Air Arrival Separation Charts**
 - Information Management Application Points** (highlighted with a red underline)
 - Global ATM Separators**

[illegible]

<https://acaa.gov.af/operations/atm/>



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Contingency Plan (TIBA)

(G1343/21 NOTAMR G1332/21

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C) 2112252359

E) 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.

FLIGHTS OPERATING IN THE KABUL FIR SHALL COMPLY WITH TIBA PROCEDURES DEFINED IN **ICAO ANNEX 11 ATTACHMENT C** AND DESCRIBED USING THE FOLLOWING FREQUENCIES.

ALL OVERFLIGHTS SHALL COMPLY WITH TIBA PROCEDURE FOR BROADCAST INTENTIONS ON **FREQ 125.2 MHZ** 10 MINS PRIOR ENTERING TO FIR.

ARRIVAL AND DEPARTURE OPERATIONS AS FOLLOWS:

I. KABUL OAKB - 120.6MHZ

II. MAZAR-E-SHARIF OAMS - 135.35MHZ

III. KANDAHAR OAKN - 125.5MHZ

IV. HERAT OAHR 126.45MHZ

IN ADDITION TO THE ABOVE MENTIONED TIBA BROADCASTS PILOTS SHALL BROADCAST THEIR INTENTIONS INCLUDING RUNWAY, DEPARTURE TRACK AND INTEND CRUISING LEVEL ON THE RELEVANT TIBA FREQUENCIES NOT LESS THEN 10 MINUTES BEFORE TAKEOFF.)



Contingency Plan (TIBA)

- Guard frequency, 121.5 and 243.0, only for emergency purposes
- Not any more as TIBA frequency
- Previously, TIBA frequency for lower flight level was available on NOTAM
 - OPERATIONS AT OR BELOW FL290 ON OR NORTH OF ATS ROUTE N644 – xxx.x MHZ
 - OPERATIONS AT OR BELOW FL290 SOUTH OF ATS ROUTE N644 – xxx.x MHZ
- The information has been deleted when NOTAM revised
- **125.2 MHZ for entire Kabul FIR?**



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Contingency Plan (departure/arrival)

(G1334/21 NOTAMN

Q) OAKX/QAFXX/V/NBO/AE/000/999/

A) OAKX B) 2109290400 C)2112252359

E) DEPARTURE FLIGHTS SHALL NOT TAKE OFF IF ANY INBOUND AIRCRAFT IS WITHIN 100 NM OF THE AERODROME AND ON DESCENT.)

(G1333/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/AE/000/999/

A) OAKX B) 2109290400 C)2112252359

E) FLIGHTS DESCENDING FOR LANDING AT ANY AERODROME SHALL NOT DESCEND BELOW THE 25NM MSA FOR THAT AERODROME AS PUBLISHED IN AIP AFGHANISTAN PLUS 2000 FT UNTIL PRECEDING ARRIVING TRAFFIC HAS LANDED OR DEPARTING TRAFFIC IS CONFIRMED TO BE ESTABLISHED ON DEPARTURE TRACK AND REMAINING WELL CLEAR. FLIGHTS DEPARTING ANY AERODROME SHALL NOT CLIMB ABOVE THE 25NM MSA FOR THAT AERODROME UNTIL ESTABLISHED ON DEPARTURE TRACK AND WELL CLEAR OF INBOUND TRAFFIC.)



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Contingency Plan (departure/arrival)

(G1330/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) ALL CLIMB AND DESCENT SHOULD BE CARRIED OUT WELL TO THE RIGHT OF TRACK EXCEPT FOR ARRIVING OR DEPARTING TRAFFIC WHILE OPERATING BELOW MSA ON PUBLISHED INSTRUMENT FLIGHT PROCEDURES.)

(G1327/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) NAVIGATION AND ANTI-COLLISION LIGHTS SHALL BE DISPLAYED AT ALL TIMES.)



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Contingency Plan (departure/arrival)

(G1326/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR SEPARATION FROM OTHER TRAFFIC. SSR TRANSPONDERS SHALL BE OPERATED AT ALL TIMES.

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THE KABUL FIR SHALL SQUAWK CODE A2000 UNTIL ASSIGNED A NEW CODE BY THE FIRST RELEVANT ATS UNIT.)



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Contingency Plan (departure/arrival)

(G1343/21 NOTAMR G1332/21

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C) 2112252359

E) 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.

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ALL OVERFLIGHTS SHALL COMPLY WITH TIBA PROCEDURE FOR BROADCAST INTENTIONS ON FREQ 125.2 MHZ 10 MINS PRIOR ENTERING TO FIR.

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IV. HERAT OAHR 126.45MHZ

IN ADDITION TO THE ABOVE MENTIONED TIBA BROADCASTS PILOTS SHALL BROADCAST THEIR INTENTIONS INCLUDING RUNWAY, DEPARTURE TRACK AND INTEND CRUISING LEVEL ON THE RELEVANT TIBA FREQUENCIES NOT LESS THEN 10 MINUTES BEFORE TAKEOFF.)



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Contingency Plan (departure/arrival)

(G1335/21 NOTAMN

Q) OAKX/QSCXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) FLIGHTS DEPARTING THE KABUL FIR SHALL CONTACT THE RELEVANT ACC IN THE NEXT FIR ENTERED NOT LESS THAN 15 MINUTES BEFORE THE FIR BOUNDARY POINT,

OR IN ACCORDANCE WITH ANY OTHER REQUIREMENT SPECIFIED BY THE RELEVANT AUTHORITY FOR THAT FIR.)



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Contingency Plan (overflight)

(G1329/21 NOTAMN

Q) OAKX/QAFX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) FLIGHTS SHALL NOT CHANGE THEIR CRUISING FLIGHT LEVEL OR CRUISING IAS/MACH NUMBER WITHIN THE KABUL FIR
EXCEPT IN CASE OF TRAFFIC AVOIDANCE OR EMERGENCY.)

(G1327/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) NAVIGATION AND ANTI-COLLISION LIGHTS SHALL BE DISPLAYED AT
ALL TIMES.)



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Contingency Plan (overflight)

(G1326/21 NOTAMN

Q) OAKX/QXXXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR SEPARATION FROM OTHER TRAFFIC. SSR TRANSPONDERS SHALL BE OPERATED AT ALL TIMES.

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THE KABUL FIR SHALL SQUAWK CODE A2000 UNTIL ASSIGNED A NEW CODE BY THE FIRST RELEVANT ATS UNIT.)



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Contingency Plan (overflight)

(G1343/21 NOTAMR G1332/21

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II. MAZAR-E-SHARIF OAMS - 135.35MHZ

III. KANDAHAR OAKN - 125.5MHZ

IV. HERAT OAHR 126.45MHZ

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Contingency Plan (overflight)

(G1335/21 NOTAMN

Q) OAKX/QSCXX/V/NBO/E/000/999/

A) OAKX B) 2109290400 C)2112252359

E) FLIGHTS DEPARTING THE KABUL FIR SHALL CONTACT THE RELEVANT ACC IN THE NEXT FIR ENTERED NOT LESS THAN 15 MINUTES BEFORE THE FIR BOUNDARY POINT,
OR IN ACCORDANCE WITH ANY OTHER REQUIREMENT SPECIFIED BY THE RELEVANT AUTHORITY FOR THAT FIR.)

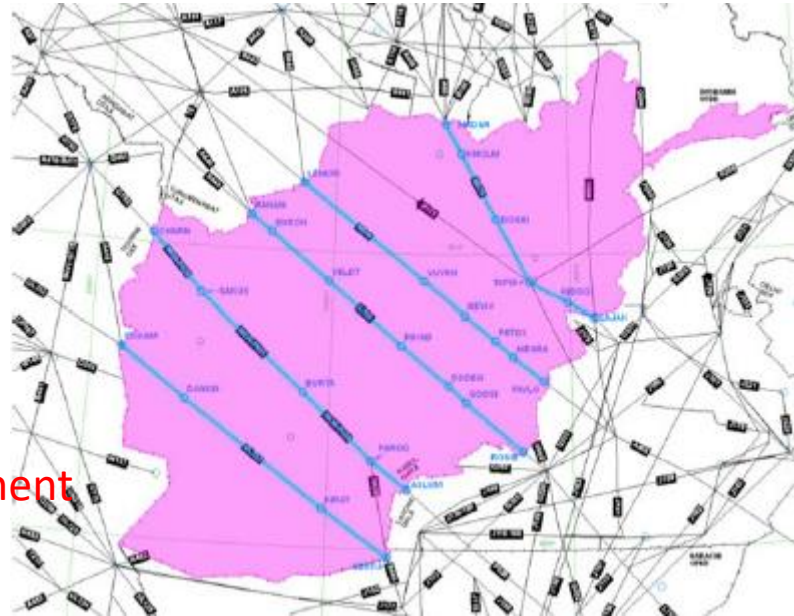
Contingency Plan (overflight)

What's missing?

- ATS routes not identified
- Recommended Nav. specification

What's next?

- Neighboring States agreement
- NOTAMs
- Advance notification of BOBCAT requirement





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Contingency Plan (15 min 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.)

Neighboring FIR agreements needed

(Iran, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan)



- **Agenda Item 5: Next CCT Meeting**
 - **Recurring weekly meeting each Wednesday @ 0830 UTC**
 - **Additional meetings as necessitated by events**





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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