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## PAKISTAN

HQ. CIVIL AVIATION AUTHORITY  
AERONAUTICAL INFORMATION SERVICE (AIS)  
JINNAH INTERNATIONAL AIRPORT, TERMINAL-1,  
KARACHI - 75200

### NOTAM CLASS-II

**21/90**

01<sup>ST</sup> OCTOBER 1990

**EFFECTIVE DATE:**

**21/90**

### **KARACHI FIR - NAVIGATIONAL WARNING**

*(Replaces NOTAM Class One 427/90)*

1. With effect from 04<sup>th</sup> September, 1990.
2. The Australian Civil Aviation Authority has requested that the following information be disseminated :
  - (a) Australian Naval Forces will be operating north of 20 degree north latitude in the area of the Arabian Sea, Gulf of Oman, Strait of Hormuz and the Gulf West of the Strait of Hormuz to enforce sanctions in accordance with UNSCR 665. The timely and accurate identification of aircraft in this area is essential to preclude the inadvertent use of military force against Civilian Aircraft. Australian Naval Forces in the aforementioned area are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (Fixed-Wing or Helicopter) or aircraft whose intentions are unclear.
  - (b) To better enable Australian military forces to identify aircraft, All aircraft flying within or entering this area should maintain a continuous listening watch on one or both International Emergency Frequencies (VHF 121.5 and or UHF 243.0 MHz) Aircraft equipped with a Civil Weather-Avoidance radar and / or an operational Civil Type radar transponder should operate both continuously when transiting this area. Unidentified aircraft and those whose intentions are unclear to Australian Naval Forces will be contacted using the English language on VHF 121.5 and / or UHF 243.0 MHz and requested to identify themselves and to state their intentions. Such contacts may originate from naval surface and / or airborne units. Australian Radio Communication will use standard phraseology to request the Aircraft's flight information's, as available, to include Heading, Flight level or Altitude, SSR/IFF Squawk, Geographical coordinates and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received and provide the information requested.
  - (c) In the event the aircraft in question remains unidentified and / or is deemed to pose a threat to Australian Naval Forces an emergency situation exists. The pilots must be prepared to exercise his emergency authority to deviate from ATC Clearance, comply with recommended heading and / or altitude changes provided by Australian Naval Forces and notify the appropriate ATC Facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to Radio Transmission or to respond to or comply with the advice given may place the aircraft at risk. Aircraft transiting the areas mentioned above may minimize their exposure to the advisory procedure

by maintaining an altitude above FL250 by avoiding Off-Airways routing, by executing all climbs and descents within National Airspace and by avoiding abrupt and unusual changes of heading and / or altitude which may be construed as inconsistent with normal Civil Aircraft Flight patterns. Illumination of an Australian naval unit with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action.

- (d) This information is being provided solely to advise that measures in self defense are being exercised by Australian Naval Forces in the region. The measures will be implemented in a manner that does not unduly interfere with the right or over flight in International Airspace.

- *END* -