

**REPUBLIC OF AFGHANISTAN
AERONAUTICAL INFORMATION PUBLICATION (AIP)
SECOND EDITION
2 Sep 2004**

**Combined Forces Air Component Commander
The Ministry of Civil Aviation and Tourism**

This AIP is current as of 2 September 2004.

Consult NOTAM for latest information

GEN ENR AD

PART 1 GENERAL (GEN)

GEN 0.1 Preface

GEN 0.1.1 Name of publishing authority

0.1.1.1 The Combined Forces Air Component Commander (CFACC) was delegated the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR) effective 0730 UTC 11 February 2002 until further notice.

The CFACC, in coordination with the Ministry of Civil Aviation and Tourism (MCAT), is the publishing authority for this AIP.

GEN 0.1.2 Flight safety risks and compliance with AIP procedures

0.1.2.1 All operators are informed that there are ongoing military operations in Afghanistan and non-military flight operations could be at significant risk. There are continuing reports of indiscriminate small arms attacks on aircraft operating in Afghanistan. Operators undertake flights within the Kabul FIR at their own risk.

0.1.2.2 Compliance with these procedures is mandatory. It is imperative for aircraft flight safety that the procedures within this AIP are strictly followed and that operators check all current NOTAMS issued by the ACA regarding flight operations in the Kabul FIR. Operators are advised that NOTAM publishing during weekends and holidays is limited.

0.1.2.3 Pilots **shall** continuously monitor the VHF emergency frequency 121.5 MHz and **shall** operate their transponder at all times during flight, ensuring that it is set on the assigned code, by the RAMCC for civil operators and AMCC for ISAF operators.

GEN 0.1.3 Applicable ICAO documents

GEN 0.1.4 The AIP structure

0.1.4.1 The AIP is prepared in accordance with the standards and recommended practices (SARPS) detailed in Aeronautical Information Services - Annex 15 to the Convention on International Civil Aviation Tenth Edition – July 1997 Manual (ICAO Doc 8126) and forms part of the Integrated Aeronautical Information Package.

Note: ICAO guidance may be viewed in the MS Word format by selecting the Tools/Options menu and selecting the “view hidden text” box. This is intended to assist those wishing to propose amendments / improvements to the document. The guidance text is formatted in a red font for clarity.

0.1.4.2 The AIP consists of three parts and forms part of the integrated Aeronautical Information Package. Each part is divided into parts, sections and subsections, as applicable. The main AIP parts are:

- a. General ([GEN](#)).
- b. En-route ([ENR](#)).
- c. Aerodromes ([AD](#)).

0.1.4.3 Whenever possible, charts contained in the AIP are in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697 - see [GEN 1.7.4](#)).

0.1.4.4 The AIP is distributed as a complete document only via electronic format from the [RAMCC website](#). There are no partial changes. Users are cautioned to ensure that printed or saved electronic copies are checked each Aeronautical Information Regulation and Control (AIRAC) cycle to ensure their recency against the RAMCC website.

GEN 0.1.5 Established regular amendment interval

0.1.5.1 This AIP follows the AIRAC 28 day cycle. Supplements and NOTAMS will precede amendments as required.

0.1.5.2 Operators must review NOTAMs regularly for changes affecting the information in this document.

GEN 0.1.6 Service to contact in case of detected AIP errors or omissions

0.1.6.1 All AIP correspondence that may enhance this publication should be addressed via email to AFGHANAIP@auab.aorcentaf.af.mil.

GEN 0.2 Record of AIP Amendments

0.2.1.1 As this AIP is only published online as a complete document, there is no requirement for amendment records. The amendment status and effective date of the AIP shall be reflected on its title page as well as all page headers. Document changes of a critical nature will be posted initially via NOTAM. All document changes will be summarised via a separate document collocated at the RAMCC website.

GEN 0.3 Record of AIP Supplements

0.3.1.1 There are no current AIP supplements.

GEN 0.4 Checklist of AIP pages

0.4.1.1 As this AIP is published online as a complete document only, all pages shall reflect the same date. Until individual page changes are available for this AIP, there is no requirement for a page checklist.

GEN 0.5 List of hand amendments to the AIP

0.5.1.1 There are no existing hand amendments for the AIP.

GEN 0.6 AIP Table of contents (TOC)

0.6.1.1 Due to this publication being published in electronic format only, a TOC is not published within this AIP; rather, users should utilize the 'Bookmark' feature of the PDF document or the 'View / Document Map' feature of the Word document to move quickly throughout the AIP. Hyperlinks are also provided throughout the AIP as deemed necessary to assist in quick navigation.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated authorities

The addresses for the designated authorities for this publication are:

- a. The Combined Forces Air Component commander (CFACC):
COMBINED AIR OPERATIONS CENTER
CENTAF A3 FWD
AIRFIELD OPERATIONS CELL
ATTN: AFGHANISTAN AIP
AL UDEID AB – QATAR
APO AE 09309
Email: AFGHANAIP@auab.aorcentaf.af.mil
- b. The Ministry of Civil Aviation and Tourism (MCAT), Afghanistan.

GEN 1.2 Entry, transit and departure of aircraft

GEN 1.2.1 General

1.2.1.1 In addition to MCAT approval, all aircraft require CFACC approval to land at or depart from an Afghani aerodrome, or to overfly the Kabul FIR. This is actioned by use of a slot time system located at [ENR 1.9](#). Prior Permission required (PPR) forms are available from the [RAMCC](#) website.

1.2.1.2 All aircraft operating within the Kabul FIR must be familiar with [ENR 1.8](#) Regional supplementary procedures.

GEN 1.2.2 NOTAM information

1.2.2.1 It is the aircrew's responsibility to read all NOTAMS prior to flight. RAMCC slot approvals **do not override** NOTAM information.

GEN 1.2.3 Flight restrictions

1.2.3.1 Regardless of ICAO airspace classes stated in this AIP, all civilian aircraft intending to land or depart from within the Kabul FIR are restricted to **daytime VFR**. (see [GEN 1.7.11](#))

1.2.3.2 All aircraft overflying the Kabul FIR (not landing or departing) are required to operate as follows:

- a. Hi level airways - VFR.
- b. Low Level airways – **Daytime** VFR only.

WARNING: Based on real-time military activity, Airborne Early Warning (AEW) aircraft or other military controllers monitoring airways frequencies may re-route or deny airspace entry.

GEN 1.2.4 Communication requirements

1.2.4.1 All over-flight aircraft must contact the Kabul FIC 10 minutes prior to entering the FIR boundary on 10018 KHz, 5658 KHz, or 3467 KHz. Operators are required to contact the [Kabul FIC](#) directly for clearance.

GEN 1.2.5 Kabul FIR entry / exit points

1.2.5.1 For destinations to/from Afghanistan, aircraft are only permitted to enter and exit the Kabul FIR via the following points and flight levels (does not include [over-flight airways](#)):

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL BLOCK
Tajikistan	PYANJ	N3715.0 E06906.0	V848	FL260 to FL290
Uzbekistan	AMDAR	N3712.5 E06720.6	A454	FL230 to FL240
Turkmenistan	RANAH	N3535.0 E06312.0	V838	FL230 to FL280
Iran	CHARN	N3510.0 E06108.0	V390	FL140 to FL280
	KAMAR	N3239.0 E06044.0	G202	FL150 to FL250
Pakistan	GADER	N2941.0 E06128.0	DIRECT DILARAM	FL150 to FL240

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL BLOCK
	KOTAL	N3406.0 E07109.0	A455	FL150 to FL190
	LAJAK	N3356.0 E07030.0	A453	FL150 to FL190
	SERKA	N2951.0 E06615.0	B466	FL180 to FL240
	SABAR	N3537.0 E07131.0	G206	FL260 to FL270

GEN 1.3 Entry, transit and departure of passengers and crew

GEN 1.4 Entry, transit and departure of cargo Regulations

GEN 1.5 Aircraft instruments, equipment and flight documents

ENR 1.5.1 RNP-10 requirements

1.5.1.1 Aircraft that are unable to meet the minimum navigational requirements for RNP-10 **will not be permitted** to operate on N644, L750, M881, V390/B466, and P500 within the Kabul FIR.

1.5.1.2 Due to the present **nature** of Afghanistan airspace, before entering RNP-10 airspace, the aircraft's position should be checked as accurately as possible by using external Navigation Aids (NAVAIDS). This may require distance measuring equipment (DME) and/or DME/VHF Omni-directional Range (VOR) checks to determine navigation system errors through displayed and actual positions. If the system is updated, the proper procedures should be followed with the aid of a prepared checklist.

1.5.1.3 **Safety assessment criteria.** Aircraft navigation performance shall be such that the standard deviation of lateral track errors shall be less than 8.7km (4.7NM). Operators shall ensure that in-flight procedures, crew manuals and training programs are established in accordance with RNP-10 navigation requirements.

1.5.1.4 **Redundant systems.** At least two Long Range Navigation systems capable of navigating to the RNP should be operational at the RNP-10 entry point. If this is not the case, then the pilot shall not enter the Kabul FIR.

ENR 1.5.2 Transponder operation

1.5.2.1 All aircraft operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode C is also turned on.

1.5.2.2 All aircraft landing at or departing from Afghan airfields or operating anywhere within the Kabul FIR shall squawk the RAMCC assigned discrete [mode 3A SSR code](#) before operating within the Kabul FIR.

1.5.2.3 All aircraft overflying the Kabul FIR shall squawk the previous ACC assigned mode 3A code or 1200.

ENR 1.5.3 Equipment failure procedures

1.5.3.1 Crews shall make an advisory call on [Afghan Advisory frequency](#) 126.325 MHz if low level, or on [Kabul FIC](#) on 128.5 MHz if high level, when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted.

- a. call sign.
- b. flight level.
- c. direction of flight.
- d. position.

GEN 1.6 Summary of national regulations and international agreements/conventions

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

Note: Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP.

GEN 1.7.1 Annex 1 - Personnel Licensing, 8th Edition

Nil.

GEN 1.7.2 Annex 2 - Rules Of The Air, 9th Edition

1.7.2.1 [ENR 1.8.1](#) cruising flight levels require operators to utilise VFR rules at IFR cruising levels, contrary to the Table of Cruising Levels in Appendix 3 of ICAO Annex 2.

GEN 1.7.3 Annex 3 - Meteorology, 13th Edition

Nil.

GEN 1.7.4 Annex 4 - Aeronautical Charts, 9th Edition

1.7.4.1 The Afghanistan AIP is at variance with Chapter 4 Section 4.2. Aerodrome Obstacle Chart – ICAO Type B is not available for airports in Afghanistan.

1.7.4.2 Enroute charts are at variance with Annex 4.

GEN 1.7.5 Annex 5 - Units Of Measurement To Be Used In Air And Ground Operations, 4th Edition:

Nil.

GEN 1.7.6 Annex 6 - Operation Of Aircraft, 7th Edition

Nil.

GEN 1.7.7 Annex 7 - Aircraft Nationality And Registration Marks, 4th Edition

Nil.

GEN 1.7.8 Annex 8 - Airworthiness Of Aircraft, 8th Edition

Nil.

GEN 1.7.9 Annex 9 - Facilitation, 10th Edition

Nil.

GEN 1.7.10 Annex 10 Aeronautical Telecommunications, 5th Edition

Nil.

GEN 1.7.11 Annex 11 - Air Traffic Services, 12th Edition

1.7.11.1 The air traffic services within Afghanistan are currently being provided by military air traffic controllers. Due to operational requirements, not all services are in accordance with ICAO classifications of airspace.

GEN 1.7.12 Annex 12 - Search And Rescue, 6th Edition

Nil.

GEN 1.7.13 Annex 13 - Aircraft Accident Investigation, 8th Edition:

Nil.

GEN 1.7.14 Annex 14 - Aerodromes, 3rd Edition

Some of the facilities and procedures described in AD 2 may not comply with Annex 14.

GEN 1.7.15 Annex 15 - Aeronautical Information Services, 10th Edition

1.7.15.1 The AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain Charts are not produced yet.

1.7.15.2 The AIP is at a variance with Chapter 6 in that a **complete** Aeronautical Information Regulation and Control System (AIRAC) has not been implemented in Afghanistan.

GEN 1.7.16 Annex 16 - Environmental Protection, 3rd Edition

Nil

GEN 1.7.17 Annex 17 - Security – Safeguarding International Civil Aviation Against Acts Of Unlawful Interference, 6th Edition

Nil

GEN 1.7.18 Annex 18 - The Safe Transport Of Dangerous Goods By Air, 2nd Edition

Nil

GEN 1.7.19 Other ICAO DOCS

1.7.19.1 RNP-10 airway dimensions deviate from ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP) second edition — 1999, in that the airways are only 10 miles wide.

GEN 2 TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, holidays

GEN 2.1.1 Units of measurement

2.1.1.1 Aeronautical stations within the Kabul FIR shall use the following table of units of measurement:

Measurement	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths (e.g., 2.1NM)
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, Elevations and Heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute (FPM)
Wind direction for landing and take off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and Minutes beginning at midnight UTC in 24 hour format

GEN 2.1.2 Time system

2.1.2.1 Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed in 24 hour format to the nearest minute, e.g. 13:40:35: is reported as 1341.

GEN 2.1.3 Geodetic reference datum

2.1.3.1 All published geographical coordinates indicating latitude and longitude are expressed in World Geodetic System 1984 (WGS84).

2.1.3.2 WGS84 is applicable within the area of responsibility of the Aeronautical Information Service (i.e., the entire territory of Afghanistan).

GEN 2.1.4 Aircraft nationality and registration marks

2.1.4.1 The nationality mark for aircraft registered in Afghanistan is the letters 'YA'. The nationality mark is followed by a hyphen and a registration mark consisting of three letters (e.g., YA-ABC).

2.1.4.2 All aircraft markings must be displayed IAW ANNEX 7 To The Convention On International Civil Aviation Fourth Edition — July 1981 International Standards Aircraft Nationality And Registration Marks.

GEN 2.1.5 Public holidays

2.1.5.1 Religious holidays in Afghanistan are celebrated according to the lunar calendar, and other holidays such as Independence day, and New Year's day are celebrated based on the solar calendar. Significant holidays¹ are:

- a. EID AL-FITR Day. After a month of Fasting (Ramadan).
- b. EID AL-ADHA Day. Tenth day of the twelfth month of the Islamic (Hijra) calendar. The day commemorates the Prophet Abraham's devotion to God.
- c. Remembrance Day for Martyrs and Disabled. May 4.
- d. NOWROZE Day. March 21. This is the first day of spring (New Year's Day for the solar calendar).
- e. JESHEN Day (Independence Day). August 19.
- f. MAWLEED AL-NABI Day. The 12th day of the month Rabi al-Awal in the Islamic calendar. On this day, people celebrate Prophet Muhammad's birthday.
- g. ASHURA Day. Tenth day of the month Muharram in the Islamic calendar. This is a day of mourning. It commemorates the martyrdom of Prophet Muhammad's grandson Hussain and his followers at the battle of Kerbala.

¹ Source: <http://www.afghan-web.com/culture/holidays.html>

GEN 2.2 Abbreviations used in AIS publications

GEN 2.3 Chart symbols

GEN 2.4 Location indicators

GEN 2.5 List of radio navigation aids

GEN 2.6 Conversion tables

GEN 2.7 Sunrise/sunset tables

GEN 3 SERVICES

GEN 3.1 Aeronautical information services

GEN 3.1.1 Responsible service

GEN 3.1.2 Area of responsibility

GEN 3.1.3 Aeronautical publications

3.1.3.1 Each AIP part is broken into detailed elements as follow:

- a. Part 1 General (**GEN**).
- b. Part 2 En Route (**ENR**).
- c. Part 3 Aerodrome (**AD**).

3.1.3.2 Part 1 – **General (GEN)** consists of five information sections, briefly described as follows:

- a. **GEN 0** Preface. Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and Table of Contents to Part 1.
- b. **GEN 1** National Regulations and Requirements. Designated authorities; Entry; Transit and Departure of Aircraft; Transit and Departure of Passengers and Crew; Entry, Transit and D departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements / Conventions; and Differences from ICAO Standards, Recommended practices and procedures.
- c. **GEN 2** Tables and Codes. Measuring System, Aircraft Markings and Holidays; Abbreviations used in AIP; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; and Sunrise/Sunset Tables.
- d. **GEN 3** Services. Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.
- e. **GEN 4** Fees and Charges.

3.1.3.3 Part 2 – **En Route (ENR)** consists of seven information sections, briefly described as follows:

- a. **ENR 0** Preface. Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 2.
- b. **ENR 1** General Rules and Procedures. General Rules; Instrument Flight Rules; ATS Airspace Classification; Holding; Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedure; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning; Addressing Of Flight Plan Message; Interception Of Civil Aircraft; Unlawful Interference and Air Traffic Incidents.
- c. **ENR 2** Air Traffic Services (ATS). Airspace, Detailed Description of Flight Information Regions (FIR) and Terminal Control Areas (TMA).
- d. **ENR 3** ATS Routes.
- e. **ENR 4** Radio Navigation Routes Aids/Systems - Radio Navigation Aids - En-Route; Name-Code Designators for Significant Points; and Aeronautical Ground lights - En-Route.
- f. **ENR 5** Navigation Warnings; Prohibited, Restricted and Danger Areas.
- g. **ENR 6** En-Route Charts. En-route Chart – ICAO and Index Charts

3.1.3.4 Part 3 – **Aerodromes (AD)** consists of three information sections, briefly described as follows:

- a. **AD 0** Preface. Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the table of Contents to Part 3.
- b. **AD 1** Introduction. Aerodrome Availability; Rescue and Fire Fighting Services; and Index to Aerodromes.
- c. **AD 2** Detailed Information about Aerodromes.
- d. **AD 3** Detailed Information about Heliports.

GEN 3.1.4 AIRAC system

3.1.4.1 The Afghanistan AIP utilises a 28 day AIRAC cycle. Future AIRAC publishing dates are:

13 May 2004	10 June 2004	8 July 2004
5 August 2004	2 September 2004	28 October 2004
25 November 2004	23 December 2004	20 January 2005

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

GEN 3.2 Aeronautical charts

GEN 3.2.1 Responsible service(s)

GEN 3.2.2 Maintenance of charts

GEN 3.2.3 Purchase arrangements

3.2.3.1 The AIP is distributed free in electronic format only from the [RAMCC website](#).

GEN 3.2.4 Aeronautical chart series available

GEN 3.2.5 List of aeronautical charts available

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

GEN 3.2.7 Topographical charts

GEN 3.2.8 Corrections to charts not contained in the AIP

GEN 3.3 Air traffic services

GEN 3.3.1 Responsible service

GEN 3.3.2 Area of responsibility

GEN 3.3.3 Types of services

3.3.3.1 **Air Traffic Control Service.** Within the Kabul FIR, this is limited to an approach control service with the aid of radar and an aerodrome control service. It is provided at limited locations.

3.3.3.2 **Flight Information Service (FIS).** A FIS provides non-radar service, either separately or in conjunction with other services, for the purposes of supplying information useful for the safe and efficient conduct of flights. Under a FIS the following conditions apply:

- a. Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other information pertinent to safety.
- b. The controller may attempt to communicate with the flight for monitoring and co-ordination purposes only. Such communication does not imply that a radar service is being provided or that the controller will continuously monitor the flight. Pilots must remain aware they are **not** receiving radar service.
- c. Except in identified Control Zones, there is no radar service in the Kabul FIR. Controllers are not responsible for separating or sequencing aircraft outside of radar coverage.

3.3.3.3 FIS providers will, subject to workload, provide pilots with information concerning collision hazards to aircraft when self-evident information from any source indicates that a risk of collision may exist. It is accepted that this information may be

incomplete and the controller cannot assume responsibility for its issuance at all times or for its accuracy.

3.3.3.4 Air traffic services (ATS) to international over-flights are provided by MCAT FIS (Afghan Advisory) from the Flight Information Centre (FIC) at Kabul International Airport. **Afghan Advisory is not an ATC agency and cannot provide any form of air traffic control service.** Where possible, information on other traffic known to be operating in the area is provided. **Responsibility for separation from other traffic on a see and avoid basis remains at all times with the pilot in command of the aircraft.**

GEN 3.3.4 Co-ordination between the operator and ATS

GEN 3.3.5 Minimum flight altitude

GEN 3.3.6 ATS units address list

GEN 3.4 Communication services

GEN 3.4.1 Responsible service

GEN 3.4.2 Area of responsibility

3.4.2.1 Airfield frequencies:

Airfield	Radar		Tower		Ground		METROWX
	VHF	UHF	VHF	UHF	VHF	UHF	VHF or UHF
Bagram	133.350	379.300	118.500	325.750	125.900	None	134.1 VHF
Kandahar	120.800	385.725	125.500	360.200	126.700	331.200	253.2 UHF
Kabul	None	None	118.100	284.275	136.125	None	None
Kunduz	None	None	130.350	344.5	130.350	344.5	None

3.4.2.2 Airway frequencies:

AGENCY	FREQUENCY
Afghan Advisory (air to air)	126.325 MHz
Kabul FIC (air – ground -air)	128.5 MHz

GEN 3.4.3 Types of service

GEN 3.4.4 Requirements and conditions

GEN 3.5 Meteorological services

GEN 3.5.1 Responsible service

GEN 3.5.2 Area of responsibility

GEN 3.5.3 Meteorological observations and reports

GEN 3.5.4 Types of services

GEN 3.5.5 Notification required from operators

GEN 3.5.6 Aircraft reports

GEN 3.5.7 VOLMET service

GEN 3.5.8 SIGMET service

GEN 3.5.9 Other automated meteorological services

GEN 3.6 Search and rescue (SAR)

GEN 3.6.1 Responsible service(s)

GEN 3.6.2 Area of responsibility

GEN 3.6.3 Types of service

GEN 3.6.4 SAR agreements

GEN 3.6.5 Conditions of availability

GEN 3.6.6 Procedures and signals used

GEN 4 CHARGES FOR AERODROMES / HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/heliport charges

GEN 4.2 Air navigation services charges

PART 2 EN-ROUTE (ENR) ([top](#))

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General rules

1.1.1.1 All flights shall be carried out in accordance with Visual Flight Rules (VFR) as specified in ICAO Annexes 2 and 11 while operating in the Kabul FIR.

1.1.1.2 VFR flights must adhere to the published air route corridors in order to segregate from military activity. Compliance with these procedures does not relieve pilots of own responsibility to see and avoid other aircraft or for maintaining own safe terrain/obstacle clearance at all times.

1.1.1.3 All **military** aircraft operating under an ISAF callsign may maneuver during *hours of darkness*. Landings after sunset will be restricted to qualified NVG crews. Take-offs are at the discretion and training of the crew after all risk assessment has been done.

ENR 1.2 Visual flight rules

ENR 1.2.1 VFR visibility and cloud distances

1.2.1.1 IAW Rules of The Air Annex 2 to The Convention on International Civil Aviation, except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table:

Airspace Class	A ***	F G	
	B C D E	ABOVE 900m (3000ft) AMSL or above 300m (1000ft) above terrain, whichever is the higher	At and below 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher
Distance from cloud	1 500 m horizontally 300m (1000ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL		5 km
<p>*** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.</p>			

1.2.1.2 When so prescribed by the appropriate ATS authority:

- a. Lower flight visibilities to 1 500 m may be permitted for flights operating:
 - (1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - (2) In circumstances in which the probability of encounters with other traffic would normally be low (e.g., in areas of low volume traffic and for aerial work at low levels).
- b. Helicopters may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2.1.3 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a. When the ceiling is less than 450 m (1 500 ft); or
- b. When the ground visibility is less than 5 km.

1.2.1.4 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

4.4 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

- a. Above FL 200.
- b. At transonic and supersonic speeds.

ENR 1.3 Instrument flight rules

1.3.1.1 Flight operations under Instrument Flight Rules (IFR) are **not** permitted within the Kabul FIR.

ENR 1.4 ATS airspace classification

ENR 1.4.1 Airspace definitions and requirements

1.4.1.1 IAW Annex 11 to the Convention on International Civil Aviation section 2.6 and Appendix 4, ATS airspaces shall be classified and designated as follows:

CLASS	Type of Flight	Separation Provided	Service provided	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	ATC Service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	ATC Service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) ATC Service for separation from IFR 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	ATC Service, Traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	ATC Service and, as far as practical, traffic information about VFR flights	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt IAS below 3050 m (10 000 ft) AMSL	No	No

F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	No	No

Note 1: Airspace classes not utilized in the Kabul FIR are identified by grey shading.
Note 2: Serviceable and operating mode 3A/C Transponder required in all airspace.

ENR 1.5 Holding, approach and departure procedures

ENR 1.5.1 General

ENR 1.5.2 Arriving flights into Bagram, Kabul, Kandahar, and Kunduz Airfields

1.5.2.1 All arriving aircraft will contact ATC for air traffic approach service 10 minutes before entering CLASS C airspace. If no contact is made with ATC 10 minutes before the CTZ, the pilot will discontinue the approach and either hold at pilot's discretion outside the CTZ and continue to attempt to contact ATC or divert to alternate airfield. If diverting is not possible due to low fuel state, declare an emergency and apply loss of communication procedures as per [ENR 1.8.4 Radio failure procedures](#).

ENR 1.5.3 Arriving flights into Kabul Airfield

1.5.3.1 Refer to the ATC Operating Procedures for Kabul Airfield on the [RAMCC website](#). In addition to the Version 17, all arriving aircraft must remain above FL150 until 20 NM from KIA unless under Bagram radar control and approved for descent below FL150.

ENR 1.5.4 Arriving flights into all other Airfields

1.5.4.1 All aircraft must intercept air routes at their assigned altitude and must descend and climb to/from air routes at a 90-degree angle. Contact the airfield tower, if available, 10 minutes before landing.

ENR 1.5.5 Departing flights from Kabul Airfield

1.5.5.1 Refer to the ATC Operating Procedures for Kabul Airfield on the [RAMCC website](#). In addition to the Version 16, all departing traffic must climb to at least FL150 within 20 NM of KIA, unless under Bagram radar control and receive other guidance.

ENR 1.5.6 Departing flights from Bagram, Kabul, Kandahar, and Kunduz Airfields

1.5.6.1 Pilots will contact tower 10 minutes before takeoff in order that their departure can be de-conflicted from any military operations taking place in the immediate vicinity of the airfield or affecting their outbound route.

ENR 1.5.7 Departing flights from all other Airfields

1.5.7.1 Contact the airfield tower, if available, 10 minutes before departure. Flights must squawk Mode 3/A/C assigned code before departure. Once airborne, contact Afghan Advisory on 126.325 MHz and broadcast call sign, airfield departing from, flight level passing, flight level climbing to, and direction of flight. Upon reaching level flight, pilots shall call Afghan Advisory, broadcasting position reports in accordance with the procedures outlined at [ENR 1.8.2](#).

Note: The aforementioned procedure does not replace or negate the need for a flight plan. Operators using these procedures are still responsible for filing an ICAO flight plan and obtaining applicable diplomatic clearances. Normal ATC procedures apply outside Afghanistan.

ENR 1.6 Radar services and procedures

ENR 1.6.1 Primary radar

- 1.6.1.1 Primary radar service is only available within the following terminal areas:
- Bagram Airfield.
 - Kandahar Airfield.

ENR 1.6.2 Secondary surveillance radar (SSR)

- 1.6.2.1 There is no area / en route secondary radar service within the Kabul FIR.

ENR 1.7 Altimeter setting procedures

1.7.1.1 With the exception of flight within designated control zones (CTZs), the altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 29.92 INS or 1013 hectopascals. For flights within the CTZs the airfield QNH (available from ATC) is to be used.

1.7.1.2 Approved users may also obtain pressure settings from the Joint Air Force and Army Weather Information Network (JAAWIN) at <https://weather.afwa.af.mil>.

1.7.1.3 Selected flight levels shall be compatible with Appendix 3 of Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

ENR 1.8 Regional supplementary procedures

ENR 1.8.1 Flight Levels

1.8.1.1 Use of any flight level other than assigned is not authorised unless an emergency aircraft. All flight levels will be in accordance with the Table of Cruising Levels in Appendix 3 of ICAO Annex 2 (also referred to as Semi-Circular Cruising Levels/0-179

degrees odd flight levels, 180-359 degrees even flight levels). Therefore, all flights shall be conducted at Flight Levels of 160, 170, 180, etc., rather than making 500 foot adjustments for flying VFR (see [Gen 1.7.2.1](#))

1.8.1.2 **CAUTION.** Afghanistan is mountainous terrain with peaks over 22,000 AMSL. Pilots are advised of high terrain in vicinity of routings. For example:

- a. V338 (HERAT-KABUL): 16,580 ft peak 3438N 06737E (north edge of airway)
- b. A453 (KABUL-KANDAHAR): 14,800 ft peak 3326N 06753E
- c. M920 (QUINA – DOSHI) 16,440 ft peak 3521N 06847E
- d. G206 (ALAMI – SABAR) 18,832 ft peak 3538N 07053E.

1.8.1.3 No level or airway changes are permitted within the Kabul FIR once established on an upper airspace airway.

1.8.1.4 **Warnings.**

- a. Aircrew are responsible for ensuring terrain clearance. Some air route flight levels provide only VMC terrain clearance.
- b. Aircraft deviating from the upper airways are entering Class G airspace and restricted military areas and will be subjected to fighter interception, ICAO sanctions, and denial of future over-flights.

ENR 1.8.2 Traffic Information Broadcasts

1.8.2.1 All aircraft operating in the Kabul FIR shall utilise the following frequencies:

- a. In the lower airspace region, contact Afghan Advisory on 126.325 MHz.
- b. In the upper airspace region, contact Kabul FIC on 128.5 MHz.

1.8.2.2 For safety of flight, all aircraft must monitor the applicable frequency at least 5 minutes before entering the Kabul FIR and continue until departing Afghanistan airspace. If no response, make all required calls in the blind.

1.8.2.3 Civil and ISAF aircraft must provide Afghan Advisory with position reports in accordance with the following guidelines:

- a. 10 minutes before entering the Kabul FIR.
- b. 10 minutes before departure for a pilot taking off from an airport located within the lateral limits of the Kabul FIR.
- c. 10 minutes before crossing a reporting point.
- d. 10 minutes before crossing or joining another air route.
- e. At 20 minute intervals between distant reporting points.
- f. From 2 to 5 minutes before a change in flight level.
- g. At the time of a change in flight level.

h. At any other time considered necessary by the pilot.

ENR 1.8.3 Traffic information Broadcasts format

1.8.3.1 Position Report:

'ALL STATIONS [necessary to identify a traffic information broadcast] (call sign)

'FLIGHT LEVEL (number) [or] CLIMBING TO FLIGHT LEVEL (number) (direction)
(Air 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 air route) AT (time)

(callsign) FLIGHT LEVEL (number)'(direction)'

Fictitious example: "ALL STATIONS UNO210 FLIGHT LEVEL 180 NORTHWEST BOUND V338 FROM KABUL TO HERAT POSITION 3430 NORTH 06730 EAST AT 0900 ESTIMATING MAMUM AT 0915 UNO210 FLIGHT LEVEL 180 NORTHWEST BOUND OUT"

1.8.3.2 **Before a change in flight level.** The broadcast should be in the following form:

'ALL STATIONS (call sign)

(direction) (Air Route) [or] DIRECT FROM (position) TO (position) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)'

'ALL STATIONS (call sign) MAINTAINING FLIGHT LEVEL (number)'

ENR 1.8.4 Radio failure procedures

1.8.4.1 If an aircraft must make an unplanned deviation from its airway or flight level, aircrew shall treat it as an emergency and act accordingly to remain VFR. The aircraft will broadcast pertinent information on [Afghan Advisory or Kabul FIC](#) as appropriate, and endeavour to return to the previous flight level and course as soon as the situation dictates.

1.8.4.2 In the event that a pilot suffers a total communications failure, he shall squawk mode 3/A code 7600 and proceed on last assigned airway and flight level.

1.8.4.3 In the event of unlawful interference, pilots shall squawk mode 3/A code 7500 and contact the appropriate ATC on 121.5 MHz (international distress frequency).

ENR 1.9 Air traffic flow management

ENR 1.9.1 Slot time allocation procedures

1.9.1.1 Slot time allocation procedures are operated by RAMCC for all aircraft wishing to depart from or arrive at any location within the Kabul FIR.

1.9.1.2 Slot times to Kabul are valid +/- ten minutes from the times scheduled. This means the aircraft arriving or departing from Kabul must arrive and depart within ten minutes of the scheduled time. Arrivals into Kabul are every 10 minutes starting on the

hour. Scheduled departures are at 04, 14, 24, 34, 44, and 54-minute slots. The 07, 17, 27, 37, 47, 57-minute slots are reserved for delayed aircraft on the day of the flight (weather, maintenance, late passengers, etc.).

1.9.1.3 Bagram, Kunduz and Kandahar slot times are valid +/- five minutes from the times scheduled. This means the aircraft arriving and departing Bagram, Kunduz or Kandahar within five minutes of the scheduled time. Bagram, Kunduz and Kandahar arrivals are every 15 minutes starting on the hour. Scheduled departures are at 05, 20, 35, and 50-minute slots. The 10, 25, 40, and 55-minute slots are reserved for delayed aircraft on the day of the flight (weather, maintenance, late passengers, etc.).

1.9.1.4 A slot time issued by the RAMCC, in conjunction with MCAT approval (which shall be obtained prior to submitting the request), is authorization to enter the Kabul FIR and fly to the requested airport. Prior Permission Required (PPR) for Kandahar and Bagram Airfields will be requested through CJTF 76 and forwarded to the RAMCC for all civil aircraft.

1.9.1.5 Slot times are not ATC flow times. They are based on ground handling capability only. Issuance of a slot time does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times and be prepared for minimum ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to *unforeseen* events.

1.9.1.6 Operators shall contact the RAMCC for any changes to slot times. Overdue aircraft procedures are initiated for aircraft late more than 30 minutes. Cancelled flights that are not reported to the RAMCC cause unnecessary activation of precious Search and Rescue resources. **Operators violating these procedures may face denial of future requests for slot times.**

ENR 1.9.2 Slot Time Requests

1.9.2.1 Slot time request forms may be obtained from <http://ramcc.dtic.mil/>, via the Afghanistan link or the "Downloads" section.

1.9.2.2 Requests for slots should be made at least 48 hours before entering the Kabul FIR, but no later than 0900Z the calendar day before entry. Any late requests will be approved on a case-by-case basis, and there is no guarantee that the request will be approved, but only considered. Approvals will generally be available at approximately 1700Z the calendar day prior to the flight, provided the request was received on time.

1.9.2.3 Requests for flights in the Kabul FIR shall be submitted to the RAMCC giving details of the proposed flight as described in the Request Form. Accurate contact information is essential; ensure to include phone numbers and email. A 24-hour telephone contact attended by an English speaking person is necessary. Pertinent information will be included in the remarks block, to include VIP passengers, cargo type, and whether it requires remote parking (hazardous cargo, explosives, etc.).

1.9.2.4 The RAMCC is operational 24 hours a day, 7 days a week.

ENR 1.9.3 Slot time contact information

Military Cell

DSN Phone: (318) 436-5186
DSN STU (secure): (318) 436-5177
Commercial Phone: (974) 432-7316

ISAF Cell

DSN STU (secure): (318) 436-5188
Commercial Cell: (974) 589-2659
Commercial Phone: +974 432-7316

Civilian Cell

DSN Phone: (318) 436-5190
Commercial Cell: (974) 589-2659
Commercial Phone: (974) 432 7316
Commercial Fax: (974) 432 7382
NIPRNET (non-secure e-mail) ramcc.afghanistan@auab.aorcentaf.af.mil
SIPRNET (secure email) ramcc.afghanistan@auab.aorcentaf.af.smil.mil

All International Security Assistance Force (ISAF)

Flights should submit slot requests through the Allied Movement Co-ordination Centre ISAF (AMCC ISAF), at Eindhoven AB, The Netherlands, or subsequent similar authority:

Operations Commercial Phone: +31 040 289 8909
Plans Commercial Phone: +31 040 289 8911
Commercial FAX line: +31 040 289 8926
E-mail: HaarR@amcc-eindhoven.nato.int

Coalition/Military

Flights must contact the Coalition Coordination Center and Air Mobility Division contacts listed below:

Coalition Coordination Center

HQ CENTCOM, MacDill AFB, Florida:
DSN Phone:(312) 651-1152/1624
DSN Phone: (after hours)(312) 651-4189
Commercial Phone: +1 (813) 827-1152/1624

Commercial Phone: (after hours) +1 (813) 827-4189

Air Mobility Division (AMD)

DSN Phone:(318) 436 - 4127/4422

Commercial Phone: (974) 450-3452 Ext 436-4422

Ministry of Civil Aviation and Tourism (MCAT)

Commercial Phone: 00873 762523844

Commercial FAX: 00873 762523846

AFTN address OAKBYAYX

Government addresses:

International Civil Aviation Organization, Kabul Office

Ministry of Civil Aviation and Tourism (MCAT)

Chara-hi-Ariana and Tourism KABUL.

Kabul FIC

TEL/FAX (873) 761 - 336 - 373 (Immarsat short code not changed).

Aeronautical Fixed Telecommunications Network (AFTN) services are fully operational.

ENR 1.10 Flight planning

ENR 1.10.1 Flight plan format

1.10.1.1 All civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with Annexes 2 and 11.

ENR 1.10.2 Approval Prior to flight plan submission

1.10.2.1 All operators are to contact the Regional Air Movement Control Centre (RAMCC) for prior approval to fly into destinations within Afghanistan via <http://ramcc.dtic.mil/>, as well as contact the Ministry of Civil Aviation and Tourism (MCAT) for ITGA approval to land at any civil airfield

ENR 1.10.3 Flight plan information

1.10.3.1 Operators should use the appropriate flight plan designation specified for the RNP-10 route flown. The letter R should be placed in Block 10 of the Host Nation International Flight Plan or ICAO International Flight Plan to indicate that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the aircraft and operator have been approved by the appropriate approval authority to operate in areas or on routes where RNP-10 is a requirement for operation.

1.10.3.2 During flight planning, the flight aircrew should pay particular attention to conditions that may affect operations in RNP-10 airspace (or on RNP-10 routes). These include, but may not be limited to:

- (1) Verifying the aircraft is approved for RNP-10 operations.
- (2) Verifying the RNP-10 time limit has been accounted for.
- (3) Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.
- (4) Verifying the requirements for GPS, such as FDE, if appropriate for the operation.
- (5) If required for a specific navigation system, accounting for any operating restriction related to RNP-10 approval/compliance.

ENR 1.11 Addressing of flight plan messages

1.11.1 A copy of the flight plan must be sent to the Kabul NOTAM office (OAKBYNYX). Additionally, all ISAF flights must include GAFKIA in the address line for their Flying Operations Cell AIS: ETCCYFKB.

ENR 1.12 Interception of civil aircraft

1.12.1.1 Aircraft operators must be familiar with and follow the international intercept procedures contained in Annex 2, Rules of the Air to the Chicago Convention, paragraph 3.8 and Appendix 2, Sections 2 and 3, as well as specific intercept procedures that may be contained in this AIP.

ENR 1.13 Unlawful interference

ENR 1.14 Air traffic incidents

ENR 1.14.1 Air Traffic Incident reporting

1.14.1 An air traffic incident is an occurrence, other than an accident, associated with the air traffic services supplied to facilitate aircraft operation which affects or could affect the safety of flight.

1.14.2 No central Aviation Safety Agency is presently in place for Afghanistan that meets both military and civil needs. To ensure appropriate reporting of any aviation incidents that may be of a concern to either ATC or aircraft operators, the [electronic safety incident report \(ESIR\)](#) form can be used. Once completed, the form should be emailed to AFGHANAIP@auab.aorcentaf.af.mil. From this point, the data shall be forwarded to the most relevant agency to instigate a review of the submitted incident and filed for reference.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

ENR 2.1.1 Upper Flight Information Region

2.1.1.1 All civil airways and flight levels are procedurally separated from military airspace. Any deviation from these civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Failure to comply with these procedures may result in interception by armed coalition fighter aircraft.

2.1.1.2 Class F airspace encompasses all over-flight [airway](#) airspace in the Kabul FIR Upper Airspace Region, at and above FL290. As specified at [GEN 1.2.3](#), VFR flight is mandatory within all Class F airspace.

2.1.1.3 The over-flight airway airspace is defined as a corridor 5NM either side of the airway centreline and corresponding air route level blocks as detailed at [ENR 3.3](#). Operators should also make note of ICAO SARPS deviation at [GEN 1.19.1](#)

ENR 2.1.2 Kabul FIR Terminal Control Areas (TMA)

2.1.2.1 Class D airspace is established in conjunction with airports with operating control towers, but not serviced by radar.

2.1.2.2 Class E airspace is established at Bagram Airfield. The boundaries are described below.

2.1.3.3 Limited terminal ATC is provided by military air traffic controllers at Bagram and Kandahar Airfields.

ENR 2.2 Other regulated airspace

ENR 2.2.1 Bagram Airfield

2.2.1.1 CLASS C airspace - 10 NM radius of Bagram TACAN (BGM) from 1,000 feet AGL up to, but not including, FL290 with the following exceptions:

- a. Bagram Tower's Class D airspace is a 5 NM radius from the aerodrome reference point (ARP) from surface up to, but not including, 2,500 feet AGL.
- b. An area clockwise from BGM 160 radial to the 235 radial FL280 – FL290.

2.2.1.2 CLASS E airspace – 10 to 50 NM radius of Bagram TACAN (BGM) from 1,000 feet AGL up to, but not including, FL290 with the following exceptions:

ENR 2.2.2 Kabul Airfield

2.2.2.1 Kabul Airfield is Class D airspace 10 NM radius of the ARP surface to 12,000 MSL. This airspace lies within and under Bagram Approach Control's airspace.

2.2.2.2 Aircraft will remain clear of an area clockwise from BGM 160 radial to the 235 radial FL280 – FL290.

2.2.2.3 All aircraft will remain clear of the airspace bounded by: 3546N06907E, 354325N0693947E, 3530N06903E, and 352426N06932E.

ENR 2.2.3 Kandahar Airfield

2.2.3.1 Kandahar has Class C airspace 30 NM radius from the ARP, from the surface up to, but not including, FL290 except the designated Kandahar Tower airspace.

2.2.3.2 Kandahar Tower's is Class D airspace 10 NM radius from the ARP surface up to, but not including, 6,000 feet MSL.

ENR 2.2.4 Kunduz Airfield

2.2.4.1 Kunduz is an uncontrolled aerodrome.

ENR 3 ATS ROUTES

Note: All pre-existing airways in Afghanistan are closed except as described in this document.

ENR 3.1 Lower ATS routes

3.1.1.1 Only RNP-10 routes exist within the Kabul FIR.

ENR 3.2 Upper ATS routes

3.2.1.1 Only RNP-10 routes exist within the Kabul FIR.

ENR 3.3 Area navigation routes and overflight procedures

ENR 3.3.1 General

3.1.1.1 All air routes are identified by latitude and longitude references and utilize RNP-10 requirements.

3.1.1.2 All air routes are laterally defined by a centerline with boundaries 5 NM from the centerline. All air routes are considered Class F, while outside the 5 NM boundary is CLASS G airspace (see [GEN 1.7.19.1](#)).

ENR 3.3.2 Low level RNAV air routes

3.3.2.1 The low level air routes are mandatory for all aircraft unless prior approval is granted by the ACA via the RAMCC.

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
A453	Kandahar	KN	N3129.0 E06554.0	FL170 to FL230
	MAXIN		N3246.5 E06727.0	
A453	MAXIN		N3246.5 E06727.0	FL170 to FL250
	GHAZNI		N3332.9 E06825.2	
	Kabul	KB	N3431.0 E06909.0	
A453	Kabul	KB	N3431.0 E06909.0	FL150 to FL190
	Jalalabad	JL	N3425.8 E07028.5	
	LAJAK		N3356.0 E07030.0	
A454	AMDAR		N3712.5 E06720.6	FL230 To FL240
	KHOLM		N3643.0 E6741.0	
	DOSHI		N3536.0 E06826.5	
	Kabul	KB	N3431.0 E06909.0	
A455	Jalalabad	JL	N3425.8 E07028.5	FL150 To FL190
	KOTAL		N3406.0 E07109.0	

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
B466	SERKA		N2951.0 E06615.0	FL180 to FL240
	Kandahar	KN	N3129.0 E06554.0	
G202	KAMAR		N3239.0 E06044.0	FL150 to FL250
	FARAH		N3220.0 E06206.0	
	DILARAM		N3210.5 E06324.0	
G206	DILARAM		N3210.5 E06324.0	FL170 to FL180 Low FL240 to FL250 High
	BAGNI		N3237.0 E06426.5	
	HORST		N3327.7 E06627.6	
	RILEY		N3358.8 E06747.0	
	TEZAK		N3410.3 E06814.3	
	Kabul	KB	N3431.0 E06909.0	
G206	SABAR		N3537.0 E07131.0	FL260 to FL270
	ALAMI		N3506.1 E07025.2	
G206	ALAMI		N3506.1 E07025.2	FL260 to FL280
	Kabul	KB	N3431.0 E06909.0	
M920	BROOK		N3647.8 E06923.0	FL130 To F150
	Quina		N3608.0 E06852.0	
M920	Quina		N3608.0 E06852.0	FL130 To FL140
	Doshi		N3536.0 E06826.5	

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
V338	Herat	HR	N3412.6 E06213.3	FL160 to FL190 Low FL240 to FL280 High
	VELDT		N3430.0 E06454.0	
	Chakhcharan	CC	N3431.5 E06516.2	
	DARIN		N3432.5 E06655.5	
	Kabul	KB	N3431.0 E06909.0	
V390	CHARN		N3510.0 E06108.0	FL140 to FL280
	Herat	HR	N3412.6 E06213.3	
V838	RANAH		N3535.0 E06312.0	FL230 to FL280
	NOONE		N3518.0 E06339.0	
	VELDT		N3430.0 E06454.0	
V848	PYANJ		N3715.0 E06906.0	FL260 to FL290
	BROOK		N3647.8 E06923.0	
	ALAMI		N3506.1 E07025.2	
V717	Zaranj	ZJ	N3105.5 E06153.0	FL140 to FL190
	FARAH		N3222.0 E06209.5	
	Shindand	OASD	N3323.2 E06215.0	
	Herat	HR	N3412.6 E06213.3	
	Qala-I-Naw	QN	N3459.0 E06306.5	
	NOONE		N3518.0 E06339.0	
	Maimana	MN	N3555.5 E06446.2	
	DEANO		N3627.0 E06622.8	

AIR ROUTE	POINT	ID	LAT/LONG	LEVEL BLOCK
	Mazar-I-Sharif	MS	N3643.8 E06715.5	
V717	Mazar-I-Sharif	MS	N3643.8 E06715.5	FL140 to FL160
	KHOLM		N3643.0 E06741.0	
	Kunduz	OAUZ	N3640.0 E06855.0	
	BROOK		N3647.8 E06923.0	
	Faizibad	OAFZ	N3705.5 E07030.0	
V718	Herat	HR	N3412.6 E06213.3	FL140 to FL250
	ALEXY		N3311.5 E06250.0	
	DILARAM		N3210.5 E06324.0	
	DOLAN		N3150.5 E06439.0	
	Kandahar	KN	N3129.0 E06554.0	
DCT Routing	DILARAM		N3210.5 E06324.0	FL150 to FL240
	GADER		N2941.0 E06128.0	

ENR 3.2.1 High level RNAV air routes

3.2.1.1 **These airways are for civil aircraft only.** All military aircraft over-flights, whether US military or otherwise, must be approved by the ACA via the Air Mobility Division (AMD).

3.2.1.2 These routes are **only for aircraft** overflying the Kabul FIR that will not land at any underlying airfield unless an emergency aircraft under ICAO emergency procedures.

COUNTRY TO/FROM	AIRWAY	POINTS	LAT/LONG	LEVEL BLOCK
Tajikistan to Pakistan	P500	FIRUZ	N3640.0 E07138.0	FL310 to FL390
		PADDY	N3628.0 E07138.0	
Tajikistan to Pakistan	M881	GARRI	N3825.0 E07044.0	FL310 to FL390
		ANWAR	N3652.0 E07127.0	
		MATAL	N3600.0 E07100.0	
		JALAL	N3430.0 E07045.0	
		LAJAK	N3356.0 E07030.0	
Uzbekistan to Pakistan	A466	AMDAR	N3712.5 E06720.6	FL310 to FL390 From 2000-2400Z: FL280 to FL390
		KHOLM	N3643.0 E06741.0	
		DOSHI	N3536.0 E06826.5	
		Kabul	N3431.0 E06909.0	
		SANAM	N3305.0 E07003.0	
Turkmenistan to Pakistan	N644	LEMOD	N3610.0 E06417.5	FL310 to FL390 From 2000-2400Z: FL280 to FL390
		DARIN	N3432.5 E06655.5	
		RILEY	N3358.8 E06747.0	
		GHAZNI	N3332.9 E06825.2	
		PAVLO	N3252.0 E06926.0	

COUNTRY TO/FROM	AIRWAY	POINTS	LAT/LONG	LEVEL BLOCK
Turkmenistan to Pakistan	L750	RANAH	N3535.0 E06312.0	FL310 to FL390 From 2000-2400Z: FL280 to FL390
		NOONE	N3518.0 E06339.0	
		VELDT	N3430.0 E06454.0	
		HORST	N3327.7 E06627.5	
		MAXIN	N3246.5 E06727.0	
		ROSIE	N3140.0 E06900.0	
Iran to Pakistan	V390/ B466	CHARN	N3510.0 E06108.0	FL310 to FL350
		Herat	N3412.6 E06213.3	
		BAGNI	N3237.0 E06426.5	
		Kandahar	N3129.0 E06554.0	
		SERKA	N2951.0 E06615.0	

ENR 3.4 Helicopter routes

ENR 3.5 Other routes

ENR 3.6 En-route holding

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

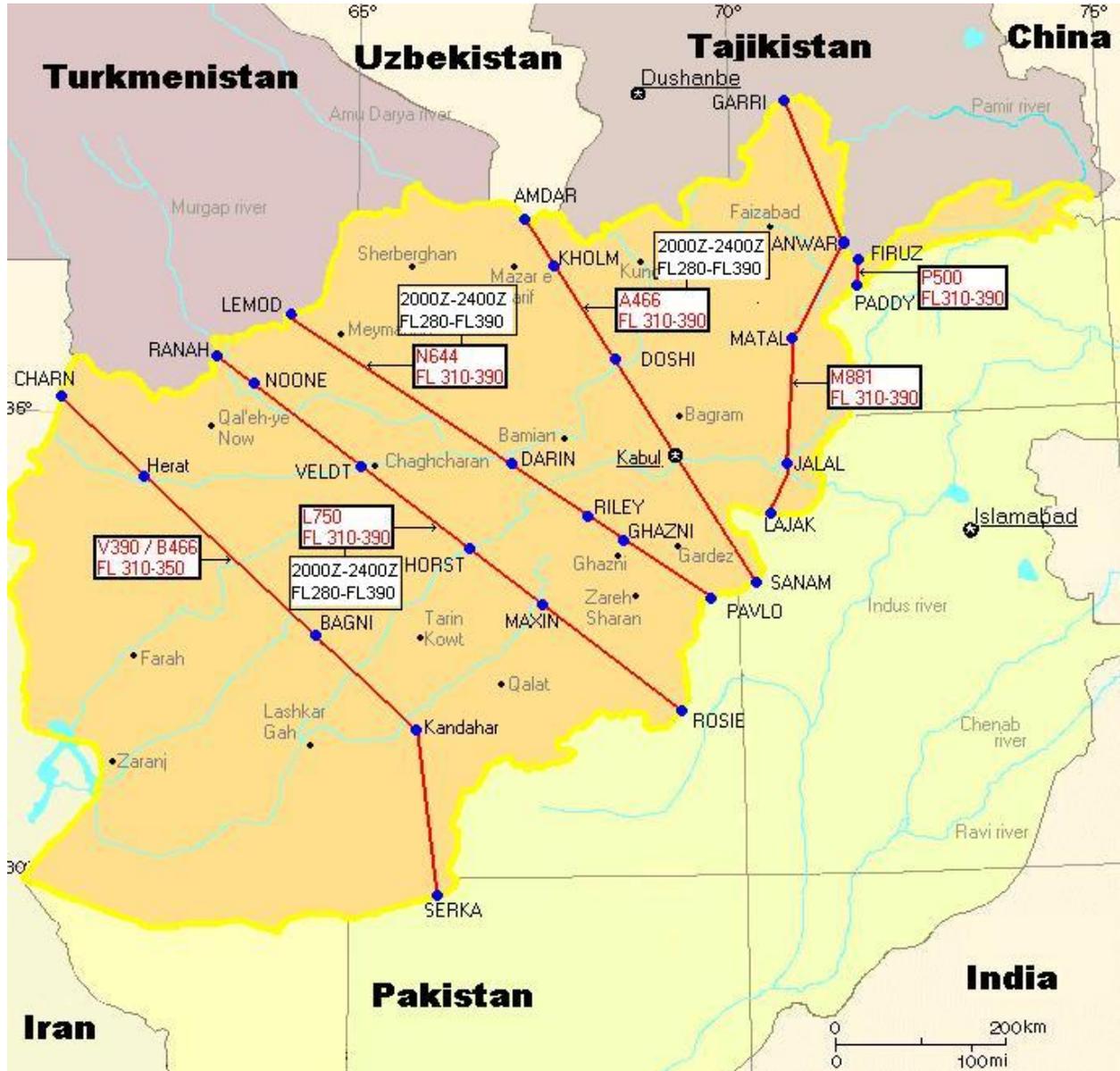
ENR 4.1 Radio navigation aids - en-route

4.1.1.1 All of the Afghanistan navigational aids are inoperative except for the TACANs at Bagram, Kabul, and Kandahar.

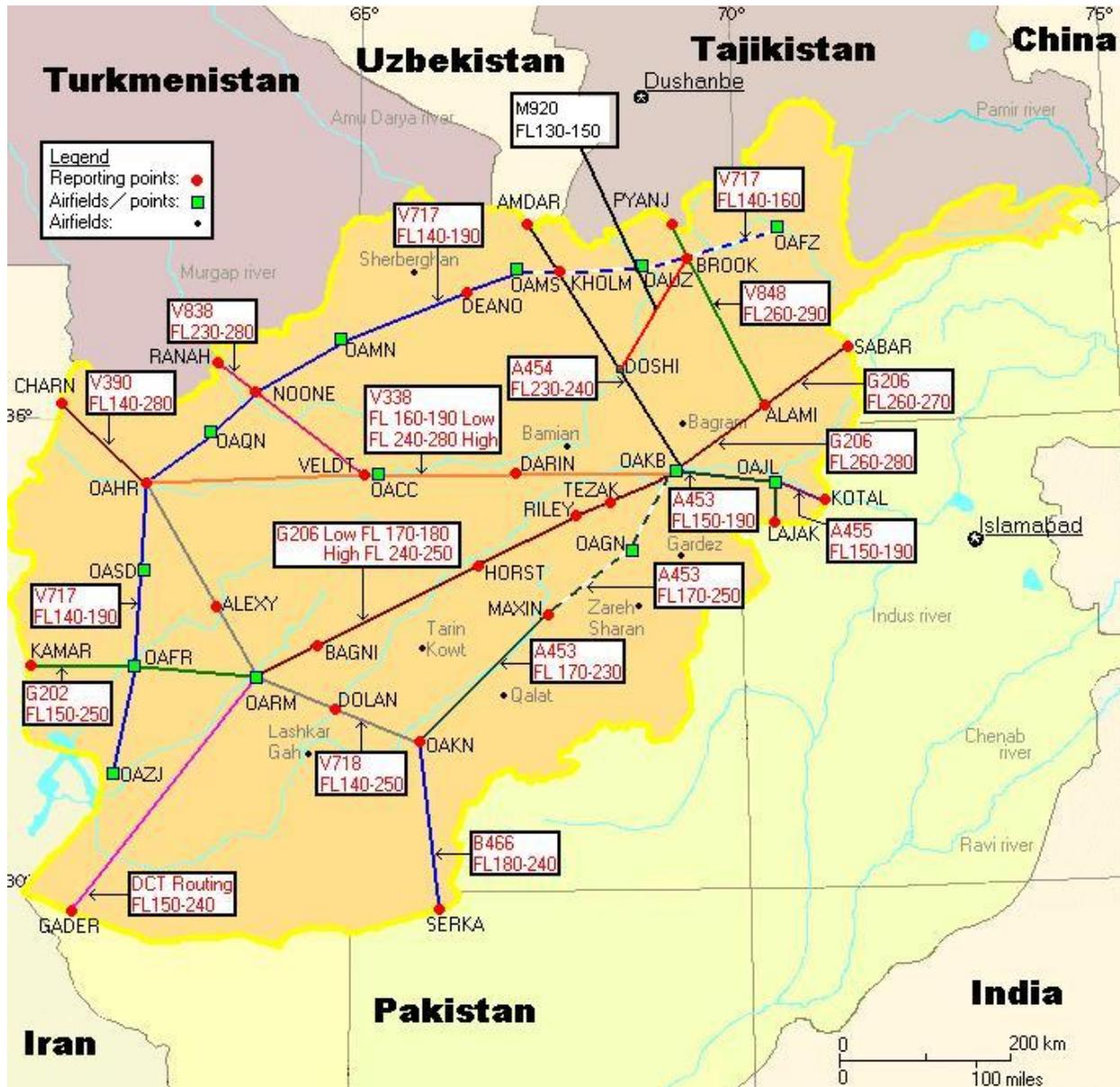
- ENR 4.2** Special navigation systems
- ENR 4.3** Name-code designators for significant points
- ENR 4.4** Aeronautical ground lights - en-route
- ENR 5** **NAVIGATION WARNINGS**
- ENR 5.1** Prohibited, restricted and danger areas
- ENR 5.2** Military exercise and training areas and air defence identification zone (ADIZ)
- ENR 5.3** Other activities of a dangerous nature and other potential hazards
 - ENR 5.3.1** Other activities of a dangerous nature
 - ENR 5.3.2** Other potential hazards
- ENR 5.4** Air navigation obstacles - en-route
- ENR 5.5** Aerial sporting and recreational activities
- ENR 5.6** Bird migration and areas with sensitive fauna

ENR 6 EN-ROUTE CHARTS

ENR 6.1 Afghanistan High Level en route chart



ENR 6.2 Afghanistan Low Level en route chart



PART 3 AERODROMES (AD)

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome / heliport availability

1.1.1 While known details of airfield status will be disseminated by NOTAM, operators should contact local authorities to confirm the NOTAM accurately reflects airfield conditions.

AD 1.2 Rescue and fire fighting (RFF) services and snow plan

AD 1.3 Index to aerodromes and heliports

AD 1.3.1 List of available Aerodromes within Afghanistan

1.3.1.1 Operational aerodromes in Afghanistan are:

- a. Kabul International (OAKN).
- b. Kandahar (OAIX).
- c. Bagram (OAKB).
- d. Kunduz (uncontrolled).

1.3.1.2 Civil aircraft operations at other airfields may be permitted with prior RAMCC approval. If approval is granted, operators must comply with the procedures contained in this AIP and ICAO Annexes 2 and 11, Visual Flight Rules.

AD 1.4 Grouping of aerodromes/heliports

AD 2 AERODROMES

OAKB AD 2.1 Kabul International Airport

- OAKB AD 2.2 Aerodrome geographical and administrative data**
- OAKB AD 2.3 Operational hours**
- OAKB AD 2.4 Handling services and facilities**
- OAKB AD 2.5 Passenger facilities**
- OAKB AD 2.6 Rescue and fire fighting services**
- OAKB AD 2.7 Seasonal availability - clearing**
- OAKB AD 2.8 Aprons, taxiways and check locations/positions data**
- OAKB AD 2.9 Surface movement guidance and control system and markings**
- OAKB AD 2.10 Aerodrome obstacles**
- OAKB AD 2.11 Meteorological information provided**
- OAKB AD 2.12 Runway physical characteristics**
- OAKB AD 2.13 Declared distances**
- OAKB AD 2.14 Approach and runway lighting**
- OAKB AD 2.15 Other lighting, secondary power supply**
- OAKB AD 2.16 Helicopter landing area**
- OAKB AD 2.17 Air traffic services airspace**
- OAKB AD 2.18 Air traffic services communication facilities**
- OAKB AD 2.19 Radio navigation and landing aids**
- OAKB AD 2.20 Local traffic regulations**
- OAKB AD 2.21 Noise abatement procedures**
- OAKB AD 2.22 Flight procedures**
- OAKB AD 2.23 Additional information**
- OAKB AD 2.24 Charts related to an aerodrome**

OAKN AD 2.1

Kandahar Airport (OAKN)

- OAKN AD 2.2 Aerodrome geographical and administrative data
- OAKN AD 2.3 Operational hours
- OAKN AD 2.4 Handling services and facilities
- OAKN AD 2.5 Passenger facilities
- OAKN AD 2.6 Rescue and fire fighting services
- OAKN AD 2.7 Seasonal availability - clearing
- OAKN AD 2.8 Aprons, taxiways and check locations/positions data
- OAKN AD 2.9 Surface movement guidance and control system and markings
- OAKN AD 2.10 Aerodrome obstacles
- OAKN AD 2.11 Meteorological information provided
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- OAKN AD 2.13 Declared distances
- OAKN AD 2.14 Approach and runway lighting
- OAKN AD 2.15 Other lighting, secondary power supply
- OAKN AD 2.16 Helicopter landing area
- OAKN AD 2.17 Air traffic services airspace
- OAKN AD 2.18 Air traffic services communication facilities
- OAKN AD 2.19 Radio navigation and landing aids
- OAKN AD 2.20 Local traffic regulations
- OAKN AD 2.21 Noise abatement procedures
- OAKN AD 2.22 Flight procedures
- OAKN AD 2.23 Additional information
- OAKN AD 2.24 Charts related to an aerodrome

OAIX AD 2.1

Bagram Airport (OAIX)

OAIX AD 2.2	Aerodrome geographical and administrative data
OAIX AD 2.3	Operational hours
OAIX AD 2.4	Handling services and facilities
OAIX AD 2.5	Passenger facilities
OAIX AD 2.6	Rescue and fire fighting services
OAIX AD 2.7	Seasonal availability - clearing
OAIX AD 2.8	Aprons, taxiways and check locations/positions data
OAIX AD 2.9	Surface movement guidance and control system and markings
OAIX AD 2.10	Aerodrome obstacles
OAIX AD 2.11	Meteorological information provided
OAIX AD 2.12	Runway physical characteristics
OAIX AD 2.13	Declared distances
OAIX AD 2.14	Approach and runway lighting
OAIX AD 2.15	Other lighting, secondary power supply
OAIX AD 2.16	Helicopter landing area
OAKB AD 2.17	Air traffic services airspace
OAIX AD 2.18	Air traffic services communication facilities
OAIX AD 2.19	Radio navigation and landing aids
OAIX AD 2.20	Local traffic regulations
OAIX AD 2.21	Noise abatement procedures
OAIX AD 2.22	Flight procedures
OAIX AD 2.23	Additional information
OAIX AD 2.24	Charts related to an aerodrome

AD 3 HELIPORTS

There are no registered civil heliports at present.



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