



Afghanistan – Potential for Increased Violence

On 14 April 2021, the President announced the United States will begin an orderly drawdown of the remaining forces in Afghanistan by 1 May and plans to have all U.S. troops out of the country before the 20th anniversary of 9/11. The Taliban issued a statement indicating the group considers the delay in the withdrawal of U.S. forces beyond the 1 May 2021 deadline a “violation” of the U.S.-Taliban agreement signed in February 2020, and that the Taliban cannot be held responsible for “future consequences.”

Taliban forces have demonstrated various capabilities to conduct attacks against airports/airfields and aircraft, in the event they choose to resume targeting of coalition forces and/or U.S. interests, which will increase the risk to civil aviation. Risk concerns for U.S. civil aviation likely will increase if the Taliban or other militant/extremist groups adjust their targeting calculus to attack coalition aviation operations, especially in relation to flight activity at isolated locations, such as forward operating bases or tactical landing zones. Risks to civil aviation include direct ground assault and indirect fire attacks targeting airports, airfields, landing zones, or aircraft on the ground, as well as surface-to-air fire (SAFIRE) activity targeting in-flight aircraft and helicopters with small arms, rocket-propelled grenades (RPG), and anti-tank guided missiles (ATGM) at low altitudes and/or potential man-portable air defense systems (MANPADS) at higher altitudes. Some MANPADS can reach up to 25,000 feet in altitude.

While no new, specific threats have been identified, the FAA is closely monitoring for potential changes in the safety and security environment for U.S. civil aviation operations in the Kabul (OAKX) Flight Information Region (FIR), including but not limited to any changes in the potential risk to U.S. civil aviation associated with Taliban or other anti-U.S. entities responding to the U.S. withdrawal timelines.

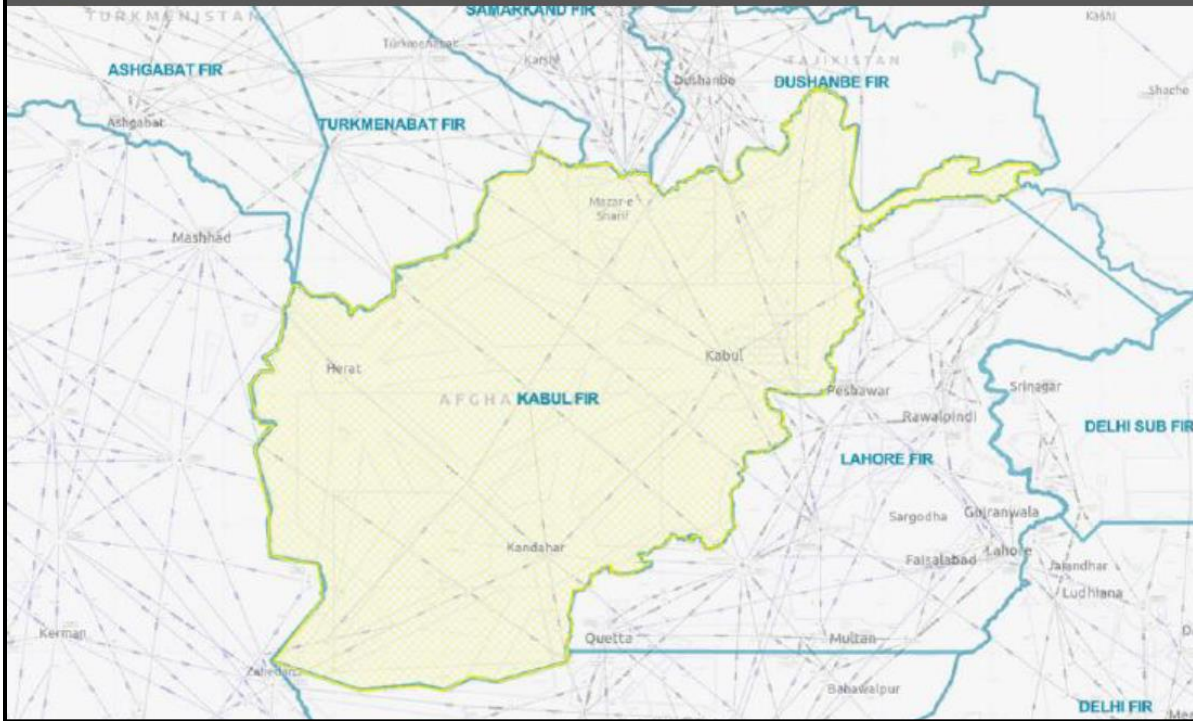
Currently, the FAA has a flight advisory, Notice-to-Airmen (NOTAM) KICZ A0008/21, advising U.S. civil aviation to exercise extreme caution when flying into, out of, within, or over the Kabul FIR (OAKX) and operate only on established air routes and at altitudes at or above Flight Level (FL) 330 to the maximum extent possible. In addition to the FAA NOTAM, the United Kingdom, Germany, and France have also issued advisories on the risk to civil flight operations in the Kabul FIR (OAKX) due to the conflict. Civil operators in the region should closely monitor applicable NOTAMs and other aeronautical information sources for threat-related changes, which may occur with little or no warning.

FAA-issued flight prohibition Special Federal Aviation Regulations (SFARs), flight prohibition NOTAMs, and advisory NOTAMs are available on the FAA Prohibitions, Restrictions and Notices website at: https://www.faa.gov/air_traffic/publications/us_restrictions/.



FAA
Air Traffic Organization

INTERNATIONAL CONFLICT ZONE
AFGHANISTAN: KICZ NOTAM A0008/21



Graphic representation of the Kabul FIR (OAKX) is for situational awareness only and is not to be used for navigational purposes.

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This information is provided for situational awareness only

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