Islamic Emirate of Afghanistan

Ministry of Transport and Aviation

Deputy Minister for Operation

Air Traffic Management

Kabul FIR Air Traffic Management Contingency Plan

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Ministry of Transport and Aviation (MoTA)

Document Approval

Kabul FIR Air Traffic Management Contingency Plan

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Table of Contents

FOREWORD

1.This is the new edition (4.0) of the Afghanistan Air Traffic Management (ATM) Contingency Plan for Air Traffic Services (ATS) for the national and International En-route Flights in Kabul Flight Information Region (FIR).

The Contingency Plan will come into effect as and when a contingency arises due to partial or total disruption of Air Traffic Services, or the contingency may arise at any time due to any of the reasons as a result of a Major Earthquake, Flood, Fire, Bomb Explosion or Terrorist Attack etc. These may cause serious damage to civil aviation and air navigation services, facilities, and infrastructure it is considered highly unlikely that all facilitates would be out of service.

2.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 9426 ATS Planning Manual and Air Navigation Plan Vols I, II, III and the Asia/Pacific Region ATM Contingency Plan. The Interim Plan and any activation of the Plan is authorized by the Ministry of Transport and Aviation (MoTA).

3.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 MoTA to provide Air Traffic Services (ATS) within the Kabul FIR.

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

5.The document describes the processes and procedures to be used in both the lower airspace (FL290 and below) and upper airspace (FL300and above) structures.

This Plan is primarily for the information of operators and pilots planning and conducting operations in the Kabul Flight Information Region. Under any Air Traffic Management (ATM) contingency the MoTA 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.

RECORD OF AMENDMENTS

Amendment Number	Date Entered	Effective Date	Entered By	Paragraph / Reference
1.0	15-Nov-2018	15-Dec-2018	ACAA	4,6/4,7/4,8
1.1	15-Nov-2018	15-Dec-2018	ACAA	5,2
1.2	15-Nov-2018	15-Dec-2018	ACAA	Appendix A, Page 1.
2.1	21-Apr-2021	21-May-2021	ACAA	Appendix A, ACAA Logos
3.0	17-May-2202	30-May-2022	ACAA	
4.0	17-June- 2026	15-July- 2026	MoTA	Appendix A, MoTA Logos Page:1/2/3/4/6/7/8/10//12/15/ 22/24/25/26/28/29/30

1. SCOPE OF THE PLAN

1.1 ATM Contingency Plan - Kabul FIR falls within a hierarchy of planning documents defining Global vision, strategy and Regional implementation action.

1.2 The plan describes a hierarchy of Contingency Plans

a) Hierarchy Of Contingency Plans

Level 1, For domestic (Internal State) contingency plans having little or no effect on external air navigation service providers.

Level 2, For coordinated (Inter-State) contingency plans involving two or more states and

Level 3, For sub Regional or Regional contingency plans, detailing contingency arrangements affecting air space users or services provided outside the contingency air space.

b) Categories of contingency plans:

Category A – Airspace Safe, but Restricted or No ATS, due to causal events such as industrial action, pandemic, earthquake, nuclear emergency affecting the provision of ATS, or ATM system failure or degradation;

Category B – Airspace Not Safe, due to causal events such as Volcanic Ash Cloud (VAC), nuclear emergency, military activity; and

Category C – Airspace Not Available, due to causal events such as pandemic, national security – normally a political decision.

2.OBJECTIVE

2.1 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.

2.2 This contingency plan is intended to provide alternative facilities and services to those provided for in the regional air navigation plan (and/or AIP Afghanistan) when those facilities and services are temporarily not available. The following contingency arrangements are therefore temporary in nature and remain in effect only until the affected services and facilities are reactivated.

Note: — In line with guidance provided in the ASIA/PACIFIC REGION ATM CONTINGENCY PLAN, re-activation will be conducted as part of a coordinated recovery with adjacent ATS units in order to avoid ad hoc recovery actions that place aircraft and/or the service provided by adjacent ATS units in an unsafe or unmanageable situation.

3.Abbreviations And Acronyms

ACC Area Control Centre
ATM Air Traffic Management
ATS Air Traffic Services
FIR Flight Information Region
MoTA Ministry of Transport and Aviation
ATC Air Traffic Control
VAC Volcanic Ash Cloud
GM General Manager
AIS Aeronautical Information Services
CCC Central Coordinating Committee
ANS Air Navigation Services
FIC Flight Information Center
FLAS Flight Level Allocation Scheme
MSA Minimum Sector Altitude
TIBA Traffic Information Broadcast By Aircraft
LoA Letter of Agreement
AFTN Aeronautical Fixed Telecommunication Network
SAR Search And Rescue
NOTAM Notice To Airmen
AIP Aeronautical Information Publication
AIC Aeronautical Information Circular

4. Contingency Plan Testing And Review

4.1 The Plan shall be tested in desktop exercises, where necessary including telephone or web-based conference facilities, at least once per two years.

4.2 A complete review of the Plan shall be conducted upon request, or Shorter intervals, as determined by MoTA.

4.3 A preliminary post-activation review (PAR) report shall be completed within 30 days following completion of testing or resumption of normal operations. A more comprehensive report shall be completed and forward to Competent 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 Competent Authority.

4.4 The ATS providers concerned shall review the effectiveness of current coordination requirements and procedures in the light of contingency operations or short notice of airspace closure and make any necessary adjustments to the Contingency Plan and improve operational coordination with neighboring ATS Units.

5. ATS UNITS, CENTRES, STATES & FIRs AFFECTED

5.1 In the event that the MoTA 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:

5.1.1 Pakistan

5.1.1.1 Karachi FIR (Karachi ACC)

5.1.1.2 Lahore FIR (Lahore ACC, Islamabad ACC)

5.1.2 Iran

5.1.2.1 Tehran FIR (Tehran ACC)

5.1.3 Tajikistan

5.1.3.1 Dushanbe FIR (Dushanbe ACC)

5.1.4 Uzbekistan

5.1.4.1 Samarkand FIR (Samarkand ACC)

5.1.5 Turkmenistan

5.1.5.1 Turkmenabad FIR (Turkmenabad ACC)

5.2 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 MoTA as soon as practicable.

6. MANAGEMENT OF THE CONTINGENCY PLAN

6.1 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.

6.2 Central Coordinating Committee (CCC)

6.2.1 Functions and Operations of Central Coordinating Committee

6.2.1.1 Under the circumstances described and when deemed necessary by the MoTA (OR under the circumstances described in its Terms of Reference and when deemed necessary) and as soon as practicable in advance of, or after the commencement of a contingency event causing disruption to Kabul FIR has occurred, the MoTA shall convene the Central Coordinating Committee, by the most expeditious means appropriate for the situation, e.g. by telephone or web-based conference.

The Central Coordinating Committee includes representation from the following:

- Regulatory Division
- Air Navigation Service Provider
- Airspace user Representatives
- Airport Directorate
- Metrology Directorate
- Military Authority (if required)
- Other relevant Authorities / Agencies

6.2.2 ATM Operational Contingency Group

6.2.2.1 The ATM Operational Contingency Group (AOCG) function 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 contact details of Central Coordinating Committee (CCC) and its members are provided in Appendix-"A" Under the circumstances described or when deemed necessary by the Competent Authority, the Central Coordinating Committee shall be convened by the most expeditious means appropriate for the situation, e.g. by telephone or web-based conference, in advance or as soon as practicable after the commencement of a contingency event causing disruption to ATS in affected airspace has occurred.

6.2.2.2 The AOCG functions shall include:

a) Review and update of the Contingency Plan as required;
b) Keep up to date at all times of the contingency situation;
c) Organize contingency teams in each of the specialized areas;
d) Keep in contact with and update all affected airspace and system users, customers and other relevant stakeholders;
e) Exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
f) Notify the designated organizations of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
g) 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 Vance the relevant NOTAMs will be issued 48 hours in advance of the contingency event s. NOTAM templates are provided in Appendix B

6.2.3 The established ATM contingency Central Coordinating Committee (CCC) shall function for the activation and conduct of contingency plans and for the formation/convening of an ATM Operational Contingency Group (AOCG) function.

6.2.4 Deputy for operations or ATM Director (in the absence of Deputy for operations) shall be responsible to convene a meeting of Central Coordinating Committee (CCC) to discuss and formulate the course of action for activation / implementation of ATM Contingency Plan.

6.2.5 The CCC shall oversee the conduct of the Contingency Plan and order to maintain and /or restoration of ATS. The terms of reference for the CCC will be determined by the MoTA.

7. ROUTE AND FLIGHT LEVEL STRUCTURE

7.1 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.

7,2 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.

7.3 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.

8. Lower Airspace Arrangement

8.1 Lower Airspace : FL160 up to and including FL290.

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

8.3 Kabul Tower will provide aerodrome control service within 6 NM radius of the Kabul CTR, and flight information services beyond 6 NM Radius . Mazar-e-Sharif and Herat currently provide flight information services . Refer to the Afghan Aeronautical Information Publication for details. Civil Flights: While outside controlled airspace, civilian flights shall operate at their last assigned altitude, except that all climb and descent to facilitate arrival and departure within the Kabul FIR 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. Pilots are responsible at all times for terrain clearance. Civil Flights shall operate in accordance with the following allocation scheme: along ATS routes in the low-level airspace structure and make traffic information broadcast by aircraft (6nm – should this be TIBA instead?) position reports in accordance with ICAO procedures and format on frequency 125.2MHz. The following airways are available bi-directionally:

LOW SECTOR:

a) GADER-A453-TAPIS (FL170-FL290)
b) PAROD-G202-RIMPA (FL160-FL290)
c) GADER-G206 -TAPIS (FL180-FL290)
d) PAROD-M375-KHOLM (FL190-FL290)
e) SAKUX-V338-TAPIS (FL190-FL290)
f) PAROD-V390-SERKA (FL190-FL290)
g) SAKUX-V717-OLDEX (FL160-FL290)
h) RARNU-Z627-BUDBO (FL260-FL290).)

8.4 Military Flights: shall Coordinate with MoTA.

The following airways are available bi- directionally:

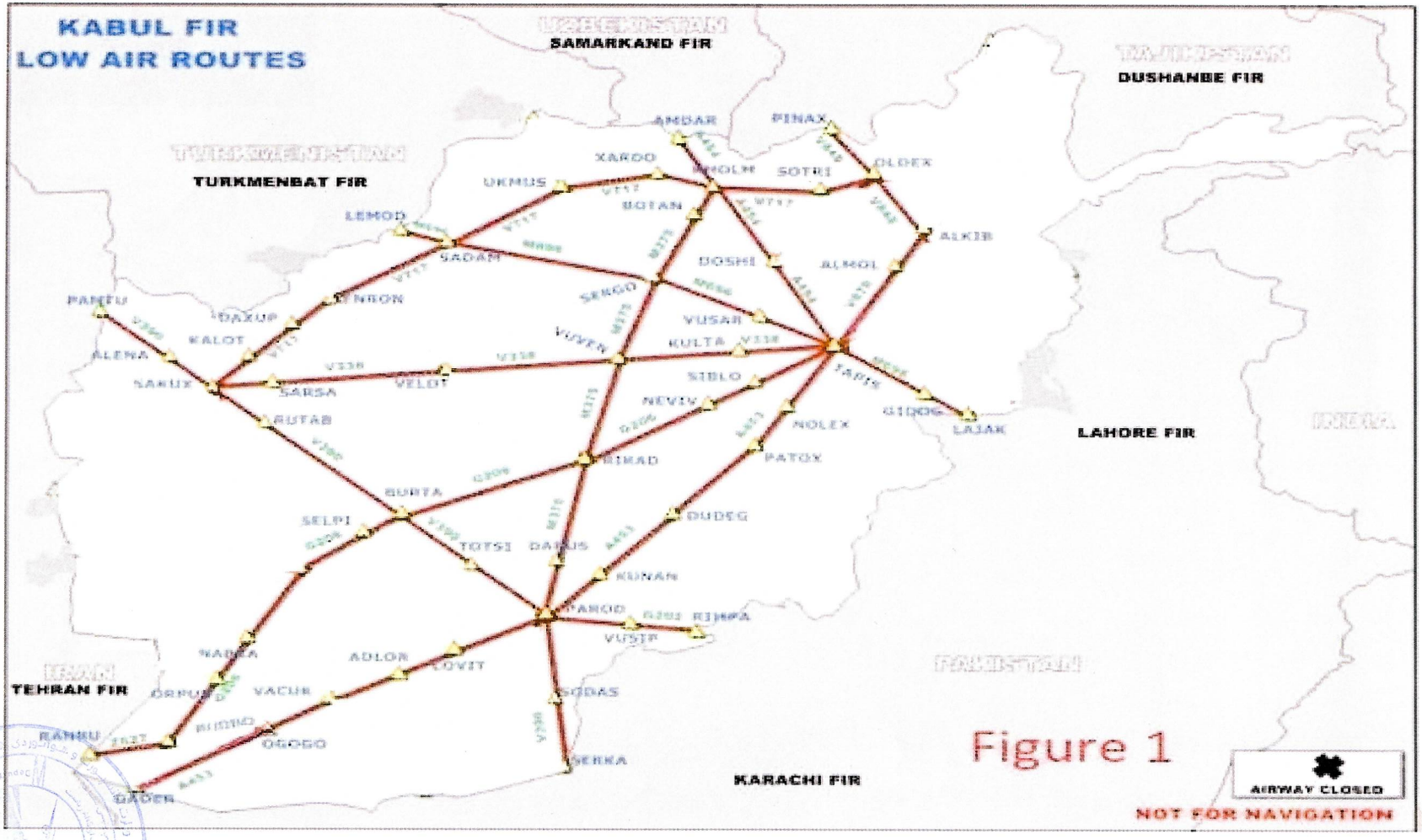

Figure 1

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

Note: Aircraft entering from IRAN to GADER shall follow A453 route and coordinate with Karachi FIR, Aircraft entering from IRAN on RANRU Z627 after BUDBO shall follow G206 route.

9. Upper Airspace FL300 – FL510

9.1 Overflight aircraft will be required to operate on one of the following bi-direction laterally de-conflicted routes:

a) FIRUZ P500 MOTMO (12NM ATS route portion delegated to Dushanbe ACC) and (FL300-FL510 is Available for all overflights)
b) AMDAR M875 TAPIS L509 LAJAK. (FL300-FL510 is available for all overflights).
c) SOKAM UL333 SERKA. (FL320-FL510 is available for all overflights).
d) PAMTU P628 ASLUM. (FL320-FL510 is available for all overflights).
e) RANAH L750 BIROS. (FL320-FL510 is available for all overflights).
f) LEMOD N644 DOBAT. (FL320-FL510 is available for all overflights).

Note 1: P500 is delegated to Tajikistan/Pakistan to manage under normal operations.

Note 2: 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.)

9.2 Activation of the contingency ATS routes will be by NOTAM. However, it is intended that the contingency routes within Kabul FIR will remain available for international traffic.

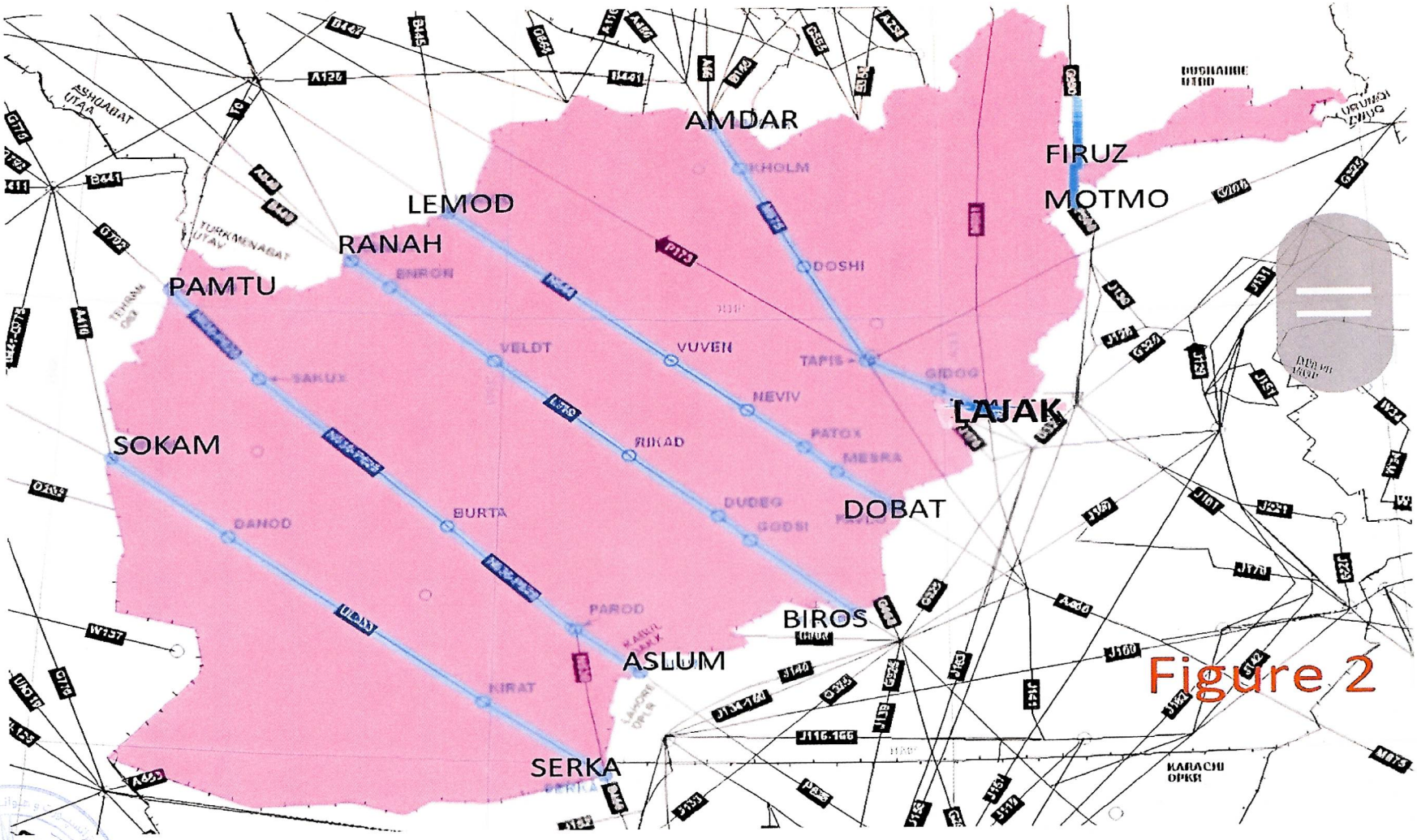

Figure 2: Upper Airspace route Structure (in Blue).

10. AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

NOTAM

10.1 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 measure's 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.

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

NOTE: The NOTAM Template is available in the Appendix B.

11 ATS Responsibilities

11.1 General ATS responsibilities are as follows:

11.2 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 FIR via the official Permission office emails using normal procedures.

11.3 On notification by MoTA, the ATS authorities of neighboring FIRs will be expected to activate the contingency procedures in accordance with their respective operational Letter of Agreement (LOA) or other contingency arrangement.

11.4 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.

11.5 The FIR 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.

11.6 The FIR responsible prior for aircraft entering the Kabul FIR will inform aircraft that they must establish 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.

11.7 If any Aircraft fly over 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.

11.8 Airspace Classifications

11.8.1 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 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.

11.9 Air Traffic Flow Management

11.9.1 Adjacent FIRs will provide minimum in-trail intervals of 15 minutes (constant or increasing) between flights per flight level per ATS route in the event of complete disruption of ATC within the Kabul FIR.

Note: In the case of P500, where positive separation is applied through delegation of airspace Tajikistan/Pakistan, the current separation should be retained.

11.10 communication and coordination

11.11 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 and All coordination shall be forwarded at least 15 min prior to the boundary. This coordination will be carried out via dedicated method of communication (commercial line).

Kabul FIC: +93202301290 and : +93705769453.

11.12 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.

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

11.14 Assigns airspeed or Mach number to aircraft based on aircraft performance as to maintain required longitudinal separation and appropriate flight level.

11.15 Ensures minimum longitudinal spacing of 15 minutes between aircraft on the same track at the same FL.

11.16 Informs the receiving ACC of inbound traffic and provides an inbound boundary waypoint estimate.

11.17 Instructs the aircraft to contact the receiving ACC.

12. Priority

12.1 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 reserved flight levels FL300, FL310 and above_. Domestic and regional operators departing and arriving within Kabul FIR shall be as per the active NOTAM Flight levels, IAW paragraph 5.8 Figure 1 and prescribed FLs dictated in paragraph 5.2.

12.2 The contingency route structure provides for lateral separation/spacing of 50NM. Military operations will be limited to active missions during a contingency operation and coordination with affected military units will be conducted through the MoTA. If required a NOTAM for the military it will be issued.

13.Exclusions

13.1 The following Flights shall not operate within the Kabul FIR during Contingency Operations. Exceptions are authorized for State Aircraft, Med-Evac Flights, and other essential flights as authorized by the Ministry of Transport and Aviation.

a) Non-scheduled aircraft (Civil or Military).

b) Aircraft categorized as "Heavy" will not operate VFR on any airway. Heavy aircraft shall operate under IFR procedures.

14. PILOT AND OPERATOR PROCEDURES

14.1 Filing of flight plans

14.1.1 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.

14.2 Pilot operating procedures

14.2.1 Aircraft shall operate on IFR clearances to maintain their last assigned Flight Level , 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.

14.2.2 All aircraft operating on prescribed ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR).

14.2.3 Operators shall plan flights as per Contingency Routes specified in the FIGURE 1 and FIGURE 2.

14.2.4 Aircraft are to operate as close as possible to the centre line of the assigned contingency route;

14.2.5 Aircraft position reports and other information as necessary shall be broadcasted in accordance with TIBA procedures.

14.2.6 Aircraft navigation and anti-collision lights shall be displayed;

14.2.7 Except in cases of emergency or for reasons of flight safety, pilots are to maintain during their entire flight within affected airspace, the last assigned flight level, Mach number and SSR transponder code. If no transponder code has been assigned, aircraft shall squawk code A2000.

14.2.8 pilots are to include in their last position report prior to entering the affected airspace the estimated time over the entry point of the Kabul FIR and the estimated time of arrival over the relevant exit point;

14.2.9 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 affected airspace.

14.2.10 whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit flight of affected airspace, pilots are to climb or descend well to the right of the centerline of the contingency route and if deviating outside the affected airspace, to immediately inform the ATC unit responsible for that airspace. Pilots are to broadcast details of any level

change including aircraft identification, position and route, vacated flight level, intended flight level, flight level passed and cruising flight level maintained on relevant frequencies.

14.2.11 Pilots are to maintain own longitudinal separation of 15 minutes from preceding aircraft at the same cruising level.

14.2.12 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.

14.3 CNS Capability

14.3.1 Flights operating through the Kabul FIR shall be equipped with the following minimum CNS/ATM capability:

a) Operational VHF communication Capability (and HF/SATCOM where required)

b) Approved RNAV and /or RNP Navigation capability appropriate to the airspace

c) SSR Transponder with mode A/C or Mode S Capability

d) ACAS II/TCAS II

14.4 **Traffic Information Broadcast by Aircraft (TIBA)**

14.4.1 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 125.2 MHz air to air frequency.

14.4.2 Special procedures have been developed for pilot use in active contingency zones if communications are significantly degraded or unavailable. These TIBA procedures supersede and take the place of lost communication procedures that are outlined in Annex 2 to the Chicago Convention (Para 3.6.5.2.2 a) and PANS-ATM (DOC 4 4 4 4) and will enable traffic information broadcasts by aircraft (TIBA) to be made as well as providing collision hazard information. When aircraft will enter designated airspace in which it is known in advance that normal communication is not available, pilots should maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace until leaving the airspace.

14.4.3 TIBA procedures are detailed in Annex 11, Chapter 4 Section 4.2.2 and

Attachment B and will enable traffic information broadcasts by aircraft (TIBA) to be made, as well as providing collision hazard information. When aircraft will enter designated airspace in which it is known in advance that normal communication is not available, pilots should maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace.

14.5 Times of Broadcast

14.5.1 When a loss of normal communications requires TIBA procedures to be implemented, pilots shall make broadcasts in English on 125.2 MHz as follows:

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. 10 minutes before take-off, including runway, departure track and intended cruising level.
f. At any other time considered necessary by the pilot.

Note: Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

"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"

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

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

14.6 In-Flight Emergencies

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

14.6.2 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.

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

14.7 AERONAUTICAL SUPPORT SERVICES

14.7.1 Aeronautical Information Services (AIS)

14.7.1.1 The Available Aeronautical Information Services for the Kabul FIR is providing essential operational data, including NOTAMs, AIP,AIC updates.

14.7.2 Meteorological Services (MET)

14.7.2.1 The Available Meteorological Services for the Kabul FIR is provide METAR ,SPECI,TAF.

14.8 SEARCH AND RESCUE ALERTING

14.8.1 Notification and Coordination

14.8.1.1 Search and Rescue services are provided in Afghanistan SRR Region which is corresponding to Kabul FIR i.e. Kabul Search and rescue region.

-------- END --------

LIST OF APPENDIXES

Appendix A – Contact Details

APPENDIX A – LIST OF CONTACTS

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE		FAX	E-MAIL	Remarks
AFGHANISTAN (CCC) Central Coordination Committee							
Mulawai Fath ullah Mansoor Deputy Minister for Operations MoTA	+93 20292334						
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Appendix B :

Template NOTAM Text:

FOR FLIGHTS CROSSING THE (xxxx) FIR WITHOUT LANDING (OVERFLIGHTS).

WHERE OPERATION WITHIN THE (xxxx) IS NECESSARY OR UNAVOIDABLE ALL FIGHTS SHALL COMPLY WITH THE PROCEDURES LISTED BELOW EXCEPT WHERE DEVIATION FROM THESE PROCEDURES IS NECESSARY TO MAINTAIN FLIGHT SAFETY:

1) ATS NOT AVAILABLE IN THE XXXXX FIR.

2) AIS INCLUDING NOTAM SERVICE NOT AVAILABLE IN THE (XXXX). INFORMATION ON THE AVAILABILITY OF CONTINGENCY NOTAMS AND OTHER RELEVANT CONTINGENCY INFORMATION MAY BE FOUND ON THE ICAO ASIA PACIFIC REGIONAL OFFICE AFGHANISTAN ATM CONTINGENCY 2021 WEB PAGE AT

LOWERCASE (https://www.icao.int/APAC/Meetings/AFGH-ATM) PILOTS IN COMMAND AND/OR AIRCRAFT OPERATORS ARE SOLELY RESPONSIBLE FOR SAFETY AND SECURITY ASSESSMENT FOR ANY PLANNED OPERATIONS IN THE KABUL FIR.

4) NORMAL ATS COMMUNICATIONS AND TRANSFER OF CONTROL PROVIDED BY TAJIKISTAN UNDER A PRE-EXISTING AIRSPACE DELEGATION IS AVAILABLE ON THE FOLLOWING ROUTE ONLY:

I) FIRUZ P500 MOTMO.

5) EXCEPT IN THE CASE OF FLIGHTS OPERATING FIRUZ P500 MOTMO PILOTS ARE RESPONSIBLE AT ALL TIMES FOR SEPARATION FROM OTHER TRAFFIC

6) SSR TRANSPONDERS SHALL BE OPERATED AT ALL TIMES. FLIGHTS ENTERING THE (XXXX) SHALL CONTINUE TO SQUAWK THE LAST ASSIGNED SSR CODE.

FLIGHTS DEPARTING AERODROMES WITHIN THE (XXXX) FIR SHALL SQUAWK CODE A2000 UNTIL ASSIGNED A NEW CODE BY THE FIRST RELEVANT ATS UNIT

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

8) ALL FLIGHTS SHALL FLIGHT PLAN AND OPERATE VIA ATS ROUTES PUBLISHED IN AIP AFGHANISTAN EXCEPT WHEN POSITIONING FOR DESCENT OR CLIMBING AFTER DEPARTURE AS DESCRIBED BELOW.

9) THE FOLLOWING ATS ROUTES DEFINED IN THE (XXXX) FIR ATM CONTINGENCY PLAN FOR USE BY FLIGHTS CROSSING THE (XXXX) FIR AT OR ABV FL300 ARE SEGREGATED BY NOT LESS THAN 50 NM:

I) SOKAM UL333 SERKA

II) PAMTU N636 PAROD P628 ASLUM

III) RANAH L750 BIROS

IV) LEMOD N644 DOBAT

V) AMDAR M875 TAPIS L509 LAJAK

10) RADIO NAVIGATION AIDS IN THE (XXXX) FIR ARE NOT MONITORED AND MAY BE UNAVAILABLE OR FAIL AT ANY TIME. RNP 4 OR RNP 2 EN-ROUTE NAVIGATION CAPABILITY IS RECOMMENDED.

11) FLIGHTS MAY BE SUBJECT TO DELAYING ACTION PRIOR TO ENTERING THE (XXXX) FIR TO ENSURE 15 MINUTES LONGITUDINAL SPACING FROM PRECEDING TRAFFIC AT THE SAME LEVEL

12) FLIGHTS CROSSING THE (XXXX) FIR WITHOUT LANDING SHALL FLIGHT PLAN AND OPERATE AT OR ABOVE FL300

13) FLIGHTS OPERATING IN THE (XXXX) FIR SHALL MAINTAIN CRUISING FLIGHT LEVELS IN ACCORDANCE WITH THE TABLE OF CRUISING LEVELS IN ICAO ANNEX 2 APPENDIX 3. CRUISE CLIMB AND CRUISING IN BLOCK LEVELS IS NOT PERMITTED

14) NON-RVSM OPERATIONS ARE NOT PERMITTED ABOVE FL280

15) FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE (XXXX) FIR SHALL FLIGHT PLAN AND OPERATE AT CRUISING LEVELS AT OR BELOW FL290. SEE SEPARATE NOTAM.

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

17) 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

18) ALL CLIMB AND DESCENT SHOULD BE CARRIED OUT WELL TO THE RIGHT OF TRACK.

19) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR TERRAIN CLEARANCE

20) FLIGHTS OPERATING IN THE (XXXX) FIR AT OR ABOVE FL300 SHALL COMPLY WITH TIBA PROCEDURES DEFINED IN ICAO ANNEX 11 ATTACHMENT B USING FREQUENCY
125.2 MHZ. SEPARATE NOTAM ALSO DESCRIBES TIBA PROCEDURES

21) EXCEPT IN THE CASE OF FLIGHTS VIA FIRUZ P500 MOTMO ALL FLIGHTS CROSSING 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.

FOR DEPARTURE/ARRIVING FLIGHTS

FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE (XXXX) FIR

ALL FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE (XXXX) FIR SHALL COMPLY WITH THE PROCEDURES LISTED BELOW EXCEPT WHERE DEVIATION FROM THESE PROCEDURES IS REQUIRED TO MAINTAIN FLIGHT SAFETY

1) ATS NOT AVAILABLE IN THE (XXXX) FIR.

2) AIS INCLUDING NOTAM SERVICE NOT AVAILABLE IN THE (XXXX) FIR. INFORMATION ON THE AVAILABILITY OF CONTINGENCY NOTAMS AND OTHER RELEVANT CONTINGENCY INFORMATION MAY BE FOUND ON THE ICAO ASIA PACIFIC REGIONAL OFFICE AFGHANISTAN ATM CONTINGENCY 2021 WEB PAGE AT LOWERCASE WWW.ICAO.INT/APAC/PAGES/DEFAULT.ASPX

3) PILOTS IN COMMAND AND/OR AIRCRAFT OPERATORS ARE SOLELY RESPONSIBLE FOR SAFETY AND SECURITY ASSESSMENT FOR ANY PLANNED OPERATIONS IN THE (XXXX) FIR

4) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR SEPARATION FROM OTHER TRAFFIC

5) SSR TRANSPONDERS SHALL BE OPERATED AT ALL TIMES. FLIGHTS ENTERING THE (XXXX) FIR SHALL CONTINUE TO SQUAWK THE LAST ASSIGNED SSR CODE. FLIGHTS DEPARTING AERODROMES WITHIN THE (XXXX) FIR SHALL SQUAWK CODE A2000 UNTIL ASSIGNED A NEW CODE BY THE FIRST RELEVANT ATS UNIT

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

7) ALL FLIGHTS SHALL FLIGHT PLAN AND OPERATE VIA ATS ROUTES PUBLISHED IN AIP AFGHANISTAN EXCEPT WHEN POSITIONING FOR DESCENT OR CLIMBING AFTER DEPARTURE AS DESCRIBED BELOW

8) RADIO NAVIGATION AIDS IN THE (XXXX) FIR ARE NOT MONITORED AND MAY BE UNAVAILABLE OR FAIL AT ANY TIME. RNP 4 OR RNP 2 EN-ROUTE NAVIGATION CAPABILITY AND RNAV RNP AND OR GNSS CAPABILITY AS PRESCRIBED IN PUBLISHED INSTRUMENT FLIGHT PROCEDURES IS RECOMMENDED.

9) FLIGHTS MAY BE SUBJECT TO DELAYING ACTION PRIOR TO ENTERING THE (XXXX) FIR TO ENSURE 15 MINUTES LONGITUDINAL SPACING FROM PRECEDING TRAFFIC.

10) NON-RVSM OPERATIONS AT F290 ARE NOT PERMITTED

11) 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.

12) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR TERRAIN CLEARANCE.

TIBA PROCEDURES FOR ALL FLIGHTS

1. WHERE AIRCRAFT HAVE ONLY TWO SERVICEABLE VHF SETS ONE SHOULD BE TUNED TO TH RELEVANT ATS FREQUENCY FOR THE FIR IN WHICH THE AIRCRAFT IS CURRENTLY LOCATEI OR THE FIR THAT WILL BE ENTERED AFTER THE xxxxxL FIR AND THE OTHER SHOULD BE TUNED TO THE TIBA FREQUENCY.

2. A LISTENING WATCH SHOULD BE MAINTAINED ON THE TIBA FREQUENCY FROM 10 MINUTES BEFORE ENTERING THE KABUL FIR UNTIL LEAVING THE XXXX FIR .

3. A BROADCAST SHOULD BE MADE ON THE TIBA FREQUENCY:
   i. 10 MINUTES BEFORE ENTERING THE XXXX FIR.
   ii. AT 20 MINUTE INTERVALS BETWEEN DISTANT REPORTING POINTS
   iii. 2 TO 5 MINUTES WHERE POSSIBLE BEFORE A CHANGE IN FLIGHT LEVEL
   iv. AT THE TIME OF A CHANGE IN FLIGHT LEVEL
   v. AT ANY OTHER TIME CONSIDERED NECESSARY BY THE PILOT

----------The End----------