FAA issues Emergency Order for Afghanistan (Updated)

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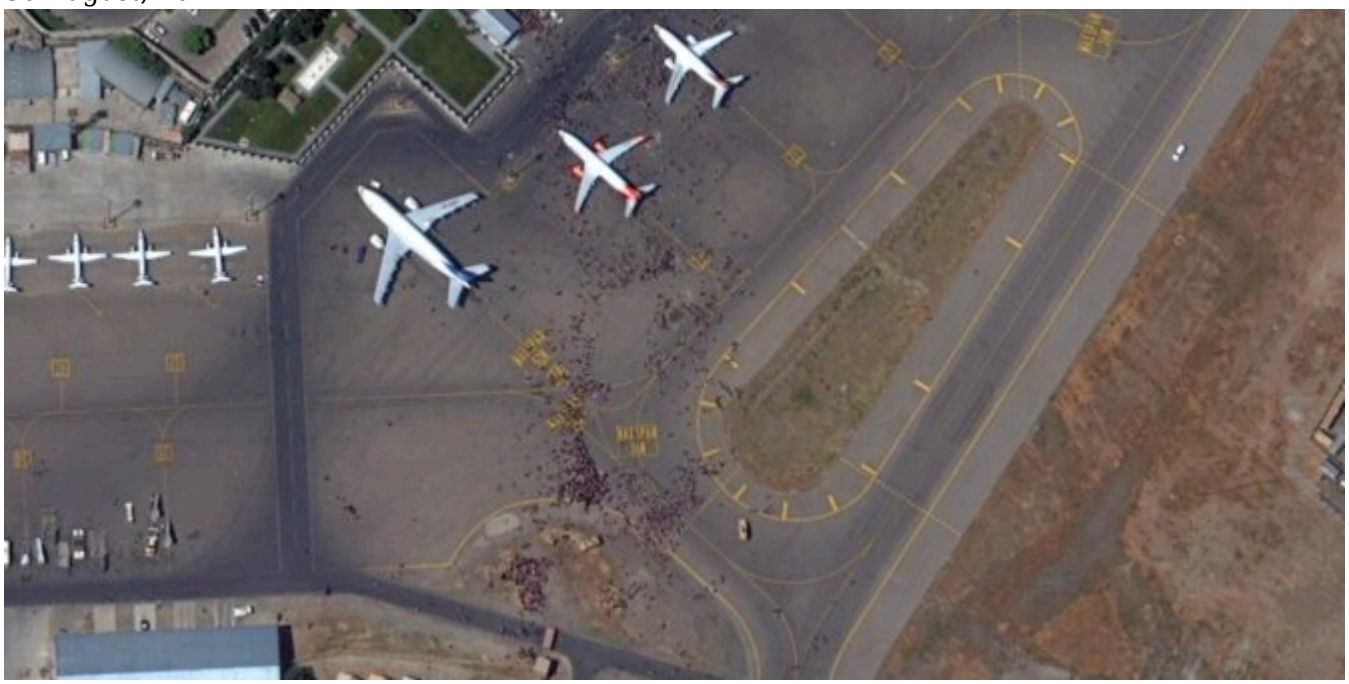
30 August, 2021



On August 30, the FAA revised its **Emergency Order** for Afghanistan, with a new **KICZ Notam.**

Effective immediately, **US operators and flight crew are prohibited from operating in the Kabul Flight Information Region** (OAKX) at all levels. The FAA cites three specific risk factors: extremist/militant activity, limited risk mitigation capabilities, and disruptions to Air Traffic Services.

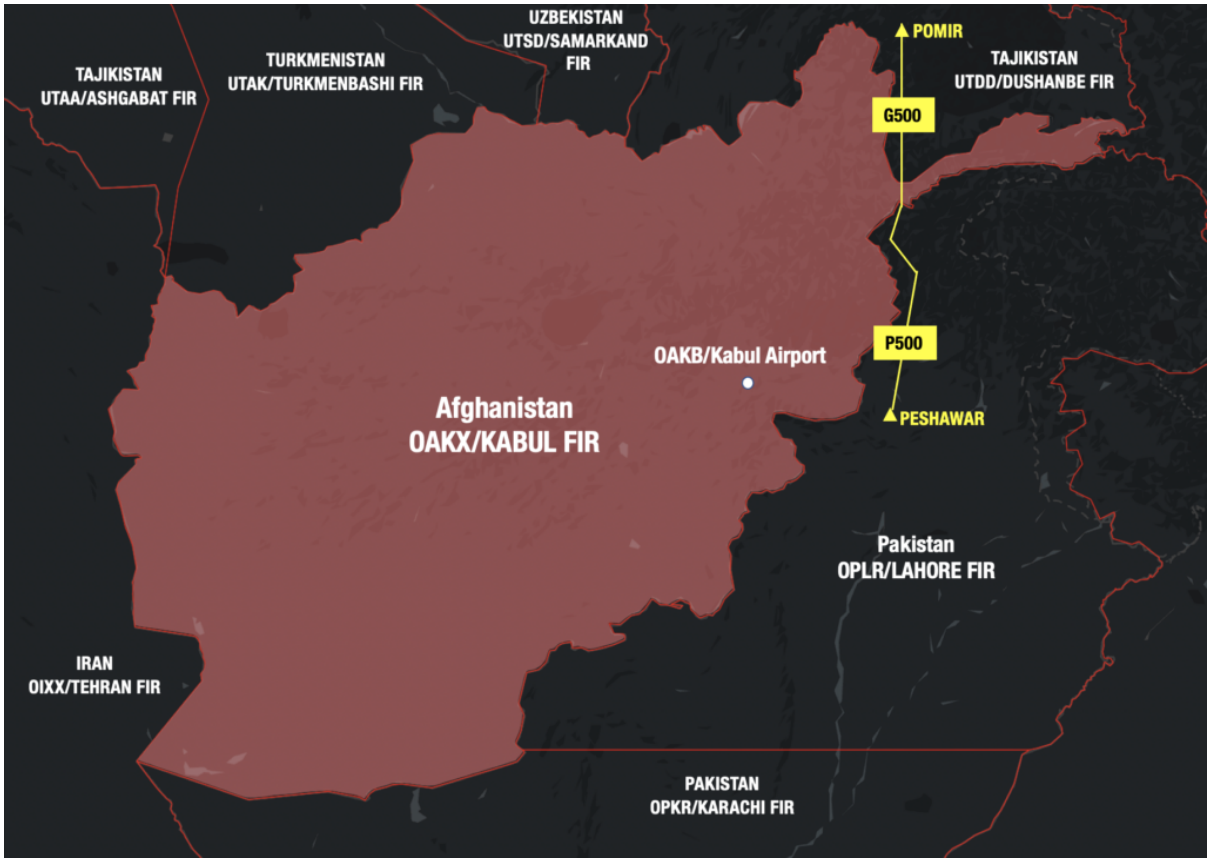
The main change is that flights to and from **OAKB/Kabul** airport are **no longer exempt.**

Therefore the only exceptions are now as follows:

1. **You can** operate in the **Kabul FIR** (OAKX) if another US government agency authorizes it together with the FAA, or by way of "deviation, exemption, or other authorization" issued by the FAA Administrator. If you do plan to fly, you must call the FAA Operations Center in Washington.

2. **You can** overfly on one airway: Use of airway P500/G500 is authorized for transiting overflights. (That airway cross the sliver of Afghan airspace in the east of Afghanistan between Pakistan and Tajikistan)

3. If you are experiencing an emergency.



Airway P500/G500 in the OAKX/Kabul FIR is ok.

The NOTAM is issued with permanent validity, and is presented in full below.

For further on Afghanistan, pilot and local situation reports, procedures, and assistance:

- OPSGROUP ALL CALL: Information post.
- Share your updates in #flightops on Slack.
- Read our post from Aug 18 on airspace risk: Afghanistan: Do Not Fly
- Review the Safe Airspace risk summary for Afghanistan

Satellite image via Washington post, Maxar Technologies 2021.

> **KICZ Notam A0029/21**
> Issued Aug 30, 1955 UTC
> Valid until: Permanent
>
> 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.

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/

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