

DRAFT

Air Traffic Management Contingency Plan

[KABUL FIR]



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FOREWORD

(EXAMPLE)

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 Plan, and any activation of the Plan, is authorized by [ACAA].

1.2 The Plan provides for the safe continuation of international air traffic through the [KABUL] FIR during periods when ATS may be disrupted or unavailable, or when airspace may be affected by volcanic ash cloud, radioactive cloud, severe weather events or military activity.

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

1.4 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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ATM CONTINGENCY PLAN FOR [KABUL FIR]

1. 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 partial or total 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.

[

1.2 BASIC Contingency Rules: If the outage is an aerodrome an alternate aerodrome will be NOTAM as its primary alternate by the ACAA. If an Airway is unusable a NOTAM will be published to explain alternate procedures. Catastrophic failure of the ATS system will result in all overflight aircraft being diverted around Afghan Airspace, all arrivals will land immediately or divert to an adjacent FIR and departures will be stopped.

1.3 Aircraft in flight during a contingency event:

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

- a) Time and date of the beginning of contingency measures;
- 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) Any changes to the ATS contingency routes contained in this Plan;
- f) Any special procedures to be followed by pilots; and
- g) Any other details with respect to the disruption and actions to be taken by the pilot useful for flight safety.

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

Aircraft Reporting of ATCALs malfunction is highlighted within the AFG AIP Volume 1 General WEF section 5.1

2. [ATS UNITS, CENTRES, STATES AND FIRS AFFECTED]

2.1 In the event that the [Civil Aviation Authority] activates this Contingency Plan, the civil aviation authorities of the [ADJACENT ATS UNITS, CENTRES, STATES OR FIRS AFFECTED] will be notified in accordance with the [LETTER OF AGREEMENT, MEMORANDUM OF UNDERSTANDING OR OTHER CONTINGENCY ARRANGEMENT]. The adjacent [ATS UNITS, CENTRES STATES OR FIRS] directly affected by this Contingency Plan are as follows:

- a) [Pakistan]
[Karachi FIR](Karachi ACC)
[Lahore FIR](Lahore ACC)
- b) [Iran]
[Tehran FIR](Tehran ACC)
- c) [Tajikistan]

[Dushanbe FIR](Dushanbe ACC)

d) [Uzbekistan]

[Samarkand FIR](Samarkand ACC)

e) [Turkmenistan]

[Turkmenabat FIR](Turkmenabat ACC)

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

3. MANAGEMENT OF THE CONTINGENCY PLAN

3.1 The contingency measures set out in this Plan are applicable in cases of foreseeable events caused by unexpected interruptions in ATS caused by technical or natural occurrences or other circumstances, which, in one way or another, may impair or totally disrupt the provision of ATS and/or of the related support services in the [KABUL FIR].

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for [INTERNATIONAL IF SO LIMITED] flights to proceed in a safe and orderly fashion through the Kabul FIR.

Central Coordinating Committee

3.3 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:

- 1) [Director General of Civil Aviation]
- 2) [GM of Air Navigation Service Provider]
- 3) [Director of ATM]
- 4) [Afghan National Army Senior Representative]
- 5) [Air Space User representative/s]
- 6) [Director of Airports]

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- 7) [Senior Representative of Afghan Metrological Department]
 - 8) [Kabul ACC Manager]
 - 9) NATO Representative

[OTHER RELEVANT AUTHORITIES/AGENCIES WHICH ARE FELT NECESSARY AT THE TIME OF CONTINGENCY.]

3.4 The CCC shall oversee the conduct of the Contingency Plan and in the event that the [KABUL ATC SERVICES] is disrupted for an extended period, make arrangements for and facilitate the temporary relocation of the [KABUL ACC] to the [ALTERNATE FACILITY OR ATS UNIT/CENTRE] (Section 2.1 of this document), and the restoration of [ATS]. The terms of reference for the CCC will be determined by the [ACAA]. In the event that an Aerodrome is affected within the Kabul FIR the divert Airport and instructions will be broadcast on ATIS system for that airport and will be delivered by the ACC and Air Traffic Control Approach controls to affected aircraft.

3.5 Contact details of the members of the CCC are provided in the Afghan AIP <http://acaa.gov.af/en/page/civil-aviation-authority/atm/aip---important-information>

3.6 .

ATM Operational Contingency Group

3.7 The ATM Operational Contingency Group (AOCG) will be convened by the CCC with a primary responsibility to oversee the day to day operations under the contingency arrangements, and coordinate operational ATS activities, 24 hours a day, throughout the contingency period. The terms of reference of the AOCG will be determined by the CCC. The AOCG will include any necessary specialist input from the following disciplines:

- Air Traffic Control
- Aeronautical Telecommunication (COM)
- Aeronautical Meteorology (MET)
- Aeronautical Information Services (AIS)
- ATS equipment maintenance service provider

The mission of the CCC shall include:

- i) review and update of the Contingency Plan as required;
- ii) keep up to date at all times of the contingency situation;
- iii) organize contingency teams in each of the specialized areas;
- iv) keep in contact with and update the all affected airspace and system users, customers and other relevant stakeholders.

Note: Annex 11 provides guidelines for coordination of contingency

matters with ICAO.

- v) exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- vi) notify the designated organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- vii) take necessary action for issuing NOTAMs according to this plan or as otherwise determined by the particular contingency situation. Where the contingency situation is sufficiently foreseeable the relevant NOTAMs will be issued 48 hours in advance of the contingency event s. NOTAM templates are provided in **Appendix X**.

viii) maintain an activity log using the form in Appendix X

3.8 Terms of Reference for the AOCG and the contact details of its members are provided in the AFG AIP .

Plan Testing and Review

3.9 The Plan shall be tested in desktop exercises, where necessary including telephone or web-based conference facilities, at least once per [TIMEFRAME].

3.10 ATC simulation testing of the plan should occur at least once per [TIMEFRAME], and whenever required by the [AUTHORITY].

3.11 A full review of the Plan shall be conducted at least once per [TIMEFRAME]. Provisions for the review of airspace, ATS route, co-ordination and communications details of the Plan shall be included in relevant ATS airspace, data and facility implementation plans.

3.12 A preliminary post-activation review (PAR) report shall be completed within [XX] days following completion of testing or resumption of normal operations. A more comprehensive report shall be completed and forwarded to [AUTHORITY] in any case where an air safety incident investigation related to the pre-activation or activation of the Plan has been conducted, or as otherwise determined by the [AUTHORITY].

4. CONTINGENCY ROUTE and FLIGHT LEVEL STRUCTURE

4.1 In the event of disruption of the ATC services provided by [KABUL ACC], 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. The contingency route structure [FOR INTERNATIONAL FLIGHTS if necessary] is detailed in **Appendix M**. Additional contingency routes may be developed tactically by

the AOCG and promulgated by NOTAM as and when circumstances require, such as in the case of volcanic ash cloud, radioactive cloud or severe weather event.

4.2 In regard to domestic and international operations, if circumstances dictate, all flights may be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored. A decision to curtail or restart these operations will be made by the CCC].

4.3 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 FL290 and above. Domestic and regional operators should plan on the basis that FL290 and above may not be available.

4.4 International operators affected by the suspension of all operations from Airports within [KABUL FIR] will be notified by the relevant airport authority when operations may be resumed, and flight planning information will be made available pertaining to that airport. International flights that have received such approval may be required to flight plan via domestic routes to join international contingency routes.

International operators may elect to avoid the [KABUL FIR] However, the contingency routes within Kabul FIR will remain available for international traffic.

5. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

Reduced ATS And Provision of Flight Information Services (FIS)

5.1 During the contingency period ATS including ATC may not be available, particularly communications and ATS surveillance services. In cases where services are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The contingency plan provides for limited flight information and alerting services to be provided by Adjacent ACCs.

5.2 [DESCRIBE ANY DIVISION OF RESPONSIBILITY OF ADJACENT ATS UNITS OR CENTRES FOR SERVICE PROVISION IN THE CONTINGENCY AIRSPACE]. [DESCRIBE THE LEVEL OF SERVICE AVAILABLE]. A chart depicting the airspace arrangement is provided in **Appendix X**.

ATS Responsibilities

5.3 During the early stages of a contingency event, ATC may be overloaded and tactical action may be taken to re-clear aircraft on alternative routes not included in this Plan.

5.4 In the event that ATS cannot be provided in the [KABUL FIR] a NOTAM shall be issued indicating the following:

- a) Time and date of the beginning of the contingency measures;

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- b) Airspace available for landing and overflying 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) Applicable ATS routes, AIP-published contingency routes, or tactically defined contingency routes.;
 - f) Any special procedures to be followed by neighbouring ATS units not covered by this Plan;
 - g) Any special procedures to be followed by pilots; and
 - h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.5 In the event that the [Afghanistan International NOTAM Office is unable to issue the NOTAM, neighboring AIS authorities will be requested to take action to issue the NOTAM.

5.6 Maintain a record using the form in Appendix X

Aircraft Separation Spacing??

Aircraft spacing will be in accordance with the separation criteria specified in PANS-ATM and ICAO Doc 4444 and Regional Supplementary Procedures Doc 7030.

5.7

5.8 The contingency route structure provides for lateral separation/spacing of 100 NM . In cases where the lateral spacing of contingency routes is less than 100 NM, and for crossing routes, a minimum vertical separation of 2000 ft will be applied above Flight Level 290 at and below will be 1000ft separation. Military operations at Flight Level 300 will be limited to active missions during a contingency operation and coordination with affected military units will be conducted through the CAA.

5.9 In the event that [KABUL FIR ATC services are terminated, a Flight Level Allocation Scheme (FLAS) utilizing, where necessary, RVSM separation minimum shall apply. Aircraft that are not RVSM-approved shall not operate in contingency airspace. Details of the flight level assignment on the contingency routes are contained in Appendix 1D.

Priority for Flight Levels

5.10 Where possible, aircraft on long-haul international flights shall be afforded priority for cruising levels.

Airspace Classifications

5.11 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.

Aircraft position reporting

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

5.13 The primary means of communication will be by VHF or HF radio except for aircraft operating Automatic Dependent Surveillance - Contract (ADS-C) and Controller-Pilot Data Link Communications (CPDLC) systems. When CPDLC has been authorized for use by the relevant ATC authority this will become the primary means of communication, with HF as secondary. ADS-C shall replace any requirement for voice position reporting to ATC for aircraft so equipped, and in this case CPDLC or HF will be the secondary means of communication.

5.14 Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply in [DESCRIBE AIRSPACE/CIRCUMSTANCES]. Details of communications requirements are provided in **Appendix M.**

Exclusions

5.15 [SPECIFY EXCLUDED FLIGHTS E.G. VFR, NON SCHEDULED, MILITARY, ETC] shall not operate in the [KABUL FIR] during contingency operations, except in special cases such as State aircraft, Medivac flights, and any other essential flights as authorized by the [ACAA].

Procedures for ATS Units

5.16 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the operational Letter of Agreement. These procedures include the following:

- a) Where ATS provided by the [KABUL ACC] it may be reduced or disrupted by a short-notice contingency event, ATC will inform pilots of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. In the event of it becoming necessary to evacuate the ACC building, the unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on the radio frequency in use providing pilots with alternate means of communication;
- b) 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;
- c) on notification by [ACAA], the ATS authorities operating the [NEIGHBOURING ATS UNITS, CENTRES, FIRS OR STATES] will activate the contingency procedures in accordance with their respective

operational Letter of Agreement or other Contingency Arrangement;

- d) Prior to entry to the [KABUL FIR] during contingency operations prior authorization must be obtained from [KABUL ACC], and flights must comply with the ATC clearance and communications instructions issued by the ATC authority responsible for the airspace immediately adjacent to the contingency airspace.
- e) 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 Letter of Agreement or other Contingency Arrangement.
- f) the ACC responsible for aircraft entering the [KABUL FIR] will instruct pilots to maintain the last flight level assigned and speed (MACH number if applicable) while operating in the [KABUL FIR];
- g) The ACC responsible for aircraft entering the [KABULFIR] will not authorize any change in route, flight level or speed unless specifically authorized under the operational Letter of Agreement or Contingency Arrangement.
- h) 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 [KABULFIR] not less than 10 minutes before the estimated time of entry to the [NEXT AIRSPACE/FIR],
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- i) Aircraft may also chose to avoid the [KABUL FIR], by flight planning via published ATS routes, or via alternative contingency ATS routes promulgated by NOTAM issued by the controlling authorities of the adjacent FIRs.
- j) [DETAIL ANY ROUTE OR AIRSPACE –SPECIFIC ARRANGEMENTS]

Transition to and from contingency scheme

5.17 During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated by a State via NOTAM or AIP.

5.18 In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

5.19 ATS providers should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

Transfer of control and coordination

5.20 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.

5.21

6. PILOTS AND OPERATOR PROCEDURES

Filing of flight plans

6.1 Flight planning requirements detailed in [AFGHANISTAN] AIP continue to apply during contingency operations, except where modified by the ATS route and requested flight levels detailed in this plan.

Overflight approval

6.2 Aircraft operators must obtain over-flight approval from the [ACAA] prior to operating flights through the [KABUL FIR]. During the period of activation of this Contingency Plan the adjacent ATS authority will provide normal ATC clearances for aircraft to enter the KABUL FIR on the basis that operators have obtained prior approval, and the responsibility remains with the operator to ensure such approval has been obtained.

CNS Capability

Pilot operating procedures

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

6.3 Pilots of aircraft operating in the [KABUL FIR] during contingency operations shall comply with the following procedures:

- a) all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in Appendix 1D;
- b) flights are to flight plan using the Contingency Routes specified in Appendix 1D, according to their airport of origin and destination;
- c) aircraft are to operate as close as possible to the centre line of the assigned contingency route;
- d) a continuous communications watch shall be maintained on the specified contingency frequency as specified in Appendix 1F
- e) aircraft position reports and other information as necessary shall be broadcast in accordance with TIBA procedures defined in AIP [STATE];
- f) aircraft navigation and anti-collision lights shall be displayed;
- g) Except in cases of emergency or for reasons of flight safety, pilots are to maintain during their entire flight within [KABUL FIR], the last assigned flight level, Mach number and SSR transponder code. If no transponder code has been assigned, aircraft shall squawk code [2000]. ?
- h) aircraft are to reach the flight level last assigned by the responsible ACC at least [10] minutes before entering the [KABUL FIR] or as otherwise instructed by the ATC unit acting in accordance with the operational Letter of Agreement or other Contingency Arrangement;

- i) pilots are to include in their last position report prior to entering the [KABUL FIR], the estimated time over the entry point of the [KABUL FIR] and the estimated time of arrival over the relevant exit point;
- j) pilots are to contact the next adjacent ACC as soon as possible, and in any event not less than ten (10) minutes before the estimated time of arrival over the relevant exit point from the [KABUL FIR];
- k) pilots are to strictly adhere to the ICAO Traffic Information Broadcasts by Aircraft (TIBA) procedures, reproduced in AFG AIP, on the specified VHF and HF frequencies listed in AFG AIP. When necessitated by emergency conditions or flight safety requirements, pilots are to transmit blind on these frequencies, their current circumstances and the commencement and completion of any climb and descent or deviation from the cleared contingency route; If deviations due to weather or traffic are encountered the pilot will resume immediately after the situation is resolved ?
- l) whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of [KABUL FIR], pilots are to climb or descend well to the right of the centerline of the contingency route, and if deviating outside the [KABUL FIR], to immediately inform the ACC unit responsible for that airspace. Pilots are to broadcast details of any level change including aircraft identification, aircraft position and route, vacated flight level, intended flight level, flight level passed and cruising flight level maintained on [FREQUENCY];
- m) pilots are to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level; and
- n) Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

Interception of civil aircraft

6.4 Pilots need to be aware that a contingency routing requiring aircraft to operate off normal traffic flows may result in interception by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 –*Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

6.5 Pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

6.6 If circumstances lead to the closure of the [KABUL FIR] and no contingency routes are available, aircraft will be required to remain clear of the [KABUL FIR]. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete closure of airspace..

6.7 Pilots shall continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on the last discrete code assigned by ATC or a code will be assigned for Domestic flight (5300-5377) and International Flights (7100-7177).

7. COMMUNICATION PROCEDURES

Degradation of Communication - Pilot Radio Procedures

7.1 When operating within the contingency airspace, pilots should use normal radio communication procedures where ATS services are available. Where limited or no ATS is available communications will be in conducted in accordance with the procedures in this Plan or as otherwise notified by NOTAM.

7.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions in accordance with the TIBA procedures.

Communication frequencies

7.3 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the KABUL FIR is detailed at Appendix M

8. AERONAUTICAL SUPPORT SERVICES

8.1 Aeronautical Information Services (AIS)

8.2 Navigation Systems

8.3 Meteorological Services (MET)

8.4 SEARCH AND RESCUE

8.4.5 RCC (Rescue Coordination Center)

8.5 AFGHAN AIP

Aeronautical Information Services (AIS)

8.1 [DETAIL THE AVAILABILITY OR ALTERNATE ARRANGEMENTS FOR AIS]

8.2 XXXXXXXXXXXX.

Meteorological Services (MET)

8.3 [DETAIL THE AVAILABILITY OF METEOROLOGICAL SERVICES AND THE METHODS OF DISTRIBUTION OF INFORMATION DURING CONTINGENCY

OPERATIONS.]

8.4 XXXXXXXXXXXX..

9. SEARCH AND RESCUE ALERTING

Notification and Coordination

9.1 The SAR authority responsible for the [AFFECTED AIRSPACE] is the [XXXXXX] Rescue Coordination Centre (RCC)

IDD	XXXXXXXXXXXX
Fax	XXXXXXXXXXXX
AFTN	XXXXXXXXXX

9.2 [INSERT SAR ALERTING ARRANGEMENTS AS NECESSARY. MAY INCLUDE CONSIDERATION OF NEIGHBOURING ATS UNITS PROVIDING FULL FLIGHT FOLLOWING, OR LIMITED TO RESPONSE TO IN-FLIGHT EMERGENCIES].

Current VSAT coverage

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Appendix B - Low Altitude Airway Chart

Appendix C – Contact Details

Appendix D– Coordinating Bodies

Appendix E – Specimen NOTAMs

Appendix F– International Route Structure for Kabul
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Appendix G – Chart of Contingency Routes

Appendix H– Contingency Frequencies for Control and/or
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Appendix I – Flight Planning

Appendix J – Traffic Information Broadcasts by Aircraft
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Appendix K – ICAO Interception Procedures

Appendix L – Recording and Reporting Form

Appendix M – Afghan AIP:

<http://aca.gov.af/en/page/civil-aviation-authority/atm/aip---important-information>

Appendix B

