

# KABUL FIR Contingency Coordination Team (CCT)

## Bulletin 2021/006

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### KABUL FIR CCT BULLETIN #6

**UPDATED:** ENROUTE ATS AND AIS AIR TRAFFIC SERVICES (ATS) AVAILABILITY IN KABUL FIR

**UPDATED:** LIMITED ATS SUPPORTING VFR OPERATIONS AT KABUL/HAMAD KARZAI INTERNATIONAL AIRPORT AVAILABLE FOR 'COMMERCIAL' AVIATION

**NEW:** REQUESTED MINIMUM FLIGHT LEVELS FOR FLIGHTS TRANSITING THE KABUL FIR

**UPDATED:** PRESENTATION OF NOTAMS IN CCT BULLETINS

**NEW:** ICAO AFGHANISTAN ATM CONTINGENCY 2021 WEB-PAGE

### SITREP at 19 August 2021, 1530 UTC

1. Afghanistan CAA CCT POCs have not responded to ICAO communications. Attempts to establish contact are continuing.
2. **Afghanistan Civil Aviation Authority: you are requested to contact ICAO APAC Office:** [apac@icao.int](mailto:apac@icao.int); [ssummer@icao.int](mailto:ssummer@icao.int) (tel/sms. +66 837557504).
3. **ENROUTE ATS in the Kabul FIR remains unavailable.** Most flights are avoiding the Kabul FIR.
4. A limited procedural approach control service (no radar) and VFR aerodrome control service is being provided from a secondary tower at Kabul International Airport (OAKB). Air-ground communications are only available within the immediate terminal area.
5. Secure ramp space at OAKB is very limited and aircraft are expected to remain on the ground only long enough to embark passengers and depart (less than one hour). No fuel or services are available.
6. Due to the requirement to keep arriving/departing aircraft as high as possible, **all flights transiting the Kabul FIR are requested to operate at or above FL300**

*Note: Kabul FIR ATM Contingency Plan also refers.*

<https://acaa.gov.af/wp-content/uploads/2021/04/Afghanistan-ATM-Contingency-Plan-V2.1-APR-2021.pdf>

*See also paragraph 13, below*

7. It is likely that neighbouring States especially Pakistan and Turkmenistan may encounter pop-up departure traffic from OAKB at the FIR boundary. Further consideration is being given to local procedure development, *and may be the subject of a CCT video teleconference with ANSPs of neighbouring FIRs.*

8. The status of Afghanistan AIS is not known. The following contingency-related NOTAM (**now overdue for review**) remains available on the Afghanistan AIS web portal (<https://www.afgais.com> or <https://www.notam-acaa.com>):

(G1264/21 NOTAMN

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

A) **OAKX** B) 2108160445 C) 2108180445 EST

E) KABUL AIRSPACE HAS BEEN RELEASED TO THE MILITARY. ADVISE TRANSIT AIRCRAFT TO REROUTE.

ANY TRANSIT THROUGH KABUL AIRSPACE WILL BE UNCONTROLLED. SURROUNDING FIRS HAVE BEEN ADVISED.)

ICAO currently has no information on the expected continuity of this web-based NOTAM service provided by Afghanistan.

9. NOTAMs for Kabul FIR (OAKX) and Kabul International aerodrome (OAKB) have been published on the USA Defense Internet NOTAM Service (DINS, <https://www.notams.faa.gov/dinsQueryWeb/>).

**10. ALL STAKEHOLDERS ARE URGED TO CHECK BOTH THE AFGHANISTAN AIS PORTAL AND THE DINS SERVICE FOR NOTAM UPDATES UNTIL FURTHER NOTICE.**

**11. Relevant NOTAMS downloaded from DINS at the time of publication of this bulletin are reproduced in Attachment A.**

12. The military organizations managing the Prior Permission Required (PPR) programme for operations Kabul International Airport have emphasized the need for all flights to Kabul to strictly comply with the PPR process described in NOTAM OAKB A0006/21 and any subsequent NOTAM that updates the information. Flights that do not comply with the PPR process cannot be accommodated due to limited aircraft parking capacity.
13. Afghanistan has not notified ICAO of the formal activation of its ATM contingency plan. ICAO has not yet received any notification from Afghanistan or neighbouring States of the formal activation of any contingency plan.
14. All relevant States are urged to activate any contingency arrangements they may have relating to non-availability of ATS in the Kabul FIR.
15. All potentially affected States, **particularly Bahrain, India, Iran, Iraq, Kuwait, Oman, Pakistan, Iraq, Saudi Arabia and UAE**, are urged to take into account the likelihood of increased non-normal traffic through your FIRs, or traffic operating on other than the usual ATS routes.
16. NOTAMs should be coordinated with neighbouring States and published at the earliest opportunity where specific ATS routing or other requirements for contingency traffic become necessary (particularly Afghanistan-neighbour States **China, Iran, Pakistan, Tajikistan, Turkmenistan, Uzbekistan**), and in accordance with any established contingency plan where applicable.

## **Request for Additional Information**

As per the previous request in CCT Bulletin 001, China, Iran, Turkmenistan and Uzbekistan are requested provide the following information, if available, to ICAO by return email to [ssumner@icao.int](mailto:ssumner@icao.int), cc to [htakata@icao.int](mailto:htakata@icao.int), as soon as possible.

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

Please provide any additional comment you consider relevant.

Pakistan and Tajikistan have responded, indicating there has been no ATS unit or aircraft communication with Afghanistan.

## **Outcomes of the CCT Video Teleconference #1**

A video-teleconference of the CCT was held from 0830 to 1030 UTC on Monday 16 August. A Summary of Discussion was attached to CCT Bulletin #3, and is available from the ICAO Regional Office on request.

Main outcomes:

- The greater majority of traffic is avoiding the Kabul FIR;
- Additional traffic is currently being handled by affected States without difficulty. However, this should be monitored closely and any issues reported to the CCT as soon as possible, through ICAO.
- The meeting agreed there is currently no need to activate the contingency route and Flight Level Allocation Scheme (FLAS) of the *Inter-Regional Afghanistan Contingency Arrangements*. Additional traffic is being accommodated within normal procedures by the affected States.
- There is no need for ATFM for aircraft transiting the Kabul FIR.

Subsequent to the video-teleconference, Pakistan (unable to participate in the meeting) also informed ICAO as follows:

*Due to COVID-19 / low density of traffic, so far we are able to manage the traffic entering from Iran & Muscat. So far 50 NM RNP and 5 minutes longitudinal separation sufficient to deal the present traffic load.*

## ICAO Contact

ICAO will arrange rotational availability of staff to support, where necessary, 24 hour availability of contingency coordination.

Contact details: Mr. Shane Sumner, [ssumner@icao.int](mailto:ssumner@icao.int), tel. +66 83 755 7504; and  
Mr. Hiroyuki Takata [htakata@icao.int](mailto:htakata@icao.int).

## Afghanistan ATM Contingency 2021 Web-Page

CCT Bulletins and other relevant ATM contingency-related information are now available on a dedicated web-page, accessible through the ICAO Asia/Pacific Regional Office website:

Regional Office website:

<https://www.icao.int/apac/Pages/default.aspx>.

Afghanistan ATM Contingency 2021 web-page:

<https://www.icao.int/APAC/Meetings/Pages/2021-AFGH-ATM.aspx>.

Distribution of CCT bulletins to all CCT participants by email will continue. Bulletins and other relevant information will be posted to the website at the earliest opportunity during business hours (Bangkok).

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Regards,

ICAO Asia/Pacific Regional Office



ICAO

**ATTACHMENT A – RELEVANT NOTAMS AVAILABLE IN DINS AT 2108191530**

**KABUL FIR (OAKX)**

A0635/21 NOTAMR A0630/21

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

A) OAKX

B) 2108180445 C) 2108201300 EST

E) FOLLOWING NOTAM IS ISSUED ON REQUEST OF KABUL ACC.  
DUE SECURITY REASON KABUL ACC IS RELEASED TO MILITARY.  
NO ATS WILL BE AVBL . ACFT TANSITING THROUGHY KABUL  
FIR WILL BE FLYING IN UN-CONTROLLED AIRSPACE AT THEIR  
OWN RISK.

1. TRAFFIC ON ATS ROUTE L750 TO CONTACT ON FREQ 134.5 MHZ AT POINT  
RANAH.

2. TRAFFIC ON ATS ROUTE N644 TO CONTACT ON FREQ 134.5 MHZ AT POINT  
LEMOD.

3. TRAFFIC ON ATS ROUTE A466 TO CONTACT ON FREQ 134.3 MHZ AT POINT  
AMDAR.

4. TRAFFIC ON ATS ROUTE P500 TO CONTACT ON FREQ 133.1 MHZ AT POINT  
MOTMO.

CREATED: 18 Aug 2021 05:40:00

SOURCE: OPKCYNXX

*Note: The above NOTAM was issued by Pakistan on behalf of Afghanistan.*

**KABUL INTERNATIONAL AIRPORT (OAKB)**

A0003/21 NOTAMN

Q) QAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108171925

C) 2111122359

E) DEFENSE LOGISTICS AGENCY ENERGY MIDDLE EAST REQUEST ALL ACFT TAKE  
MAX FUEL AT HOME STATION BEFORE LDG AT HKIA IN ORDER TO PREVENT  
REFUELING ON THE GND DUE TO THE UNKNOWN AND LIMITED REFUELING  
CAPABILITY IMPOSED BY THE CURRENT EVENTS UNTIL FURTHER NOTICE.

CREATED: 17 Aug 2021 19:45:00

SOURCE: OAKBYNXX

0006/21 NOTAMR A0004/21

Q) OAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108181337

C) 2109122359

E) KABUL INTERNATIONAL AIRPORT IS VFR ONLY AND OPEN TO COMMERCIAL  
AND MILITARY AVIATION. WHEN THE AIRFIELD IS OPEN, KABUL  
INTERNATIONAL AIRPORT IS A PPR REQUIRED AIRFIELD. PPR REQUEST FORM  
IS LOCATED AT

HTTP: // ACAA.GOV.AF/ WP-CONTENT/ UPLOADS/2017 /09/

KABUL-APRON-8-PPR-FORM-15-OCT-16.XLS

SEND PPR REQUESTS TO HKIAPPRS@GMAIL.COM AND

ISAFKIAAIROPSPPRNU@HQ.RS.NATO.INT. FOR PPR APPROVAL CONTACT THE  
KABUL INTERNATIONAL AIRPORT AIRFIELD MANAGER TO OBTAIN A PPR AT  
+93700133903 OR +93700133902. LANDING AT THE AIRPORT WITHOUT A PPR IS

DENIED EXCEPT IN THE EVENT OF AN EMERGENCY. AIRCRAFT MUST ARRIVE WITHIN 30 MINUTES OF PPR APPROVED ARRIVAL TIME OR RE-COORDINATE FOR A NEW PPR. LANDING AT THE AIRPORT CAN ONLY OCCUR BY AN APPROVED PPR OBTAINED FROM THE KABUL INTERNATIONAL AIRPORT AIRFIELD MANAGER. ALL LANDING AIRCRAFT EXPECT TO PARK ON THE NORTH SIDE OF THE AIRFIELD. NO ADDITIONAL SERVICES AVAILABLE AT THE AIRFIELD.

F) SFC

G) UNL

CREATED: 18 Aug 2021 14:28:00

SOURCE: OAKBYNYX

A0007/21 NOTAMN

Q) OAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108181840

C) 2109122359

E) AIR STAIRS UNAVAILABLE FOR WIDE BODY AIRCRAFT.

CREATED: 18 Aug 2021 18:47:00

SOURCE: OAKBYNYX

A0008/21 NOTAMN

Q) OAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108181830

C) 2109122359

E) RUNWAY 29/11 APPROACH LIGHTS AND RUNWAY EDGE LIGHTS OTS.

F) SFC

G) UNL

CREATED: 18 Aug 2021 18:47:00

SOURCE: OAKBYNYX

A0009/21 NOTAMR A0005/21

Q) OAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108191040

C) 2109122359

E) CONTACT KINGFISH WHISKEY (FREQ UHF 229.7 OR 318.35; VHF 124.25 OR 122.35) 30 MINUTES PRIOR TO ARRIVAL WITH PPR NUMBER.

CREATED: 19 Aug 2021 10:44:00

SOURCE: OAKBYNYX

A0010/21 NOTAMN

Q) OAKX/QXXXX/IV/NBO/A/000/999/3433N06912E005

A) OAKB

B) 2108191040

C) 2109122359

E) ALL AIRCRAFT CAN EXPECT ERO (ENGINE REMAIN ON).

CREATED: 19 Aug 2021 10:47:00

SOURCE: OAKBYNYX

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