



Conflict Zone Information Bulletin

CZIB No.: 2017-08R2

Issued: 24 October 2018

Subject: Airspace of Afghanistan

Revision / Cancellation:

This CZIB is revised to extend the validity period, and to amend reference publications. The original issue of this CZIB replaced and cancelled EASA SIB 2014-26R1 dated 16 October 2015.

Reference Publications(s):

- United Kingdom AIP ENR 1.1 issued 08 October 2015 (see Appendix 1 of this CZIB).
- United States Federal Aviation Administration KICZ A0031/17 issued 24 December 2017 (see Appendix 2).
- AIC France Circular 15/18 issued 10 May 2018 (see Appendix 3).
- Germany NOTAM B1382/18 issued 05 October 2018 (see Appendix 4).

Affected Airspace:

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

Applicability:

This CZIB 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.

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).

Validity:

This CZIB is valid until 24 April 2019.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

This is information only. Recommendations are not mandatory.



Appendix 1

Source: United Kingdom [AIP ENR 1.1](#)
[United Kingdom Aeronautical Information Service](#)

Hazardous Situation in Afghanistan

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 4426 or +44 (0)207-944 5999 out of hours.

This is information only. Recommendations are not mandatory.



Appendix 2

Source: United States Federal Aviation Administration [KICZ A0031/17](#)

KICZ A0031/17 - SECURITY..UNITED STATES OF AMERICA ADVISORY FOR AFGHANISTAN THOSE PERSONS DESCRIBED IN PARAGRAPH A FLYING INTO, OUT OF, WITHIN, OR OVER THE TERRITORY AND AIRSPACE OF AFGHANISTAN SHOULD OPERATE ONLY ON ESTABLISHED AIR ROUTES AND AT ALTITUDES AT OR ABOVE FL330 TO THE MAXIMUM EXTENT POSSIBLE. HIGH ELEVATION TERRAIN IN PARTS OF AFGHANISTAN MAY CREATE THE POTENTIAL FOR SOME OF THE THREATS DESCRIBED IN PARAGRAPH C TO BE ENCOUNTERED AT OR ABOVE FL330 IN THOSE AREAS.

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 SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS AND COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450.

C. OPERATIONS. EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS AND AVOID OPERATING AT ALTITUDES BELOW FL 330 TO THE MAXIMUM EXTENT POSSIBLE DUE TO ONGOING MILITARY OPERATIONS AND EXTREMIST/MILITANT ACTIVITY. THE SECURITY SITUATION IN AFGHANISTAN PRESENTS AN INCREASED CONCERN FOR U.S. CIVIL AVIATION INTERESTS, PARTICULARLY FOR AIRCRAFT ON THE GROUND AND AIRCRAFT OPERATING AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT. THERE IS A RISK OF ATTACKS AGAINST U.S. CIVIL AVIATION IN AFGHANISTAN. AIRPORTS/AIRFIELDS IN AFGHANISTAN MAY BE TARGETS OF DIRECT ASSAULT AND/OR INDIRECT FIRE AND ARE SUSCEPTIBLE TO INSIDER THREATS. AIRCRAFT ON THE GROUND AT AIRPORTS/AIRFIELDS HAVE BEEN DAMAGED OR DESTROYED BY INDIRECT ROCKET OR MORTAR FIRE FROM EXTREMIST/MILITANT ATTACKS. AIRCRAFT ARE AT RISK OF ENCOUNTERING ANTI-AIRCRAFT FIRE AND SHOULDER-FIRED MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS), PARTICULARLY AT LOWER ALTITUDES. THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333 or 1-844-412-1794. THE JUSTIFICATION FOR THIS ADVISORY WILL BE RE-EVALUATED BY 24 DEC 2018.

ADDITIONAL INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/SFC – FL329](https://www.faa.gov/air_traffic/publications/us_restrictions/sfc-fl329);

This is information only. Recommendations are not mandatory.



Appendix 3

Source: [AIC France Circular 15/18](#)

From 17/01/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Afghanistan (OAKX FIR (KABUL)).

This is information only. Recommendations are not mandatory.



Appendix 4

Source: Germany [NOTAM B1382/18](#)

B1382/18 (issued for EDMM EDGG EDWW)
SECURITY AFGHANISTAN POTENTIALLY HAZARDOUS SITUATION
FIR KABUL (OAKX)
CONTENT:

POTENTIAL RISK TO AVIATION WITHIN FIR KABUL (OAKX) BELOW FL330 INCLUDING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS FROM DEDICATED ANTI-AVIATION WEAPONRY AND FROM BEING SUBJECT TO COLLATERAL DAMAGE DUE TO ATTACKS ON NON-CIVILIAN TARGETS AT ALL AIRPORTS WITHIN FIR KABUL (OAKX).

CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTEING DECISIONS.
EMERGENCY SITUATION: IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND MAY DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY.

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