European Union Aviation Safety Agency

Conflict Zone Information Bulletin

CZIB No.: CZIB-2017-08R14

Subject: Airspace of Afghanistan

Status:

Active

Issued date:

31/01/2024

Valid until:

31/07/2024

Revision:

- 31/01/2024 - The validity of the CZIB was extended until 31 July 2024. No changes to the content.
- 24/11/2022 - French DGAC issued AIC France A24/22 canceling and superseding A 10/22
- 31/01/2023 - The CZIB validity was extended for six months and referenced publications updated
- 23/05/2023 - German AIC 07/23 issued on 18 May 2023 superseding AIC 05/23. Canada AIC 13/23 issued on 18 May 2023 replacing AIC 3/23.
- 20/07/2023 - German AIC 12/23 issued on 13 July 2023 superseding AIC 09/23.

Referenced publication(s):

- United Kingdom AIP ENR 1.1 and V0020/21 NOTAMN issued 26 August 2021 (see Appendix 1)
- United States Federal Aviation Administration KICZ A0029/21 - issued 30 August 2021 and US DoD (DINS) NOTAM A0699/21 issued 08 September 2021 (see Appendix 2)
- French AIC France A 24/22 issued 24 November 2022 (see appendix 3)
- German AIC 12/23 issued on 13 July 2023 (see Appendix 4)
- Canada AIC 13/23 issued on 18 May 2023 (see Appendix 5)
- Spanish AIP SUP 44/22 issued 21 April 2022 (see Appendix 6)

This is information only. Recommendations are not mandatory.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Affected Airspace:

Afghanistan airspace, Kabul Flight Information Region (FIR OAKX).

Applicability:

Applies to operators

Description:

Due to the current security situation in Afghanistan since the withdrawal of western military forces and the Taliban takeover of the country in August 2021, there is a continued possible threat to civil aviation resulting in a HIGH risk to operations at altitudes below FL 320.

Extremist non-state actor groups remain active and might sporadically target aviation facilities in multiple ways, including direct rocket or mortar attacks, indirect fire or suicide bombers.

Additionally, there is an aviation safety concern due to the absence or limited Air Traffic Service (ATS) capacities across the entire country.

Recommendation(s):

EASA advises air operators not to conduct flights over FIR Kabul (OAKX) below FL 320.

Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate. Latest operational information on ‘Closures and warnings’ issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the Network Manager NOP Portal (password protected version).

Affected Countries:

Afghanistan

Appendix 1

Source: United Kingdom AIP ENR 1.1 Section 1.4

Security - Hazardous Situation in Afghanistan UK registered air operators are recommended not to enter FIR KABUL (OAKX) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways P500 and G500 for transiting overflights. Contact UK

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Department for Transport +44 (0)207-082 6639 or +44 (0)207-944 5999 out of hours.

Appendix 2

Source: United States Federal Aviation Administration KICZ A0029/21 and US DoD - (DINS) NOTAM A0699/21

KICZ A0029/21 - SECURITY.. UNITED STATES OF AMERICA FLIGHT PROHIBITION AGAINST CERTAIN FLIGHTS IN THE KABUL FLIGHT INFORMATION REGION (OAKX)

SECURITY..UNITED STATES OF AMERICA PROHIBITION AGAINST CERTAIN FLIGHTS IN THE KABUL FLIGHT INFORMATION REGION (OAKX)

THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) BELOW ARE PROHIBITED FROM OPERATING AT ALL ALTITUDES IN THE KABUL FLIGHT INFORMATION REGION (FIR)(OAKX), EXCEPT AS PROVIDED IN PARAGRAPH B (PERMITTED OPERATIONS) AND PARAGRAPH C (ALLOWANCES) BELOW, DUE TO THE RISK POSED BY EXTREMIST/MILITANT ACTIVITY, LACK OF RISK MITIGATION CAPABILITIES, AND DISRUPTIONS TO AIR TRAFFIC SERVICES.

A. APPLICABILITY. THIS NOTAM DOES NOT APPLY TO THE UNITED STATES DEPARTMENT OF DEFENSE. IT DOES APPLY TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT WHEN SUCH PERSONS ARE OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHEN THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PERMITTED OPERATIONS. THIS NOTAM DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) ABOVE FROM CONDUCTING FLIGHT OPERATIONS IN THE
ABOVE-NAMED AREA WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY A DEVIATION, EXEMPTION, OR OTHER AUTHORIZATION ISSUED BY THE FAA ADMINISTRATOR. OPERATORS MUST CALL THE FAA WASHINGTON OPERATIONS CENTER AT 202-267-3333 TO INITIATE COORDINATION FOR FAA AUTHORIZATION TO CONDUCT OPERATIONS.

C. ALLOWANCES. USE OF JET ROUTES P500-G500 IS AUTHORIZED FOR TRANSITING OVERFLIGHTS.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

D. EMERGENCY SITUATIONS. IN AN EMERGENCY REQUIRING IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND OF AN AIRCRAFT MAY
DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY. THIS NOTAM IS AN EMERGENCY ORDER ISSUED UNDER 49 USC 40113(A), 44701(A)(5), AND 46105(C).

ADDITIONAL INFORMATION IS PROVIDED AT:

HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/
SFC – FL999, 30 AUG 19:55 2021 UNTIL PERM. CREATED: 30 AUG 19:59 2021

US DoD - Defense Internet NOTAM Service (DINS) - NOTAM A0699/21

A0699/21 NOTAMN
Q) OAKX/QAFXX/IV/NBO/E/000/999/000
A) OAKX OAKB
B) 2109061045 C) 2112032359
E) FOLLOWING NOTAM IS ISSUED ON REQUEST
OF KABUL INT'L NOTAM OFFICE, AFGHANISTAN.
AFGHANISTAN FIR IS UNCONTROLLED CLASS G AIRSPACE,
ALL AIRCRAFT ARRIVING OR DEPARTING KABUL AIRPORT
(OAKB) SHALL HAVE APPROVED FLIGHT PLAN AT LEAST
24 HOURS BEFORE.
CREATED: 08 Sep 2021 11:14:00
SOURCE: OPKCYNYX

Appendix 3

Source: AIC France 24/22 issued 24 November 2022

From 25/11/2021 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested not to penetrate into the airspace of Afghanistan (FIR KABUL - OAKX), except for routes P500 / G500 on which a flight level above or equal to FL320 is requested to be maintain at all times in the KABUL FIR (OAKX).

Appendix 4

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Source: German AIC 12/23 issued on 13 July 2023

SECURITY - HAZARDOUS SITUATION IN AFGHANISTAN

Civil German air operators are recommended not enter FIR KABUL (OAKX) below FL330. Potential risk from terrorist attacks, anti-aviation weaponry and missing civil-military air traffic coordination.

Excluded from this recommendation are flights at and above FL330.

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR KABUL (OAKX) at or above FL330. Potential risk from missing civil-military air traffic coordination.

Appendix 5

Source: Transport Canada AIC 13/23 issued on 18 May 2023

Afghanistan – Level 2 – Issued July 28, 2021

SECURITY – HAZARDOUS SITUATION IN AFGHANISTAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Kabul FIR (OAKX). Potential risk from extremist and militant activity and limited risk mitigation capabilities.

Excluded from this guidance are airways P500 and G500 for transiting overflights at or above flight level FL320.

Appendix 6

Source: Spanish AIP SUP 44/22

Until 21 April 2023 (estimated), Spanish air carriers are requested not to conduct any flights in KABUL FIR (OAKX), due to potential risk to civil aviation from heightened military activity, dedicated anti-aviation weapon, missing civil-military air traffic coordination and limited risk mitigation capabilities.
An exception may be acceptable for transiting overflight operations above FL260 on routes P500 and G500.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

This is information only. Recommendations are not mandatory.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.