



Islamic Republic of Afghanistan
Civil Aviation Authority
AIRAC AIP AMENDMENT

NUMBER 004 / 2017

Aeronautical Information Services

Telephone: +93-799849388

Civil Aviation Authority

AFTN: OAKBYNYX

Hamid Karzai International Airport

Email: aip.acaa12@gmail.com

Email: aip@acaa.gov.af

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

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
004/2017	07 Nov 2017	07 Dec 2017
PART I GENERAL		AMENDMENTS
PART II ENROUTE		AMENDMENTS
PART III AERODROME		AMENDMENTS FOR OAKB, OADR, OASA

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**AERONAUTICAL INFORMATION PUBLICATION (AIP)
REPUBLIC OF AFGHANISTAN**



Afghanistan Civil Aviation Authority

**AIRAC AMDT 004/2017
EFFECTIVE DATE 07 DECEMBER 2017**

Next AIP EDITION 84 – 01 FEB 2018

CONSULT NOTAM FOR LATEST INFORMATION

CHANGES & AMENDMENTS IN RED

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AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

1. The following table provides a summary of notable or significant changes. Changes are correcting spelling mistakes, syntax errors and formatting errors are not listed.
2. This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Afghanistan AIP and is not an authoritative document in its own right.

GENERAL

Reference	Part, Section, Paragraph	Description of Change
GEN	0.3	Added - OAKB Aerodrome SUP 007/17
GEN	0.4	List of effective pages
GEN	2.1-2	Amendments - Public holidays for 2018
GEN	3.2-1	Information Removed – OAHR Instrument Approach procedures charts expect NDB-B Circling CAT C-D.

ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR 1	1.9	Amendments – TCP name replaced with New waypoint names (Ref NOTAM G1029/17)
ENR 1	1.10 (1.4)	Information Added – Mandatory Flight Planning Filling for Kabul Aerodrome
ENR 1	1.10	Amendments –Kabul FIR Entry/Exit point (Ref NOTAM G1029/17)
ENR 1	1.11(3.1)	Information Added – Mandatory Flight Planning Filling for Kabul Aerodrome
ENR 3	3.1	Amendments - Low ATS Route table on new waypoint names (Ref NOTAM G1029/17)
ENR 3	3.1	Amendments – Kabul FIR Low Air Routes Map (Ref NOTAM G1029/17)
ENR 3	3.2	Amendments –Upper ATS Routes on new waypoint names (Ref NOTAM G1029/17)
ENR 3	3.2	Amendments – Kabul FIR Upper Air Routes Map (Ref NOTAM G1029/17)
ENR 4	4.3	Amendments – Waypoint Name

AERODROME

Reference	Part, Section, Paragraph	Description of Change
AD 2 OAHR	2.3	Amendments – PPR Information
AD 2 OAHR	2.6	Amendments - Rescue equipment
AD 2 OAHR	2.10	Amendments - Aerodrome Obstacles
AD 2 OAHR	2.21	Amendments –Noise Abatement Procedures

AD 2 OADR	2.23	Amendments- Additional Information
AD 2 OADR	2.24	Information Removed – OADR Instrument Approach procedures charts expect NDB-B Circling CAT C-D.
AD 2 OAKB	2.2	Amendments - Aerodrome AFS Address for Filing Flight Plan
AD 2 OAKB	2.4	Amendments - Handling Services and Facilities for Air Starter recharging time
AD 2 OAKB	2.13.2	Added-RWY11/29 Declared Distances from Intersection (Ref Sup 007/2017)
AD 2 OAKB	Page 2.1-16, 2.1-17	Replace (NIL AMDT)
AD 2 OAKB	2.17	Amendments - Air Traffic Service Air Space to Remarks
AD 2 OAKB	Page 2.1-19 to 2.1-22	Replace (NIL AMDT)
AD 2 OAKB	2.20.14 & 20.20.14.1	Amendments- Runway Hot Spots & Taxiway Bravo Hot Spot
AD 2 OAKB	2.22.8	Amendments – VFR Tower Traffic Circuits
AD 2 OAKB	Page 2.1-26 to 2.1-30	Replace (NIL AMDT)
AD 2 OAKB	2.22.15.8	Amendments – OAKB Helicopter VFR Departure Corridors
AD 2 OAKB	2.24.5	Amendments –Airfield Diagram
AD 2 OASA	2.2	Amendments – Contact Details updated.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

LOCATION	NOTAM NO
OAKB	G0910/17
OAKB	G1075/17
OAKX	G1029/17

GEN 0.3 RECORD OF AIP SUPPLEMENTS

1. A current list of AIP Supplements is maintained on the ACAA web site:
<http://acaa.gov.af/en/page/civil-aviation-authority/aip---important-information>

Serial No.	Subject	Section(s) effected	Period of validity	Cancellation record
1	BOBCAT Procedure	ENR 1.9 (1.9-1) ATFM	Two months	SUP 010/16
2	Prohibited / Restricted / Danger Area Amendments	4.1 (5.1-13 ,18)	Less than two months	SUP011/16
3	OAMS, OAJL ENR & AD Amendments	OAMS AD 2.17 OAMS ENR 2.1 & 3.1 OAJL AD 2.10	One Month	SUP001/17
4	OADY AD Amendments	OADY AD 2.4 , 2.11, 2.22 & 2.23	One Month	SUP002/17
5	M881 & V848 ENR ATS Route Amendments	ENR 3.2	Two Months	SUP003/17
6	Prohibited / Restricted / Danger Area Amendments	5.1 (5.1-1) 4.3 (5.17)	Replaced Ref SUP005/17	SUP 004/17
7	SUP 005 is replacement of SUP 004	5.1 (5.1-1) 4.3 (5.17)	One Month	SUP 005/17 22 Jun 17
8	ANOF NOTAM authority to 6 Airports	4 (3.1-2)	One Month	SUP 006/17 22 Jun 17
9	Amendments to OAKB Aerodrome	OAKB AD 2.4, 2.13, 2.20, 2.24	Three Month	SUP 007/17

**LIST OF EFFECTIVE PAGES
GENERAL
PART I**

SECTION	DATE		SECTION	DATE		SECTION	DATE
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GEN 0.4 LIST OF EFFECTIVE PAGES

GEN 0					
0.1-1	26 May 16				
0.1-2	10 Nov 16				
0.1-3	26 May 16				
0.1-4	26 May 16				
0.2-1	26 May 16				
0.3-1	07 Dec 17				
0.4-1	07 Dec 17				
0.4-2	07 Dec 17				
0.4-3	07 Dec 17				
0.4-4	07 Dec 17				
0.5-1	26 May 16				
0.6-1	26 May 16				
0.6-2	10 Nov 16				
0.6-3	26 May 16				
GEN 1					
1.1-1	07 Dec 17				
1.2-1	26 May 16				
1.2-2	26 May 16				
1.3-1	26 May 16				
1.4-1	10 Nov 16				
1.5-1	26 May 16				
1.5-2	26 May 16				
1.6-1	26 May 16				
1.7-1	26 May 16				
1.7-2	26 May 16				
GEN 2					
2.1-1	26 May 16				
2.1-2	07 Dec 17				
2.2-1	26 May 16				
2.2-2	26 May 16				
2.2-3	26 May 16				
2.2-4	26 May 16				
2.2-5	26 May 16				
2.2-6	26 May 16				
2.2-7	26 May 16				
2.2-8	26 May 16				
2.2-9	26 May 16				
2.2-10	26 May 16				
2.2-11	26 May 16				
2.2-12	26 May 16				
2.2-13	26 May 16				
2.2-14	26 May 16				
2.2-15	26 May 16				
2.2-16	26 May 16				
2.2-17	26 May 16				
2.2-18	26 May 16				
2.2-19	26 May 16				
2.2-20	26 May 16				
2.2-21	26 May 16				
2.2-22	26 May 16				
2.2-23	26 May 16				
2.2-24	26 May 16				
2.2-25	26 May 16				
2.2-26	26 May 16				
2.2-27	26 May 16				
2.2-28	26 May 16				
2.2-29	26 May 16				
2.2-30	26 May 16				
2.2-31	26 May 16				
2.2-32	26 May 16				
2.2-33	26 May 16				
2.2-34	26 May 16				
2.2-35	26 May 16				
2.2-36	26 May 16				
2.2-37	26 May 16				
2.2-38	26 May 16				
2.2-39	26 May 16				
2.2-40	26 May 16				
2.2-41	26 May 16				
2.2-42	26 May 16				
2.2-43	26 May 16				
2.2-44	26 May 16				
2.3-1	26 May 16				
2.3-2	26 May 16				
2.4-1	26 May 16				
2.4-2	27 Apr 17				
2.4-3	26 May 16				
2.4-4	27 Apr 17				
2.4-5	26 May 16				
2.5-1	26 May 16				
2.6-1	26 May 16				
2.6-2	26 May 16				
2.7-1	26 May 16				
GEN 3					
3.1-1	12 Oct 17				
3.1-2	12 Oct 17				
3.1-3	12 Oct 17				
3.1-4	12 Oct 17				
3.2-1	07 Dec 17				
3.2-2	07 Dec 17				
3.3-1	26 May 16				
3.3-2	26 May 16				
3.4-1	26 May 16				
3.5-1	12 Oct 17				
3.6-1	10 Nov 16				
3.6-2	10 Nov 16				
GEN 4					
4.1-1	26 May 16				
4.2-1	12 Oct 17				

LIST OF EFFECTIVE PAGES							
ENROUTE							
PART II							
SECTION	DATE		SECTION	DATE		SECTION	DATE
ENR 0			1.10-2	07 Dec 17		4.3-1	07 Dec 17
0.6-1	02 Mar 17		1.10-3	26 May 16		4.3-2	07 Dec 17
0.6-2	02 Mar 17		1.11-1	07 Dec 17		4.3-3	12 Oct 17
0.6-3	02 Mar 17		1.12.-1	26 May 16		4.4-1	26 May 16
0.6-4	26 May 16		1.12-2	26 May 16		ENR 5	
ENR 1			1.12-3	26 May 16		5.1-1	22 Jun 17
1.1-1	26 May 16		1.13-1	26 May 16		5.1-2	17 Aug 17
1.1-2	26 May 16		1.14-1	26 May 16		5.1-3	22 Jun 17
1.1-3	26 May 16		1.14-2	26 May 16		5.1-4	02 Mar 17
1.1-4	26 May 16		1.14-3	26 May 16		5.1-5	27 Apr 17
1.1-5	26 May 16		ENR 2			5.1-6	27 Apr 17
1.1-6	26 May 16		2.1-1	26 May 16		5.1-7	12 Oct 17
1.1-7	26 May 16		2.1-2	27 Apr 17		5.1-8	27 Apr 17
1.1-8	22 Jun 17		2.1-3	26 May 16		5.1-9	02 Mar 17
1.1-9	26 May 16		2.1-4	22 Jun 17		5.1-10	02 Mar 17
1.2-1	26 May 16		2.1-5	27 Apr 17		5.1-11	02 Mar 17
1.2-2	26 May 16		2.1-6	26 May 16		5.1-12	02 Mar 17
1.2-3	26 May 16		ENR 3			5.1-13	02 Mar 17
1.2-4	10 Nov 16		3.1-1	22 Jun 17		5.1-14	02 Mar 17
1.3-1	26 May 16		3.1-2	26 May 16		5.1-15	02 Mar 17
1.3-2	26 May 16		3.1-3	07 Dec 17		5.1-16	02 Mar 17
1.4-1	26 May 16		3.1-4	07 Dec 17		5.1-17	22 Jun 17
1.4-2	26 May 16		3.1-5	15 Sep 16		5.1-18	22 Jun 17
1.4-3	26 May 16		3.1-6	22 Jun 17		5.1-19	22 Jun 17
1.5-1	26 May 16		3.1-7	12 Oct 17		5.1-20	22 Jun 17
1.5-2	26 May 16		3.1-8	12 Oct 17		5.1-21	22 Jun 17
1.6-1	26 May 16		3.1-9	07 Dec 17		5.2-1	26 May 16
1.7-1	26 May 16		3.2-1	07 Dec 17		5.3-1	26 May 16
1.7-2	26 May 16		3.2-2	07 Dec 17		5.3-2	26 May 16
1.8-1	26 May 16		3.2-3	22 Jun 17		5.4-1	26 May 16
1.9-1	02 Mar 17		3.2-4	07 Dec 17		5.5-1	26 May 16
1.9-2	07 Dec 17		3.2-5	07 Dec 17		5.6-1	22 Jun 17
1.9-3	02 Mar 17		3.2-6	07 Dec 17		5.6-2	22 Jun 17
1.9-4	02 Mar 17		3.3-1	26 May 16		5.6-3	26 May 16
1.9-5	02 Mar 17		3.4-1	26 May 16		ENR 6	
1.9-6	02 Mar 17		3.5-1	26 May 16		6.1-1	26 May 16
1.9-7	02 Mar 17		3.6-1	26 May 16		6.2-1	26 May 16
1.9-8	26 May 16		ENR 4				
1.9-9	26 May 16		4.1-1	26 May 16			
1.10-1	07 Dec 17		4.2-1	26 May 16			

LIST OF EFFECTIVE PAGES AERODROME PART III							
SECTION	DATE		SECTION	DATE		SECTION	DATE
AD 0			OABT 2.1-4	22 Jun 17		OAHR 2.1-13	12 Oct 17
0.6-1	27 Apr 17		OABT 2.1-5	26 May 16		OAHR 2.1-14	07 Dec 17
0.6-2	10 Nov 16		OABT 2.1-6	26 May 16		OAHR 2.1-15	07 Dec 17
AD 1			OABT 2.1-7	27 Apr 17		OAHR 2.1-16	07 Dec 17
1.1-1	26 May 16		OABT 2.1-8	26 May 16		OAHR 2.1-17	07 Dec 17
1.2-1	26 May 16		OACC			OAHR 2.1-18	12 Oct 17
1.3-1	27 Apr 17		OACC 2.1-1	22 Jun 17		OAHR 2.1-19	26 May 16
1.3-2	26 May 16		OACC 2.1-2	22 Jun 17		OAHR 2.1-20	12 Oct 17
1.4-1	26 May 16		OACC 2.1-3	22 Jun 17		OAJL	
AD 2			OACC 2.1-4	22 Jun 17		OAJL 2.1-1	12 Oct 17
OAIX			OACC 2.1-5	26 May 16		OAJL 2.1-2	02 Mar 17
OAIX 2.1-1	26 May 16		OACC 2.1-6	26 May 16		OAJL 2.1-3	12 Oct 17
OAIX 2.1-2	26 May 16		OACC 2.1-7	26 May 16		OAJL 2.1-4	02 Mar 17
OAIX 2.1-3	26 May 16		OACC 2.1-8	26 May 16		OAJL 2.1-5	02 Mar 17
OAIX 2.1-4	26 May 16		OACC 2.1-9	26 May 16		OAJL 2.1-6	10 Nov 16
OAIX 2.1-5	02 Mar 17		OACC 2.1-10	26 May 16		OAJL 2.1-7	12 Oct 17
OAIX 2.1-6	26 May 16		OADY			OAJL 2.1-8	02 Mar 17
OAIX 2.1-7	26 May 16		OADY 2.1-1	05 Jan 17		OAJL 2.1-9	02 Mar 17
OAIX 2.1-8	02 Mar 17		OADY 2.1-2	22 Jun 17		OAJL 2.1-10	10 Nov 16
OAIX 2.1-9	15 Sep 16		OADY 2.1-3	17 Aug 17		OAJL 2.1-11	10 Nov 16
OAIX 2.1-10	26 May 16		OADY 2.1-4	27 Apr 17		OAJL 2.1-12	12 Oct 17
OAIX 2.1-11	02 Mar 17		OADY 2.1-5	22 Jun 17		OAJL 2.1-13	10 Nov 16
OAIX 2.1-12	15 Sep 16		OADY 2.1-6	26 May 16		OAJL 2.1-14	10 Nov 16
OAIX 2.1-13	02 Mar 17		OADY 2.1-7	26 May 16		OAJL 2.1-15	10 Nov 16
OAIX 2.1-14	12 Oct 17		OADY 2.1-8	26 May 16		OAJL 2.1-16	27 Apr 17
OAIX 2.1-15	26 May 16		OADY 2.1-9	27 Apr 17		OAJL 2.1-17	10 Nov 16
OAIX 2.1-16	22 Jun 17		OADY2.1-10	05 Jan 17		OAKB	
OAIX 2.1-17	26 May 16		OAFR			OAKB 2.1-1	07 Dec 17
OAIX 2.1-18	26 May 16		OAFR 2.1-1	22 Jun 17		OAKB 2.1-2	27 Apr 17
OAIX 2.1-19	17 Aug 17		OAFR 2.1-2	22 Jun 17		OAKB 2.1-3	27 Apr 17
OAIX 2.1-20	26 May 16		OAFR 2.1-3	22 Jun 17		OAKB 2.1-4	07 Dec 17
OAIX 2.1-21	26 May 16		OAFR 2.1-4	22 Jun 17		OAKB 2.1-5	10 Nov 16
OAIX 2.1-22	12 Oct 17		OAFR 2.1-5	22 Jun 17		OAKB 2.1-6	26 May 16
OAIX 2.1-23	12 Oct 17		OAFR 2.1-6	22 Jun 17		OAKB 2.1-7	22 Jun 17
OAIX2.1-24	15 Sep 16		OAFR 2.1-7	26 May 16		OAKB 2.1-8	22 Jun 17
OABN			OAFR 2.1-8	26 May 16		OAKB 2.1-9	22 Jun 17
OABN 2.1-1	26 May 16		OAFZ			OAKB 2.1-10	22 Jun 17
OABN 2.1-2	05 Jan 17		OAFZ 2.1-1	22 Jun 17		OAKB 2.1-11	26 May 16
OABN 2.1-3	05 Jan 17		OAFZ 2.1-2	05 Jan 17		OAKB 2.1-12	05 Jan 17
OABN 2.1-4	05 Jan 17		OAFZ 2.1-3	22 Jun 17		OAKB 2.1-13	05 Jan 17
OABN 2.1-5	26 May 16		OAFZ 2.1-4	22 Jun 17		OAKB 2.1-14	07 Dec 17
OABN 2.1-6	05 Jan 17		OAFZ 2.1-5	05 Jan 17		OAKB 2.1-15	07 Dec 17
OABN 2.1-7	26 May 16		OAFZ 2.1-6	26 May 16		OAKB 2.1-16	07 Dec 17
OABN 2.1-8	26 May 16		OAFZ 2.1-7	26 May 16		OAKB 2.1-17	07 Dec 17
OAZI			OAFZ 2.1-8	26 May 16		OAKB 2.1-18	07 Dec 17
OAZI 2.1-1	02 Mar 17		OAFZ 2.1-9	26 May 16		OAKB 2.1-19	07 Dec 17
OAZI 2.1-2	26 May 16		OAFZ 2.1-10	26 May 16		OAKB 2.1-20	07 Dec 17
OAZI 2.1-3	26 May 16		OAHR			OAKB 2.1-21	07 Dec 17
OAZI 2.1-4	26 May 16		OAHR 2.1-1	10 Nov 16		OAKB 2.1-22	07 Dec 17
OAZI 2.1-5	26 May 16		OAHR 2.1-2	12 Oct 17		OAKB 2.1-23	07 Dec 17
OAZI 2.1-6	26 May 16		OAHR 2.1-3	07 Dec 17		OAKB 2.1-24	07 Dec 17
OAZI 2.1-7	26 May 16		OAHR 2.1-4	07 Dec 17		OAKB 2.1-25	07 Dec 17
OAZI 2.1-8	26 May 16		OAHR 2.1-5	12 Oct 17		OAKB 2.1-26	07 Dec 17
OAZI 2.1-9	26 May 16		OAHR 2.1-6	22 Jun 17		OAKB 2.1-27	07 Dec 17
OAZI 2.1-10	26 May 16		OAHR 2.1-7	22 Jun 17		OAKB 2.1-28	07 Dec 17
OAZI 2.1-11	26 May 16		OAHR 2.1-8	12 Oct 17		OAKB 2.1-29	07 Dec 17
OABT			OAHR 2.1-9	07 Dec 17		OAKB 2.1-30	07 Dec 17
OABT 2.1-1	26 May 16		OAHR 2.1-10	22 Jun 17		OAKB 2.1-31	27 Apr 17
OABT 2.1-2	22 Jun 17		OAHR 2.1-11	12 Oct 17			
OABT 2.1-3	27 Apr 17		OAHR 2.1-12	12 Oct 17			

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OAKB 2.1-32	17 Aug 17
OAKB 2.1-33	07 Dec 17
OAKB 2.1-34	05 Jan 17
OAKB 2.1-35	17 Aug 17
OAKB 2.1-36	17 Aug 17
OAKB 2.1-37	17 Aug 17
OAKB 2.1-38	17 Aug 17
OAKB 2.1-39	17 Aug 17
OAKB 2.1-40	17 Aug 17
OAKB 2.1-41	17 Aug 17
OAKB 2.1-42	17 Aug 17
OAKB 2.1-43	17 Aug 17
OAKB 2.1-44	17 Aug 17
OAKB 2.1-45	17 Aug 17
OAKB 2.1-46	17 Aug 17
OAKB 2.1-47	12 Oct 17
OAKB 2.1-48	17 Aug 17
OAKB 2.1-49	17 Aug 17
OAKB 2.1-50	17 Aug 17
OAKB 2.1-51	17 Aug 17
OAKB 2.1-52	17 Aug 17
OAKB 2.1-53	17 Aug 17
OAKB 2.1-54	17 Aug 17
OAKB 2.1-55	17 Aug 17
OAKB 2.1-56	07 Dec 17
OAKB 2.1-57	07 Dec 17
OAKN	
OAKN 2.1-1	12 Oct 17
OAKN 2.1-2	12 Oct 17
OAKN 2.1-3	12 Oct 17
OAKN 2.1-4	10 Nov 16
OAKN 2.1-5	26 May 16
OAKN 2.1-6	12 Oct 17
OAKN 2.1-7	12 Oct 17
OAKN 2.1-8	22 Jun 17
OAKN 2.1-9	02 Mar 17
OAKN 2.1-10	10 Nov 16
OAKN 2.1-11	26 May 16
OAKN 2.1-12	22 Jun 17
OAKN 2.1-13	12 Oct 17
OAKN 2.1-14	12 Oct 17
OAKN 2.1-15	12 Oct 17
OAKN 2.1-16	12 Oct 17
OAKN 2.1-17	26 May 16
OAKN 2.1-18	26 May 16
OAUZ	
OAUZ 2.1-1	22 Jun 17
OAUZ 2.1-2	26 May 16
OAUZ 2.1-3	26 May 16
OAUZ 2.1-4	22 Jun 17
OAUZ 2.1-5	26 May 16
OAUZ 2.1-6	22 Jun 17
OAUZ 2.1-7	26 May 16
OAUZ 2.1-8	26 May 16
OAMN	
OAMN 2.1-1	26 May 16
OAMN 2.1-2	26 May 16
OAMN 2.1-3	26 May 16
OAMN 2.1-4	26 May 16
OAMN 2.1-5	26 May 16
OAMN 2.1-6	26 May 16
OAMN 2.1-7	26 May 16

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OAMN 2.1-8	26 May 16
OAMS	
OAMS 2.1-1	12 Oct 17
OAMS 2.1-2	17 Aug 17
OAMS 2.1-3	12 Oct 17
OAMS 2.1-4	12 Oct 17
OAMS 2.1-5	12 Oct 17
OAMS 2.1-6	12 Oct 17
OAMS 2.1-7	12 Oct 17
OAMS 2.1-8	12 Oct 17
OAMS 2.1-9	15 Sep 16
OAMS 2.1-10	15 Sep 16
OAMS 2.1-11	22 Jun 17
OAMS 2.1-12	27 Apr 17
OAMS 2.1-13	15 Sep 17
OAMS 2.1-14	12 Oct 17
OAMS 2.1-15	02 Mar 17
OAMS 2.1-16	12 Oct 17
OAMS 2.1-17	12 Oct 17
OAMS 2.1-18	02 Mar 17
OAMS 2.1-19	02 Mar 17
OANZ	
OANZ 2.1-1	22 Jun 17
OANZ 2.1-2	17 Aug 17
OANZ 2.1-3	27 Apr 17
OANZ 2.1-4	22 Jun 17
OANZ 2.1-5	27 Apr 17
OANZ 2.1-6	27 Apr 17
OANZ 2.1-7	27 Apr 17
OAQA	
OAQA 2.1-1	26 May 16
OAQA 2.1-2	26 May 16
OAQA 2.1-3	26 May 16
OAQA 2.1-4	26 May 16
OAQA 2.1-5	26 May 16
OAQA 2.1-6	26 May 16
OAQA 2.1-7	26 May 16
OAQA 2.1-8	26 May 16
OAQA 2.1-9	26 May 16
OAQN	
OAQN 2.1-1	22 Jun 17
OAQN 2.1-2	26 May 16
OAQN 2.1-3	27 Apr 17
OAQN 2.1-4	22 Jun 17
OAQN 2.1-5	22 Jun 17
OAQN 2.1-6	26 May 16
OAQN 2.1-7	26 May 16
OAQN 2.1-8	26 May 16
OAQN 2.1-9	26 May 16
OAQN 2.1-10	26 May 16
OASL	
OASL 2.1-1	26 May 16
OASL 2.1-2	26 May 16
OASL 2.1-3	26 May 16
OASL 2.1-4	26 May 16
OASL 2.1-5	26 May 16
OASL 2.1-6	26 May 16
OASL 2.1-7	26 May 16
OASL 2.1-8	26 May 16
OASH	
OASH 2.1-1	26 May 16
OASH 2.1-2	26 May 16

**GEN 0.4-4
07 Dec 17**

OASH 2.1-3	26 May 16
OASH 2.1-4	26 May 16
OASH 2.1-5	26 May 16
OASH 2.1-6	26 May 16
OASH 2.1-7	26 May 16
OASH 2.1-8	26 May 16
OASH 2.1-9	26 May 16
OASH 2.1-10	26 May 16
OASH 2.1-11	26 May 16
OASH 2.1-12	26 May 16
OASH 2.1-13	26 May 16
OASH 2.1-14	26 May 16
OASH 2.1-15	26 May 16
OASA	
OASA 2.1-1	07 Dec 17
OASA 2.1-2	26 May 16
OASA 2.1-3	26 May 16
OASA 2.1-4	26 May 16
OASA 2.1-5	26 May 16
OASA 2.1-6	26 May 16
OASA 2.1-7	26 May 16
OASA 2.1-8	26 May 16
OASD	
OASD 2.1-1	26 May 16
OASD 2.1-2	26 May 16
OASD 2.1-3	26 May 16
OASD 2.1-4	26 May 16
OASD 2.1-5	26 May 16
OASD 2.1-6	26 May 16
OASD 2.1-7	26 May 16
OASD 2.1-8	26 May 16
OASD 2.1-9	26 May 16
OASD 2.1-10	26 May 16
OASD 2.1-11	26 May 16
OATN	
OATN 2.1-1	26 May 16
OATN 2.1-2	26 May 16
OATN 2.1-3	26 May 16
OATN 2.1-4	26 May 16
OATN 2.1-5	26 May 16
OATN 2.1-6	26 May 16
OATN 2.1-7	26 May 16
OATN 2.1-8	26 May 16
OATN 2.1-9	26 May 16
OAZJ	
OAZJ 2.1-1	26 May 16
OAZJ 2.1-2	26 May 16
OAZJ 2.1-3	26 May 16
OAZJ 2.1-4	26 May 16
OAZJ 2.1-5	26 May 16
OAZJ 2.1-6	26 May 16
OAZJ 2.1-7	26 May 16
OAZJ 2.1-8	26 May 16
AD 3	
3.1-1	26 May 16

GEN 1 NATIONAL REGULATION AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. The addresses of the designated authorities concerned with the facilitation of international air navigation are as follows:

Afghanistan Civil Aviation Authority (ACAA)

Head of Afghanistan Civil Aviation Authority

Mr. Mahmood Shah Habibi

Mobile Phone: +93 (0) 77 515 53 91

Mobile Phone: +93 (0) 70 333 33 37

Email: habibi@aca.gov.af

Director of Air Traffic Management

Mr. Ghulam Jailani Wafa

Mobile: +93 (0) 700304828

Email: jailaniw@aca.gov.af

jailaniw63@gmail.com

Kabul ACC

DSN Phone: 318-449-9788/9964

Mobile Phone: +93 (0) 794048226

AFTN: OAKXZQZX OMAEKBLX

Afghanistan AIP office:

Mobile Phone: +93 (0) 799849388

Email: aip@aca.gov.af

aip.acaa12@gmail.com

Afghanistan NOTAM Office:

Mobile Phone: +93 (0) 799854734

Email: notam@aca.gov.af

afghanistannotam@gmail.com

AFTN: OAKBYNYX

NOTAM Link:

<http://aca.gov.af/en/page/notame>

<https://www.afgais.com/>

Aircraft Accident Investigations:

Mr. Alireza Saifi

Mobile: +93 (0) 799410037

Email: ali_saifi@yahoo.com

5. Public Holidays

5.1. The following is a list of the national public holidays for 2018 with dates corresponding to the Gregorian calendar.

Name	Gregorian date
Liberation Day Thursday	15 Feb
Afghanistan New Year (Nawroz)	21 Mar
Famer's Day	22 Mar
Afghanistan Victory Day (Enqelab-E-Islami)	28 Apr
International Labor's Day Monday	01 May
Ramadan (commences)*** Will begin Wednesday	16 May
Eid al-Fitr (End of Ramadan) *** start from Fri to Sun	15 Jun to 17 Jun
Independence day is o Sunday	19 Aug
Arafat is on Tuesday	21 Aug
Eid Al – Adha (Face of Sacrificed) Start on Wednesday	22 Aug to 23 Aug
Martyrdom of the national Victor (Ahmad Shah Masud)	10 Sep
Tenth of Moharam, Ashura on Thursday	20 Sep
Mawlood al-Nabi / The Prophet's Birthday***Thurday	20 Nov

**** Afghanistan holidays are based on the Islamic calendar and depend on sightings of the moon. The exact dates of the holidays are subject to GIRoA announcements.

5.2. While every effort has been made to present an accurate list of 2018 holidays for Afghanistan, no responsibility is accepted for any error or omission in the data presented above.

5.2.1. 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 ACAA.

GEN 3.2 AERONAUTICAL CHARTS

1. **Responsible Service(s)**
 - 6.1. Not available
2. **Maintenance of Charts**
 - 7.1. Not available
3. **Purchase Arrangements**
 - 8.1. Not available
4. **Aeronautical Chart Series Available**
 - 9.1. Not available
5. **List of Aeronautical Charts Available**
 - 10.1. List of Airport and Aeronautical charts available at ACAA website
<http://acaa.gov.af/en/page/civil-aviation-authority/atm/approach>

List of Available Charts on ACAA web page.

Currently, Afghanistan Civil Aviation Authority does not produce any aeronautical charts. Published charts on the ACAA web page for Airport/Aerodrome are the sole discretion of respective Senior Airport Authority only.

HAMID KARZAI INTERNATIONAL AIRPORT (OAKB)	
TYPE OF CHART	LAST UPDATED DATE
ILS RWY 29	12 Oct 17
KABUL FOUR DEPARTURE (OBSTACLE)	17 Aug 17
KABUL INTERNATIONAL IFR TAKE-OFF MINIMUMS	NA
LOGAR THREE DEPARTURE (RNAV 1)	31 MAR 17
HKIA AIRPORT LAYOUT	22 JUN 17
RNAV (GPS) RWY 29	31 MAR 17
TAPIS TWO DEPARTURE (RNAV 1)	31 MAR 17
VOR/DME RWY 29	12 Oct 17
TACAN RWY 29	NOT AVBL
CALUN TWO DEPARTURE	NOT AVBL
CAMP BASTION (OAZI)	
AERODROME	28 MAY 2016
HERAT (OHR)	
NDB B (CIRCLING) CAT.C-D	13 OCT 2015
KANDAHAR (OAKN)	
BAMRE TWO DEPARTURE (RNAV)	NOT AVBL
BAMRE TWO DEPARTURE (RNAV)	NOT AVBL
CANVU TWO DEPARTURE (RNAV)	NOT AVBL
HI-ILS or LOC/DME RWY 23	10 JAN 2013
HI-TACAN RWY 05	10 JAN 2013
HI-TACAN RWY 23	10 JAN 2013

ILS or LOC/DME RWY 23	25 JUL 2013
KANDAHAR IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES	NOT AVBL
RADAR INSTRUMENT APPROACH MINIMUMS	NOT AVBL
MARYO TWO DEPARTURE	NOT AVBL
AIRPORT DIAGRAM	NOT AVBL
RNAV (GPS) RWY 05	25 JUL 2013
RNAV (GPS) RWY 23	25 JUL 2013
VOR/DME RWY 23	25 JUL 2013
MAZAR-E SHARIF (OAMS)	
ILS or LOC Z RWY 06 (PANS-OPS CHART)	02 FEB 2017
ILS or LOC Z RWY 24 (PANS-OPS CHART)	02 FEB 2017
INSTRUMENT APPROACH CHART-ICAO (VOR RWY06R)	12 APR 2010
INSTRUMENT APPROACH CHART-ICAO (VOR)	12 APR 2010
INSTRUMENT DEPARTURE CHART-ICAO (VOR RWY06R)	12 APR 2010
INSTRUMENT DEPARTURE CHART -ICAO (VOR RWY 024L)	12 APR 2010

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

11.1. Not available

7. Topographical Charts

12.1. Not available

8. Corrections to Charts not contained in the AIP

13.1. Not available

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**AERONAUTICAL INFORMATION PUBLICATION
REPUBLIC OF AFGHANISTAN**



**ENROUTE
PART 2**

AIRAC AMDT 004/2017

EFFECTIVE DATE: 07 DECEMBER 2017

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Table 1: ATS Route and Flight Levels Requiring ATFM Slot Allocation

Routing through the Kabul FIR	Metering Waypoint(s)	Flight Level
L509-M875	LAJAK	FL300, FL320, FL340, FL360, FL380, FL400
M875	SITAX	FL280
N644	DOBAT	FL280, FL300, FL320, FL340, FL360, FL380, FL400
L750	BIROS	FL280, FL300, FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
N636-P628	SERKA	FL280, FL300

1.2.2 Flights that plan to enter Kabul FIR without an ATFM slot allocation – CTOT, CTO at Kabul FIR entry waypoint, allocated flight level, and allocated ATS route – will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

1.2.3 In order to ensure availability of slots for westbound departures from designated airports in northern India and Pakistan, departures from these airports are given priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight levels with initial slot request

1.3 Flights Exempted from BOBCAT ATFM

1.3.1 The following flights are exempted from the BOBCAT ATFM procedures:

- Flights experiencing an emergency, including aircraft subjected to unlawful interference;
- Flights on search and rescue or firefighting missions;
- Urgent medical evacuation flights or humanitarian flights specifically declared by State medical authorities that flight delays would put the life of patients aboard at risk; and
- Flights with “Head of State” status.

Note: After medical flights have completed their mission, they should be subject to ATFM measures. Scheduled passenger transfer flights are, by their nature, non-urgent and should not be given priority under the normal operational situation.

1.3.2 Flights exempted from ATFM procedure shall indicate the exemption in their flight plan (Field 18 – ATFM EXMP)

1.3.3 AIS Centers, Aerodrome Aeronautical Information Services Units or Base Operations shall forward the flight plan information to the Bangkok ATFMU at AFTN address VTBBZDZX

ENR 1.10 FLIGHT PLANNING

1. General

- 1.1. All civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO Rules of the Air Annex 2, if possible.
- 1.2. ICAO flight plans are unavailable; all ACFT must file a flight plan including at least the following:
 - a. Call sign
 - b. Type
 - c. Departure point
 - d. Destination
 - e. Altitude
 - f. Route of Flight
 - g. Estimated time of arrival
- 1.3. If unable to file a flight plan at the departing point, aircrews are required to depart VFR and contact Kabul ACC as soon as possible to file in the air for airports within the Kabul FIR.
- 1.4. All civil and military aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport) is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

2. Procedures applicable to Operators/Pilots

- 2.1. The levels at which a flight is to be conducted shall be specified in a flight plan as follows:
 - a. In terms of “flight levels” if the flight is to be conducted at or above the transition level, and
 - b. In terms of “altitude” if the flight is to be conducted in the vicinity of an aerodrome at or below the transition altitude.
- 2.2. Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.
- 2.3. ACFT may enter and exit the Kabul FIR, only via the following points, and must flight plan accordingly:

Table 1 – Kabul FIR Entry/Exit points

COUNTRY(TO/ FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL
Pakistan * FL280/290 available during 2000-2359Z.	GADER	294100N0612800E	G206	10200ft– FL290
	GADER	294100N0612800E	A453	7000ft– FL290
	DAVER	293412N0644048E	M375	9 500ft – FL290
	SERKA	295100N0661501E	V390	10 900ft– FL290 11 200ft – FL290

COUNTRY(TO/ FROM)	REPORTING POINT	LAT/LONG	AIRWAY	LEVEL
	RIMPA	312600N0673600E	G202	12000ft – FL290
	LAJAK	335559N0702959E	M696 L509	FL160 – FL290 FL300– FL430
	IMTIL	340559N0710859E	A455	12000ft – FL290
	DUGIN	353659N0713058E	G206	FL210 – FL350* *FL290 MAL inbound
	SERKA	295100N0661501E	N636**/UL333*	FL300– FL490
	ASLUM	310112N0663712E	P628	FL300 – FL490
	BIROS	314000N0690000E	L750*	FL300 – FL430
	DOBAT	325200N0692600E	N644*	FL300– FL430
	SITAX (See M875 comment)	330500N0700259E	M875	FL300 – FL490 (Between 2000Z-2359Z FL280-FL290 only AVBL)
	LAJAK	335559N0702959E	M881/L509*	FL300 – FL490
	MOTMO	362759N0713758E	P500*	FL300– FL490
Tajikistan	PINAX	371500N0690600E	V848	FL220 – FL290
	EGPAN	382500N0704400E	V876	FL190 – FL290
	FIRUZ	364012N0713748E	P500*	FL300 – FL490
	EGPAN	382500N0704400E	M881	FL300 – FL490
Uzbekistan	AMDAR	371230N0672036E	A454	FL190 – FL290
	AMDAR	371230N0672036E	M875	FL300- FL490
Turkmenistan	RAPTA	372700N0653800E	B442	7 000ft – FL290
	LEMOD	361000N0641730E	M696/N644*	FL180 – FL430
	RANAH	353500N0631200E	V838/L750*	FL160 – FL430
	DAVET	365739N0644715E	P173	FL300 - FL430 (Between 2000Z – 2359Z: FL280 and FL320-FL430)
Iran	PAMTU	351006N0610806E	V390/P628/N636	9 000ft – FL490
	KAMAR	323900N0604400E	G202	11 000ft – FL290
	SOKAM	331316N0603754E	V338/UL333*	11 000ft – FL290

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. General

- 1.1. Flights intending to land in Afghanistan should file a roundtrip flight plan using the address **OAKXZQZX**. Flights overflying Afghanistan (transiting Kabul FIR) should address their flight plan using the addresses **OAKXCAHQ** and **OAKBZPZX**.

2. Mazar-e Sharif (OAMS) Requirements

- 2.1. Flight plans and associated messages of flights with Mazar-e -Sharif Airport (OAMS) as a destination, departure, or alternate aerodrome must include AFTN addresses **ETCCYFMS** and **OAMSYAYX** in the address list.

3. Kabul (OAKB) Requirements

- 3.1. All civil and military aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport) is mandatory to submit ICAO flight plan via AFTN to Kabul ATC Tower, AIS Office, and PIB (**OAKBZTZX**, **OAKBYWYX**, **OAKBZPZX**).

NOTE: AFTN address OAKBYNYX is no longer valid for Kabul FIR flight plan message. Civil/Commercial aircraft Filing Flight plan to OAKBYNYX address will be **REJECTED**.

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist.	Upper Limit Lower Limit or Minimum Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
				Odd	Even	
1	2	3	4	5		6
A455 (RNP 10) △ RAMSO 342548N 0702830E ▲ IMTIL (FIR BDRY) 340659N 0710859E	118°/298° 39NM	FL 290 FL 160 Class E	20	↓		Caution: MRA: RAMSO to IMTIL 25 000ft <u>A455 UNUSABLE UNTIL FURTHER NOTICE</u> For continuation, see AIP Pakistan
					↑	
B442 (RNP 10) ▲ RAPTA (FIR BDRY) 372700N 0653800E △ UKMUS 362700N 0662248E △ SERGO 351429N 0670718E	145°/325° 70NM	FL 290 FL 160 Class E	20	↓		For continuation, see AIP Turkmenistan Cautions: MOCA: UKMUS to SERGO 15 000ft MRA: Unknown
	150°/330° 81NM				↑	
G202 (RNP 10) ▲ KAMAR (FIR BDRY) 323900N 0604400E △ FARAH 322200N 0620930E △ DILAM 321030N 0632400E △ MIKED 320637N 0634213E △ DOLAN 315030N 0643900E △ NABID 314452N 0645827E △ PAROD 312900N 0655400E △ VUSIP 312556N 0665220E ▲ RIMPA (FIR BDRY) 312600N 0673600E	100°/280° 74NM	FL 290 FL 160 Class E	20	↓		For continuation, see AIP Iran Cautions: MRAs: KAMAR to DILAM 26 000ft DILAM to DOLAN 21 000ft <u>KAMAR-PAROD UNUSABLE UNTIL FURTHER NOTICE</u> For continuation, see AIP Pakistan
	097°/277° 64NM					
	105°/285° 16NM					
	105°/285° 51NM					
	106°/286° 18NM					
	106°/286° 50NM					
	091°/271° 50NM					
	088°/268° 37NM					
					↑	

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist.	Upper Limit Lower Limit or Minimum Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
				Odd	Even	
1	2	3	4	5		6
G206 (RNP 10)						For continuation, see AIP Pakistan
▲ GADER (FIR BDRY) 294100N 0612800E	031°/211° 83NM	GADER-RIKAD <u>FL 290</u> FL 160 RIKAD-TAPIS <u>FL290</u> FL180 TAPIS-SURVI <u>FL290</u> FL170 SURVI-DUGIN <u>FL290</u> FL210 Class E	20	↓		<p>Caution:</p> <p>MOCA:</p> <p>DILAM to RIKAD 14 700ft RIKAD to TAPIS 17 900ft TAPIS to SURVI 16 500 SURVI to DUGIN 20 100ft</p> <p>MRA:</p> <p>NABKA to BURTA 21 000ft BURTA to RIKAD 20 000ft RIKAD to NEVIV 27 000ft NEVIV to SIBLO 23 000ft SIBLO to TAPIS 18 000ft TAPIS to IMAGES 16 500ft IMAGES to SURVI 21 000ft SURVI to DUGIN 29 000ft</p> <p><u>TAPIS-IMGES CLOSED BELOW FL270</u></p> <p><u>IMGES-DUGIN UNUSABLE UNTIL FURTHER NOTICE</u></p>
△ ORPUD 305038N 0622111E	031°/211° 46NM					
△ NABKA 312900N 0625107E	032°/212° 50NM					
△ DILAM 321030N 0632400	061°/241° 46.1NM					
△ SELPI 323132N 0641233E	061°/241° 13NM					
△ BURTA 323730N 0642630E	061°/241° 113NM					
△ RIKAD 332742N 0662730E	062°/242° 73NM					
△ NEVIV 335848N 0674700E	062°/242° 29NM					
△ SIBLO 341132N 0681840E	062°/242° 46NM					
△ TAPIS 343100N 0690900E	058°/238° 57NM					
△ IMGES 345902N 0700909E	059°/239° 15NM					
△ SURVI 350606N 0702542E	057°/238° 62NM					
▲ DUGIN (FIR BDRY) 353659N 0713058E						
M375 (RNP 10)						For continuation, see AIP Pakistan
▲ DAVER (FIR BDRY) 293412N 0644048E	028°/208° 46NM	DAVER-RIKAD <u>FL 290</u> FL 160 RIKAD-SERGO <u>FL290</u> FL170	20	↓		<p>Cautions:</p> <p>MOCAs:</p> <p>PAROD to RIKAD 15 400ft RIKAD to SERGO 16 900ft</p> <p>MRAs:</p> <p>PAROD to DARUS 15 400ft</p>
△ EMERO 301424N 0650619E	027°/207° 35NM					
△ ULOSA 304509N 0652547E	027°/207° 50NM					
△ PAROD 312900N 0655400E	011°/191° 50NM					
△ DARUS	011°/191°					

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist.	Upper Limit Lower Limit or Minimum Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
				Odd	Even	
1	2	3	4	5		6
△ TAPIS 343100N 0690900E		FL200 Class E				EGPAN to ALKIB Unknown ALKIB to ALMOL 25 000ft ALMOL to TAPIS 22 000ft

1. RNP = Required Navigation Performance specification; RNAV – Area Navigation specification.
 2. MRA = Minimum Radio Altitude.
 3. MOCA = Minimum Obstacle Clearance Altitude.
 4. SUAs = Special Use Airspace.
 5. ▲ = Reporting Point (Compulsory).
 6. △ = Reporting Point (On Request).

Note: Aircrew can expect degraded ATC radio communications in the vicinity of Maimana and Bamyan on all frequencies. The impact is as follows: degraded communications with ACFT approaching Kabul FIR North-West of LEMOD and RAPTA including airways M696 and B442. Minimal or no radio communication: M375 BOTAN TO VUVEN, V717 UKMUS TO ENRON, and M696 LEMOD to SERGO and V338 VUVEN to VELDT.

Aircrew can also expect degraded ATC communication in the vicinity of Farah on all frequencies. Impact as follows: degraded communications with ACFT approaching Kabul FIR from the West-Southwest of SIGSI including airways A453/G206. Minimal to no communication: V717 SIGSI to FARAH, G206 GADER to ORPUD and A453 GADER to OGOGO.

Note: If any small aperture terminal (VSAT) is out of service in Kabul FIR, G series NOTAM will be published. Operators are requested to check Kabul FIR NOTAM regularly.

Note: From 2000 – 2359z Kabul Class E ATS routes maximum assignable altitude FL270.

Table 1 – Low Air Routes

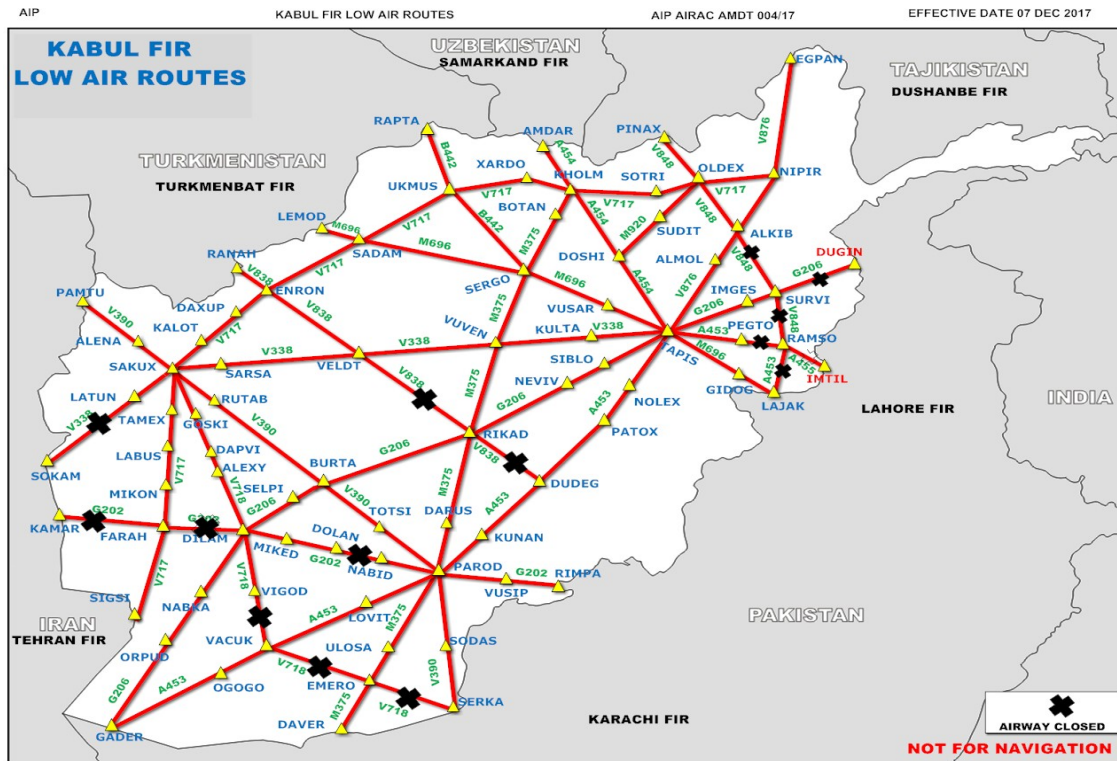


Figure 1 - Kabul FIR Low Air Routes

ENR 3.2 UPPER ATS ROUTES

1. High Air Route Structure

- 1.1. The High Air Route Structure comprises upper air routes N636, P628, L750, N644, M875, M881, P500, L509, P173, G206 (also a Low Air Route), V848 (also a Low Air Route) and UL333. The air routes are 20NM wide, 10NM either side of the designated track, above FL290 to FL510. ACFT will generally be assigned standard levels according to the direction between FL300 and the Maximum Assignable Level (MAL) of FL490. Airways into Turkmenistan currently has a MAL of FL430. The MAL for G206 is FL350. It should also be noted that military activity takes place within Kabul FIR high sector SUA areas at FL300, which is detailed in ENR 5. These SUA areas will normally be reserved with not less than three (3) hours advance notice via NOTAM but may be activated tactically with coordination between ATC and TAC C2. It should also be noted that military activity takes place within Kabul FIR high sector SUA areas at FL300, which is detailed in ENR 5. These SUA areas will normally be reserved with not less than three (3) hours advance notice via NOTAM, but may be activated tactically with coordination between ATC and TAC C2.”
- 1.2. 2000Z – 2359Z daily, the lower boundary of Class A airspace lowers to FL280 on air routes UL333, L750, N644, P173, and M875 only. FL300 – FL490 are assignable levels on the airways. N636 is only available at FL280 – FL290 during 2000Z- 2359Z. Airways into Turkmenistan currently have a MAL of FL430.
- 1.3. Due to Pakistan restrictions, FL330 is not available for civil over-flights entering the Kabul FIR 1800–0245Z daily. Affected ATS routes: UL333 SOKAM–SERKA, N636 PAMTU–SERKA, P628 PAMTU–ASLUM, L750 RANAH–**BIROS**, N644 LEMOD–**DOBAT**, M875 AMDAR–SITAX, L509 TAPIS–LAJAK, and M881 EGPAN–LAJAK.
- 1.4. All High Enroute Structure over-flight ACFT must contact the Kabul ACC 10 minutes prior to entering the FIR boundary. If entering via L509, N644, M881, or M875, ACFT must contact Kabul ACC High East sector on 128.50 VHF. If entering via L750, N636, P628, or UL333, ACFT must contact Kabul ACC High West sector on 126.32 VHF.
- 1.5. 125.2 MHz shall be monitored when unable to establish two-way communications with the KACC while on an Air Route.
- 1.6. All air routes are identified by latitude and longitude references.
- 1.7. RVSM is authorized in Class A air route airspace (FL290-FL410) within the Kabul FIR.
- 1.8. These routes are only for ACFT overflying the Kabul FIR that will not land at any underlying airfield unless an emergency ACFT under ICAO emergency procedures.
- 1.9. Short notice artillery fire may close portions of airways M875, N644, and A453 in the vicinity of Salerno (332204N0695745E). ACFT in contact with Kabul ACC will be rerouted to avoid artillery areas when active. VFR ACFT not in contact with Kabul ACC should monitor guard frequency 121.5 or 243.0 while in the vicinity of Salerno. Obtain artillery fire warning broadcasts or contact Kabul ACC for additional information.
- 1.10. The High Air Routes with applicable MRA are listed in the table below.

Table 1 – Kabul FIR High Air Routes

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist. (NM)	Upper Limit	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
		Lower Limit Airspace Classification		Odd	Even	
1	2	3	4	5		6
L509 (RNP 10) △ TAPIS 343100N 0690900E △ GIDOG 341035N 0695647E ▲ LAJAK (FIR BDRY) 335559N 0702959E	 114°/295° 44NM 115°/295° 31NM	 <u>FL 510</u> Above FL 290 Class A	20	↓	↑	MAL FL490, Caution: MRA: GIDOG to LAJAK is 25 000ft For continuation, see AIP Pakistan
L750 (RNP 10) ▲ RANAH (FIR BDRY) 353500N 0631200E △ ENRON 351800N 0633900E △ VELDT 343000N 0645400E △ RIKAD 332742N 0662730E △ DUDEG 324630N 0672700E △ GODSI 323009N 0674855E ▲ BIROS (FIR BDRY) 314000N 0690000E	 124°/304° 28NM 124°/304° 78NM 125°/305° 100NM 127°/307° 65NM 129°/309° 25NM 127°/307° 78NM	 <u>FL 510</u> Above FL 290 Class A	20	↓	↑	For continuation, see AIP Turkmenistan MAL FL430, Between 2000Z – 2359Z FL280- FL290 and FL310-FL430 Caution: MRA: VELDT to BIROS is 29 000ft For continuation, see AIP Pakistan
M875 (RNP 10) ▲ AMDAR (FIR BDRY) 371230N 0672036E △ KHOLM 364300N 0674100E △ DOSHI 353600N 0682630E △ TAPIS 343100N 0690900E △ KODAD 340659N 0692406E △ BOXUD 333132N 0694612E ▲ SITAX (FIR BDRY) 330500N 0700259E	 148°/328° 34NM 148°/328° 76NM 148°/328° 74NM 150°/330° 27NM 150°/330° 40NM 149°/330° 30NM	 <u>FL 510</u> Above FL 290 Class A	20	↓	↑	For continuation, see AIP Uzbekistan MAL FL490 Between 2000Z to 2359Z only FL280-FL290 are available between SITAX and TAPIS due converging FIR boundary traffic. Caution: MRAs: AMDAR to KHOLM 29 000ft; KOLM to DOSHI 32 000ft; DOSHI to TAPIS 29 000ft TAPIS-SITAX 30 000ft For continuation, see AIP Pakistan

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist. (NM)	Upper Limit	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
		Lower Limit Airspace Classification		Odd	Even	
1	2	3	4	5		6
N644 (RNP 10)						For continuation, see AIP Turkmenistan
▲ LEMOD (FIR BDRY) 361000N 0641730E	125°/305° 162NM	<u>FL 510</u> Above FL 290 Class A	20	↓		MALFL430
△ VUVEN 343230N 0665530E	126°/306° 54NM					Between 2000Z – 2359Z: FL280- FL290 and FL310-FL430
△ NEVIV 335848N 0674700E	127°/307° 41NM					Caution:
△ PATOX 333254N 0682512E	128°/308° 25NM					MRA:
△ MESRA 331639N 0684756E	126°/306° 40NM					NEVIV to DOBAT 30 000ft
▲ DOBAT (FIR BDRY) 325200N 0692600E					↑	For continuation, see AIP Pakistan
P173 (RNP 10)						Air Route only available Westbound
▲ TAPIS 343100N 0690900E	302° 80NM	<u>FL 510</u> Above FL 290 Class A	20	↓		For continuation, see AIP Turkmenistan
△ GUNKO 351723N 0674935E	302° 98NM					MAL FL430
△ NOMAM 361312N 0660957E	301° 80NM					Between 2000Z – 2359Z: FL280 and FL320-FL430
▲ DAVET (FIR BDRY) 365739N 0644715E						Caution:
						MRA: GUNKO to DAVET FL300
P500 (RNP 10)						For continuation, see AIP Pakistan
▲ MOTMO (FIR BDRY) 362759N 0713758E	357°/177° 12NM	<u>FL 510</u> Above FL 290 Class A	20	↓		MAL FL490
▲ FIRUZ (FIR BDRY) 364012N0713748E						↑
P628 (RNP 10)						For continuation, see AIP Iran
▲ PAMTU (FIR BDRY) 351006N 0610806E	133°/313° 79NM	<u>FL 510</u> Above FL 290 Class A	20	↓		MAL FL490
△ SAKUX 341236N 0621318E	127°/307° 146NM					PAROD –ASLUM only available 2000Z to 2359Z
△ BURTA 323730N 0642630E	130°/310° 101NM					Caution:
△ PAROD 312900N 0655400E	125°/305° 46NM					MRA:
▲ ASLUM (FIR BDRY) 310112N 0663712E						SAKUX to BURTA 26 000ft
					↑	For continuation, see AIP Pakistan

Route Designator (RNP type) Name of Significant Points Coordinates	Track (MAG)↑/ ↓ Dist. (NM)	Upper Limit	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency (MHz)/Channel († When directed by ATC)
		Lower Limit		Odd	Even	
1	2	3	4	5		6
G206 (RNP 10) ▲ TAPIS 343100N 0690900E △ IMGES 345902N 0700909E △ SURVI 350606N 0702512E ▲ DUGIN (FIR BDRY) 353659N 0713058E	058°/238° 57NM	<u>FL 350</u> Above FL 290 Class A	20	↓		Air Route only available East-bound MAL FL350 Caution: MRA: TAPIS to IMAGES 16 500ft IMAGES to SURVI 21 000ft SURVI to DUGIN 29 000ft For continuation, see AIP Pakistan.
	059°/239° 15NM					
	057°/238° 62NM					
UL333 (RNP 10) ▲ SOKAM (FIR BDRY) 331316N 0603754E △ DANOD 322422N 0620032E △ KIRAT 303954N 0645437E ▲ SERKA (FIR BDRY) 295101N 0661501E	123°/303° 85NM	<u>FL 510</u> Above FL 290 Class A	20	↓		For continuation, see AIP Iran MAL FL490 Between 2000Z – 2359Z: FL280-FL290 and FL300-FL490 For continuation, see AIP Pakistan
	124°/304° 182NM					
	124°/304° 85NM					
1. RNP = Required Navigation Performance specification; RNAV – Area Navigation specification. 2. MRA = Minimum Radio Altitude. 3. MOCA = Minimum Obstacle Clearance Altitude. 4. MAL = Maximum Assignable Level. 5. LAL = Lowest Assignable Level. 6. ▲ = Reporting Point (Compulsory). 7. △ = Reporting Point (On Request). Note: Expect degraded ATC radio communications in the vicinity of Maimana all KACC frequencies. The impact is as follows: degraded communications with ACFT approaching Kabul FIR North-West of LEMOD and RAPTA including airway N644. Note: KACC High sector is split into KACC High East and KACC High West sectors. The sector divide is a line joining positions 355234N 0634438E (between RANAHA and LEMOD) and 321600N 0691253E (between BIROS and DOBAT) Note: If any small aperture terminal (VSAT) is out of service in Kabul FIR, G series NOTAM will be published. Operators are requested to check Kabul FIR NOTAM regularly.						

Table 1 – Kabul FIR High Air Routes

Figure 1 – Kabul FIR High Air Routes

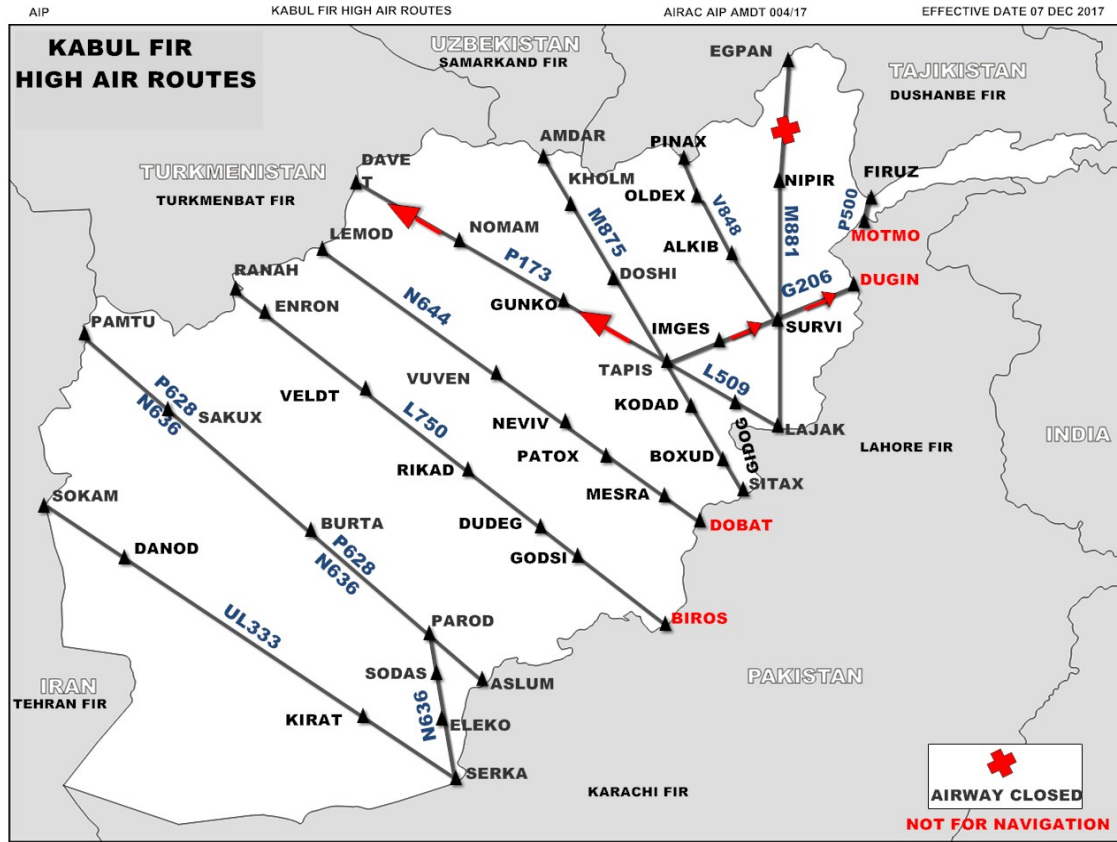


Figure 1 - Kabul FIR High Air Routes

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. Significant points for the Kabul FIR are listed below and ENR 3.1 and 3.2 in the tables describing Air Navigation Routes.

NAME	LATITUDE	LONGITUDE	UPPER AIRWAY	LOWER AIRWAY
ALENA	343420N	0614846E		V390
ALEXV	331130N	0625000E		V718
ALKIB	355940N	0695416E		V848, V876
ALMOL	353947N	0694530E		V876
AMDAR	371230N	0672036E	M875	A454
ASLUM	310112N	0663712E	P628	
BIROS	314000N	0690000E	L750	
BOTAN	361610N	0673040E		M375
BOXUD	333132N	0694612E	M875	
BURTA	323730N	0642630E	N636, P628	G206, V390
DANOD	322422N	0620032E	UL333	
DAPVI	331937N	0624508E		V718
DARUS	321744N	0660737E		M375
DAVER	293412N	0644048E		M375
DAVET	365739N	0644715E	P173	
DAXUP	345900N	0630630E		V717
DILAM	321030N	0632400E		G202, G206, V718
DOBAT	325200N	0692600E	N644	
DOLAN	315030N	0643900E		G202
DOSHI	353600N	0682630E	M875	A454, M920
DUDEG	324630N	0672700E	L750	A453, V838
DUGIN	353659N	0713058E	G206	
EGPAN	382500N	0704400E	M881	V876
ELEKO	302005N	0660845E	N636	
EMERO	301424N	0650619E		M375, V718
ENKER	364213N	0680220E		
ENRON	351800N	0633900E	L750	V717, V838
FARAH	322200N	0620930E		G202, V717
FIRUZ	364012N	0713748E	P500	
GADER	294100N	0612800E		A453, G206
GIDOG	341035N	0695647E	L509	M696
GODSI	323009N	0674855E	L750	
GOSKI	334539N	0622929E		V718
GUNKO	351723N	0674935E	P173	
IMGES	345902N	0700909E	G206	G206
IMTIL	340559N	0710859E		A455
KALOT	343429N	0623824E		V717
KAMAR	323900N	0604400E		G202
KHOLM	364300N	0674100E	M875	A454, M375, V717
KIRAT	303954N	0645437E	UL333	
KODAD	340659N	0692406E	M875	

NAME	LATITUDE	LONGITUDE	UPPER AIRWAY	LOWER AIRWAY
KULTA	343144N	0681214E		V338
KUNAN	320334N	0663627E		A453
LABUS	332312N	0621550E		V717
LAJAK	335559N	0702959E	L509, M881	A453, M696
LATUN	335449N	0614443E		V338
LEMOD	361000N	0641730E	N644	M696
LOBRE	341357N	0691037E		
LOVIT	310904N	0650026E		A453
LUXOM	360349N	0672556E		
MESRA	331639N	0684756E	N644	
MIKED	320537N	0634213E		G202
MIKON	325831N	0621317E		V717
MOTMO	362759N	0713758E	P500	G206
NABID	314452N	0645827E		G202
NABKA	312900N	0625107E		G206
NEVIV	335848N	0674700E	N644	G206
NIPIR	370530N	0703000E	M881	V717, V876
NOLEX	335204N	0683936E		A453
NOMAM	361312N	0660957E	P173	
OGOGO	302457N	0630904E		A453
OLDEX	364748N	0692300E	V848	M920, V717, V848
ORPUD	305038N	0622111E		G206
PAMTU	351006N	0610806E	N636, P628	V390
PAROD	312900N	0655400E	N636, P628	A453, G202, M375, V390
PATOX	333254N	0682512E	N644	A453
PEGTO	342650N	0701240E		A453
PINAX	371500N	0690600E		V848
RAMSO	342548N	0702830E		A453, A455, V848
RANAH	353500N	0631200E	L750	V838
RAPTA	372700N	0653800E		B442
RIKAD	332742N	0662730E	L750	G206, M375, V838
RIMPA	312600N	0673600E		G202
RUKDA	362205N	0675522E		
RUTAB	335257N	0624049E		V390
SADAM	355530N	0644612E		M696, V717
SAKUX	341236N	0621318E	N636, P628	V338, V390, V717, V718
SARSA	341632N	0624934E		V338
SELPI	323132N	0641233E		G206
SERGO	351429N	0670718E		B442, M375, M696
SERKA	295101N	0661501E	N636, UL333	V390, V718
SIBLO	341132N	0681840E		G206
SIGSI	310530N	0615300E		V717
SITAX	330500N	0700259E	M875	

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AERONAUTICAL INFORMATION PUBLICATION

REPUBLIC OF AFGHANISTAN



AERODROME (AD) PART 3

AIRAC AMDT 004/2017

Effective Date 07 DECEMBER 2017

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		<p>civilian.boc@gmail.com</p> <p>The PPR must ALSO clearly indicate if cargo handling is required and/or dangerous goods are on board and/or if (V) VIP is arriving/departing indicating name and rank. and/or if ERO is required A phone call does not replace PPR process.</p>
14.	Remarks	Nil

OAHR AD 2.4 HANDLING SERVICES AND FACILITIES

1.	<p>Cargo handling facilities (Only ISAF/CF)</p> <p>Civilian Terminal</p>	<p>Two "K" Loader 12 TN One "K" Loader 16 TN</p> <p>1 X 2 Tons Fork Lift 1 x 4 Tons Fork Lift 2 x 6.5 Tons Fork Lift (With Roller Tines in place max lift is 3.5 Tons)</p> <p>To be coordinated with Airport Director</p>
2.	Fuel and oil types	<p>F-34 (Military ACFT only) Jet A-1 and T1 (Civil ACFT only)</p>
3.	<p>Fueling facilities and capacity Military South Apron</p> <p>Civil Apron (North Apron)</p>	<p>To avoid delays, the fuel must be requested by PPR 24 hrs. prior.</p> <p>ACFT Fuel can only be supplied using NSPA fuel card or Authorized DoD Air card. Any cash for fuel must be accomplished through NSPA via local contract representative 24H before ARR. 24H contact mobile number for NSPA 079-296-4508 or 079-296-0631 or email: Herat.fuel@nspa.NATO.INT</p> <p>Fuel for Civilian ACFT shall be purchased only by Dawi Oil: +93(0)796700999, +93 (0)797333666 email: fuel@dawioil.af</p> <p>Kamgar petroleum: +93 (0) 0791343424</p> <p>Both companies are operating on North apron only.</p>
4.	De-icing facilities	Aircraft De-icing currently unavailable
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil

Remarks	1 x Ground Power Unit 115Vac 400 Hz 30 KVA (RS/CF only) 1 x Ground Power Unit available in the civilian terminal
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OAHR AD 2.5 PASSENGER FACILITIES

1.	Hotels	Compound accommodation for military only. Accommodation for military personnel shall be arranged by owned sponsor, prior to arrival. All non-RS/Coalition transient passengers must arrive with a valid POC name and phone number to provide accommodations during the night. Hotels in the town.
2.	Restaurant	Available in the military compound for RS/CF military. Coffee shop and restaurant available in the civil terminal. Hours advertised in location.
3.	Transportation	Available in the military compound for RS/CF military Taxis available at the civilian terminal
4.	Medical facilities	1 x ROLE 1, 1 x ROLE 2 (RS/CF only)
5.	Bank and Post Office	In the town
6.	Tourist office	Nil
7.	Remarks	Nil

OAHR AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	CAT. 7 are available for all scheduled flights (1) CAT. 8 available with 15 min. prior notice	
2.	Rescue equipment	Heavy Rescue and FF vehicle	<u>Oshkosh type</u> 5640 L water 795 L type B foam 4550 L /min High Reach Extendable Turret with Piercing Nozzle Bumper monitor 225 kg powder fire extinguishers First aid kit Individual rescue equipment Water gel blankets
		Medium Rescue and FF vehicles (per vehicle)	<u>Dragonfly type</u> 5900 L water 710 L type B foam 4500 L/min

4.	Remarks	No Mandatory Instruction Signs located on TWY(s), A, C, R, S, P. Mandatory Instruction Signs E, F, G, H not co-located with Runway Hold Markings
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OAHR AD 2.10 AERODROME OBSTACLES

1.	RWY 18	OAHR Obstacle Chart not published
2.	RWY 36	OAHR Obstacle Chart not published
3.	Remarks	<p>LIT TELECOMMUNICATIONS TOWER APPROX. 200FT HEIGHT ERECTED 500 METERS WEST OF RWY 36 THR.</p> <p>OBSTACLE ERECTED: POSITION N341156.7 E621350.2, HEIGHT 26 METERS ELEVATION 1015 METERS, ICAO SIGNAL (SGL) NOT PROVIDED.</p> <p>OBSTACLE ERECTED: POSITION N341246.3 E621359.2, HEIGHT 36 METERS ELEVATION 1016 METERS, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED.</p> <p>OBSTACLE ERECTED: POSITION N341208 E062132186, HEIGHT 80 FEET IN ELEVATION, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED.</p> <p>3 WIND TURBINES ERECTED. APPROX HEIGHT 41M (135FT): POSITIONS N34111.75 E621256.49 TO N34112.18 E62127.09 WEST OF RWY 36. ILLUMINATED AT NIGHT WITH TYPE B RED FLASHING LIGHT.</p>

OAHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	HERAT MET (Weather) OFFICE Commercial: +93 (0) 78 854 5359 Weather Lead: +93 (0) 78 613 8938 Email: herat.weather@iapws.com
2.	Hours of operation	0130Z-1730Z (Other times PPR and Base needs only)
3.	Office responsible for TAF preparation Periods of validity	HERAT MET OFFICE: H24 TAF every 6 hours.
4.	Type of landing forecast Interval of issuance	METAR: Hourly; SPECI: In case of significant weather changes
5.	Briefing / consultation provided	Local observations and forecast; Oral briefing/Consultation in MET OFFICE; Information via phone and via email.
6.	Flight documentation Language(s) used	Only METAR, SPECI, TAF; Sig WX and Upper winds English
7.	Charts and other information available for briefing or consultation	Satellite Pictures, NEPHO analysis, and 4-7-day forecast.

2.20.3. Unless an air traffic control clearance for Special VFR(SVFR) has been obtained from Herat ATC unit, VFR flight shall take off, land, enter or operate in Herat CTR. SVFR may be approved by Herat TWR during IMC conditions at the pilot's request to enter Herat CTR for the purpose of landing, take-off, departing, crossing, or operating inside the CTR when meteorological conditions deteriorate below VMC as follows:

- a. Fixed Wing (FW) – visibility below 5000m but not less than 1500m; and/or ceiling below 1500ft but not less than 1000ft.*
- b. Rotary Wing (RW) – visibility below 5000m but not less than 1000m; and/or ceiling below 1500ft but not less than 1000ft.*

Note: * Pilot shall remain clear of clouds and maintain visual contact with the ground.

Note: No more than three airframes will be approved simultaneously and subject to ATC approval.

OAHR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. To the maximum extent possible;

- ACFT will avoid overflying populated areas
- **Engine Running On/Off Load. (ERO).** Operations must be minimized
- Approved by PPR or B.O.C via ATC **minimum 30 min. prior to** landing
- Maximum duration of 20 minutes
- Passengers only with handbags and man-portable equipment transit
- **Transient Aircrews requesting engine start-up on the South Ramp (RS Military Ramp) will receive engine start-up approval at the pilot discretion after the TWR has received the clearance from the Marshall**
- **Engine Run up Test.** Any engine run up test greater than idle requires approval. Engine run up test area is located RHS RWY 36, opposite to TWY E.

OAHR AD 2.22 FLIGHT PROCEDURES

2.22.1. Herat TWR/APP will provide ATS clearances and traffic information within CTR/CTA according to ICAO standards.

2.22.2. During published ATS hours all ACFT arriving, departing or transiting the OAHR CTR/CTA shall establish two-way radio communications with Herat TWR/APP before entering in OAHR CTR/CTA. Radio contact shall be established on suitable frequencies (see AD 2.18) before entering Herat CTR/CTA. If the ACFT does not have positive contact with Herat APP, aircraft shall follow Communications Failure Procedures (see 2.20.1).

2.22.3. Outside of published ATS hours all ACFT arriving, departing or transiting the OAHR CTR/CTA shall early call the BOC. and/or the TWR frequency 123.35MHz or 240.3 MHz, notifying position and intentions. This frequency is to be monitored while established within the OAHR CTR/CTA as ATS may be activated short notice.

OAHR AD 2.23 ADDITIONAL INFORMATION

2.23.1. **Emergency Procedures.** Pilots are expected to declare emergency according to ICAO rules and advise ATC of the type of emergency, intentions requested assistance, fuel remaining, Personnel on Board (POB), weapons, ammunition and hazardous/dangerous cargo (if any).

- 2.23.2. **Jet Blast.** Pilots, ATC and Marshaller, should be aware of the danger of jet blast effect from heavy and medium jet engine ACFT (IL 76, C17, B-737, A-310, etc.). In addition, before asking for start-up clearance, the pilot must be aware of any FW or RW operating behind the ACFT.
- 2.23.3. Backtrack on the runway is only permitted for light ACFT. Other ACFT must proceed to the turning pads (hammerheads) to maneuver.
- 2.23.4. Overflight of military installation (**Camp Arena**), West of RWY is prohibited.
- 2.23.5. The line of sight from the Tower to the North and South of RWY obscured due to obstacles. Pilots operating in these areas are requested to proceed with caution.
- 2.23.6. Due to passenger's movement/handling on the North and South aprons, and to avoid FOD, all ACFT shall use the minimum amount of thrust necessary for taxi.
- 2.23.7. **CAUTION:** Unmanned Aerial Systems (UAS) operate within Herat CTR/CTA. UAS are to follow the ICAO procedures applicable to ACFT operating in Class D airspace.
- 2.23.8. Engine run up test area is the East Apron, opposite to TWY E. This Area is also available for F-16 hydrazine emergency and misfire procedure. Equipment for hydrazine emergency not available
- 2.23.9. **HOT BRAKES AREA.** North hammerhead and Engine Test Area (primary) when RWY 36 in use and Engine Test Area or if not available South hammerhead (secondary) when RWY 18 in use.
- 2.23.10. **Helipad Emergency.** (Emergency Bed) located at 341201N 0621340E (see Airfield Diagram). CAUTION: Expect possible dust landing on final approach.
- 2.23.11. PRD areas within OAHR airspace (see ENR 5.1) are to be avoided. Check with TWR on the activation status should transit be required
- 2.23.12. PAPI established left side **RWY 36**, 3.5-degree glide slope, Minimum Eye Height (MEHT) 16m.
- 2.23.13. All personnel transiting or working **the airfield**, must wear a reflective jacket, **or reflective belt.**
- 2.23.14. All passengers must wait for CATO personnel prior to proceeding to the Terminal. It is prohibited for passengers to walk through the apron. If there are no CATO personnel, make a request through Marshaller or TWR.
- 2.23.15. The release of flares within Herat airport CTR is strictly forbidden. Due to safety, reasons aircrews must ensure t-flares are set to manual, while on approach and departure to avoid inadvertent dispersal over populated areas.
- 2.23.16. The new temporary arrangement of E-line (helicopters and small aircraft). Six spots (6), numbered 1 to 6, available for a UH-60 rotary wing or smaller. Six new white dashed taxi lines (6) UFN. Former layout of five spots (5) unusable. Old yellow taxi lines red cross. SEE SOUTH APRON DIAGRAM.
- 2.23.17. Take Off, Landing and Taxi with Caution, due to wildlife animals present on the controlled movement area.
- 2.23.18. **Use caution:** Aerostat is inside class D airspace located 341237N 0621324E, West of center line midfield. Aerostat operations conducted 24HRS, SFC-2000 AGL

- 2.23.19. Controlled Movement Area (CMA): The CMA is defined as RWYs, TWYs, Overrun and **areas** within 75m (246ft) from RWY CL.
- 2.23.20. Herat Control Tower is responsible for the control of vehicular, equipment, and pedestrian traffic only on the CMA.
- 2.23.21. All require TWR approval and two-way radio communication.
- 2.23.22. **There are four ranges within Class D airspace**; RTC, Camp Zafar, New Dune and one Tethered Balloon(Ref 2.23.18). When active, aircraft shall avoid overflight of range(s).

RTC active 24 hrs daily. Centered on 341254N 0621431E and includes 5NM radius, SFC 5000 ft. AGL.

Camp Zafar located 4 NM SE of OAHR, 340835N 0621445E / 340850N 0621630E / 340504N 0621835E / 340345N 0621435E / 340835N 0621445E; SFC- FL150.

New Dune located 5 NM SW of OAHR, 1.5 NM radius, SFC-FL150, centered on 340747N 0620910E.

CAUTION: Kite strings present due to kite flying in the vicinity of airport/airfield.

OAHR AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Herat Airport	
Aerodrome Chart – ICAO	See 2.24.2
ACFT Parking/Docking Chart – ICAO – South Apron	See 2.24.3
Landing Chart-- ICAO	Not produced
Aerodrome Ground Movement Chart – ICAO	Not produced
Precision Approach Terrain Chart – ICAO	Not produced
Aerodrome Obstacle Chart – ICAO Type A	Not produced
Area Chart – ICAO (departure and transit routes)	Not produced
Standard Departure Chart* – Instrument – ICAO	See 2.24.1
Area Chart – ICAO (arrival and transit routes)	Not produced
Standard Arrival Chart* – Instrument – ICAO	See 2.24.1
Instrument Approach Chart* – ICAO	See 2.24.1
Visual Approach Chart	Not produced
Bird concentration in the vicinity of the aerodrome	Not produced

- 2.24.1. **Published Charts.** The following charts are available for use on the ACAA web site at <http://acaa.gov.af/en/page/civil-aviation-authority/atm/approach>. These charts have been endorsed for use by Airfield Authorities. However, variation may exist in the design criteria used to create them. Aircrew should use the procedures subject to their own risk assessment and always refer to current NOTAMs for up to date information.

HERAT INTERNATIONAL AIRPORT (OHR)	
TYPE OF CHART	LAST UPDATED DATE
NDB B (CIRCLING) CAT.C-D	13 OCT 2015

2.24.2. RTC Range



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OAKB – KABUL

OAKB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1 OAKB – Hamid Karzai International Airport (Kabul)

OAKB AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Audit & Data verification/discrepancies must be completed by respective airport

1.	Aerodrome Reference Point (ARP)	343357N0691245E Geographic coordinates (Latitude, Longitude)
2.	Distance and direction from city	1 km Northeastern edge of Kabul city
3.	Orthmetric height and Reference temperature	1791.20m (5877ft) AMSL / 32.1° C
4.	Geoids undulation	From RWY11 THR to ARP – 2 m From ARP to RWY29 THR – 1 m
5.	Magnetic variation/Annual change	2.92° E (2010) / + 0.04° E
6.	Aerodrome Administration Address	Mr. Temoor Shah Hameedi President of Hamid Karzai International Airport Hamid Karzai International Airport Kabul Afghanistan +93 (0) 793 203 004
	Telephone	Nil
6.	Telefax	Nil
	Telex	hameedi@acaa.gov.af
6.	Email	abdurrahimzait@gmail.com
	AFS Address	OAKBYAYX
6.	Airfield Management	HKIA North Air Operations (Eagle Ops) Kabul, Afghanistan
	Telephone	IVSN: 60 – 688 –3903 60 – 688 – 3902; Commercial: +93 (0) 700133903; +93 (0) 700133902
6.	Telefax	Nil
	Email	isafkiaairopsnu@hq.isaf.nato.int
6.	AFS Address	isafkiaairopsprnu@hq.isaf.nato.int OAKBYWYX(AIS)/OAKBZTX (ATC TOWER)
7.	Types of traffic permitted	IFR and VFR
8.	Remarks	Hamid Karzai International Airport complies with Aerodrome Reference Code 4E requirements, pending certification in accordance with ICAO Annex 14.

OAKB AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	H24
2.	Customs and Immigration	H24

		<p>Storage capacity: 11 000 Metric Tons</p> <p>Fueling capacity of Refuelers:</p> <p>3 x 14,000Liter</p> <p>9 x 22,500Liter</p> <p>1 x 23,000Liter</p> <p>2 x 40,000Liter</p> <p>1 x 45,000Liter</p> <p>Upload capacity: 1 400 L/min</p> <p>Defueling capability</p>
4.	De-icing facilities: Apron 8	<p>De-icing and anti-icing capability: 2 x de-icing/anti-icing trucks with 7500L total capacity per truck. De-icing is available for all ACFT with a Resolute Support Mission call sign using heated Kilfrost ABC K+ Type II 50% downgraded to Type I 50%, with a total capacity of 6000L each truck.</p> <p>Anti-icing is available for all ACFT with a Resolute Support Mission call sign using Kilfrost ABC- S Plus Type IV 100% only, with a total capacity of 1500L each truck.</p> <p>By default, aircrews are responsible for snow removing from the ACFT before asking for de-icing. Aircraft commander shall sign the de-icing certificate upon completion of the de-icing operation.</p>
	De-icing facilities: HKIA Civil Side	<p>2 de-icing/anti-icing truck, types I/II</p> <p>Service provided by NAS handling company</p>
5.	Hangar space for visiting ACFT Apron 8	Nil
	Hangar space for visiting ACFT Civil Side	Nil
6.	Repair facilities for visiting ACFT Apron 8	Nil
	Repair facilities for visiting ACFT HKIA Civil Side	<p>Minor repairing capability</p> <p>Nil</p>
7.	Remarks	<p>Other services:</p> <p>Apron 8: Waste removal and disposal, toilet servicing and crew transportation inside HKIA North compound. Requirements are to be noted in Remarks block on PPR request.</p> <p>1 (one) air starter: TLD Model: ACE-500-1523</p> <p>Air starter on apron 8 not suitable for aircraft which require Continuous airflow pressure (C-17, C-5, etc.). Air starter minimum recharging time is 8 hours</p> <p>Towbars available for A319, A320, A321, AN12, B737, B747, C130, C160, DC10, MD11, IL76, and C27J.</p>

OAKB AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		11	29
1.	BRG True and Magnetic	107 ° T / 104° M	287° T / 284° M
2.	RWY Dimensions (Length x Width)	3 511m x 45m (11 520ft x 148ft)	3 511m x 45m (11 520ft x 148ft)
3.	PCN	AC/PCC PCN 76 R/B/W/T	AC/PCC PCN 76 R/B/W/T
4.	THR Coordinates	343413.94N 0691138.71E	343340.13N 0691350.24E
5.	THR Elevation	THR 5 870ft AMSL	THR 5 873ft AMSL
6.	Slope of RWY/SWY	0.00	0.00
7.	SWY Dimensions	45m x 45m (148ft x 148ft)	44m x 45m (144ft x 148ft)
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	3600m x 300m (11 811ft x 984ft)	3600m x 300m (11 811ft x 984ft)
10.	Obstacle free zone	Nil	Nil
11.	Remarks	RWY paved shoulders – 7m wide Although the grid bearing and the magnetic declination would result in a renaming and recalculation of the thresholds, the designation of the thresholds as THR 11 and THR 29 is for the time being retained.	
12.	Other	Nil	Nil

OAKB AD 2.13 .1 RWY DECLARED DISTANCES

RWY		11	29
1.	TORA	3 511m (11 520ft)	3 511m (11 520ft)
2.	TODA	3 511m (11 520ft)	3 511m (11 520ft)
3.	ASDA	3 556m (11 667ft)	3 555m (11 663ft)
4.	LDA	3 511m (11 520ft)	3 511m (11 520ft)
5.	Remarks	Nil	Nil

OAKB AD 2.13.2 DECLARED DISTANCES FROM INTERSECTIONS

RWY 11 DECLARED DISTANCES FROM INTERSECTION

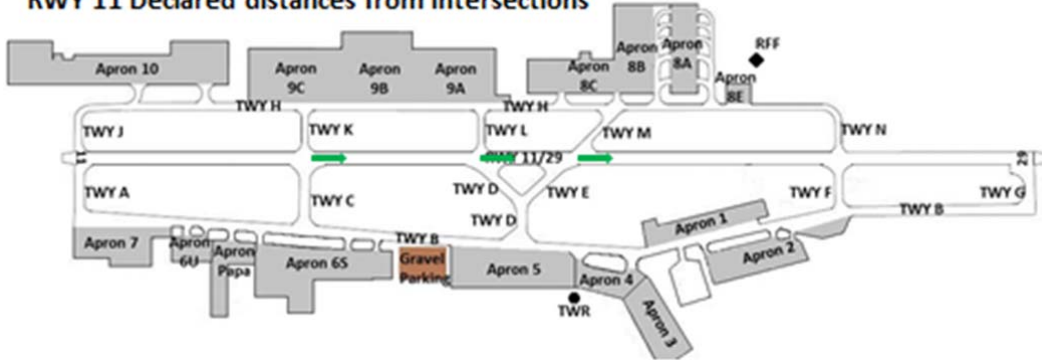
INTERSECTION DEPARTURE RWY 11 FROM	TORA (Feet/Meters)	ASDA (Feet/Meters)	TODA (Feet/Meters)
TWY CHARLIE/KILO	8750FT/2667M	8898FT/2712M	8750FT/2667M
TWY DELTA/LIMA	6600FT/2012M	6748FT/2057M	6600FT/2012M

TWY MIKE	5650FT/1722M	5798FT/1767M	5650FT/1722M
TWY ECHO	5700FT/1737M	5848FT/1782M	5700FT/1737M

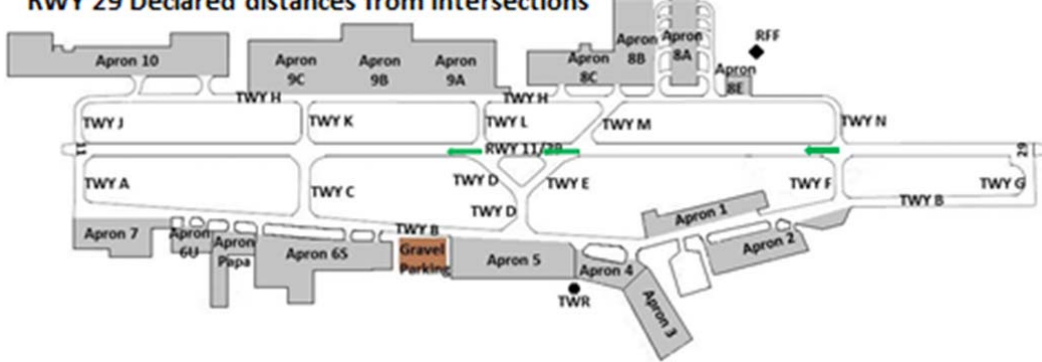
RWY 29 DECLARED DISTANCES FROM INTERSECTION

INTERSECTION DEPARTURE RWY 29 FROM	TORA (Feet/Meters)	ASDA (Feet/Meters)	TODA (Feet/Meters)
TWY NOVEMBER/FOXTROT	9150FT/2789M	9294FT/2833M	9150FT/2789M
TWY MIKE	5850FT/1789M	5994FT/1833M	5850FT/1789M
TWY ECHO	5800FT/1768M	5944FT/1612M	5800FT/1768M
TWY CHARLIE/KILO	4900FT/1493M	5044FT/1537M	4900FT/1493M

RWY 11 Declared distances from Intersections



RWY 29 Declared distances from Intersections



OAKB AD 2.14 APPROACH AND RWY LIGHTING

RWY		11	29
1.	Type, length, and intensity of approach lighting	Simple Approach Lighting System 416.36m (1 366ft) HI	Precision Approach Category I Lighting System 895.25m (2 937ft) HI
2.	Threshold lights, colors, and wing bars	Green	Green

3.	Type of visual approach slope indicator system	PAPI 3.5 degrees	PAPI 3.5 degrees 15m (49ft) RWY 29 PAPI unusable beyond 5 degrees right of RWY extended center line
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, color, and intensity of RWY centerline lights	Nil	Nil
6.	Length, spacing, color and intensity of RWY edge lights	3 511m (11 520ft) 60m (197ft) White — last 600m (1 969ft) Yellow HI	3 511m (11 520ft) 60m (197ft) White — last 600m (1 969ft) Yellow HI
		NOTE: RWY edge lighting unreliable. If unserviceable, between SS and SR-operations restricted to MIL ACFT.	
7.	Colour of RWY end lights and wing bars	Red	Red
8.	Length and color of stop way lights	Nil	Nil
9.	Remarks	<p>Approach and RWY lights are supplied by generator power with a back-up generator. The automatic switchover is not available.</p> <p>Intensity setting changes may take 30 minutes or more.</p> <p>Airport lighting system can be expected to degrade at short notice.</p> <p>RWY 29 Sequence Flashing Lights are out of service.</p>	

OAKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	Nil
2.	Location and lighting of anemometer and landing direction indicator	Nil
3.	TWY edge and centerline lighting	Nil
4.	Secondary power supply including switchover time	The approach, RWY, and TWY lights are supplied by generator power with a back-up generator. The automatic switchover is not available.
5.	Remarks	Nil

OAKB AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NO SPECIFIC COORDINATES. TAXIWAY HOTEL – FULL LENGTH-BOTH DIRECTIONS- SIMULTANEOUS SAME/OPPOSITE DIRECTION ARRIVALS-TWY/TWY -- TWY/RWY – RWY/RWY. SIMULTANEOUS SAME/OPPOSITE DIRECTION DEPARTURES-TWY/RWY TAXIWAY BRAVO – EAST OF TAXIWAY FOXTROT AND WEST OF TAXIWAY CHARLIE FOR ARRIVALS AND DEPARTURES. SIMULTANEOUS SAME/OPPOSITE DIRECTION ARRIVALS AND DEPARTURES AT THE DISCRETION OF THE ATC TOWER CONTROLLER
2.	TLOF and/or FATO area elevation	Nil
3.	TLOF and FATO area dimensions, surface, strength, marking	Nil
4.	True and MAG BRG of FATO	Nil
5.	Declared distance available	Nil
6.	Approach and FATO lighting	Nil
7.	Remarks	NIL

OAKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	CTR: 6NM radius centered on ARP (343357N0691245E) CTA, CTR, and TMA refer to ENR 2.1.1 and diagram at ENR 2.1.2
2.	Vertical limits	CTR: Surface to 9 500ft AMSL CTA: 1000ft AGL up to and including FL180 TMA Section 1: above FL180 up to and including FL290 TMA Section 2: FL180 up to and including FL290
3.	Airspace Classification	CTR: Class D CTA: Class C (to 20NM) and Class E (20NM to 50NM)* TMA: Class C (to 20NM) and Class E (20NM to 50NM)* *NOTE: Approximation only refers to ENR 2.1.1, for lateral boundaries. Diagram at ENR 2.1.2.
4.	Air Traffic Services unit call sign Language	CTR: Kabul Tower CTA: Kabul Arrival/Departure TMA: Kabul Approach English

5.	Transition Altitude	14,000 AMSL
6.	Remarks	See ENR 2.1 for specific airspace dimensions. ATS conforms to ICAO regulations and procedures. All Aircraft to/from Kabul Airport must send an FPL to OAKBZTX

OAKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
ACC	Kabul Centre	North Sector 118.30 / 242.60 South Sector 120.90 / 361.00 West Sector 121.725 / 361.0 High Sector East128.50 West126.32	H24	Emergency/ Guard Frequencies 121.500 243.000
KAC	Kabul Approach	131.60 / 360.60	H24	
	Kabul Arrival/DEP	132.50 / 301.95	0330Z-1330Z	
KTWR	Kabul Tower	120.600 284.275	H24	Emergency/ Guard Frequencies 121.500 243.000
	Kabul Clearance Delivery	128.100	0130Z-0730	
	Kabul Ground	125.40	H24	
*ATIS	N/A	130.15	H24	
AIROPS	Eagle Ops	123.40	H24	

NOTE 1: Check ATIS for active Clearance Delivery Frequency. At the discretion of the Control Tower Watch Supervisor, clearance delivery service will be provided by GROUND on 125.40MHz.

OAKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Frequency	Hours	Coordinates	DME Antenna Elevation	Remarks
DVOR *see Restriction below	KBL	CH57X, 112.00 MHz	H24	343244.1N 0691725.4E	5 879ft	
DME		CH57	H24	343244.1N 0691725.4E	1793.08m (5 883ft) AMSL	
LOC 29 CAT I	I-AKW	110.50 MHz (CH42X)	H24	343416.3N 0691129.5E	5 962ft	
GP 29 CAT I			H24	343346.6N 0691341.1E	5 943ft	
TACAN	OKB	133.80 MHz CH65X	H24	343357.5N 0691221.5E	5 875ft	

- 2.19.1. DVOR/DME monthly maintenance is scheduled for the first day of each month for a period of two hours. Timing is not scheduled. NOTAM and/or ATC TWR will advise status.
- 2.19.2. DVOR/DME is operating on commercial power with the backup generator.
- 2.19.3. ILS critical area not protected. Ground movements and some parked ACFT may affect ILS signals for RWY 29.
- 2.19.4. ILS maintenance is scheduled every first Monday of the month for a period of two hours. Timing is not scheduled. NOTAM and/or ATC TWR will advise status.
- 2.19.5. ILS is operating with commercial power with back-up generator.
- 2.19.6. ASR preventative maintenance inspection is Monday, Wednesday, Friday, Saturday and Sunday from 1630Z until 1930Z.
- 2.19.7. Radio communication and the performance of NAVAIDs can be deteriorated on short notice. NAVAIDs are not continuously monitored.
- 2.19.8. Kabul TACAN (OKB) for Procedural Use Only.

OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. COM HKIA North is the sole authority to close Hamid Karzai International Airport to all or select traffic.
- 2.20.2. Air operations may be suspended for safety reasons traffic saturation or security concerns at the discretion of the Tower Watch Supervisor FSO or Air Operations Room Duty Officer.
- 2.20.3. HKIA Airfield Safety Management Office requires all users and operators at Hamid Karzai International Airport to notify the Flight Safety Officer at the earliest when an incident/accident occurs:
 - 1) In person: Building 100, Room 031
 - 2) Via phone: +93(0)788347225
 - 3) Via E-mail: KIAFSONU@hq.isaf.nato.int

NOTE: Air Traffic Incident Report form [available](http://acaa.gov.af/en/page/civil-aviation-authority/atm/aip---important-information) on the ACAA Website <http://acaa.gov.af/en/page/civil-aviation-authority/atm/aip---important-information>

- 2.20.4. **Preferred RWY:** RWY 29 is the primary instrument runway and will be used for all movements when the tailwind component is < 10kt sustained. Aircrew should plan their operations for the runway in use.
- 2.20.5. Fixed wing ACFT and helicopters may experience delays of up to 30 minutes, for departures and/or arrivals, due to Diplomatic/ VVIP flights and/or SVFR operations.
- 2.20.6. **Preferred Taxi routes:**
- 1) For aircraft arriving to, or departing from, the North side of the runway (Aprons 8, 9, 10), the preferred taxi route is via taxiway Hotel to the appropriate connecting taxiway (N, M, L, K, J).
 - 2) Aircraft with an ACN equal or greater than 33 arriving or departing Aprons 8 and 9 shall minimize the use of TWY Hotel due to low pavement strength and signs of pavement stress. On the first contact with Kabul Aerodrome Control prior landing and after loading on Apron 8 or 9 when requesting taxi instructions, aircrews shall report when the aircraft is exceeding TWY Hotel PCN. Overweight aircraft shall expect taxi routes as follows (Charts are published in OAKB AD 2.24.5):
 - a. Landing RWY 29 to park on Apron 8: Vacate RWY via TWY Charlie or Alpha, taxi via TWY Bravo to TWY Echo, cross RWY to TWY Mike and cross Hotel onto Apron 8.
 - b. Landing RWY 11 to park on Apron 8: Vacate RWY via TWY Foxtrot or Golf, taxi via TWY Bravo to TWY Echo, cross RWY to TWY Mike and cross Hotel onto Apron 8.
 - c. Exiting Apron 8 to depart RWY 29: Exit Apron 8 to TWY Mike, cross RWY to TWY Echo and taxi on TWY Bravo to TWY Foxtrot or Golf as required. Overweight aircraft can also expect taxi via TWY Hotel to TWY November when there is a reasonable assurance the aircraft will be able to taxi onto the runway without being held on TWY Hotel or TWY November.
 - d. Exiting Apron 8 to depart RWY 11: Exit Apron 8 to TWY Mike, cross RWY to TWY Echo and taxi on TWY Bravo to TWY Alpha or Charlie as required.
 - e. Landing RWY 29 to park on Apron 9: Vacate RWY via TWY Charlie or Alpha, taxi via TWY Bravo to TWY Delta, cross RWY to TWY Lima and cross Hotel onto Apron 9.
 - f. Landing RWY 11 to park on Apron 9: Vacate RWY via TWY Foxtrot or Golf, taxi via TWY Bravo to TWY Delta, cross RWY to TWY Lima and cross Hotel onto Apron 9.
 - g. Exiting Apron 9 to depart RWY 29: Depending on the parking location on Apron 9, exit the Apron to the closest taxiway (Lima or Kilo), cross RWY to TWY Delta or Charlie as applicable and taxi on TWY Bravo to TWY Foxtrot or Golf as required.
 - h. Exiting Apron 9 to depart RWY 11: Depending on the parking location on Apron 9, exit the Apron to the closest taxiway (Lima or Kilo), cross RWY to TWY Delta or Charlie as applicable and taxi on TWY Bravo to TWY Alpha or Charlie as required.
 - 3) For aircraft arriving to, or departing from the south side of the runway (Aprons 1-7), the preferred taxi route is via taxiway Bravo to the appropriate connecting taxiway (A, C, D, E, F, G).
 - 4) Helicopters may be instructed to "air-taxi" at the request of, or approval from, ATC Tower.
- 2.20.7. Due to AGL-specifics at OAKB (see OAKB AD 2.14 APPROACH AND RWY LIGHTING, - 9 Remarks) the following restriction applies to all commercial / non-operational air traffic: In accordance with ICAO Annex 14 Vol. 1, no take-offs shall be performed with runway visual range (RVR) conditions - of less than a value of 800 meters
- 2.20.8. Maximum taxi speed shall not exceed 16KT. This speed shall be decreased if contamination on the surface deteriorates braking action.
- 2.20.9. **Civilian Aprons Parking Operations**

Parking on the civilian side of Hamid Karzai International Airports is allocated by Airport Operations. Marshaling signalman will provide guidance for the final stop on the stand. All stands require push-back/tow for departure.

A. Apron 1

- (1) Stands 50 to 54 are for Code A and B aircraft.
- (2) Stands 55 to 58 are for code C aircraft.
- (3) Stand 59 is for up to Code D aircraft.

B. Apron 2

- (1) Apron 2 does not have designated stands.
- (2) Allocation of parking on Apron 2 is based on turn-around time greater than 24 hours and locally based operators.
- (3) Engines running are prohibited on Apron 2 due to high FOD potential.
- (4) Aircraft shall be towed from and to Taxiway Bravo.
Engine shut down and engine start-up shall only occur on taxiway Bravo.

C. Apron 3

- (1) Stands 25 to 31 (west side) are intended for Code A and B aircraft only;
- (2) Stands 32 to 35 (east side) are intended up to Code C aircraft;
- (3) Stands 32 to 35--Actually available length is 47 meters.
- (4) Wingtip safety clearance is not ensured with aircraft taxiing on Apron 3 centerline. All aircraft except single engine-fixed wings shall be towed up to hold short of B Taxiway prior to starting engines.
- (5) Arriving aircraft onto Apron 3, except single-engine fixed wing, shall stop after vacating taxiway Bravo before the GSE road, shut down engines and be towed to the parking stand.
- (6) Single-engine fixed-wing aircraft shall use caution when taxiing on Apron 3. Offset from apron taxi lane might be required due to parked aircraft on the east side of the apron. The use of wing walkers is recommended to ensure wingtip clearance.

D. Apron 4

- (1) Stands 20 to 23 are intended up to Code C aircraft;
- (2) Stand 24 is for Code D aircraft.
- (3) Access to Stand 24 shall be made by the entrance to Apron 3.
- (4) Pushback from Stand 24 shall be performed directly onto taxiway Bravo unless Stand 23 is unoccupied.

E. Apron 5

- (1) Stands 1 and 8 are for up to Code C aircraft.
- (2) Stands 2 to 7 can accommodate Code E and F aircraft.
- (3) Stand 7A is exclusively for use by Code E and F aircraft

2.20.10. **Apron 8 (NATO/RS) Operations**

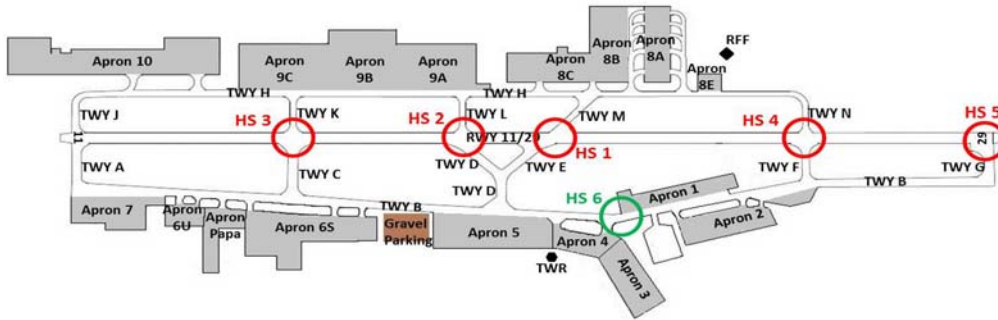
Apron 8: Unescorted passengers and crew movements are strictly prohibited on Apron 8 for transportation and/or escort crews shall contact HKIA North Air Operations – Callsign “Eagle Ops” on frequency 123.40MHz.

1. **Arriving ACFT:** All arriving ACFT must establish radio contact with HKIA North Air Operations (Eagle Ops) on frequency 123.40MHz and follow the marshaller's car when entering Apron 8. It is strictly prohibited to maneuver inside Apron 8 without the marshaller's guidance and without radio contact with HKIA North Air Operations (Eagle Ops). Exception from this rule is only for home-based ACFT on Apron 8E and RW ACFT based on Apron 8C.
2. All military and Resolute Support Mission contracted flights intending to use Apron 8 shall:
 - a) Have a valid PPR to use Apron 8.

- b) Establish contact with HKIA North Air Operations (Eagle Ops) on 123.40MHz at least 5 minutes prior estimated time of landing and report:
 - 1) Arrival Advisory as per ATP3343 (Para405C)
 - 2) Requested ground services, to include number of passengers and specific assistance for cargo offloading, fuel and Ground Power Units;
 - 3) Transport of Dangerous Cargo (NEQ for Class and Division 1.1, 1.2, 1.3, 1.5 and 1.6 explosives is mandatory);
 - 4) Information on front cargo door (ACFT nose) to be used for offloading;
 - 5) Any changes to initial approved PPR
 - c) Hold at the entry of Apron unless directed by ATC to vacate the taxiway and wait for the follow-me inside the apron. Maneuvers to park inside Apron 8 require the assistance of Follow Marshaler or Me unless otherwise directed by HKIA North Air Operations (Eagle Ops);
 - d) Monitor Eagle Ops frequency 123.40MHz for the duration of their ground operations; and
 - e) Inform HKIA North Air Operations (Eagle Ops) if the ACFT is to be left unattended for any period of time and leave contact information.
3. **Departing ACFT:** All MIL and Resolute Support Mission contracted flights parked on Apron 8 shall:
- a) Monitor Eagle Ops frequency 123.40MHz until the time they leave Apron 8.
 - b) Inform HKIA North Air Operations (Eagle Ops) prior to starting engines and request ground support for the engine start procedure and ground equipment removal. Crews are not allowed to remove any ground equipment. Removal of wheel chocks is allowed provided the chocks belong to the ACFT;
 - c) Inform HKIA North Air Operations (Eagle Ops) when ready for taxi. If deemed necessary or on request from the crew, HKIA North Air Operations (Eagle Ops) will provide FOLLOW-ME to marshal the aircraft. It is mandatory for all flight crews of heavy ACFT parked on stands 1 and 2 to use marshaler's assistance when leaving Apron 8. Notify ATC TWR if intending to exit Apron 8 via exit/entrance of Apron 8B. There is a danger of damaging elevated TWY lights and tires;
 - d) Coordinate with HKIA North Air Operations (Eagle Ops) any movement inside Apron 8. Stand 'repositioning or taxi reverse requires the presence of Follow Me crews;
4. **Engine running On/Off Load:** ACFT (Fixed or Rotary Wing) Engine Running On/Off Load (ERO) is not allowed, unless approved by HKIA North Air Operations (Eagle Ops) on prior request before landing by the pilot in command. Only 1 aircraft, which has cargo performing an ERO, will be authorized. ONLY forklifts will be used during EROs any Aircraft requesting K-LOADER assistance will be denied. Any flights with DG Class 1 explosives will also be denied. ERO's will NOT be authorized for any aircraft arriving prior to its scheduled ETA and ERO's will be limited to a Maximum of 2 aircraft pallet on load or offload. All ERO's which are not associated with CATO cargo section (not including cargo load/offload) will be limited to 30 minutes. Exceptions may apply to DV and/or MEDEVAC/CASEVAC missions.
5. **Helicopters taxi procedure inside Apron 8:** Inside Apron 8 wheeled helicopters will ground-taxi guided by follow-me car. Wheeled helicopters are strictly forbidden to air-taxi, take-off, land or hover inside **Apron 8**. Helicopters experiencing undercarriage problems or unable to perform ground-taxi, will report to HKIA North Air Operations (Eagle Ops). They will be positioned on Apron 8B, parking position 9. This rule is not applicable for home-based helicopters on Apron 8C.
6. MIL aircrews arriving at Hamid Karzai International Airport without prior CATO Support Request submitted to HKIA North CATO IS (FOC+), or Information not submitted in an email to kiacatonu@hq.isaf.nato.int or without passenger list provided to CATO PAX Military Crew should follow the below-listed rules:

- a) ACFT crew representative shall escort inbound passengers from their parking position to PAX Terminal Departure area, (V) VIP lounge or Herat Street, applicable for positions 5, 6, 7 and 8 only. The other positions require bus transportation.
 - b) ACFT crew representative shall identify and escort their outbound passengers from PAX terminal Departures area, (V) VIP lounge or Herat Street, applicable for positions 5, 6, 7 and 8 only. The other positions require bus transportation.
 - c) Bus transportation may be provided upon request via HKIA North Air Operations (Eagle Ops) for arriving passengers.
 - d) Bus transportation for departing passengers may be provided upon request done in person by aircrew representative, upon own identification to any CATO PAX staff on duty.
7. Eagle Ops frequency is monitored H24. Non-compliance with Afghanistan AIP may lead to denial of Apron 8 use.
8. All MIL aircrews are operating on Apron 8, except for ACFT remaining overnight, are recommended to select ACFT position lights to "ON" between SS and SR while ACFT is parked on the apron.
9. Overnight parking: No Overnight Parking at Apron 8 without Chief Air Operations Permission. State request on PPR
- 2.20.11. **TWY C procedure:** All military and Resolute Support Mission contracted flights carrying Dangerous Cargo and using TWY C between 1830Z and 2330Z will comply with APRON 8 rules regarding ground assistance and monitor Eagle Ops frequency 123.40MHz until the time they leave TWY C.
- 2.20.12. **Engine Test**
- a) There is no designated spot at Hamid Karzai International Airport to perform engine tests.
 - b) All engine tests must be coordinated in advance with ATC-TWR. Advise TWR if the test is at Idle/above Idle/Max Power (TRT or MRT).
 - c) Light turboprop aircraft may expect TWY CHARLIE is facing northbound, medium, and heavy turboprop and all jet aircraft TWY BRAVO/HOTEL or the RWY.
 - d) When such tests are executed on a TWY, all aircraft performing above-idle engine tests shall chock both main landing gear with purpose-built, and for the aircraft-type, suitable wheel chocks.
 - e) In order to minimize the impact on air operations, it is recommended not to schedule engine tests during the morning period.
- 2.20.13. **No Hot Gun Location** available on the airfield.
- 2.20.14. **Runway Hot Spots:** Five Hot Spots (HS) have been identified for RWY 11/29 as follows:
- HS1–RWY crossing by vehicles between TWY Mike and Echo.
 - HS2–RWY crossing by vehicles and aircraft under tow between TWY Kilo and Charlie.
 - HS3–RWY crossing by vehicles and aircraft between TWY Lima and Delta.
 - HS4–RWY crossing by aircraft from TWY November to TWY Foxtrot.
 - HS5—Potential for RWY incursion due to interference in communications with ATC.
- 2.20.14.1 **Taxiway Bravo Hot Spot:** HS6–Potential for TWY Bravo crossing by vehicles/pedestrians crossing between Apron 3 and Apron 1.

HOT SPOTS



2.20.15. **“HOT” Refueling / Defueling**

- a) Refueling/Defueling with passengers embarking, disembarking, or on board is prohibited.
- b) Fueling with engines operating (Hot Refueling) is prohibited at Hamid Karzai International Airport.

2.20.16. **180 degrees turn on the runway is not allowed for HEAVY and MEDIUM aircraft**

OAKB AD 2.21 NOISE ABATEMENT PROCEDURES

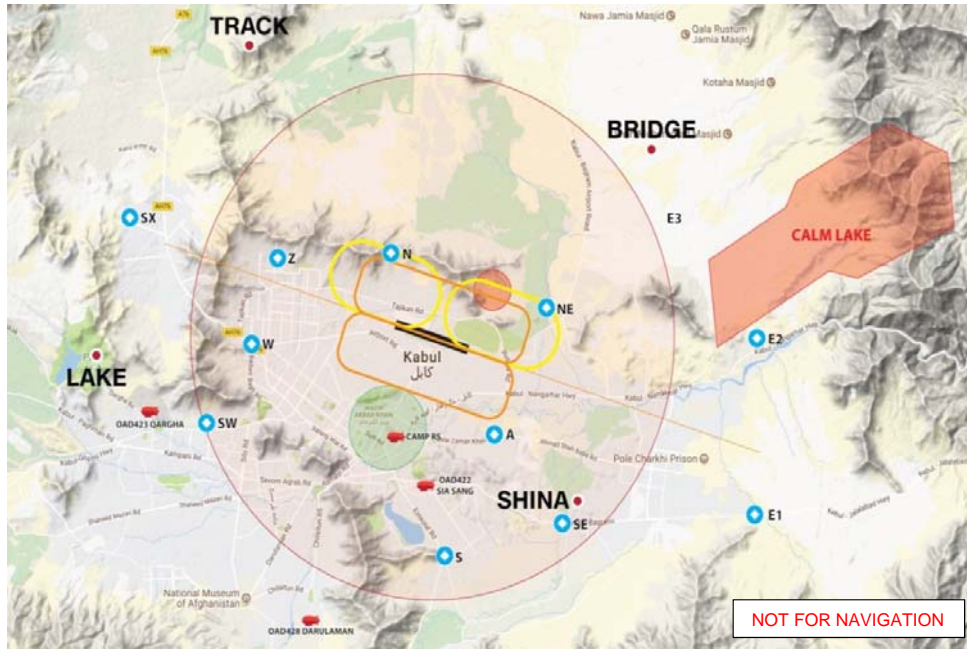
2.21.1. NIL

OAKB AD 2.22 FLIGHT PROCEDURES

- 2.22.1. ACFT with IFR FPL can depart VFR after obtaining ATC TWR approval.
- 2.22.2. Caution kite activity in the close vicinity of Hamid Karzai International Airport, SFC to 1200ft AGL.
- 2.22.3. Meteorological balloon launched at Hamid Karzai International Airport daily at 1130Z and 2330Z, SFC to 50,000ft AGL.
- 2.22.4. Crews are advised to avoid 1Km (0.5NM) radius centered on position 343434N 0691421E, SFC to 500ft AGL due to controlled explosions. (Quarry/Mining operations)
- 2.22.5. *****USE EXTREME CAUTION*** HEAVY AND CONCENTRATED HELICOPTER OPERATIONS WITHIN THE KABUL CONTROL ZONE.**
- 2.22.6. **FW VFR Departures:** after take-off, proceed RWY heading/straight ahead until 1500ft AGL then proceed on course unless approved otherwise by ATC TWR.
- 2.22.7. **FW VFR Arrivals:** Turn to final not closer than 3NM from APP end of RWY and not below 1100ft AGL, unless approved otherwise by ATC TWR.
- 2.22.8. **VFR Tower Traffic Circuits**
 - a) **Rectangular Fixed Wing:** The standard FW VFR rectangular tower circuit is to the south of the runway 7000’ MSL (Unless otherwise advised/approved by Tower).
Note: For the purpose of sequencing Traffic on the VFR traffic patterns there are 4 VFR HOLDING Points. **See Attached Map**
Altitude for the VFR Holding points shall be 7000ft MSL.

NAME	COORDINATES
TRACK	343995N0690672E
LAKE	343332N0690196E
BRIDGE	343813N0691877E
SHINA	342973N0691664E

Note: At LAKE and SHINA holding patterns to the south clockwise



- b) **Fixed Wing Overhead Circuit:** will report “Initial” at 7500’ MSL and break to the left for RWY 29 and to the right for RWY 11 (unless otherwise directed/approved by ATC).
- c) **Simulated / Actual Flame Out (SFO):** Aircraft are requesting/need a Simulated Flameout (SFO) will request through ATC the altitude desired for High Key – (Turns always to the South for SFO’s) (unless otherwise approved by ATC).
*****CAUTION*** Aircraft operating VFR over the downtown Kabul area will maintain ground track that provides sufficient lateral clearance of the Special Use Airspace OAP201 (surrounding the presidential palace) in order to prevent the perception that they may be violating the ROZ or posing a threat to the security of the Palace compound.**
- d) **The Standard VFR Circuit Rotary Wing** is to the North of the runway at 6500 MSL. RW aircraft will make all circuits to taxiway Hotel unless otherwise directed by ATC.

2.22.9. **Weather Minima:** VFR Weather minima within Kabul CTR is 5000m visibility, 1500ft ceiling.

NOTE - VFR flights for General and Commercial Aviation aircraft between sunset and sunrise not authorized!

2.22.10. Nil

2.22.11. **Special VFR (SVFR)**

2.22.11.1. Below VFR Minima all departing and arriving flights are subject to a Special VFR (SVFR) on pilot’s request, else an IFR clearance.

2.22.11.2. SVFR may be approved between official sunrise and sunset if the conditions are for:

- a) FW – 1500m visibility and 1500ft ceiling;
- b) RW –800m visibility and clear of clouds.

2.22.11.3. SVFR may be approved (only MIL) between official sunset and sunrise if the conditions are for:

- a) FW – 3000m visibility and 1500ft ceiling;
- b) RW NVG – 1500m visibility and clear of clouds;
- c) RW Nil NVG – 3000m visibility and clear of clouds.

2.22.12. **Lost Communication**

NOTE: All traffic, RW, and FW, with a radio communication failure, who intends to join the traffic circuit, shall do it at a 45-degree angle to the downwind leg.

2.22.13. **Airborne Aircraft**

a) **Fixed Wing**

- 1) Squawk 7600, rock wings and/or flash landing lights, and look for a light gun signal from ATC TWR.
- 2) If signal not observed, execute a low approach over the RWY at or above 500ft AGL at pilot's discretion, "rock wings" when passing in front of ATC TWR, then join the ATC TWR (north) traffic pattern.
- 3) When turning base leg or short final look for a light signal, full stop landing or go around.
- 4) Vacate RWY in use after landing at the TWY A/J or G (depending on RWY in use).
- 5) Do not enter TWY B/H without ATC TWR clearance via radio frequency, light signal or Follow-me guidance.

b) **IFR Arrivals**

- 1) If unable to make contact with APP (Kabul Approach) or ATC TWR (Kabul Tower), squawk 7600 and continue to monitor Guard frequencies.
- 2) In the event of a two-way communications failure, rock wings (daytime) or flash landing lights (night time) and proceed to a full stop landing at pilot's discretion on last assigned runway, vacate the runway expeditiously and look to ATC Tower for light gun signals.

c) **IFR Departures**

- 1) In the event of lost communications on departure, contact Kabul Arrival on 301.95 or 132.50.
- 2) If no reply, attempt contact with Kabul Approach on 360.60 or 131.60.
- 3) If no response, squawk 7600 and continue to monitor Guard frequencies, execute the published departure procedure to LOBRE, hold south of LOBRE on the Kabul 195R for 15 minutes, one zero mile legs, right turn, maintain 14,000 feet.
- 4) Climb to FL170 then proceed direct WEBRO and execute the ILS Runway 29 and attempt to contact Kabul Tower on 284.275 or 120.600.

Note: *If executing the TAPIS ONE departure proceed to TAPIS, direct the Kabul 195R20 mile fix (LOBRE) maintain 14,000 feet, hold for 15 minutes, then proceed as directed above.*

- d) **Rotary Wing:** Squawk 7600, "rock wings" and/or flash landing lights, and look for a light gun signal from ATC TWR. If light signal not observed, execute a low approach over TWY B/H at or above 500ft AGL at pilot's discretion, "rock wings" when passing in front of ATC TWR, and look for a light signal. Then join the ATC TWR (south/north) traffic pattern. When turning base leg or short final TWY B/H look for a light signal for full stop landing or go around. The landing shall be at TWY B/H a beam their parking apron and vacate TWY B/H via the fastest and safest means possible. In the case of an emergency associated to RCF, pilots should land on the RWY.

2.22.14. **ACFT on the Ground:**

- a) **ACFT taxiing for departure:** Stop, hold a current position on the TWY, expect to return to the parking position, keep engines running, and wait for Follow-Me vehicle guidance or Light-Gun signal to vacate the area.
- b) **ACFT Lined-up for departure:** Taxi down the RWY, vacate at the earliest possible, then stop on the TWY, and wait for Follow-Me vehicle guidance or Light-Gun signal. Do not

enter TWY B/H without ATC TWR clearance via radio frequency, light gun signal or Follow-me guidance.

2.22.15. Helicopter Operations

2.22.15.1. General

WARNING

Kabul CTR is a class D airspace; ATC provides traffic information to VFR/VFR, VFR/IFR, IFR/VFR as per ICAO Annex 2. RW must maintain a safe distance from the FW on final path for landing RWY 29/11 and on DEP path from RWY 29/11 in order to Avoid TCAS/RA.

*****CAUTION*** Limited communications coverage North of Kabul.**

- a) Entrance into Kabul CTR is only permitted on clearance from Kabul ATC TWR. All helicopters shall enter and exit the CTR through Echo 1, Echo 2, Echo 3, Sierra, Sierra-Whiskey or Sixer.
- b) All rotary wing traffic shall contact Kabul Tower on 120.6MHz or 284.275MHz prior to entering the Control Zone and maintain two-way radio communications with Kabul Tower while in Kabul Control Zone.

2.22.15.2. Helicopter VFR Compulsory Reporting Points

- a) Contact with Kabul ATC TWR must be made at each CRP in order to receive an onwards clearance. Lacking a positive clearance, the flight, shall enter a visual holding pattern.
- b) Ten Helicopter VFR Compulsory Reporting Points (CRP) (see 2.24.4) are established as follows:

Alpha	343144N0691436E
November	343550N0691131E
November Echo	343436N0691610E
Echo 1	342955N0692224E
Echo 2	343355N0692228E
Echo 3	343638N0691926E
Sierra	342859N0691307E
Sierra-Whiskey	343200N0690600E
Zulu	343544N0690807E
Sixer	343639N0690342E
Sierra-Echo	342943N0691638E
Whiskey	343347N0690721E

*****Helicopters holding at CRP NE and N must hold to the North of the CRP, counterclockwise.**

*****Helicopters holding at CRP ALPHA SIERRA-ECHO and WHISKEY must hold south to the CRP, clockwise.**

*****Helicopters are not permitted to hold, nor will they be instructed to hold, at CPR Zulu.**

General view of CRP (Compulsory Reporting Point) N, SW and MOI HLZ.

2.22.15.3. Helicopter Routes and HLZ's

- a) The altitude for arriving and departing helicopter traffic is 600ft AGL or below unless instructed otherwise. Arriving helicopters shall enter Kabul CTR at or below 600ft AGL (6500 MSL) via the appropriate CRP and fly the published VFR arrival corridor at or below 600ft AGL. Departing helicopters shall fly the published VFR departure corridors at or below 600ft AGL until exiting the CTR.
- b) All helicopters intending to cross the extended RWY center line within Kabul CTR must obtain explicit Kabul ATC TWR approval. If unable to obtain approval to cross the extended RWY center line, helicopters must hold to the North of CRP's (NOVEMBER-ECHO, NOVEMBER) or to the South of CRP's (ALPHA, SIERRA-WHISKEY, or WHISKEY) in accordance with their arrival direction until approval is received from Kabul ATC TWR.

- c) Helicopters intending to land on an HLZ within Kabul CTR shall report the destination HLZ to Kabul ATC TWR on initial contact. When on final for the destination HLZ, the flight shall inform Kabul ATC TWR of the estimated time of departure and the next destination. If contact with Kabul ATC TWR is not possible prior to departure, Kabul ATC TWR must be notified as soon as possible after liftoff (diverging from ARR/DEP corridors) and then expect to be directed by Kabul ATC TWR to the nearest arrival/departure corridor or the next destination landing site.

*****CAUTION*** Helicopters operating VFR to/from HLZs in downtown Kabul area will maintain ground tracks that provide sufficient lateral clearance of the Special Use Airspace: OAP201 (surrounding the Presidential Palace) in order to prevent the perception that they may be violating the ROZ or otherwise posing a threat to the security of the Palace compound. OAD129 (PTDS ROZ) located on Camp RS at 343145N 0691135E.**

- d) Departures clearances issued by ATC, NOT for a published route, will fly taxiway heading until the end of the taxiway and then turn/proceed directly to their clearance limit or coordinated exit fix at or below 600 Ft AGL. At Tower's discretion, helicopters may be instructed to proceed direct after airborne, but SHALL NOT overfly parked/taxiing aircraft, vehicles, personnel, or building below 300FT AGL.

2.22.15.4. **Aerodrome Helicopter Landing Sites (Helipads):** There is two marked helicopter- landing sites (HLS) on TWY BRAVO for taking-off, landing, and hovering.

- a) HLS (Helipad) BRAVO 1 is located east of TWY Foxtrot.

- b) HLS (Helipad) BRAVO 2 is located west of TWY Charlie abeam Apron 6S

NOTE1: Taxiway Bravo between West of Taxiway Foxtrot and East of Taxiway Charlie is unavailable for helicopter take-offs and landings. Helicopters may taxi on any portion of Taxiway Bravo.

*NOTE2: Taxiway Hotel **full-length** is used for helicopter departures and arrivals.*

NOTE3: Helicopters using TWY Hotel shall land/depart abeam the origin/destination apron unless otherwise directed by Kabul Tower.

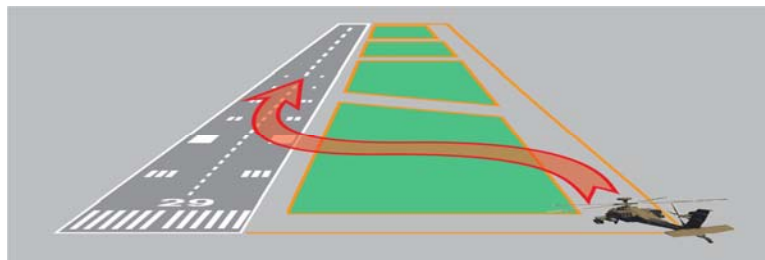
NOTE4: "SIDE-STEP" MANEUVER

Helicopters may be instructed, or pilots may request, to perform a "side-step" maneuver.

The following describes the purpose and maneuver:

- The purpose of the "side-step" maneuver is to ensure adequate spacing between helicopters, fixed wing aircraft, and vehicles operating on the surface areas while reducing operational delays for aircraft.
- A "side-step" maneuver instructs/permits the helicopter to maintain its original flight/taxi path and move/proceed to a landing/departure surface area to the left or right, depending on the instruction from the ATC/request from pilot, and to continue its path forward aligned with the parallel departure/arrival surface area while avoiding overflight or vehicle/personnel/structures; e.g. "side-stepping" from the taxiway to the runway or vice versa. (See graphic example).

Pilots shall not initiate the "side-step" maneuver without ATC approval.



- c) Helicopters arriving and/or departing TWY BRAVO and HOTEL shall comply with the published Arrival/Departure routes and shall not overfly parked/taxiing aircraft below 300 feet AGL. It remains the pilot's responsibility to identify and ensure sufficient separation from taxiing traffic and fixed obstacles are maintained at all times.

2.22.15.5. **Simultaneous Helicopter VMC Operations:**

- a) Simultaneous operations RWY/TWY, FW/RW opposite direction not allowed at all.
- b) Simultaneous operations RWY/TWY, FW/RW same direction approved when FW departing pass abeam the Position of the RW on parallel TWY's.

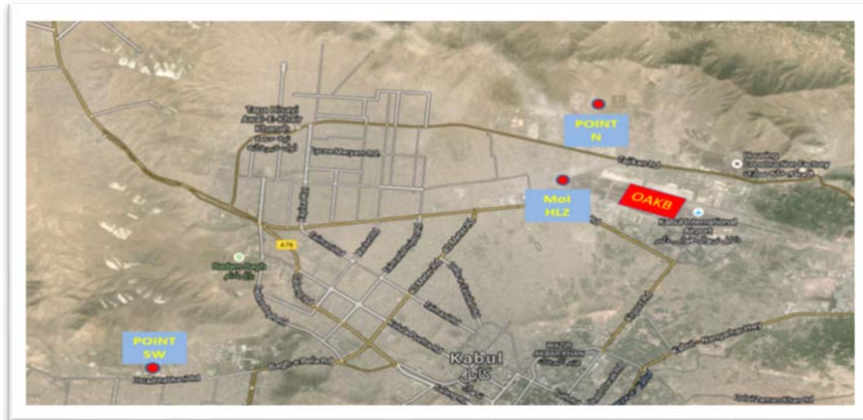
*****CAUTION*** Helicopter VFR operations on TWY HOTEL or TWY BRAVO may be simultaneous to RWY, only for RW operations at less than 250 meters distance. (Traffic information has to be provided to both aircraft concerned and acknowledged by both pilots).**

*****CAUTION*** all taxiing traffic on TWY HOTEL or TWY BRAVO may be simultaneous to RW operations.**

2.22.15.6. **MOI HLZ**

- 1) Located 1 km from departure end RWY 29 on the extended centerline.

*****CAUTION*** Due to the proximity of the MOI HLZ to Runway 11/29 serving Hamid Karzai Int'l Airport (HKIA) and the location being assessed as a risk for the traffic arriving Runway 11 and departing Runway 29, the procedures described below shall be strictly followed in order to ensure safe and efficient operations for the users of both HKIA and MOI HLZ.**



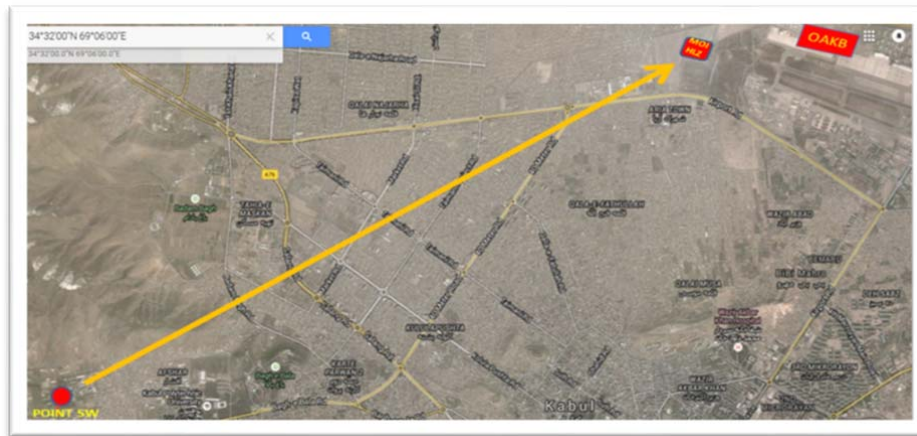
- 2) Only one flight at the time is authorized to operate at the MOI HLZ.
- 3) Under no circumstance, shall helicopter proceed to MOI HLZ without having received an explicit clearance from Kabul Tower.

4) **MOI INBOUND TRAFFIC**

- 1) **Arriving RW traffic from North** shall proceed to CRP (Compulsory Reporting Point) NOVEMBER and obtain a clearance from Kabul Tower prior to proceeding low level to MOI HLZ. *NOTE: The readback of clearance is mandatory prior to departing CRP November to MOI HLZ.*



- 2) **Arriving RW traffic from South** shall proceed to CRP Whiskey and obtain a clearance from Kabul Tower prior to proceeding low level to MOI HLZ. NOTE: The readback of clearance is mandatory prior to departing CRP SIERRA WHISKEY to MOI HLZ.



- 3) Arriving traffic shall report to Kabul Tower when “landing assured” and provide an estimated time on the ground if the flight is just for passenger/cargo pick-up/drop-off or an estimated time of departure if a longer delay or engine shut down is expected.

5) **MOI OUTBOUND TRAFFIC**

- 1) Traffic departing from MOI HLZ to northbound shall maintain low level direct to CRP NOVEMBER after receiving an explicit clearance from Kabul Tower. NOTE: The readback of clearance is mandatory prior to departing MOI HLZ TO CRP November.



- 2) Traffic departing southbound shall maintain low level direct to CRP WHISKEY after receiving an explicit clearance from Kabul Tower. NOTE: The readback of clearance is mandatory prior to departing MOI TO CRP WHISKEY.

	<p>proceed to downwind TWY BRAVO direction 29 approach, or clearance for a final approach for TWY BRAVO direction 11.</p> <p>See chart at 2.24.4.4</p>
SIXER Arrival TWY BRAVO	<p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to WHISKEY. At WHISKEY call ATC TWR and expect instructions to hold, proceed downwind for a TWY BRAVO direction 29 approach, or clearance for a final approach for TWY BRAVO direction 11.</p> <p>See chart at 2.24.4.2</p>
PREFERENTIAL ROUTE 1 (PREF1) <i>(to be used by RW from OAIX/NORTH to Green Zone)</i>	<p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to WHISKEY CRP and to enter the GREEN ZONE via the appropriate transition RED or BLUE according to the Traffic Flow.</p> <p>See chart at 2.24.4.2</p>

2.22.15.8.OAKB Helicopter VFR Departure Corridors: The following routes apply for helicopter VFR departures from Hamid Karzai International Airport:

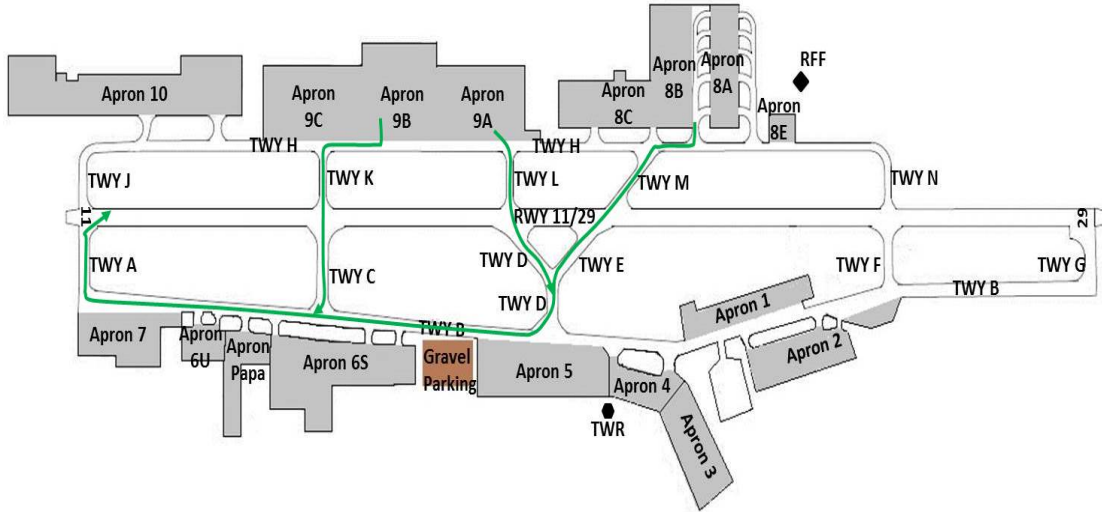
*****CAUTION*** Overflying built-up areas around the RWY and aircraft/vehicles on the ground at heights below 300ft AGL is strictly prohibited.**

NOTE: Departures clearances issued by ATC, NOT for a published route, will fly taxiway heading until the end of the taxiway and then turn/proceed directly to their clearance limit or coordinated exit fix at or below 600 Ft AGL. At Tower's discretion, helicopters may be instructed to proceed direct after airborne, but WILL NOT overfly parked/taxiing aircraft, vehicles, personnel, or building below 300FT AGL.

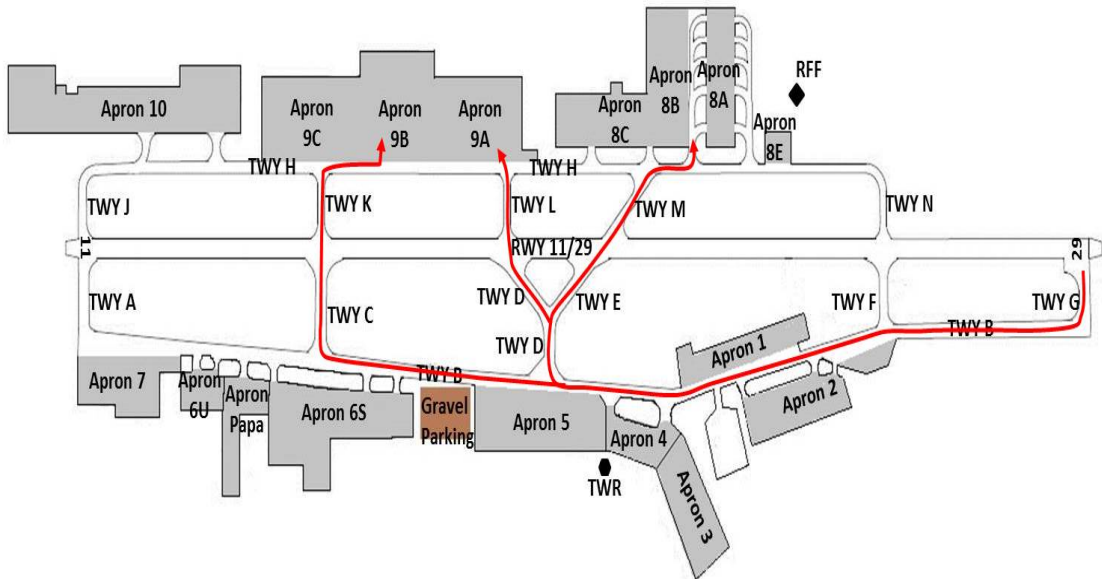
Departure Route	Procedure
NOVEMBER-ECHO Departure TWY HOTEL direction 29	<p>After take-off, maintain RWY heading until passing 300ft AGL prior turning right climbing to 600ft AGL or below. Abeam east end of the RWY turn left for NOVEMBER-ECHO. At NOVEMBER-ECHO, call ATC TWR reporting position and exit CRP and expect clearance to proceed to ECHO 2 or ECHO 3 at 600ft AGL or below.</p> <p>CAUTION: Aircraft have to maintain at least 1.5 NM north of the extended RWY center line</p> <p>See chart at 2.24.4.5</p>
NOVEMBER-ECHO Departure TWY HOTEL direction 11	<p>CAUTION: Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading.</p> <p>After take-off, maintain TWY heading until the end of the TWY then turn left for NOVEMBER-ECHO, climbing to 600ft AGL or below. At NOVEMBER-ECHO call ATC TWR reporting position and exit CRP and expect clearance to proceed to ECHO 2 or ECHO 3 at 600ft AGL or below.</p> <p>CAUTION: Special Use Airspace 1NM south of ECHO 3 and 0.5 NM north of ECHO 2. Direct routing from NOVEMBER-ECHO to ECHO 2 not practicable due to ROZ's. Aircraft have to deviate south too close to RWY 29 approach corridor, If there is FW IFR aircraft inside 6NM final to RWY 29 or departing from RWY 11, RW must hold at NOVEMBER- ECHO.</p>

2.24.5 Aircraft with an ACN equal or greater than 33 arriving or departing Aprons 8 and 9 taxi routes

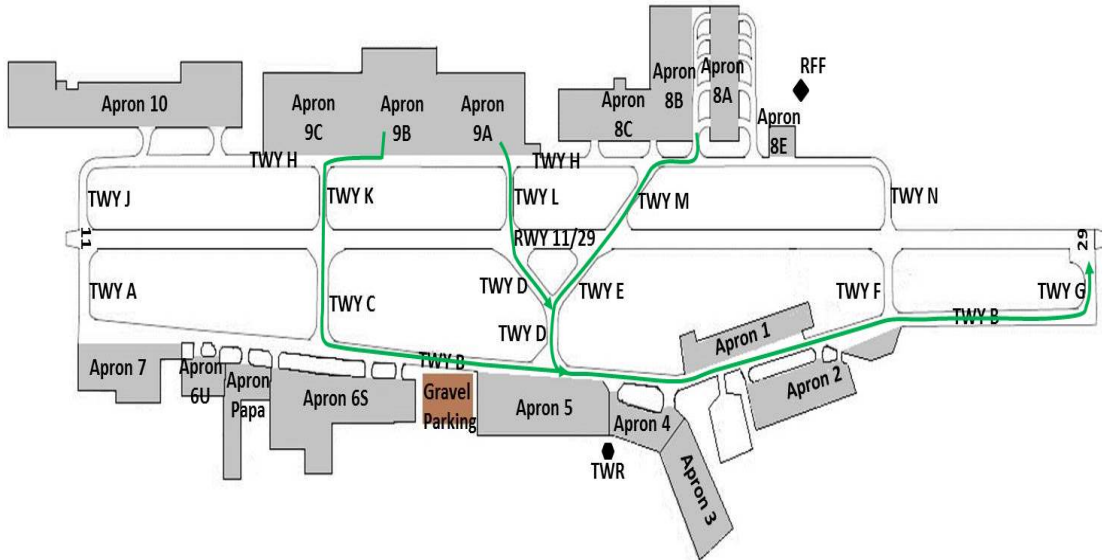
Taxi routes for overweight aircraft from Apron 8 and Apron 9 departing RWY 11.
Refer to OAKB AD 2.20.6



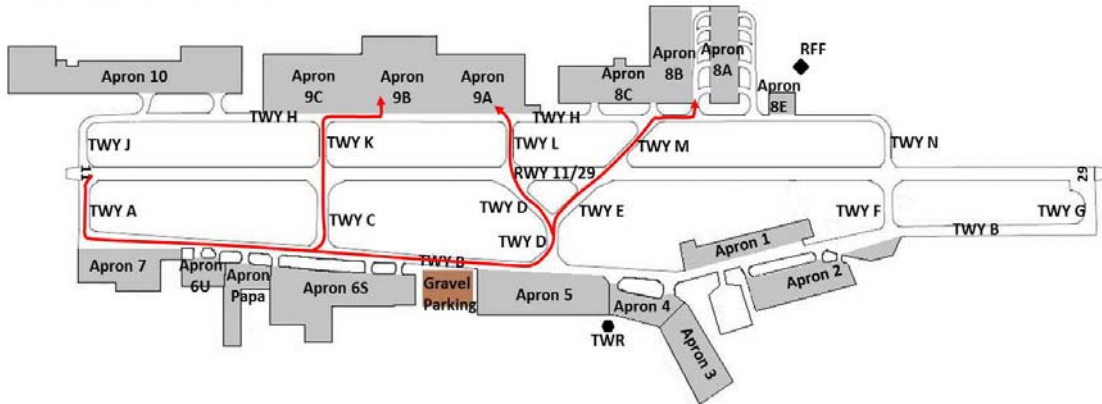
Taxi routes for overweight aircraft landing RWY 11 and intended to park on Apron 8 or Apron 9.
Refer to OAKB AD 2.20.6



Taxi routes for overweight aircraft from Apron 8 or Apron 9 departing RWY 29.
Refer to OAKB AD 2.20.6



Taxi routes for overweight aircraft landing RWY 29 and intended to park on Apron 8 or Apron 9.
Refer to OAKB AD 2.20.6



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OASA- SHARANA

OASA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASA – Sharana

OASA AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Audit & Data verification / discrepancies must be completed by respective airport

1.	Aerodrome Reference Point (ARP) coordinates and its site	330733N0685019E The geographic center of the RWY.
2.	Distance and direction from city	4km southeast of the city of Zahar Sharan
3.	Elevation and Reference temperature	7435ft
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	
6.	Aerodrome Administration Telephone Telephone Telex Email AFS Address	Abdulmalik Katawazai +93 (0) 790131870 +93 (0) 702720710 Nil paktika.civil.aviation@gmail.com Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Sharana is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Sharana Common Traffic Advisory Frequency (CTAF) 119.000 Possible traffic and/or weather information may be provided within 5NM OASA on 119.000. This is not a control service, but advisory information only.

OASA AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0330Z-1130Z
2.	Customs and Immigration	Nil
3.	Health and Sanitation	Nil
4.	AIS Briefing Office	Nil
5.	ATS Reporting Office	Nil
6.	MET Briefing Office	Nil

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