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LOP V 9.7



LOCAL OPERATING PROCEDURES KABUL AFGHANISTAN INTERNATIONAL AIRPORT

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References:

- A) JC Mission Directive to the Commander of the International Security Assistance Force (ISAF)
- B) JC Directive for the ISAF Operations at Kabul International Airport
- C) Military Technical Agreement (MTA) between the ISAF and the Interim Administration of Afghanistan
- D) Aeronautical Information Publication (AIP) of Afghanistan
- E) AFG Aeronautical Information Service; AIP SUPPLEMENT
- F) KAIA SOPs
- G) Letter of Agreement between Kabul Radar Approach Control and Kabul Air Traffic Tower (11 NOV 2007)
- H) Letter of Agreement between 455 Expeditionary Operations Group Bagram Radar Approach Control and Kabul Air Traffic Control Tower (11 Apr 2006)
- I) Standard Operating Procedures for the use of Danish Radar at KAIA
- J) ICAO ANNEX 2 - RULES OF THE AIR
- K) ICAO ANNEX 14 – AERODROMES
- L) ICAO DOC 4444 AIR TRAFFIC MANAGEMENT

Annexes:

- a) ISAF Area of Responsibility (AOR)
- b) Military Camps in Kabul area
- c) Emergency checklist

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Intent

These Local Operating Procedures (LOP) comprise procedural arrangements concerning the multinational operation of Kabul Afghanistan International Airport (KAIA) with the Ministry of Transport and Civil Aviation (MoTCA) of the Government of the Islamic Republic of Afghanistan (GIRoA) and the Airspace Control Authority (ACA) designated by the Combined Forces Air Component Commander (CFACC) in order to facilitate the safe and expeditious flow of air traffic and air transport operations, as ordered with Ref B. This LOP must be regarded as subordinate to the regulations stated in the AIP for Afghanistan.

Scope

This LOP is effective upon issue. This LOP **applies to all military and civilian users** of KAIA who operate aircraft to and from KAIA or within the Kabul Control Zone (CTR) and Kabul Terminal Control Area (TMA).

Amendments

Commander KAIA (COM KAIA) may amend this LOP at any time in writing. COM KAIA will ensure that any relevant amendments are coordinated on a regular basis, with affected agencies/parties, through flight safety meetings.

(ORIGINAL SIGNED)

Ruben C. GARCÍA SERVET

Colonel OF-5 SPAF

Commander Kabul Afghanistan International Airport (KAIA)

International Security Assistance Forces (ISAF)

Kabul, Afghanistan

1 Responsibilities

1.1. General

Kabul International Airport belongs to the MoTCA, which operates KAIA. It is supported by the Troop Contributing Nations (TCNs). **COM KAIA**, under the command of COM ISAF, **operates the military component of KAIA**, assists the Afghan authorities in operating KAIA, and also assumes Air Traffic Control Authority in KABUL Control Zone (CTR).

1.2. Security

The Afghan authorities retain responsibility for their respective Areas of Responsibilities (AOR). Inside ISAF AOR access for **non-ISAF personnel is denied**. However, access for ISAF-employees or guests on official business including personnel working at the airport for the Afghan Armed Forces or other Governmental Institutions will be permitted. Furthermore ISAF Rules of Engagement (ROE) are to apply, including authorization to use firearms. The same rules shall* apply on KAIA outside the ISAF AOR, where ISAF or ISAF-chartered aircraft are operated and/or parked.

For ISAF AOR at KAIA see Annex A.

1.3. Air Traffic Control

By authority of the MoTCA of the GIRoA, the CFACC (Combined Forces Air Component Commander) has designated the ACA (Airspace Coordination Authority) as the responsible agency for Kabul FIR until further notice (see AIP Afghanistan/reference D).

1.3.1. Kabul CTR

Within Kabul CTR, ACA lies with ISAF, while ATC service is provided by Kabul ATC Tower. COM KAIA is responsible for the management of adequate ATC services at KAIA.

1.3.2. Kabul TMA

RMS personnel, under the authority of CFACC's designated ACA, provide radar Approach Control Service.

* as used in this document "*shall*" or an action verb in the imperative sense means a procedure is "*mandatory*"

2 General Overview

2.1. Airspace structure

The acting Airspace Coordination Authority (ACA) is the only entity empowered to define airspace structure. ISAF is the Kabul CTR ACA.

2.2. Aeronautical information

See Reference D (AIP Afghanistan). However, ISAF operates the KAIA Aeronautical Information Service (KAIA AIS) in order to ensure the provision of information necessary for the safety, regularity and efficiency of all ISAF related air navigation.

2.3. Aerodrome layout

See Reference D (AIP Afghanistan)

2.4. Military Camps

See Annex B. Over-flying is STRICTLY PROHIBITED.

2.5. Imposed Departing and Arrival routes

Departing VFR traffic:

- FW (Fixed Wing): after departure proceed RWY heading/straight ahead until 1500 feet AGL then proceed on course unless approved otherwise by ATC.
- RW (Rotary Wing): After departure proceed along TWY B or H until passing abeam TWY A/J/G climbing to 500 feet AGL or above, then proceed on course, unless approved otherwise by ATC.

Arriving VFR Traffic:

- FW: Turn to final not closer than 3NM from APP End of RWY and not below 1500 feet AGL unless approved otherwise by ATC.
- RW: Proceed to South RWY final APP course, lined up with TWY B at 500 Ft AGL
Or Proceed to North RWY final APP course, lined up with TWY H at 500 Ft AGL,
unless approved otherwise by ATC.

3 Flight Operations

3.1. General

3.1.1. Airport Operating Hours

The airport is open 24 hours for Military flights only. Due to Minimum Military Requirements (MMR) Civil Air Traffic is authorized from Sunrise to 2100 (1630Z) only.

Any deviations must be obtained and approved by ACA, who is the Combined Forces Air Component Commander (COMCFACC) in Qatar. (See 3.3)

All aircraft declaring Emergency and requesting to land at KAIA between 2100 (1630Z) and Sunrise shall be assisted to do so, regardless of the category of the flight (military or civilian).

3.1.2. Airport Closure

KAIA shall be closed only for safety reasons and suspicion of direct threat against the airfield and TWR incapacitation.

COM KAIA is the sole authority to close Kabul International Airport to all or selected traffic. When ceiling or visibility is below Airport minima, ATC TWR Supervisor, on behalf of COM KAIA, is responsible to close the airport informing immediately COM KAIA about this situation (see 3.10.3). As far as practicable, KAIA AIS will publish closure times and affected air traffic in a NOTAM.

FSO and ATC may temporarily suspend air operations for flight safety reasons or traffic saturation. ATC shall immediately inform Air Ops and adjacent ATC facilities of any suspensions (KRAPCON/TWR, Bagram Approach, FIC, ACC).

The airport minimum visibility is 800m. When the visibility is less than 800 m Kabul International Airport will be closed.

3.2. NOTAM/ Information

Operators/Aircrews shall consult all current NOTAM issued by ACA regarding flight operations in the Kabul CTR. Kabul International Airport will publish its NOTAM through KAIA AIS.

It is the **aircrew's responsibility** to consult all latest NOTAM before flight.

Among others, NOTAM information can be found on www.baseops.de or www.notams.jcs.mil

3.3. FLIGHT PLANNING

Flight planning shall comply with standards and recommendations laid down in related ICAO Annexes and Documents and shall follow special requirements set in Afghanistan AIP or temporally regulated by NOTAM.

Flight planning service is available at KAIA AIS for all ISAF flights and furthermore the flights of Afghan National Army Air Corps.

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Others than listed before shall submit their Flight Plans to the Briefing Room of Kabul International Airport in TWR building.

All ISAF transport aircraft planning to arrive at and/or depart from Kabul International Airport is expected to file an ICAO Flight Plan with ISAF KAIA AIS in accordance with ICAO Annex 2, if possible or when Flight Plan is filed at different place, shall address KAIA AIS in the address line: OAKBYWYX.

Flight Plans and associated messages of flights with Kabul International Airport (OAKB) as a destination, departure or alternate aerodrome must include KAIA AIS and Briefing Room's AFTN addresses (OAKBYWYX, OAKBYNYX, OAKBZPZX) in the address line.

3.4. METEO Information

The aircrew is responsible for making safe decisions based on current weather, a/c limit, pilot license and company policy.

It is the aircrew's responsibility to consult the latest weather information before flight.

Station code for KAIA Meteo info is the following Internet address:

[Http://wxweb.meteostar.com](http://wxweb.meteostar.com)

[Http://euro.wx.propriots.net](http://euro.wx.propriots.net)

[Http://adds.aviationweather.noaa.gov/metars/](http://adds.aviationweather.noaa.gov/metars/)

Military users from DOT.MIL ACCOUNT may also use the following site to obtain weather data for the sites in Afghanistan: <https://28ows.shaw.af.mil/>

3.5. Flight Rules

Air Traffic Services are provided according to the AFG AIP and all related ICAO Annexes and Documents.

Regardless of ICAO airspace classes stated in the AFG AIP, all civilian aircraft intending to land or depart from Kabul airport are restricted to the hours between sunrise and 2100 (1630Z) each day, except as waived by the ACA which is the Combined Forces Air Component Commander (COMCFACC) in Qatar.

Overdue civilian traffic is subject for approval (or denial), granted by civil authorities of Kabul Airport after coordinating with Air Ops Group Cmdr who must obtain the prior approval of ACA. Civil authorities shall state a request to Air Ops Group Cmdr at least 4 hours prior to 2100 (1630Z).

All ISAF & Coalition supporting Mil flights are permitted to operate H24.

All other KAIA based military and civil contractor flights, requesting night operations shall be subject for written agreement between Air Ops Group Cmdr and the relevant requesting authority.

VMC night operations are the crew responsibility, based on their level of training and own risk assessment.

Night operations performed without RWY lights are restricted to qualified NVG crews.

3.6. Prior Permission Request

3.6.1. Civil flights

All flights to or from KAIA are subject to Prior Permission Required (PPR) approval as stated in AIP Afghanistan

Note: According to the provision of AIP Afghanistan, PPR slot times are valid for +/-30 minutes only!

3.6.2. ISAF Aircraft

The Allied Movement Co-ordination Center (AMCC) based in Eindhoven (NL) co-ordinates all **ISAF transport aircraft** planning to arrive at and/or depart from, any location within the Kabul FIR.

AMCC co-ordinates PPR requests for all ISAF/ ISF transport aircraft with Kabul Air Ops. AMCC issues 'Slot Times' for all ISAF transport aircraft planning to arrive at and/or depart from KAIA and all other ISAF locations within Kabul FIR.

This applies to all ISAF/ISF military transport flights and ISAF/ISF military contracted civil operators.

Intra-theatre (ITAS) flights are planned/tasked by ALCC – HQ ISAF (Airlift Coordination Center) based on LO's (Liaison Officers) request. PPR's / Airlift Task Mission documents shall be issued, accordingly.

ALCC – HQ ISAF e-mail address: ISAF HQ CJOC AIR FW TPT IS

3.6.3. Coalition Military Aircraft

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

Coalition Coordination Center

HQ CENTCOM, MacDill AFB, Florida:

DSN Phone:(312) 651-1152/1624

DSN Phone: (after hours)(312) 651-4189

Commercial Phone: +1 (813) 827-1152/1624

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

Air Mobility Division (AMD)

DSN Phone:(318) 436 - 4127/4422

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

3.6.4. Non-ISAF Aircraft

All civil aircraft supporting ISAF mission are to request the slot to AMCC EINDHOVEN. Aircrews shall act accordingly to the issued slot times and amendments shall be negotiated with AMCC, prior to departure to KAIA. Kabul operating authorities shall not negotiate on the aircraft's behalf.

Arriving aircraft will not be accepted to land without valid PPR or Air OPS room approval.

Issuance of a slot time comprises the availability of the parking position; CATO services (passenger and cargo handling) and refueling, but only if the relevant fields in the approved PPR are filled with the proper information.

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All flights are recommended to have sufficient fuel to meet their scheduled arrival and departure times. Aircrews should be prepared for minimal ground times. Aircrews need to consider adequate amount of fuel for potential ground/air delays, due to unforeseen events.

Operators shall contact AMCC for any changes to PPR/slot times, and exceptionally KABUL AIR OPS room for short notice changes!

Cancelled flights that are not reported are causing unnecessary activation of precious Search and Rescue resources. **Operators violating these procedures may encounter denial of future requests for slot times on KAIA.**

For slot request procedures refer to AIP Afghanistan/Reference D.

3.6.5. Aircraft parking at UK Embassy Apron 5 D & US Embassy Apron 6

Aircraft parking at those Aprons do not need a PPR. As a courtesy, managers of these Aprons are strongly recommended to inform and coordinate with the ISAF Air Ops Room about any flights, timings and requests.

Note: All times used are Coordinated Universal Time (UTC).

3.7. Refueling procedures at KAIA

KAIA **does not hold** fuel, available for all in-out coming traffic.

Only KAIA MIL A/C and MEDEVAC ASSETS are entitled to receive fuel, in function of mission priority.

ISAF/ISF Call Signs are the only entitled to receive NATO contracted fuel, in respect of restrictions in force, via official **PPR** request forms or ISAF tasking orders.

Fuel requests for all other operators are subject to Air Ops requested Logistic Group Commander approval, in accordance with mission priorities and KAIA Days Of Service status (DOS).

KAIA AIR OPS will assist other aircraft in coordinating refueling from civil contractors. However, such requests remain a crew responsibility.

ISAF and KAIA shall not be hold responsible in any way for the quality of the fuel and services offered by providers not contracted by NATO.

3.8. Bird strike hazard

Due to intensive bird activity in the airport area between March and October, it is highly recommended the avoidance of low-level tactical departures (below 30 ft AGL). Any experienced incident is to be reported to FSO and TWR IAW KAIA Flight Safety Program

3.9. Fire Crash Category

KAIA is Crash category 9 airport (according to ICAO Annex 14 Chapter 9 provisions). If the airport category is downgraded, KAIA ATC will advise all traffic immediately regarding the airport restrictions. It is the pilot in command sole responsibility to land or not at KAIA.

3.10. Weather Minima

3.10.1. VFR Weather Minima

- VFR weather Minima within Kabul CTR are: 5000m Visibility, 1500 ft Ceiling
- Below VFR Minima all departing flights is subject to a Special VFR (SVFR) on pilot's request or IFR clearance.
- SVFR will be approved **from SR till SS** if the conditions are for :
 - FW : 1500m visibility and 1500 ft cloud base;
 - RW :
 - Home based: 1200m visibility and clear of clouds
 - Not home based: 1500m visibility and clear of clouds
- SVFR will be approved **from SS till SR** if the conditions are for:
 - FW : 3000m visibility and 1500 ft cloud base
 - RW :
 - NVG : 1500m visibility and clear of clouds
 - No NVG : 3000m visibility and clear of clouds
- It is, solely, the pilot's responsibility to request SVFR.
- Kabul Tower shall request clearance delivery for a single, FW SVFR flight within Kabul CTR, at a time, unless otherwise coordinated with KRAPCON. (Subject to LOA).
- During SVFR operations, arriving and departing FW aircraft could expect long delays (up to 30 minutes). FW Aircrafts are **not permitted** to shut down engines on taxiways or at holding points unless an unambiguous clearance, to do so, has been given by ATC.

3.10.2. IFR Weather Minima

3.10.2.1. Arrivals:

The IFR approach weather Minima are published in the valid National Geospatial-Intelligence Agency (NGA) IFR Approach Procedures for appropriate type of approach (ILS, VOR/DME, TACAN, ASR/PAR, RNAV/GPS). These procedures can be found in the Afghan AIP available on line on www.motca.gov.af /AIP / Available Instrument Approach Plates. Procedures can also be obtained at Kabul TWR or AIS office.

3.10.2.2. Departures:

The IFR departure minima are published in the valid NGA IFR Departure Procedures and comply with ICAO requirements. The template KABUL INTL (OAKB)" Take-off minimums", in conjunction with the Para "KABUL INTL IFR Take-off minimums and Departure Procedures (Civil Users; FAR91)" details the required minimums for CIV and MIL operators and needs to be strictly adhered to.

3.10.2.3. Traffic reduction:

3.10.2.3.1.1. If the visibility is below 1500m, the ATC supervisor may reduce the traffic to 2 aircraft movements per 15'. If the visibility is less than 1000m, the ATC supervisor may suspend operations for safety reasons

3.10.2.3.1.2. Due to airspace congestion, BAGRAM Approach supervisor may:

- Reduce the departing traffic to 1 a/c movement every 5'
- Hold on releases of any departing traffic from KAIA

3.10.3. Aircraft operations below minima

3.10.3.1 Aircraft operation below IFR approach minima

If the weather condition is below IFR approach minima, ATC TWR will issue landing clearance only if pilot report RWY in sight. It is solely pilot responsibility to perform IFR approach below published IFR minima.

3.10.3.2 Aircraft operation below airport minima (800m visibility)

If the weather condition is below airport minima, ATC TWR will close the airport for the affected traffic (FW, RW, arrival, departure).

ATC will issue on control and ATIS frequency “Airport is closed due to weather condition expect holding or proceed to the alternate”

Aircraft are not allowed to commence any approach.

ATC TWR will advise COMKAIA as soon as practicable for the closure.

If certain NATO (ISAF) missions (MEDEVAC, EVAC, RECCE etc.) require priority, due to operational reasons to operate at KAIA below weather minima, the initiator shall send their request to KAIA Air Ops regarding this mission.

KAIA Air Ops will inform COM KAIA and ATC TWR.

ATC TWR will:

- Kabul TWR shall **not** issue any **clearances**, or **control instructions**, only **traffic information**, **weather information** and **RWY condition**.

ATC TWR should apply this rule with great caution when the weather has changed and aircraft are on final.

TWR shall coordinate with RAPCON the aircraft to enter the RAPCON controlled airspace.

3.11. Missed Approach Procedure

3.11.1. IFR:

The NGA published (type of approach related) Missed Approach Procedure (MAP) is to be followed. The aircraft performing MAP is to be instructed to contact Kabul Approach as soon as possible. In the event of IFR cancellation by the pilot, coordination must be made with KABUL RAPCON and the a/c will proceed for the VFR traffic pattern and perform a full stop landing. The recommended phraseology to apply is: C/S, IFR flight cancelled, joint left or right downwind RWY 29 or 11.

3.11.2. VFR:

If the crew/TWR decides to execute GO AROUND, the aircraft is to join the traffic pattern according to ATC instructions. (Aircraft shall avoid over-flying Kabul City).

Kabul Tower shall inform KRAPCON as soon as possible.

3.12. Reduced Runway Separation

In general, clearance to land may be issued when the preceding landing aircraft has vacated the runway or when that is a reasonable assurance that the RWY will be clear of traffic when the landing aircraft is passing landing threshold.

3.12.1. A reduction of this separation is permitted if:

- VMC prevails.
- The braking action is not adversely affected by any runway contamination (e.g. slush, water, etc.).
- **Traffic information of the preceding aircraft has been given** to the succeeding aircraft and acknowledge by the pilot.
- **Full length of the RWY is available (no displaced threshold, no arresting systems in place)**

3.12.2. If the succeeding aircraft is a jet :

RWY 29

The preceding departing aircraft is airborne and has passed taxiway intersection C or the preceding landing aircraft has passed taxiway intersection C and is in motion.

RWY 11

The preceding departing aircraft is airborne and has passed taxiway intersection F or the preceding landing aircraft has passed taxiway intersection F and is in motion.

3.12.3. If the succeeding aircraft is a propeller-driven a/c:

RWY 29

The preceding departing aircraft is airborne and has passed taxiway intersection D or the preceding landing aircraft has passed taxiway intersection D and is in motion.

RWY 11

The preceding departing aircraft is airborne and has passed taxiway intersection E or the preceding landing aircraft has passed taxiway intersection E and is in motion.

3.13. Radio Failure Procedures

The ICAO Standard Radio Communication Failure (RCF) procedure is to be followed.

All traffic RW/FW in case of radio failure and intended to join the traffic patterns shall do it a 45 degrees angle to the downwind leg. In radio failure situations the traffic SHALL NEVER cross from North to South or vice versus over the airport neither the final approach sectors, interfering with possible traffic.

3.13.1. Aircraft in flight

Aircraft/ATC should try to establish radio contact via 121.50 Mhz or 243.00 Mhz. If that was not possible to establish radio contact through this mean, and if there is radar capability from ATC (either KAC or KTWR using the "bright") In order to identify if the pilot is receiving any radio transmissions from ATC, controllers shall ask, and pilots shall expect to be asked to:

1. Acknowledge by IDENT, or
2. Change Squawk

If there is no radar capability, controllers shall expect from the pilots, and they shall do so:

Light A/C: low approach over the RWY at or above 500 feet AGL, look for TWR light gun signal and "rock wings" when passing in front of TWR, to advising RADIO FAILURE. Then join the TWR (south) traffic pattern. When turning base leg or short final look for light gun signal for full stop landing or go around. Vacate RWY in use after landing at the TWY A/J or G (depending on RWY in use). Do not enter TWY B/H without ATC clearance via radio frequency, light gun signal or Follow-me guidance.

Medium/Heavy A/C: low approach over the RWY at or above 500 feet AGL, look for TWR light gun signal and "flash landing lights" advising RADIO FAILURE. Then join the TWR (south) traffic pattern. When turning base leg or short final look for light gun signal for full stop landing or go around. Vacate RWY in use after landing at the TWY A/J or G (depending on RWY in use). Do not enter TWY B/H without ATC clearance via radio frequency, light gun signal or Follow-me guidance.

For Helicopters: low approach over the TWY "B"/"H" at or above 500 feet AGL, and "rock wings" when passing in front of TWR, to advising the RADIO FAILURE and look for light gun signal. Then join the TWR (south/north) traffic pattern. When turning base leg or short final TWY B/H look for light gun signal for full stop landing or go around. The landing shall be on TWY "B"/"H" abeam their parking ramp and vacate TWY "B"/"H" fastest and safest as possible.

In the probability of the communications failure is due to the mountainous terrain, the controllers shall try to relay information trough other aircraft flying in a coverage area of the aircraft behind mountains or flying too low. Pilots shall use the same vice versus procedure to acknowledge information to the ATC.

3.13.2. Aircraft on the ground

A/C taxiing for departure: Stop, hold current position on the taxiway, expect to return to parking position, keep engines running, and wait for Follow-Me vehicle guidance or Light-Gun signal to vacate the area.

A/C lined-up for departure: Taxi down the runway, vacate at the earliest possible, then stop on the taxiway, and wait for Follow-Me vehicle guidance or Light-Gun signal. Do not enter TWY B/H without ATC clearance via radio frequency, light gun signal or Follow-me guidance.

3.14. External Jettison / Aircraft Abandonment

There are no established External Stores Jettison or Aircraft Abandonment locations for Kabul Airspace.

Controlled Jettison shall be performed in BAGRAM Radar's Airspace as instructed below: aircraft shall proceed to BGM 130/04 NM (Radial/Distance), then fly parallel to RWY heading 030 degrees and release stores in a deserted area between BGM R130/04 NM and BGM R090/04 NM.

Bagram **Controlled Bailout Area** is located on Heading 120/180 degrees, at the BGM R145/04, at 7000 feet MSL altitude (2000 feet AGL). The purpose is for the aircraft to impact the side of the Zin Ghar Mountain and pilot to land on the East Side.

If an aircraft cannot reach the above-mentioned areas, the aircraft will be asked to say his intentions and the controller will assist the aircraft to the extent possible.

3.15. VFR reporting points

See Reference D (AIP Afghanistan)

4 Ground Operations

4.1. Taxi Procedures

All aircraft shall adhere to ATC and Follow-Me/marshaller taxiing instructions.

All ISAF and military aircraft, including commercial operators deployed by ISAF TCN's, shall expect Follow-Me, or Marshaller guidance for taxi to parking to the military aprons and taxiways (APRON 1, 2, 7, 8, Helipad 1, 2, 3). TWR shall coordinate ground movement with Air Ops and instruct taxiing aircraft to hold position, for hand over, to Follow-me car.

FW/RW are not authorized to enter APRON 1, 2, 7 or 8 (for parking) without Follow-Me or Marshaller guidance.

The TWY B from intersection D to G is closed for all helicopter take-offs, landings and hovering, except Helistrip B1 and B2

Helicopter take-off and landing is permitted from all Helistrips, TWY F and from the TWY B segments D-A.

No air taxi is allowed on the TWY B between intersections D and F. Only KAIA based helicopters and those who cannot perform ground taxi, are allowed to air taxi on the main taxiway between intersections D and F.

APRON 1, 2,7 and 8 are closed for all landings, take-offs, hovering, and air taxi of helicopters, unless exempted by coordination with Air Ops.

Helicopters armed with external stores, shall be parked only on APRON 7 Facing north.

Jet aircraft, taxiing to runway 29 via taxiway F shall use caution while turning, at F intersection, in order to avoid jet blast exposure of people, vehicles and stored cargo. ATC shall be aware of Heavy jet aircraft when vacating the RWY and use caution with the jet blast for other aircraft landing or departing

Pilots should be aware that the taxiways and aprons are used for pedestrian and vehicle traffic as well and not all vehicles are under the control of the ATC tower.

Helicopter may never overfly taxiing aircraft at an altitude lower than 500`AGL

The use of taxiways and aprons by pedestrian and vehicles constitutes a larger hazard to ground operations than most other airports. In addition to applying pilot judgment and common sense, taxiing speed should be kept to maximum 15 Kts order to avoid incidents

No high power engine test is approved on aprons. If engine run higher than idle power is necessary aircrew shall request taxi to an applicable taxiway or holding point.

4.2. Passenger Drop-off / Pick-up procedures

Aircraft/helicopters for passenger drop-off/pick-up are not allowed to stay on Apron 2 and 8 (ISAF ramp) with running engines longer than 15 minutes. If the operation cannot be completed within this period of time, the aircrew shall shut down the engines. When parking time is estimated to be more than 15 minutes, the pilot shall inform ATC and park in accordance with Follow-Me instructions.

4.2.1. Vehicle and Pedestrian Traffic

Vehicles and pedestrian traffic should be permanently in radio contact with KABUL TWR, to request permission to enter and proceed.

Approved means of radio contact is ICN Ch2, Ch11 or VHF 147.825 MHz.

Ch2 is only to be used by operators who intend to contact KABUL TWR.

Ch11 will be used only by Air Ops and in case of CH2 failure it will be used as an alternate.

Pedestrians and vehicle drivers must stop at least 50 meters in front of and give way to taxiing aircraft.

The drivers of vehicles experiencing the **radio failure, shall watch** the Control Tower for **Light Gun signals** described below:

Signals					Meanings
Green	flashes				Permission to cross landing area or to move onto taxiway
Steady red					Stop
Red	flashes				Move off the landing area or taxiway and watch out for aircraft
White	flashes				Vacate maneuvering area in accordance with local instructions

Vehicles proceeding on the taxiways with an aircraft taxiing in opposite direction, must clear the taxiway (at least 50 meters before the meeting point), so that the aircraft can taxi unimpeded. Vehicles, proceeding on the taxiways behind a taxiing aircraft must maintain a safe distance (at least -75 meters) behind the aircraft.

4.2.2. Vehicle speed limits on the:

- Aprons 20 KPH
- Taxiways 40 KPH
- Runway 60 KPH

Vehicles/drivers entering the maneuvering area (Apron 3/4/5D/6/9/10 not included) without authorization shall be reported to the Flight Safety Officer (FSO). IMP will take actions against those.

Vehicle's access on the runway is strictly forbidden without an unambiguous clearance given by "TOWER", via radio or Light-gun signal. After finishing the requested work on the runway, vehicles must exit the runway using the nearest taxiway. After exiting, vehicles shall inform TWR immediately, that they vacated the runway.

Vehicles that do not have the possibility to contact TOWER by radio shall be escorted by another vehicle, able to request permission from TWR to proceed on the maneuvering area. (Follow-me, FSO, AIR OPS, other authorized vehicle)

Vehicle traffic on Taxiway B is prohibited except:

- For AUTHORIZED VEHICLES in accordance with KAIA SOP 007.

5 Air Operations

The appropriate ATC services, agencies and frequencies are published in AIP Afghanistan. ICAO rules are to be followed.

5.1. Aircraft priorities in Kabul CTR

- Aircraft in emergency
- QRF flights
- MEDEVAC, CASEVAC, EVAC, Ambulance flights
- HAJJ Pilgrimage Flights
- VIP aircraft
- Civilian and Military flights carrying passengers (over cargo flights)
- IFR over VFR and Special VFR
- Arrival traffic has priority over departing traffic
- Fixed wing aircraft have priority over rotary wing aircraft

5.2. Arriving aircraft

AIP Afghanistan (ENR 1.5.2) arriving flights procedure is to be followed. These IFR DEP/ARR procedures are available at KAIA AIS or TWR or on the MoTCA website [www.motca.gov.af/AIP/Available Instrument Approach Plates](http://www.motca.gov.af/AIP/AvailableInstrumentApproachPlates)

5.3. Departing aircraft

AIP Afghanistan (ENR 1.5.3) departing flights procedure is to be followed.

Aircrews are invited to obtain the latest ATIS information prior start up on VHF 130.150Mhz.

As there are no ICAO Flight Plans available at KAIA TWR, crews are to report following information.

- Call sign (“Heavy” if applicable);
- Aircraft type;
- Parking position;
- SQUAWK
- Destination (unspecified military missions – use “Tactical”);
- Requested en-route altitude/ flight level;
- POB (persons on board);
- Requested Departure Procedure with Bagram airspace exit point

5.4. RW A/C and Unmanned Aerial Vehicle (UAV) Ops

ALL of the UAV operations should be coordinated with ATC.

RW aircraft and UAV are allowed to operate simultaneously with FW aircraft within Kabul TMA, if at or below 500’ AGL and if clear of Standard Instrument approach and departure tracks and altitudes.

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In case UAV operations are in progress within Kabul CTR, Kabul Tower will provide aircraft with information regarding the operating area, altitudes, and times of operation. Exact position reports of UAVs should not be expected.

UAVs are allowed to operate any time, outside 5NM radius from ARP KAIA, at or below 8000 ft AMSL. If UAVs request to operate at higher altitudes a mandatory clearance must be requested from KRAPCON and coordination must be established. If UAVs request to operate within the 5NM radius of KAIA, prior permission from KABUL TWR shall be requested and coordination must be established.

ATC is expected to limit UAV operations due to flight safety reasons.

ATC shall limit or deny the clearance for any UAV operation, if RW QRF, CASEVAC, MEDEVAC, EVAC operations are in progress, in close vicinity of the UAV flight zone.

The RAPCON/ATC shall issue traffic information concerning UAV flights, to any other traffic operating in close vicinity of UAV flights, and will inform accordingly the UAV liaison officer about traffic having impact on UAV operations.

5.5. Emergency Procedures

Pilots are expected to declare emergency according to ICAO rules and advise ATC of the type of emergency, intentions of the pilot, requested assistance after landing, number of persons on board (POB), weapons, ammunition and hazardous/dangerous cargo (if any).

ATC shall relay information about any reported or suspected emergency to relevant services, via Ch2 and Ch11 (According to SOP 205), in accordance with Annex C.

ATC shall request to Weather Station a "SPECI" weather information and shall send it later on "Emergency Report" to FSO.

In case of emergency landings or take-offs, TWR shall suspend all operations any time they conflicting with emergency assisting operations and request assistance to clear the maneuvering area if needed.

RW emergency traffic will land on the active RWY.

After emergency landing or take off FSO will do a surface inspection of the landing or departing area. All aircraft operations concerning that area should be suspended until FSO declared OPERATIONS RESUMED NORMAL.

After an emergency aircraft has landed (except for MEDICAL EMERGENCY) and vacated the RWY, aircraft shall hold position on the exiting TWY (not entering B/H) and shall remain there till on scene commander terminates the emergency.

Emergency termination shall be broadcasted via ICN Ch2 and Ch11.

Only ON SCENE COMMANDER can terminate an emergency.

5.6. Apron 5 C - Ramp Heli departure & arrival procedure

APRON 5 C users' Helicopters have been authorized to arrive/ depart directly to/ from the south side of the ramp, enhancing the safety on Ramp 5 C, as well as improving the flow of taxiing traffic on the TWY B. Since the Helistrip on Ramp 5 C is outside the maneuvering

area, ATC is not responsible for separation. Landing and de-confliction on ground will be on own discretion.

- Aircrews will request and receive a clearance from ATC TWR prior to all departures and landings to Ramp 5 C
- Aircraft will still be allowed to use the TWY B or C as necessary for hover checks, maintenance test flights, link up with other traffic etc.
- All Heli's departing northbound to Bagram will be instructed to contact Bagram TWR.
- It is forbidden to overfly APRON 6 and 10.

5.7. Afghan National Army Air Corps (ANAAC) operations

5.7.1. ANAAC - TWR liaison officer duties

To pass Meteo data to ANAAC Air OPS. (ANAAC helicopter pilots are not able to receive Kabul ATIS), this procedure is to be followed – pilot is to report the ATIS code (of actual WX information received from ANAAC Air OPS). If pilot doesn't report the ATIS code (or has a wrong code) – complete Met report is to be issued by ATC

5.7.2. ANAAC local training

ANNAC local training is performed within KABUL regular Aerodrome Circuit.

Due to possible impact for traffic flow, every ANAAC training flight has to be approved by TWR Supervisor.

5.8. Additional procedures

5.8.1. Auto Rotation Training

Auto rotation trainings should be requested with 24 hours in advance through Chief Air Operations.

Auto rotation Training will normally be allowed on RWY. Patterns can be performed SOUTH or NORTH (at 750 Ft AGL).

Skid landing is not approved.

5.8.2. Flight formations

Except for Tactical Flights (landing or departing) the flight formations should be subject to prior permission request through Chief Air Operations with 24 hours notice.

After approval (or deny) for Flight Formation, Air Operations shall advise ATC TWR.

5.8.3. Low pass

Low pass shall be performed over the RWY at or above 500 ft AGL maximum speed of 250Kts. Any intended deviations of this rule, operator shall request to Chief Air Operations with 24 hours notice. Air Operations shall advise ATC TWR.

5.9. Medevac procedures

All pilots performing an inbound MEDEVAC flight shall transmit the TOTAL numbers of POB that needs assistance on Gnd. Pilots shall also transmit this information's to Air Ops (Eagle Ops Frequency – 135,85)

5.10. Diverting Jets versus Jets arriving in emergency

On arrival of Jet a/c: In case of emergency the Fire station will apply the specific emergency procedures. When Jets are arriving in diversion, ATC will inform Fire station and Air Ops Room. The fire station will take care of handling the Jet if necessary (chocks, etc.), the Follow Me will give the normal signals to park the Jet on the right location (coordinated with Air Ops Room)

5.11. Heavy Cargo and Jet blast

All pilots should be aware of the danger of blast. Local controller and Ground controller must be aware at all times of the Jet Blast effect from Heavy Cargo a/c (An 124, IL 76, C5, C17). Before asking start-up clearance the pilot must and before giving start-up clearance controller must be sure that there is no FW or RW operating behind the a/c.

5.12. Animals on the RWY procedure

When animals are reported on the maneuvering area, notify immediately to the TWR. TWR has to advice immediately: GDCC and FSO. If those animals are endangering Air Ops, operations may be suspended on TWR Supervisor's decision.

5.13. Standard Phraseology on arrivals

It is **mandatory** for all incoming a/c that they hold short of applicable TWY (B or H) upon leaving the RWY. The a/c shall contact "ground". The ATC controllers on the Local Position will advise all a/c upon vacating the RWY, to hold short of applicable TWY (B or H) and contact GND. The pilots have to acknowledge that information in order to prevent possible conflicts with taxiing FW or landing/taking-off RW.

5.14. VOR APP RWY 11 in use

When RWY 11 is in use, only one a/c can make the VOR Approach at a time. When the first aircraft is turning to final RWY 11, the second aircraft must be not closer than 20NM on final RWY 29.

5.15. SAFIRE (small arms fire) Checklist

Crews are to report all SAFIRE events during APP/DEP to the Local Controller. The Local Controller will try to obtain as much information as possible according to a checklist form. This information will be reported to Intell Office.

5.16. Helicopter Training Flights

Helicopter Training flights will be approved by ATC after evaluation of the traffic and the actual situation. The following restrictions are to be addressed:

- Normal Training flights will always follow traffic pattern SOUTH except when decided otherwise by ATC (see 5.9.1 Autorotation Training);
- Special attention must be given to GND traffic on TWYs B and H;

5.17. Releases for Helicopters

When the field is IMC, it is forbidden for RW to depart or rejoin under special VFR through points E1/E2. They must proceed for the points S/SW/N/NE for which NO RELEASE from KRAPCON is necessary. The approach corridor RWY 29 must stay free for IFR and/or Special VFR Fixed Wing traffic under KRAPCON control.

5.18. Parking for civilian a/c

Civilian Cargo a/c are only authorized on TWYs D1, D2 and E. It is forbidden to use TWY C for parking. ATC will not authorize civilian Cargo a/c (IL 76, An 124, An 12, etc.) to land if the TWY D1, D2 and E are already blocked with other cargo a/c. On incoming cargo traffic, ATC will liaise with Afghan liaison to coordinate for appropriate parking.

5.19. VVIP procedures

When VVIP will be arriving or departing from OAKB, special procedures can be applicable. All users of OAKB will possibly encounter some delays.

5.20. HOT CARGO

Hot cargo will be parked on apron 7 or TWY C (1.1)

5.21. RWY CHANGE

When the TWR supervisor decides to change the RWY in use, TWR shall advise: Fire department, FSO, AirOps, Bagram APP, Kabul APP and ACC.

ABBREVIATIONS

ACA	Airspace Control Authority
ACC	Area Control Center
AFG	Afghanistan
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AMCC	Allied Movement Co-ordination Center
AMSL	Above Mean Sea Level
AOR	Area of Responsibility
ASCC	Airspace Co-ordination Center
ATC	Air Traffic Control
CASEVAC	Casualty Evacuation
CATO	Combined Air Terminal Operations
CFACC	Combined Forces Air Component Commander
CJTf	Combined Joint Task Force
COM	Commander
CTR	Control Zone
DCOM	Deputy Commander
EOD	Explosive Ordnance Disposal
ETA	Estimated Time of Arrival
EVEC	Evacuation
FIC	Flight Information Center
FIR	Flight Information Region
FSO	Flight Safety Officer
FW	Fixed Wing
HQ	Headquarter
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ISAF	International Security Assistance Force
JC	Joint Commission
JOC	Joint Operations Center
GIRoA	Government of the Islamic Republic of Afghanistan
KAIA	Kabul International Airport
LOA	Letter of Agreement
LOP	Local Operating Procedures
MEDEVAC	Medical Evacuation
MoTCA	Ministry of Transport and Civil Aviation
MOU	Memorandum of Understanding
MMR	Minimum Military Requirements
MSL	Mean Sea Level
MTA	Military Technical Agreement
NGA	National Geonautical-Intelligence Agency
NOTAM	Notice to Airmen
OPS	Operations
PIC	Pilot In Command
PIREP	Pilot Report
POB	Persons On Board
PPR	Prior Permission Required
RAMCC	Regional Air Movement Co-ordination Center
ROE	Rules of Engagement

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ROZ	Restricted Over flight Zone
RW	Rotary Wing
RWY	Runway
QNH	Altimeter setting
QRF	Quick Reaction Forces
SVFR	Special Visual Flight Rules
TA	Terminal Area
TCN	Troop Contributing Nation
TWY	Taxiway
UAV	Unmanned Aerial Vehicle
UTC	Co-coordinated Universal Time
UXO	Unexploded Ordnance
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VIP	Very Important Person

CONTACTS

MILITARY/ISAF

Regional Air Movement Coordination Center (RAMCC)

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

The RAMCC now has a phone voice menu to make it easier to contact military airfields for PPR approvals and changes. To call a military airfield in Iraq or Afghanistan:

Call commercial 974-458-9555. You will hear "You have reached Al Udeid Airbase, at the tone, please enter the 7 digit extension of the party you wish to reach or 0." You will hear a dial tone. At the dial tone, enter: 436-9999. You will hear "Welcome to the RAMCC menu. For locations in Iraq, press 1. For locations in Afghanistan, press 2. If you need assistance, please stay on the line".

For Afghan airfields, press 2 and you will get the following menu:

Bagram

Kandahar

Kabul (non-operational --- call 093-7951-3903 directly or 049-6591-10424-2000)

RAMCC Afghanistan

RAMCC Afghanistan Contact Information:

Website World Wide Web: <http://ramcc.dtic.mil/>

Coalition Coordination Center

HQ CENTCOM, MacDill AFB, Florida:

DSN Phone:(312) 651-1152/1624

DSN Phone: (after hours)(312) 651-4189

Commercial Phone: +1 (813) 827-1152/1624

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

Air Mobility Division (AMD)

DSN Phone:(318) 436 - 4127/4422

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

Allied Movement Coordination Center (AMCC) Eindhoven/NL

COMM: +31 40 289 8908 / 8909

FAX: +31 40 289 8930

IVSN: 499 - 8908 / 8909

E-MAIL: <mailto:amcceindhoven1@vlbehv.af.dnet.mindef.nl>

CRONOS: AMCC OPS

KAIA Air Operations Room

IVSN: 60688 - 3903/ 3902/ 3148

IVSN STU: 3900

Commercial: +0799513903

Email: ISAFKAIAAIROPSNU@APOD-KAIA.ISAF.NATO.INT

CIVILIAN

Ministry of Transportation (MoTCA)

Minister of Transport: HE Hamidullah Farooqi

Commercial Phone: (0093) 020 210 10 30

Technical Deputy Minister: Eng. Raz Mohammad Alami

Commercial Phone: (0093) 020 210 10 31

Mobile Phone: (0093) 07028862

President Civil Aviation Operations: A.Q. Basharyar

Commercial Phone: (0093) 020 210 10 34

Mobile Phone: (0093) 070292130

Technical President of Civil Aviation: Mr. S.K. Zewari

Commercial Phone: (0093) 079 30 2233

Commercial FAX: 00873 762523846

AFTN Address: OAKBYAYX

Civil Airport Authorities

President of Kabul International Airport: Dr. Yaqoob Rassuli

Mobile Phone: (0093) 0799323013

Deputy President Technical of Kabul International Airport: Mr K.E. Seddiqi

Mobile Phone: (0093) 0799314359

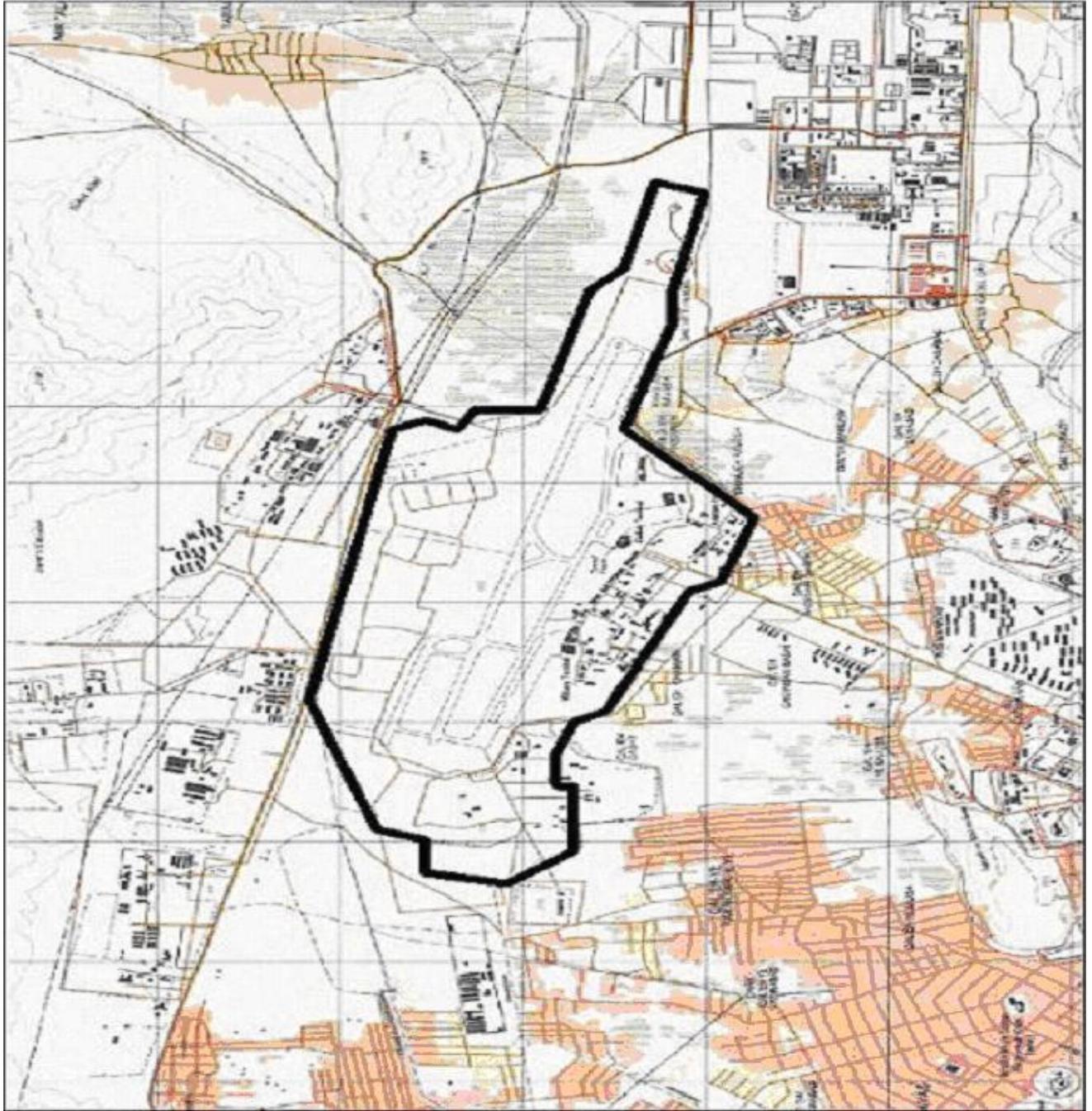
Kabul ACC

TEL: (873) 761 - 336 - 373 (Inmarsat short code not changed)

FAX: (873) 761 - 336 - 375

Aeronautical Fixed Telecommunications Network (AFTN) Address: OAKBZQYX

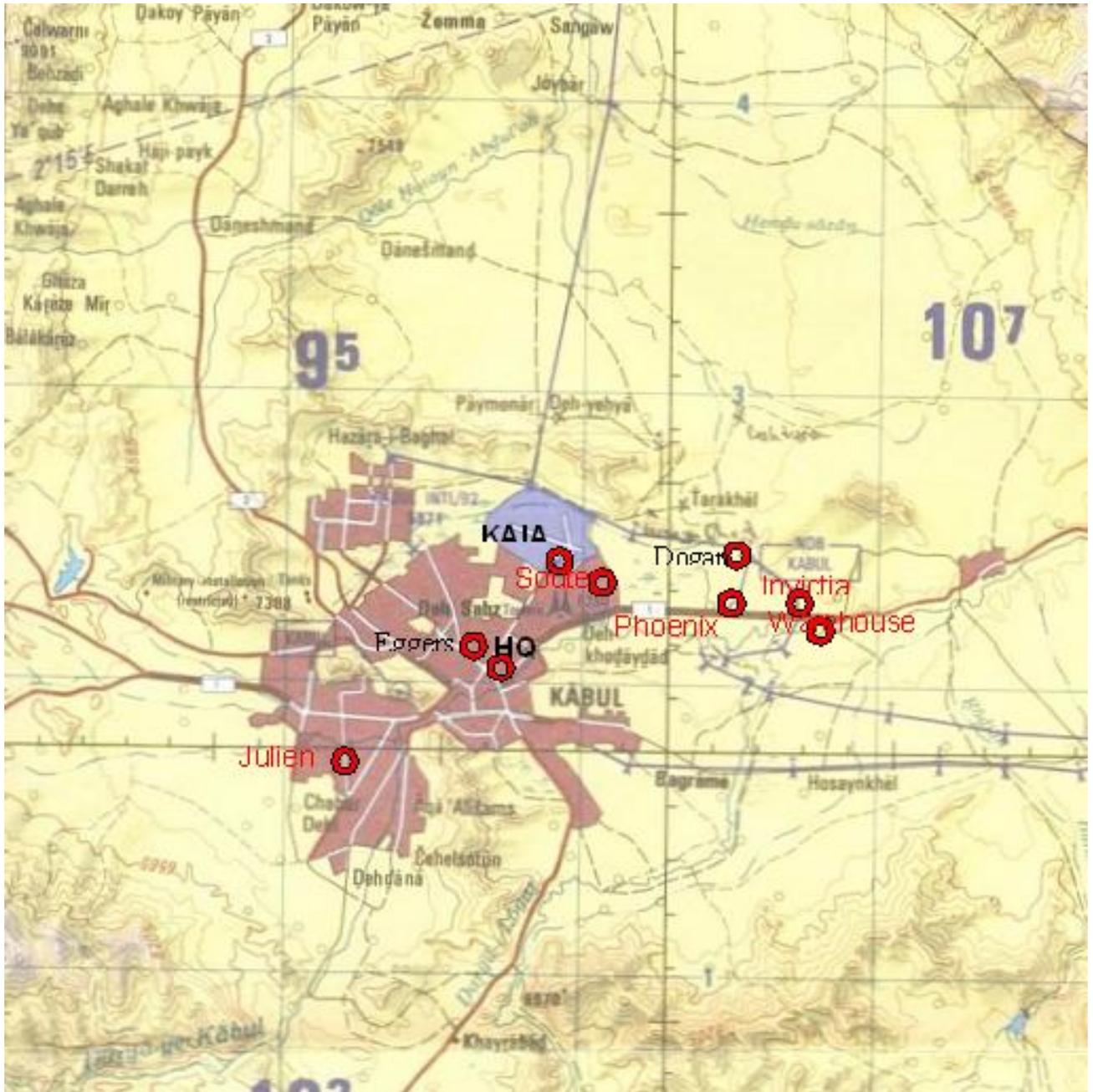
Annex A



ISAF Area of Responsibility (AOR)

Annex B

Military camps in Kabul area. Overflying strictly prohibited.



Annex C

**ALL STATIONS, ALL STATIONS, ALL STATIONS
THIS IS TOWER, MINIMIZE RADIO TRANSMISSIONS
EMERGENCY, EMERGENCY, EMERGENCY**

TYPE OF AIRCRAFT:

TYPE OF EMERGENCY:

POB:

ETA:

RWY/POSITION (on crash map):

FUEL REMAINING (if possible in LBS, gallon, kg or litres):

HAZARD MATERIALS:

WIND: (Direction and intensity)

REMARKS:

CHECK IF

Fire Brigade	<input type="checkbox"/>
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AirOps	<input type="checkbox"/>
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FSO	<input type="checkbox"/>
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GDCC	<input type="checkbox"/>
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RECEIVED
