

**Details** History

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Due to the volatile situation in Afghanistan since the withdraw of Western military forces and the Taliban takeover of the country, including its aviation system, the Integrated EU Aviation Security Risk Assessment Group evaluated the impact on the security and safety for civil aviation in the region during its meeting held on September 20th, 2021.

Available information from various sources have been reviewed as well as intelligence assessments from Member States, INTCEN and information from airlines and other relevant parties, so as to perform the most accurate assessment possible of the situation and its impact on civil traffic in FIR Kabul.

On the basis of existing information, there remains an enduring threat to aviation facilities in Afghanistan, illustrated in particular by the suicide bombing that took place at Hamid Karzai International Airport in Kabul on August 26th, 2021 during the evacuation operations from Afghanistan - Indeed, Extremist Islamic non-state actor groups remain active and might sporadically target aviation-capable facilities via indirect fire or via suicide bombers, if not direct assaults.

From an operational standpoint, EASA would like to raise its primary concerns regarding aviation safety - These are due to a lack of a functioning Afghan civil aviation authority and air navigation service provider, and the absence or limited Air Traffic Service (ATS) capacities across the entire country - This is demonstrated by the issuance of a NOTAM (OAKXG1265/21) on September 16th stating that FIR Kabul remains 'Class G' uncontrolled airspace, followed by various NOTAMs indicating that the contingency plan for air traffic management in Afghan airspace has been activated - In this context, the Agency would like to highlight a heightened potential remains for unsafe air activity to occur over and within Afghan airspace for several months to come and will closely monitor progress made through the support provided by the Qatari and Turkish ATS technical teams.

EASA advises therefore air operators, as a precautionary measure, not to conduct any flights in FIR Kabul (OAKX) until further notice - However, an exception may be acceptable for transiting overflight operations on jet routes P500-G500 handled by Tadjik and Pakistan aviation authorities; routes mostly bypassing eastern Afghanistan.

The Group agreed to continue closely monitoring the situation, and to consider holding extraordinary meetings if necessary, to assess whether there is an increase of the risk for European air operators as a result of the evolution of the threat.

EASA would invite you to share this information with your airlines so that they take it into account in their own risk assessments, alongside any available guidance or directions from their national authorities as appropriate.

It would be appreciated if you and your partners would share any additional information that could contribute to enrich EASA's assessments.

This recommendation is valid for a period of three (03) months following the issuance of this Information Note and might be reviewed as needed by this deadline.

*NMOC Brussels*