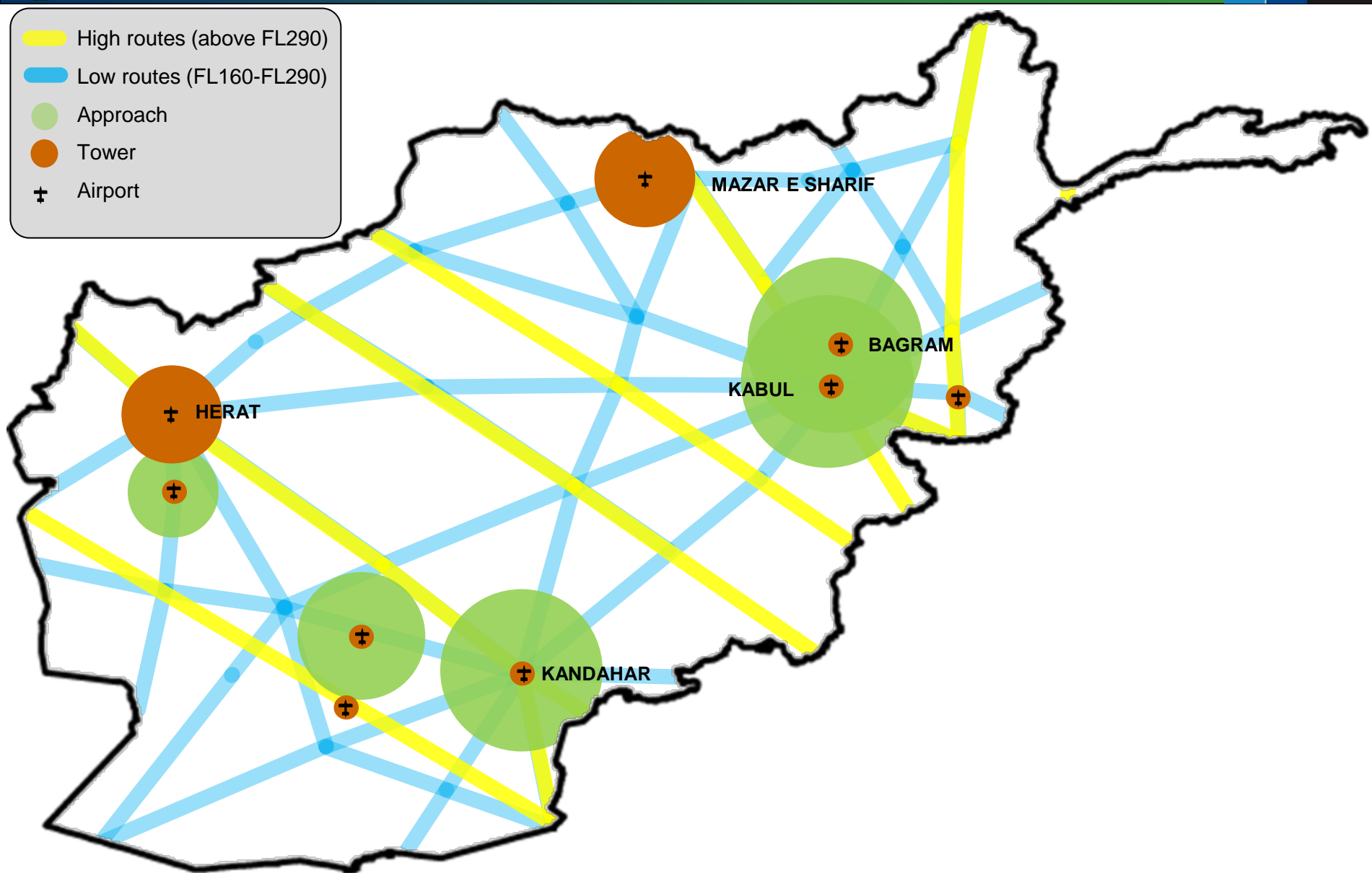




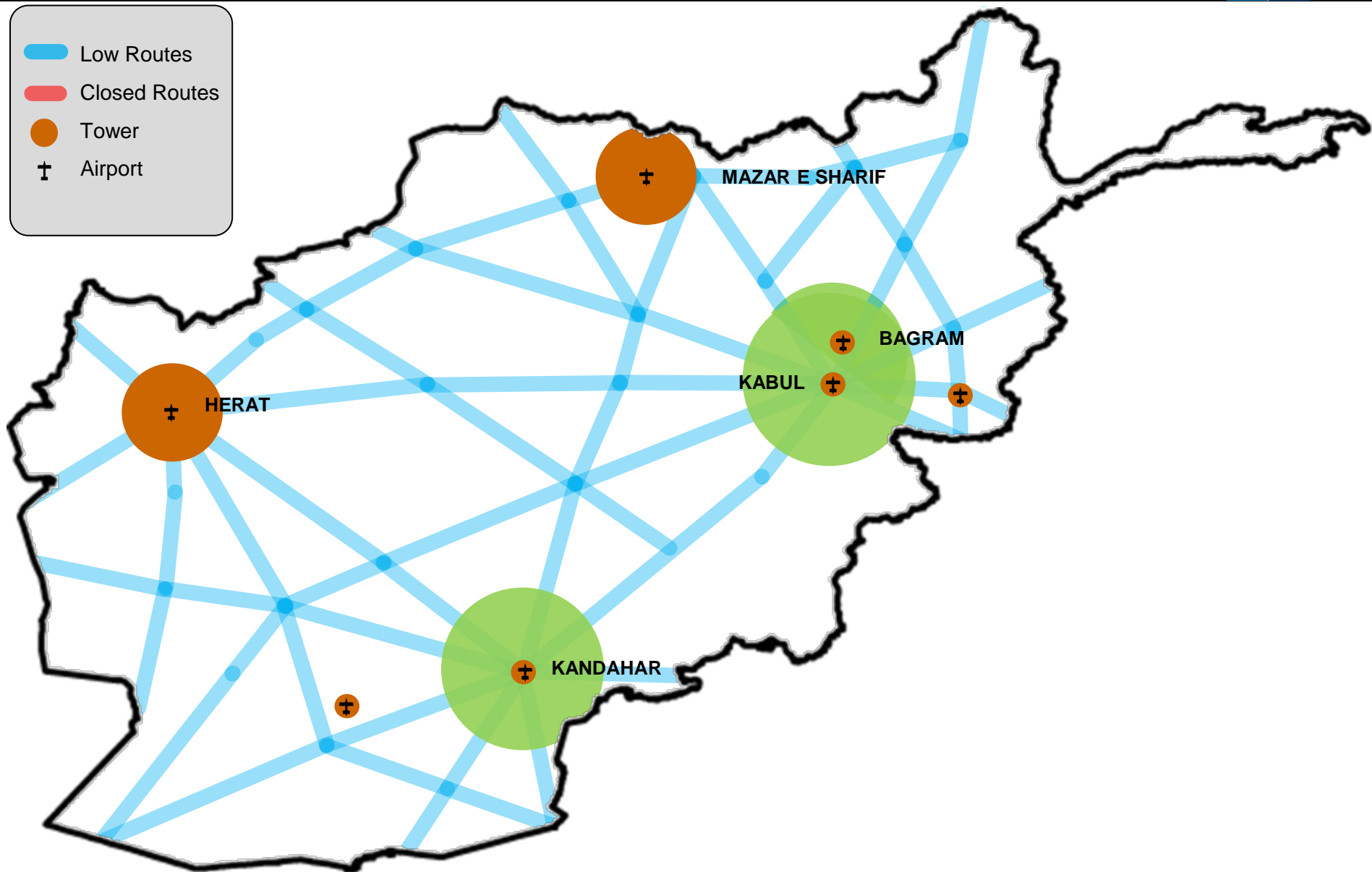


AFG Airway Offset Contingency Plan

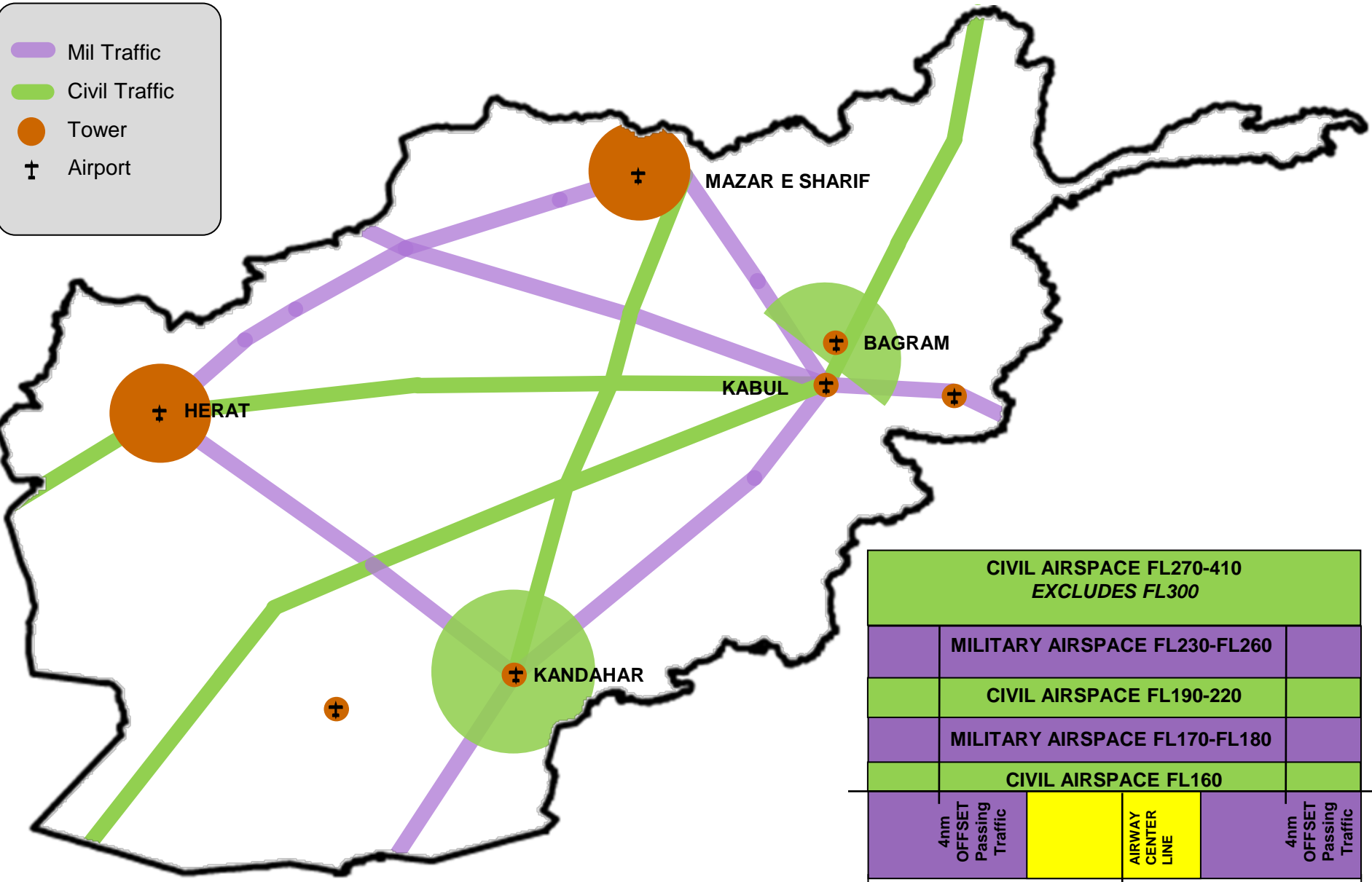
- **Lateral mitigation procedures**
 - Limit civil aircraft to few north/south and east/west routes (4)
 - Limit military traffic to minimum routes to execute Resolute Support (7)
 - Military aircraft offset centerline 2NM
 - Close remainder of air routes for deconfliction with combat aircraft
- **Altitude mitigation procedures**
 - Civil aircraft fly on civil reserved blocks on civil routes
 - Military aircraft fly in military reserved blocks on military routes
 - Hemispheric Altitudes inside reserved blocks for direction of flight
- **Time mitigation procedures**
 - Civil aircraft FIR entry based on existing ATC LOA procedures (50 NM)
- **Control mitigation procedures**
 - Climb/descent in controlled airspace or in let down/up areas IVO Herat/MeS
 - Military ATC controls aircraft w/in radar approach control (BAF/KAF), nonradar approach control (Herat/MeS) and tower (above plus KAIA/Jbad)
 - **Kabul Approach Control not funded**



-  Low Routes
-  Closed Routes
-  Tower
-  Airport

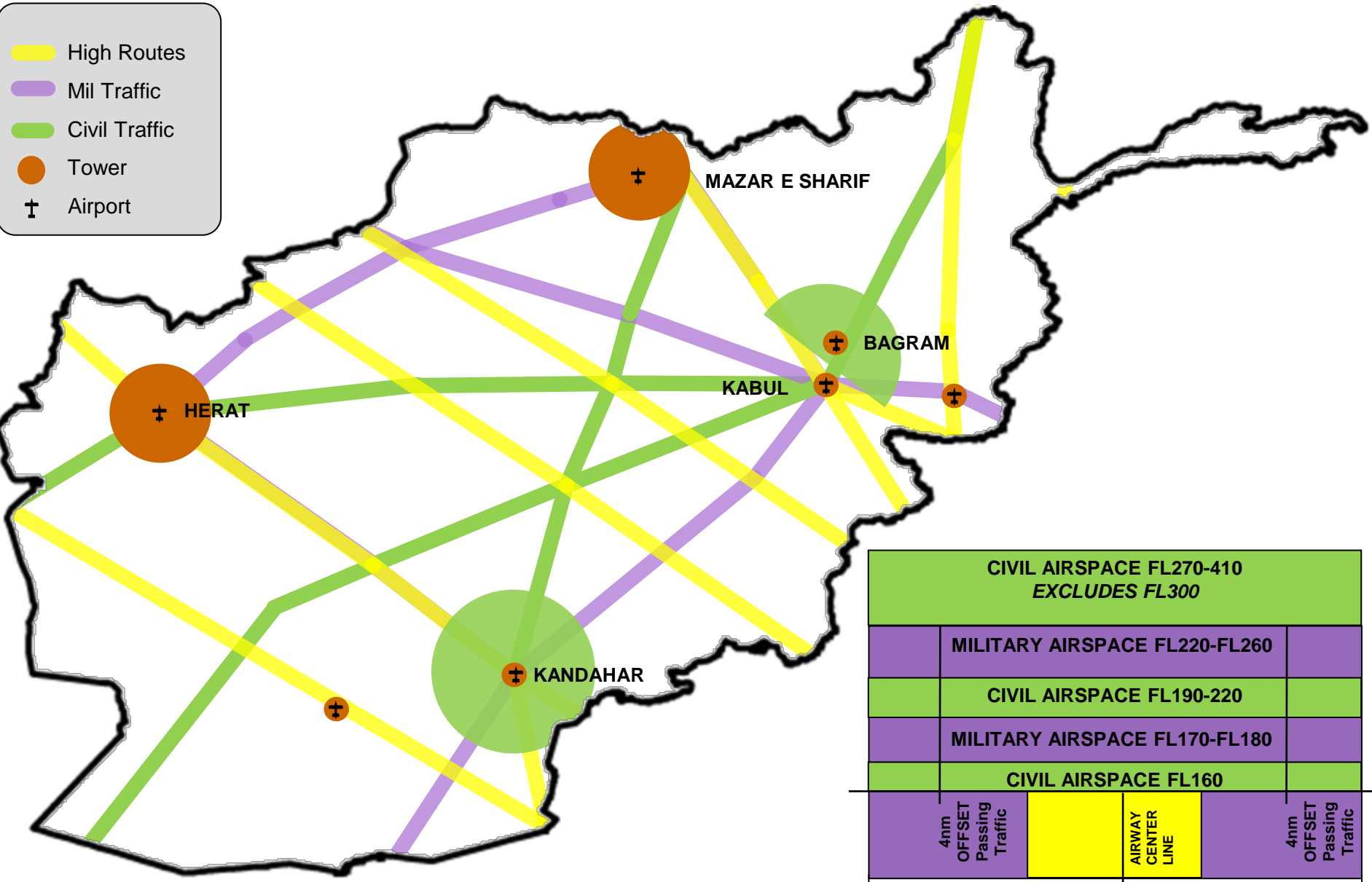


- Mil Traffic
- Civil Traffic
- Tower
- ✈ Airport



CIVIL AIRSPACE FL270-410 <i>EXCLUDES FL300</i>			
MILITARY AIRSPACE FL230-FL260			
CIVIL AIRSPACE FL190-220			
MILITARY AIRSPACE FL170-FL180			
CIVIL AIRSPACE FL160			
4nm OFFSET Passing Traffic		AIRWAY CENTER LINE	4nm OFFSET Passing Traffic
4 NM	2 NM	2 NM	4 NM

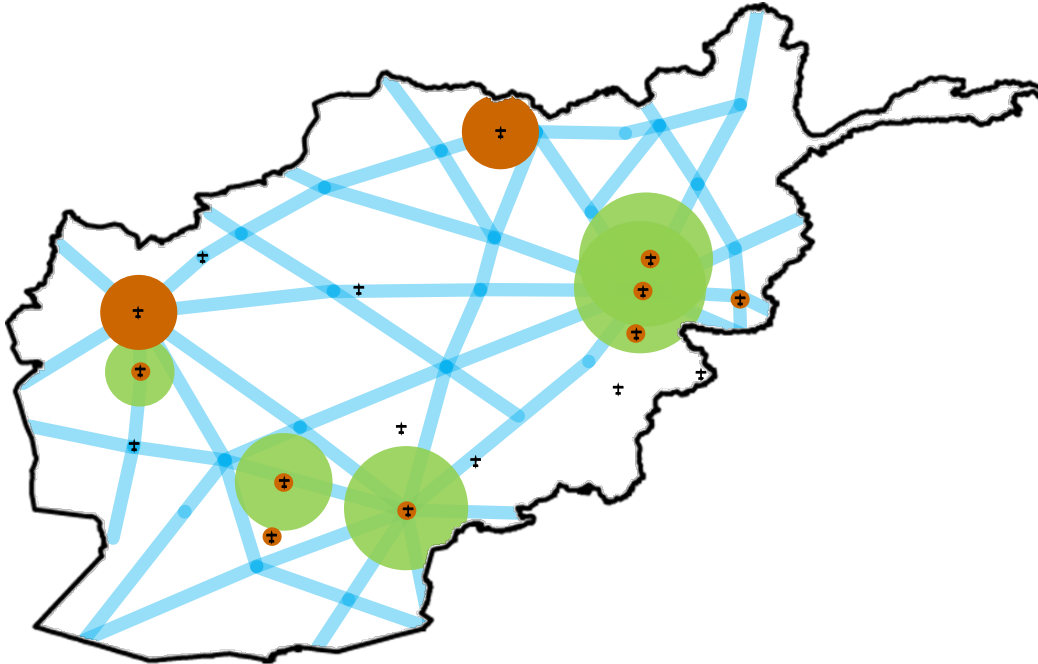
- High Routes
- Mil Traffic
- Civil Traffic
- Tower
- † Airport



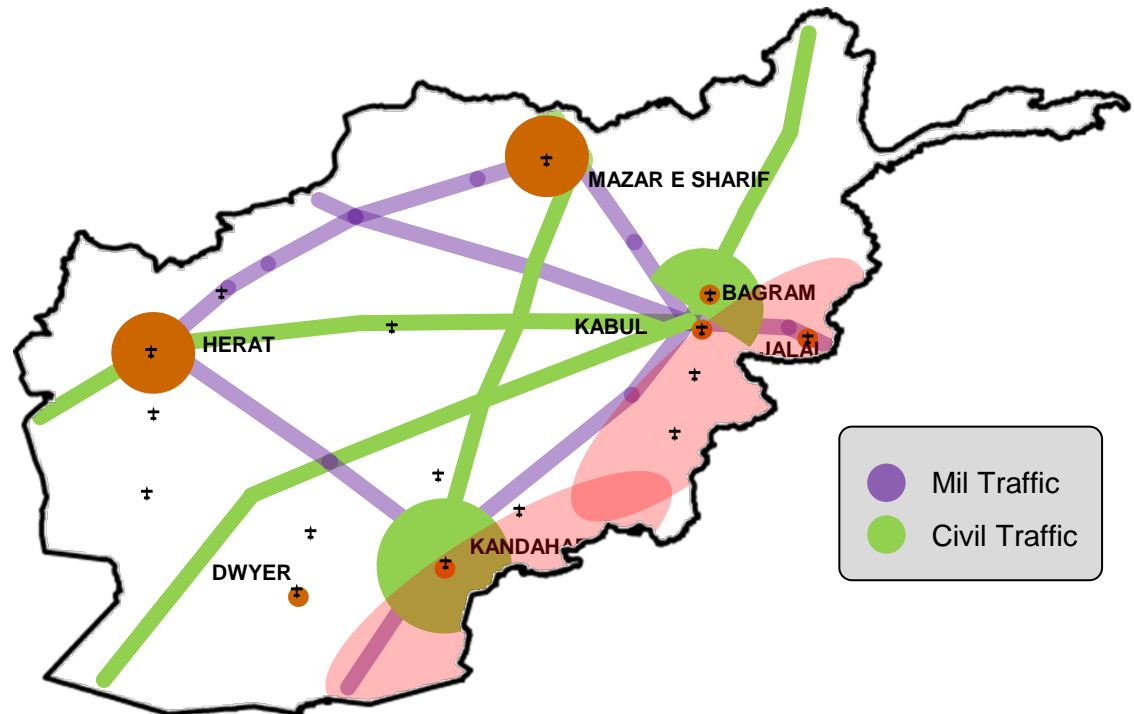
CIVIL AIRSPACE FL270-410 <i>EXCLUDES FL300</i>			
MILITARY AIRSPACE FL220-FL260			
CIVIL AIRSPACE FL190-220			
MILITARY AIRSPACE FL170-FL180			
CIVIL AIRSPACE FL160			
4nm OFFSET Passing Traffic		AIRWAY CENTER LINE	4nm OFFSET Passing Traffic
4 NM	2 NM	2 NM	4 NM

Controlled Airspace 2014 (Low)

- Low airways
- Approach control
- Tower



- Low routes procedural deconfliction 2015:**
- Closed routes in the south and east
 - Civil must use civil altitudes on all routes
 - Military must use mil altitudes on all routes
 - Military aircraft will offset centerline 2NM



- Mil Traffic
- Civil Traffic

- **Enemy dictates airspace requirements → airspace control measures in the vicinity of open airways → requires both military and civilian pilots to “see and avoid” at all times**
- **RPAs cannot “see and avoid”**
- **Uncertainty to what extent civilian aircraft will adhere to published procedures**
- **Lack of approach control services at KAIA. (one of the busiest airports with multiple terrain issues)**

