

KABUL FIR Contingency Coordination Team (CCT)

Bulletin 2021/001

This email constitutes notification of the formation of the KABUL (Afghanistan) FIR Contingency Coordination Team (CCT).

The notification is distributed to the CCT Points of Contact of:

- Afghanistan
- States administering FIRs adjacent to the Kabul FIR;
- States administering FIRs that may be affected by traffic avoiding the Kabul FIR;
- Relevant International Organizations and Air Traffic Flow Management Service Providers; as follows:

Afghanistan, Armenia, Azerbaijan, Bahrain, China, India, Iran, Kuwait, Kyrgyz Republic, Oman; Qatar, Saudi Arabia, Tajikistan, Thailand (BOBCAT ATFM), Turkey, UAE, CANSO, EUROCONTROL (NMOC), IATA, ICAO (Asia/Pacific, EUR/NAT and MID Regional Offices, and Headquarters).

The CCT may be expanded in due course, when the situation becomes more clear.

Please note that the CCT points of contact are extracted from the ICAO Asia/Pacific Consolidated ATM Points of Contact List. In the event that you are not the correct point of contact for your State or organization, or if you are aware of other appropriate points of contact for additional distribution, you are requested to:

1. Forward this bulletin and any subsequent bulletins you receive to the appropriate CCT point of contact; and
2. Provide the corrected or additional point of contact details to the ICAO Asia/Pacific Regional Office (apac@icao.int; cc to ssummer@icao.int and htakata@icao.int).

SITREP at 16 August 2021, 0230 UTC

1. Media reports indicate that there is major political/government instability in Afghanistan, and potentially significant security challenges that airlines, IATA and ICAO consider may disrupt flight operations and/or the provision of Air Traffic Services (ATS) and Aeronautical Information Services (AIS) in the Kabul FIR.
2. ICAO does not yet have any information on the ongoing availability or otherwise of ATS and AIS.
3. However, at 0030 UTC ICAO was informed that Kabul ACC and TWR were currently operational.
4. No ATM contingency-related NOTAMs appear to have been issued by Afghanistan. NOTAMS for the Kabul (OAKX) FIR are normally made available on the following Afghanistan CAA web-pages:

<https://www.afgais.com> or <https://www.notam-aca.com>.

5. ICAO has been informed that several airlines are bypassing, or planning to bypass the Kabul FIR. However, others have been observed transiting the FIR within the last six hours.

6. The ICAO Asia/Pacific Regional Office is attempting to establish contact with Afghanistan CAA. Further information will be provided as it becomes available.

Afghanistan Civil Aviation Authority: Unless contact is already established before receipt of this bulletin, you are requested to contact ICAO APAC Office: apac@icao.int; ssummer@icao.int (tel/sms. +66 837557504).

7. Find attached for your information the following contingency plans for the Kabul FIR:
- Kabul FIR Air Traffic Management Contingency Plan (developed by ACAA and also available on the following ACAA web-page: <https://acaa.gov.af/wp-content/uploads/2021/04/Afghanistan-ATM-Contingency-Plan-V2.1-APR-2021.pdf>), and
 - Inter-Regional Afghanistan Contingency Arrangements, developed by the Ad Hoc Afghanistan Contingency Group (2014 – 2015), and most recently updated on 31 March 2021.

These contingency plans should form the basis of any preparatory traffic planning by affected FIRs.

8. ICAO has not yet received any notification from Afghanistan or neighbouring States of the activation or pending activation of any contingency plan.

Request for Additional Information

China, Iran, Pakistan, Tajikistan, Turkmenistan and Uzbekistan are requested provide the following information, if available, to ICAO by return email to ssummer@icao.int, cc to htakata@icao.int, as soon as possible:

1. Has Afghanistan directly advised your State/ANSP of their contingency status?
2. Has Afghanistan provided any NOTAM related to contingency status?
3. Does your State/ANSP have a formal ATM contingency arrangement/agreement with Afghanistan?
4. Does your ATC Centre currently have voice or other communications with Kabul ACC?
5. Are flights entering the Kabul FIR from your FIR being fully coordinated with Kabul ACC?
6. Are flights entering your FIR from the Kabul FIR being fully coordinated by Kabul ACC?
7. Are flights entering the Kabul FIR from your FIR establishing contact with Kabul ACC?

Please provide any additional comment you consider relevant.

Further CCT Action

Further CCT action will be undertaken in due course including, where necessary, coordination video teleconferences (MS Teams). Stakeholders are requested to be available at short notice.

Please note that persons not included in video teleconference invitations distributed by the ICAO Regional Office will not be admitted.



**Islamic Republic of Afghanistan
Civil Aviation Authority**

Kabul FIR Air Traffic Management Contingency Plan



Version 2.1

21 Apr 2021

Approved by:

Ghulam Masoom Masoomi

Acting Director of

Air Traffic Management



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SIGNATORIES

ALL CONCERNED PARTIES SHALL UNDERSTAND AND COMPLY WITH THE PROVISIONS
OF THIS CONTINGENCY PLAN.



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FOREWORD

1.1 This Contingency Plan forms part of the overall national contingency planning for Kabul FIR, in accordance with the provisions of Annex 11 to the Convention on Civil Aviation, ICAO Doc 9462 ATS Planning Manual and Doc 9673 Asia and Pacific Regions Air Navigation Plan, and the Asia/Pacific Region ATM Contingency Plan. The Interim Plan and any activation of the Plan is authorized by the ACAA.

1.2 The Plan provides for the safe continuation of international air traffic through the Kabul FIR and contains guidance pertaining to procedures to be followed in case of the inability of the Afghanistan Civil Aviation Authority (ACAA) to provide Air Traffic Services (ATS) within the Kabul FIR.

1.3 The Plan has been developed in cooperation and collaboration with airspace users, military authorities and civil aviation authorities responsible for adjacent FIRs.

1.4 The intent of the Afghanistan Air Traffic Management Contingency Plan is to provide a description of the arrangements to manage Air Traffic, should there be a disruption to the ability of ACAA to provide ATS within the Kabul FIR, before the transition to civilian control of Air Navigation Services (ANS) and all associated long term ANS arrangements are in place.

1.5 The document describes the processes and procedures to be used in both the lower (FL290 and below) and upper airspace (above FL290) structures.

1.6 This Plan is primarily for the information of operators and pilots planning and conducting operations in Afghanistan Flight Information Region. Under any Air Traffic Control (ATC) contingency the ACAA and/or their Air Navigation Service Provider (ANSP) shall issue a NOTAM to define and classify the Afghanistan airspace as defined in ICAO Annex 11. The plan will be activated by NOTAM as far in advance as is practicable. In the event that such prior notification is impracticable the Plan will be activated by the designated authority using the most expeditious alternative means available.



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RECORD OF AMENDMENTS

Amendment Number	Effective Date	Date Entered	Entered By	Paragraph / Reference
1.0	15-Dec-2018	15-Nov-2018	ACAA	4,6/4,7/4,8
1.1	15-Dec-2018	15-Nov-2018	ACAA	5,2
1.2	15-Dec-2018	15-Nov-2018	ACAA	Appendix A, Page 1.
2.1	21-May-2021	21-Apr-2021	ACAA	Appendix A, ACAA Logos



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KABUL FIR ATM CONTINGENCY PLAN

OBJECTIVE

1.1 The Air Traffic Management (ATM) Contingency Plan for the Kabul FIR details arrangements to ensure the continued safety of air navigation in the event of disruption of air traffic services in the Kabul FIR in accordance with ICAO Annex 11 — *Air Traffic Services*. The Contingency Plan provides the ATS procedures and contingency route structure using published ATS routes where practicable that will allow aircraft operators to transit the Kabul FIR during periods of limited or no ATS.

ATS UNITS, CENTRES, STATES AND FIRS AFFECTED

2.1 In the event that the Afghanistan Civil Aviation Authority (ACAA) activates this Contingency Plan, the civil aviation authorities of the Karachi, Lahore, Islamabad, Dushanbe, Samarkand, Turkmenabad and Tehran FIRs will be notified in accordance with the Letter of Agreement. The adjacent Flight Information Regions (FIRs) directly affected by this Contingency Plan are as follows:

- a) Pakistan
Karachi FIR (Karachi ACC)
Lahore FIR (Lahore ACC)
Islamabad FIR (Islamabad ACC)
- b) Iran
Tehran FIR (Tehran ACC)
- c) Tajikistan
Dushanbe FIR (Dushanbe ACC)
- d) Uzbekistan
Samarkand FIR (Samarkand ACC)
- e) Turkmenistan
Turkmenabad FIR (Turkmenabad ACC)

2.2 The contact details of the civil aviation authorities, organizations and ATS units are contained in **Appendix A**. These details should be regularly reviewed and relevant information provided to the ACAA as soon as practicable.

MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international and domestic flights to proceed in a safe and orderly fashion through the Kabul FIR.



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Central Coordinating Committee

3.2 As soon as practicable in advance of, or after a contingency event has occurred, the ACAA shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

- a) Director General of Civil Aviation.
- b) GM of Air Navigation Service Provider.
- c) Director of ATM.
- d) Afghan National Army Senior Representative.
- e) Air Space User representative/s.
- f) Director of Airports.
- g) Senior Representative of Afghan Meteorological Department.
- h) Kabul ACC Manager.
- i) NATO Representative; and other relevant authorities/agencies which are felt necessary at the time of contingency.

3.3 The CCC shall oversee the conduct of the Contingency Plan and the restoration of ATS. The terms of reference for the CCC will be determined by the ACAA.

ROUTE AND FLIGHT LEVEL STRUCTURE

4.1 In the event of disruption of the ATC services provided by Kabul ACC, and Kabul Flight Information Region becomes uncontrolled, contingency routes will be specified to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a flight level allocation scheme (FLAS) introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.

4.2 The contingency route structure is detailed in **Figure 1** and **Figure 2**. Additional contingency routes may be developed by the CCC and promulgated by NOTAM as and when circumstances require, such as in the case of volcanic ash cloud, radioactive cloud or severe weather event.

4.3 It is expected that civil air traffic from adjacent countries from the same entry points will be separated upon entering Kabul FIR per existing agreements. The Combined Air Operations Center aircraft is to ensure all military aircraft published on the air tasking order (ATO) entering Kabul FIR via DAVER a minimum of 15 minutes separation. **Note:** Military contracted commercial aircraft are not on the ATO and will be provided separation from adjacent countries.

4.4 Departing aircraft's horizontal (timing/miles) and/or vertical separation, according to the aircraft's route of flight based, will be managed by terminal air traffic facility.

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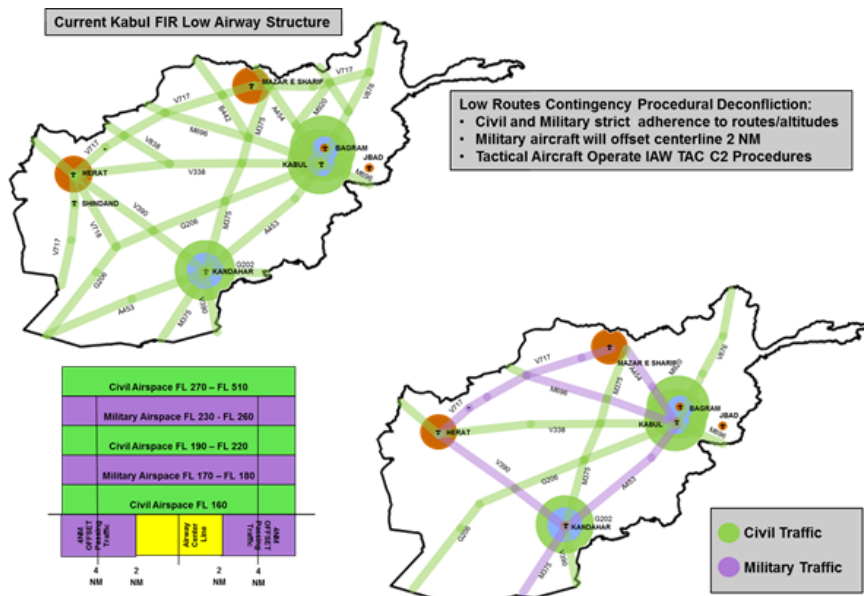


Figure 1: Lower Airspace Structure: FL160 up to and including FL290.

4.5 The objective of this lower airspace arrangement is to de-conflict military and civil aviation operations.

4.6 Kabul, and Bagram have radar approach control will provide radar surveillance services in their designated airspace. Mazar-e-Sharif and Herat currently provide nonradar approach control services. Refer to the Afghan Aeronautical Information Publication for details. Civil Flights: While outside **terminal-controlled** airspace, civilian flights shall operate at their last assigned altitude in accordance with the following allocation scheme: FL160; FL190 – FL220; FL270 – FL290 along ATS routes in the **low-level** airspace structure and make traffic information by aircraft (TIBA) position reports in accordance with ICAO procedures and format on frequency 125.2MHz. The following airways are available bi-directionally:

- PAMTU V390 SAKUX
- SAKUX V338 TAPIS
- GADER A453 TAPIS
- GADER G206 TAPIS
- LAJAK M696 TAPIS
- TAPIS M696 LEMOD
- TAPIS V876 ALKIB V848 PINAX
- PAROD M375 BOTAN
- SERKA V390 PAROD
- AMDAR A454 TAPIS
- SAKUX V717 NIPIR



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1) SAKUX V390 PAROD

4.7 Military Flights: While outside military-controlled airspace, military flights shall operate at their last assigned altitude in accordance with the following allocation scheme FL170-FL180; FL230 - FL260 and offset 5 NM to the right along ATS routes and make TIBA position reports in accordance with ICAO procedures and format on frequency 125.2MHz. The following airways are available bi-directionally:

- a) SAKUX V717 XARDO
- b) SAKUX V390 PAROD
- c) PAROD A453 TAPIS
- d) KHOLM A454 TAPIS
- e) DAVER M375 PAROD

Upper Airspace FL300 – FL510



Figure 2: Upper Airspace Structure (in blue)

Note 1: All other ATS routes will be closed, except P500 which is delegated to Tajikistan to manage under normal operations.

Note 2: As required, a NOTAM may be issued reserving FL300 for military operations.

Note 3: All available tracks are laterally separated by a minimum of 50 NM to avoid altitude coordination or Flight Level Allocation requirements. Altitudes are assigned based on proper altitude for direction of flight (even Flight Levels for Westbound flights, odd Flight Levels for Eastbound flights.)

دولت جمهوری اسلامی افغانستان
اداره مستقل هوانوردی ملکی



د افغانستان اسلامي جمهوري دولت
د ملګري هوايي چلند خپلواکه اداره

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4.8 Aircraft will be required to operate on one of the following laterally de-conflicted routes:

- a) FIRUZ P500 MOTMO (12NM ATS route portion delegated to Dushanbe ACC).
- b) SOKAM UL333 SERKA.
- c) **PAMTU** P628 ASLUM.
- d) RANAH L750 **BIROS**.
- e) LEMOD N644 **DOBAT**.
- f) AMDAR M875 TAPIS L509 LAJAK.

4.9 It is noted that international operators may elect to avoid the Kabul FIR. However, it is intended that the contingency routes within Kabul FIR will remain available for international traffic.

AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

NOTAM

5.1 In the event that ATC cannot be provided within the Kabul FIR, a NOTAM shall be issued indicating the following:

- a) Time and date of the contingency measures commencement.
- b) Airspace available for landing and over flying traffic and airspace to be avoided.
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g. ACC, APPROACH, TOWER and FIS), including an expected date of restoration of services if available.
- d) Information on the provisions made for alternative services.
- e) ATS contingency routes.
- f) Any special procedures and actions to be followed by pilots.
- g) Any other details useful for flight safety.

5.2 NOTAM template:

AXXXX/XX NOTAMN

Q) OAKX / QARAU / IV / O / EW / 000 / 999 / 999

A) UKFV B) YYMMDDTTt C) YYMMDDTTt

E) KACC CONTINGENCY PLAN WIE. ACFT OPR WI KABUL FIR WILL USE THE FLW PROC.

1. ACFT OPR BLW FL300:

1.1. FLT PLANNING

1.1.1. CIVIL ACFT PLAN TO OPR IAW AT THE FLW ALT:

FL 160; FL 190 - FL 220, FL270 - FL290 ONLY ON THE FLW BI-DIRECTIONAL RTE:

PAMTU V390 SAKUX



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SAKUX V338 TAPIS
GADER G206 TAPIS
LAJAK M696 TAPIS
TAPIS M696 LEMOD
TAPIS V876 ALKIB V848 PINAX
PAROD M375 BOTAN
SERKA V390 PAROD
AMDAR A454 TAPIS
SAKUX V717 NIPIR
SAKUX V390 PAROD

1.1.2. CIVIL ACFT WILL COMPLY WITH THE FLW RTE/FIX XNG
RESTRICTIONS

M375 NB X RIKAD AND VUVEN AT FL190 OR FL270
G206 NEB X RIKAD AT FL210 OR FL290
V338 EB X VUVEN AT FL210 OR FL290
M696 SEB AVBL
M375 SB X VUVEN AND RIKAD AT FL200
G206 SWB X RIKAD AT FL220 OR FL280
V338 WB X VUVEN AT FL220 OR FL280
M696 NWB ONLY AT FL220 OR FL280

1.2. MIL ACFT PLAN TO OPR AT THE FLW ALT:

FL 170 – FL 180, FL 230 – FL 260 AND ONLY ON THE FLW BI-DIRECTIONAL RTES:

SAKUX V717 XARDO
SAKUX V390 PAROD
PAROD A453 TAPIS
TAPIS A454 KHOLM
DAVER M375 PAROD

MIL ACFT WILL OFFSET RTE CL TO THE RIGHT BY 5 NM

1.3. FL300 AND ABV CIVIL ACFT PLAN ON THE FLW RTES:

FIRUZ P500 MOTMO
SOKAM UL333 SERKA
PAMTU P628 ASLUM
RANAH L750 BIROS
LEMOD N644 DOBAT
AMDAR M875 TAPIS L509 LAJAK

1.4. ALL THE OTHER RTE AND RTE SEGMENTS IN OAKX FIR NOT AVBL.

1.5. CONTROLLED AIRFIELDS WILL PROVIDE 15 MIN BETWEEN ACFT ON
THE SAME RTE OF FLT.

1.6. ACFT CAN EXPECT 15 MIN IN TRAIL WHEN XNG/ENTERING/EXITING
KABUL FIR BDRY.

1.7. EB ACFT SHALL OBTAIN OAKX BDRY XNG REQUIRED TIME FM



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EUROCONTROL NETWORK MANAGER AT AFTN ADS EUCHZMFP.

1.8. WB ACFT SHALL OBTAIN OAKX BDRY XNG REQUIRED TIME FM BANGKOK ATFMU AT AFTN ADS VTBBZDZX.

1.9. FAILURE TO COMPLY WITH ASSIGNED OAKX BDRY XNG TIME MAY RESULT IN TACTICAL RTE CLR BY ATC TO AVOID OAKX FIR.

2. FLT OPS: ACFT SHALL:

2.1. COMPLY WITH ASSIGNED OAKX BDRY XNG TIME.

2.2. MNTN ASSIGNED RTE, FL AND MACH NR.

2.3. COMPLY WITH TIBA PROC BY BCST INTENTIONS ON 125.2MHZ 10 MIN BFR ENTERING OAKX AND REP ALL REP POINTS. ICAO ANNEX 11 ATT B-1 REFERS.

5.3 In the event that ACAA International NOTAM Office is unable to issue the NOTAM, neighbouring AIS authorities will be requested to take action to issue the NOTAM.

ATS Responsibilities

5.4 General ATS responsibilities are as follows:

- a) During the period the contingency procedures are in effect, flight plan and other aircraft movement messages must continue to be transmitted by operators to the Kabul ACC via the AFTN using normal procedures.
- b) On notification by ACAA, the ATS authorities of neighbouring FIRs will be expected to activate the contingency procedures in accordance with their respective operational Letter of Agreement (LOA) or other contingency arrangement.
- c) Coordination of aircraft boundary estimates and flight levels by the adjacent ATC authority responsible for aircraft entering the Kabul FIR shall be in accordance with the respective operational LOA or other contingency arrangement.
- d) The ACC responsible for aircraft entering the Kabul FIR will not authorize any change in route, flight level or speed unless specifically authorized under the operational LOA or contingency arrangement.
- e) The ACC responsible prior for aircraft entering the Kabul FIR will inform aircraft that they must establish contact with the first ATS unit after transiting the Kabul FIR not less than 10 minutes before the estimated time of entry to the next FIR.
- f) Aircraft may also choose to avoid the Kabul FIR, by flight planning via published ATS routes, or via alternative contingency ATS routes promulgated by NOTAM in accordance with the Inter-regional Afghanistan ATM Contingency Arrangements and issued by the controlling authorities of the adjacent FIRs.

Airspace Classifications

5.5 Depending on the degree of disruption, airspace classifications may be changed to reflect the reduced level of services. Changes to airspace classification will be notified by NOTAM. If no ATC service is possible, then the classification will either be class G (uncontrolled) or class F (advisory) in



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accordance with the provisions of Annex 11. If arrangements are in place for the delegation of airspace or for the remote provision of services the airspace classification will remain unchanged.

Air Traffic Flow Management

5.6 Thailand's Bay of Bengal. Cooperative Air Traffic Flow Management System (BOBCAT – for westbound flights) and EUROCONTROL's Network Manager Operations Centre (NMOC – for eastbound flights) will be expected to meter traffic H24 to provide minimum in-trail intervals of 15 minutes between flights per flight level per ATS route in the event of complete disruption of ATC within the Kabul FIR.

Transfer of control and coordination

5.7 Upstream ACCs, aircraft operators and flight crews are made aware of the BOBCAT/NMOC Required Time of Arrival at the metering point and ensure that the times and levels are respected. The upstream ACC adjacent to Kabul FIR will provide an ATC coordination estimate to the downstream (receiving) ACC to include Aircraft identification, type, Mach, origin, route, destination, estimated time at a boundary waypoint and flight level. This coordination will be carried out via dedicated recorded voice line or other agreed recorded methods.

5.8 The upstream ACC will instruct the aircraft to contact the receiving ACC via VHF voice radio at a point coordinated between the concerned ACCs, corresponding to the point at which the aircraft enters VHF radio coverage.

5.9 The transfer of control and communication should be at the common FIR boundary between ATS units unless there is mutual agreement between adjacent ATS units and authorization given to use alternative transfer of control points. These will be specified in the respective LOAs.

5.10 The ATC Procedure for the ACC delivering traffic is as follows:

- a) Assigns airspeed or Mach number to aircraft based on aircraft performance as to maintain required longitudinal separation and appropriate flight level.
- b) Ensures that the aircraft has been cleared on the airway(s) as planned by the ATFM function.
- c) Ensures minimum longitudinal spacing of 15 minutes between aircraft on the same track at the same FL.
- d) Informs the receiving ACC of inbound traffic and provides an inbound boundary waypoint estimate.
- e) Instructs the aircraft to contact the receiving ACC.

Priority

5.11 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc.), shall be afforded priority for levels at FL300 and above. Domestic and regional operators departing and arriving within Kabul FIR shall be at FL290 or below IAW paragraph 4.4 Table 1 and prescribed FL's dictated in paragraph 5.2. NOTAM.



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5.12 The contingency route structure provides for lateral separation/spacing of 50NM. Military operations at FL300 will be limited to active missions during a contingency operation and coordination with affected military units will be conducted through the ACAA. If required a NOTAM for the military's exclusive use of FL 300 will be issued.

Exclusions

5.13 The following Flights shall not operate within the Kabul FIR during Contingency Operations. Exceptions are authorised for State Aircraft, Med-evac Flights, and other essential flights as authorised by the ACAA.

- a) VFR aircraft.
- b) Non-scheduled aircraft (Civil or Military).
- c) Aircraft categorized as "Heavy" will not operate VFR on any airway. Heavy aircraft shall operate under IFR procedures.



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PILOT AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements detailed in the Afghanistan AIP continue to apply during contingency operations, except where modified by the ATS route and requested flight levels detailed in this plan. Aircraft Performance-based Navigation status is RNAV 10 or better.

Pilot operating procedures

6.2 Aircraft shall operate on IFR clearances to maintain their last assigned Flight Level at FL300 and above, at an altitude appropriate for the direction of flight, on an ATC-assigned Mach Number and enter the Kabul at 15-minute intervals or greater to ensure that there is no erosion below the required 7-minute longitudinal separation.

6.3 Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply within the Kabul FIR in the event that no ATC services are provided. The aircraft will monitor 121.5MHz and air to air frequency 123.45MHz. The aircraft will broadcast the following message in the English Language on Frequency 123.45:

*“ALL STATIONS
THIS IS [CALLSIGN] IN THE KABUL FIR
FL ...
[WESTBOUND / EASTBOUND] ON [AIRWAY]
ESTIMATING [WAYPOINT] AT [UTC TIME] [CALLSIGN]”
FL ...
IN THE KABUL FIR”*

At the following times:

- a) 10 minutes prior to entering the Kabul FIR.
- b) 10 minutes prior to crossing a waypoint within the Kabul FIR.
- c) At not less than 20-minute intervals.
- d) 5 minutes, where possible, before a change in flight level.
- e) At the time of a change in flight level.
- f) At any other time considered necessary by the pilot.

6.4 Pilots will continue to make or broadcast routine position reports in line with normal ATC reporting procedures.

6.5 Pilots of aircraft operating in the Kabul FIR during contingency operations shall comply with the following procedures:



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In-Flight Emergencies

6.6 In case of a **non-critical** in-flight emergency, the aircraft should proceed as cleared until leaving the Kabul FIR.

6.7 In case of a **critical** in-flight emergency (de-pressurization, etc.) where the aircraft is unable to comply with its IFR clearance, the aircraft should follow ICAO emergency descent procedures, broadcast status and intentions on 121.5 MHz and proceed at the discretion of the pilot in command until clear of the Kabul FIR and in contact with the ACC responsible for the airspace.

6.8 In case of a **medical** emergency the aircraft should proceed as cleared until leaving the Kabul FIR.

LIST OF APPENDICES

Appendix A – Contact Details



Islamic Republic of Afghanistan
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Appendix A – List of Contacts

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
AFGHANISTAN						
Mr. Ghulam Masoom Masoomi, Acting Director of ATM, ACAA	+93 202 312821		+93 786 308 480		Masoomi_ATC@acaa.gov.af	
Mohammad Jawad Wahabzada ACAA Representative to ICAO	(514)954-8219 Ext :6369			+1(514)9545704	Jwahabzada@icoa.int	
Mr. Amanzeb Ansari Deputy G Director for operations, ACAA			+93 787575755		Amanzeb.ansari@gmail.com	
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UZBEKISTAN						



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TAJIKISTAN						
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THAILAND						
Mr. Piyawut Tantimekabut, Engineering Manager, Network Operations ATM Centre	+66 (2) 287 8616			+66 (2) 287 8375	piyawut@gmail.com piyawut@aerorhai.co.th	
TURKEY						



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NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER CONTACT DETAILS
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TURKMENISTAN						
Mr. Batyr Chikayev, Chief of Ashgabat ACC, "Turkmenhowayollary", State civil aviation department	+ 99312233880			+ 99312230199	batyr.chikaev@mail.ru	
EUROCONTROL						
Mr. Tihomir Todorov	+32 2 729 31 34				Tihomir.TODOROV@eurocontrol.int	
IATA						
Mr. Dave Rollo	+65 64992251		+65 91771093		rollod@iata.org	
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INTERNATIONAL CIVIL AVIATION ORGANIZATION



INTER-REGIONAL

AFGHANISTAN ATM CONTINGENCY ARRANGEMENTS

**Version 1.0
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The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

**INTER-REGIONAL AFGHANISTAN AIR TRAFFIC MANAGEMENT CONTINGENCY
ARRANGEMENTS**

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FOREWORD

This Document is for guidance only. Regulatory material relating to the aircraft operations is contained in relevant ICAO Annexes, PANS/ATM (Doc.4444), Regional Supplementary Procedures (Doc.7030), States AIPs and current NOTAMs, which should be read in conjunction with the material contained in this Document.

Guidelines for contingency measures for application in the event of disruptions of air traffic services and related supporting services were first approved by the Council on 27 June 1984 in response to Assembly Resolution A23-12, following a study by the Air Navigation Commission and consultation with States and international organizations concerned, as required by the Resolution. The guidelines were subsequently amended and amplified in the light of experience gained with the application of contingency measures in various parts of the world and in differing circumstances.

The purpose of the guidelines contained in this document is to assist in providing for the safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and in preserving the availability of major ATS routes within the Kabul Flight Information Region (FIR).

The main objective of the Inter-Regional Afghanistan ATM Contingency Arrangements is to provide a description of the inter-regional contingency measures in place to deal with a range of contingency situations.

This Contingency Arrangements have been developed by the Ad Hoc Afghanistan Contingency Group (AHACG) in accordance with instructions from the Secretary General of the International Civil Aviation Organization (ICAO) and the decision taken by the Asia Pacific Planning and Implementation Group (APANPIRG).

RECORD OF AMENDMENTS

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INTRODUCTION

The Air Navigation Services (ANS) within the Kabul Flight Information Region (FIR) were provided under the framework of the North Atlantic Treaty Organization (NATO) and United States. This structure was expected to end during the 3rd Quarter of 2015. It is currently unclear, if Afghanistan Civil Aviation Authority (ACAA) would be able to provide ANS with their own resources or contract a new body that would provide these ANS functions on their behalf.

The termination of provision of the affected Air Navigation Services should be announced by Notice to Airmen (NOTAM) 28 days before the end date of the cessation of services. If this airspace contract is not extended, all air traffic control services (Kabul Area Control Center comprising the low and high airspace structure, as well as Kabul Approach Control) and also de-confliction services between civil and military operation will terminate on that end date.

The effective transition from military to civilian control of the ANS within the Kabul FIR is critically important to support the major traffic flows between Europe and Asia through the Kabul FIR and the adjacent airspace. This situation has become even more critical due to a variety of airspace constraints and operation limitations/restrictions in the neighbouring FIRs.

Consequently, the High-Level Meeting on Afghanistan Airspace Contingency Planning in Hong Kong, China 28 November 2014 decided that the contingency aspects for the continued safe and efficient operation of aircraft between Europe and the Asia/Pacific Region should be urgently discussed between all stakeholders (States and International Organisations) and that an Inter-Regional Afghanistan ATM Contingency Arrangements should be urgently developed.

Afghanistan shall develop and promulgate a State Contingency Plan (according to ICAO Annex 11) for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such a contingency plan shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace, the airspace users concerned and the International Organizations. The contingency plan should include contingency arrangements to be implemented in the event of natural disasters, military conflicts or public health emergencies.

To this extent, the Inter-regional Afghanistan ATM Contingency Arrangements do not replace the State Contingency Plan and eventually do not relieve Afghanistan from its responsibility of developing/updating a State Contingency Plan.

The alternative routes are based mainly on the existing route network. Concerned States, in consultation with airspace users, might establish temporary routes to be able to accommodate extra traffic in a safe manner.

The ICAO Asia Pacific Regional Office will be the owner of this Document and will coordinate with ICAO HQ and Cairo and Paris Regional Offices any amendment to the Contingency Arrangements.

Each ICAO Regional Office will distribute the Contingency Arrangements to all relevant States, IATA, and other International Organizations within their regions.

This Document is available to users through the ICAO Asia/Pacific (APAC) website (<http://www.icao.int/APAC/Pages/edocs.aspx>).

In order to maintain the effectiveness of the Contingency Arrangements, Stakeholders are encouraged to provide the ICAO APAC Regional Office with their comments/suggestions and updates.

Inter-regional Afghanistan ATM Contingency Focal Points

The list of the Inter-regional Afghanistan ATM Contingency Focal Points is at **Table 1**. This list should be reviewed and updated, as appropriate.

Table 1: INTER-REGIONAL AFGHANISTAN ATM Contingency Focal Points

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Coordination Procedures

Implementation of the contingency measures

A Contingency Coordination Team (CCT) will be established from the following members:

- The focal points listed in Table 1; and
- Other States, Organizations, Agencies etc., when deemed necessary, as temporary members.

The main tasks of the CCT are as follows:

- monitor continuously information from all relevant sources;
- initiate action for the activation/deactivation of the Contingency Arrangements;
- arrange for the provision of relevant aeronautical information to the ICAO Regional Offices and Headquarters;
- liaise with international/regional organizations as appropriate;
- exchange up-to-date information with States directly concerned and States which are potential participants in contingency arrangements.

The notification/coordination process at **Table 2** should be used to facilitate the implementation of contingency arrangements.

In the event of adoption of contingency procedures States/Air Navigation Service Providers (ANSPs) will notify all affected agencies and operators appropriately.

Table 2: Notification/coordination process

Airspace Avoidance				
Airlines	Airline Actions	IATA Actions	ICAO APAC Office	States/ ANSP
Monitor global activities that have an effect on flight operations. (currently in place)	NONE	NONE	NONE	NONE
Review state activity that requires airline safety and security review (currently in place)	Notify IATA as to effected FIR' and factors under review. (security and or safety)	When more than (30%) of airlines reporting, notify ICAO APAC	Call for the Contingency Coordination Team (CCT)	NONE
Identify specific Factors and pending trigger events (currently in place)	inform IATA on review findings and possible trigger events	Inform CCT on findings and number of airlines reporting	Notify effected states/ANSP on number of airlines reviewing current activity	NONE
Event triggered: reviewing avoidance options and select avoidance scenario	Inform IATA of selected scenario and volume/initial timelines.	Inform CCT	Notify effected States/ANSP scenario and volume/timelines	Review scenario and give feedback on feasibility
48 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected states/ANSP	Prepare NOTAMS and avoidance scenario
24 Hours prior to activation of planned avoidance re-routes	Notify IATA	Notify CCT	Notify effected states/ANSP	Publish NOTAMs

SCENARIO A

Degradation of Air Traffic Services

In case of degradation or potential disruption of ATS or related services within the Kabul FIR, the provisions of the Afghanistan State Contingency Plan apply. If these are not available the provisions as specified below might apply.

The ANSP responsible for providing ATS within Afghanistan/Kabul FIR will decide upon the level of notification necessary and take action as required to disseminate the information.

If the degradation of ANS in the Kabul FIR results in a situation whereby no ATS are provided, then the airspace classification automatically becomes by definition Class F (uncontrolled, advisory) or Class G (uncontrolled). In this case airspace users must be aware that State/military aircraft may continue their operations within the Kabul FIR.

Airspace users are responsible to make their own risk assessment to determine whether or not they would utilise the Kabul FIR.

In the event that limited or even no ATS are available within the Kabul FIR and the State Contingency Plan is not implemented, the following contingency procedures/measures, as presented by IATA, might be considered by the concerned States:

- The following ATS routes are available, at and above FL 310, bi-directional (refer **Figure 1**):
 - ~~FIRUS~~ ~~FIRUZ~~ – P500 – ~~PADDY~~ ~~MOTMO~~ (12 NM ATS route portion delegated to Dushanbe ACC)
 - SOKAM UL333 SERKA
 - CHARN P628 ASLUM
 - RANAH L750 ~~ROSIE~~ ~~BIROS~~
 - LEMOD N644 ~~PAVLO~~ ~~DOBAT~~
 - AMDAR M875 TAPIS L509 LAJAK

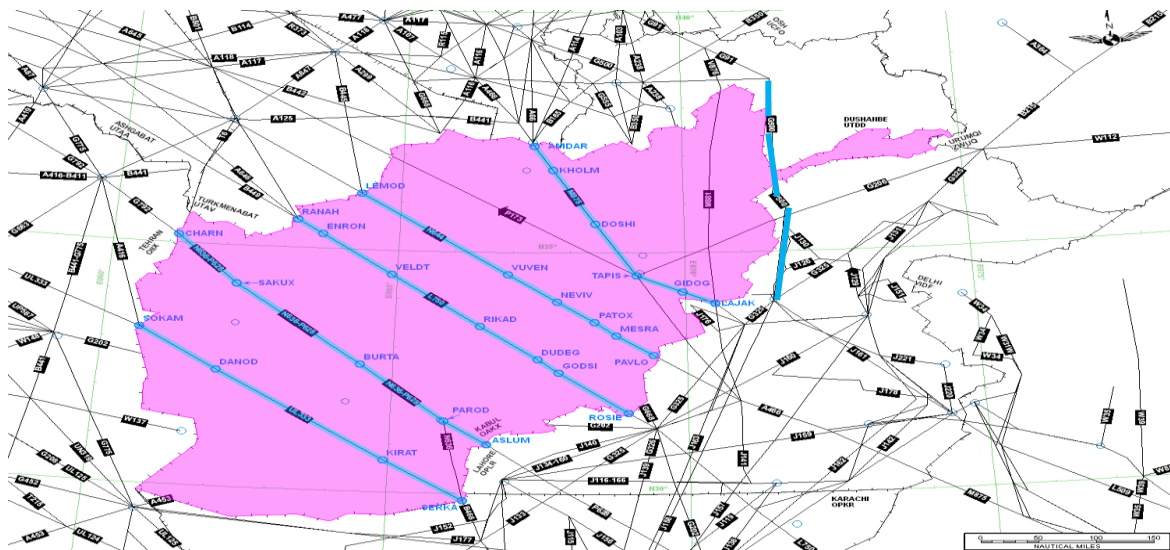


Figure 1: Kabul FIR Upper Airspace ATS Routes

- All other ATS routes will be closed
- All available tracks are laterally separated by a minimum of 50 NM to avoid altitude coordination or Flight Level Allocation requirements. Altitudes are assigned based on proper altitude for direction of flight (even Flight Levels for Westbound flights, odd Flight Levels for Eastbound flights.)
- **ATC / ATFM Coordination**
 - The ATFM function will need to inform operators and ACCs of times, route and altitudes to be met.
 - The upstream ACC adjacent to Kabul FIR will need to provide an ATC coordination estimate to the downstream (receiving) ACC to include Aircraft identification, type, Mach, origin, route, destination, estimated time at a boundary waypoint that will have been agreed, flight level. This coordination will be carried out via dedicated recorded voice line or other agreed recorded methods.
- **ATFM Procedure:**
 - BOBCAT (for westbound flights) & NMOC (for eastbound flights) provide flow metering to 15 minutes in trail per flight level per track.
 - Upstream ACCs, aircraft operators and flight crews are made aware of the Required Time of Arrival at the metering point and ensure that the times and levels are respected.
- **ATC Procedure for the ACC delivering traffic:**
 - Assigns Airspeed to aircraft based on aircraft performance as to maintain required longitudinal spacing and appropriate FL
 - Ensures that the aircraft has been cleared on the airway(s) as planned by the ATFM function
 - Ensures minimum longitudinal spacing of 15 minutes between aircraft on the same track at the same Flight Level
 - Informs the receiving ACC of inbound traffic and provides an inbound boundary waypoint estimate
 - Instructs the aircraft to contact the receiving ACC as per agreement.
- **NAV**
 - Aircraft operate along required airways using RNAV 10 or better.
- **COM**
 - The upstream ACC will instruct the aircraft to contact the receiving ACC via VHF voice radio at a point that will have been coordinated between the concerned ACCs, corresponding to the point at which the aircraft enters VHF radio coverage.
 - The aircraft will monitor 121.5 and an agreed-upon air to air frequency (123.45?).
 - The aircraft will broadcast the following message :
 - *ALL STATIONS*
 - *THIS IS [CALLSIGN] IN THE KABUL FIR*
 - *FL ...*
 - *[WESTBOUND / EASTBOUND] ON [AIRWAY]*
 - *ESTIMATING [WAYPOINT] AT [UTC TIME]*
 - *[CALLSIGN]*

- *FL ...*
 - *IN THE KABUL FIR*
- in the English language on the agreed-upon air-air VHF radio frequency at the following times:
 - 10 minutes prior to entering the Kabul FIR
 - 10 minutes prior to crossing a waypoint within the Kabul FIR
 - At not less than 20 minute intervals
 - At any other time considered necessary by the pilot
- Consideration should be given to the following:
 - Using air-ground satellite voice for supplementary or emergency air-ground communications.
 - Using CPDLC to an ATC agency that has agreed to provide a coordination service.
- **In-Flight Contingencies**
 - In case of a non-critical in-flight emergency, the aircraft would proceed as cleared until leaving the Kabul FIR.
 - In case of a critical in-flight emergency (de-pressurization, etc.), aircraft would follow ICAO emergency descent procedures and proceed at the discretion of the pilot in command.
 - In case of a medical emergency the aircraft would proceed as cleared until leaving the Kabul FIR.
 - Consideration should be given to the mandatory use of ACAS.

SCENARIO B

Delegation of Air Traffic Services

The AHACG/2 meeting had discussed the possibility of Air Navigation Services (ANS) delegation by Afghanistan to another State.

The delegation may provide full or partial Air Traffic Services (ATS) within the whole or part of the Kabul Flight Information Region (FIR). The delegation of responsibility for ANS (especially ATS) within the upper airspace of Afghanistan to neighbouring countries was presented as an alternative option to the circumnavigation of the Kabul FIR.

It was possible that, after suitable training, Afghan controllers could provide an ATS from the State providing delegated services, so that the ANS was no longer delegated. In this case, there would be a significant benefit in terms of the service being provided from a potentially more secure site than Kabul, with more than one ACC capable of providing services within the Kabul ACC for contingency.

SCENARIO C

Circumnavigation of Kabul FIR

If the degradation of ANS in the Kabul FIR results in a situation whereby no ATC services are provided, then the airspace classification automatically becomes by definition Class F (uncontrolled, advisory) or Class G (uncontrolled). In this case, with the potential presence of military aircraft operations and a potential lack of information on airspace safety/security issues, airlines may elect to avoid the Kabul FIR.

As the Tehran FIR was already at capacity at times, additional measures were needed to be available to respond to traffic that would divert south of Afghanistan on the Tehran-Karachi FIR axis, in addition to that which would divert north of the Himalayas using ATS route P500 and via China (L888, or other routes).

The current Organised Track Systems (OTS) utilised by Iran should be extended into the Karachi FIR as follows:

- Flight Level Allocation Scheme (FLAS) for **westbound** flight levels: FL300, FL340 and FL360;
- FLAS for **eastbound** flight levels: FL310, FL350 and FL370;
- merging procedures for traffic departing airports within the Tehran and Karachi FIRs so aircraft can join the OTS routes, preferably climbing to a level below the OTS FLAS, and then being vectored or delayed before safely merging (the sequence would need to be coordinated with the next State unless such traffic was accounted for in the traffic metering system);
- FLAS for **westbound** traffic crossing the Royal Road OTS of FL320 (or FL280 and below, or FL380 or above);
- FLAS for **eastbound** traffic crossing the Royal Road OTS of FL330 (or FL290 and below, or FL390 or above)

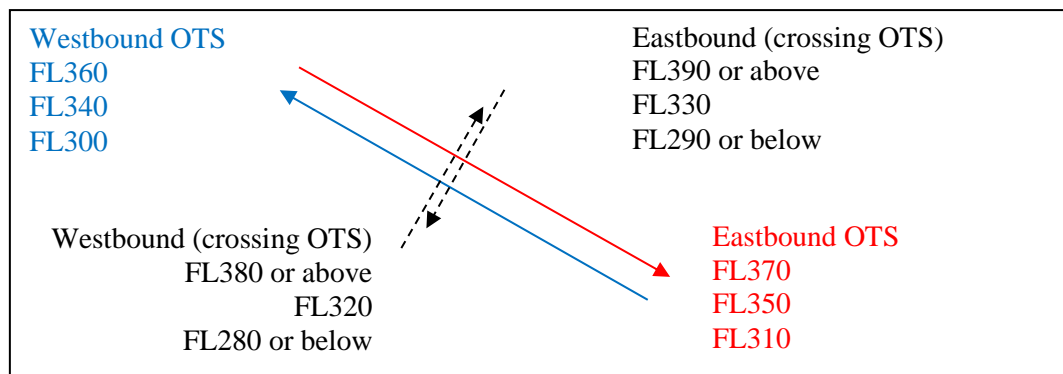


Figure 2: Royal Road OTS FLAS

The agreed OTS within the Tehran and Karachi FIR was as **Figure 3**:

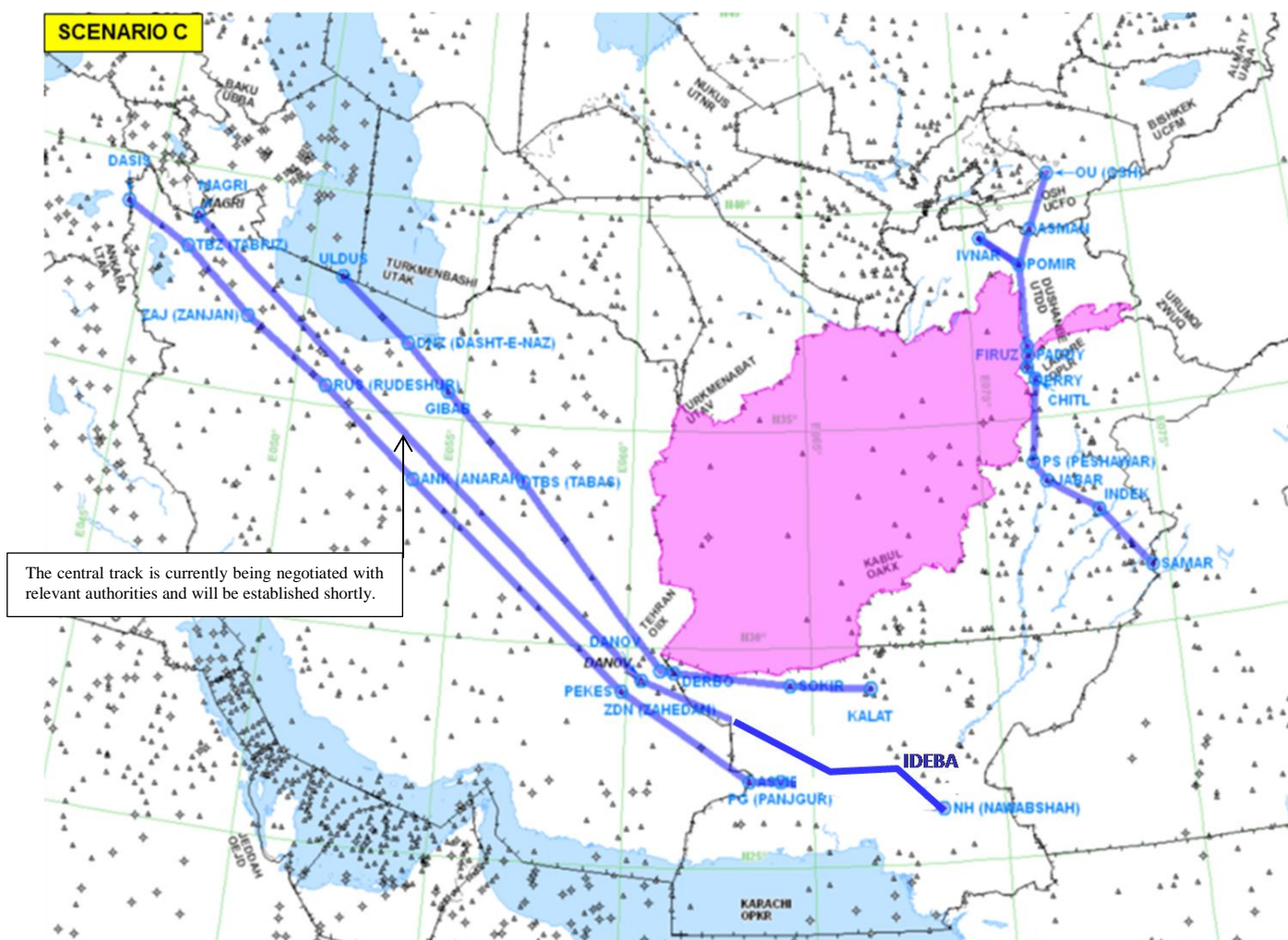


Figure 3: Circumnavigation routes including Extended Royal Road OTS

Other measures

During times of uncertainty when airspace closures/circumnavigation seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency arrangements as well as what may be promulgated by a State via aeronautical publication.

ATC should be alert to respond to any request by aircraft and react commensurate with safety.

During the contingency operations, States concerned should take necessary measures to grant special over flight permissions to those flights avoiding the affected Airspace(s).

- END -