



# AFGHANISTAN



## ISO Country Code – AF

Verification Date: 23-October-2014

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Designated Authorities  
Aeronautical Information Service (AIS)  
Afghanistan Embassy to the United States  
United States Embassy to Afghanistan

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### Designated Authorities

#### Civil Aviation

The Combined Forces Air Component Commander (CFACC):  
Combined Air and Space Operations Centre  
AFFOR A3  
Airspace and Airfield Operations Division  
ATTN: Afghanistan AIP  
APO AE 09309  
United States

Email: [AFGHANAIP@auab.centaf.af.mil](mailto:AFGHANAIP@auab.centaf.af.mil)

Director General Civil Aviation Authority:  
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President Civil Aviation Operations:  
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Technical President of Civil Aviation:  
Mr. Shakir Popal  
Commercial Phone: +93 (0) 20 231 19 62

Email: [engpopal@yahoo.com](mailto:engpopal@yahoo.com)

### Aeronautical Information Service (AIS)

<http://www.motca.gov.af/>

#### International NOTAM Offices

<https://www.notams.faa.gov/dinsQueryWeb/>: or

<http://www.baseops.de/>

### Embassy to the United States from Afghanistan

<http://www.embassyofafghanistan.org/>

## United States Embassy to Afghanistan

<http://kabul.usembassy.gov/>

### Flight Information

The accuracy and currency of information contained in this guide is uncertain due to the difficulty in obtaining the information and the rapidly changing environment. Aviators should always check with a country's aviation authority or a local aviation handler to determine any specific aircraft airworthiness/equipment and crew/passenger entry requirements.

### Airports of Entry

<a href="#">OAIX</a>	<a href="#">Bagram</a>
<a href="#">OAZI</a>	<a href="#">Bastion Airfield</a>
<a href="#">OAHR</a>	<a href="#">Herat</a>
<a href="#">OAKB</a>	<a href="#">Kabul International</a>
<a href="#">OAKN</a>	<a href="#">Kandahar</a>

Note; for civilian aircraft, an approved PPR (if required), in conjunction with CAA approval and the submission of a flight plan, constitutes authorization to enter the Kabul FIR and fly to the requested airport. All of the above airfields require PPRs (Prior Permission Required)

NOTE: Changes to PPR procedures may be specified in NOTAM.

PPR times are not ATC flow times. They are based on ground handling capability only. Issuance of a PPR does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. A PPR is valid for +/- 30 minutes from scheduled time. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departure times and be prepared for minimum ground times. Aircrews need to consider adequate fuel for potential ground/air delays due to unforeseen events.

Movement Request Forms (MRF) and PPR request forms may be obtained from:  
<http://www.aaaa.gov.af/en/page/civil-aviation-authority/aip---important-information>

### Entry/Exit Requirements

Entry and exit requirements are for aircraft departing the United States non-stop to country of destination. These requirements do not include any technical stops. Please refer to **Technical Stop** section in **Additional Information** for the country at which the technical stop will be made.

Entry and Exit documentation forms vary from country to country. In general, however, ICAO member countries will accept the following standard ICAO Annex 9 Entry/Exit documents:

- General Declaration
- Passenger Manifest
- Cargo Manifest
- Embarkation/Disembarkation Card
- Certificate of Residual Disinsection

Examples of these documents can be found at [/IFIM Home>General Information>International Flying Overview> ICAO Annex 9 Entry/Exit Documents](#). The acceptance of these ICAO documents must be confirmed by the appropriate AIS.

Prior to departure pilots must ensure they are complying with and meet the entry requirements for the destination country.

All aircraft, except those civilian aircraft flying an ISAF/Coalition Forces contracted mission (and using an ISAF/ Coalition assigned call sign), require CAA approval to land at or depart from an Afghan aerodrome. CAA approval can be gained by submitting requests at least 24 hours in advance (in order of preference), via the AFTN line OAKBYAYX or e-mail [oakbais6@gmail.com](mailto:oakbais6@gmail.com) (24/7) / or [cao@acaa.gov.af](mailto:cao@acaa.gov.af) (working hrs). Replies from CAA will be sent via AFTN. Once in receipt of a CAA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with closest ATC agency.

CAA hours of operation are:

April to October:

0300-1130 UTC (0730 – 1600 local) Saturday to Wednesday;  
Closed Thursday and Friday.

October to April:

0400-1100 UTC (0830 – 1530 local) Saturday to Wednesday;  
Closed Thursday and Friday.

Requests will only be processed during business hours.

In order to operate in Afghanistan with a *civilian call sign*, they must have Air Operators Certificate or Foreign Operators Certificate and are subject to taxation, registration, licensing, customs, immigration, landing fees etc.

All operators are advised there is an increased risk of hostile, non-military actions against aircraft and should be aware of on-going military operations in Afghanistan. Compliance with AIP procedures is mandatory. Safety of aircraft operating in the Kabul FIR requires strict adherence to AIP procedures. Operators should review NOTAMs regularly, using their appropriate systems and methods, for any changes that may affect the information contained in this document and make their own risk assessment based on all available information. Due to potential delays in transferring military NOTAM information into international NOTAM database, all operators are advised to also review NOTAMs on the Defense Internet NOTAM site (DINS) available at: <https://www.notams.faa.gov/dinsQueryWeb/> or <http://www.baseops.de>.

### **Entry Requirements (Departing the U.S.)**

- File an [eAPIS](#) manifest outbound (recommend inbound at this time, too)
- File and activate international flight plan
- Land at a designated airport of entry (AOE) – customs and immigration

The following entry documents are required:

#### *Passengers –*

- Incoming passengers are required to complete a customs declaration
- [Visas](#) are required for some travelers for entry

*Crew – Same as passengers*

*Note:* Other requirements may be applicable in lieu of those stated. Contact appropriate AIS for further clarification prior to flight

*Aircraft* – Due to the difficulty in obtaining the information and the rapidly changing environment aviators should always check with a country's aviation authority or a local aviation handler to determine any specific aircraft entry requirements.

### **Exit Requirements (Departing Afghanistan)**

- ➔ Depart from an AOE
- ➔ File [eAPIS](#) manifest if inbound to the U.S.
- ➔ File an international flight plan
- ➔ Call U.S. Customs at filed U.S. airport of entry
- ➔ Exit visas are required for some travelers

No departure formalities are required upon departure for embarking crews or passengers. Visas are required for some travelers to exit.

## **Additional Flight Information**

### **Aircraft Instruments and Equipment**

U.S. airworthiness and certification requirements may not meet other country requirements. It is the responsibility of the pilot to determine if the aircraft meets those requirements.

Commercial air transport aircraft operating in Afghanistan must adhere to the provisions of ICAO Annex 6 – Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplanes, Chapter 6 (Aeroplanes Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment)

All civil and State overflight ACFT operating within the Kabul FIR must be approved by the State of the operator or the State of Registry for Required Navigation Performance 10 (RNP-10). All ACFT operating RNP-10 in Afghanistan airspace shall have at least dual carriage of navigation systems of integrity such that the navigation system does not provide misleading information. Additionally, all ACFT shall meet a lateral track keeping accuracy equal to or better than  $\pm 10$  NM for 95% of the flight time in RNP-10 airspace and ACFT shall meet longitudinal track positioning accuracy of  $\pm 10$  NM for 95% of the flight time in RNP-10 airspace. ACFT unable to meet the minimum navigational requirements for RNP-10 are not permitted to operate IFR within the Kabul FIR.

ICAO Documents can be purchased from ICAO at: <http://store1.icao.int/>

The items listed below are for the pilot's reference to determine if the aircraft meets the minimum instrument and equipment requirements of the destination country. Additional equipment may be required to comply with the airspace navigation requirements.

Specific country requirements are unknown, other than

- ➔ Mode C transponder
- ➔ TCAS at or above FL240

### **RVSM**

All ACFT operating between FL290-FL410 are to be RVSM approved unless specific dispensation has been authorized by Kabul Area Control Centre.

[Domestic and International RVSM](#) guidance is provided on the IFIM Home Page. Click on the **Air Traffic** tab and select **Separation Standards** from the drop down list.

### **Technical Stop**

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 through-out the AIP.

### **Overflight**

For over flights, all ACFT require CAA approval. CAA approval will be gained through the same means as arrivals and departures outlined above in Airports of Entry

For over flights, all aircraft require MoTCA approval. All aircraft operating within the Kabul FIR must be familiar with ENR 1.8 Regional Supplementary Procedures. (Refer to free on-line AIP)

### **Non-scheduled Flights (Charters)**

The Military Technical Agreement (MTA) exempts contracted ACFT in support of NATO/ISAF from taxation, registration, licensing, customs and landing fee requirements. All ISAF contractors using ISAF callsigns are considered under MTA and exempt from taxation, registration, licensing, customs and landing fee requirements. Any ISAF contractor using civilian callsigns must follow Afghanistan Civil Air Regulations. In order to operate in Afghanistan with a civilian callsign, they must have AOC or FOC and are subject to taxation, registration, licensing, customs, immigration, landing fees etc.

### **Private Flights**

In order to operate aircraft in Afghanistan with a civilian call sign, they must have Air Operators Certificate or Foreign Operators Certificate and are subject to taxation, registration, licensing, customs, immigration, landing fees etc.

### **Float Planes**

The IFIM Staff is not aware of any Float Plane requirements or restrictions.

### **Light Sport Aircraft**

The IFIM Staff is not aware of any Light Sport Aircraft requirements or restrictions.

### **Fees**

Information concerning Aerodrome landing and parking fees may be obtained from: <http://acaa.gov.af>.

Aircraft will be charged \$400.00 for overflights.

### **Fuel**

Fuel availability and types are limited. Prior approval may be required.

## Night VFR

The IFIM Staff is not aware of any Night VFR requirements or restrictions.

## Aeronautical Charts

Aeronautical charts are not available at this time.

## Prohibitions, Restrictions and Notices

Prohibitions, Restrictions and Notices may be found on the IFIM main page under General Information. Click [HERE](#) to open.

## Country Specific Travel Information

### Public Health Requirements

*Aircraft* – Quarantine Considerations - as a preventive measure against foot and mouth disease, the floor and wheels of aircraft leaving Afghanistan should be cleaned prior to departure.

Please refer to the DOT website below for any current requirements.

DOT: [Aircraft Disinsection Requirements](#)

*Passengers* – Please refer to the Center for Disease Control and the World Health Organization websites below for any current requirements.

CDC: <http://wwwnc.cdc.gov/travel/destinations/afghanistan.aspx>

<http://wwwnc.cdc.gov/travel/content/vaccinations.aspx>

WHO: <http://www.who.int/countries/en/>

### Public Holidays 2014

Roze-Maulud (Birth of the Prophet)	14 January
Liberation Day	15 February
Navruz (Persian New Year)	21 Mar
Farmer's Day	22 Mar
Enqelab-E-Islam	28 April
Ramadan (commences)	09 July
Independence Day	19 August
Eid al Fitr (End of Ramadan)	08-10 August
Eid al-Adha (Feast of Sacrifice)	14-17 October
Ashura	14 November

While every effort has been made to present an accurate list of 2014 holidays for Afghanistan, no responsibility is accepted for any error or omission in the data presented above. Muslim festivals are timed according to local sightings of various phases of the moon and the dates given above are approximations.

During the lunar month of Ramadan, that precedes Eid al-Fitr, Muslims fast during the day and feast at night and normal business patterns may be interrupted. Some disruption may continue into Eid al-Fitr itself. Eid al-Fitr and Eid al-Adha may last up to several days, depending on the region. Before using any of these dates for planning purposes they should be verified with CAA.

## **Pets**

The IFIM Staff is not aware of any pet requirements or restrictions.

## **Additional Links**

CIA World Factbook:

<https://www.cia.gov/library/publications/the-world-factbook/geos/af.html>

## **Aeronautical Information Publication AIP**

<http://acaa.gov.af/en>