

## AFGHANISTAN CIVIL AVIATION AUTHORITY



## Kabul FIR Air Traffic Management Contingency Plan

Version 3.0

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Approved by:

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امارت اسلامی افغانستان  
هوانوردی ملکی و ترانسپورت وزارت

د افغانستان اسلامي امارت  
د ملکی هوایی چلند او ترانسپورت وزارت

### AFGHANISTAN CIVIL AVIATION AUTHORITY

#### SIGNATORIES

Capt Ghulam Jilani Wafa – Deputy Minister for ops



ALL CONCERNED PARTIES SHALL UNDERSTAND AND COMPLY WITH THE PROVISIONS OF THIS CONTINGENCY PLAN.

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### FOREWORD

1 This is the new edition (3.0) 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 facilities 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 Afghanistan Civil Aviation Authority (ACAA).

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 ACAA 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.

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

6 This Plan is primarily for the information of operators and pilots planning and conducting operations in Afghanistan Flight Information Region. Under any Air Traffic Control (ATC) contingency the ACAA 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.



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### KABUL FIR ATM CONTINGENCY PLAN

#### 1 OBJECTIVE

1.1 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.

1.2 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.*

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### 2 ATS UNITS, CENTRES, STATES AND FIRS AFFECTED

2.1 In the event that the Afghanistan Civil Aviation Authority 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:

#### a) Pakistan

- I. Karachi FIR (Karachi ACC)
- II. Lahore FIR (Lahore ACC, Islamabad ACC)

#### b) Iran

- I. Tehran FIR (Tehran ACC)

#### c) Tajikistan

- I. Dushanbe FIR (Dushanbe ACC)

#### d) Uzbekistan

- I. Samarkand FIR (Samarkand ACC)

#### e) Turkmenistan

- I. Turkmenabad FIR (Turkmenabad ACC)

2.2 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 ACAA as soon as practicable.



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### 3 MANAGEMENT OF THE CONTINGENCY PLAN

3.1 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.

#### **Central Coordinating Committee**

3.2 **In line with guidance provided in the ASIA/PACIFIC REGION ATM CONTINGENCY PLAN, as** soon as practicable in advance of, or after a contingency event has occurred, the ACAA shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

- a) Director General of Civil Aviation.
- b) Deputy of operation
- c) GM of Air Navigation Service Provider.
- d) Director of ATM.
- e) Head of AIS
- f) Afghan security forces Senior Representative.
- g) Air Space User representative/s.
- h) Director of Airports.
- i) Senior Representative of Afghan Meteorological Department.
- j) Kabul FIC Manager.

3.3 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 ACAA.

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### 4 ROUTE AND FLIGHT LEVEL STRUCTURE

4.1 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.

4.2 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.

4.3 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.

4.4 Departing aircraft's horizontal (timing/miles) and/or vertical separation, according to the aircraft's route of flight based, will be managed by terminal air traffic facility.

### **Lower Airspace Arrangement**

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

4.6 Kabul has radar approach control will provide radar surveillance advisory services in their designated airspace. Mazar-e-Sharif and Herat currently provide nonradar approach advisory services. Refer to the Afghan Aeronautical Information Publication for details. Civil Flights: While outside terminal-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 by aircraft (TIBA) position reports in accordance with ICAO procedures and format on frequency 125.2MHz. The following airways are available bi-directionally:

- a) PAMTU V390 SAKUX
- b) SAKUX V338 TAPIS
- c) GADER A453 TAPIS

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- d) BUDBO G206 TAPIS
- e) LAJAK M696 TAPIS
- f) TAPIS M696 LEMOD
- g) TAPIS V876 ALKIB V848 PINAX
- h) PAROD M375 BOTAN
- i) SERKA V390 PAROD
- j) AMDAR A454 TAPIS
- k) SAKUX V717 OLDEX
- l) SAKUX V390 PAROD
- m) RANRU Z627 BUDBO
- n) RIMPA G202 PAROD

4.7 Military Flights: shall have the approval of ACAA.

4.8 Military Flights: While outside military-controlled airspace, military flights shall operate at their last assigned altitude in accordance with the following allocation scheme FL200-FL220 and offset 5 NM to the right along ATS routes and make TIBA position reports in accordance with ICAO procedures and format on frequency 125.2MHz. The following airways are available bi- directionally:

- a) PAMTU V390 SAKUX
- b) SAKUX V338 TAPIS
- c) GADER A453 TAPIS
- d) BUDBO G206 TAPIS
- e) LAJAK M696 TAPIS
- f) TAPIS M696 LEMOD
- g) TAPIS V876 ALKIB V848 PINAX
- h) PAROD M375 BOTAN
- i) SERKA V390 PAROD
- j) AMDAR A454 TAPIS
- k) SAKUX V717 OLDEX
- l) SAKUX V390 PAROD
- m) RANRU Z627 BUDBO
- n) RIMPA G202 PAROD

Military Flights for Low air route: FL200-FL220. Military Flights for high air routes: Only FL300.

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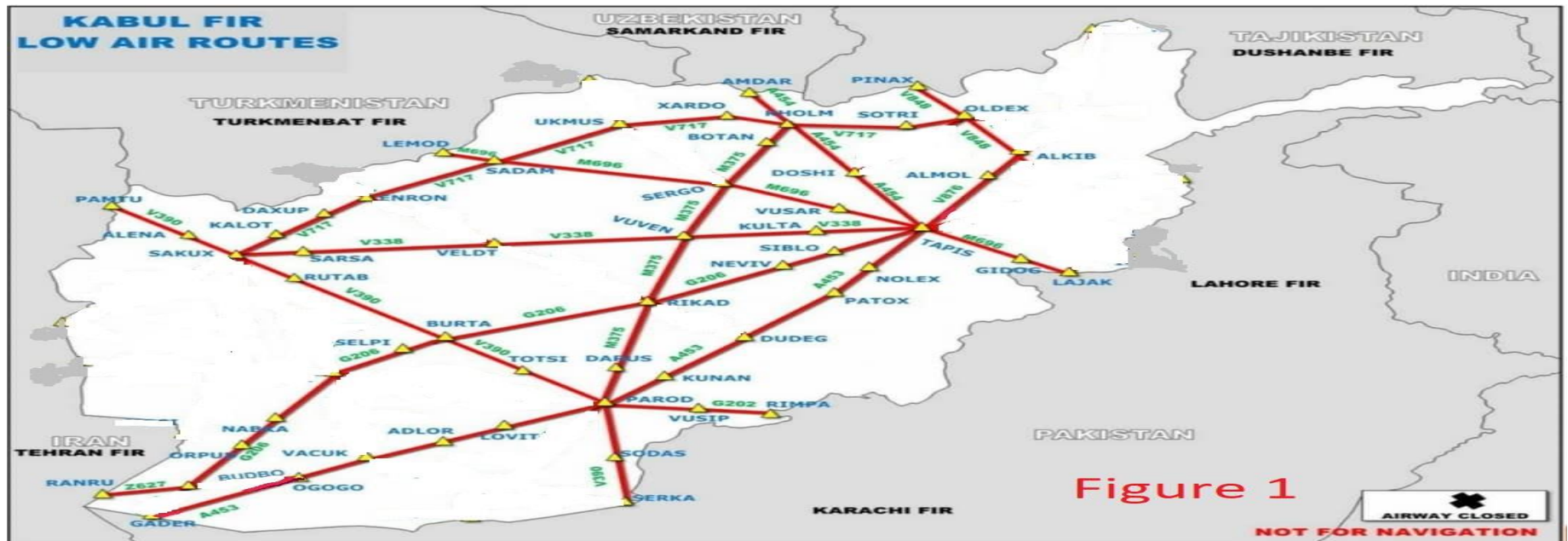


Figure 1: Lower Airspace Structure: FL160 up to and including FL290.

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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.

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### Upper Airspace FL300 – FL510

4.9 FL300 reserved for military operations in upper airspace.

4.10 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).
- b) SOKAM UL333 SERKA.
- c) **PAMTU** P628 ASLUM.
- d) RANAHA L750 **BIROS**.
- e) LEMOD N644 **DOBAT**.
- f) AMDAR M875 TAPIS L509 LAJAK.

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

*Note 2: As required, a NOTAM may be issued reserving FL300 for military operations.*

*Note 3: 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.)*

4.11 Activation of the contingency ATS routes will be by NOTAM. It is noted that international operators may elect to avoid the Kabul FIR. However, it is intended that the contingency routes within Kabul FIR will remain available for international traffic.

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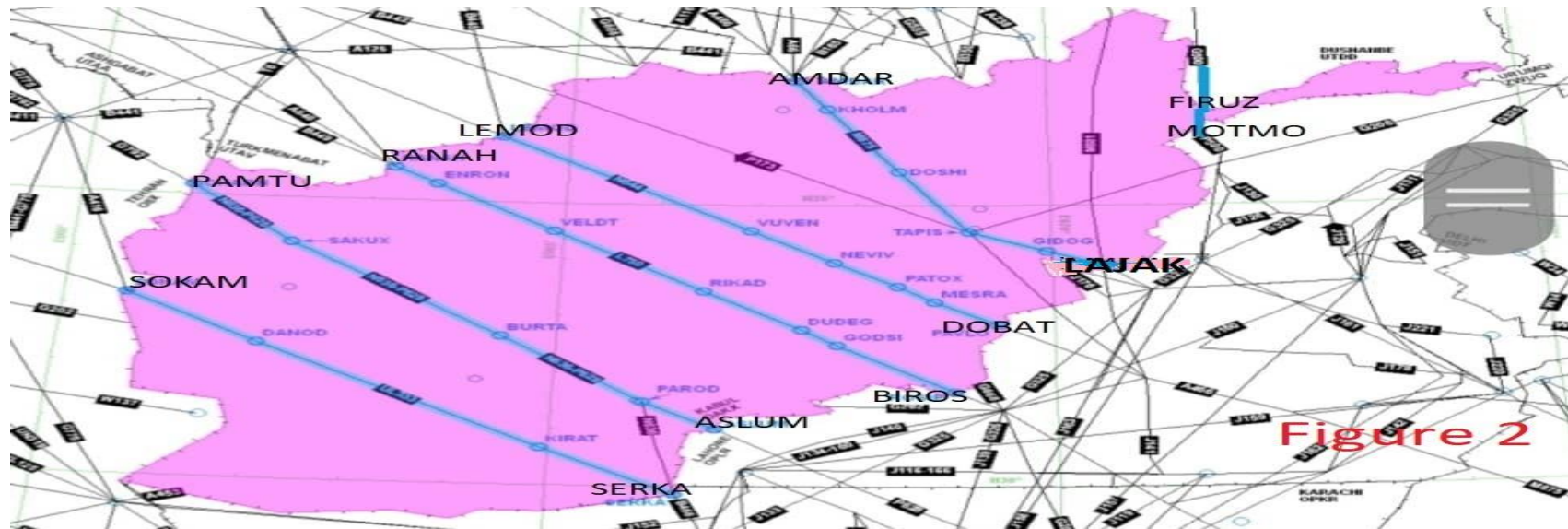


Figure 2: Upper Airspace route Structure (in blue)

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## 5 AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

### NOTAM

5.1 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.

5.2

**Template NOTAM Text:**

**FOR FLIGHTS CROSSING THE KABUL FIR WITHOUT LANDING (OVERFLIGHTS).**

REROUTING TO AVOID THE KABUL FIR IS HIGHLY RECOMMENDED

WHERE OPERATION WITHIN THE KABUL FIR IS NECESSARY OR UNAVOIDABLE ALL FLIGHTS 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 KABUL FIR.

2) AIS INCLUDING NOTAM SERVICE NOT AVAILABLE IN THE KABUL 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](http://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 KABUL FIR



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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 KABUL FIR SHALL CONTINUE TO SQUAWK THE LAST ASSIGNED SSR CODE.

FLIGHTS DEPARTING AERODROMES WITHIN THE KABUL 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 KABUL FIR ATM CONTINGENCY PLAN FOR USE BY FLIGHTS CROSSING THE KABUL 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 KABUL 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 KABUL FIR TO ENSURE 15 MINUTES LONGITUDINAL SPACING FROM PRECEDING TRAFFIC AT THE SAME LEVEL

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

13) FLIGHTS OPERATING IN THE KABUL 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 KABUL 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 KABUL FIR EXCEPT IN CASE OF TRAFFIC AVOIDANCE OR EMERGENCY

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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 KABUL 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 KABUL FIR**

ALL FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE KABUL 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 KABUL FIR.

2) AIS INCLUDING NOTAM SERVICE NOT AVAILABLE IN THE KABUL 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](http://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 KABUL 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 KABUL FIR SHALL CONTINUE TO SQUAWK THE LAST ASSIGNED SSR CODE. FLIGHTS DEPARTING AERODROMES WITHIN THE KABUL 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

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8) RADIO NAVIGATION AIDS IN THE KABUL 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 KABUL FIR TO ENSURE 15 MINUTES LONGITUDINAL SPACING FROM PRECEDING TRAFFIC

10) FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE KABUL FIR SHALL FLIGHT PLAN AND OPERATE AT CRUISING FLIGHT LEVELS AT OR BELOW FL290

11) FLIGHTS OPERATING IN THE KABUL 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

12) NON-RVSM OPERATIONS AT F290 ARE NOT PERMITTED

13) FLIGHTS CROSSING THE KABUL FIR WITHOUT LANDING SHALL OPERATE AT FL300 OR ABOVE. SEE SEPARATE NOTAM

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

15) 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

16) 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.

17) PILOTS ARE RESPONSIBLE AT ALL TIMES FOR TERRAIN CLEARANCE

18) FLIGHTS OPERATING IN THE KABUL FIR SHALL COMPLY WITH TIBA PROCEDURES DEFINED IN ICAO ANNEX 11 ATTACHMENT B AND DESCRIBED IN SEPARATE NOTAM USING THE FOLLOWING FREQUENCIES:

I) OPERATIONS AT OR BELOW FL290 ON OR NORTH OF ATS ROUTE N644 – 118.3 MHZ; OR

II) OPERATIONS AT OR BELOW FL290 SOUTH OF ATS ROUTE N644 - 120.9 MHZ; AND

III) ARRIVAL AND DEPARTURE OPERATIONS AS FOLLOWS.

i. KABUL OAKB - 120.6 MHZ

ii. MAZAR-E-SHARIF OAMS - 135.35 MHZ

iii. KANDAHAR OAKN - 125.5 MHZ

iv. HERAT OADR 126.45 MHZ

19) IN ADDITION TO THE ABOVE-MENTIONED TIBA BROADCASTS PILOTS SHALL BROADCAST THEIR INTENTIONS INCLUDING RUNWAY, DEPARTURE TRACK AND

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INTENDED CRUISING LEVEL ON THE RELEVANT TIBA FREQUENCIES NOT LESS THAN 10 MINUTES BEFORE TAKEOFF

20) FLIGHTS DESCENDING FOR LANDING AT ANY AERODROME SHALL NOT DESCEND BELOW THE 25NM MSA FOR THAT AERODROME AS PUBLISHED IN AIP AFGHANISTAN PLUS 2000 FT UNTIL PRECEDING ARRIVING TRAFFIC HAS LANDED OR DEPARTING TRAFFIC IS CONFIRMED TO BE ESTABLISHED ON DEPARTURE TRACK AND REMAINING WELL CLEAR

21) FLIGHTS DEPARTING ANY AERODROME SHALL NOT CLIMB ABOVE THE 25NM MSA FOR THAT AERODROME UNTIL ESTABLISHED ON DEPARTURE TRACK AND WELL CLEAR OF INBOUND TRAFFIC

22) DEPARTURE FLIGHTS SHALL NOT TAKE OFF IF ANY INBOUND AIRCRAFT IS WITHIN 100 NM OF THE AERODROME AND ON DESCENT.

23) FLIGHTS DEPARTING 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 TIBA AND RELATED PROCEDURES FOR FLIGHTS OPERATING IN THE KABUL FIR**

THE FOLLOWING PROCEDURES ARE REPRODUCED FROM ICAO ANNEX 11 ATTACHMENT B SUPPLEMENTED WHERE NECESSARY BY ADDITIONAL PROCEDURES

SEE ALSO SEPARATE NOTAMS FOR FLIGHTS CROSSING THE KABUL FIR WITHOUT LANDING OR FOR FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES IN THE KABUL FIR

#### **A. TIBA PROCEDURES FOR ALL FLIGHTS**

1. WHERE AIRCRAFT HAVE ONLY TWO SERVICEABLE VHF SETS ONE SHOULD BE TUNED TO THE RELEVANT ATS FREQUENCY FOR THE FIR IN WHICH THE AIRCRAFT IS CURRENTLY LOCATED OR THE FIR THAT WILL BE ENTERED AFTER THE KABUL 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 KABUL FIR

3. A BROADCAST SHOULD BE MADE ON THE TIBA FREQUENCY:

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- I. 10 MINUTES BEFORE ENTERING THE KABUL FIR
  - II. 10 MINUTES BEFORE CROSSING A REPORTING POINT
  - III. AT 20 MINUTE INTERVALS BETWEEN DISTANT REPORTING POINTS
  - IV. 2 TO 5 MINUTES WHERE POSSIBLE BEFORE A CHANGE IN FLIGHT LEVEL
  - V. AT THE TIME OF A CHANGE IN FLIGHT LEVEL
  - VI. AT ANY OTHER TIME CONSIDERED NECESSARY BY THE PILOT
4. THE BROADCASTS OTHER THAN THOSE INDICATING A CHANGE OF FLIGHT LEVEL SHOULD BE IN THE FOLLOWING FORM:
- I. ALL STATIONS [CALL SIGN] [FLIGHT LEVEL NUMBER OR CLIMBING OR DESCENDING THROUGH FLIGHT LEVEL NUMBER] [DIRECTION] [ATS ROUTE OR DIRECT FROM POSITION TO POSITION] POSITION [POSITION] AT [TIME] ESTIMATING [NEXT REPORTING POINT OR THE POINT OF CROSSING OR JOINING A DESIGNATED ATS ROUTE] AT [TIME] [CALL SIGN] [DIRECTION]
5. BEFORE A CHANGE OF FLIGHT LEVEL, THE BROADCAST SHOULD BE IN THE FOLLOWING FORM:
- I. ALL STATIONS [CALL SIGN] [DIRECTION] [ATS ROUTE OR DIRECT FROM POSITION TO POSITION] LEAVING FLIGHT LEVEL [NUMBER] FOR FLIGHT LEVEL [NUMBER] AT [POSITION AND TIME]
6. AT THE TIME OF A CHANGE IN FLIGHT LEVEL THE BROADCAST SHOULD BE IN THE FOLLOWING FORM:
- I. ALL STATIONS [CALL SIGN] [DIRECTION] [ATS ROUTE OR DIRECT FROM POSITION TO POSITION] LEAVING FLIGHT LEVEL [NUMBER] NOW FOR FLIGHT LEVEL [NUMBER]

FOLLOWED BY

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- II. ALL STATIONS [CALL SIGN] MAINTAINING FLIGHT LEVEL [NUMBER]
7. BROADCASTS REPORTING A TEMPORARY FLIGHT LEVEL CHANGE TO AVOID AN IMMINENT COLLISION RISK SHOULD BE IN THE FOLLOWING FORM:
  - I. ALL STATIONS [CALL SIGN] LEAVING FLIGHT LEVEL [NUMBER] NOW FOR FLIGHT LEVEL [NUMBER]  
  
FOLLOWED AS SOON AS PRACTICABLE BY:
    - II. ALL STATIONS [CALL SIGN] RETURNING TO FLIGHT LEVEL [NUMBER] NOW
8. BROADCASTS SHOULD NOT BE ACKNOWLEDGED UNLESS A POTENTIAL COLLISION RISK IS PERCEIVED
9. CRUISING LEVEL CHANGES SHOULD NOT BE MADE WITHIN THE DESIGNATED AIRSPACE UNLESS CONSIDERED NECESSARY BY PILOTS TO AVOID TRAFFIC CONFLICTS OR FOR WEATHER AVOIDANCE OR FOR OTHER VALID OPERATIONAL REASONS
10. WHEN CRUISING LEVEL CHANGES ARE UNAVOIDABLE ALL AVAILABLE AIRCRAFT LIGHTING WHICH WOULD IMPROVE THE VISUAL DETECTION OF AIRCRAFT SHOULD BE DISPLAYED WHILE CHANGING LEVELS
11. IF ON RECEIPT OF A TRAFFIC INFORMATION BROADCAST FROM ANOTHER AIRCRAFT A PILOT DECIDES THAT IMMEDIATE ACTION IS NECESSARY TO AVOID AN IMMINENT COLLISION RISK AND THIS CANNOT BE ACHIEVED IN ACCORDANCE WITH THE RIGHT OF WAY PROVISIONS OF ICAO ANNEX 2 THE PILOT SHOULD UNLESS AN ALTERNATIVE MANOEUVRE APPEARS MORE APPROPRIATE:
  - I. IMMEDIATELY DESCEND 1 000 FT.
  - II. DISPLAY ALL AVAILABLE AIRCRAFT LIGHTING WHICH WOULD IMPROVE THE VISUAL DETECTION OF THE AIRCRAFT.

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- III. AS SOON AS POSSIBLE REPLY TO THE BROADCAST ADVISING ACTION BEING TAKEN
- IV. BROADCAST THE ACTION ON THE TIBA FREQUENCY USING THE PROCEDURES DESCRIBED FOR FLIGHT LEVEL CHANGE WHEN AVOIDING AN IMMINENT COLLISION RISK; AND
- V. AS SOON AS PRACTICABLE RESUME NORMAL FLIGHT LEVEL AND BROADCAST THE ACTION ON THE TIBA FREQUENCY USING THE PROCEDURES DESCRIBED FOR CHANGES OF FLIGHT LEVEL
- VI. NORMAL POSITION REPORTING PROCEDURES SHOULD BE CONTINUED AT ALL TIMES REGARDLESS OF ANY ACTION TAKEN TO INITIATE OR ACKNOWLEDGE A TRAFFIC INFORMATION BROADCAST

### B. FLIGHTS CROSSING THE KABUL FIR WITHOUT LANDING

1. THE TIBA FREQUENCY FOR FLIGHTS OPERATING AT OR ABOVE FL300 IS 125.2 MHZ
2. THE TIBA FREQUENCIES IN THE EVENT OF EMERGENCY OR COLLISION AVOIDANCE REQUIRING DESCENT BELOW FL300 ARE DESCRIBED IN 3. BELOW

### C. FLIGHTS ARRIVING AT OR DEPARTING FROM AERODROMES WITHIN THE KABUL FIR

1. THE TIBA FREQUENCY FOR FLIGHTS OPERATING AT OR BELOW FL290 ON OR NORTH OF ATS ROUTE N644 IS 118.3 MHZ
2. THE TIBA FREQUENCY FOR FLIGHTS OPERATING AT OR BELOW FL290 SOUTH OF ATS ROUTE N644 IS 120.9 MHZ
3. IN ADDITION TO BROADCASTS ON THE ABOVE FREQUENCIES FLIGHTS SHALL MAINTAIN A LISTENING WATCH AND MAKE TIBA BROADCASTS DESCRIBED ABOVE ON THE SPECIFIC FREQUENCIES FOR THEIR ARRIVAL OR DEPARTURE AERODROME:

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- I. KABUL OAKB - 120.6 MHZ.
- II. MAZAR-E-SHARIF OAMX - 135.35 MHZ.
- III. KANDAHAR OAKN - 125.5 MHZ; AND
- IV. HERAT OADR 126.45 MHZ

### D. ADDITIONAL PROCEDURE FOR FLIGHTS DEPARTING FROM AERODROMES WITHIN THE KABUL FIR

1. IN ADDITION TO THE TIBA BROADCASTS IN 3. PILOTS SHALL BROADCAST THEIR INTENTIONS INCLUDING RUNWAY, DEPARTURE TRACK AND INTENDED CRUISING LEVEL ON THE RELEVANT TIBA FREQUENCIES NOT LESS THAN 10 MINUTES BEFORE TAKEOFF AND MAINTAIN A LISTENING WATCH ON THE TIBA FREQUENCY.

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

#### **ATS Responsibilities**

5.4 General ATS responsibilities are as follows:

- a) 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 AFTN using normal procedures.
- b) On notification by Civil aviation Ministry, 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.
- c) 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.
- d) 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.



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- e) 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.
- f) Aircraft may also choose to avoid the 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.

### Airspace Classifications

5.5 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.

### Air Traffic Flow Management

5.6 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 (section 5.9 refers).

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

### Transfer of control and coordination

5.7 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 at a boundary waypoint and flight level. This coordination will be carried out via dedicated recorded voice line or other agreed recorded methods.

5.8 The upstream ACC will instruct the aircraft to contact the receiving ACC via VHF voice radio at a point coordinated between the concerned ACCs, corresponding to the point at which the aircraft enters VHF radio coverage.

5.9 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.

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

- a. Assigns airspeed or Mach number to aircraft based on aircraft performance as to maintain required longitudinal separation and appropriate flight level.
- b. Ensures minimum longitudinal spacing of 15 minutes between aircraft on the same track at the same FL.
- c. Informs the receiving ACC of inbound traffic and provides an inbound boundary waypoint estimate.
- d. Instructs the aircraft to contact the receiving ACC.

### **Priority**

5.11 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 FL310 and above. Domestic and regional operators departing and arriving within Kabul FIR shall be at FL290 or below IAW paragraph 4.8 Figure 1 and prescribed FLs dictated in paragraph 5.2.

5.12 The contingency route structure provides for lateral separation/spacing of 50NM. Military operations at FL300 will be limited to active missions during a contingency operation and coordination with affected military units will be conducted through the ACAA. If required a NOTAM for the military's exclusive use of FL 300 will be issued.

### **Exclusions**

5.13 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 ACAA.

- a) VFR aircraft.
- b) Non-scheduled aircraft (Civil or Military).
- c) Aircraft categorized as "Heavy" will not operate VFR on any airway. Heavy aircraft shall operate under IFR procedures.

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## 6 PILOT AND OPERATOR PROCEDURES

### Filing of flight plans

6.1 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.

### Pilot operating procedures

6.2 Aircraft shall operate on IFR clearances to maintain their last assigned Flight Level at FL310 and above, 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.

### Traffic Information Broadcast by Aircraft (TIBA)

6.3 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

6.4 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)

6.5 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 shall maintain a listening watch on the TIBA frequency 10 minutes prior to entering that airspace.

### Times of Broadcast

6.6 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.

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*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”*

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

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

### **In-Flight Emergencies**

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

6.10 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.

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

----- END -----

# AFGHANISTAN CIVIL AVIATION AUTHORITY

## LIST OF APPENDICES

Appendix A – Contact Details

## APPENDIX A – LIST OF CONTACTS

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE		FAX	E-MAIL	OTHER CONTACT DETAILS
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.....**END**.....