

## ***SAFETY INFORMATION 5/2021 Rev 1***

*03 June 2022*



### ***SAFETY OF CIVIL AIRCRAFT OPERATING IN KABUL FLIGHT INFORMATION REGION***

#### **Introduction**

This Safety Information is issued as an update to SI 05/2021. The situation remains a high risk to the safety of civil flights operating within Kabul Flight Information Region (FIR) due to volatile security and lack of Air Traffic Control.

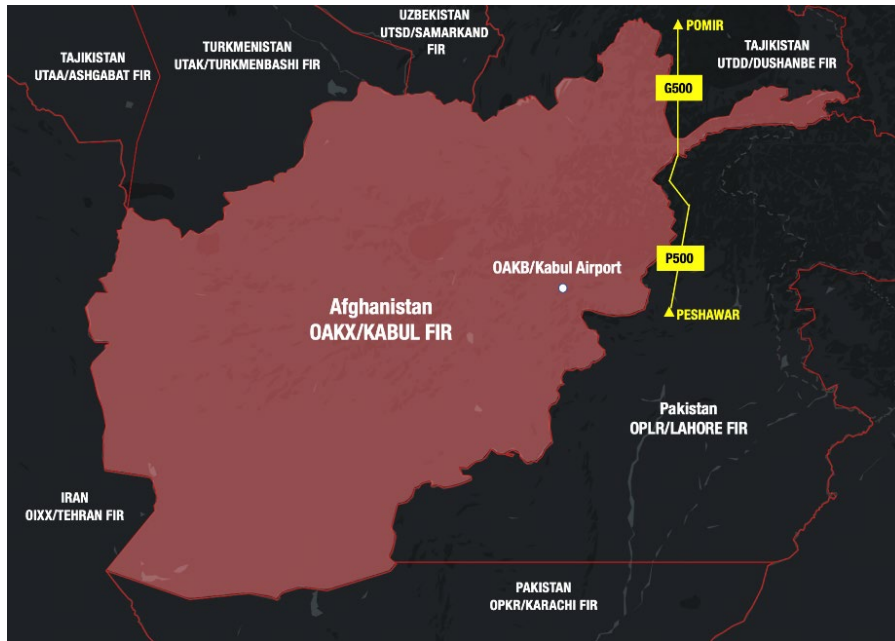
#### **Information received through Notice to Airmen (NOTAM)**

The issuance of a NOTAM (OAKX G0110/22) on May 24th states that Kabul FIR (OAKX) remains uncontrolled 'Class G' airspace. Various NOTAMs regarding contingency plan for air traffic management in Afghanistan airspace has also been issued. This indicates limited or absence of Air Traffic Control and/or services across the entire country. In this context, the CAAM would like to highlight that situation remains a high risk to aviation within Kabul FIR (OAKX).

#### **Safety Recommendation**

Air operators and Malaysian registered aircrafts are advised not to conduct any flights in Kabul FIR (OAKX) until further notice.

However, an exception may be acceptable for transiting overflight operations on jet routes P500-G500 handled by Tajikistan and Pakistan aviation authorities; routes mostly bypassing eastern Afghanistan (Refer diagram on next page). Operators are advised to conduct the appropriate risk assessment and routing decisions.



CAAM will continue to monitor the situation and will notify its aviation stakeholders accordingly should there be any developments.

()

**DATUK CAPTAIN CHESTER VOO CHEE SOON**

Chief Executive Officer

for Civil Aviation Authority of Malaysia

03 June 2022