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PART 2 – ENROUTE (ENR)

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Conformity to ICAO

1.1. Aircraft operations within the Afghanistan FIR are to be in accordance with ICAO Annex 2 Rules of the Air unless specified otherwise. Rules applicable to this section are contained in ICAO Annex 2 Chapter 3 General Rules.

2. Non-Military Aircraft

2.1. All non-military ACFT operating in the Kabul FIR must file a flight plan. If a stopover at anuncontrolled airfield is planned, the follow-on flight plan must be filed in advance at an appropriate location. Compliance with ICAO procedures at uncontrolled airfields is mandatory to ensure deconfliction from military operations.

3. Horizontal Separation

3.1.1 15-minute longitudinal separation will be applied on High Level ATS routes UL333, P728, L750, N644, M875, L509, and P500.

4. Flight Priorities

4.1. The following flight priorities apply within the AFG FIR:

a. Aircraft in Distress (declared emergency such as engine fault, fuel shortage/ diversion, seriously ill passenger, etc.).
b. President of Afghanistan (POA) flights.
c. National Priority Missions.
d. Air ambulance flights (call sign "MEDEVAC," “AIREVAC" or "HOSP").
e. Search and Rescue efforts to include (CSAR/PR/CAS EVAC or other humanitarian reasons (Human Remains Flights).
f. Heads of State/Government (to include Prime Ministers) and very senior GIRoA Ministers flights when coordinated through the ACAA.
g. Flight check aircraft engaging in ACAA authorized critical calibration flights.
h. IFR Flights. Flights that have filed a flight plan and are conforming to routine procedures. Training, non-standard and other flights.
i. Military support tasks, unless supporting priority operations as noted in Cat E.
j. Training, non-standard and other flights (i.e. VFR flights).

5. Military Activity

Afghanistan’s airspace contains complex military activity by aircraft, which may not follow the rules of the air inside reserved military areas.

5.1. Information on activity is published via following means;

a. Afghanistan AIP.
b. NOTAM.
c. As coordinated with ATC.

ENR 1.2 VISUAL FLIGHT RULES

1. Conformity to ICAO

1.1. ACFT operations within the Afghanistan FIR are to be in accordance with ICAO Annex 2 *Rules of the Air* unless specified otherwise. Rules applicable to this section are contained in ICAO Annex 2 Chapter 4 *Visual Flight Rules.*

2. Visual Meteorological Conditions

2.1 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 ACFT is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table:

Altitude Band	Airspace Class	Flight Visibility	Distance from Cloud
At and above 10 000ft AMSL	A* C D E G	8 km	1 500m horizontally 1 000ft vertically
Below 10 000ft AMSL and above 3 000ft. AMSL, or above 1 000ft above terrain, whichever is the higher	A* C D E G	5 km	1 500m horizontally 1 000ft. vertically
At and below 3 000ft. AMSL, or 1 000ft above terrain, whichever is the higher	A* C D E	5 km	1 500m horizontally 1 000ft vertically
	G	5 km	Clear of cloud and with the surface in sight
* The VMC minima in Class A airspace are included for guidance to pilots and does not imply acceptance of VFR flights in Class A airspace.			

2.2 When so prescribed by the appropriate ATS authority:

Flight visibilities less than 1500m may be permitted for flights operating:

a. At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

b. 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).

c. Helicopters may be permitted to operate if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.

2.3 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 1500ft; or

b. When the ground visibility is less than 5km.

c. At night, if a civil ACFT.

3. Altitude and Airspace Restrictions

3.1 Civil VFR flights must adhere as much as possible 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 ACFT or for maintaining own safe terrain/ obstacleclearance at all times.

3.2 Except when necessary for take-off, landing or by permission of an appropriate authority, aVFR flight shall not be flown:

a. Over the congested areas of cities, towns or settlements or over an open air assembly of persons at a height less than 1000ft above the highest obstacle within a radius of 600m of the ACFT;

b. Elsewhere, at a height less than 500ft above the ground or water.

3.3 Civil ACFT operating in Class G airspace shall keep to the minimum tracking possible. This includes departing and joining the Air Routes at 90 degrees from the aerodrome.

4. Air Traffic Services

4.1 VFR flights shall comply with the provisions of air traffic control instructions:

a. When operated within D airspace.

b. When forming part of aerodrome traffic at controlled aerodromes; or

c. When operating within or into designated controlled airspace and shall maintain continuous air-ground voice communication on the appropriate communication channel and report position as necessary to the air traffic services unit providing air traffic services.

4.2 VFR ACFT must receive a clearance prior to entering Class D airspace.

5. VFR Flight in Class G airspace

5.1 VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to the Traffic Information Broadcasts by Aircraft (TIBA) 125.2, or as otherwise directed.

5.2 ATC will provide VFR ACFT departing from controlled airfields within Afghanistan an airspace deconfliction service within the Class G airspace surrounding the aerodrome's CTR and traffic information, if practicable. On entering Class G airspace, VFR ACFT will then be instructed to contact and broadcast on TIBA 125.2.

5.3 VFR ACFT arriving at or departing an aerodrome providing a Class G ATZ are to contact the AD FIS provider prior to entering the ATZ or prior to departure (refer ENR 2.1para. 1.1 for Class G ATZ locations, dimensions, and frequency information). On departure, ACFT are also to broadcast intentions on TIBA 125.2.

5.4 For aerodromes located in Class G airspace, with no supporting Class G ATZ FIS provider, ACFT shall attempt to contact for traffic and hazardous airspace information. ACFT should also broadcast intentions on the TIBA 125.2.

5.5 Flight within Class G airspace under these circumstances is at high risk; therefore, aircrew is to maintain an increased level of seeing, avoiding and continue flight with due regard.

6. Change to Instrument Flight Rules (IFR)

6.1. An ACFT operating VFR that wishes to change to IFR shall:

a. If a flight plan was submitted, communicate the necessary changes to be affected to its current flight plan, or

b. Submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

7. Special Visual Flight Rules (SVFR)

7.1. SVFR may be approved under certain conditions at some airfields throughout Afghanistan. Pilots are to refer to the Aerodrome (AD) section, of this document, to acquire information on SVFR for individual AD.

8. VFR Reporting Points

8.1. To increase situational awareness and assist in identifying potential conflictions within the Kabul FIR, Pilots in Class G airspace are to make position reports using the VFR reporting points and transmitting on the TIBA 125.2 MHz

8.2. The pilot in command (PIC) is to ensure that reports are made within 6NM of the VFR reporting point. Direct over-flight of the VFR reporting point should be avoided.

8.3. The direction of flight shall be referenced using the phonetic alphabet. The following is an example of phraseology to be used:
"*Afghanistan Traffic, Call sign [aircraft identification], vicinity [VFR reporting point] / North West [cardinal direction].*

8.4. ACFT transmitting should avoid using number and type of ACFT unless there is potential for conflict with other traffic. If other traffic is identified within the vicinity, the PIC may pass information that will assist in ACFT deconfliction, such as a number of ACFT and altitude.

8.5. The Afghanistan VFR Waypoint structure is contained in a separate document titled "**Visual Flight Rules Reporting Points Afghanistan"** and is accessible via the MOTA website. http://acaa.gov.af/aip-aeronautical-information-publication/ This document is under revision and may not be accurate.

ENR 1.3 INSTRUMENT FLIGHT RULES (IFR)

1. Conformity to ICAO

1.1. Aircraft operations within the Afghanistan FIR are to be in accordance with ICAO Annex 2 *Rules of the Air* unless specified otherwise. Rules applicable to this section are contained in ICAO Annex 2 Chapter 5 *Instrument Flight Rules.*

2. Changes from IFR Flight to VFR Flight

2.1 An ACFT electing to change the conduct of its flight from compliance with the IFR to compliance with VFR shall notify the appropriate air traffic services unit accordingly.

3. Military IFR Flights in Class G Airspace

3.1. To facilitate climb and descent in IMC, military ACFT are permitted to operate under IFR in Class G airspace.

NOTE: Military airlift ACFT requiring operating in IMC are to carry equipment, including TCAS, as described in the Airspace Control Plan Annex C.3.

3.2. **Terrain Clearance.** Military aircrews are responsible for maintaining terrain clearance **at all times** while operating in Class G airspace.

NOTE: During the course of providing an FIS in Class G airspace ATS providers, may offer suggested headings, flight levels or altitudes to assist in the avoidance of hazards. This is **not** a control service and does not remove the terrain avoidance obligation from aircrews.

3.2.1 If the ACFT is known to be in contact with an ATC provider, it may be subject to ATC instructions or clearance to achieve separation.

EXAMPLE: ACFT is in Class G airspace and has contacted ATC. ATC has issued a clearance to enter controlled airspace. This clearance may involve direct tracking, or a heading or a level requirement to achieve separation with other ACFT in controlled airspace.

3.3. **Flight Following.** Afghanistan does not have a comprehensive national flight tracking system. Due to limited communications coverage at some uncontrolled aerodromes and some Class G airspace, ATC agencies may be unable to provide flight following or SAR initiation.

3.4. Military IFR ACFT established on airways or within controlled airspace requesting to depart the airspace to operate within, or transit Class G airspace shall notify ATC of the request toleave the airway or controlled airspace. ATC shall terminate control services at the airway or controlled airspace boundary and instruct the aircraft.

3. 4. 1. If practicable, flights shall depart airways at 90 degrees to the air route, when abeam the intended arrival AD or operating area. In some instances, it may be viable for aircraft to depart controlled airspace tracking directly to an IAP IAF and not via an air route (e.g. ACFT departing OAKN and expecting an IAP into OATN). ACFT shall advise ATC agencies of direct tracking requirements.

3.5 ATC will provide military IFR ACFT departing from controlled airfields within Afghanistan airspace deconfliction services for airspace immediately surrounding the AD and traffic information, if practicable.

3.6. Military IFR ACFT arriving at or departing an AD with a Class G ATZ is to contact the AD FIS provider prior to entering the ATZ or prior to departure (refer ENR 2.1 para. 1.1 for Class G ATZ locations, dimensions, and frequency information).

3.7. For AD located in Class G, with no supporting Class G ATZ AD FIS provider, prior to arrival and departure ACFT shall attempt to contact on TIBA 125.2

3.8. **IFR descent.** Military IFR ACFT shall not descend below the off-route terrain clearance altitude (ORTCA) unless:

a. visual and able to maintain VMC below the ORTCA; or

b. the AD has an accredited minimum sector altitude for the arrival AD (i.e. 2 000ft above the highest obstacle within 10NM of the AD); or

c. established at the IAF to join an approved instrument approach for the arrival AD.

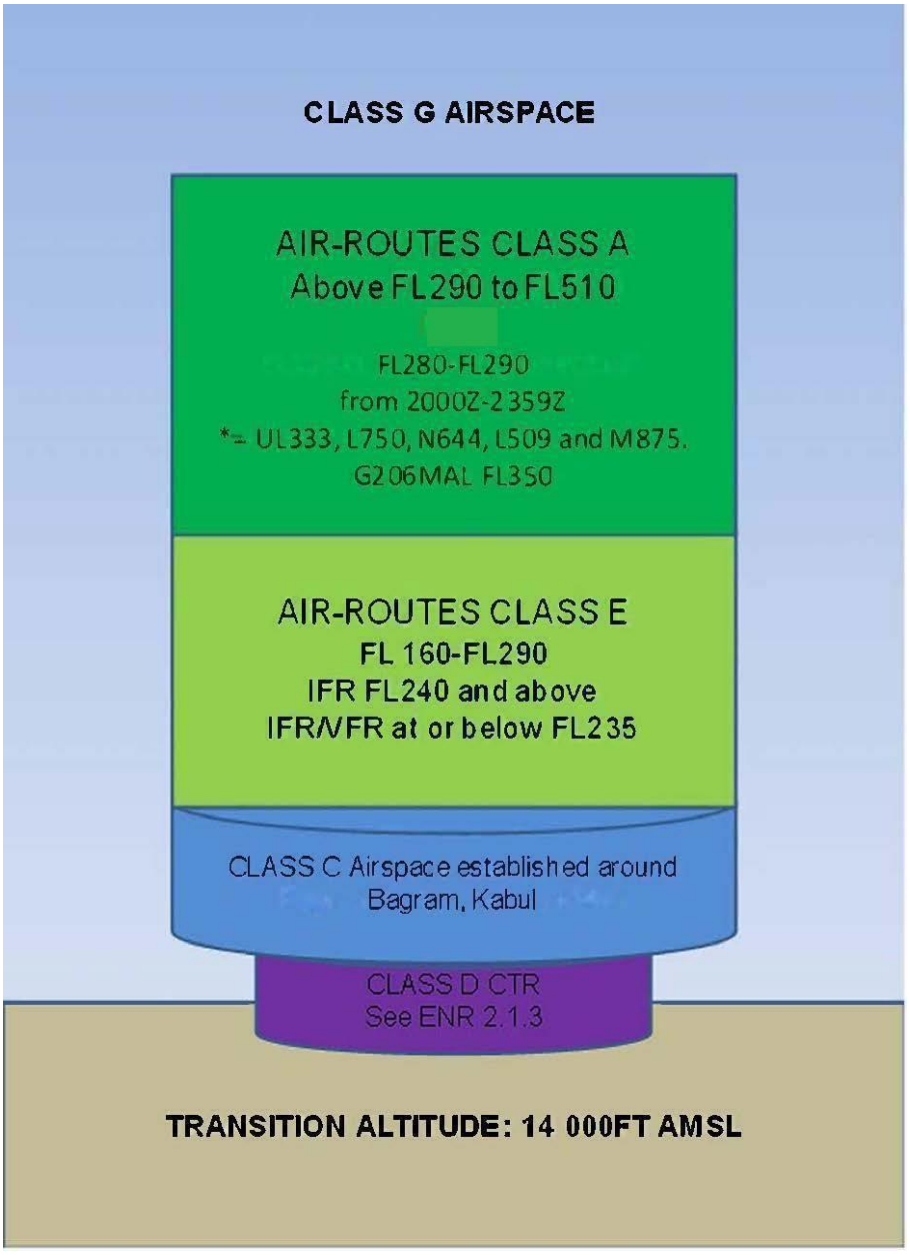
3.8.1. The ORTCA provides a minimum of 3 000ft vertical clearance above the highest obstacle in mountainous terrain and 2 000ft vertical clearance above normal terrain.

3.9 For uncontrolled AD it is recommended that military ACFT, still in IMC, do not descend below 3 500ft AGL (i.e. military coordinating altitude) until established within 10NM of the arrival airfield.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Description of Airspace in Kabul FIR

1.1. The Kabul FIR is classified into Classes, D, and G airspace.
The other classes (A, C, and E) are not available at this time.



2. ATS Airspace Classes, Services Provided and Flight Requirements

Class	Typeof flight	Separation provided	Services Provided	Speed Limitation	Radio Communicati on Required	Subject to ATCC lank
A	N/A	N/A	N/A	~~N/A~~	N/A	N/A
B	N/A					
C	N/A	N/A	N/A	~~N/A~~	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
D	IFR	IFR from IFR	ATC service, traffic information about VFR flights. Traffic avoidance advice on request.	250kt IAS below10000ft AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR Traffic information. Traffic avoidance advice on request.	250kt IAS below10000ft AMSL	Continuous two-way	Yes
E	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
F	Not applicable in the Kabul FIR					
G	Military IFR	NIL	Flight Information Service	250kt IAS below10000ft AMSL	Continuous two- way	NO
	VFR	NIL	Flight Information Service	250kt IAS below10000ft AMSL	No1	NO
Note 1: VFR aircraft with in Class G airspace must contact a broadcast on 125.2. See ENR 1.2 paragraph 6.						
Note 2: Due to limited low-level communications coverage, military IFR is required to carry serviceable radios and broadcast intentions on TIBA 125.2.						

2.1 Unless otherwise defined in ENR 2.1, when ATS airspace adjoins vertically (one above the other), flights at the common level must comply with the requirements of and will be given services applicable to the less restrictive class of airspace.

3. **Separation**

3.1 Separation standards, including wake turbulence, applied in the Kabul FIR are in accordance with ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management except where coalition ATC has been given authority to use their home nation separation standards.

Wake Turbulence Categories

4.

For the purpose of wake turbulence, ACFT are divided into the following weight categories:

a. HEAVY (H) − All other ACFT types of 136 , 000 K G maximum take−off weight or more.

b. MEDIUM (M) –ACFT types of less than 136,000KG maximum take-off weight but more than 7,000KG maximum takeoff weight.

c. LIGHT (L) –ACFT types of 7,000KG maximum take-off weight or less.

Note: B757 and H47 (Chinook) are categorized Heavy (H) when the following ACFT is categorized either Medium (M) or Light (L) and categorized Medium (M) when the preceding ACFT is categorized Heavy (H).

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. Holding

1.1. Enroute holding will be used in Kabul FIR when needed to manage the flow of traffic. If the holding is issued, all ACFT shall fly 10NM legs, and conduct right turns. An “expect further clearance” time (EFC) shall be issued by ATC at least 5 minutes prior to the ACFT’s estimated time to the clearance limit. If no delay is expected at the clearance limit, air traffic control shall advise the pilot “no delay expected.”

2. . Traffic Information Broadcasts by Aircraft (TIBA):

VHF 125.2MHz is the TIBA for uncontrolled airfields in Afghanistan unless otherwise specified in the Aerodrome edition. A Flight Information Service is provided at several uncontrolled airfields; see AIP Part 3 Aerodromes for details.

3. **All other Airfields:** Contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A assigned code before departure.

4. Military and Civil Aircraft Lighting Requirements

4.1 Military ACFT are to operate with all lights and strobes when at or above FL280 in Afghanistan airspace. Military airlift ACFT are to operate upper strobes only when cruising below FL280.

4.2 Military ACFT will turn off all external lighting prior to descent/entry into tactical areas of control.

4.3 Civil ACFT operating between the hours of sunset and sunrise shall operate external lighting in accordance with Annex 2 to the Convention on International Civil Aviation.

ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES

1. Services and Coverage

1.1. **ATC Surveillance System:** ATC surveillance service is only available within the following terminal areas:

a. Kabul International Airport.

b. Bagram Airfield.

1.2. There is no ATC Surveillance Service provided in all other areas in the Kabul FIR. Air traffic control applies Procedural (non-ATC Surveillance System) separation standards to ACFT flying in the high and low ATS airway structures.

1.3. **Kabul FIR SSR transponder codes:** Kabul FIR SSR transponder codes are allocated through the ASIA/PAC SSR Code Allotment. The SSR transponder codes for use within the Kabul FIR are as follows:

a. Domestic flights 5300-5377

b. International flights 7100-7177

1.4. SSR code allocation to individual ATC units is to be coordinated through Kabul ACC.

2. Radio Failure Procedures High ATS Route Structure:

ACFT transiting the airspace shall proceed with the last assigned ATC instruction, monitor the assigned Kabul ACC frequency and contact the next State IAW ICAO Doc 4444 and the receiving State's AIP instruction.

2.1 **Total Aircraft Communications Failure:** In the event that an ACFT suffers a total communications failure, the pilot shall squawk mode 3/A code 7600 and proceed on last assigned airway and level in accordance with standard ICAO procedures located in ICAO 4444 15.2.

3. Deviation from Airways:

ACFT deviating from the low and high airways without ATC clearance will enter Class G airspace and may infringe military restricted areas and/or ACM. ACFT who deviate from airways without clearance may be subjected to fighter interception, ICAO sanctions, and denial of future over- flights.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Standard Altimeter Pressure Setting

1.1. The altimeter pressure setting to be used for flight within the Kabul FIR is the standard altimeter pressure setting of 29.92 inches or 1013 HPA for flight above the transition altitude.

1.1.1. Due to the lack of meteorological reporting stations outside large urban areas in Afghanistan, aircrew may experience difficulties in obtaining accurate regional altimeter pressure setting. ACFT operating within Class G airspace below the Transition Layer and above 3 500ft AGL (military coordination altitude) shall, in the first instance, utilize the most accurate Regional Pressure Setting (RPS) available from the controlling ATC agency. In the event of no RPS being available aircrew may elect to utilize the standard altimeter pressure setting of 29.92 inches or 1013 HPA.

For flight at or below the Transition Altitude within controlled air space, local altimeter setting is to be used.

1.1. 2. **Transition Altitude:** The transition altitude for Kabul FIR is 14 000ft AMSL. Vertical positioning of ACFT at or below the transition altitude is expressed in terms of altitude.

1.2. **Transition Layer:** The transition layer is the airspace between the transition altitude and the transition level**.** While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending. ACFT

1.3. shall not cruise within the transition layer unless coordinated with ATC
.

Transition Level: The transition level for Kabul FIR is established at FL160. Levels at or above the transition level are expressed in terms of flight levels.

1.4. Within controlled airspace, when assigning first descent from a flight level to an altitude, ATC shall assign the appropriate altimeter setting for that airspace or the arrival AD.

1.5. **Flight Levels**: Use of any flight level other than assigned is not authorized unless for an emergency.

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

2.2. VFR ACFT will fly in accordance with the VFR portion of the Table of Cruising Levels in Appendix 3 of ICAO Annex 2 (also referred to as Semi-Circular Cruising Levels/0-179

2.3. degrees' odd flight levels, 180-359 degrees even flight levels). There is currently no level restriction for Military VFR operations above FL290 in Class G airspace. However, VFR Hemispherical levels are not to be used within RVSM airspace.

CAUTION: Afghanistan is mountainous terrain with peaks over 22 000ft AMSL. Pilots are advised of high terrain in the vicinity of air route. Examples include but are not limited to: V338

2.4. (SAKUX-TAPIS): 16 580ft peak 343800N 0673700E (north edge of airway) A453 (TAPIS-PAROD): 14 800ft peak 332600N 0675300E

M920 (SUDIT – DOSHI): 16 440ft peak 352100N 0684700E

ACFT entering the Turkmenabad FIR are to fly at even 2 000ft levels above FL200 (FL220, FL240, etc.) in accordance with the Table of Cruising Levels. Only IFR ACFT will

2.5 enter the Turkmenabad FIR at FL200 and above. No VFR ACFT will be permitted to fly into Turkmenabad FIR at FL200 and above.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1. Regional Supplementary Procedures applicable to the Kabul FIR are contained within ICAO Doc 7030, Middle East/Asia section. Relevant topics such as RNP and RVSM application have been incorporated throughout the AIP.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. General Requirements

1.1 Flight Permissions:

1.1.1 The civil and military operator expects the Afghan air force who intends to operate a Flight from, into or through Kabul FIRs must obtain flight permission from the Ministry of Transport and Aviation (MOTA).

1.1.2 To obtain landing permission for Afghanistan aerodromes or overflight permission for Kabul FIR, Flight permission request shall be addressed to below contact details:E-mail: flightpermissions.acaa@gmail.com, flightpermissions.atm@mota.gov.af
Mobile: +93 (0) 701696259

1.1.3 ACAA flight permission form is available on the Alternate ACAA webpage https://www.afgais.com/.

ENR 1.10 FLIGHT PLANNING

1. General

1.1. Civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO Rules of the Air Annex 2, if possible.

1.2. ICAO flight plans are unavailable; ACFT must file a flight plan including at least the following:

a. Call sign.
b. Type.
c. Departure point.
d. Destination.
e. Altitude.
f. Route of Flight.
g. Estimated time of arrival.

1.3. Civil and military aircraft arriving and departing or alternate aerodrome as Kabul International Airport is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

Procedures applicable to Operators/Pilots

2. The levels at which a flight is to be conducted shall be specified in a flight plan as

2.1 follows:

a. In terms of “flight levels” if the flight is to be conducted at or above the transition level.

b. In terms of “altitude” if the flight is to be conducted in the vicinity of an aerodrome at or below the transition altitude.

2.2. Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

2.3 ACFT may enter and exit the Kabul FIR, only via the following points, and must flight planaccordingly. The hours of available flight level and restrictions refer ENR 3.2 for Lower and Upper airspace ATS route.

Table 1 – Kabul FIR Entry/Exit points

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	HIGH/LOW ATS ROUTE	LEVELS
Pakistan	GADER	294100N0612800E	G206	LOW	FL160– FL290
	GADER	294100N0612800E	A453	LOW	FL160 – FL290
	SERKA	295101N0661501E	V390	LOW	FL190 – FL290

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	HIGH/LOW ATS ROUTE	LEVELS
Pakistan	SERKA	295101N0661501E	UL333	HIGH	FL320 – FL510
	ASLUM	310112N0663712E	P628	HIGH	FL320 – FL510
	RIMPA	312600N0673600E	G202	LOW	FL160 – FL290
	BIROS	314000N0690000E	L750	HIGH	FL320 – FL510
	DOBAT	325200N0692600E	N644	HIGH	FL320 – FL510
	LAJAK	335559N0702959E	M696	LOW	FL180 – FL290
	LAJAK	335559N0702959E	L509	HIGH	FL300 – FL510
	MOTMO	362759N0713758E	P500	HIGH	FL300 – FL510
Tajikistan	PINAX	371500N0690600E	V848	LOW	FL230 – FL290
	FIRUZ	364012N0713748E	P500	HIGH	FL300 – FL510
Uzbekistan	AMDAR	371230N0672036E	A454	LOW	FL190 – FL290
	AMDAR	371230N0672036E	M875	HIGH	FL300 – FL510
Turkmenistan	DAVET	365739N0644715E	P173	HIGH	CLOSED
	LEMOD	361000N0641730E	M696	LOW	FL220 – FL290
	LEMOD	361000N0641730E	N644	HIGH	FL320 – FL510
	RANAH	353500N0631200E	L750	HIGH	FL320 – FL510
Iran	PAMTU	351006N0610806E	V390	LOW	FL160 – FL290
	PAMTU	351006N0610806E	N636	HIGH	CLOSED
	SOKAM	331316N0603754E	UL333	HIGH	FL320 – FL510
	RANRU	300115N0610048E	Z627	LOW	FL260 – FL290

3. Approval Prior to Flight Plan Submission

3.1 Operators are to contact Airfield Management for prior approval to fly into destinations within Afghanistan. PPR application and ACAA landing and overfly approval form are available on the MOTA alternate website: https://www.afgais.com.

4. Flight Plan Information

4.1 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. This indicates that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the ACFT 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.

4.2 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:

a. Verifying the ACFT is approved for RNP-10 operations.

b. Verifying the RNP-10-time limit has been accounted for.

c. Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.

d. Verifying the requirements for GPS, such as FDE, if appropriate for the operation.

e. 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. General

1.1. Filing an ICAO standard flight plan in advance is mandatory for flights intending to land or overfly Kabul FIR.

2. Kabul (OAKB) Requirements

2.1 It is mandatory to submit an ICAO flight plan via AFTN to Kabul ATC Tower for civil and military aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport).

a. Kabul Tower AFTN address: **OAKBZQZX OAKBZTZX (N/A)**

b. AIS Office and PIB AFTN addresses: OAKBYWYX **(N/A)**

3. Kabul Area Control Center (KACC) Requirements

3.1 It is mandatory for Kabul FIR for all civil/commercial and private operators to file a Flight plan, Overflight, Arrival, Departure, Delay, Change and Cancel messages in advance via AFTN.

4. Kabul Flight Permissions Requirements

4.1. Overflight permission and landing permission request for Kabul FIR (Afghanistan) submission via email and AFTN:

a. Email: flightpermissions.acaa@gmail.com,flightpermissions.atm@mota.gov.af

b. AFTN: **OAKBZPZX (Not Available)**

c. Mobile: +(93) 701696259

5. Mazar-e- Sharif (OAMS) AFTN

5.1 Services are not available. **Heart**

6. (OAHR)

6.1 AFTN Services are not available.

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception Procedures

1.1. The following procedures and visual signals apply throughout the Kabul FIR in the event of interception of an ACFT. An ACFT that is intercepted by another ACFT shall immediately:

a) Follow the instructions given by the intercepting ACFT, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2.

b) Notify, if possible, the appropriate air traffic services unit.

c) Attempt to establish radio-communication with the intercepting ACFT or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5MHz, giving the identity of the intercepted ACFT and the nature of the flight. If no contact has been established and if practicable, repeat this call on the emergency frequency 243.0 MHz

d) If equipped with SSR transponder, select Mode 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

Phraseology during Interception

2. 2.1 If radio contact is established during interception, but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions and essential information by using the phrases and pronunciation in the following table, transmitting each phrase twice.

Phrase	Pronunciation	Meaning
CALLSIGN WILCO CAN NOT REPEAT AM LOST MAYDAY HIJACK LAND DESCEND	KOL SA-IN VILL-KO KANNNOTT REE-PEET AM LOST MAYDAY HI-JACK LAAND DEE-SEND	My call sign is (call sign) Understood. Will comply Unable to comply Repeat your instruction Position unknown I am in distress I have been hijacked I request to land at (Place name) I require descent

2.2 The phrases shown in the table above shall be used by the intercepting ACFT and transmitted twice in the circumstances described in the preceding paragraph.

2.3 If any instructions received by radio from any source conflicts with those given by the intercepting ACFT by visual signals and/or by radio, the intercepted ACFT shall request immediate clarification while continuing to comply with the visual and/or radio instructions given by the intercepting ACFT.

3. Signals for Use in the Event of Interception

3.1 Signals initiated by Intercepting ACFT and responses by Intercepted ACFT:

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT - Rocking ACFT and flashing navigational lights at irregular intervals (and landing lights in case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted ACFT (or to the right if the intercepted ACFT is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. Note 1. Meteorological conditions or terrain may require the intercepting ACFT to reverse the positions and direction of turn given above in Series 1. Note 2.If the intercepted ACFT is not able to keep pace with the intercepting ACFT; the latter is expected to fly a series of racetrack patterns and to rock the ACFT each time it passes the intercepted ACFT.	You have been intercepted Follow me.	DAY or NIGHT - Rocking ACFT, flashing navigational lights at irregular intervals and following.	Understood will comply
2	DAY or NIGHT – An abrupt break away maneuver from the intercepted ACFT consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted ACFT.	You may Proceed	DAY or NIGHT- Rocking the ACFT	Understood will comply
3	DAY or NIGHT- Lowering landing gear (if fitted), showing steady landing lights and over flying RWY in use or, if the intercepted ACFT is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome	DAY or NIGHT-Lowe ring landing gear (if fitted) showing steady landing lights and following the intercepting ACFT and if, after overflying the RWY in use or helicopter landing area, landing is considered safe. Proceeding to land.	Understood will comply

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
4	DAY or NIGHT-Raising landing gear (if fitted) and flashing landing lights while passing over RWY in use o helicopter landing area at a height exceeding 1000 ft (300 m) but not exceeding 2 000 ft (600 m) (in the case of a helicopter, at a height t exceeding 170 ft. (50 m) but not exceeding 330 ft. (100 m above the aerodrome level and continuing to circle RW in use or helicopter landing area. If unable to flash landing lights, flash any other light available.	Aerodrome you have designated is inadequate	DAY or NIGHT- If it is desired that the intercepted ACFT follow the intercepting ACFT to an alternate aerodrome, the intercepting ACFT raises its landing gear (if fitted) and use the Series 1 signals prescribed for intercepting ACFT.	Understood follow me
			If it is decided to release the intercepted ACFT,the intercepting ACFT uses the Series 2 signals prescribed for intercepting ACFT.	Understood you might proceed
5	DAY or NIGHT – Regular switching on and off all available lights but in such a manner as to be distinct from flashing lights.	Can not Comply	DAY or NIGHT- Use Series 2 signals prescribed for intercepting ACFT.	Understood
6	DAY or NIGHT – Irregular flashing of all available lights.	In distress	DAY or NIGHT- Use Series 2 signals prescribed for intercepting ACFT.	Understood

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

1.1. An ACFT that is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances. This information enables the ATS unit to give priority to the ACFT and to minimize conflict with other ACFT.

1.2. The following procedures are intended for use by ACFT when unlawful interference occurs, and the ACFT is unable to notify an ATS unit of this fact via normal air-ground voice communications.

2. Procedures

2.1 Unless considerations aboard the ACFT dictate otherwise, the pilot -in-command shouldattempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible, or the ACFT is within ATC Surveillance System coverage.

2.2 When an ACFT subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a. Attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the ACFT dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so, and circumstances permit.

b. Proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 – Regional Supplementary Procedures.

c. If no applicable regional procedures have been established, proceed at a level that is appropriate for the direction of flight. ACFT cannot operate at levels other than authorized because RVSM operations will occupy all available flight levels at and above FL300. Additionally, ACFT has to be at the appropriate altitude for direction of flight FL290and below.

An ACFT equipped with an SSR transponder is expected to operate the transponder on Mode 3/A Code 7500 to indicate specifically that it is the subject of unlawful interference. The ACFT may operate the transponder on Mode 3/A Code 7700, to indicate that it is threatenedby grave and imminent danger and/or requires immediate assistance.

2.3 Action to be taken by SSR-equipped ACFT, which is being subjected to unlawful interference, is contained in Annex 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168).

2.4 Action to be taken by CPDLC-equipped ACFT which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444), and guidance material onthe subject is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).

2.5

ENR 1.14 AIR TRAFFIC INCIDENTS

The Air Traffic Incident procedures described below are derived from Appendix 4 to ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management

1. Definition of Air Traffic Incidents

1.1. **Air traffic incident.** A serious occurrence related to the provision of air traffic services, such as:

a. Aircraft proximity (AIRPROX).

b. Serious difficulty resulting in a hazard to ACFT caused, for example, by:

(i) Faulty procedures.

(ii) Non-compliance with procedures.

(iii) Failure of ground facilities.

2. Definitions of Aircraft Proximity (AIRPROX)

2.1 Aircraft proximity (AIRPROX). A situation in which, in the opinion of the pilot or air traffic services personnel, the distance between ACFT, as well as relative positions and speed, has been such that the safety of the ACFT involved may have been compromised. The risk classification of ACFT proximity is classified as follows:

a. **Risk of collision.** Serious risk of collision has existed.

b. **Safety not assured.** Safety of the ACFT may have been compromised.

c. **No risk of collision.** No risk of collision has existed.

d. **Risk being determined.** Insufficient information was available to determine the risk involved or inconclusive or conflicting evidence precluded such determination.

2.2 **AIRPROX** The code word used in an Air Traffic Incident Report to designate ACFT proximity.

3. Designation of Air Traffic Incidents

31 Air traffic incidents are designated and identified in reports as follows:

TYPE	DESIGNATION
Air Traffic Incident	Incident
as 1.1 above	AIRPROX (aircraft
as 1.1 b (i) & (ii)	proximity) Procedure
above as 1.1.b	Facility
(iii) above	

4. Use of the Air Traffic Incident Report Form

4.1 The Air Traffic Incident Report Form is intended for use:

a. By a pilot filing a report on an air traffic incident after arrival, or for confirming a report made initially by radio during flight.

b. Note: The form, if available on board, may also be used in providing a template for making the initial report in flight.

c. By an ATS unit for recording an Air Traffic Incident Report received by radio, telephone or teleprinter. *Note: The form may be used as a template for the text of a message to be transmitted over the AFS network.*

5. Reporting Procedures (including In-Flight Procedures)

5.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a. During the flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other ACFT, to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.

b. As promptly as possible after landing, submit a completed Air Traffic Incident Report Form for the following reasons:

(i) Confirming a report of an incident made initially via air/ground frequency, or for making the initial report on such an incident if it had not been possible to report it by radio.

(ii) For reporting an incident that did not require immediate notification at the timeof occurrence.

52 An initial report made by radio should contain the following information:

a. ACFT identification

b. Type of incident, e.g. AIRPROX

c. The incident details of sections A, F, I, J, K, L, M, N, and O in the form in section 7 below.

d. The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to each of the following:

(i) flightsafety@mota.gov.af, ghulammaroof1122@gmail.com

shamim@acaa.gov.af

e. It is also recommended to mail or hand deliver a hard copy of the Incident Report Form to:

(i) Safety Department

(ii) Civil Aviation Authority

(iii) Ansari Watt, Kabul Afghanistan

(iv) flightsafety@mota.gov.af

(v) Phone: +93 (20) 2923245

f. To confirm receipt of the Incident Report Form, call the following POCs:

(i)	Ghulam maroof:	+93 (0) 747508526
(ii)	Shamim Hariwa Shamim:	+93 700972077

6. Purpose of Reporting and Handling of the Form

6.1 The purpose of the reporting of incidents and their investigation is to promote the safety of ACFT. The degree of risk involved in an AIRPROX incident should be determined in the incident investigation and classified as “risk of collision,” “safety not assured,” “and no risk of collision” or “risk to be determined.”

6.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

7. Air Traffic Incident Report Form

7.1 The Air Traffic Incident Report form is to be used when submitting or receiving a report on an incident. The form is available as a standalone document (pdf format) on the MOTA website: http://acaa.gov.af/aip-aeronautical-information-publication/.

7.2 Shaded boxes contain items to be included in an initial report by radio.

ENR 2 FIR, UIR, TMA, and CTA

ENR 2.1 FLIGHT INFORMATION REGIONS AND TERMINAL CONTROL AREAS

1. Air Traffic Airspace

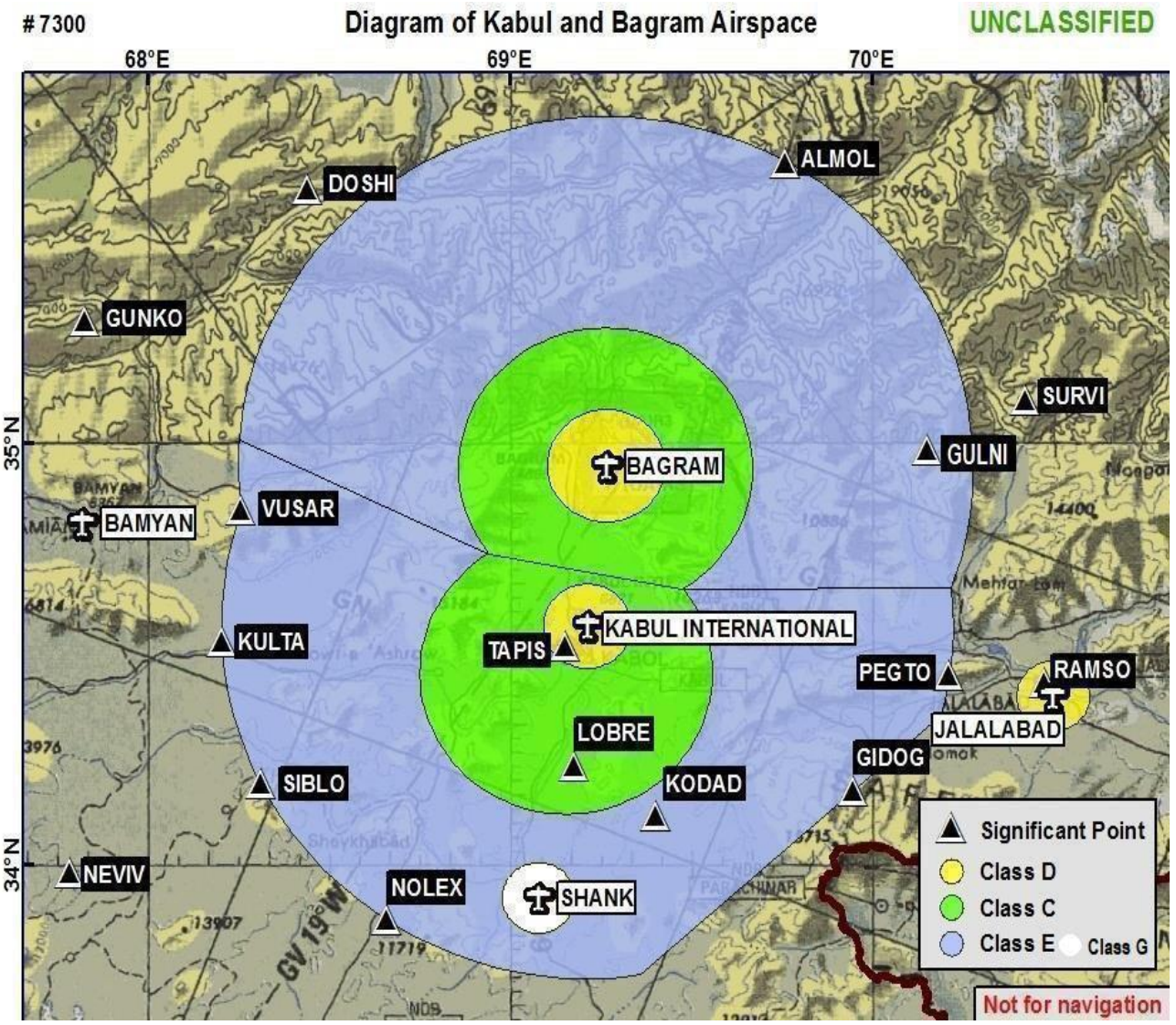
1.1. The Kabul Fir is comprised of the following airspace classification.

Location	Class	Dimensions	Control Agency	Freq (MHz)
KABUL FIR	Multiple See below	The area within the Afghanistan/Iran, Turkmenistan, Uzbekistan, Tajikistan, Pakistan, and China territorial boundary.	See below	See below
Upper Airspace Air Route	G	See ENR 3.2	Kabul Area Control Center	See ENR 3.2
Low Airspace Air Route	G	See ENR 3.2	Kabul Area Control Center	See ENR 3.2
Herat	G Herat CTR	6NMradius centered on ARP Surface to 6000FT AMSL	Herat TWR	123.350
Jalalabad	G Jalalabad CTR	5NM radius centered on ARP Surface up to and including 2 500ft AGL (4400ft AMSL)	JAF TWR	129.700 133.275

Location	Class	Dimensions	Control Agency	Freq (MHz)
Kabul Intl	D Kabul CTR	6NMradius centered on ARP Surface to 9 500ft AMSL	Kabul TWR	120.600 284.275 125.400

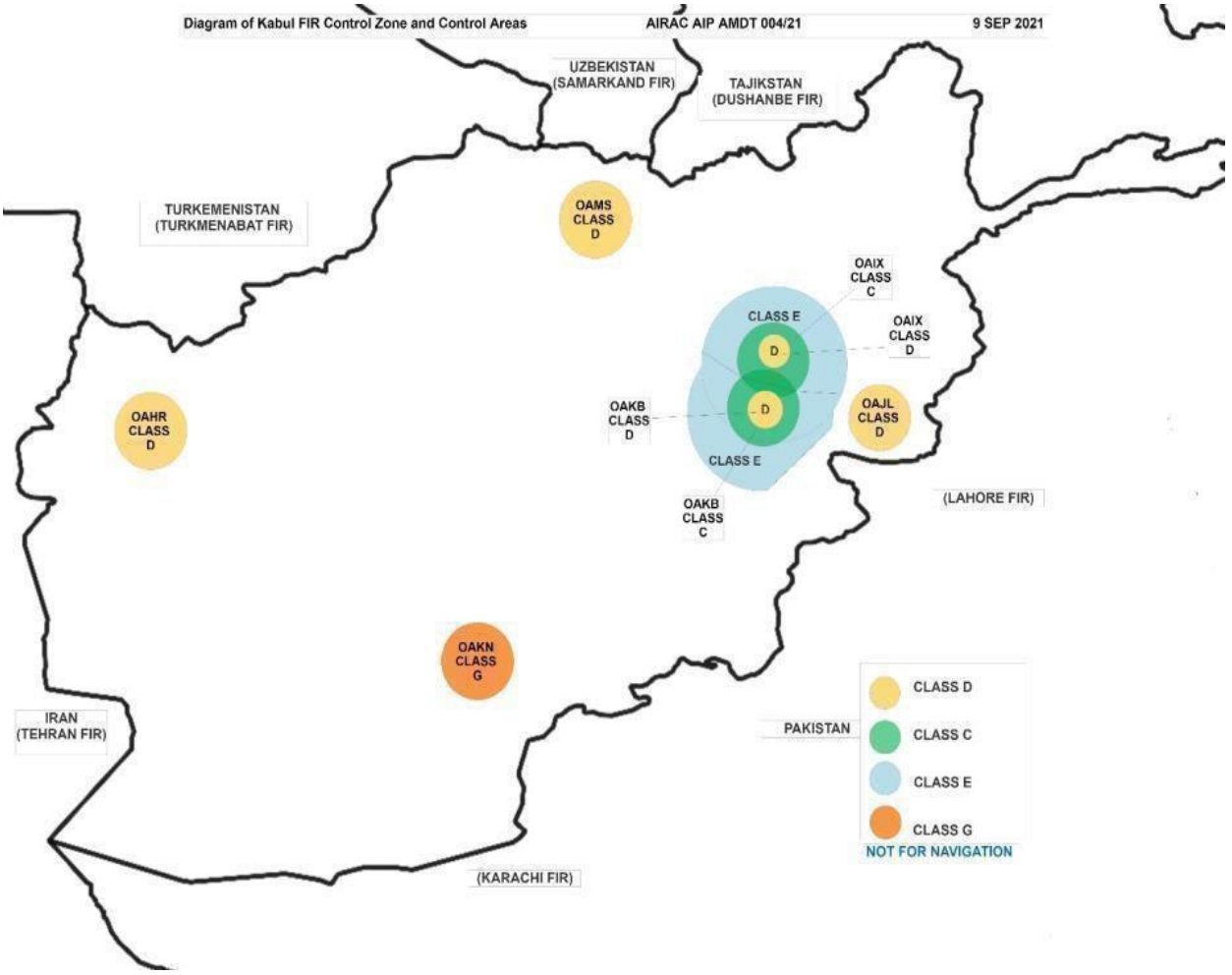
Location	Class	Dimensions	Control Agency	Freq (MHz)
Kandahar	G Kandahar FIZ	10NMradius centered on ARP Surface up to 9500FT AGL.	Kandahar AFIS	125.25
MAWLANA JALALUDDIN MUHAMMAD BALKHI	G Mazar-e-Sharif CTR	6NMradius centered on ARP Surface to 4000ft AMSL.	Mazar TWR	135.350 126.125
TIBA	G	All other airspace (See ENR 1.2)	Monitor: TIBA	125.2
* From 2000Z – 2359Z Bagram Class C, and E, Kabul Class C and E airspace upper vertical limit drops to FL270 and below, 10NM either side of air routes A453, N636, M875, and L509 (SeeENR 3.2).				

Diagram of Kabul and Bagram Airspace



NOTE: only class D and class G are available in KABUL FIR.

2. Diagram of Kabul FIR Control Zone and Control Areas



NOTE: Class D is available only for OAKB and class G is available in KBL FIR.

3. Additions or Amendments to Afghanistan Air Traffic Service (ATS) Airspace

3.1. Any requirement to add or amend ATS or SUA within the Kabul FIR is to be submitted on an Airspace Change Request form, to the MOTA. Sufficient information and time must be allowed for changes to be created and approved. Changes will normally be incorporated into the standard AIRAC cycle but can be promulgated via NOTAM. MOTA is the final approval authority for airspace additions or amendments.

ENR 2.2 OTHR REGULATED AIRSPACE

1. Not Available at this time.

ENR 3.1 LOWER ATS ROUTES

1. RNP-10 Route Structure

1.1. RNP-10 Lower Airspace route Structure

1.1.1. The Lower airspace Route structure are 20NM wide, 10NM either side of the designated track, from FL160 up to and including FL290. Any deviation from the 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 military fighter ACFT.

1.1.2. When entering the Lower airspace route Structure at or below FL290 from the:

a. North between LEMOD Waypoint on M696 clockwise to LAJAK Waypoint on M696.

b. South between RIMPA Waypoint on G202 clockwise to RANAH Waypoint on V838,

1.1.3. All ACFT in contact with ATC, both IFR and VFR, must remain on the assigned ATC frequency until issued a frequency change. All ACFT shall advise ATC if a frequency change to another agency is needed.

1.1.4. All air routes are identified by latitude and longitude references and utilize modified RNP- 10 requirements. ACFT must be capable of maintaining RNP-10 without reliance on ground based navigation aid updates in the Kabul FIR.

1.1.5. The Lower Airspace ATS Routes with applicable Minimum Obstacle Clearance Altitude (MOCA) and Minimum Radio Reception Altitude (MRA) are listed in Table 1 – RNAV Air Routes below.

1.2. ATS Route planning restrictions

1.2.1. Due to military activities, a number of long-term temporary restrictions apply to the Lower ATS Air Routes. See also the Airspace Control Measures Afghanistan' publication available on the ACAA Alternate website http://www.afgais.com/.

1.2.2. When any Very Small Aperture Terminal (VSAT) is out of service in Kabul FIR, G series NOTAM will be published.

2. RNAV Air Route

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↓/↑	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remark s
A453 {RNP 10}	Route availability H24 TAPIS-LAJAK UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL FIC
▲ GADER (FIR BDR Y)	294100N 0612800E					For continuation see AIP Pakistan
	061/241	98 NM	FL290 / FL170	Odd	Even	[Class G]
△ OGOGO	302457N 0630904E					
	061/241	41 NM	FL290 / FL170	Odd	Even	[Class G]
△ VACUK	304244N 0635119E					
	064/244	34 NM	FL290 / FL170	Odd	Even	[Class G]
△ ADLOR	305643N 0642742E					
	064/244	31 NM	FL290 / FL170	Odd	Even	[Class G]
△ LOVIT	310904N 0650026E					
	064/244	50 NM	FL290 / FL170	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	044/224	50 NM	FL290 / FL170	Odd	Even	[Class G]
△ KUNAN	320334N 0663627E					
	043/223	61 NM	FL290 / FL170	Odd	Even	[Class G]
△ DUDEG	324630N 0672700E					
	044/224	67 NM	FL290 / FL170	Odd	Even	[Class G]
△ PATOX	333254N 0682512E					
	030/210	23 NM	FL290 / FL170	Odd	Even	[Class G]
△ NOLEX	335204N 0683936E					
	029/209	46 NM	FL290 / FL170	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					
	~~092/272~~	~~53 NM~~	~~FL410~~ / ~~FL160~~	~~Odd~~	~~Even~~	TAPIS-LAJAK UNUSABLE
~~△ PEGTO~~	~~342650N 0701240E~~					
	~~092/272~~	~~13 NM~~	~~FL410~~ / ~~FL160~~	~~Odd~~	~~Even~~	TAPIS-LAJAK UNUSABLE
~~△ RAMSO~~	~~342548N 0702830E~~					
	175/355	30 NM	~~FL410~~ / ~~FL250~~	Odd	Even	TAPIS-LAJAK UNUSABLE
~~▲ LAJAK~~ (FIR BDR Y)	~~335559N 0702959E~~					For continuation see AIP Pakistan

ROUTE REMARKS

GADER –OGOGO FL170-FL290 OGOGO-NOLEX FL170 – FL290, NOLEX- TAPIS: FL170 - FL290

TAPIS-LAJAK CLOSED.

~~TAPIS - RAMSO: FL160 – FL290 RAMSO – LAJAK: FL250 FL290~~

CAUTIONS

MOCAs:
DUDEG to PATOX 16300FT PATOX to RAMSO 16500FT

~~RAMSO to LAJAK 16900FT~~ **MRAs:**

KUNAN to DUDEG 17000FT DUDEG to PATOX 23000F T

PATOX to NOLEX 17000FT NOLEX to R~~AMSO~~ 16500F T

~~RAMSO to LAJAK 25000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	↑	Controlling unit {Airspace class } Remark s
A454 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ AMDAR (FIR BDRY)	371230N 0672036E					For continuation see AIP Uzbekistan
	148/328	34 NM	FL290 FL190	Odd	Even	[Class G]
△ KHOLM	364300N 0674100E					
	148/328	76 NM	FL290 FL190	Odd	Even	[Class G]
△ DOSHI	353600N 0682630E					
	148/328	74 NM	FL290 FL190	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					

REMARKS NIL **CAUTIONS MOCA:**

AMDAR to TAPIS 18400FT

MRA:

AMDAR to KHOLM 18400FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑ / ↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	
A455 {RNP 10}	Route availability UNUSABLE		10 NM EITHER SIDE OF CENTERLINE			
△ ~~RAMSO~~	~~342548N 0702830E~~					
	~~118/298~~	~~39 NM~~	~~FL 290~~ FL 160	Odd	Even	[Class E]
▲ ~~IMTIL~~ (FIRBDRY)	340559N 0710859E					For continuation see AIP Pakistan

REMARKS

A455 CLOSED.

NOTICE Caution:

MRA:

~~RAMSO to IMTIL 25000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper lim / Lower lim	FL series ↓	FL series ↑	
B442 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ RAPTA (FIR BDR Y)	372700N 0653800E					For continuation see AIP Turkmenistan
	145/325	70 NM	FL290 / FL160	odd	even/	70 NM
△ UKMUS	362700N 0662248E					
	150/330	81 NM	FL290 / FL160	odd	even	81 NM
△ SERGO	351429N 0670718E					

REMARKS

B442 CLOSE D.

MOCA:

UKMUS to SERGO 15000FT

MRA:

Unknown

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit	FL series		Controlling unit {Airspace class } Remark s
			Lower limit	↓	↑	
G202 {RNP 10}	Route availability H24 KAMAR-PA R OD UNUSABLE		10NM EITHERSIDE OF CENTERLINE			
~~▲ KAMAR (FIR BDRY)~~	~~323900N 0604400E~~					~~For continuation see AIP Iran~~
	~~100/280~~	~~74 NM~~	~~FL290 FL160~~	~~Odd~~	~~Even~~	KAMA R -P A R OD UNUSA B L E ~~[Class E]~~
~~△ FARAH~~	~~322200N 0620930E~~					
	~~097/277~~	~~64 NM~~	~~FL290 FL160~~	~~Odd~~	~~Even~~	KAMA R -P A R OD UNUSA B L E ~~[Class E]~~
~~△ DILAM~~	~~321030N 0632400E~~					
	~~105/285~~	~~16 NM~~	~~FL290 FL160~~	~~Odd~~	~~Even~~	KAMA R -P A R OD UNUSA B L E ~~[Class E]~~
~~△ MIKED~~	~~320537N 0634213E~~					
	~~105/285~~	~~51 NM~~	~~FL290 FL160~~	~~Odd~~	~~Even~~	KAMA R-P A R O D UNUSA B L E ~~[Class E]~~
~~△ DOLAN~~	~~315030N 0643900E~~					
	~~106/286~~	~~18 NM~~	~~FL290 FL160~~	~~Odd~~	~~Even~~	KAMA R-P A R O D UNUSA B L E ~~[Class E]~~
~~△ NABID~~	~~314452N 0645827E~~					
	~~106/286~~	~~50 NM~~	~~FL290~~ FL160	~~Odd~~	~~Even~~	KAMA R-P A R O D UNUSA B L E ~~[Class E]~~
△ PAROD	312900N 0655400E					
	091/271	50 NM	FL290 FL160	Odd	Even	[Class G]
△ VUSIP	312556N 0665220E					
	088/268	37 NM	FL320 FL160	Odd	Even	[Class G]
▲ RIMPA (FIR BDR Y)	312600N 0673600E					For continuation see AIP Pakistan

REMARKS

KAMAR-PA R OD CLOSED.

Cautions:

MRAs:

~~KAMAR to DILAM 26000FT DILAM to DOLAN 21000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
G206 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ GADER (FIR BDRY)	294100N 0612800E					For continuation see AIP Pakistan
	~~031/211~~	~~355 NM~~	~~FL290 / FL170~~	~~Odd~~	~~Even~~	~~[Class G]~~
△ BUDBO	301044N 0615030E					
	031/211	47.5 NM	FL290 / FL180	Odd	Even	[Class G
△ ORPUD	305038N 0622111E					
	031/211	46 NM	FL290 / FL180	Odd	Even	[Class G]
△ NABKA	312900N 0625107E					
	032/212	50 NM	FL290 / FL180	Odd	Even	[Class G]
△ DILAM	321030N 0632400E					
	061/241	46.1 NM	FL290 / FL180	Odd	Even	[Class G]
△ SELPI	323132N 0641233E					
	~~061/241~~	~~13 NM~~	FL290 / FL180	~~Odd~~	~~Even~~	~~[Class G]~~
△ BURTA	323730N 0642630E					
	061/241	113 NM	FL290 / FL180	Odd	Even	[Class G]
△ RIKAD	332742N 0662730E					
	062/242	73 NM	FL290 / FL180	Odd	Even	[Class G]
△ NEVIV	335848N 0674700E					
	062/242	29 NM	FL290 / FL180	Odd	Even	[Class G]
△ SIBLO	341132N 0681840E					
	062/242	46 NM	FL290 / FL180	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					
	~~058/238~~	~~52 NM~~	~~FL410 / FL270~~	~~Odd~~	~~Even~~	[Class G]
~~△ GULNI~~	~~345637N 0700403E~~					
	~~058/238~~	~~20 NM~~	~~FL410 / FL290~~	Odd	~~even~~	~~20 NM~~
~~△ SURVI~~	~~350606N 0702512E~~					
	~~057/238~~	~~62 NM~~	~~FL410 / FL290~~		~~057/238~~	~~62 NM~~
▲ DUGIN (FIR BDRY)	353659N 0713058E					For continuation see AIP Pakistan

REMARKS

GADER-BUDBO CLOSED. TAPIS-DUGIN CLOSED. SIBLO - TAPIS FL180-FL290

Caution:

MOCA:

DILAM to RIKAD 14700FT RIKAD to TAPIS 17900FT TAPIS to SURVI 16500FT

SURVI to DUGIN 20100FT

MRA:

NABKA to BURTA 21000FT BURTA to RIKAD 20000FT RIKAD to NEVIV 27000FT NEVIV to SIBLO 23000FT SIBLO to TAPIS 18000FT TAPIS to GULNI 16500FT GULNI to SURVI 21000FT SURVI to DUGIN 29000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M375 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲DAVER (FIR BDRY)	293412N 0644048E					For continuation see AIP Pakistan
	~~028/208~~	~~46 NM~~	~~FL290 / FL160~~	~~Odd~~	~~Even~~	~~[Class E]~~
△ EMERO	~~301424N 0650619E~~					
	~~027/207~~	~~35 NM~~	~~FL290 / FL160~~	~~Odd~~	~~Even~~	~~[Class E]~~
△ ULOSA	~~304509N 0652547E~~					
	~~027/207~~	~~50 NM~~	~~FL290 / FL160~~	~~Odd~~	~~Even~~	~~[Class E]~~
△ PAROD	312900N	0655400E				
	011/191	50 NM	FL290 / FL170	Odd	Even	[Class G
△ DARUS	321744N	0660737E				
	011/191	72 NM	FL290 / FL200	Odd	Even	[Class G
△ RIKAD	332742N	0662730E				
	017/197	69 NM	FL290 / FL200	Odd	Even	[Class G
△ VUVEN	343230N	0665530E				
	010/190	43 NM	FL290 / FL190	Odd	Even	[Class G
△ SERGO	351429N	0670718E				
	014/194	64 NM	FL290 / FL190	Odd	Even	[Class G
△ BOTAN	361610N	0673040E				
	014/194	28 NM	FL290 / FL190	Odd	Even	[Class G
△ KHOLM	364300N	0674100E				

REMARKS

NIL

Caution:

MOCAs:

PAROD to RIKAD 15400FT RIKAD to SERGO

16900FT **MRAs:**

PAROD to DARUS 15400FT DARUS to VUVEN

20000FT

VUVEN to KHOLM Unknown

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Rem arks
M696 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ LEMOD (FIR BDR Y)	361000N 0641730E					For continuation see AIP Turkmenistan
	118/298	27 NM	FL290 / FL180	Odd	Even	[Class G
△ SADAM	355530N 0644612E					
	106/286	122 NM	FL290 / FL180	Odd	Even	[Class G
△ SERGO	351429N 0670718E					
	110/290	61NM	FL290 / FL180	Odd	Even	[Class G]
△ VUSAR	345022N 0681528E					
	111/291	48 NM	FL290 / FL180	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					
	114/294	44 NM	FL290 / FL180	Odd	Even	[Class G]
△ GIDOG	341035N 0695647E					
	115/295	31 NM	FL290 / FL180	Odd	Even	[Class G]
▲ LAJAK (FIR BDR Y)	335559N 0702959E					For continuation see AIP Pakistan

REMARKS

NIL

Cautions:

MOCAs:

LEMOD to TAPIS 17500FT TAPIS to LAJAK 17300FT

MRAs:

LEMOD to SADAM 26000FT

SADAM to VUSAR Unknown VUSAR to TAPIS

18000FT TAPIS to GIDOG 17300FT

GIDOG to LAJAK 25000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	MAG Bearing ↑/↓	DIST NM	MAG Bearing ↑/↓	FL series ↓	FL series ↑	MAG Bearing ↑/↓
M920 {RNP 10}	Route availability H24		M920 {RNP 10}			Route availability H24
△ DOSHI	353600N 0682630E		△ DOSHI			353600N 0682630E
	030/210		030/210		030/210	
△ SUDIT	360806N 0685209E		△ SUDIT			360806N 0685209E
	029/209		029/209		029/209	
△ OLDEX	364748N 0692300E		△ OLDEX			364748N 0692300E

REMARKS:

M920 CLOSED.

Cautions: MOCAs:

DOSHI to OLDEX 17500FT

MRAs:

DOSHI to SUDIT 29000FT SUDIT to OLDEX 26000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Rem arks
V338 {RNP 10}	Route availability H24 SOKAM-SAKU X UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
~~▲ SOKAM (FIR BDRY)~~	~~331316N 0603754E~~					For continuation see AIP Iran
	~~050/231~~	~~70NM~~	~~FL290~~ / ~~FL170~~	Odd	Even	SOKA M-SA K U X UNUSABL E ~~[Class E]~~
△ ~~LATUN~~	~~335449N 0614443E~~					
	~~050/230~~	~~30 NM~~	~~FL290~~ / ~~FL170~~	Odd	Even	SOKA M-SA K U X UNUSABL E ~~[Class E]~~
△ SAKUX	341236N 0621318E					
	079/260	30 NM	FL290 / FL190	Odd	Even	[Class G]
△ SARSA	341632N 0624934E					
	079/260	104 NM	FL290 / FL190	Odd	Even	[Class G]
△ VELDT	343000N 0645400E					
	086/266	100 NM	FL290 / FL190	Odd	Even	[Class G]
△ VUVEN	343230N 0665530E					
	088/268	64 NM	FL290 / FL190	Odd	Even	[Class G]
△ KULTA	343144N 0681214E					
	088/268	47 NM	FL290 / FL190	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					

REMARKS

SOKA M-SA K U X UNUSAB L E

Cautions:

MOCAs:

SAKUX to VUVEN 16900FT

VUVEN to TAPIS 18600FT

MRAs:

~~SOKAM to SAKUX 16000FT~~

SAKUX to VELDT 16900FT

VELDT to KULTA Unknown

KULTA to TAPIS 19000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
V390 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ PAMTU (FIR BDR Y)	351006N 0610806E					For continuation see AIP Iran
	133/313	49 NM	FL290 / FL190	Odd	Even	[Class G]
△ ALENA	343420N 0614846E					
	133/313	29 NM	FL290 / FL190	Odd	Even	[Class G
△ SAKUX	341236N 0621318E					
	127/307	30 NM	FL290 / FL190	Odd	Even	[Class G
△ RUTAB	335257N 0624049E					
	127/307	116 NM	FL290 / FL190	Odd	Even	[Class G
△ BURTA	323730N 0642630E					
	131/311	51 NM	FL290 / FL190	Odd	Even	[Class G
△ TOTSI	320220N 0651013E					
	129/309	50 NM	FL290 / FL190	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	168/348	50 NM	FL290 / FL190	Odd	Even	[Class G]
△ SODAS	303938N 0660402E					
	167/347	49 NM	FL290 / FL190	Odd	Even	[Class G]
▲ SERKA (FIR BDR Y)	295101N 0661501E					For continuation see AIP Pakistan

REMARKS NIL

Cautions:

MOCAs:

SAKUX to BURTA 15600FT

MRAs:

SAKUXto BURTA 26000FT BURTA to TOTSI18000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airs p a c e class } Remarks
V717 (RNP10)	Route availability H24		CENTERLINE 10NM EITHER SIDE OF			KABUL ACC
~~△ SIGSI~~	310530N 0615300E					
	~~008/188~~	~~78 NM~~	~~FL290~~ FL160	Odd	Even	[Class G]
~~△ FARAH~~	322200N 0620930E					
	~~002/182~~	~~37 NM~~	~~FL290~~ FL160	Odd	Even	[Class G]
~~△ MIKON~~	325831N 0621317E					
	~~002/182~~	~~25 NM~~	~~FL290~~ FL160	Odd	Even	[Class G]
~~△ LABUS~~	332312N 0621550E					
	~~357/177~~	~~19 NM~~	~~FL290~~ FL160	Odd	Even	[Class G]
~~△ TAMEX~~	334234N 0621450E					
	~~355/175~~	~~30 NM~~	~~FL290~~ FL160	Odd	Even	[Class G]
△ SAKUX	341236N 0621318E					
	041/221	30 NM	FL290 FL160	Odd	Even	[Class G]
△ KALOT						
	039/220	34 NM	FL290 FL160	Odd	Even	[Class G]
△ DAXUP	345900N 0630630E					
	051/231	33 NM	FL290 FL160	Odd	Even	[Class G]
△ ENRON	351800N 0633900E					
	052/232	66 NM	FL290 FL160	Odd	Even	[Class G]
△ SADAM	355530N 0644612E					
	064/244	84 NM	FL290 FL160	Odd	Even	[Class G]
△ UKMUS	362700N 0662248E					
	065/245	46 NM	FL290 FL160	Odd	Even	[Class G]
△ XARDO	364348N 0671530E					
	089/269	21 NM	FL290 FL160	Odd	Even	[Class G]
△ KHOLM	364300N 0674100E					
	089/269	60 NM	FL290 FL160	Odd	Even	[Class G]
△ SOTRI	364000N 0685500E					
	065/245	24 NM	FL290 FL160	Odd	Even	[Class G]
△ OLDEX	364748N 0692300E					
	068/248	57 NM	~~FL290~~ FL160	Odd	Even	[Class G]
~~△ NIPIR~~	370530N 0703000E					

REMARKS NIL **CAUTIONS**

MOCAs:

SOTRI to NIPIR 14000FT

MRAs:

~~FARAH to LABUS 22000FT~~ ENRON to SADAM 29000FT SADAM to UKMUS 24000FT SOTRI to OLDEX 14000FT OLDEX ~~to NIPIR 22000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Rem arks
V718 (RNP10)	Route availability H24 SAKUX-SERK A UNUSABLE		10NM EITHERSIDE OF CENTERLINE			
~~SAKUX~~	~~341236N 0621318E~~					
	~~150/330~~	~~30 NM~~	~~FL290 / FL160~~		~~150/330~~	~~30 NM~~
~~GOSKI~~	~~334539N 0622929E~~					
	~~150/330~~	~~29 NM~~	~~FL290 / FL160~~		~~150/330~~	~~29 NM~~
~~DAPVI~~	~~331937N 0624508E~~					
	~~150/330~~	~~9 NM~~	~~FL290 / FL160~~		~~150/330~~	~~9 NM~~
~~ALEXY~~	~~331130N 0625000E~~					
	~~152/332~~	~~67 NM~~	~~FL290 / FL160~~		~~152/332~~	~~67 NM~~
~~DILAM~~	~~321030N 0632400E~~					
	~~162/342~~	~~91 NM~~	~~FL290 / FL160~~		~~162/342~~	~~91 NM~~
~~VIGOD~~	~~312434N 0633825E~~					
	~~165/345~~	~~43 NM~~	~~FL290 / FL160~~		~~165/345~~	~~43 NM~~
~~VACUK~~	~~304244N 0635119E~~					
	~~111/291~~	~~71 NM~~	~~FL290 / FL160~~		111/291	~~71 NM~~
~~EMERO~~	~~301424N 0650619E~~					
	~~109/289~~	~~64 NM~~	~~FL290 / FL160~~		~~109/289~~	~~64 NM~~
▲ ~~SERKA~~ (~~FIR BDR Y~~)	~~295101N 0661501E~~					~~For continuation see AIP Pakistan~~

REMARKS:

V718 CLOSED.

~~**Caution MRAs:**~~

~~ALEXY to DILAM 25000FT~~

~~DILAM to VACUK 16500FT~~

~~VACUK to SERKA Unknown~~

~~**NOTE:** Approaching SERKA from EMERO, R249E in the Karachi FIR is very close to the Air route to the south.~~

~~It is recommended ACFT maintain Centerline into and out of SERKA to avoid the restricted area.~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates / MAG Bearing ↑/↓	DIST NM	Later al Limit (NM) Upper limit / Lower limit	FL series ↓	FL series ↑	Remarks Controlling unit {Airspace class } Rem arks
V838 (RNP 10)	Route availability H24 VELDT-DUD EG UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
~~▲ RANAH (FIR BDRY)~~	~~353500N 0631200E~~					~~For continuation see AIP Turkmenistan~~
	~~124/304~~	~~28 NM~~	~~FL290 FL180~~		~~124/304~~	~~28 NM~~
~~△ ENRON~~	~~351800N 0633900E~~					
	~~124/304~~	~~78 NM~~	~~FL290 FL180~~		~~124/304~~	~~78 NM~~
~~△ VELDT~~	~~343000N 0645400E~~					
	~~125/305~~	~~100 NM~~	~~FL290 FL180~~		~~125/305~~	~~100 NM~~
~~△ RIKAD~~	~~332742N 0662730E~~					
	~~127/307~~	~~65 NM~~	~~FL290 FL180~~		~~127/307~~	~~65 NM~~
~~△ DUDEG~~	~~324630N 0672700E~~					

REMARKS:

V838 CLOSED.

~~**Cautions: MOCAs:**~~

~~RANAH to VELDT 13500FT VELDT~~

~~to DUDEG 17500FT~~

~~**MRAs:**~~

~~RANAH to ENRON 18000FT~~

~~ENRON to VELDT 22000FT~~

~~VELDT to DUDE G Unknown~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Rem arks
V848 (RNP 10)	Route availability H24 ALKIB-RAMSO UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ PINAX (FIR BDR Y)	371500N 0690600E					For continuation see AIP Tajikistan
	150/330	30NM	FL290 / FL220	Odd	Even	[Class G]
△ OLDEX	364748N 0692300E					
	149/329	54NM	FL290 / FL220	Odd	Even	[Class G]
△ ALKIB	355940N 0695416E					
	~~152/332~~	~~59 NM~~	~~FL290~~ / FL220	~~Odd~~	~~Even~~	ALKIB-RAMSO UNUSABLE [~~Class E~~]
△ ~~SURVI~~	~~350606N 0702512E~~					
	~~173/353~~	~~40 NM~~	~~FL290~~ / ~~FL170~~	~~Odd~~	~~Even~~	ALKIB-RAMSO UNUSABLE [~~Class E~~]
△ ~~RAMSO~~	~~342548N0702830E~~					

REMARKS

PINAX – ALKIB: FL220 – FL290

ALKIB-RAMSO UNUSABLE.

~~**SURVI – RAMSO: FL170 – FL290**~~

Cautions:

MOCAs:

PINAX to SURVI 21100FT

~~SURVI to RAMSO 16800FT~~

MRAs:

PINAX to OLDEX 21100FT

OLDEX to ALKIB 27000FT

~~ALKIB to SURVI None~~
~~SURVI to RAMSO 21000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remarks
V876 (RNP 10)	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ **EGPAN** (FIR BDR Y)	382500N 0704400E					For continuation, see AIP Tajikistan
	184/004	80 NM	FL290 / FL190	Odd	Even	[Class G]
~~△ NIPIR~~	~~370530N 0703000E~~					
	201/021	72 NM	FL290 / FL200	Odd	Even	[Class G]
△ ALKIB	355940N 0695416E					
	197/017	21 NM	FL290 / FL200	Odd	Even	[Class G]
△ ALMOL	353947N 0694530E					
	201/021	75 NM	FL290 / FL200	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					

REMARKS

EGPAN – NIPIR – FL190 – FL290 NIPIR – TAPIS – FL200-FL290

Cautions:

MOCAs:

EGPAN to NIPIR 18800FT NIPIR to TAPIS 19800FT

MRAs:

EGPAN to ALKIB Unknown ALKIB to ALMOL 25000FT

ALMOL to TAPIS 22000FT

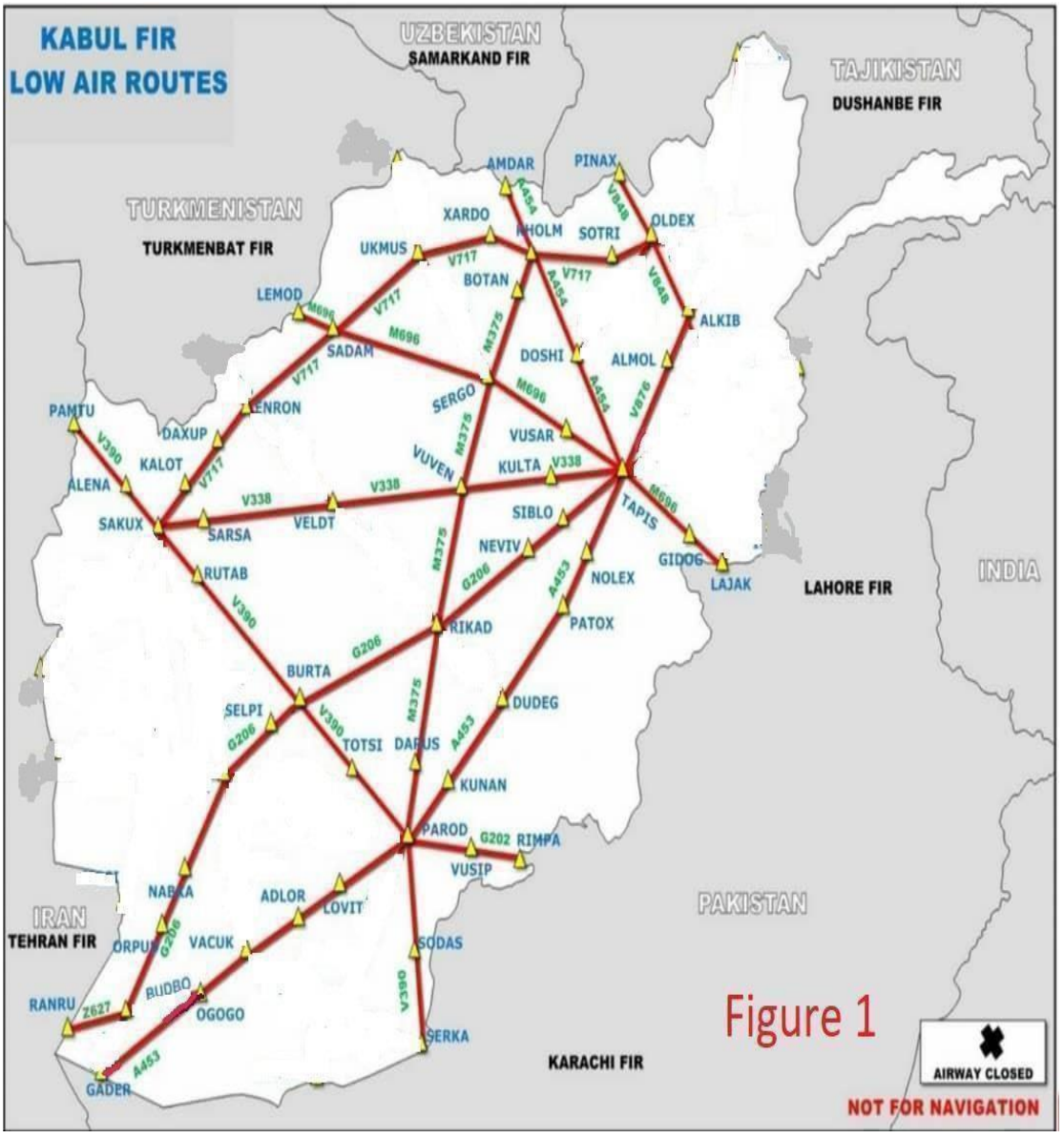
Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Rem arks
Z627 (RNP10)	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ RANRU (FIR BDRY)	300115N 0610048E					For continuation see the AIP Iran
	074/255	44 NM	FL290 FL260	Odd	Even	[Class G up ~~to FL290~~], [~~Class A above FL290~~], MSA FL260 and ~~Above~~
△ BUDBO	301044N 0615030E					
	075/256	69 NM	FL290 FL260	Odd	Even	[Class G ~~up to FL290~~], [~~Class A above FL290~~], MSA FL260 and ~~above~~
~~△ OGOGO~~	~~302457N 0630904E~~					~~For continuation see AIP Afghanistan ENR 3.2 - A453 ATS Route~~

REMARKS NIL **CAUTION**

MINIMUM SAFE ALTITUDE

FL 260 AND ABOVE

Figure 1 - Kabul FIR Low Air Routes



ENR 3.2 UPPER ATS ROUTES

1. RNP-10 Upper airspace ATS route structure

1.1. The Upper Airspace Route Structure comprises upper air routes P628, L750, N644, M875, P500, L509, UL333, (* also a Low Air Route).

1.2. The air routes are 20NM wide, 10NM either side of the designated track, above FL360 except L509, M875.P500 to FL510. ACFT will generally be assigned standard levels according to the direction between FL300 and the **Maximum Authorized Altitude (MAA)** of FL490. Airways into Turkmenistan currently has a MAA of FL430. The MAA for G206 is FL410.

1.3. All air routes are identified by latitude and longitude references.

1.4. Military activity takes place within Kabul FIR high sector SUA areas at FL300, which is detailed in ENR 5. These SUA areas will normally be reserved with not less than three (3) hours advance notice via NOTAM but may be activated tactically with coordination between ATC.

1.5. When Very Small Aperture Terminal (VSAT) is out of service in Kabul FIR, a G series NOTAM will be published.

1.6. The Upper Airspace ATS Routes with applicable MRA are listed in the table below.

2. RNAV High Air Routes

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remarks
A453 {RNP 10}	Route availability H24 TAPIS-LA JAK UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ GADER (FIR BDRY)	294100N	0612800E				For continuation see AIP Pakistan
	061/241	98 NM	FL510 FL310	Odd	Even	[Class G]
△ OGOGO	302457N	0630904E				
	061/241	41 NM	FL510 FL310	Odd	Even	[Class G]
△ VACUK	304244N	0635119E				
	064/244	34 NM	FL510 FL310	Odd	Even	[Class G]
△ ADLOR	305643N	0642742E				
	064/244	31 NM	FL510 FL310	Odd	Even	[Class G]
△ LOVIT	310904N	0650026E				
	064/244	50 NM	FL510 FL310	Odd	Even	[Class G]
△ PAROD	312900N	0655400E				
	044/224	50 NM	FL510 FL330	Odd	Even	[Class G]
△ KUNAN	320334N	0663627E				
	043/233	61 NM	FL510 FL310	Odd	Even	[Class G]
DUDEG	324630N	0672700E				
	044/224	67 NM	FL510 FL310	Odd	Even	[Class G]
△ PATOX	333254N	0682512E				
	030/210	23 NM	FL510 FL310	Odd	Even	[Class G]
△ NOLEX	335204N	0683936E				
	029/209	46 NM	FL510 FL310	Odd	Even	[Class G]
△ TAPIS	343100N	0690900E				
	092/272	53 NM	FL410 FL160	Odd	Even	TAPIS- LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
△ PEGTO	342650N	0701240E				
	092/272	13 NM	FL410 FL160	Odd	Even	TAPIS- LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
△ RAMSO	342548N	0702830E				
	175/355	30 NM	FL410 FL250	Odd	Even	TAPIS- LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
▲ LAJAK (FIR BDRY)	335559N	0702959E				For continuation see AIP Pakistan

ROUTE REMARKS:

A453 CLOSED IN HIGH SECTOR.

TAPIS - RAMSO: FL160 – FL290 RAMSO –

LAJAK: FL250 - FL290

CAUTIONS

MOCAs:

DUDEG to PATOX 16300F T

PATOX to RAMSO 16500F T

RAMSO to LAJAK 16900F T

MRAs:

KUNAN to DUDEG 17000F T

DUDEG to PATOX 23000F T

PATOX to NOLEX 17000FT

NOLEX to RAMSO 16500FT RAMSOto LAJAK 25000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	MAG Bearing ↑/↓	DIST NM	MAG Bearing ↑/↓	FL series ↓	FL series ↑	Controlling unit {Airspace class} Rem arks
B904 {RNP 10}	**Route availability H24**		**B904 {RNP 10}**			**Route availability H24**
~~△ BUDBO~~	~~301044N 0615030E~~		~~△ BUDBO~~			~~301044N 0615030E~~
	~~039/219~~		~~039/219~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~△ GULSO~~	~~313706N 0632056E~~		~~△ GULSO~~			~~313706N 0632056E~~
	~~040/220~~		~~040/220~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~△ BURTA~~	~~323730N 0642630E~~		~~△ BURTA~~			~~323730N 0642630E~~
	~~030/210~~		~~030/210~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~△ KADVI~~	~~340418N 0653300E~~		~~△ KADVI~~			~~340418N 0653300E~~
	~~030/210~~		~~030/210~~	Odd	Even	[Class A], MSA FL300 and Above
~~△ PAGMA~~	~~345806N 0661528E~~		~~△ PAGMA~~			~~345806N 0661528E~~
	~~030/210~~		~~030/210~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~△ URGER~~	~~354755N 0665530E~~		~~△ URGER~~			~~354755N 0665530E~~
	~~030/210~~		~~030/210~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~△ KHOLM~~	~~364300N 0674100E~~		~~△ KHOLM~~			~~364300N 0674100E~~
	~~029/209~~		~~029/209~~	~~Odd~~	~~Even~~	~~[Class A], MSA FL300 and Above~~
~~▲ IRTAJ (FIR BDR Y)~~	~~370050N 0675550E~~		~~▲ IRTAJ (FIR BDR Y)~~			~~370050N 0675550E~~

REMARKS:

B904 CLOSED

~~MINIMUM SAFE ALTITUDE FL 300 AND ABOVE~~

~~**B904 IS FOR OVERFLIGHT TRAFFIC ONLY, *NOT* FOR ARRIVING AND DEPARTING TRAFFIC WITHIN KABUL FIR**~~

Route designator {RNP type}			Airspace			Controlling Unit
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Frequency (MHz) / Channel († When directed by ATC)
	Initial track MAG ↑/↓	Great circle DIST	Upper limit lower limit	Cruising Levels Odd	Cruising Levels Odd	Initial track MAG ↑/↓
G206 {RNP 10}			CLASS A			KABUL ACC
△ TAPIS	343100N 0690900E		10NM EITHERSIDE OF CENTERLINE			
	058/238	52 NM	FL410 FL 290		058/238	[Class E up to FL 290], [Class A above FL290], MAA FL410
△ GULNI	345637N 0700403E					
	058/238	20 NM	FL410 FL 290		058/238	[Class A], MAA FL410
△ SURVI	350606N 0702512E					
	057/238	62 NM	FL410 FL290		057/238	(Class A), MAA FL410
▲ DUGIN (FIR BDRY)	353659N 0713058E					For continuation see AIP Pakistan

REMARKS:

G206 CLOSED

MAA FL410

Caution:

MRA:

TAPIS to GULNI 16500FT

GULNI to SURVI 21000FT

SURVI to DUGIN 29000FT

52 NM
20 NM
62 NM

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Rem arks
L509 {RNP 10}	**Route availability H24**		**10NM EITHER SIDE OF CENTERLINE**			KABUL ACC
△ TAPIS	343100N 0690900E					
	114/295	44 NM	FL510 / FL300	Odd	Even	[Class G], MAA FL490
△ GIDOG	341035N 0695647E					
	115/295	31 NM	FL510 / FL300	Odd	Even	[Class G], MAA FL490
▲ **LAJAK** (FIR BDR Y)	335559N 0702959E					For continuation see AIP Pakistan

REMARKS

MAA FL490

Caution:

MRA:

GIDOG to LAJAK is 25000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Rem arks
L750 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ **RANAH (FIR BDRY)**	353500N 0631200E					For continuation see AIP Turkmenistan
	124/304	28 NM	FL 510 / FL320	Odd	Even	[Class G], MAA FL430
△ ENRON	351800N 0633900E					
	124/304	78 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ VELDT	343000N 0645400E					
	125/305	41.3 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ KADVI	340418N 0653300E					
	125/305	58.3 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ RIKAD	332742N 0662730E					
	127/307	65 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ DUDEG	324630N 0672700E					
	129/309	25 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ GODSI	323009N 0674855E					
	127/307	78 NM	FL510 / FL320	Odd	Even	[Class A], MAA FL430
▲ **BIROS (FIR BDR Y)**	314000N 0690000E					For continuation see AIP Pakistan

REMARKS

MAA FL430

FL280- FL 2 90 are available between 2000Z – 2359Z.

Caution:

MRA:

VELDT to BIROS 29000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remarks
M875 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ AMDAR (FIR BDR Y)	371230N 0672036E					For continuation see AIP Uzbekistan
	148/328	34 NM	FL 510 / FL300	Odd	Even	[Class G], MAA FL490
△ KHOLM	364300N 0674100E					
	148/328	76 NM	FL510 / FL300	Odd	Even	[Class G], MAA FL490
△ DOSHI	353600N 0682630E					
	148/328	74 NM	FL510 / FL300	Odd	Even	[Class G], MAA FL490
△ TAPIS	343100N 0690900E					
	150/330	27 NM	~~FL510~~ / ~~FL300~~	Odd	Even	[Class G], MAA FL490
~~△ KODAD~~	~~340659N 0692406E~~					
	~~150/330~~		~~FL510~~ / ~~FL310~~	~~Odd~~	~~Even~~	~~[ClassG], MAA FL490~~
~~△ BOXUD~~	~~333132N 0694612E~~		~~△ BOXUD~~			~~△ BOXUD~~
	~~149/330~~		~~FL510~~ / ~~FL310~~	~~Odd~~	~~Even~~	~~[Class G, MAA FL490~~
~~▲ SITAX~~ (~~FIR BDR Y~~)	~~330500N 0700259E~~					For continuation see AIP Pakistan

REMARKS

TAPIS TO SITAX UNUSABLE.

MAA FL490

FL280-FL 2 90 ARE AVAILABL E BETWE E N 2000Z – 2359Z.

MRA:

AMDAR to KHOLM 29000FT KOLM to DOSHI 32000FT

DOSHI to TAPIS 29000FT

TAPIS-SI T AX 30000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	MAG Bearing ↑/↓	DIST NM	MAG Bearing ↑/↓	FL series ↓	FL series ↑	MAG Bearing ↑/↓
M881 {RNP 10}	Route availability H24		M881 {RNP 10}			Route availability H24
▲ EGPAN (FIR BDR Y)	382500N 0704400E		▲ EGPAN (FIR BDR Y)			382500N 0704400E
	184/004		184/004		184/004	
△ NIPIR	370530N 0703000E		△ NIPIR			370530N 0703000E
	179/359		179/359		179/359	
△ SURVI	350606N 0702512E		△ SURVI			350606N 0702512E
	174/354		174/354		174/354	
▲ LAJAK (FIR BDR Y)	335559N 0702959E		▲ LAJAK (FIR BDRY)			335559N 0702959E

REMARKS

M881 CLOSED.

MAA FL490

Caution:

MRA:

EGPAN to SURVI 31000 FT SURVI to LAJAK 25000 FT

Route designator (RNP type)	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	MAG Bearing ↑/↓	DIST NM	MAG Bearing ↑/↓	FL series ↓	FL series ↑	MAG Bearing ↑/↓
N636 (RNP 10)	Route availability H24		N636 (RNP 10)			Route availability H24
▲ PAMTU (FIR BDRY)	351006N 0610806E		▲ PAMTU (FIR BDRY)			351006N 0610806E
	313/133		313/133		313/133	
△ SAKUX	341236N 0621318E		△ SAKUX			341236N 0621318E
	307/127		307/127		307/127	
△ BURTA	323730N 0642630E		△ BURTA			323730N 0642630E
	310/130		310/130		310/130	
△ PAROD	312900N 0655400E		△ PAROD			312900N 0655400E
	348/168		348/168		348/168	
△ SODAS	303938N 0660402E		△ SODAS			303938N 0660402E
	346/166		346/166		346/166	
△ ELEKO	302005N 0660845E		△ ELEKO			302005N 0660845E
	347/167		347/167		347/167	
▲ SERKA (FIR BDRY)	295101N 0661501E		▲ SERKA (FIR BDRY)			295101N 0661501E

REMARKS:

N636 CLOSED.

MAA FL490

BETWEEN 2000Z - 2359Z FROM SERKA TO PAROD ONLY FL280 - FL290 ARE AVAILABLE

Caution:

NIL

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remarks
N644 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ LEMOD (FIR BDR Y)	361000N 0641730E					For continuation see AIP Turkmenistan
	125/305	120 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL430
△ PAGMA	345806N 0661528E					
	125/305	42 NM	FL510 / FL320	Odd	Even	[Class G, MAA FL430
△ VUVEN	343230N 0665530E					
	126/306	54 NM	FL510 / FL320	Odd	Even	[Class G, MAA FL430
△ NEVIV	335848N 0674700E					
	127/307	41 NM	FL510 / FL320	Odd	Even	[Class G, MAA FL430
△ PATOX	333254N 0682512E					
	128/308	25 NM	FL510 / FL320	Odd	Even	[Class G, MAA FL430
△ MESRA	331639N 0684756E					
	126/306	40 NM	FL510 / FL320	Odd	Even	[Class G, MAA FL430
▲ DOBAT (FIR BDR Y)	325200N 0692600E					For continuation see AIP Pakistan

REMARKS

MAA FL430

FL280-FL290 ARE AVAILABLE BETWEEN 2000Z – 2359Z

Caution:

MRA:

NEVIV to DOBAT 30000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Remarks
~~P173 {RNP 10}~~	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
~~△ TAPIS~~	~~343100N 0690900E~~					
	~~122/303~~	~~55 NM~~	~~FL350 FL280~~	~~Odd~~	~~Even~~	~~[Class G], MAA FL430~~
~~△ BUDMI~~	~~350304N 0681458E~~					
	~~121/301~~	~~25 NM~~	~~FL350 FL280~~	~~Odd~~	~~Even~~	~~[Class G], MAA FL430~~
~~△ GUNKO~~	~~351723N 0674935E~~					
	~~121/301~~	~~54 NM~~	~~FL350 FL280~~	~~Odd~~	~~Even~~	~~[Class G], MAA FL430~~
~~△ URGER~~	~~354755N 0665530E~~					
	~~121/301~~	~~45 NM~~	~~FL350 FL280~~	~~Odd~~	~~Even~~	~~[Class G, MAA FL430~~
~~△ NOMAM~~	~~361312N 0660957E~~					
	~~119/300~~	~~80 NM~~	~~FL350 FL280~~	~~Odd~~	~~Even~~	~~[Class G, MAA FL430~~
~~▲ DAVET (FIR BDR Y)~~	~~365739N 0644715E~~					~~For continuation see AIP Turkmenistan~~

REMARKS:

P173 IS CLOSED.

~~MAA FL430~~

~~FL280 FL 2 90 ARE AVAILABL E BETWEE N 2000Z – 2359Z.~~

~~**Caution:**~~

~~**MRA:**~~

~~GUNK O to DAVET 30000FT~~

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P500 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ **MOTMO** (FIR BDR Y)	362759N 0713758E					For continuation see AIP Pakistan
	357/177	12 NM	FL510 / FL300	Odd	Even	[Class G], MAA FL490
▲ **FIRUZ** (FIR BDR Y)	364012N 0713748E					For continuation see AIP Tajikistan
REMARKS MAA FL490						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↓/↑	DIST NM	Upper limit / Lower limit	FL series		Controlling unit {Airspace class } Remarks
P628 {RNP 10}	Route availability 2000UTC – 2359UTC		EITHERSID E CENTERLINE			KABUL ACC
▲ PAMTU (FIR BDRY)	351006N 0610806E					For continuation see AIP Iran
	313/133	79 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL490
△ SAKUX	341236N 0621318E					
	307/127	146 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL490
△ BURTA	323730N 0642630E					
	310/130	101 NM	FL510 / FL320	Odd	Even	[Class G], MAA FL490
△ PAROD	312900N 0655400E					
	125/305	46NM	FL510 / FL320	Odd	Even	[Class G], MAA FL490
▲ ASLUM (FIR BDRY)	310112N 0663712E					For continuation see AIP Pakistan

REMARKS

MAA FL490

PAROD–ASLUM only available 2000Z to 2359Z

Route designator (RNP type)	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	MAG Bearing ↑/↓	DIST NM	MAG Bearing ↑/↓	FL series ↓	FL series ↑	MAG Bearing ↑/↓
P764 (RNP 10)	Route availability H24		P764 (RNP 10)			Route availability H24
▲ PINAX (FIR BDRY)	371500N 0690600E		▲ PINAX (FIR BDRY)			371500N 0690600E
	157/337		157/337		157/337	
△ ALMOL	353947N 0694530E		△ ALMOL			353947N 0694530E
	158/338		158/338		158/338	
△ GULNI	345637N 0700403E		△ GULNI			
	158/338		158/338		158/338	
▲ LAJAK (FIR BDRY)	335559N 0702959E		▲ LAJAK (FIR BDRY)			335559N 0702959E
REMARKS: P764 CLOSED. FL290 only available 2000Z to 2359Z						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Significant Point Name			Significant point Coordinates
	Bearing ↑/↓	DIST NM	Bearing ↑/↓	FL series ↓	FL series ↑	Bearing ↑/↓
T529 {RNP 10}	Route availability H24		T529 {RNP 10}			Route availability H24
▲ PAROD	312900N0655400E		▲ PAROD			312900N0655400E
	352/170		352/70		352/170	
▲ KADVI	340418N0653300E		▲ KADVI			340418N0653300E

REMARKS

T529 CLOSED.

NIL

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	Bearing ↑/↓	DIST NM	Upper limit / Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class } Rem arks
UL333 {RNP 10}	**Route availability H24**		**10NM EITHERSIDE OF CENTERLINE**			KABUL ACC
▲ **SOKAM (FIR BDRY)**	331316N 0603754E					For continuation see AIP Iran
	123/303	85NM	FL510 / FL320	Odd	Even	[Class G], MAA FL490
△ DANOD	322422N 0620032E					
	123/303	83NM	FL510 / FL320	Odd	Even	[Class G, MAA FL490
△ GULSO	313706N 0632056E					
	123/303	70NM	FL510 / FL320	Odd	Even	[Class G, MAA FL490
△ ADLOR	305643N 0642742E					
	124/304	29NM	FL510 / FL320	Odd	Even	[Class G, MAA FL490
△ KIRAT	303954N 0645437E					
	124/304	85NM	FL510 / FL320	Odd	Even	[Class G, MAA FL490
▲ **SERKA (FIR BDRY)**	295101N 0661501E					For continuation see AIP Pakistan

REMARKS

MAA FL490

FL280- FL 2 90 ARE AVAILABLE BETWEE N 2000Z – 2359Z.

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓	↑	Controlling unit {Airspace class } Rem arks
Z627 (RNP 10)	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
~~▲ RANRU (FIR BDRY)~~	~~300115N 0610048E~~					~~For continuation see the AIP Iran~~
	~~074/255~~	~~44 NM~~	~~FL350~~ ~~FL260~~	~~Odd~~	~~Even~~	~~[Class G]~~
~~△ BUDBO~~	~~301044N 0615030E~~					
	~~075/256~~	~~69 NM~~	~~FL350~~ ~~FL260~~	~~Odd~~	~~Even~~	~~[Class G]~~
~~△ OGOGO~~	~~302457N 0630904E~~					

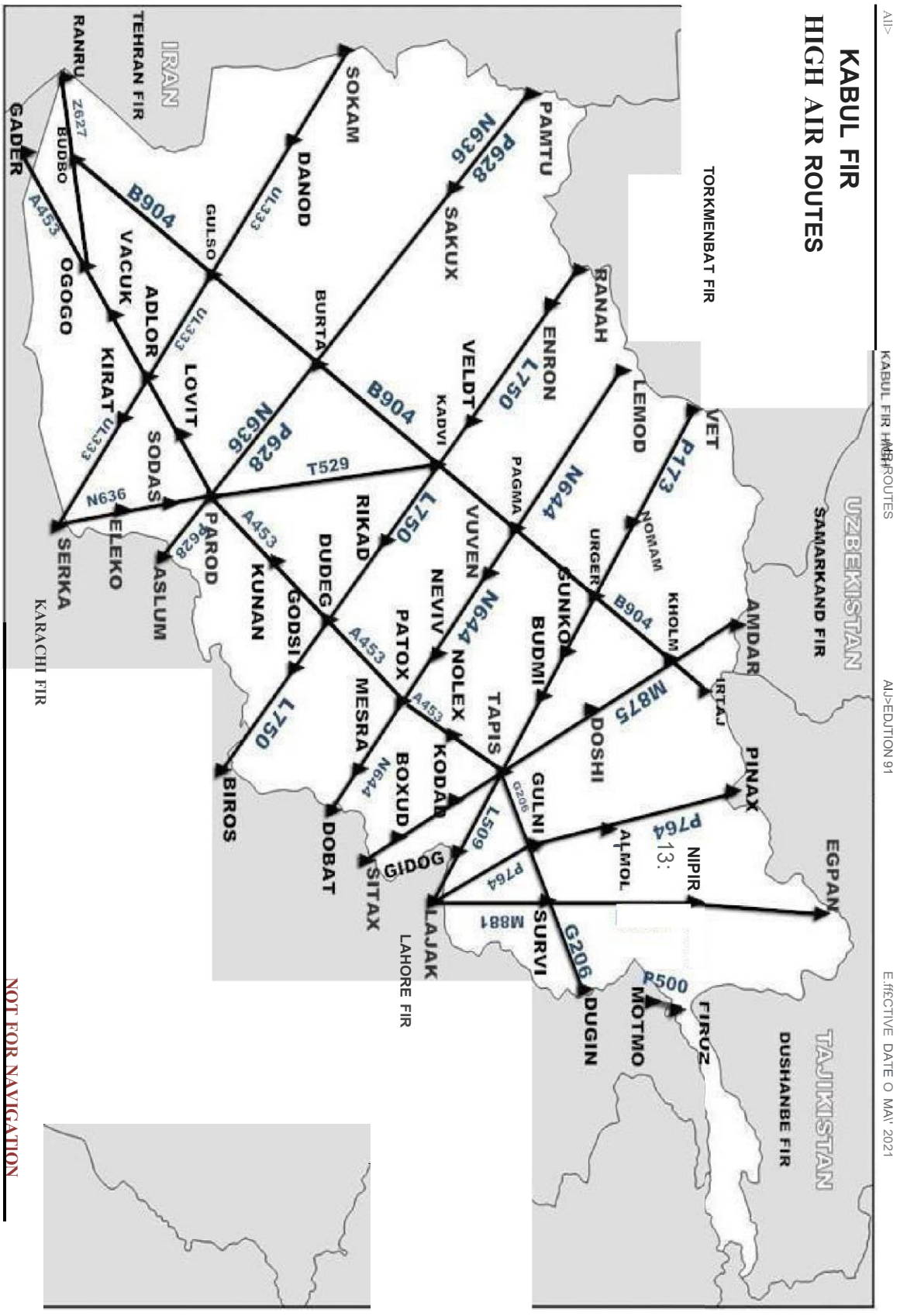
REMARKS:

Z627 CLOSED IN HIGH SECTOR.

CAUTIONs:

~~MINIMUM SAFE ALTITUDE FL 260 AND ABOVE~~

Figure 1 – Kabul FIR High Air Routes



ENR 3.3 AREANAVIGATION (RNAV) ROUTES

1. There are no Area Navigation Routes at this time.

ENR 3.4 HELICOPTER ROUTES

1. There are no helicopter Routes at this time.

ENR 3.5 OTHER ROUTES

1. There are no other Routes at this time.

ENR 3.6 ENROUTE HOLDING

1. There are no enroute holding points at this time.

ENR 4 RADIO NAVIGATION AIDS/ SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS/SYSTEMS – ENROUTE

1. The following operational enroute navigation aids are available in Afghanistan.

Name of Station	ID	Hours	Frequency (CH)	Coordinates	Elevation	Remarks
1	2	3	4	5	6	7
BAGRAM VORTAC	BGM	H24	CH74/112.7	345701N 0691617E	4851FT	MIL use only
DWYER TACAN	ADY-X	H24	CH46	310524N 0640401E		MIL use only
HERAT NDB	HRT	H24	412 KHz	341241N 0621354E	3339.2FT	
HERAT DVOR/DME	AHR	H24	CH109X/116.2	341225N 0621358E	3322.8FT	
KABUL VOR/DME	KBL	H24	CH57X/112.0	343244N 0691725E	5879FT	
KANDAHAR DVOR/DME	KDR	NA	116.0	312939N 0654931E	3284FT	Inactive
KANDAHAR TACAN	KAF	NA	CH75/112.8	313011N 0655046E		Inactive
MAZAR-E SHARIF DVOR/DME	AMS	H24	CH115X/116.800	364208N 0671240E	1294FT	

ENR 4.2 SPECIAL NAVIGATION SYSTEM

There are no special navigation facilities established in the Kabul FIR.
Note the RNP-10 requirements described at GEN 1.5.2.

ENR 4.3 Global Navigation Satellite System (GNSS)

Name of GNSS element	Frequency	Coverage area	Remarks
1	2	3	4
NIL	NIL	NIL	NIL

ENR 4.4 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. Significant points for the Kabul FIR are listed below and ENR 3.2 in the tables describing Air Navigation Routes. Points/Airways lined out are not available.

NAME	LATITUDE	LONGITUDE	UPPER AIRWAY	LOWER AIRWAY
ADLOR	305643N	0642742E	~~A453,~~ UL333	A453
ALENA	343420N	0614846E		V390
~~ALEXY~~	~~331130N~~	~~0625000E~~		~~V718~~
ALKIB	355940N	0695416E		V848, V876
ALMOL	353947N	0694530E	~~P764~~	V876
AMDAR	371230N	0672036E	M875	A454
ASLUM	310112N	0663712E	P628	
BIROS	314000N	0690000E	L750	
BOTAN	361610N	0673040E		M375
~~BOXUD~~	~~333132N~~	~~0694612E~~	~~M875~~	
BUDBO	301044N	0615030E	Z627, B904	Z627, G206
UDMI	350304N	0681458E	~~P173~~	P173
BURTA	323730N	0642630E	N636~~, B904~~	G206, V390
DANOD	322422N	0620032E	UL333	
~~DAPVI~~	~~331937N~~	~~0624508E~~		~~V718~~
DARUS	321744N	0660737E		M375
~~DAVER~~	~~293412N~~	~~0644048E~~		~~M375~~
DAVET	365739N	0644715E	~~P173~~	P173
DAXUP	345900N	0630630E		V717
DILAM	321030N	0632400E		G206, ~~G202,V718~~
DOBAT	325200N	0692600E	N644	
~~DOLAN~~	~~315030N~~	~~0643900E~~		~~G202~~
DOSHI	353600N	0682630E	M875	A454, ~~M920~~
DUDEG	324630N	0672700E	L750	A453, ~~V838~~
~~DUGIN~~	~~353659N~~	~~0713058E~~	~~G206~~	
~~EGPAN~~	~~382500N~~	~~0704400E~~	~~M881~~	~~V876~~
~~ELEKO~~	~~302005N~~	~~0660845E~~	~~N636~~	
~~EMERO~~	~~301424N~~	~~0650619E~~		~~M375, V718~~
ENRON	351800N	0633900E	L750	V717, ~~V838~~
~~FARAH~~	~~322200N~~	~~0620930E~~		~~G202, V717~~
FIRUZ	364012N	0713748E	P500	
GADER	294100N	0612800E		A453, ~~G206~~
GIDOG	341035N	0695647E	L509	M696
GODSI	323009N	0674855E	L750	
~~GOSKI~~	~~334539N~~	~~0622929E~~		~~V718~~
GULSO	313706N	0632056E	UL333, ~~B904~~	
~~GULNI~~	~~345637N~~	~~0700403E~~	~~P764, G206~~	~~G206~~
GUNKO	351723N	0674935E		P173
~~IMTIL~~	~~340559N~~	~~0710859E~~		~~A455~~
~~IRTAJ~~	~~370050N~~	~~0675550E~~	~~B904~~	
KADVI	340418N	0653300E	L750, ~~B904~~	

NAME	LATITUDE	LONGITUDE	UPPER AIRWAY	LOWER AIRWAY
KALOT	343429N	0623824E		V717
~~KAMAR~~	~~323900N~~	~~0604400E~~		~~G202~~
KHOLM	364300N	0674100E	M875, ~~B904~~	A454, M375, V717
KIRAT	303954N	0645437E	UL333	
~~KODAD~~	~~340659N~~	~~0692406E~~	~~M875~~	
KULTA	343144N	0681214E		V338
KUNAN	320334N	0663627E		A453
~~LABUS~~	~~332312N~~	~~0621550E~~		~~V717~~
LAJAK	335559N	0702959E	L509, ~~M881,P764~~	~~A453,~~ M696
~~LATUN~~	~~335449N~~	~~0614443E~~		~~V338~~
LEMOD	361000N	0641730E	N644	M696
LOVIT	310904N	0650026E		A453
MESRA	331639N	0684756E	N644	
~~MIKED~~	~~320537N~~	~~0634213E~~		~~G202~~
~~MIKON~~	~~325831N~~	~~0621317E~~		~~V717~~
MOTMO	362759N	0713758E	P500	
~~NABID~~	~~314452N~~	~~0645827E~~		~~G202~~
NABKA	312900N	0625107E		G206
NEVIV	335848N	0674700E	N644	G206
~~NIPIR~~	~~370530N~~	~~0703000E~~	~~M881~~	~~V717, V876~~
NOLEX	335204N	0683936E		A453
NOMAM	361312N	0660957E		P173
OGOGO	302457N	0630904E	~~A453, Z627~~	A453
OLDEX	364748N	0692300E		~~M920~~, V717, V848
ORPUD	305038N	062211E		G206
PAGMA	345806N	0661528E	N644, ~~B904~~	
PAMTU	351006N	0610806E	N636	V390
PAROD	312900N	0655400E	N636, P628	A453, G202,M375,V390
PATOX	333254N	0682512E	N644	A453
~~PEGTO~~	~~342650N~~	~~0701240E~~		~~A453~~
PINAX	371500N	0630600E	~~P764~~	V848
~~RAMSO~~	~~342548N~~	~~0702830E~~		~~A453, A455, V848~~
RANAH	353500N	0631200E	L750	~~V838~~
RANRU	300115N	0610048E	~~Z627~~	Z627
~~RAPTA~~	~~372700N~~	~~0653800E~~		~~B442~~
RIKAD	332742N	0662730E	L750	G206, M375, ~~V838~~
RIMPA	312600N	0673600E		G202
RUTAB	335257N	0624049E		V390
SADAM	355530N	0644612E		M696, V717
SAKUX	341236N	0621318E	N636	V338, V390, V717, ~~V718~~
SARSA	341632N	0624934E		V338
SELPI	323132N	0641233E		G206

NAME	LATITUDE	LONGITUDE	UPPER AIRWAY	LOWER AIRWAY
SERGO	351429N	0670718E		~~B442,~~ M375, M696
SERKA	295101N	0661501E	~~N636~~, UL333	V390, ~~V718~~
SIBLO	341132N	0681840E		G206
~~SIGSI~~	~~310530N~~	~~0615300E~~		~~V717~~
~~SITAX~~	~~330500N~~	~~0700259E~~	~~M875~~	
SODAS	303938N	0660402E	~~N636~~	V390
SOKAM	331316N	0603754E	UL333	~~V338~~
SOTRI	364000N	0685500E		V717
~~SUDIT~~	~~360806N~~	~~0685209E~~		~~M920~~
~~SURVI~~	~~350606N~~	~~0702512E~~	~~M881, G206~~	~~G206, V848~~
~~TAMEX~~	~~334234N~~	~~0621450E~~		~~V717~~
TAPIS	343100N	0690900E	~~A453~~, L509, M875, ~~G206~~, ~~P173~~	A453, A454, G206, M696, V338, V876
TOTSI	320220N	0651013E		V390
UKMUS	362700N	0662248E		~~B442~~, V717
~~ULOSA~~	~~304509N~~	~~0652547E~~		~~M375~~
URGER	354755N	0665530E	~~, B904~~	P173
VACUK	304244N	0635119E		A453, ~~V718~~
VELDT	343000N	0645400E	L750	V338, ~~V838~~
~~VIGOD~~	~~312434N~~	~~0633825E~~		~~V718~~
VUSAR	345022N	0681528E		M696
VUSIP	312556N	0665220E		G202
VUVEN	343230N	0665530E	N644	M375, V338
XARDO	364348N	0671530E		V717

ENR 4.5 AERONAUTICAL GROUND LIGHTS — ENROUTE

1. There are no aeronautical ground lights –enroute in the Kabul FIR.

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. Introduction

1.1. All airspace in which a potential hazard to ACFT operations may exist and all areas over which the operation of ACFT may, for one reason or another, be restricted either temporarily or permanently, are classified according to the following types of areas. These are defined by ICAO and vary in the case of Military Operations Areas (MOA).

2. Definitions

2.1 **Prohibited Area**: Airspace of defined dimensions, above the land areas or territorial waters of the State of Afghanistan, that ACFT is prohibited. This type is used only when the flight of ACFT within the designated air space is not permitted at any time under any circumstances.

2.2 **Restricted Area:** Airspace of defined dimensions above the land areas or territorial waters of the State of Afghanistan, within which the flight of ACFT is restricted in accordance with certain specified conditions. This type is used whenever the flight of ACFT within the designated airspace is not absolutely prohibited but may be made so, only if specified conditions are complied with. Thus, prohibition of flight, except at certain specified times, leads to the designation of the airspace as a restricted area. Similarly, prohibition of flight, unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of the application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

a. **Temporary Restricted Area:** Instances may arise that create the necessity for short-notice activation (i.e. <30min notification) of a Temporary Restricted Area (TRA) in support of military operations. ATC will implement TRAs supporting the defense of Afghanistan. If time permits, ATC will provide control instructions, lateral diversions, or vertical requirements, to ACFT in order to de-conflict the ACFT from military operations within the TRA. It is recognized that certain scenarios may preclude the ability to coordinate these areas in the timely manner needed to address urgent, dynamic operations.

23 **Military Operations Area (MOA)**: MOAs are a type of Restricted Area established to separate or segregate certain non-hazardous peacetime or training military activities from IFR traffic and to identifyfor VFR traffic where these activities are conducted.

a. MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA **only** if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic. Non-participating VFR traffic may transit the area with due caution; the effect of the creation of the MOA is to highlight to operators or pilots of ACFT that it is necessary for them to assess the increased hazard of military operations in relation to their responsibility for the safety of their ACFT.

b. Examples of activities conducted in MOAs include, but are not limited to air combat tactics, air intercepts, aerobatics, formation training, and low−altitude tactics.

c. Pilots operating under VFR should exercise extreme caution while flying within a MOA whenmilitary activity is being conducted. The activity status (active/inactive) of MOAs may frequently change,therefore; pilots should contact the airspace authority within 30 miles of the boundary to obtain accuratereal-time information concerning the MOA status. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories (VFR) or clearance (IFR).

d. MOAs are specified in the AIP ENR 5.1 and should be depicted on all relevant charts.

e. Subject to the conditions for IFR operations in Class G airspace, operators may flight plan through the airspace but, given the requirement for separation of IFR for participating military traffic, should expect to be offered re-routing in the event that separation cannot be achieved.

Note: The conditions stated above are designed to be an enduring definition of the requirements of a MOA. The current security situation in AFG means that Class G airspace is not available to IFR civil traffic and so the IFR elements of the conditions may be disregarded until Class G airspace is normalized.

2.4 **Danger Area.** Airspace of defined dimensions within which activities dangerous to the ACFT may exist at specified times. This term is used only when the potential danger to ACFT has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of ACFT that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their ACFT.

3. Designations

3.1 The type of area involved is indicated by the nationality letters OA (Afghanistan), followed by the letter -P- for Prohibited, -R- for Restricted or -D- for Danger. A map detailing the location of these areas can be found on section ENR 5.1 paragraph 4.2-1 and 4.2-2. **Danger/Restricted/Prohibited (DRP)**

3.2 amendments or a new request form is available at http://acaa.gov.af/aip-aeronautical-information-publication/

a. **PROHIBITED AREA Sequence Numbers**: Prohibited Areas for Afghanistan Airspace start from **OAP200-299.**

b. **RESTRICTED AREA Sequence Numbers**: Restricted Areas numbering series are **OAR001-099, OAR400-499, OAR600-699 & OAR900-999** for Afghanistan Airspace.

c. **DANGER AREA Sequence Numbers**: Danger Areas for Afghanistan Airspace-numbering starts from **OAD101-199.**

4. Prohibited Restricted and Danger Areas

4.1 Prohibited Areas

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Prohibited Areas		
OAP200 BAMYAN 344955N 0674843E – 345010N 0674943E – 344945N 0674956E – 344930N 0674857E – 344955N 0674843E	1 000 AGL GND	**Activity:** Nil **Hours:** H24 **Service:** Nil **Remarks:** Protecting the Bamyan Buddha World Heritage Site. **Sponsor:** Afghanistan Government TAAC-CAPITAL
OAP201 CAMPA 343126N 0691104E – 343135N 0691109E – 343149N 0691040E – 343149N 0691034E – 343139N 0691019E – 343123N 0691014E – 343108N 0691022E – 343100N 0691040E – 343102N 0691059E – 343114N 0691113E – 343126N 0691104E	10 000 AMSL GND	**Activity:** No fly area. **Hours:** H24 **Service:** Nil **Remarks:** Nil **Sponsor:** Afghanistan Government TAAC-CAPITAL

4.2 Restricted Areas AFGHANISTAN

Identification, Name and Lateral Limits	Upper Limit (ft.) LowerLimit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR001 3503N 06721E - 3722N 07120E 3600N 07104E - 3521N 07111E 3409N 07049E - 3412N 06951E 3403N 06943E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.
OAR002 3403N 06943E - 3353N 06937E - 3322N 07005E - 3310N 06920E - 3224N 06903E - 3200N06905E - 3154N06843E - 3152N 06800E- 3122N 06716E - 3143N 06420E - 3444N 06650E - 3503N 06721E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.
OAR003 2950N 06600E - 312315N 0653908E - 322914N 0641217E - 3230N 06200E - 2940N 06200E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or DE confliction instructions.
OAR004 3100N 06240E - 3200N 06120E 3400N 06120E - 3400N 06724E 3336N 06800E - 3200N 06800E 3100N 06600E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or DE confliction instructions.
OAR005 353608N 0685726E - 353656N 0662747E 371240N 0662643E - 370700N 0673128E 365046N 0680525E - 371152N 0685726E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.
OAR006 353608N 0685726E - 353745N 0712146E 373927N 0711939E - 381735N 0705307E 372854N 0701909E - 370030N 0692150E 370522N 0685726E	FL290 GND	**Activity:** MILITARY SUA **Hours:**By NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.
OAR401 HERAT NEW DUNE A circle radius 1.5NM centered on position 340747N 0620910E	9000AMSL SFC	**Activity:** MILITARY RANGE **Hours:**Activated by TAAC -W JFE **Service:** HERAT APP / TWR **Remarks:** Contact Herat APP/TW R for status and transit or avoidance instructions. Do not enter unless instructed to do so.
OAR402 POLYGON 3431N 06940E, 3426N 06949E, 3425N 7040E, 3540N 07040E, 3450N 06940E	FL270 FL160	**Hours:**By NOTAM **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks(time ofactivity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR403 POLYGON 345000N06920E, 345000N070400E, 342500N070400E, 342600N0692000E	FL270 FL160	**Hours:** By NOTAM **Service:** Nil **Remarks:** Contact KACCforstatus and transit or de confliction instructions. **Contact:** KACC
OAR404 POLYGON 343435N0703349E, 341558N0701145E, 342934N0695519E, 344731N0700155E	15000 AMSL 12 000 AMSL	**Hours:** By NOTAM **Service:** Nil **Remarks:** Contact KACC for status andtransit or de confliction instructions. **Contact:** KACC
OAR406 POLYGON 344808N 0693400E, 344807N 0701436E, 343309N 0701435E 343303N 0693431E	FL230 FL170	**Hours:** By NOTAM **Service:** Nil **Remarks:** Contact KACCfor status and transit or De confliction instructions. **Contact:** KACC
OAR408 HERAT RANGE A circleradius 0.5NMcentered on position 341254N 0621431E	8300AMSL SFC	**Service:** HERAT APP / TWR **Remarks:** Contact Herat APP Control for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so. How ever, TWR may not be aw are of all users. Aircrews are to approach location w ith utmost caution.
OAR410 MAHOLIC RANGE 313907N 0654012E- 313954N 0654055E 313936N 0654147E- 313909N 0654155E 313842N 0654151E- 313802N 0654119E 313817N0654041E	7700MSL GND	**Hours:** H24 **Service:** Military only **Remarks:** Military Live Firing Range.
OAR411 EAST RIVER RANGE 345010N 0691656E – 345233N 0691625E – 345336N0691628E – 345413N 0691812E – 345413N 0692049E – 345311N 0692216E – 344931N0691822E– 345010N 0691656E	FL170 GND	**Hours:** Unknow n **Service:** BAGRAMAPP / TWR **Remarks:** Contact BAGRAM APP / TWR for Status and transit or avoidance instructions. Status also available on Bagram ATIS. Do not enter unless in receipt of a positive instruction to Do so.
OAR416 HERAT A-CAMP ZAFAR 340835N 0621445E – 340850N 0621630E – 340504N 0621835E– 340345N 0621435E– 340835N 0621445E	8300AMSL SFC	**Hours:** Activated by TAAC-W JFE **Service:** HERAT APP / TWR **Remarks:** Contact Herat APP Control for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.
OAR420 CALM LAKE 343653N 0692318E – 343729N 0692338E – 343846N0692623E – 343807N 0692809E – 343626N 0692820E – 343516N 0692527E – 343526N0692436E – 343342N 0692115E – 343542N 0692100E – 343653N 0692318E	FL190 GND	**Activity:** RANGE **Service:** Kabul Approach

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks(time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR425 TARNAC RANGE A circle1NMradius centered on position 312754N 0654844E	9000 AMSL GND	**Service:** Nil **Remarks:** Contact KAF TW R/APP for status, transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.
OAR430 EXCALIBUR 312833N 0654939E – 312743N 0654948E – 312728N 0654757E – 312818N 0654748E	6000MSL SFC	**Service**: Nil **Remarks:** Contact KAF TWR APP for status, transit or avoidance instructions . Do not enter unless in receipt of a positive instruction to do so.
OAR431 COMMANDO 342521N 0690901E-342500N 0690827E 342505N 0690817E-342520N 0690817E 342543N 0690822E	FL190 GND	**Hours:** 0600LT-0000LT Daily **Service:** For Range Status: DSN: 700-787-8606 **Remarks:** Variousmilitary activities including live firing .
OAR432 A circle 0.5NMradius centered on position 343513N0691435E	400FTAGL SFC	**Hours**: NOTAM/ATC **Service**: Nil **Remarks:** Contact Kabul TWR 128.1
OAR501 POLYGON 351033N 0693937E-344042N 0693924E, 344032N 0704042E-351014N 0704042E,	FL280 FL240	**Hours:** By NOTAM **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de confliction instructions. **Contac:** KACC
OAR601 E-NAN 365800N 0671500E – 365800N 0673000E 364800N 0673000E – 364800N 0671500E	8000FTAMSL GND	**Activity:** ROTARYWING TEST **Hours:** Temporarily, published via NOTAM or ATC **Service:** MAZAR APP 399.550 UHF or 126.125 VHF, MAZARTWR396.000 UHF or 135.350 VHF **Remarks:** Contact APP or TWR for status and transit or avoidance instructions. Pilots are advised to maintain constant vigilance.
OAR602 E-NEVIN 364640N 0670421E – 365729N 0670405E 365732N 0671131E – 365504N 0671719E 364652N 0671747E	8000FTAMSL GND	**Activity:** WING TEST **Hours:** Temporarily, published via NOTAM or ATC **Service:** MAZARAPP 399.550 UHF or 126.125 VHF, MAZARTWR 396.000 UHF or 135.350 VHF **Remarks:** Contact APP or TWR for status and transit or avoidance instructions. Pilots are advised to maintain constant vigilance.
OAR605 CHARIKAR 350341N 0691038E – 350311N 0690829E 350531N 0690952E – 350353N 0691047E	11000AMSL GND	**Hours:** Via NOTAM or ATC **Remarks:** Nil

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR606 MAZAR RANGE POLYGON 364057N 0671113E – 364102N 0671547E– 364023N 0671548E – 364024N 0671656E– 363741N 0671700E – 363736N 0671118E– 364057N 0671113E	6000FTAMSL GND	**Hours:** Temporarily **Service:** MAZARTWR 396.000 UHF or 135.350 VHF, MAZAR APPROACH 399.550 UHF or 126.125 VHF **Remarks:** Contact TWR forstatus and transit or avoidance instructions.
OAR607 E-NAN SEAL 01 POLYGON 36533 0N 066453 0 E - 3 6 5 3 30 N 0670100 E 36464 6N 06701 0 0 E- 364646N 066453 1 E	8000FTAMSL GND	**Activity:** WING TEST **Hours:** Temporarily, published viaNOTAMor ATC **Service:** MAZARAPP399.550 UHF or 126.125 VHF, MAZAR TWR 396.000 UHF or 135.350 VHF **Remarks:** Contact APP or TWR for status and transit or avoidance instructions. Pilots are advised to maintain constant vigilance.
OAR608 E-NAN SEAL 02 POLYGON 364630N 0665900E – 364630N 0670100E 363900N 0670100E– 363900N 0665900E	4000FTAMSL GND	**Activity:** WING TEST **Hours:** Temporarily, published via NOTAM or ATC **Service:** MAZAR APP 399.550 UHF or 126.125 VHF, MAZAR TWR 396.000 UHF or 135.350 VHF **Remarks:** Contact APP or TWR for status and transit or avoidance instructions. Pilots are advised to maintain constant vigilance.
OAR701 MAZAR MOA POLYGON 372014N 0670012E – 370555N 0670016E – 370003N 0661503E – 371701N 0661517E – 372014N 0670012E	FL260 GND	**Hours:** Temporarily, published via NOTAMor ATC **Service:** MAZAR APP399.550 UHF or 126.125 VHF **Remarks:** Contact APP for status and transit or avoidance instructions. Pilots are advised to maintain constant vigilance.
OAR901 POLYGON 353454N 0695735E, 370339N 0704406E, 382455N 0705728E, 382142N 0710809E, 381621N 0712203E, 375635N 0711642E, 375458N 0712027E, 375739N 0713036E, 375354N 0713349E, 373127N 0713036E, 372222N 0712932E, 370443N 0712724E, 362822N 0713942E, 360314N 0711017E, 355722N 0711923E, 354151N 0713108E, 353735N 0713004E, 353350N 0713453E, 353038N 0713629E, 352517N 0713909E, 352100N 0713245E, 351155N 0713805E, 350602N 0713317E, 350146N 0713212E, 345312N 0711851E, 344720N 0711714E, 344127N 0710529E, 343846N 0710601E, 343013N 0710008E, 342701N 0710248E, 342244N 0710705E, 341651N 0710705E, 340922N 0710601E, 340329N 0710216E, 340049N 0705031E, 340049N 0704157E, 340434N 0703500E, 341755N 0700953E, 342557N 0701337E, 343326N 0701514E, 344055N 0701337E, 345312N 0701618E, 350811N 0701618E, 352205N 0700849E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de confliction instructions.

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks(time ofactivity, type ofrestriction, nature of hazard, risk of interception)
1	2	3
OAR902 POLYGON 315448N 0664240E, 332711N 0683451E, 334704N 0685039E, 334439N 0690743E, 334511N 0692234E, 334857N 0693706E, 335403N 0694751E, 335540N 0695101E, 335242N 0695507E, 334752N 0695720E, 334455N 0695855E, 334351N 0700223E, 334318N 0700533E, 334110N 0700939E, 333812N 0701114E, 333547N 0701152E, 333129N 0701036E, 332639N 0701521E, 332149N 0701927E, 331611N 0701540E, 331209N 0700649E, 331313N 0700436E, 330856N 0700204E, 330735N 0695701E, 330614N 0695545E, 330631N 0694907E, 330807N 0694810E, 330614N 0694404E, 330614N 0693454E, 330140N 0693028E, 325425N 0693028E, 325216N 0693144E, 325056N 0692834E, 324815N 0692622E, 324654N 0692350E, 324429N 0692447E, 324011N 0692719E, 323505N 0692312E, 323152N 0691712E, 322750N 0691421E, 322155N 0691615E, 320830N/ 0691556E, 320548N 0691731E, 315640N 0691944E, 315014N 0691131E, 313752N 0690143E, 313913N 0685755E, 313616N 0685446E, 313648N 0684845E, 314001N 0684652E, 314122N 0684323E, 314612N 0684207E, 314644N 0683801E, 314941N 0683451E, 314556N 0682638E, 314524N 0681650E, 314749N 0681535E, 314925N 0680953E, 314154N 0680315E, 313808N 0675618E, 313704N 0675037E, 313838N 0673755E, 313838N 0671632E, 313910N/0664916E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de confliction instructions.
OAR903 POLYGON 303904N 0655110E, 294904N 0660245E, 293316N 0650341E, 293440N 0645439E, 304052N 0653744E.	FL260 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de-confliction instructions.
OAR904A POLYGON 301405N 0645046E, 302207N 0633326E, 305934N 0650441E, 305010N 0651517E, 301405N 0645046E,	FL260 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de confliction instructions.
OAR904B POLYGON 301405N 0645046E, 293422N 0642531E, 293025N 0641207E, 292811N 0640910E, 292446N 0640419E, 292958N 0633503E, 292358N 0622840E, 293658N 0614630E, 302207N 0633326E, 301405N 0645046E,	FL260 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC forstatus and transit or de-confliction instructions.

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR905 POLYGON 301029N 0620536E, 320142N 0633253E, 322430N 0642322E, 315606N 0645817E, 314542N 0645334E, 313518N 0645141E, 312542N 0645141E, 311853N 0645306E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR906 POLYGON 323448N 0644734E, 330857N 0660933E, 322004N 0655550E, 322033N 0655112E, 322009N 0654703E, 321955N 0654435E, 321935N 0654134E, 321921N 0653912E, 321907N 0653644E, 321823N 0653326E, 321702N 0652927E, 321559N 0652711E, 321507N 0652404E, 321414N 0652142E, 321316N 0652011E, 321209N 0651829E, 321107N 0651653E	FL290 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR907A POLYG O N 332029N 0663756E, 340311N 0682503E, 335749N 0682948E, 333949N 0681535E, 325514N 0672112E, 332029N 0663756E,	FL290 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR907B POLYGON 332029N 0663756E, 325514N 0672112E, 321022N 0662652E,321545N 0661917E, 332029N 0663756E	FL290 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR908 POLYGON 342119N 0681324E, 334833N 0665003E, 342207N 0670528E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR909 POLYGON 345943N 0671558E, 344232N 0680432E, 344320N 0671142E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR910 POLYGON 361633N 0674352E, 352129N 0682116E, 351237N 0681720E, 350208N 0681403E, 352024N 0672311E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR911 POLYGON 362926N 0685313E, 355712N 0682734E, 363135N 0680334E	FL290 GND	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR912 POLYGON 362701N 0692209E, 355849N 0693954E, 354507N 0693339E, 354700N 0691911E, 354611N 0690106E, 354033N 0684500E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.

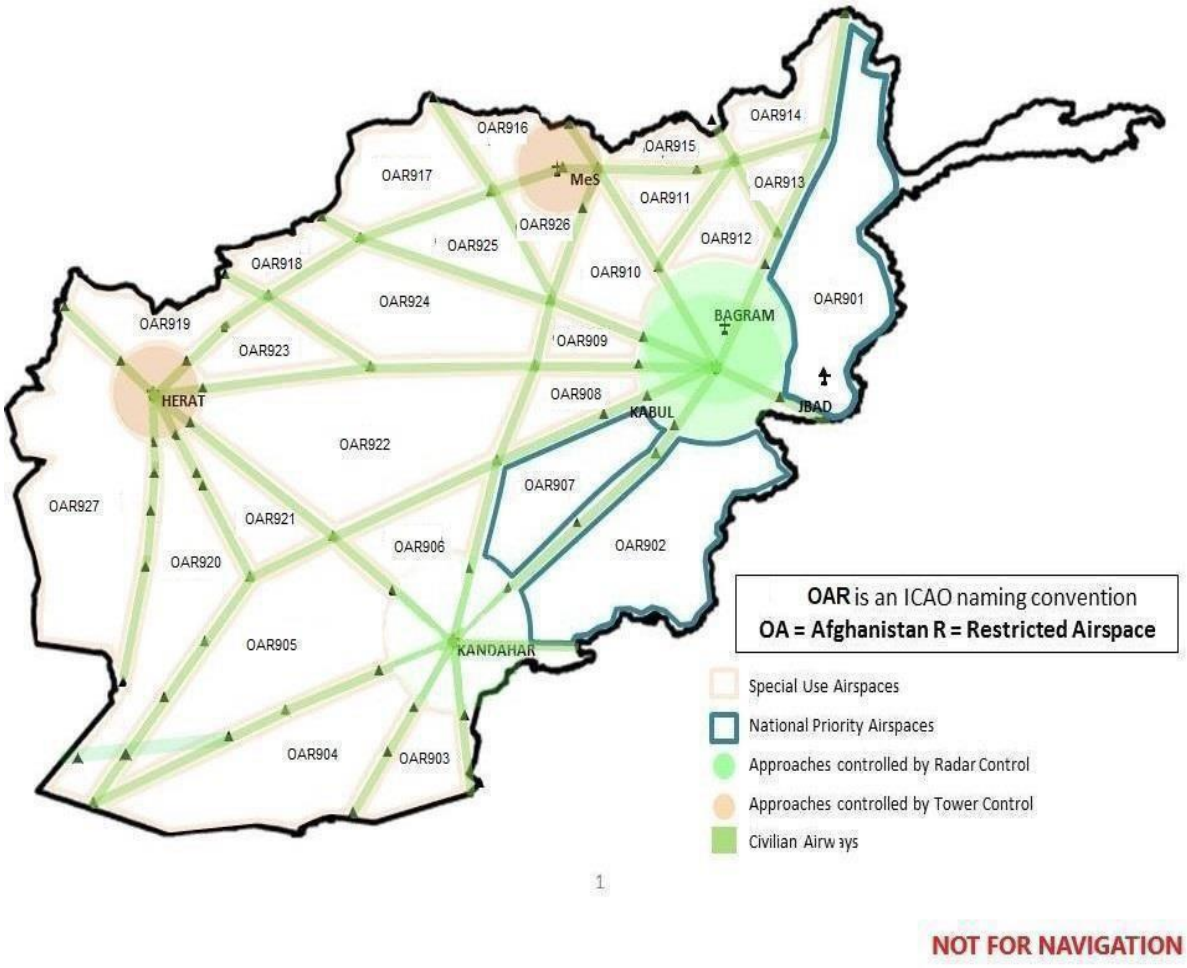
Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks(time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR913 POLYGON 362436N 0695303E, 364814N 0700533E, 364147N 0694133E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR914 POLYGON 370059N 0692947E, 371348N 0701650E, 380332N 0702523E, 375602N 0701025E, 374938N 0701546E, 373928N 0701618E, 373231N 0700640E, 373407N 0695807E, 373752N 0695455E, 373544N 0694341E, 373544N 0693123E, 372638N 0692426E, 371140N 0692250E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR915 POLYGON 371345N 0673518E, 371120N 0674708E, 370453N 0674708E, 370156N 0675343E, 365602N 0680116E, 370124N 0681227E, 365947N 0681544E, 370614N 0681723E, 370558N 0682437E, 371209N 0683845E, 371659N 0684559E, 371450N 0684936E, 365409N 0690344E, 365055N 0685253E, 365320N 0674847E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or De-confliction instructions.
OAR916 POLYGON 370807N 0671106E, 371136N 0671602E, 371522N 0671145E, 371610N 0670650E, 372221N 0670332E, 372325N 0665619E, 372028N 0665143E, 372133N 0664250E, 371924N 0663913E, 372133N 0663437E, 371940N 0662723E, 371956N 0661930E, 372221N 0660919E, 372711N 0660244E, 372655N 0655947E, 372904N 0655114E, 363955N 0662803E, 364356N 0664032E, 365128N 0664250E, 365915N 0664825E, 370614N 0670015E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or De-confliction instructions.
OAR917 POLYGON 371417N 0653210E, 363223N 0660324E, 360708N 0644748E, 361600N 0642943E, 362557N 0643955E, 363818N 0643657E, 365441N 0644728E, 370646N 0644530E, 371257N 0645958E, 371506N 0650811E, 371417N 0651525E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or De-confliction instructions.
OAR918 POLYGON 353111N 0634029E, 354944N 0630813E, 355032N 0631134E, 355208N 0632853E, 355656N 0633819E, 360018N 0640045E, 355852N 0640441E, 355930N 0640639E, 360428N 0640516E, 360749N 0640900E, 360828N 0641209E, 360809N 0641530E, 360135N 0641157E, 360009N 0641209E, 355501N 0642235E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or De-confliction instructions.

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR919 POLYGON 344056N 0622809E, 344134N 0622504E, 344232N 0621939E, 344241N 0621500E, 344301N 0621143E, 344232N 0620837E, 344232N 0620618E, 344203N 0620249E, 344115N 0620042E, 344027N 0615909E, 352008N 0611157E, 352447N 0611342E, 352837N 0611526E, 353227N 0611659E, 353452N 0611907E, 353549N 0612114E, 352749N 0613216E, 352525N 0613631E, 352408N 0614600E, 352506N 0615159E, 352554N 0615701E, 352623N 0615944E, 352535N 0620324E, 352251N 0620555E, 351959N 0620901E, 351901N 0621120E, 351754N 0621351E, 351706N 0621535E, 350808N 0621708E, 350730N 0621904E, 350944N 0622158E, 351549N 0622907E, 351159N 0623554E, 351325N 0624142E, 351511N 0624545E, 351715N 0624805E, 351930N 0625318E, 352135N 0625722E, 352311N 0630114E, 352447N 0630517E, 352515N 0630604E, 351803N 0631642E, 350758N 0625831E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR920 POLYGON 325153N 0615618E, 320210N 0614849E, 312549N 0614152E, 313142N 0605441E, 320030N 0605027E, 321542N 0605509E, 330705N 0603605E, 332324N 0604945E, 333407N 0605855E, 333431N 0604448E, 333607N 0604006E, 334207N 0603716E, 334455N 0603716E, 335255N 0603430E, 340207N 0603524E, 340831N 0603524E, 341207N 0604006E, 341543N 0604448E, 341631N 0605248E, 341631N 0605826E, 341943N 0605923E, 342255N 0605702E, 342519N 0605537E, 343007N 0605123E, 343119N 0605537E, 343519N 0605702E, 343943N 0610405E, 345255N 0610626E, 342607N 0613950E, 341655N 0613632E, 341119N 0613632E, 335631N 0614114E, 335007N 0614721E, 334631N 0615232E, 334407N 0620003E	FL290 FL160	**Hours** Via NOTAM, or ATC **:Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR921 POLYGON 332542N 0625505E, 332654N 0625726E, 323918N 0640221E, 322454N 0632954E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR922 POLYGON 340153N 0624750E, 340553N 0624945E, 341949N 0645540E, 342153N 0663739E, 333519N 0661722E, 325012N 0642841E.	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
OAR923 POLYGON 350516N 0633849E, 343752N 0642042E, 342707N 0624754E, 344909N 0631302E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR924 POLYGON 351725N 0640044E, 354340N 0644811E, 350749N 0665215E, 344251N 0664515E, 344027N 0645853E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR925 POLYGON 353318N 0664151E, 361335N 0661613E, 355608N 0652258E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR926 POLYGON 354242N 0670412E, 362155N 0664012E, 362436N 0664944E, 362002N 0665658E, 361721N 0670610E, 361721N 0671701E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or de-confliction instructions.
OAR927 POLYGON 294629N 0611647E, 295141N 0605855E, 304717N 0614942E, 310113N 0615306E, 310113N 0620451E, 314535N 0621429E, 320939N 0622126E, 324424N 0622719E, 331628N 0623103E, 321142N 0630844E	FL290 FL160	**Hours:** Via NOTAM, or ATC **Service:** Nil **Remarks:** Contact KACC for status and transit or deconfliction instructions.

4.2.1 **Special Use Restricted Area Map (Low)**

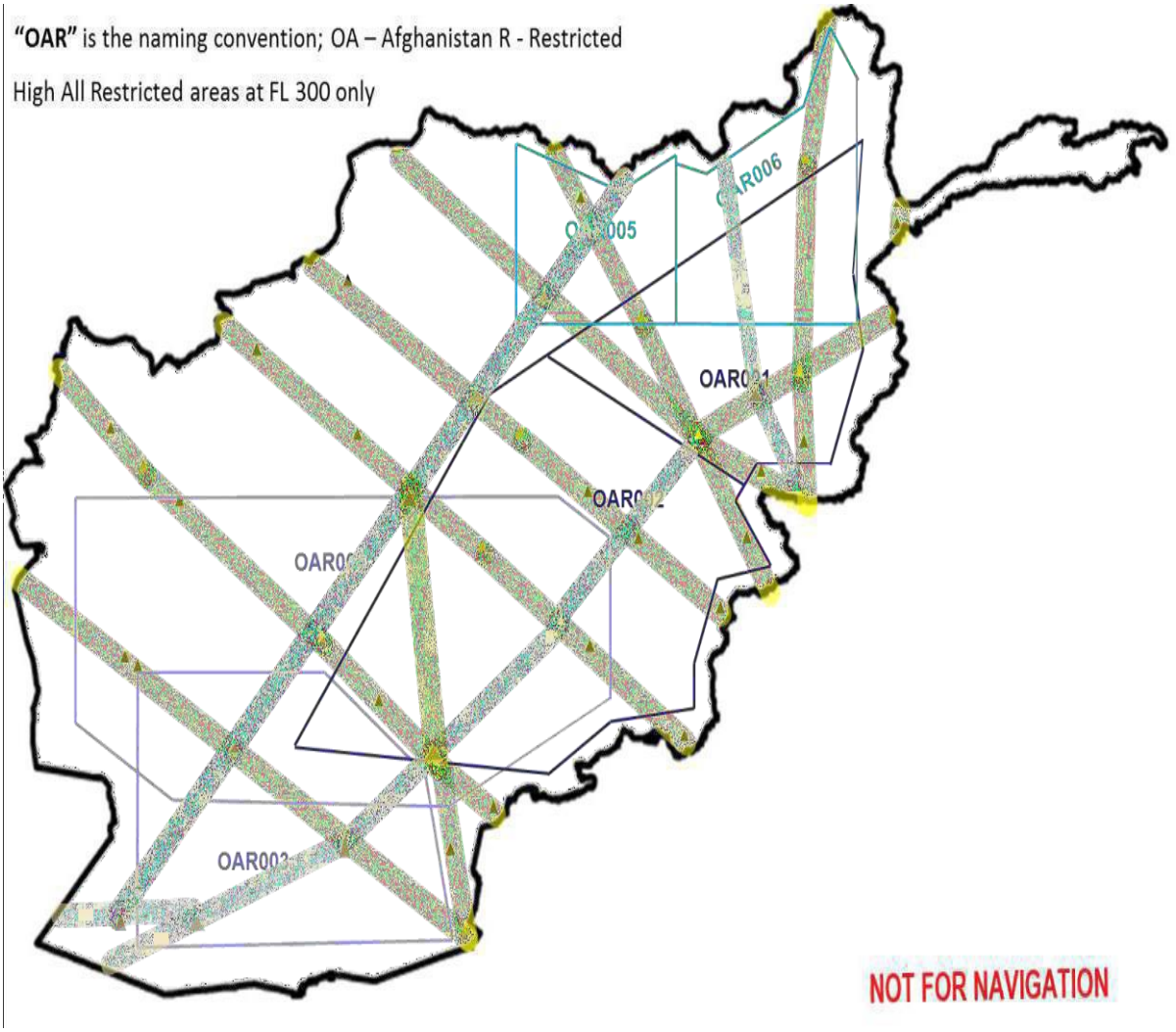
Note: Kandahar no longer controlled by Radar Control.



1

NOT FOR NAVIGATION

4.2.2 Special Use Restricted Area Map (HIGH)



4.3 Danger Areas

IDENTIFICATION, NAME AND LATERAL LIMITS	UPPER LIMIT (FT) LOWER LIMIT (FT)	REMARKS (TIMEOF ACTIVITY, TYPEOF RESTRICTION, NATURE OF HAZARD, RISK OF INTERCEPTION)
1	2	3
OAD104 SPORTY RANGE 315505N 0640623E – 314720N 0640620E – 314722N 0635811E – 315507N 0635814E – 315505N 0640623E	FL150 GND	**Service:** NIL **Remarks:** Contact EXILE SC/PT 121.00 for status and transit or avoidance instructions. Do not enter unless in receipt of a positive instruction to do so.
OAD105 SINK (E) RANGE 315151N 0641102E – 315154N 0640636E – 315436N 0640638E – 315434N 0641026E – 315401N 0641104E – 315151N 0641102E	FL125 GND	**Hours:** H24 **Service:** ANDSF **Remarks:** Contact EXILE SC/PT 121.00 for status and transit or avoidance instructions.do not enter unless in receipt of a positive instruction to do so.
OAD106SILO RANGE 315152N 0641024E – 315018N 0641023E – 315017N 0641139E – 314822N 0641139E – 314725N 0641056E – 314725N 0640633E – 315154N 0640636E – 315152N 0641024E	FL125 GND	**Service:** NIL **Remarks:** Contact EXILE SC/PT 121.00 for status and transit or avoidance instructions.do not enter unless in receipt of a positive instruction to do so.
OAD109 SHANK A circle 0.12NM radius centered on position 335539N 0690415E	1500FT AGL GND	**Activity:** Tethered Balloon **Hours:** H24 **Service:** Unknown
OAD112 QARGHA RANGE 343315N 0690322E – 343316N 0690324E 343312N 0690330E – 343310N 0690327E	FL190 GND	**Hours:** H24 **Service:** Unknown **Remarks**: Aircrews should approach the site with caution.
OAD114 CLEVELAND A circle with radius 1NM centered on position 342718N0690636E	11 000 FTAMSL GND	**Hours:**H24 **Service:** Unknown
OAD123 PASAB2 A circle 0.12NM radius centered on position 313546N 0652612E	1500FT AGL GND	**Hours:**H24 **Service:** Unknown
OAD124 SHORABAK A circle 0.12NM radius centered on position 315200N 0641126E	1500FT AGL GND	**Hours:** H24
OAD127 LAGH MA N A circle 0.12NM radius centered on position 344104N 0701200E	1500FT AGL GND	**Hours:**H24 **Service:** Unknown **Sponsor:** 201st Corps: DSN: 318-449-0361 TAAC-CAPITAL

OAD128 DARULAMAN A circle 0.12NM radius centered on position 342729N0690603E	1500FT AGL GND	**Hours:** H24 **Service:** Unknown
OAD129 A circle 0.27NM radius centered on position 343145N 0691135E	3500FT AGL GND	**Hours:** H24 **Service:** Kabul Approach/Tower
OAD130 SIASANG A circle 0.12NM radius centered on position 343032N 0691234E	1500FT AGL GND	**Hours:** H24 **Service:** Kabul Approach/Tower
OAD132 GREEN RANGE 315048N 0641292E – 314932N 0641289E – 314833N 0641131E – 315049N 0641134E – 315048N 0641292E –	2500FT AGL GND	**Hours:** H24 **Service:** Nil
OAD 139 NKIA A circle 0.1NM centered on position 343422N0691307E	6500 FT AMSL GND	**Hour:** 24 except during IMC **Service:** Kabul TWR

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

1. Military exercise and training areas are all enclosed within prohibited, restricted or danger areas. These areas, including the times of activity and the relevant restrictions placed upon non- participating traffic, are listed in ENR 5.1. NOTAMs may be used to notify activation of such areas on a non- scheduled basis.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Operators are advised that non-military operations could be at significant risk because of ongoing military operations in Afghanistan. There are continuing reports of indiscriminate small arms and missile attacks on ACFT operating in Afghanistan, primarily at low altitudes. Therefore, operators that undertake flights within the Kabul FIR shall do so at their own risk. Compliance with AIP procedures is mandatory; safety of ACFT operating in the Kabul FIR requires strict adherence to AIP procedures. Failure to comply with the procedures in this AIP may result in interception.

ENR 5.4 AIR NAVIGATION OBSTACLES – ENROUTE

1. Not available at this time.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. There is no known aerial sporting or recreational activities affecting the Kabul FIR.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Introduction

1.1. The following information was gathered after the examination of KIA, Kandahar, Mazar-e-Sharif, Herat, Bagram, and TarinKowt's bird activities.

2. Afghanistan's Geography, Climate, and Vegetation

2.1 Afghanistan is located in the center of Asia and is landlocked between Pakistan, Iran, Uzbekistan, Turkmenistan, Tajikistan, and China. The country is mountainous and is mostly situated at 2000 meters elevation. The climate is continental, arid to semi-arid, with low annual precipitation (on average the yearly precipitation is 335 mm), resulting in droughts and limited freshwater availability in large parts of the country. It mainly rains and snows between October and April. The snow from themountains feeds the rivers year-round. Afghanistan has many rivers that are suitable for irrigating their valleys. The largest part of the country is dry with steppe vegetation. This part is used for grazing livestock and for growing crops that require dry conditions. The remaining areas are either too dry or too rugged for growing crops and are therefore grazed by livestock. Trees are scarceand currently present in forests (East- Afghanistan), river valleys and in orchards and built-up areas. **Bird Strikes**

3. A bird strike database is not maintained for Afghanistan. In general, the number of bird strikes is low in the October to March period, most bird strikes occur in summer, except for the month of

3.1 July, and during autumn migration. W eights of the birds involved in the strikes can be categorized as follows:

a. Up to 50 grams: Strikes involving small birds like swallows, Fez's, sparrows, and larks.

b. Between 50 and 100 grams: Strikes involving birds like thrushes and starlings.

c. Between 100 and 500 grams: Strikes involving birds like waders, plovers, ducks, and pigeons.

4. BirdsSince Afghanistan is in the middle of the breeding (Russia), and wintering (India / Africa) ranges of many species, high bird numbers occur during spring and autumn migration. Since these migrating birds have, like many juvenile birds that fledge in summer, no experience with ACFT, the most bird strikes occur during these periods. Birds that have been observed in Afghanistan:

a. **Geese**. At Mazar-e-Sharif, geese (among which Graylag Goose and White-fronted goose could be identified) were found in the grass strips adjacent to the RW Y. Data about their numbers, arrival and departure dates, time of day visiting the airport, etc. are not recorded, but around 1000 geese are present during the whole month of January. Geese have not been recorded at other airfields.

b. **Birds related to water and moist soils - waterfowl, waders, and plovers.** Open waters and moist soils are not present at Mazar-e-Sharif and Herat. Kandahar has the most water, a kilometer long creek with adjacent marshland (width 25 Meters), 2 ponds, and 1 sewage pit. The 1-hectare pond close to the RWY attracts most waterfowl. Observing the birds arriving at and departing from this pond, it appears that the following species cross the ACFT flight paths: Black-headed gulls, Dunlins, Black-winged stilts, Night herons and Shovelers. The other pond, creek, and sewage pit have single numbers of Little-ringed Plover, Black-winged stilt, Intermediate Egret, Green Sandpiper, and Ruff. At Tarin Kowt, a few birds are present in the sewage pits: Black-winged stilts, Ruff and Lapwing. Birds never occur in the creeks of Kabul and Bagram (including Bagram's small pond), according to the local personnel.

This may be due to pollution; Kabul's Creek is used as a sewage outlet and the water of Bagram's creek, and the pond has a chemical color and smells polluted. Near the RWY of Kabul, Lapwings are observed at the end of March. After the first rains, migrating waterfowl appear at Kabul. Tens of Curlews, Avocets, and small plovers are present. In April, Cormorants are observed circling above Bagram's RWY and then heading for the river valley. In March, White- tailed Lapwings are present in the vicinity of Bagram. Gulls, ducks, and other waterfowl appear in Bagram and Kabul during rainfall in Sept - Oct and March - April (autumn and spring migration season). 10's of Great Black-headed gulls appear at Kabul during snowfall in February. At Bagram, thousands of Demoiselle cranes have been observed in the last years passing by enroute to their northern breeding grounds in March and April. These flights coincide with ACFT flight paths. As with the geese at Mazar-e-Sharif, data about the numbers of cranes, arrival, and departure dates, time of day passing by, the height of flight, etc. have never been recorded. Therefore, it is not known whether the Demoiselle cranes use the Ghorban valley as a stopover site, or that they continue their flight without stopping. In other years, some Demoiselle cranes were even spotted in airfield itself.

c. **Birds of prey.** Most birds of prey (raptors) hunt for living animals while a few birds, like vultures, rely on carrion (dead animals and animal parts found in the garbage). A few species, like kites, feed on a mix of carrion and animals captured alive. Of all raptors, vultures are most hazardous to ACFT because of their weight and the many hours spent soaring in the air looking for carrion. According to the bird guide (Birds of South Asia), a few vulture species are inhabitants of Afghanistan. Although huge numbers of sheep and goat were grazing the steppes and semi-deserts, the number per flock was small, andeach flock was tended by a shepherd. It is expected that the shepherds take away the animals before dying, leaving no food for vultures and kites. At the airfields, carcasses of wild animals are rare and if present, they are eaten by Jackals and foxes. Carrion can only be found in the burn pits at Kandahar, and Bagram, being meat leftovers from the restaurants. The garbage at the other airfields is transported to landfills outside the airfields. At Kandahar, the burn pits are not visited by birds of prey. Only Bagram´s burn pit attracts raptors; Black-eared kites are present at the burn pit early in the mornings. Black- eared Kites are observed soaring at different places above the Ghorban river valley , adjacent to Bagram. Around dawn and dusk, they soar up to 1 kilometer above the river valley , coinciding with the flight paths of ACFT flying over the valley. According to Bagram´s personnel, the Black-eared kites are, like the Demoiselle cranes, only present in the migration periods. Other raptors that are observed at Bagram are (in single numbers) the Long-legged buzzard, Kestrel, Osprey, and Short eared Owl. At Kandahar, few Raptors are observed, i.e. the Pallid harrier and Kestrel. Steppe eagles are observed at Mazar-e-Sharif and at Herat. Other raptors at Herat are the Kestrel and the Black kite. At Kabul airport,in total 5 species of raptors are observed; Pallid Harrier, Kestrel, Steppe Eagle and Black-eared Kites on migration. Besides the Black-eared Kites, all other birds of prey are observed hunting for small animals.

d. **Passerines, partridges, and pigeons.** Since the vegetation of the airfields is not being grazed by sheep and goats or being mowed (except Kabul) the vegetation at all airfields is more natural, lush and dense than the vegetation in the vicinity. For this reason, more seeds and insects are present at the airfields than in the vicinity, and thus the airfields are more attractive to birds. At each airfield, House sparrowsand Tree sparrows are present. As observed at Kabul, these species reach high numbers in spring and summer, finding abundant insects, that thrive in the lush vegetation, and seeds produced by grasses and other plants. Furthermore, 10's of Barn Swallows and Crested Larks are present at each airfield, feeding on insects. The Crested lark finds insects on the ground; the Barn swallow is catching insects in the air. At Bagram, single Swifts and Alpine swifts are observed.

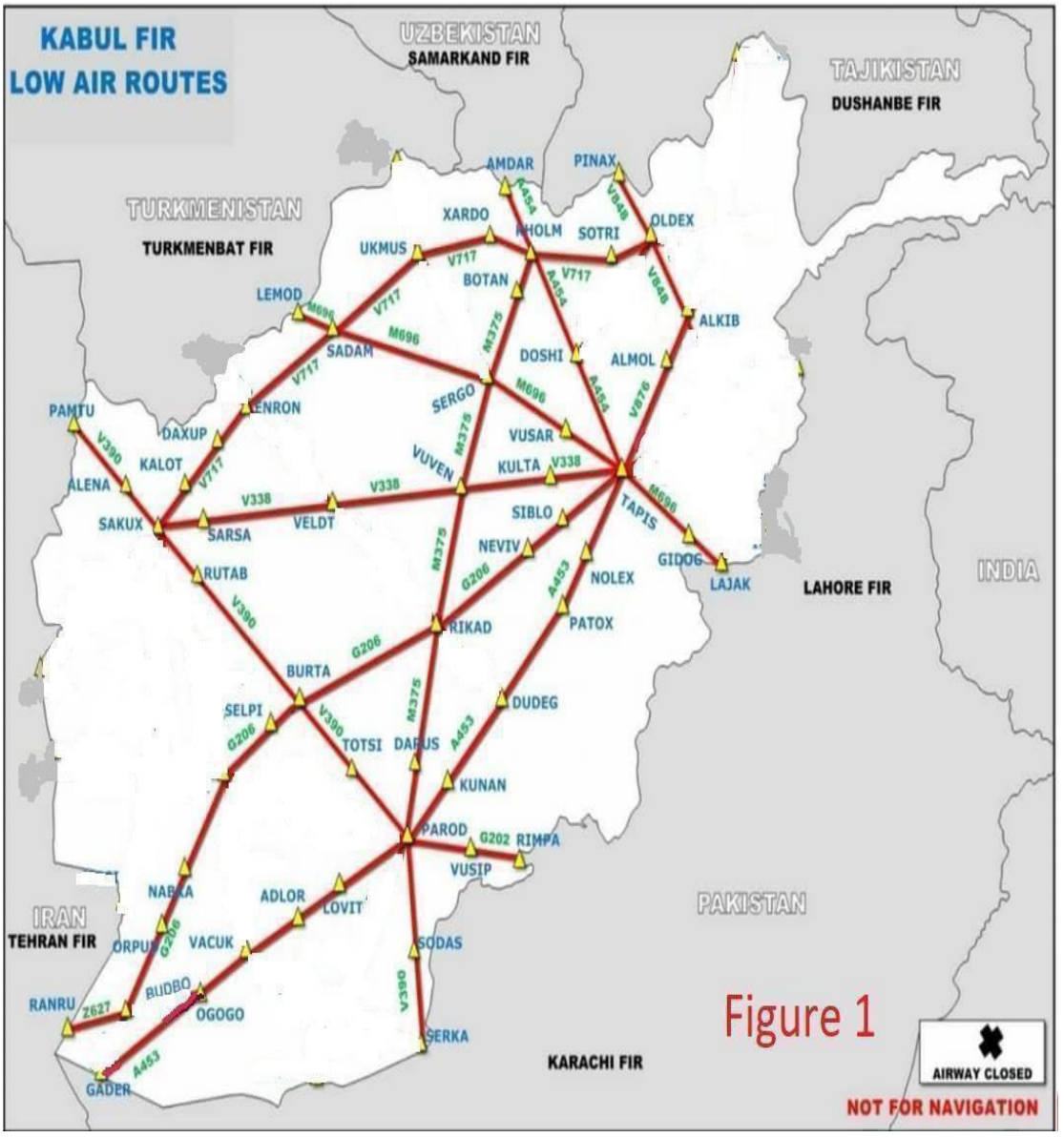
These bird species are, like the Barn swallow, foraging on flying insects. Bee-eaters also catch flying insects. The bee-eaters are expected to be present at all airfields during summer. As observed at Kabul in 2007, a few hundred Barn swallows and tens of Bee-eaters were present and in August, attracted by the insects flying in above the vegetation. Furthermore, many other small passerines are observed, among which are Yellow Wagtail, Isabel line shrike, Blue throat, Stonechat and Red-breasted flycatcher. These species typically are not hazardous to ACFT because they rarely cross the RW Y. The Black francolin (both male and female) is observed at Kandahar. From the pigeon family, theLaughing dove is present at all airfields. They rarely cross the RW Y, since they can find enough food in the built-up areas. The Racing pigeons, kept by pigeon-fanciers in the vicinity and their feral relatives are observed crossing the RWY at all air bases.

e. **Species from built-up areas.** House and Tree Sparrow, Racing pigeon, laughing dove, Magpie (Pica pica) and Myna find shelter in the campsites at all air bases. In winter, up to 5,000 Myna's roost in various buildings and trees at Bagram. Of particular concern is the approximately 1000 Myna’s roosting in the helicopter hangars; these birds cause a lot of trouble with their droppings and noise. At other airfields, Myna’s are, like the other birds in the built-up areas, rarely troublesome.

ENR 6 ENROUTE CHART – ICAO

ENR 6.1 AFGHANISTAN LOW LEVEL ENROUTE CHART

1. Enroute charts are not issued at this time.
For Lower Airspace ATS route description and graphic presentation see below.



ENR 6.2 AFGHANISTAN HIGH-LEVEL ENROUTE CHART

1. Enroute charts are not issued at this time.
For Upper Airspace ATS route description and graphic presentation see below.