



PHONE : (9221) 9248121  
EXT-7329 / 7349 & 9248119  
TELEX : 29336 CAA PK  
FAX : (9221) 924 8758  
TELEGRAPHIC ADDRESS:  
**CIVILDROME**  
AFTN : **OPKCYOYX**  
E-MAIL:  
aisophq@caapakistan.com.pk

## PAKISTAN

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

**NOTAM CLASS-II**  
**24/91**  
01<sup>ST</sup> MAY 1991

**EFFECTIVE DATE:**

**ALL TIMES UTC**

**24/91**

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

*(Replaces NOTAM Class One 204/91)*

The United State has requested that the following information be disseminated:-

#### **QUOTE :-**

1. While a ceasefire is now in effect, United Nations Security Council Resolution 687/1991 / Maintains the maritime interception operations with respect to IRAQ. Hostilities in the airspace over IRAQ, KUWAIT, the Arabian Peninsula and adjacent waters have now terminated, and the danger to Civil Aircraft Operating in the area has lessened accordingly. Under terms of the ceasefire, Coalition Military Units will continue to operate in the region. All aircraft operators are reminded to fully and strictly comply with all NOTAMs concerning aircraft identification procedures in use by these Coalition Forces.

2. United States Forces will continue to use the same procedures for identifying Civil Aircraft as published in previous NOTAMs. These procedures and the areas in which they apply are repeated for your information as follows :-

- a. Coalition Military Forces are operating north of 20 degrees north latitude in the area of the Arabian Sea, Gulf of OMAN, Straits of Hormuz, and the Persian Gulf. Coalition Forces are further operating north of 22 degrees north latitude in the area of the Red Sea. The timely and accurate identification of aircraft in these areas is essential to preclude the inadvertent use of Military Force against civilian aircraft. The U.S. has stated that its Military Forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by Un-identified Aircraft/Fixed wing or helicopter/or aircraft whose intentions are unclear.
- b. To better enable U. S. Military Forces to identify aircraft, all aircraft flying within or entering these areas 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 civil weather - avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

Unidentified aircraft and those whose intentions are unclear to U. S. Military 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 Military Surface and/or airborne units. U. S. Radio Communications will use standard phraseology and will specify the Aircrafts Flight Information, as

available, to include heading, flight level or altitude, SSR / IFF Squawk, Geographical 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 U. S. Military Forces, and emergency situation exists. The Pilot must be prepared to exercise his emergency authority to deviate from ATC Clearance, comply with recommended heading and or altitude changes provided by U. S. Military Forces and notify the appropriate ATC Facility of the deviation and the need for an amended clearance.
- d. Flight crews are further advised that failure to respond to radio transmissions 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.
- e. Illumination of U. S. Military Forces with a weapons type Fire Control Radar will be viewed with suspicion and could result in an immediate Military Defensive Action. This information is being provided to warn that measures in self defence are being exercised by United States Forces; Regional, Allied Forces. The measures will be implemented in a manner that does not unduly interfere with the right of over flight in international airspaces.

- *END* -