

Subject: Airspace of Afghanistan**Status:**

Active

Issued date:

07/04/2021

Valid until:

30/04/2021

Revision:

This CZIB is revised to extend the validity period and to amend reference publications.

Referenced publication(s):

- United Kingdom AIP ENR 1.1 issued 28 January 2021 (see Appendix 1).
- United States Federal Aviation Administration KICZ A0008/21 - issued 28 March 2021 and FAA Background Information issued 28 March 2020 (see Appendix 2).
- AIC France Circular A 02/21 issued 11 February 2021 (see Appendix 3).
- German AIC 07/21 issued 25 March 2021 (see Appendix 4).

Affected Airspace:

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

Applicability:

Applies to operators

Description:

The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

This is information only. Recommendations are not mandatory.



Recommendation(s):

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](#)**

[United Kingdom Aeronautical Information Service](#)

Potential risk to aviation overflying Kabul FIR at less than 25,000 FT above ground level (AGL) from dedicated anti-aviation weaponry.

Operators are advised to take this potential risk into account in their risk assessments and routing decisions.

Contact UK Department for Transport +44 (0)207-944 6322 or +44 (0)207-944 5999 out of hours.

Appendix 2**Source: United States Federal Aviation Administration [KICZ A0008/21](#)**

SECURITY.. UNITED STATES OF AMERICA ADVISORY FOR THE KABUL FLIGHT INFORMATION REGION (OAKX).

THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE ADVISED TO EXERCISE EXTREME CAUTION WHEN FLYING INTO, OUT OF, WITHIN, OR OVER THE KABUL FLIGHT INFORMATION REGION (FIR) (OAKX) AND OPERATE ONLY ON ESTABLISHED AIR ROUTES AND AT ALTITUDES AT OR ABOVE FLIGHT LEVEL (FL) 330 TO THE MAXIMUM EXTENT POSSIBLE. SUCH PERSONS SHOULD ALSO MINIMIZE GROUND TIME IN AFGHANISTAN TO THE MAXIMUM EXTENT POSSIBLE.

THIS NOTAM RENEWS THE ADVISORY PREVIOUSLY CONTAINED IN NOTAM KICZ A0038/20.

A. APPLICABILITY. THIS NOTAM APPLIES 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

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OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF U.S.-REGISTERED CIVIL AIRCRAFT, EXCEPT WHEN THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA ARE STRONGLY REMINDED TO REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450; AND, TO THE MAXIMUM EXTENT POSSIBLE, PROVIDE AT LEAST 72-HOUR ADVANCE NOTICE OF PLANNED FIXED WING FLIGHTS TO/FROM AIRPORTS IN THE KABUL FIR (OAKX) TO THE FAA AT FAA-WATCH [at] FAA.GOV WITH SPECIFIC FLIGHT DETAILS.

C. OPERATIONS. EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS. DUE TO ONGOING MILITARY OPERATIONS AND EXTREMIST/MILITANT ACTIVITY, OPERATE ONLY ON ESTABLISHED AIR ROUTES, AVOID OPERATING AT ALTITUDES BELOW FL330, AND MINIMIZE GROUND TIME IN AFGHANISTAN, TO THE MAXIMUM EXTENT POSSIBLE. WHILE OPERATING AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT, AIRCRAFT ARE PRIMARILY AT RISK OF ENCOUNTERING SMALL-ARMS FIRE, ROCKET-PROPELLED GRENADES, AND ANTI-AIRCRAFT FIRE. U.S. AND AFGHAN MILITARY AIRCRAFT AND GOVERNMENT CONTRACTED CIVIL AIRCRAFT OPERATING AT LOW ALTITUDES HAVE ENCOUNTERED A MULTITUDE OF ANTI-AIRCRAFT FIRE INCIDENTS. THERE IS ALSO A RISK FROM SHOULDER-FIRED MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS) WHEN OPERATING AT ALTITUDES BELOW FL330.

THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333.

THE JUSTIFICATION FOR THIS ADVISORY WILL BE RE-EVALUATED BY 28 MAR 2022.

ADDITIONAL INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](https://www.faa.gov/air_traffic/publications/us_restrictions/).

FAA Background Information Regarding U.S. Civil Aviation in the Kabul Flight Information Region (OAKX)

The combination of ongoing military operations and extremist/militant activity has resulted in a fragile security situation across Afghanistan posing a risk to U.S. civil flight operations. There are increasing risks to U.S. civil aviation operating in the Kabul Flight Information Region (FIR) (OAKX) at altitudes below Flight Level 330 (FL330), particularly for aircraft operating at low altitudes, including during the arrival and departure phases of

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flight. For this reason, on 28 March 2020, the FAA published Notice to Airmen (NOTAM) KICZ A0038/20, which advised U.S. civil aviation to exercise extreme caution during flight operations when operating into, out of, within, or over the Kabul FIR. Additionally, the NOTAM advises U.S. civil operators and civil airmen, to the maximum extent possible, to operate on established air routes, minimize flight operations below FL330, and minimize ground time in Afghanistan. The NOTAM also provides that, to the maximum extent possible, operators must provide the FAA with specific flight details of planned fixed wing flights into/out of airports in the Kabul FIR at least 72 hours in advance of the operation. This information helps refine the FAA's understanding of the risk exposure of U.S. civil aviation in Afghanistan and improves the agency's ability to communicate with operators, as appropriate, regarding risk concerns that may be relevant for particular planned flights.

The primary risk to U.S. civil aviation comes from indirect fire targeting airports and from surface-to-air fire targeting aircraft operating at low altitudes, including during the arrival and departure phases of flight. Airports and airfields in Afghanistan have been targeted frequently by direct assault and/or indirect fire and are also susceptible to insider threats. Flight operations at airports have been disrupted by, and aircraft have been damaged by, rocket or mortar fire attacks, as demonstrated by a late-September 2017 high-profile indirect fire attack on Kabul International Airport (OAKB), when multiple munitions impacted within the airport perimeter and disrupted flight operations. Bagram Airfield was targeted by indirect fire on multiple occasions in March 2020. In October 2019, an unprecedented number of rockets were used in an attack on the coalition base at Lashkar Gar, a tactic that could be replicated against coalition airfields with little or no warning. Operations at Bagram Airfield were affected by a direct assault on a facility adjacent to the airfield on 10 November 2019. The insider threat risk also remains a concern, as demonstrated by the September 2017 suicide bomber attack at an entry control point at Bagram Airfield, and a November 2016 insider attack that killed four people, also at Bagram.

While operating at low altitudes, including during the arrival and departure phases of flight, aircraft are primarily at risk of encountering small-arms fire, rocket-propelled grenades, and anti-aircraft fire. U.S. and Afghan military aircraft and Government-contracted civil aircraft operating at low altitudes have encountered a multitude of anti-aircraft fire incidents. There is also a risk from shoulder-fired manportable air defense systems (MANPADS) when operating at altitudes below FL330. Although to date, MANPADS have only been fired at military aircraft, there is a potential that they may be used against civil aviation with little or no warning. Some MANPADS are capable of reaching a maximum altitude of 25,000 feet above ground level.

The FAA is closely monitoring the security conditions in Afghanistan to determine whether

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further action is necessary to minimize risk to U.S. civil aviation operations in the Kabul FIR. Posted: 28 Mar 2020

Appendix 3

Source: [AIC France Circular A 02/21](#)

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested to maintain at all times a flight level above or equal to FL260 in the airspace of Afghanistan (OAKX FIR (KABUL)).

Appendix 4

Source: [German AIC 07/21](#)

Hazardous situation in Afghanistan

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR KABUL (OAKX) below FL330 including landing, taxiing, parking and take off. Potential risk to aviation from anti-aviation weaponry and from being subject to collateral damage due to attacks on non-civilian targets at all airports.

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