

# STATE OF KUWAIT

TEL : (965) 2 476 25 31  
TELFAX: (965) 2 476 55 12  
TELEX : 31945 CIVAIR KT  
AFS : OKNOYOYX  
OKNOYNYX

DIRECTORATE GENERAL OF CIVIL AVIATION  
AERONAUTICAL INFORMATION SERVICE (AIS)  
KUWAIT INTERNATIONAL AIRPORT

P.O.BOX 17 SAFAT 13001-KUWAIT

AIP  
SUPPLEMENT  
NR 06/03  
DATE: 30 JULY 2003

EMAIL: aip@dgca.gov.kw.

**CANCELLED NOTAM A0131/03**

## Enroute (Navigation Warning)

**06/03** Advisory for the Middle East and the eastern Mediterranean this notice is effective immediately until further notice.

- A. U.S and allied military units (coalition military forces ) may operate throughout the Middle East And the Airspace Above The Eastern Mediterranean Sea , Red Sea , Gulf of Aden , Arabian Sea , Gulf of Oman , and the Arabian Gulf.  
The timely and accurate identification of civil aircraft in these areas is critical to avoid the inadvertent use of force against civil aircraft. Coalition military forces are prepared to exercise self – defense measures, as may be necessary, to ensure their safety in the event they are approached by unidentified aircraft (Fixed – Wing, or Helicopter).
- B. In addition, the territorial airspace of Iraq is closed to all Non-coalition aircraft, except central command authorized medical, firefighting, rescue / recovery and humanitarian flights, until further notice. Aircraft entering this airspace do so at their own risk. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. This notice is also provided to ensure the safety of coalition forces and their facilities. All aircraft or flight activities that are determined to be threats to coalition forces may be subject to interception, quarantine, disabling or destruction. This includes aircraft within Iraqi territorial airspace and ground-based assets and activities throughout Iraq without regarded to registry.
- C. The timely and accurate identification of civil aircraft operating within these affected area is essential to preclude the inadvertent use of military forces against civil aircraft.

1- To better enable U.S military forces to identify civil aircraft , all civil aircraft flying within or entering the affected area shall continuously monitor one or both international emergency Freq ( VHF 121.5 MHZ and / Or UHF 243.0 MHZ UHF).

2- When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside air-space where SSR is used for ATS purposes.

All crews are reminded to continuously operate the SSR transponder in accordance with the ICAO provisions (PANS –ATM – Chapter 8, PANS – OPS, VOL 1, Part VII and ICAO Doc 7030 chapter 8).

3- When an aircraft carries serviceable weather radar the pilot shall operate it at all times during the flight within the affected area, regardless of weather conditions.

4- The pilot should ensure continuous display of aircraft exterior and cabin lighting and illumination of logo light, if possible.

- D. Unidentified aircraft and / or those whose intentions are unclear to U.S. and coalition military forces will be contacted using the English language on VHF 121.5 MHZ and / or UHF 243.0 MHZ and requested to identify themselves and to state their intentions. such contacts may originate from military surfaces and / or air-borne 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 code squawk, geographical coordinates, and ground speed, civil aircraft receiving advisory calls shall acknowledge the message on the frequency on which the message was received and provide the information requested.
- E. In the event an aircraft remains unidentified and / or is deemed to pose a threat to U.S. military forces, and emergency situation exists. In this circumstances, the pilots must be prepared to exercise their emergency authority to deviate from the ATC clearance as required 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.
- F. Civil aircraft transiting the affected area outside published ATS routes are more susceptible to the procedures published herein. All aircraft are requested to avoid, as much as practical, abrupt and unusual changes of heading and / or altitude which may construed as inconsistent with normal civil aircraft flight patterns.

Note: This information provided to warn all operations that U.S. and allied military forces are exercising self-defense measures. The measures will be implemented in a manner that does not unduly interfere with the right of over flight in international airspace. The above received from USA.

**CheckList**

CURRENT AIP SUPPLEMENT: 01/02, 02/02 AND 03/02

01/03, 02/03, 03/03, 04/03, 05/03 AND 06/03

**- END -**