AERONAUTICAL INFORMATION PUBLICATION

ISLAMIC EMIRATE OF AFGHANISTAN

AERODROME (AD)

PART III

AIP EDITION 97

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PART 3 –AERODROMES (AD)

AD 1 AERODROMES – INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. NOTAM will be issued known details of airfield status; operators should contact local authorities to confirm the NOTAM accurately reflects airfield conditions.

2. The services described here is based on Annex 15 to the Convention on International Civil Aviation Organization.

3. Unless otherwise stated, Afghanistan airports are open from sunrise to sunset (HJ) for flight movements.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

1. Rescue and firefighting services provided for Civil flights operating at Kabul International Airport. Services are provided to the level of RFF Category 9 unless otherwise advised by NOTAM or detailed in the respective entry in Supplement.

AD 1.3 INDEX TO AERODROMES

1. Aerodromes with details published in AIP are:

1. Bagram (OAIX)	13. Khost / Chapman (OAKS)
2. Bamyan (OABN)	14. Kunduz (OAUZ)
3. Bastion (OAZI)	15. Maimana (OAMN)
4. Bost (OABT)	16. Mazar–e–Sharif (OAMS)
5. Chakhcharan (OACC)	17. Nimroz (OANZ)
6. Dwyer (OADY)	18. Qalat (OAQA)
7. Farah (OAFR)	19. Qala–I–Naw (OAQN)
8. Feyzabad (OAFZ)	20. Salerno (OASL)
9. Herat (OAHR)	21. Shank (OASH)
10. Jalalabad (OAJL)	22. Sharana (OASA)
11. Kabul International (OAKB)	23. Shindand (OASD)
12. Kandahar (OAKN)	24. Tereen / Tarin–Kowt (OATN)

2. **Aerodromes not published in the AIP are:**

1. Ajrestan	22. Nili (OANL)
2. Andkhoi (OAAK)	23. Oruzgan
3. Band e Sardeh Dam	24. Panyab (OAPJ)
4. Charikar	25. Qara Tepa
5. Darwaz (OADZ)	26. Razer (OARZ)
6. Dehdadi	27. Rustag (OART)
7. DostmohammadkhanKalay	28. Sarhawdza
8. Garez (OAGZ)	29. Sheberghan (OASG)
9. Ghazni (OAGN)	30. Sheghnan (OASN)
10. Helmand	31. Sherber Too
11. Khvejghar North	32. Shukvani (OASV)
12. Khvejghar South	33. Taluqan (OATQ)

13. Khojaghar (OAKG)	34. Tapa
14. KhwajaRawash	35. TehWareh (OATW)
15. Kotubkhel	36. Torkham Gate (OATH)
16. Lal (OALL)	37. Toorghondi (OATD)
17. Little Pamir (OALP)	38. Urgun – Urgoon (OAOG)
18. Logar (OALG)	39. Yakawlang (OAYL)
19. MarnahGhar	40. YangiQala (OAYQ)
20. Mukur (OAMK)	41. Yawan (OAYW)
21. Nayak	

3. There are currently no Heliports with details published in AIP.

4. Civil ACFT operations at other airfields may permit with prior ACAA approval. If approval granted, operators must comply with the procedures contained in this AIP and ICAO Annexes 2 and 11, Visual Flight Rules.

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1. Not available.

AD 2 AERODROME INFORMATION

OAIX – BAGRAM

OAIX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAIX – Bagram Airport

OAIX AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point (ARP) coordinates	345647N0691554E The geographic center of the airfield.
2	Direction and distance from the city	25 miles north of Kabul.
3	Elevation	4868 ft.
4	Geoids undulation	Unavailable.
5	Magnetic variation/Annual change	3.0º E/ Not Determined.
6	Aerodrome Administration Address	This airfield is under the control of Coalition Forces for Airfield Management.
	Airfield Management E–mail Telephone Telefax Telex AFS Address	 Nil Nil Nil Nil OAIXYXYX
7	Types of traffic permitted	IFR and VFR
8	Remarks	Refer to NOTAMs for detailed information regarding airfield construction activity.

OAIX AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	HJ
3	Health and Sanitation	H24*
4	AIS Briefing Office	H24*
5	ATS Reporting Office	H24*
6	MET Briefing Office	H24*
7	Air Traffic Services	H24*
8	Fueling	H24*
9	Handling	H24*
10	Security	H24*
11	De-icing	Day hours*
12	Remarks	See ENR 1.9 for PPR procedures.

OAIX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and Oil Types	TS1
3	Fueling facilities and capacity	H24
4	De-icing facilities	H24
5	Hangar Space for visiting ACFT	None
6	Repair facilities for visiting ACFT	Maintenance limited to transient ACFT.
7	Remarks	*Military only

OAIX AD 2.5 PASSENGER FACILITIES

1	Hotels	Compound accommodation for MIL only.
2	Restaurants	None
3	Transportation	None
4	Medical facilities	Base hospital for active military only/Contractor clinic available
5	Bank and Post Office	No bank/US Postal Service only
6	Tourist Office	None
7	Remarks	Nil

OAIX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	CAT 10; Crash Recovery CAT 8
2	Rescue Equipment	4P3000 (3 000 gallon each) 1 P 1500 (1 500 gallons each) 2 Tankers (3 000 gallon each) 1 Rescue vehicle with dedicated crew
3	Capability for removal of disabled ACFT	Using MIL assets
4	Remarks	Full spectrum of crash, fire & rescue service H24

OAIX AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	Snow removal brushes and plows.
2	Clearance priorities	**Priority I**: Runway, GCAS and medivac ACFT, and emergency response: PRI RWY and overruns 50ft left and right of centerline.
3	Remarks	AFM will prioritize snow and ice removal operations on the airfield with the ITT Snow Removal Supervisor. AM determine RWY Surface Conditions (RSC). Assigned units are responsible for their own de-icing services. Transient Alert only de-ices transient aircraft.
4	Remarks	Nil

OAIX AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

		Identifier	Details
1	Surface and strength of aprons	ALPHA EAST	247ft x 1241ft (75m x 378m) Concrete Condition: Good PCN:86/R/B/W/T Lighting: Nil Alpha spots 1-5 restricted to limit to C130 & smaller. Spots 6 to 10 restricted to CH-47 & smaller rotary aircraft. Use caution for FOD due to concrete scaling.
		ALPHA HAMMERHEAD	340ft x 543ft (103.6m x 165.5m) Concrete Condition: Good PCN: 113/R/B/W/T Used for overflow parking when needed. Primary engine run location and hot gun pad. Sling load operations permitted with Airfield Management approval. ACFT will not park on Alpha Hammerhead during hours of darkness without 455 EOG/CC approvals.

		ALPHA WEST	1 185ft x 221ft (361.2m x 67.4m) Concrete Condition: POOR PCN:32/R/B/W/T Lighting: Nil Spot 11 for C-130 and smaller Spot 12-13 for CH-47 and smaller Use caution for FOD due to concrete scaling.
		BRAVO EAST	1 490ft x 350ft (454.2m x 106.7m) Concrete Condition: Good PCN:50/R/C/W/T Lighting: Nil Restricted to ACFT with wingspan 55ftor less.
		CHARLIE EAST	1 049ft x 264ft (319.7m x 80.5m) Concrete Condition: FAIR PCN:59/R/B/W/T Lighting installed Spots 25-30 restricted to use by A/C with 133’ wingspan or smaller.

		CHARLIE WEST	1 472ft x 484ft (448.7m x 147.5m) Concrete Condition: POOR PCN:42/R/B/W/T Lighting installed Use caution for FOD due to concrete scaling. Spots 1 and 8 restricted to use by A/C with 55 ft. wingspan and smaller Spots 9-13 restricted to ACFT with wingspan 55 ft. or less. Spots 14-21 restricted to ACFT with wingspan 55 ft. or less. Spots 22 & 24 restricted to ACFT with wingspan 85 ft. Or less.
		DELTA	1 464ft x 485ft (446.2m x 147.8m) Concrete Condition: POOR PCN:40/R/C/W/T Lighting installed Delta 1 parking spot restricted to ACFT with wingspan 170ft or less. Delta 2–7 spots restricted to ACFT with wingspan 1343 ft. or less. Delta 8&9 restricted to ACFT with wingspan 78ft or less. Gulfstream ACFT may park, centered, on Delta 8&9 when approved by Airfield Management; however, TA will lead ACFT in from TWY H and use wing walkers due to T- Wall proximity.

		DELTA EAST	640ft x 150ft (195.1m x 45.7m) Concrete Condition: Good PCN:49/R/B/W/T Lighting installed Spots 10–13 restricted to ACFT with wingspan 133 feet or less. Spot 10 used for high power engine runs for C-130 and smaller.
		ECHO (CAS RAMP)	681ft x 398ft (207.6m x 121.3m) Concrete Condition: Good PCN:115/R/B/W/T Lighting installed
		FOXTROT Ramp (Rotary and fixed wing)	2 500ft x484ft (762m x147.5m) Concrete Condition: POOR PCN:26/R/B/W/T Lighting installed Spots 1-6 for UH-60 & smaller rotary A/C. Rotary A/C must use North Ramp access only. Fixed wing A/C must use North Ramp access only. Restricted to ACFT with wingspan 85 ft. Or less. Use caution for 15ft concrete T–Walls around the ramp.

		GOLF RAMP (Rotary Wing only)	Width/Length TBD Concrete Condition: POOR PCN:40/R/B/W/T Lighting installed Spots 1-4 are for local Army Cab use, and ACFT should park parallel to the T-walls located to the west of the ramp. Spots 5-9 are transient rotary spots that require a PPR to operate. All spots will support CH-47 size ACFT. Transient rotary wing ACFT must use 'Follow-Me' service to park and should expect to park on Tango Ramp spots 4 and 5 due to limited parking on Golf Ramp. Golf Ramp taxi lane is nonstandard width 120ft. AFCENT waiver approved for non-standard box dimensions. All ACFT on Golf Ramp must change to CTAF 123.625 for situational awareness. All aircraft shall follow taxi lines and lead in lines to parking spots.
		GOLF HAMMERHEAD	340ft x 543 ft. (103.6 m x 165.5 m) Concrete Condition: Good PCN:92/R/B/W/T Lighting installed Primary rotary ACFT arrival/departure point. Use caution for taxiing fixed wing on TWY G, G1, Juliet and vehicles operating on Golf Hammerhead.

		LIMA RAMP	Concrete Condition: Good PCN: 65R/B/W/T For use by UAS aircraft only. Aircraft towed on Lima Ramp north of the T-walls requires wing walker.
		MIKE	960ft x 400ft (292.6 m x 121.9 m) Concrete Condition: Good PCN:79/R/B/W/T Lighting installed For use by aircraft with wingspan 57’ or smaller
		NOVEMBER (HELO ONLY)	330ft x 450ft (100.6 m x 137.2 m) Concrete Condition: Good PCN:36/R/B/W/T Lighting installed Restricted to rotary ACFT CH–47 and smaller. Use caution when UAS is arriving or departing.
		PAPA (HELO ONLY)	450ft x 570ft (137.2 m x 173.7 m) Concrete Condition: Good PCN:37/R/B/W/T Lighting installed Restricted to rotary ACFT smaller than CH–47.

		SIERRA RAMP	550ft x 1400ft (167.7 m x 426.7 m) Concrete Condition: Good PCN:93RBWT Lighting: Nil Restricted to ACFT with wingspan 240 ft. or less. Widebody ACFT cannot taxi past on Taxiway Foxtrot TWY H due to wingtip clearances. Sierra spots 1 & 5 cannot facilitate wide body side load operations. No engine runs allowed above idle or use of normal taxi power to/from parking.
		TANGO RAMP	550ft x 1 100ft (167.7 m x 335.3 m) Concrete Condition: Good PCN:103/R/C/W/T Lighting: Nil Restricted to ACFT with wingspan 170ft or smaller. Used for rotary overflow parking when directed by Airfield Management. No engine runs allowed above idle or use of normal taxi power to/from parking.

		ROMEO RAMP	575ft x 1 400ft (175.3 m x 426.7 m) Concrete Condition: Good PCN:25/R/C/W/T Lighting Installed Used for large and smaller rotary parking. Due to reduced rotor blade clearance, ACFT taxiing on the primary East-West Taxi lane is to use caution. Primary VFR rotary arrival route to Romeo Ramp is via two Landing Zones (LZs) located at the south end of the ramp. Simultaneous operations approved for RWY and LZs. No sling loads & no parking allowed on LZs. ACFT must land and taxi clear for other arriving rotary ACFT. All ACFT must change to CTAF VHF 121.825 while operating on Romeo Ramp for situational awareness. No rotary OPS authorized on AM-2 matting area south of Romeo Ramp. Ares is used for break down and build-up of aircraft only. Hoist checks authorized south of the Romeo LZ's over the concrete area. Arrivals/departures from ramp taxi lanes not authorized.

		KILO RAMP (HOT CARGO PAD)	543ft x 248ft (165.5m x 75.5m) Concrete Condition: Good PCN:105/R/B/W/T Lighting Installed Restricted to ACFT with a wingspan of 240ft or less. Sling load operations must be coordinated with Airfield Management 48 hours in advance. Units must pick up sling loads w/in 30-minutes of initial drop. If not, drops will be confiscated, and units may be denied future PPRs.
2	Width, surface and the strength of TWYs	TWY A	75ft (22.9m) Concrete: 25ft asphalt shoulders Condition: Good PCN 97 R/B/W/T Lighting installed RWY hold sign missing Restricted to aircraft with 170 ft. or less wingspan between TWY J and TWY H and TWY H between TWY A and TWY E.
		TWY A1	75ft (22.9m) Concrete:50ft asphalt shoulders Condition: Good PCN:87/R/B/W/T Lighting Installed

		TWY B	133 ft. (40.5m) Concrete: No Shoulders Condition: air PCN:58/R/B/W/T Lighting installed Restricted to ACFT with wingspan 170 ft. or smaller
		TWY C	75 ft. (22.9m) Asphalt:25 ft. asphalt shoulders Condition: Good PCN: 96/F/B/W/T Lighting installed Restricted to ACFT with wingspan 170 ft. or smaller between TWYs J and H.
		TWY D	88ft (26.8m) Concrete: No Shoulders Condition: air PCN:44/R/C/W/T Lighting: Nil Primary MEDEVAC rotary ACFT arrival/departure area. Restricted to ACFT with wingspan 170 ft. or less to access Delta 1 parking spot.

		TWY E EAST	75 ft. (22.9m) Concrete Condition: Good PCN:68/R/B/W/T Lighting installed Restricted to ACFT with wingspan 58ft or less.
		TWY E WEST	75 ft. (22.9m) Asphalt:25 ft. asphalt shoulders Condition: Good PCN:44/F/A/W/T Lighting installed Restricted to ACFT with wingspan 240ft or smaller
		TWY F	75ft (22.9m) Concrete:25ft asphalt shoulders Condition: Good PCN:89/R/B/W/T Lighting installed Restricted to ACFT with wingspan 170 ft. or smaller

		TWY G	75 ft. (22.9m) Concrete:25ft asphalt shoulders Condition: Good PCN:74/R/B/W/T Lighting installed Restricted to ACFT with wingspan 170 ft. or smaller between TWY H and Juliet. Restricted to ACFT wingspan of 240ft or smaller between TWY J and RWY.
		TWY G1	75 ft. (22.9m) Concrete:50 ft. asphalt shoulders Condition: Good PCN:86/R/B/W/T Lighting installed Restricted to ACFT with wingspan 240 ft. or smaller. TWY G-1 must be clear of vehicles, aircraft, and personnel when RWY03L is in use.
		TWY H	85 ft. (25.9m) Concrete: No Shoulders Condition: FAIR PCN 32/R/B/W/T Lighting installed Restricted to ACFT wingspan 170 ft. or less

		TWY H (From B to C)	75 ft. (22.9m) Concrete: No Shoulders Condition: FAIR PCN:32/R/B/W/T Lighting installed Restricted to ACFT wingspan 170 ft. or less
		TWY H (From C to D)	75 ft. (22.9m) Concrete: No Shoulders Condition: FAIR PCN:13/R/C/W/T Lighting installed Restricted to ACFT wingspan 170 ft. or less
		TWY H (From D to G)	75 ft. (22.9m) Concrete: No Shoulders Condition: Good PCN:68/R/B/W/T Lighting installed Restricted to ACFT wingspan 170 ft. or less between TWY D and E-- 240 ft. or less between TWY E & Sierra Ramp Spot 5. 170 ft. or less between Sierra Ramp Spot 5 and TWY G.

		TWY J	75 ft. (22.9m) Concrete:50ft asphalt shoulders Condition: Good PCN:92/R/B/W/T Lighting installed Restricted to ACFT wingspan 240 ft. or less.
		TWY K	75 ft. (22.9m) Concrete:50ft asphalt shoulders Condition: Good PCN:63/F/A/W/T Lighting installed Restricted to ACFT wingspan 240 ft. or less
		TWY L East	75 ft. (22.9m) Concrete:25ft asphalt shoulders Condition: Good PCN:68/R/B/W/T Lighting installed Restricted to ACFT wingspan 66 ft. or less
		TWY L West	N/A Restricted to ACFT wingspan 240 ft. or less CONDITION: GOOD PCN: 57R/B/W/T

		TWY M	75 ft. (22.9m) Concrete:25 ft. asphalt shoulders Condition: Good PCN:100/R/B/W/T Lighting installed Restricted to ACFT wingspan 58 ft. or less
		TWY N (HELO ONLY)	50 ft. (15.2m) Concrete:25 ft. asphalt shoulders Condition: Good PCN:46/R/C/W/T Lighting installed Restricted to small rotary and RPA only
		TWY P (HELO ONLY)	50 ft. (15.2m) Asphalt:25 ft. asphalt shoulders Condition: Good PCN:79/F/A/W/T Lighting installed Restricted to small rotary ACFT and RPA only& fixed wing A/C with wingspan 43 ft. or less
		TWY R	75 ft. (22.3m) Concrete:25ft asphalt shoulders Condition: Good PCN:35/R/C/W/T Lighting installed Restricted to large rotary ACFT and smaller & fixed wing A/C with wingspan 43 ft. or less

		TWY U	Concrete: 25 ft. asphalt shoulders Condition: Good Lighting installed Restricted to A/C with 58 ft. wingspan & smaller between TWY L & N Restricted to A/C with 54 ft. wingspan and smaller between TWY N & P
3	Location and elevation of altimeter checkpoints	Not available	
4	Location of VOR checkpoints	Not available	
5	Position of INS checkpoints	Nil	
6	Remarks	Check NOTAMs for TWY and APN availability. All parking spots provide at least 10 feet of clearance from revetments and T-walls. All transient ACFT to include rotary ACFT will use follow me service to parking. Use caution for 15 concrete T–Walls installed on ramps. PIC must use caution near T–Walls and request wing walker assistance if needed to park and block out of parking. ACFT larger than C-130s shall not park on Charlie Ramp. ACFT with wingspan greater than 78 ft. Shall not park on Delta Ramp Spot 8&9. Airfield Management may approve C-17 and smaller to park on Delta Spot 1 when needed.	

OAIX AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1	Use of ACFT stand ID signs, TWY guide lines, and visual docking/parking guidance system at ACFT stands	Limited Signs available
2	RWY markings and lights	(ALSF1) with PAPIs and REILS – Steps 1 – 5 intensity levels.
3	TWY markings and lights	TWY C, E, G, H (South of C), L, M, N, and P – Steps 1 – 5 intensity levels. TWY A, B, C, D, F, H (North of C) and J. Solar powered lighting with a single intensity only.
4	Remarks	TWY C, E, G, H (South of C), L, M, N, and P – Steps 1 – 5 intensity levels. TWY A, B, C, D, F, H (North of C) – Solar.

OAIX AD 2.10 AERODROME OBSTACLES

1	RWY 03R	OAIX Obstacle Chart not published
2	RWY 21L	OAIX Obstacle Chart not published
3	RWY 03L	Not for Use by Transient Aircraft
4	RWY 21R	Not for Use by Transient Aircraft
5	FSSP	Fluor Supply Yard SW end of RWY
6	Remarks:	1.1.1. The North PTDS (NPTDS) is located 1.5 nautical miles (NM) southeast of BAF's runway at the point: N034 degrees 55 minutes 58.96 seconds, E069 degrees 17 minutes 21.88 seconds, ground elevation of 4,836 ft. Mean sea level (MSL). The NPTDS is normally aloft between the surface and 3,000 ft. AGL (7,836 MSL). All aircraft are authorized to execute the ILS approach when the PTDS is aloft at or below 3000 ft AGL. 1.1.2 The South PTDS (SPTDS) is located approximately 1.1 NM SE of BAF's runway at the point: N034 degrees 55 minutes 48 seconds, E069 degrees 16 minutes 39.6 seconds, at a ground elevation of 4,846 ft. MSL. The SPTDS is normally aloft between the surface and 3,000 ft AGL (7,846 MSL). All aircraft are authorized to execute the ILS approach when the PTDS is aloft at or below 3000 ft AGL.

OAIX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Nil
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	MIL can contact https://28ows.shaw.af.mil MIL/Civil can contact PMSV on 135.6 MHz
4	Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5	Briefing/consultation provided	Transient crews can receive update to their form 175–1 and or verbal briefing in the 455 EOG Met Office
6	Flight documentation Language(s) used	Only TAF, METAR, SPECI English
7	Charts and other information available for briefing or consultation	None
8	Supplementary equipment available for providing information	Wind information provided by midfield sensors
9	ATS unit provided with information	Bagram TWR, and APP
10	Additional information	Use station code OAIX: http://adds.aviationweather.noaa.gov/metars or: http://www.baseops.net/metro.html or https://28ows.shaw.af.mil/ for US .mil computers

OAIX AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		03R	21L
1	BRG True and Mag	030º T / 032.6º M	210º T / 212.6º M
2	RWY Dimensions	3 602.4m x 45.7m (11 819ft x 151ft)	
3	PCN	102 R/B/W/T concrete	
4	THR Coordinates	345554.17N 0691521.95E	345735.60N 0691632.66E
5	THR Elevation	4 868ft AMSL	4 853ft AMSL
6	Slope of RWY/SWY	0.0012%	
7	SWY Dimensions	N/A	N/A
8	CWY Dimensions	N/A	N/A
9	Strip Dimensions	N/A	N/A
10	Obstacle-free zone	Not calculated	Not calculated
11	Remarks	ACFT Arrestor System: RWY03R BAK–12 1510ft from RWY THR RWY21L BAK–12 1502ft from RWY THR RWY03R MAAS - 3186ft from RWY THR All arresting systems are bi-directional with 1200 ft. Pull out. Normal configuration: DEP end cable in place. APP end removed. Non–EMERG requests for cable require 30min notice to TWR. **RWY maintenance.** 1st and 3rd Thursday of each month, 1030z - 1330z, RWY is closed for maintenance. **Exception:** 15 min notice required for Emergency, MEDEVAC and CAS ACFT.	

		RWY 03L/21R is available for local assigned aircraft only. Refer to 2.23.14 and NOTAM.

OAIX AD 2.13 DECLARED DISTANCES

		RWY 03R		RWY 21L	
		TORA	LDA	TORA	LDA
1	Full length	3 602m (11 819ft)			
Intersection Departure		**TORA**		**TORA**	
2	TWY G	3285 m (10779 ft.)		317 m (1040 ft.)	
3	TWY F	2771 m (9091 ft.)		831 m (2729 ft.)	
4	TWY P	2771 m (9091 ft.)		831 m (2729 ft.)	
5	TWY N	2758 m (9048 ft.)		931 m (3055 ft.)	
6	TWY M	2450 m (8041 ft.)		1152 m (3778 ft.)	
7	TWY E	2251 m (7385 ft.)		1351 m (4434 ft.)	
8	TWY L	2074 m (6805 ft.)		1528 m (5014 ft.)	
9	TWY C	1343 m (4405 ft.)		2260 m (7414 ft.)	
10	TWY A	312 m (1023 ft.)		3291 m (10796 ft.)	
11	Remarks	TODA and ASDA not available RWY03R/21L may not be available. Refer para. 2.23.14 and NOTAM.			

OAIX AD 2.14 APPROACH AND RWY LIGHTING

RWY		03	21
1	Type, length, and intensity of approach lighting	ALSF–1 Approach lights. 792.5 m (2600 ft.) 5 intensity settings	Nil
2	Threshold lights, colour, and wing bars	Green lights	Green lights
3	Type of visual approach slope indicator system	PAPIs RWY03R: Positioned non–standard on the Eastern side. Not useable beyond 2.5 NM.	PAPI RWY 21L
4	Length of RWY 03R/21L touchdown zone indicator lights	Nil	Nil
5	Length, spacing, colour, and intensity of RWY 03 R/21L center line lights	Nil	Nil
6	Length, spacing, colour, and intensity of RWY 03R/21 Ledge lights	White 61 m (200 ft.) intervals 5 stage intensity	White 61 m (200 ft.) intervals 5 stage intensity
7	Colour of RWY 03R/21L end lights and wing bars	1 white flashing per side	1 white flashing per side
8	Length and colour of stop way lights	2000 ft. Amber	1000 ft. Amber
9	Remarks:	Carnamah Solar powered lights on RWY03R/21L as a backup, in OFF position and not controlled by TWR.	

OAIX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Aerodrome Beacon		Military Beacon
1	Location and lighting of anemometer and landing direction indicator	Illuminated windsock located west side of the 03R/21L north of TWY Echo.
2	TWY edge and centerline lighting	Blue TWY lights and solar-powered lights.
3	Secondary Power Supply including switchover time	Nil
4	Remarks	Nil

OAIX AD 2.16 HELICOPTER LANDING AREA

1	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
2	TLOF and 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

OAIX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	**CTR:** 8NM radius centered on ARP **CTA:** 20NM radius centered on 345622N 0691547E from 344417N 0685623E clockwise to 343919N 0692834E and a straight line back to 344417N 0685623E. **TMA:** 50NM radius centered on 345622N 0691547E from 350023N 0681506E clockwise to 343929N 0701259E then straight lines to 343919N 0692834E to 344417N 0685623E and back to 350023N 0681506E.
2	Vertical Limits	CTR: SFC – 8000 ft. AMSL CTA:1000 ft. AGL – FL290 TMA:1000 ft. AGL – FL290
3	Airspace Classification	CTR: Class D CTA: Class C TMA: Class E
4	ATS unit call sign Language	CTR: Bagram TWR CTA/TMA: Bagram APP English
5	Remarks	See ENR 2.1 for specific airspace structure.

OAIX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours	Remarks
1	2	3	4	5
APP	Bagram Approach	124.8 379.3	H24	Emergency/Guard Frequencies 121.500 MHz 243.000 MHz
TWR	Bagram Tower	120.1 325.75	H24	Emergency/Guard Frequencies 121.500 MHz 243.000 MHz
GROUND	Bagram Ground	125.9 380.8	H24	
(ATIS)		369.4 134.25	H24	
Golf Ramp CTAF		123.625	H24	For coordination between rotary ACFT on Golf Ramp only. Transient rotary aircraft contact Golf Ramp OPS 123.625 when 5-minutes out with call sign, # of PAX.
Romeo Ramp CTAF		121.825	H24	Use for de-confliction on Romeo Ramp
Hickory LZ CTAF		121.375	H24	Coordinate on CTAF for sling-load operations
Local SFA Emergency Frequencies		125.25 387.0	H24	Assigned to Emergency ACFT only

Pilot to Dispatch	Bagram Dispatch	118.5	H24	Local Airfield Information
Pilot to Metro	Bagram METRO	126.8	H24	Local Weather Information

OAIX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident (Emission)	Frequency/ Channel		Hours	Coordinates	DME antenna Elevation	Remarks
VORTAC	BGM	CH 74 112.7		H24	345701.4N 0691617.4E	4851 ft.	MIL use only
ILS	I–BAG	LOC	110.7 MHz CH 44	H24	345745.5N 0691639.6E	4852 ft.	
		GP	330.2 MHz		345600.4N 0691531.8E		

OAIX AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Contact Bagram Ground Control for engine start and taxi information. ACFT needing priority handling must notify Ground Control when calling for engine start.

2.20.2. Wheeled helicopters will ground taxi to the extent practicable way to avoid rotor wash and FOD.

2.20.3. ACFT may not taxi closer than 25 ft. from any obstruction without wing–walkers. . All parking spots provide at least 10 feet of clearance from revetments and T-walls. Request a marshaller if assistance is needed. Heavy ACFT will not use greater than normal engine power to taxi unless necessary, due to potential FOD hazards. Multi-engine aircraft operating on TWY H between TWY A and TWY C is recommended to operate inboard engines only due to FOD potential.

2.20.4. **Controlled Movement Area (CMA):** The CMA at Bagram is defined as RWYs, in fields, overruns within 100 ft. Of the RWY edge or end.

2.20.4.1. Bagram Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.

2.20.4.2. All CMAs are two–way radio controlled and require tower approval prior to entry.

2.20.5. All ACFT operating on the RWY03R/21L must conduct 180 degree turns on the concrete portion of the RWY within 500 ft. of the threshold. ACFT departing RWY 03R make a left turn. ACFT departing RWY 21L make a right turn. Fighter aircraft shall not make 180 degree turns on the runway to back taxi due to damage caused to asphalt surface.

2.20.6. Recommend all VFR ACFT touches down on first 1200 ft. of RWY 03R/21L (concrete portion).

2.20.7. All are arriving or transiting VFR ACFT, not on a mission requiring C2 control, shall attempt to contact Bagram Approach Control prior to entering Bagram Class E Airspace.

OAIX AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. To the maximum extent possible, ACFT will avoid overflying populated areas of the base and local villages below 500 ft. AGL.

OAIX AD 2.22 FLIGHT PROCEDURES

2.22.1. **General:** Basic ATC surveillance service is available to all ACFT and will consist of safety alerts, traffic advisories, ATC Surveillance System vectoring and sequencing VFR traffic with IFR and other participating VFR traffic.

2.22.2. **Availability of Airport Surveillance Radar (ASR) Approaches and Precision Approach Radar (PAR) Approaches**

2.22.2.1. PAR and ASR approaches are **not available** at Bagram..

2.22.3. Bagram Radar Facility (BRF) does not provide final approach monitoring of ILS approaches. Aircraft communications will be switched to Bagram Tower NLT 10 miles.

2.22.4. **SVFR/IFR and Non– ATC Surveillance System procedures**

2.22.4.1. Arriving pilots requesting SVFR should contact ARR/DEP control. Departing helicopter pilots should contact ground control for clearance.

2.22.4.2. IFR Non-Radar Procedural services are available from Bagram Approach when the ASR is out of service.

2.22.5. **ATC Radio Failure Procedures**

2.22.5.1. In the event of a total loss of ATC radio communications, Approach services shall be provided by Kabul approach control at 131.6 or 360.6. Kabul approach control shall broadcast on all available frequencies (including 121.5 and 243.0) for ACFT to contact them. If no contact received, civil ACFT should switch to Afghanistan advisory frequency.

2.22.5.2. **Departing ACFT.** Departing ACFT should attempt to contact Kabul APP and continue outbound on previously assigned routing.

2.22.5.3. **Arriving ACFT.** Arriving ACFT should attempt to contact Kabul APP, if unable:

a) IFR ACFT should continue inbound to the airport as previously cleared. Once established on a segment of an approach, attempt to contact Bagram tower for applicable traffic advisories, landing sequence, and clearance.

b) VFR ACFT should attempt to contact Bagram tower with a position report to receive applicable traffic advisories, landing sequence, and clearance.

2.22.5.4. A NOTAM will be disseminated for prolonged outages, and it shall be broadcasted on Bagram ATIS (369.4 or 134.25).

OAIX AD 2.23 ADDITIONAL INFORMATION

2.23.1. **Transient and Civilian ACFT**. Airfield Management (AM) is the focal point for all inbound transient or civilian ACFT. AM will provide the Control Tower with the call sign, ACFT type and ETA of transient/civilian ACFT approved to land without a PPR number. The Control Tower will direct transient ACFT to the most suitable parking spot as directed by AM or Transient Alert.

2.23.2. Transient ACFT parked on Sierra and Tango Ramp shall not block out of parking unless assisted by Transient Alert.

2.23.3. **Flight Planning Procedures.** Bagram Airfield uses the PPR and Air Force Central Command (AFCENT) procedures to schedule the flow of ACFT missions to/from Bagram Airfield. These missions include Air Mobility Division (AMD) missions (US and Canadian C-130s), all TACC missions (C-17/C-5 and HQ AMC Commercial Missions in GDSS) and all Civil, Civil Tender and Coalition Airlift Missions. AM has the capability to submit flight plans and changes through the IMT System. AM does not have the ability to fax or submit flight plans through the Host Nation. Remain overnight (RON) PPRs are approved on a case-by-case basis and may take 24–hours to approve.

2.23.4. Units not able to file flight plans in person may submit them to AM either via email at 405eoss.ppr@bgab.afcent.af.mil or 318 – 447 - 6316. Units filing flight plans by E-mail must maintain all original flight planning forms for disposition IAW Air Force WEB–RIMS Records Disposition Schedule (RDS). AM cannot accept flight plans by fax as AM has no fax capability. The Army does not file flight plans through AM for RW ACFT. Army units may use a “Ramp Tracker” accountability process for helicopter movements. The Army shall retain any written “Ramp Tracker” or Air Tasking Order documents for one year.

2.23.5. AM will not approve transient aircrew requests to RON until billeting has been approved for the aircrew. AM will forward all RON requests to Air Force Billeting via email.

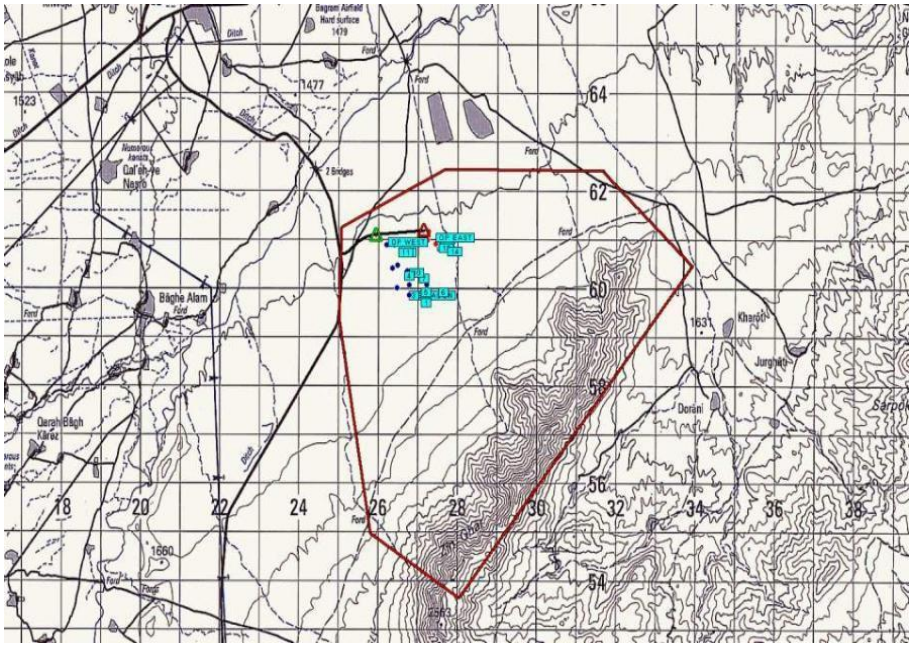
2.23.6. Golf Ramp is located south of Foxtrot Ramp and is used for rotary parking only. All users must follow painted TWY, and parking spot lead in lines to ensure separation from other ACFT. ACFT will enter/exit Golf Ramp from the south and must use follow-me service to parking. This includes locally assigned aircraft when directed by TWR. Rotary ACFT parking on Golf Ramp is only allowed 30–minutes on ground time unless specifically approved in their PPR approval from Airfield Management. Arriving rotary aircraft parking Golf Ramp will normally land on Golf Hammerhead

and shall change to Ground Control immediately after landing. Change to Golf Ramp CTAF (VHF 123.625) is at PIC discretion once operating on Golf Ramp. See airfield diagram 2.24.3.

2.23.7. Foxtrot Ramp is used for FW and rotary parking. Pilots must follow TWY and parking spot lead in lines to ensure separation from other ACFT. Rotary ACFT will **enter/exit** Foxtrot Ramp at the north entrance only. See airfield diagram 2.24.3.

2.23.8. East River Range (ERR) is a Restricted Operating Zone (ROZ) Combined Live Fire Area located 5.7 NM Southeast of Bagram Airfield. Lateral dimensions and coordination as per OAR411 EAST RIVER RANGE (BAGRAM) (ENR 5.1–4). The range is controlled by Bagram Joint Defense Operations Center (JDOC) Range Control (RC) and may be activated from Surface to 17,000' MSL Contact Bagram Approach or Tower for entry into the range after JDOC coordination.

East River Range (ERR) Boundaries



2.23.9. RWY 03R/21L is closed every 1st and 3rd Thursday 1030Z-1330Z for scheduled maintenance. RWY03R/21L is available for 15 minutes prior notice for ACFT emergencies, close air support alert launch and urgent medical evacuation missions.

2.23.10. All distinguished visitor (DV) flights landing at Bagram must contact Command Post on UHF 278.875 or VHF 128.8, not later than 10 minutes prior to landing. ACFT departing Bagram with a DV must notify ATC upon engine start of their DV status and if requesting priority handling.

All civilian ACFT using an ISAF or Civil call sign executing visual approaches after official sunset will be vectored to an established a straight in final approach prior to an approach clearance being issued.

AIRCRAFT EXECUTING A GO-AROUND FROM A VISUAL APPROACH CAN EXPECT TO ENTER THE TOWR PATTERN. IF UNABLE TO ENTER THE TOWER PATTERN NOTIFY ATC IMMEDIATELY AND EXECUTE THE FOLLOWING GO-AROUND INSTRUCTIONS: FLY RUNWAY HEADING UNTIL 4 DME, THEN TURN LEFT HEADING 210, CLIMB AND MAINTAIN 14000. CLIMB GRADIANT 290 FEET PER NAUTICAL MILE UNTIL REACHING 6000 FEET. NOTIFY ATC IMMEDIATELY IF UNABLE TO COMPLY WITH THE CLIMB GRADIENT AND STATE INTENTIONS.

USE CAUTION FOR RAPIDLY RISING TERRAIN NORTH OF BAGRAM AIRFIELD.

2.23.11. Due to established minimum vectoring altitudes, ACFT vectored to an ILS final can expect to begin their approach from above the glide path. PIC should request to execute the ILS from the IAF or once established on the 16 DME ARC to avoid excessive descent.

2.23.12. Use caution as aerostat and small UAS are operating in/around the immediate vicinity of the airfield. The Northeast aerostat is located 1.5NM SE of the airfield. The Southeast aerostat is located 1.1 NM SE of the Runway Centerline. Check Bagram ATIS for active/inactive status and operating altitudes and minimums

Aircraft unable to arrive/depart with the PTDS aloft must contact Bagram Tower on 120.1/325.75 or Command Post 128.8/278.875 and request the PTDS be lowered to 1500ft AGL at least 45-minutes prior to planned arrival/departure.

2.23.13. Commercial ACFT Informative NOTAM: Due to the dynamic threat conditions in the vicinity of Bagram Airfield, aircrews who are scheduled to operate at Bagram should contact their dispatch office for current intelligence updates/briefs prior to arrival.

2.23.14. RWY 03L/21R is for locally assigned aircraft use only. Transient aircraft may not use RWY 03L/21R unless approved by the 405 AEG/CC and are subject to divert or holding if RWY 03R/21L is unusable. No arrivals allowed on RWY 21R due to obstruction. RWY 03L has the following lights: Solar powered runway edge lights, threshold lights, and distance remaining markers. Four boxes PAPI installed non-standard right side and has distance remaining markers west side only. Threshold lights installed. Use caution and do not confuse the landing surfaces. Check ATIS for RWY in use.

2.23.15. ALL ACFT ENROUTE TO BAGRAM ARE REQUIRED TO USE ACFT LGT DISCIPLINE.DO NOT TURN ON YOUR LANDING LGT UNTIL YOU ARE PAST THE BAGRAM PERIMETER. THIS APPLIES TO ALL CIVILIAN

2.23.16. MILITARY CIVIL CONTRACT CARRIERS MUST EXECUTE INSTRUMENT APPROACH PROCEDURES FROM THE INITIAL APPROACH FIX ONLY

2.23.17. Rotary aircraft transiting Bagram airspace are required to contact Bagram Approach for entry into Class C airspace prior to climbing above the coordination altitude. Rotary aircraft operating above the coordination altitude must remain at least two miles east or west of the Bagram RWY 3R final approach course to avoid conflict with Bagram/Kabul arriving/departing aircraft.

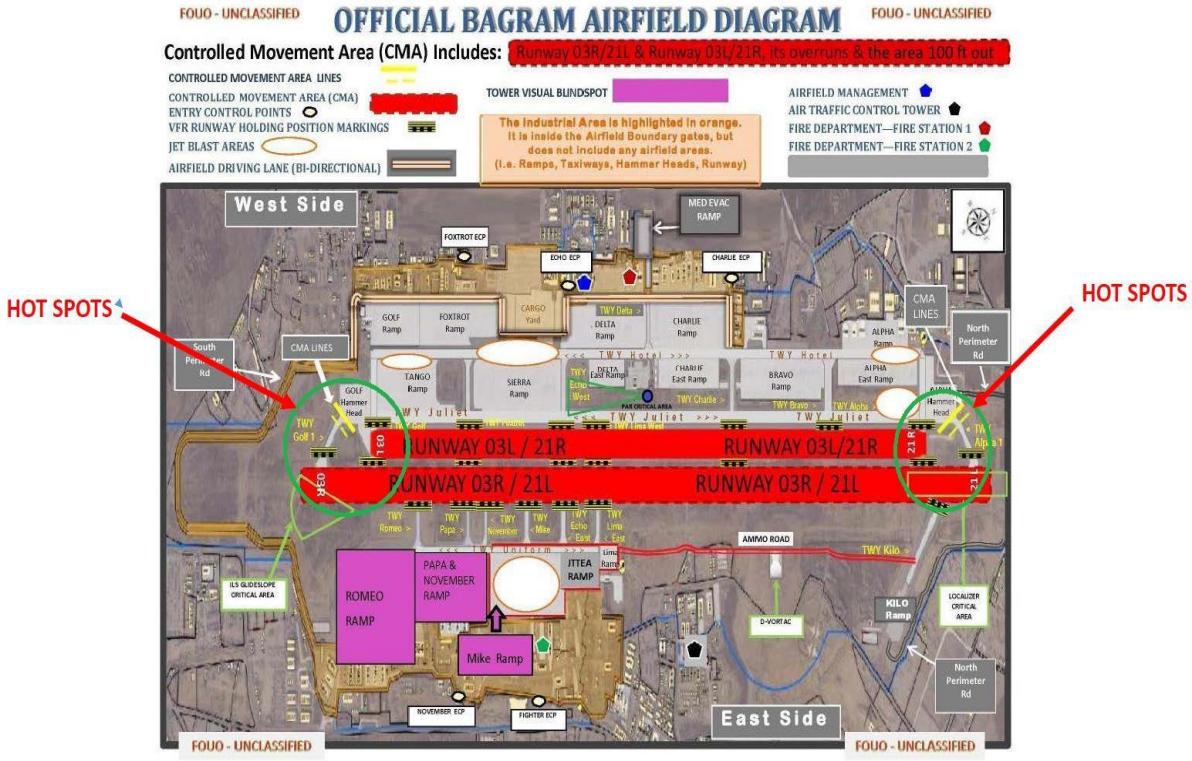
2.23.18. All transient aircraft (including rotary aircraft) must be led to parking locations via the Transient Alert Vehicle. Rotary aircraft parking on Golf Ramp shall not block the inner taxi lane on Golf Ramp.

OAIX AD 2.24 CHARTS RELATED TO THE AERODROME

2.24.1. Instrument approach and departure procedures are designed in accordance with US TERPS and are available Airfield Management: 405eoss.ppr@bgab.afcent.af.mil

ICAO Charts for Bagram		
1	Aerodrome Chart – ICAO	Not produced
2	ACFT Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

2.24.2. **Airfield Diagram**



NOTE: Hot Spots indicate areas on the airfield where users must exercise caution to avoid entering the controlled movement area without tower permission. These areas include: Golf Hammerhead, TWY Golf 1, TWY Golf, Alpha Hammerhead, TWY Alpha 1 and TWY Alpha.

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OABN – BAMYAN

OABN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OABN–Bamyan

OABN AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point coordinates and its site	344836N0674914E 42SUD9211952594 MGRS
2	Distance and direction from city	1.4KM NE from BAMYAN Town center. Still within BAMYAN town limits
3	Elevation and Reference temperature	8415 ft. 2565m MSL
4	Geoids undulation	Not determined
5	Magnetic variation/Annual change	3º E / Not determined
6	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Sayed Alam +93 (0) 766418933 Nil Nil Nil Nil
7	Types of traffic permitted	VFR
8	Remarks	Bamyan is uncontrolled Class G airspace. All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Bamyan Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OABN on 118.1. This is not a control service, but advisory information only.

OABN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	0800 - 1600 LT
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

7	Air Traffic Services	0800 - 1600 LT
8	Fueling	Jet-A1 (H24)
9	Handling	Nil
10	Security	ABP (Afghan Border Police) H24
11	De–icing	Nil
12	Remarks	Nil
13	Overnight Parking	No Limitation
14	PPR procedures	REF TO AIP GEN 4.1

OABN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	Jet-A1
3	Fueling facilities and capacity Military ACFT Civil ACFT	6000L max capacity available Nil Nil
4	De–icing facilities	Nil
5	Hangar space for visiting ACFT	Nil
6	Repair facilities for visiting ACFT	Nil
7	Remarks	Nil

OABN AD 2.5 PASSENGER FACILITIES

1	Hotels	Multiple options in BAMYAN town. Total more than 100 beds.
2	Restaurant	Multiple options in BAMYAN town.
3	Transportation	Unknown
4	Medical facilities	Local facilities available. UNAMA has low-level medical care including a doctor.
5	Bank and Post Office	Unknown
6	Tourist office	Unknown
7	Remarks	Nil

OABN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Aerodrome category for firefighting	Category 5

2	Rescue equipment	First Aid Kit
3	Capability for removal of disabled ACFT	Nil

OABN AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	One snow clearance truck
2	Clearance priorities	Nil
3	Remarks	Snow truck is inactive.

OABN AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1	Surface and strength of aprons	Asphalt and concrete.
2	Width, surface, and strength of TWYs	No TWY
3	Location and elevation of altimeter checkpoints	Nil
4	Location of VOR checkpoints	Nil
5	Position of INS checkpoints	Nil
6	Remarks	Nil

OABN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1	Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands	Nil
2	RWY and TWY markings and lights	Nil
3	Stop bars	Nil
4	Remarks	No lighting system.

OABN AD 2.10 AERODROME OBSTACLES

1	RWY 07	OABN Obstacle Chart not published
2	RWY 25	OABN Obstacle Chart not published
3	Remarks	Nil

OABN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Nil
2	Hours of operation	Nil
3	Office responsible for TAF preparation Periods of validity	Nil

4	Type of landing forecast Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance	Nil
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS unit provided with information	Nil
10	Additional information	Nil

OABN AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		07	25
1	BRG True and Mag	071 (T) 068 (M)	251 (T) 248 (M)
2	RWY Dimensions	2220 meters x 30 meters all asphalt	
3	PCN	PCN asphalt 37 F/C/X/T	
4	THR Coordinates	344826.34N 0674841.58E	344845.00N 0674945.78E
5	THR Elevation	8415ft 2565m	8349ft 2545m
6	Grade RWY/SWY	–0.10	+0.10
7	SWY Dimensions	Nil	Nil
8	CWY Dimensions	Nil	Nil
9	Strip Dimensions	Unknown	
10	Obstacle free zone	Nil	Nil
11	Remarks	.Nil	

OABN AD 2.13 DECLARED DISTANCES

RWY		07	25
1	TORA	Unknown	Unknown
2	TODA	Unknown	Unknown
3	ASDA	Unknown	Unknown
4	LDA	Unknown	Unknown
5	Remarks	Nil	Nil

OABN AD 2.14 APPROACH AND RWY LIGHTING

RWY		07	25
1	Type, length, and intensity of approach lighting	Nil	Nil
2	Threshold lights, colour and wing bars	Nil	Nil
3	Type of visual approach slope indicator system	Nil	Nil
4	Length of RWY touchdown zone indicator lights	Nil	Nil
5	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6	Length spacing colour and intensity of RWY edge lights	Nil	Nil
7	Colour of RWY end lights and wing bars	Nil	Nil
8	Length and colour of stop way lights	Nil	Nil
9	Remarks	Nil	Nil

OABN 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 center line lighting	Nil
4	Secondary power supply including switch–over time	Nil
5	Remarks	Nil

OABN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown
2	TLOF and FATO area elevation	Unknown
3	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4	True and MAG BRG of FATO	Unknown
5	Declared distance available	Unknown
6	Approach and FATO lighting	Nil
7	Remarks	RWY only

OABN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace Classification	Class G
4	Air Traffic Services unit call sign Language	Nil English
5	Remarks	Bamyan is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Bamyan Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within15NM OABN on 118.1. This is not a control service, but advisory information only.

OABN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Flight Information Service (AFIS)	Bamyan Operations	118.1	Nil	CTAF
GROUND	Nil	Nil	H12	

ATIS	Nil	Nil	Nil	

OABN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs.	Coordinates	Elevation	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

OABN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20. Nil

OABN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21. Nil

OABN AD 2.22 FLIGHT PROCEDURES

2.22. Helicopters and aircraft prohibited from an overflight of historic UNESCO world heritage sites located at :

- BAMYAN CLIFF at 345049N 0674931E radius of 02NM from GND-1000FT AGL
- KAKRAK CAVES at 344859N 0675149E radius of 0.5NM from GND-1000FT AGL
- AKRAM CAVES at 344925N 0674753E radius of 0.5NM from GND-1000FT AGL
- GHAMAI CAVES at 344913N 0674714E radius of 0.5NM from GND-1000FT AGL
- SHAHR-EZUHAK at 344934N 0665324E radius of 0.5NM from GND-1000FT AGL
- QALLY A at 344839N 0665036E radius of 0.5NM from GND-1000FT AGL
- QALLY B at 344846N 0665101E radius of 0.5NM from GND-1000FT AGL
- SHAHUR-E GHULGHULA at 344957N 0675020E radius of 0.5NM from GND-1000FT AGL
- BAMYAN BUDDHA (REFER ENR 5 Section 4.1 OAP200 BAMYAN)

OABN AD 2.23 ADDITIONAL INFORMATION

2.23.1. ACFT SUITABILITY: ACFT up to a size of C-130 / AN–12

OABN AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for BAMYAN		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced

10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

OAZI – BASTION

OAZI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAZI – Bastion Airfield

OAZI AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Audit & Dat a verification/discrepancies must be completed by respective airport

NOTE: All lat/long coordinates are to be considered approximate until a new survey is completed.

1.	Aerodrome Reference Point coordinates and its site	315101N0641342E The center point of the main RWY
2.	Distance and direction from city	18NM west of Gereshk
3.	Elevation and Reference temperature	2 915ft AMSL / 41.8º
4.	Geoids undulation	41N / WGS84
5.	Magnetic variation/Annual change	2.409º E / Not determined
6.	Aerodrome Administration Address E–mail Telephone Telefax AFS Address	Mr. Farhad Mohammad Zai Rayhanarman43@gmail.com +93 (0) 700 620005 +93 (0) 791 885849 Nil Nil
7.	Types of traffic permitted	VFR
8.	Remarks	See ENR 1.9 for PPR procedures. OAZI specific PPR requirements are at OAZI AD 2.23.6

OAZI AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	H24
2.	Customs and Immigration	Nil
3.	Health and Sanitation	Nil
4.	AIS Briefing Office	Nil
5.	ATS Reporting Office	Nil
6.	MET Briefing Office	H24
7.	Air Traffic Services	H12 , between sinrise and sunset
8.	Fueling	Nil
9.	Handling	Nil
10.	Security	H24, BY ANA, AAF
11.	De–icing	De–icing facilities are limited, call base operations for availability. Nil–Civil De–icing facilities.
12.	Remarks	AFLD IS OPEN to ALL ACFT every Saturday ,Likewise all week.

OAZI AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel	only for AAF
3.	Fueling facilities and capacity Military ACFT	Only for AAF , MOD ACFT
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAZI AD 2.5 PASSENGER FACILITIES

1.	Accommodation	Compound accommodations for military only
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	Nil
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	All civilian passengers are liable to bi-wave screening and may be refused entry.

OAZI AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	Nil
2.	Rescue equipment	Nil
3.	Capability for removal of disabled ACFT	Nil
4.	Remarks	Nil

OAZI AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OAZI AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Surface and strength of Aprons.	BRAVO Apron	365.7 m x 128.4 m concrete 127/R/A/W/T
		CHARLIE Ramp	394 m x 198 m concrete.
		DAC	120 m x 100 m CBR> 100%
		DELTA Ramp	460 m x 165 m increasing to 175 m concrete.
		FARP Apron	59/R/A/W/T
		JULIET Ramp	821 m x 197 m concrete (UMC only).
		GOLF Ramp	Concrete. 187 m x 216.7 m.
		KILO Ramp	Concrete USMC Only.
		LIMA	Concrete. 106/R/A/W/T
		MIKE	Concrete. 81/R/B/W/T
		North Arm/De–arm	Concrete. 79/R/B/W/T
		South Arm/De–arm	Concrete. 88/R/B/W/T
2.	Width, surface, and strength of TWYs	ALPHA	348 m x 23 m concrete.
		DAC	18 m wide concrete CBR>100%.
		BRAVO	348 m x 23 m concrete. 87/R/B/W/T
		CHARLIE	348 m x 23 m concrete.
		CHARLIE 1	144 m x 23 m concrete.
		CHARLIE 2	144 m x 23 m concrete. 129/R/A/W/T
		CHARLIE 3	144 m x 23 m concrete.
		DELTA	348 m x 23 m concrete. 83/R/B/W/T
		DELTA 1	144 m x 25 m concrete.
		ECHO	348 m x 23 m concrete. 107/R/B/W/T

		SIERRA	163 m x 15 m concrete.
		TANGO	163 m x 15 m concrete
		WHISKEY	176 m x 15 m concrete
		X–RAY	176 m x 15 m concrete
		LIMA1	Concrete. 112/R/A/W/T.
		LIMA 2	Concrete. 112/R/A/W/T
		NOVEMBER	3500 m x 23 m concrete. 141/R/A/W/T
		PAPA	3500 m x 28 m concrete.
		QUEBEC	Concrete. 134/R/A/W/T

OAZI AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stands identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands.	Entrance to TWY yellow center line ACFT marshaler instructions are mandatory.
2.	RWY and TWY markings and lights	(01/19) First 300m of each end concrete, remainder asphalt. RWY centerline markings. RWY shoulder chevrons. RWY threshold markings. RWY designator markings. TWY centerline markings. Threshold bars. PAPIs left side only, 3°. TWY lights blue Omni–directional. Heli Landing strip (HLS) – White Omni–directional lights. Parking spots marked with blue Omni–directional lights.
3.	Stop bars	Nil
4.	Remarks	Nil

OAZI AD 2.10 AERODROME OBSTACLES

1.	RWY 01	OAZI Obstacle Chart not published
2.	RWY 19	OAZI Obstacle Chart not published
3.	Remarks:	Crews are advised that some aerodrome obstructions have non–standard lighting or are not lit. Over flight of the following restricted areas are to be avoided by 500FT AGL by fixed wing ACFT and by 2000FT AGL by rotary wing ACFT: Area 1: Point 1: 315131.8N 0641258.8E Point 2: 315141.4N 0641258.8E Point 3: 315141.4N 0641251.6E Point 4: 315207.8N 0641251.6E Point 5: 315207.8N 0641311.4E Point 6: 315141.4N 0641311.4E Point 7: 315140.8N 0641306.0E Point 8: 315131.8N 0641306.0E Area 2: Point 1: 315242.0N 0641257.6E Point 2: 315341.4N 0641258.2E Point 3: 315341.4N 0641338.4E Point 4: 315321.6N 0641339.0E Point 5: 315321.6N 0641319.8E Point 6: 315242.0N 0641318.6E

OAZI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	Nil
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing / consultation provided	Nil
6.	Flight documentation language(s) used	Nil
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OAZI AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		01		19
1.	BRG True and Mag	010.608°T / 008.199°M		190°T / 188°M
2.	RWY Dimensions	3500 m x 46 m 11482 ft. x 150ft		
3.	PCN	THR 01: 66 R/A/W/T	Asphalt: 100 F/A/W/T	THR 19:106 R/A/W/T
4.	THR Coordinates	315005.05N 0641313.02E		315156.73N 0641337.53E
5.	THR Elevation	881 m / 2891 ft.		889 m / 2915ft
6.	Slope of RWY/SWY	+0.2% SWY up to –10%		–0.2% SWY up to –10%
7.	SWY Dimensions	150 m		150 m
8.	CWY Dimensions	150 m		150 m
9.	Strip Dimensions	150 m		150 m
10.	Obstacle Free Zone	5 km		5 km
11.	Remarks	RWY is liable to be slippery when wet due to heavy rubber deposits.		

OAZI AD 2.13 DECLARED DISTANCES

RWY		01	19
1.	TORA	3500 m (11482 ft.)	3500 m (11482 ft.)
2.	TODA	3500 m (11482 ft.)	3500 m (11482 ft.)
3.	ASDA	3500 m (11482 ft.)	3500 m (11482 ft.)
4.	LDA	3500 m (11482 ft.)	3500 m (11482 ft.)
5.	Remarks	Nil	Nil

OAZI AD 2.14 APPROACH AND RWY LIGHTING

RWY		01	19
1.	Type, length, and intensity of approach lighting.	Unknown	Unknown
2.	Threshold lights, colors, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Unknown	Unknown
4.	Length of RWY touchdown zone indicator lights	N/A	N/A
5.	Length spacing color and intensity or RWY center line lights	Nil	Nil
6.	Length, spacing, color, and intensity of RWY edge lights	Unknown	Unknown
7.	Color of RWY end lights	Red	Red
8.	Length and color of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAZI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	Nil
2.	Location of lighting of anemometer and landing direction indicator	Unknown
3.	TWY edge and center lighting	Unknown
4.	A secondary power supply including a switch over time.	Unknown
5.	Remarks	Nil

OAZI AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	**HLS 01** 315112.60N 0641246.20E	**HLS 19** 315126.40N 0641249.20E
2.	TLOF and FATO area elevation	2 980ft	
3.	TLOF and FATO area dimensions, Surface, strength, marking	500m x 20m (1 640ft x 66ft) Parallel and west of RWY 01/19 Concrete	
4.	True and MAG BRG of FATO	Nil	
5.	Declared distance available	1 640ft	
6.	Approach and FATO lighting	Nil	
7.	Remarks	Concrete.	

OAZI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	5NM radius centered on ARP
2.	Vertical limits	Surface to 3000ft AGL
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	BASTION TOWER English
5.	Remarks	Nil

OAZI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	Bastion Tower	123.300	H12	Nil
GROUND	Nil	Nil	Nil	
APPROACH	Nil	Nil	Nil	
DEPARTURES	Nil	Nil	Nil	

OAZI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19.1. Nil

OAZI AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OAZI AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Flights over the domestic area are to be avoided.

OAZI AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OAZI AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

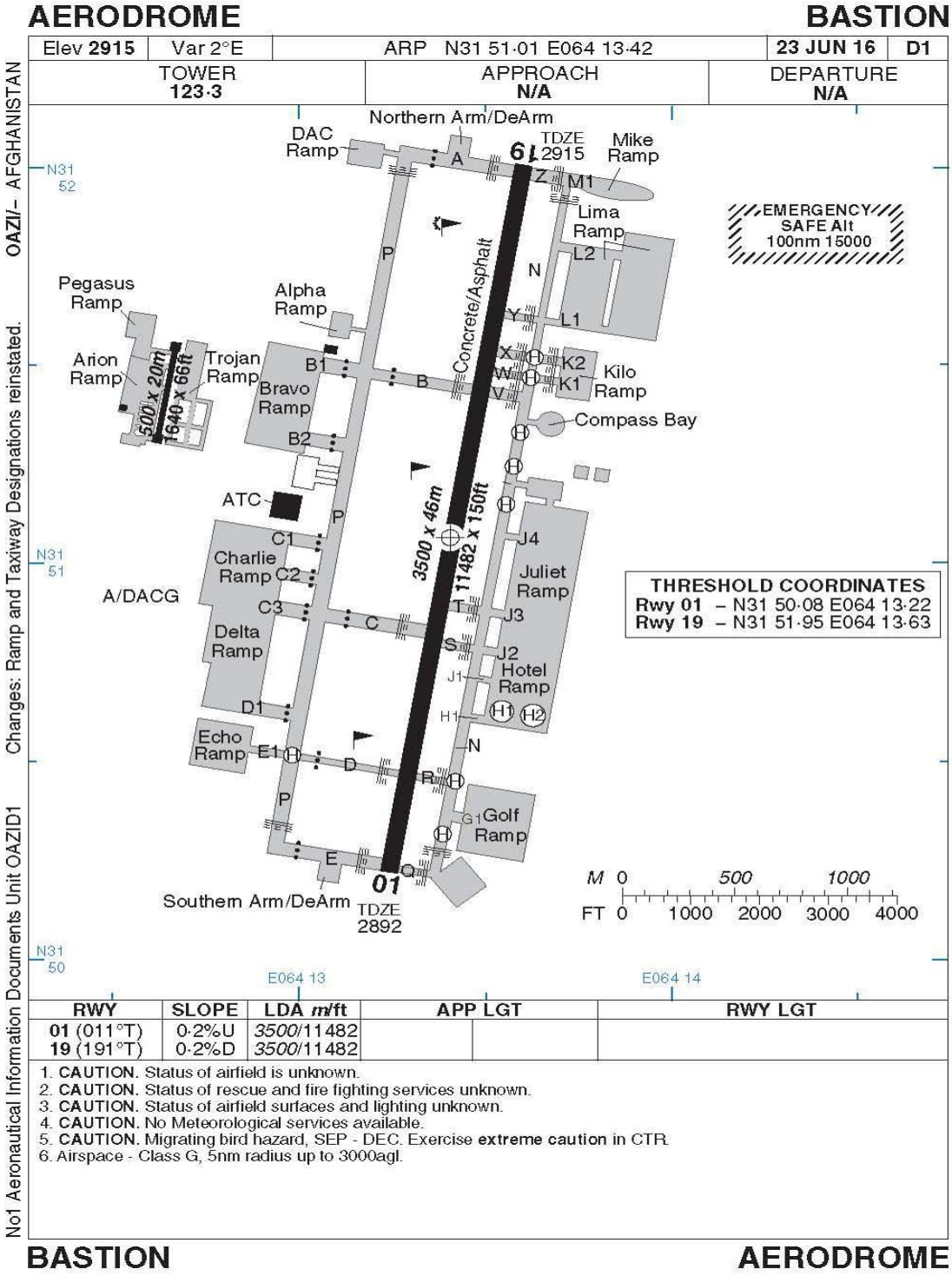
OAZI AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Bastion		
1	Aerodrome Chart – ICAO	Produced – see 2.24.1
2	ACFT Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Produced – see 2.24.3
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

2.24.1. **Published Instrument Charts.** The following charts are available for use on the ACAA website at http://acaa.gov.af/aip-aeronautical-information-publication. 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 NOTAM for up to date information.

CAMP BASTION (OAZI) - ACAA WEBPAGE	
TYPE OF CHART	**LAST UPDATED DATE**
AERODROME	28 MAY 2016

2.24.2. **Aerodrome Chart**



OABT – BOST

OABT AD 2.1 AERODROME LOCATION INDICATOR NAME

2.1.1. OABT– Bost (Lashkar Gah)

OABT AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point coordinates and its site	313336N0642154E The geographic center of the airfield
2	Distance and direction from city	Southern boundary of Lashkar Gah city
3	Elevation	2 540ft
4	Geoids undulation	Unknown
5	Magnetic variation/Annual change	2º E / Not determined
6	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Mr. Fazlhaq Akhundzada +93 (0) 789297347 Nil Nil mamyjanan@gmail.com Nil
7	Types of traffic permitted	VFR
8	Remarks	Bost is uncontrolled Class G airspaceThe Bost Common Traffic Advisory Frequency (CTAF) is 131.275. Possible traffic and weather information may be provided within 5NM OABT on 131.275. This is not a control service, but advisory information only.

OABT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	12 Hours (0300Z–1500Z)
2	Customs and Immigration	* MIL customs, no immigration
3	Health and Sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office	Nil
6	MET Briefing Office	12 Hours (0300Z–1500Z)
7	Air Traffic Services	0230Z–1330Z
8	Fuelling	Nil
9	Handling	Only for contracted flights

10	Security	H24
11	De–icing	Nil
12	Remarks	* MIL ACFT only
13	Overnight Parking	Only for ACFT that have technical problems
14	PPR procedures	Nil

OABT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	Nil
3	Fuelling Facilities and capacities	Nil
4	De–icing facilities	Nil
5	Hangar space for visiting ACFT	Nil
6	Repair facilities for visiting ACFT	Nil
7	Remarks	Nil

OABT AD 2.5 PASSENGER FACILITIES

1	Hotels	HOTEL BOST is in Lashkar Gah city
2	Restaurant	Available in Lashkar Gah city
3	Transportation	Available for contracted flights only
4	Medical facilities	BOST Hospital located in Lashkar Gah city
5	Bank and Post Office	Available in Lashkar Gah city
6	Tourist office	Nil
7	Remarks	Nil

OABT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Nil
2	Rescue equipment	Ford trucks
3	Capability for removal of disabled ACFT	Nil

OABT AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil

3	Remarks	Nil

OABT AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

		Taxiway	Apron 1	Apron 2
1	Surface and strength of aprons	Nil	330ft x 215ft PCN – Unknown	415ft x 360ft PCN – Unknown
2	Width, surface, and strength of TWYs	Nil		
3	Location and elevation of altimeter checkpoints	Nil		
4	Location of VOR checkpoints	Nil		
5	Position of INS checkpoints	Nil		
6	Remarks	Nil		

OABT AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands	Nil
2	RWY and TWY markings and lights	RWY only marked
3	Stopbars	Nil
4	Remarks	Unknown

OABT AD 2.10 AERODROME OBSTACLES

1	RWY 01	OABT Obstacle Chart not published
2	RWY 19	OABT Obstacle Chart not published
3	Remarks	RWY 01 generally used due to rotary traffic operating in the vicinity of RWY 19

OABT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Mr. Shabir Ahmad Nayab +93 (0) 706297625
2	Hours of operation	H8

3	Office responsible for TAF preparation Periods of validity	Nil
4	Type of landing forecast Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Type of observations Type of observations Type of observations	Nil METER Hourly Maximum and Minimum thermometer Every 3 hours Rain Gauge Thermography SENUP Hygrograph
5	Briefing /consultation provided	H24
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Unknown
9	ATS unit provided with information	Unknown
10	Additional information	Nil

OABT AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		01	19
1	BRG True and Mag	008	188
2	RWY Dimensions	7551 x 100ft	
3	PCN	Asphalt / 100/F/A/W/T	
4	THR Coordinates	313304.02N 0642148.45E	313408.36N 0642158.59E
5	THR Elevation	2 538ft	2 545ft
6	Slope of RWY/SWY	+0.10	–0.10%
7	SWY Dimensions	Nil	Nil
8	CWY Dimensions	Nil	Nil
9	Strip Dimensions	Unknown	

10	Obstacle free zone	Nil	Nil
11	Remarks	495ft Displaced threshold	495ft Displaced threshold

OABT AD 2.13 DECLARED DISTANCES

RWY		01	19
1	TORA	Unknown	Unknown
2	TODA	Unknown	Unknown
3	ASDA	Unknown	Unknown
4	LDA	Unknown	Unknown
5	Remarks	Nil	Nil

OABT AD 2.14 APPROACH AND RWY LIGHTING

RWY		01	19
1	Type, length, and intensity of approach lighting	Nil	Nil
2	Threshold lights, colors and wing bars	Nil	Nil
3	Type of visual approach slope indicator system	Nil	Nil
4	Length of RWY touchdown zone indicator lights	Nil	Nil
5	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6	Length spacing colour and intensity of RWY edge lights	Nil	Nil
7	Colour of RWY end lights and wing bars	Nil	Nil
8	Length and colour of stop way lights	Nil	Nil
9	Remarks	Nil	Nil

OABT 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 center line lighting	Nil

4	Secondary power supply including switch–over time	Nil
5	Remarks	Nil

OABT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
2	TLOF and 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

OABT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace Classification	Class G
4	Air Traffic Services unit call sign Language	Language (English) and Callsign (Bost Tower)
5	Remarks	Bost is uncontrolled Class G airspace The Bost Common Traffic Advisory Frequency (CTAF) is 131.275. Possible traffic and weather information may be provided within 5NM OABT on 131.275. This is not a control service, but advisory information only.

OABT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Flight Information Service (AFIS)	Bost Operations	131.275	12 Hours 0230Z–1330Z	CTAF

GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil	Nil	
AIR OPERATIONS				

OABT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs.	Coordinates	Elevation	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

OABT AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. VFR

OABT AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OABT AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OABT AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OABT AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Bost Airport		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram**

Not Available

OACC – CHAGHCHARAN(FIROZKOH)

OACC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OACC– Chaghcharan

OACC AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point coordinates and its site	343135N0651615E The geographic center of the airfield
2	Distance and direction from city	1 mile north east of Chaghcharan
3	Elevation and Reference temperature	7 475ft AMSL / Not Determined
4	Geoids undulation	Not determined
5	Magnetic variation/Annual change	3º E / Not Determined
6	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Mr.Zabiullah Amini Mobile: +93(0)798760057 +93(0)776621142 +93(0)784916688 Nil Nil zabi.amini57@gmail.com Nil
7	Types of traffic permitted	VFR
8	Remarks	Chaghcharan is uncontrolled Class G Airspace Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OACC on 118.1. This is not a control service, but advisory information only.

OACC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	0800 -1600 LT (H24 on request)
2	Customs and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office	0800 -1600 LT
6	MET Briefing Office	0800 -1600 LT (H24 on request)
7	Air Traffic Services	0800 -1600 LT (H24 on request)
8	Fuelling	Only for MIL ACFTs (H24)

9	Handling	Nil
10	Security	Border police (H24)
11	De–icing	Nil
12	Remarks	Nil
13	Overnight Parking	Nil
14	PPR procedures	Nil

OACC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	Nil
3	Fuelling facilities and capacity Military ACFT Civil ACFT	Nil fuel for military ACFT exists Nil
4	De–icing facilities	Nil
5	Hangar space for visiting ACFT	Nil
6	Repair facilities for visiting ACFT	Nil
7	Remarks	Nil

OACC AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurant	Nil
3	Transportation	Nil
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist office	Nil
7	Remarks	Nil

OACC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	CAT 7
2	Rescue equipment	Extinguisher
3	Capability for removal of disabled ACFT	Nil

OACC AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	1 x grader truck, 1 x Tractor with tilar , 1 x Bobcat with brush and bucket equipment
2	Clearance priorities	RWY/TWY/APRON
3	Remarks	OACC Personnel are ability to operate clearance and maintenance the vehicles of this airport

OACC AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

		Surface	Dimensions	Strength
1	Surface and strength of the apron.	Concrete	90 m x 60 m 295ft x 195ft	LCN 39 based on C-130 traffic
2	Width, surface, and strength of TWY ALPHA (A)	Concrete	35 x 15 m (114 x 48ft)	LCN 39 based on C-130 traffic
3	Location and elevation of altimeter checkpoints	Nil		
4	Location of VOR checkpoints	Nil		
5	Position of INS checkpoints	Nil		
6	Remarks	Nil		

OACC AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands	Nil
2	RWY and TWY markings and lights	PAPI installed, (Damaged) RWY center line marks: WHITE RWY touchdown marks: WHITE RWY 25/07 designation marks: YELLOW THR RWY 25/07 marks: WHITE RWY holding position TWY A marks: YELLOW TWY A marks: YELLOW
3	Stopbars	Nil

4	Remarks	No lighting system. Non-standard marking –WHITE markings along the RWY, similar to touchdown marks. All markings are non–reflective.

OACC AD 2.10 AERODROME OBSTACLES

1	RWY 25/07	OACC Obstacle Chart not published
2	Remarks	Nil

OACC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Mr. Abdulsatar Azimi Sattarazimi.ccn@gmail.com +93 (0) 795910853
2	Hours of operation	8 Hrs
3	Office responsible for TAF preparation Periods of validity	OACC MET OFFICE 8 Hrs
4	Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Type of observations Interval of issuance Type of landing forecast Interval of issuance	METER Hourly SPECI In case of significant weather changes Cyclometer Thermometers Every 3 hours Rain Gauge Hygrograph Every 3 hours TAF Every 3 hours
5	Briefing/consultation provided	Nil
6	Flight documentation Language(s) used	TAF, METAR, SPECI, for departure, destination, and enroute airports English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS unit provided with information	Chaghcharan tower
10	Additional information	Nil

OACC AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		25	07
1	BRG True and Mag	245º 15' / 247º 15'	65º 15' / 67º 15'
2	RWY Dimensions	2000 m x 30 m (6565ft x 98ft)	
3	PCN	PCN 120 F/A/W/T Asphalt	
4	THR Coordinates	343148.00N0651652.00E	343122.00N0651541.00E
5	THR Elevation	7472ft	7441ft
6	Slope of RWY/SWY	+ 0.40	– 0.40
7	SWY Dimensions	Nil	Nil
8	CWY Dimensions	Nil	Nil
9	Strip Dimensions	Unknown	
10	Obstacle free zone	Nil	Nil
11	Remarks	Nil	Nil

OACC AD 2.13 DECLARED DISTANCES

RWY		25	07
1	TORA	2 001m (6 565ft)	2 001m (6 565ft)
2	TODA	2 071m (6 795ft)	2 080m (6 825ft)
3	ASDA	2 071m (6 795ft)	2 080m (6 825ft)
4	LDA	2 001m (6 565ft)	2 001m (6 565ft)
5	Remarks	CWY gravel	CWY gravel

OACC AD 2.14 APPROACH AND RWY LIGHTING

RWY		25	07
1	Type, length, and intensity of approach lighting	Nil	Nil
2	Threshold lights, colors and wing bars	Nil	Nil
3	Type of visual approach slope indicator system	PAPI	PAPI
4	Length of RWY touchdown zone indicator lights	Nil	Nil

RWY		25	07
5	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6	Length spacing colour and intensity of RWY edge lights	Nil	Nil
7	Colour of RWY end lights and wing bars	Nil	Nil
8	Length and colour of stop way lights	Nil	Nil
9	Remarks	Nil	Nil

OACC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	installed
2	Location and lighting of anemometer and landing direction indicator	Nil
3	TWY edge and center line lighting	Nil
4	Secondary power supply including switch–over time	Nil
5	Remarks	Nil

OACC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown
2	TLOF and FATO area elevation	Unknown
3	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4	True and MAG BRG of FATO	Unknown
5	Declared distance available	Unknown
6	Approach and FATO lighting	Nil

7	Remarks	H1 30 x 30 m (100 x 100ft) concrete LAT/LONG 343146N 0651629E H2 30 x 30 m (100 x 100ft) concrete LAT/LONG 343145N 0651630E Location: within FOB compound, NE part. No lightning, except perimeter lighting around HLZ compound (on request). Marked H1 and H2 in center of helipad

OACC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Aerodrome Traffic Zone
2	Vertical limits	N/A
3	Airspace Classification	Class G
4	Air Traffic Services unit call sign Language	English
5	Remarks	Chaghcharan Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OACC on 118.1. This is not a control service, but advisory information only.

OACC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Flight Information Service (AFIS)	Chaghcharan Operations	118.1	0330Z–1230Z (H24 on request)	CTAF
GROUND	Nil			
ATIS	Nil			

OACC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs.	Coordinates	Elevation	Remarks
Nil						

OACC AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Contact Chaghcharan TWR on 118.1 MHz at least 10 min prior ETA (25 NM radius SFC to FL150).

OACC AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1 Nil

OACC AD 2.22 FLIGHT PROCEDURES

2.22.1 Chaghcharan TWR will provide FIS, traffic, and meteorological information within Aerodrome Traffic Zone.

2.22.2 All ACFT arriving and departing from OACC or crossing Chaghcharan Aerodrome Traffic Zone shall establish two–way radio communications with Chaghcharan TWR before entering. Radio contact for arriving traffic shall be established on suitable frequencies (see AD 2.18) before entering Chaghcharan Aerodrome Traffic Zone.

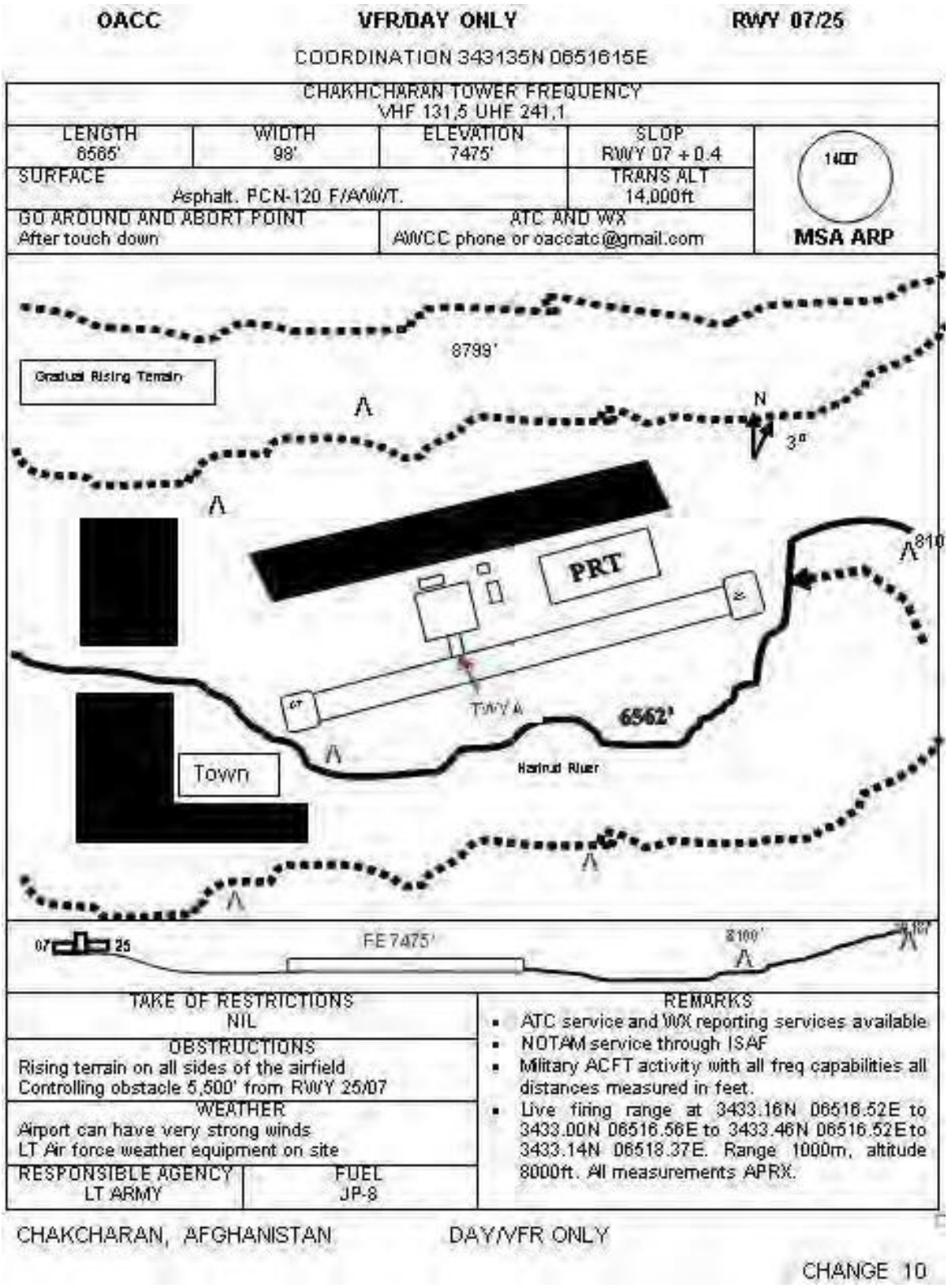
OACC AD 2.23 ADDITIONAL INFORMATION

2.23.1 ACFT SUITABILITY: ACFT up to a size of C-130 / AN–12 / C-17

OACC AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Chaghcharan		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1 **Airfield Diagram (not to scale)**

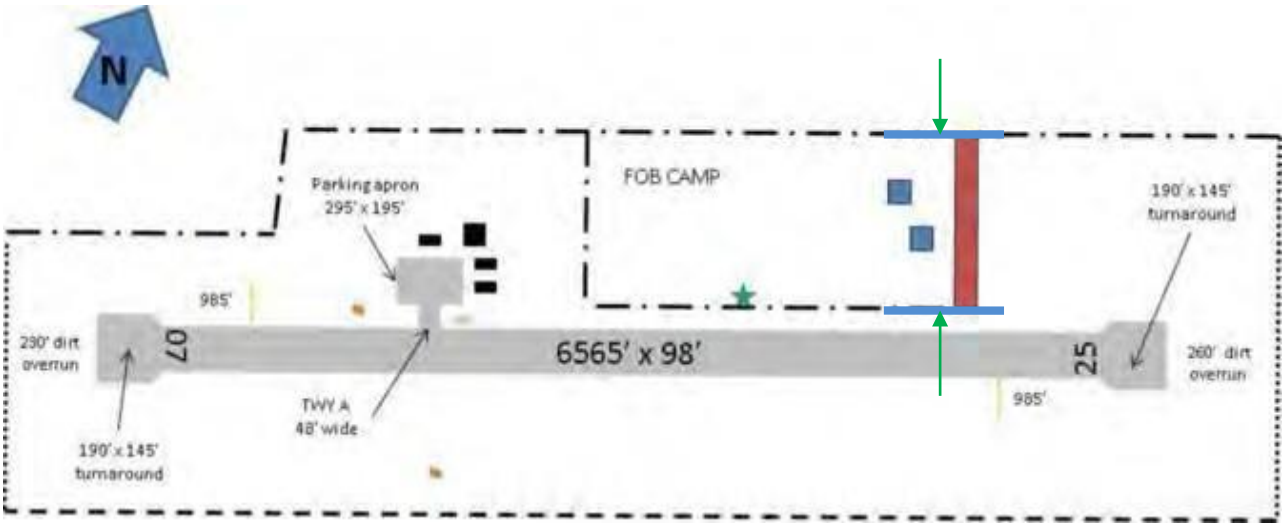


TAKE OF RESTRICTIONS	REMARKS
NIL	• ATC service and WX reporting services available • NOTAM service through ISAF • Military ACFT activity with all freq capabilities all distances measured in feet. • Live firing range at 3433.16N 06516.52E to 3433.00N 06516.56E to 3433.46N 06516.52E to 3433.14N 06518.37E. Range 1000m, altitude 8000ft. All measurements APRX.
OBSTRUCTIONS Rising terrain on all sides of the airfield Controlling obstacle 5,500' from RWY 25/07	
WEATHER Airport can have very strong winds LT Air force weather equipment on site	
RESPONSIBLE AGENCY: LT ARMY	FUEL: JP-8

CHAKCHARAN, AFGHANISTAN DAY/VFR ONLY

CHANGE 10

2.24.2 Chaghcharan Airfield and HLZ (Not to Scale)



LEGEND:

- Helipads No. l & No.2 (100'xl00')
- Danger zone to overfly for helicopters
- Control Tower
- Airport Buildings
- 30'Wall/Fence
- 7'tall Wall/Fence
- 5 meters (16, 4 feet) height fence
- 10' Chain link Fence
- PAPI (not certified)
- Windsock
- 5' tall RWY sign
- HLZ approaching directions

OADY – DWYER

OADY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OADY DWYER

OADY 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	310531N 0640401E The geographic center of the airfield
2.	Distance and direction from city	34NM south west of Lashkar Gah
3.	Elevation and Reference temperature	2 418ft AMSL
4.	Geoids undulation	41N / WGS84
5.	Magnetic variation/Annual change	2°E
6.	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Dwyer Airfield Management Nil
7.	Types of traffic permitted	VFR and SVFR only
8.	Remarks	Nil

OADY AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	H24
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
7.	Air Traffic Services	H24
8.	Fueling	H24
9.	Handling	Nil
10.	Security	H24
11.	De–icing	Nil
12.	Remarks	Nil

OADY AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	2 - 10k Forklift 1 - 6k Forklift 1 x 5000-pound Forklift 1-25k Loader 1 x 11k Forklift 2 x MMV 1 x KALMAR
2.	Fuel and oil types	JP-8 with Fuel Systems Icing Inhibitor
3.	Fueling facilities and capacity Military ACFT/Civil ACFT	2 Rotary Wing (RW) rotor running hot refuel spots 1 Fixed Wing (FW) hot refuel spot for C-130 and smaller ACFT. Prior booking required for routine helicopter and fixed wing ACFT through Airfield OPS: (N) centcom.bagram.usfor-a.mbx.dwyer-airfield-operations@mail.mil All Military/Civilian Crews are to request fuel through call sign “Yard bird” on VHF frequency 121.75: GND VHF 126.525; UHF frequency 343.0. Civilian RW may request “Cold Fuel” (Shut Down) from fuel trucks, via ATC.
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Cargo handling facilities are available H24. Prior arrangements are essential.

OADY AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	R3E Role 2
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OADY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	Aerodrome category for fire fighting	Main Base	
2.	Rescue Equipment	3 T-3000	3000 gal water each 500# PKP 2 40# PKP Extinguisher 410-gal foam 2 back boards Roof Turret: 1200 gal per min K 12: extrication system High-pressure air lifting bags Hydraulic “Jaws of Life” rescue tools
3.	Limited Capability for removal of disabled ACFT	1 x TEREX RT670 Crane – 70 ton 1 x KALMAR, RTCH – 24 ton 1 x VOLVO, L150G; Forklift – 30K	
4.	Remarks	Nil	

OADY AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OADY AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons		
		Strat Ramp	300ft x 500ft – PCN 94/R/B/W/T
		PH1 Ramp	1066ft x 331ft – PCN 36/R/B/W/T
		Hotel Ramp	845ft x 330ft – PCN 122/R/B/W/T
2.	Width, surface, and strength of TWYs	D, E, F, G, H	TWYs D and E – 50ft wide TWYs F and G – 80ft wide and are approved for C17 operations TWYs H and J – 75ft wide and are approved for C17 operations PCN TWY D – 31/R/A/W/T PCN TWY E – 33/R/A/W/T PCN TWY F – 93/R/B/W/T PCN TWY G – 87/R/B/W/T PCN TWY H – 109/R/B/W/T PCN TWY J – 108/R/A/W/T
3.	Remarks	280ft Turn-around at each end of RWY	

OADY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands	Entrance to TWY yellow center line
2.	RWY and TWY markings and lights	RWY Centerline markings RWY Threshold markings and lights RWY Designator markings RWY Edge markings and lights RWY Touchdown Zone markings RWY Fixed Distance markings
3.	Stopbars	Nil
4.	Remarks	Non –standard RWY and TWY lighting. Extreme caution should be used operating near airfield lighting at Dwyer. Taxiway/DRM signs not standard / unlit.

OADY AD 2.10 AERODROME OBSTACLES

1.	Aerostat balloon	Nil
2.	Aerostat balloon	Nil

OADY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	H24
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	TAF issued at 0430L, 1230L and 2030L, amended as required.
5.	Briefing/consultation provided	Air Traffic Control Tower.
6.	Flight documentation Language(s) used	TAF, METAR, SPECI English
7.	Charts and other information available for briefing or consultation	Airfield weather watches/warnings/advisories, climatic statistics, TAF and METAR.
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Dwyer
10.	Additional information	Nil

OADY AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		RWY 23	RWY 05
1.	BRG True and Mag	230.56°T 228.56°M	050.55°T 048.55°M
2.	RWY Dimensions	2 439m x 36m (8 003ft x 120ft)	
3.	PCN	49 R/C/W/T Concrete	
4.	THR Coordinates	310555.94N0640436.24E	310505.62N0640325.17E
5.	THR Elevation	737m 2 418ft	734m 2 408ft
6.	Slope of RWY/SWY	Longitude Slope 1.3% Transverse Slope 1.5%	Longitude Slope 1.3% Transverse Slope 1.5%
7.	SWY Dimensions	N/A	N/A
8.	CWY Dimensions	N/A	N/A
9.	Strip Dimensions	2 6246m x 36m (8 682ft x 120ft)	
10.	Obstacle free zone	Not AVBL	Not AVBL
11.	Remarks	Nil	

OADY AD 2.13 DECLARED DISTANCES

RWY		RWY 05	RWY 23
1.	TORA	8 003ft (2 439m)	8 003ft (2 439m)
2.	TODA	8 003ft (2 439m)	8 003ft (2 439m)
3.	ASDA	8 682ft (2 646m)	8 682ft (2 646m)
4.	LDA	8 003ft (2 439m)	8 003ft (2 439m)
5.	Remarks	Nil	Nil

INTERSECTION DEPARTURE TORA INFORMATION

TWY		RWY 05	RWY 23
1.	J	7856ft (2394m)	283ft (86m)
2.	H	6931ft (2112m)	1211ft (369m)
3.	G	6150ft (1875m)	1946ft (593m)
4.	F	5774ft (1760m)	2366ft (386m)
5.	E	5542ft (1689m)	2601ft (793m)
6.	D	4425ft (1349m)	3719ft (1133m)

OADY AD 2.14 APPROACH AND RWY LIGHTING

RWY		RWY 05	RWY 23
1.	Type, length, and intensity of approach lighting	Nil	ALS
2.	Threshold lights, colours, and wing bars	Red/Green Threshold Lights Only	Red/Green Threshold Lights Only
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6.	Length spacing colour and intensity of RWY edge lights	500ft White high-intensity lighting	500ft White high-intensity lighting
7.	Length and colour of stop way lights	Nil	Nil
8.	Remarks	Nil	Nil

OADY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	Nil
2.	Location and lighting of anemometer and landing direction indicator	A wind indicator is located to the North of the Airfield near Camp Ivy. A second indicator is located midfield near Taxiway Delta. A Third wind indicator is located to the East of RWY 05 threshold.
3.	TWY edge and center line lighting	TWY edge blue low-intensity lighting, no center line lighting
4.	Secondary power supply including switch–over time	RWY Nil TWY has a generator for secondary
5.	Remarks	Some airfield lighting at Dwyer is non-frangible and may pose a threat to ACFT should it be run over.

OADY AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF)	RWY 23 Approach End (Hammer Head)
2.	TLOF and FATO area elevation	756m (2 421ft)
3.	TLOF and FATO area dimensions, surface, strength, marking	N/A
4.	True and MAG BRG of FATO	same as RWY
5.	Declared distance available	N/A
6.	Approach and FATO lighting	Same as RWY
7.	Remarks	N/A

OADY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	Class D CTR: 5NM Radius centered on ARP – 310531N 0640401E
2.	Vertical limits	CTR: SFC – 3 000ft AGL
3.	Airspace Classification	CTR: Class D
4.	Air Traffic Services unit call sign Language	YARDBIRD English
5.	Remarks	All ATC OPS are provided by DOD Contract Controller and complies with FAA JO7110.65 regulations and procedures.

OADY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
Tower	YARDBIRD Tower	121.75 VHF 343.0 UHF	H24	Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz
Ground	Yardbird Ground	126.525 VHF 248.850 UHF	H24	
APPROACH / DEPARTURE	N/A	N/A	N/A	
ATIS	N/A	N/A	N/A	
AIRFIELD OPERATIONS	N/A	N/A	H24	
WEATHER	N/A	N/A	H24	

OADY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19. Nil

OADY AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OADY AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Flights over Domestic Areas are to be avoided.

OADY AD 2.22 FLIGHT PROCEDURES

2.22.1. No facility exists to accept civilian ACFT. Operators of such intending to land at Dwyer may be allowed to do so for flights “in support of theatre” providing PPR is obtained through Airfield OPS. Military sponsors of such flights are to contact Airfield OPS for permission to operate at DSN: 303–551–2645, SIPR: 718-551-4645, CENTRIX: 682-551-3311 or email NIPR: centcom.bagram.usfor-a.mbx.dwyer-airfield-operations@mail.mil for PPR approval.

2.22.2. Contact Yard bird Tower for ATC services prior to entering Dwyer’s Class D airspace. SVFR arrivals and departures are coordinated through the tower upon pilot’s request when field conditions are less than VFR minimums of 3SM visibility and 1000ft ceilings. Aircraft must maintain SVFR minimums of 1SM (Fixed Wing), ½ SM (Rotary Wing) and remain clear of clouds.

2.22.3. Dwyer’s airspace may consist of preplanned and immediate ROZs in order to support SUAS operations and Artillery fire missions. For details and instructions, contact Yard bird Tower or Kingpin prior to entering or departing Dwyer’s Class D airspace.

2.22.4. Due to the close proximity of main base areas and the operational needs of various units associated with the airfield. It is the responsibility of each aircraft to maintain separation of PTDS and not to overfly the following areas: LSA, FARP, UAS L/R site, and MEDEVAC Parking/Pad, ATC Tower, and artillery gun location.

2.22.5. All helicopter operations, including repositioning between parking spots, shall be subject to positive ATC instruction. Some clearances given by ATC to RW or UAS ACFT will be “at pilot’s own risk” due to poor visibility of landing surfaces.

OADY AD 2.23 ADDITIONAL INFORMATION

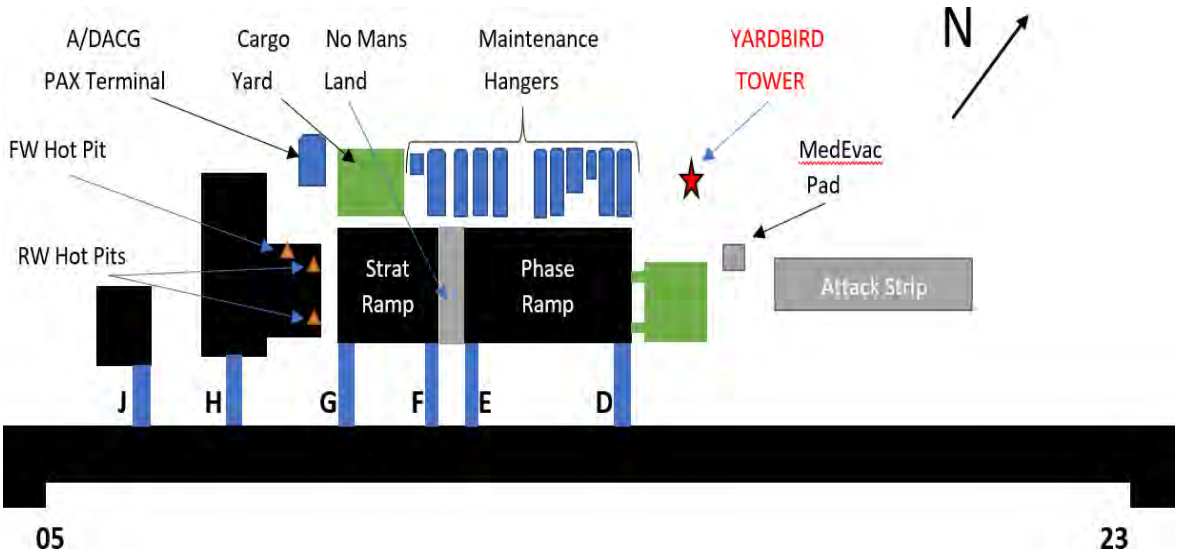
2.23.1. ACFT entering the STRAT Ramp shall enter via Golf taxiway and exit via Foxtrot taxiway.

2.23.2. Do not land without clearance from Tower. Use lost communication procedures and expect light signals from the tower if communication is lost.

OADY AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Dwyer		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Nil
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Nil
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart	NIL
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.25. Airfield Diagram



OAFR – FARAH

OAFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAFR – Farah

OAFR AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE

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

1.	Aerodrome Reference Point coordinates and its site	322144N0621006E The geographic center of the airfield
2.	Distance and direction from city	2NM South East of Farah City
3.	Elevation and Reference temperature	2212ft AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	2º43'E / Not Determined
6.	Aerodrome Administration Telephone Email	Farah Airport Management Mr. khairullah Anas +93 (0) 704672475 ansmnb3131@gmail.com
7.	Types of traffic permitted	VFR
8.	Remarks	Farah is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Farah Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFR on 118.1. This is not a control service, but advisory information only.

OAFR AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0230Z – 1330Z
2.	Customs and Immigration	Nil
3.	Health and Sanitation	Nil
4.	AIS Briefing Office	Nil
5.	ATS Reporting Office	Nil
6.	MET Briefing Office	9 Hrs (0230Z – 1330Z)
7.	Air Traffic Services	Traffic 0230Z – 1330Z
8.	Fuelling	Unknown

9.	Handling	Unknown
10.	Security	Border Police
11.	De–icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	Limited Only for Aircraft that have Technical Problems/Stop
14.	PPR procedures	Nil

OAFR AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fuelling facilities and capacity	Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAFR AD 2.5 PASSENGER FACILITIES

1.	Hotels	Multiple options in Farah town
2.	Restaurant	Multiple options in Farah town
3.	Transportation	Nil
4.	Medical facilities	Local Facilities Available
5.	Bank and Post Office	Available in Farah town
6.	Tourist office	Nil
7.	Remarks	Nil

OAFR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	Aerodrome category for fire fighting	Category 6-7
2.	Rescue equipment	One Fire engine and Manual Fire Fighting equipment
3.	Capability for removal of disabled ACFT	Nil

OAFR AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OAFR AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Surface and strength of Apron and TWY	APRON C (Charli) Asphalt 120 M X 60 M PCN: UNKNOWN	Asphalted 450ftx 250ft, Additional Apron Parking 450ft x 615ft Parking area is towards in front of new terminal
2.	Width, surface, and strength of TWYs	TAXI WAY A-Alpha	Asphalt 100M X 30M PCN: UNKNOWN
3.	Location and elevation of altimeter checkpoints	Nil	Nil
4.	Location of VOR checkpoints	Nil	Nil
5.	Position of INS checkpoints	Nil	Nil
6.	Remarks	Standard indicators are still not in place	

OAFR AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	Touchdown zone markings RWY center line RWY markings are completed and no lighting. Threshold marking
3.	Stopbars	Nil
4.	Remarks	Nil

OAFR AD 2.10 AERODROME OBSTACLES

1.	RWY 33	30ft tower 132° south east, 904ft from RWY 33 threshold handmade threshold
2.	RWY 15	30ft tower 335° north west, 2812ft from RWY 15 threshold handmade threshold
3.	Remarks	Antenna 600ft NW of RWY 33 Dep end, 350ft W of ext. Centerline, 50ft AGL

OAFR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	SR-SS
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing/consultation provided	Nil
6.	Flight documentation Language(s) used	English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OAFR AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		33	15
1.	BRG True and Magnetic	327M	147M
2.	RWY Dimensions	2500M X 35M	
3.	PCN	Unknown - Asphalt	
4.	THR Coordinates	322216N0620942E	322110N0621028E
5.	THR Elevation	2 192ft	2 228ft
6.	Slope of RWY/SWY	Nil	Nil
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	
9.	Strip Dimensions	Unknown	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	RWY is packed Asphalted	RWY is packed Asphalted
12.	Remarks	Nil	

OAFR AD 2.13 DECLARED DISTANCES

RWY		33	15
1.	TORA	Unknown	Unknown
2.	TODA	Unknown	Unknown
3.	ASDA	Unknown	Unknown
4.	LDA	6 024ft	6 024ft
5.	Remarks	Nil	Nil

OAFR AD 2.14 APPROACH AND RWY LIGHTING

RWY		33	15
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6.	Length spacing colour and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAFR 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 center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	VS-17 Panels in AMP 2 (Day) every 1,000 on the runway.

OAFR AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	41S MR 2096 8125 322147.46N 0621003.48E Farah, Afghanistan
2.	TLOF and FATO area elevation	2224ft
3.	TLOF and FATO area dimensions, surface, strength, marking	Cement Pad 120m x 88m Two Additional Pads in HLZ: Cement 25ft x 50ft
4.	True and MAG BRG of FATO	Unknown
5.	Declared distance available	Unknown
6.	Approach and FATO lighting	Nil
7.	Remarks	Two additional pads in HLZ As well on runway

OAFR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	6NM
2.	Vertical limits	N/A
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	Farah TWR English
5.	Remarks	Farah is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Farah Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFR on 118.1. This is not a control service, but advisory information only.

OAFR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1.	2.	3.	4.	5.
Aerodrome Flight Information Service (AFIS)	Farah Operations	118.1	9 Hrs 0230Z–1330Z	CTAF
GROUND	Nil			

ATIS	Nil			
AIR OPERATIONS	Nil			

OAFR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Frequency	Hours	Coordinates	Elevation	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

OAFR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OAFR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OAFR AD 2.22 FLIGHT PROCEDURES

2.22.1. Avoid over flight of inhabited areas of the FOB and fuel farm northwest of HLZ.

OAFR AD 2.23 ADDITIONAL INFORMATION

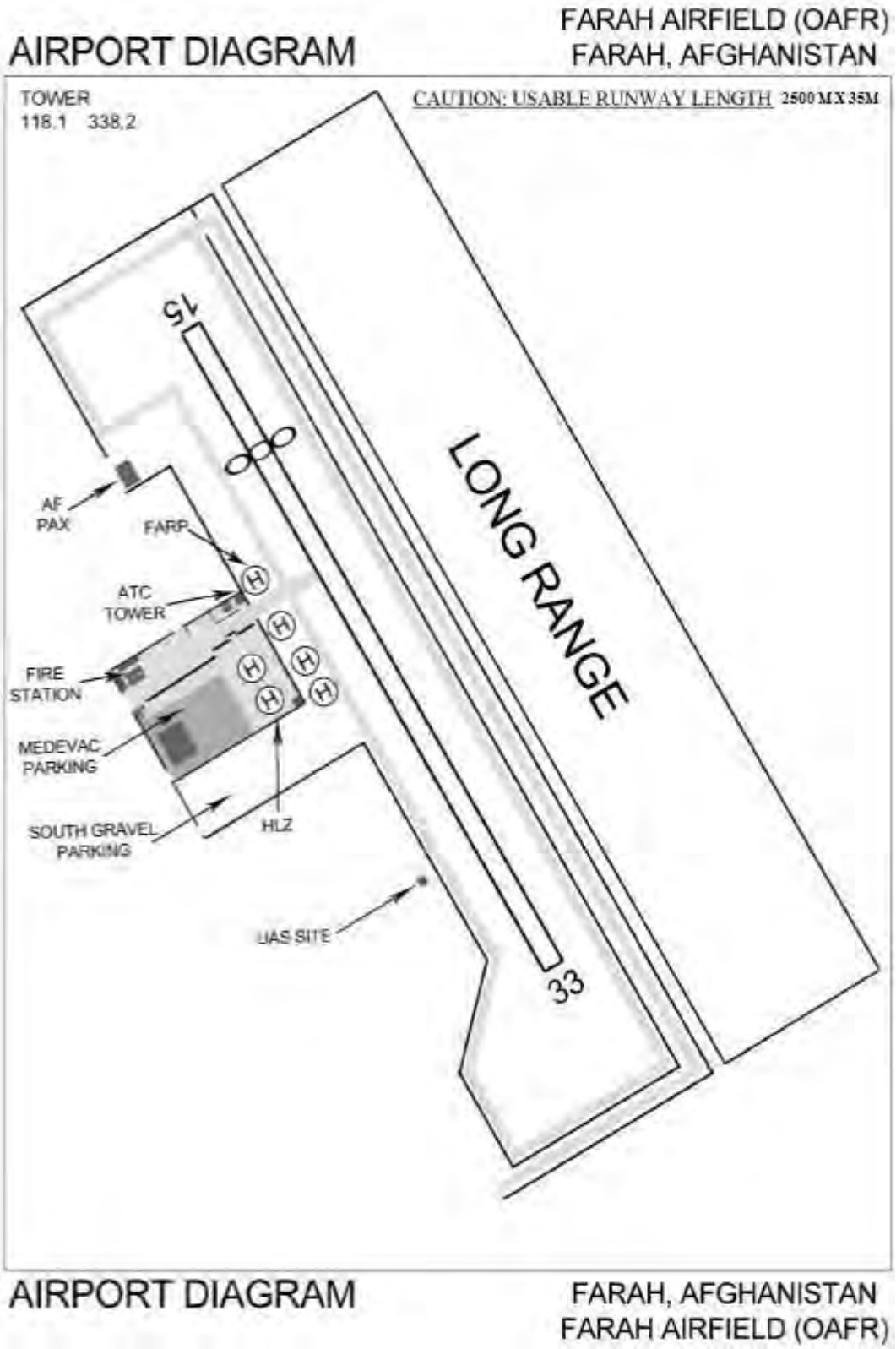
2.23.1. Long Range artillery range east of RWY within half a mile. The range extends from airfield boundary east to base of mountains. Remain clear.

2.23.2. All rotary wings ACFT, armed or carrying hung ordnance, which parks in the south gravel overflow area must park facing east towards the long range. All hung ordnance will have external pylon safety pins installed while parked in south gravel.

OAFR AD 2.24CHARTS RELATED TO THE AERODROME

ICAO Charts for Farah		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. Airfield Diagram



OAFZ– FEYZABAD

OAFZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAFZ– Feyzabad

OAFZ AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point coordinates and its site	370710N0703106E The geographic center of the airfield
2	Distance and direction from city	12km West of the city of Feyzabad.
3	Elevation and Reference temperature	3 842ft (1 171m) AMSL / Unknown
4	Geoids undulation	Not determined
5	Magnetic variation/Annual change	2.5º E / Not Determined
6	Civil Aerodrome Administration Telephone Airport Manager Telefax Telex Email AFS Address	Mr. Mohammad Hafez Karimi +93 (0)791405200 Nil Nil Oafz@acaa.gov.af Nil
7	Types of traffic permitted	VFR
8	Remarks	Feyzabad is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF: 243.0 preferably, 121.5 if VHF capable only) in addition to Feyzabad Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFZ on 118.1. This is not a control service, but advisory information only.

OAFZ 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	Yes
6	MET Briefing Office	Nil

7	Air Traffic Services	From 0500 - 1700 LT
8	Fueling	H24 Civilian: provided by arrow petroleum Company. Cell phone: +93 (0) 795151520
9	Handling	Nil
10	Security	H24 by aerodrome border police
11	De–icing	Nil
12	Remarks	Nil
13	Overnight Parking	Yes
14	PPR procedures	Nil

OAFZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	Civil Jet A1/ TC1
3	Fueling facilities and capacity	By arrow petroleum Company. +93 (0) 795151520 (Dari/English) 50000 – max capacity available
4	De–icing facilities	No
5	Hangar space for visiting ACFT	No
6	Repair facilities for visiting ACFT	No
7	Remarks	Nil

OAFZ AD 2.5 PASSENGER FACILITIES

1	Hotels	In Town
2	Restaurant	In Town
3	Transportation	Taxi, On Request from Airport Manager
4	Medical facilities	In Town
5	Bank and Post Office	In Town
6	Tourist office	In Town
7	Remarks	Nil

OAFZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Nil
2	Rescue equipment	Foam, Extinguisher
3	Capability for removal of disabled ACFT	Nil

OAFZ AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	Glider, Sweeper truck
2	Clearance priorities	RWY/TWY/Apron
3	Remarks	Nil

OAFZ AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1	Surface and strength of aprons	Apron A: 360ft x 165ft Concrete – PCN: N/A
2	Width, surface, and strength of TWYs	At middle intersection/ size 9.5m x 18m between RWY and apron A (parking area) Concrete – PCN: N/A
3	Location and elevation of altimeter checkpoints	Nil
4	Location of VOR checkpoints	Nil
5	Position of INS checkpoints	Nil
6	Remarks	The north side of the RWY construction completed

OAFZ AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Nil
2	RWY and TWY markings and lights	Touchdown zone markings RWY center line Parking guidance line Parking mark Threshold marking RWY designator
3	Stop Bars	Nil
4	Remarks	Nil

OAFZ AD 2.10 AERODROME OBSTACLES

1	RWY 18	OAFZ Obstacle Chart not published
2	RWY 36	OAFZ Obstacle Chart not published
3	Remarks	Nil

OAFZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	OAFZ MET OFFICE
2	Hours of operation	0430 – 0730 PMLT
3	Office responsible for TAF preparation Periods of validity	N/A
4	Type of landing forecast Type of observations Interval of issuance Type of observations Interval of issuance	N/A METER Hourly SPECI Every 3 IN CASE OF SIGNIFICANT WEATHER Meter 15 hours
5	Briefing /consultation provided	BY: Khal mohammad moradi Phone: +93797012003 Email: khalmohammadmoradi572@gmail.com
6	Flight documentation Language(s) used	N/A English
7	Charts and other information available for briefing or consultation	Yes
8	Supplementary equipment available for providing information	No
9	ATS unit provided with information	No
10	Additional information	No

OAFZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		18	36
1	BRG True and Mag	181 T / 178 M	001 T / 358 M
2	RWY Dimensions	(2000m) 6 561ft x (30m) 98ft	
3	PCN	Unknown - Asphalt	
4	THR Coordinates	370757N 0703113E	370654N 0703112E
5	THR Elevation	3795ft	3 832ft

RWY		18	36
6	Slope of RWY/SWY	+0.60	–0.60
7	SWY Dimensions	Nil	Nil
8	CWY Dimensions	Nil	Nil
9	Strip Dimensions	6 077ft. x 120ft	
10	Obstacle free zone	Nil	Nil
11	Remarks	Nil	Nil

OAFZ AD 2.13 DECLARED DISTANCES

RWY		18	36
1	TORA	Unknown	Unknown
2	TODA	Unknown	Unknown
3	ASDA	Unknown	Unknown
4	LDA	Unknown	Unknown
5	Remarks	Nil	Nil

OAFZ AD 2.14 APPROACH AND RWY LIGHTING

RWY		18	36
1	Type, length, and intensity of approach lighting	Nil	Nil
2	Threshold lights, colours, and wing bars	Nil	Nil
3	Type of visual approach slope indicator system	PAPI	PAPI
4	Length of RWY touchdown zone indicator lights	Nil	Nil
5	Length spacing colour and intensity of RWY center line lights	Nil	Nil
6	Length spacing colour and intensity of RWY edge lights	Nil	Nil
7	Colour of RWY end lights and wing bars	Nil	Nil
8	Length and colour of stop way lights	Nil	Nil
9	Remarks	Nil	Nil

OAFZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Yes
2	Location and lighting of anemometer and landing direction indicator	Nil
3	TWY edge and center line lighting	Nil
4	Secondary power supply including switch–over time	Nil
5	Remarks	Nil

OAFZ AD 2.16 HELICOPTER LANDING AREA

		HP1	HP2
1	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown	
2	TLOF and FATO area elevation	Unknown	
3	TLOF and FATO area dimensions, surface, strength, marking	Unknown	
4	True and MAG BRG of FATO	Unknown	
5	Declared distance available	Unknown	
6	Approach and FATO lighting	No	
7	Remarks	Helipads B, C, and D do not longer exist due to the construction of the new RWY. North Side of Apron “A” suitable for Helicopters due to the bad condition of the surface on the South Side of the Apron “A.”	

OAFZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace Classification	Class G
4	Air Traffic Services unit call sign Language	Nil

5	Remarks	Feyzabad is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Feyzabad Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFZ on 118.1. This is not a control service, but advisory information only.

OAFZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Flight Information Service (AFIS)	Feyzabad Operations	118.1	0330Z-1130Z	CTAF
GROUND	Nil			
ATIS	Nil			
AIR OPERATIONS	Nil	Nil	Nil	

OAFZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						Nil

OAFZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. RWY is constructed of Russian–made steel interlocking matting. The matting is old and can break apart from heavy use.

OAFZ AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil.

OAFZ AD 2.22 FLIGHT PROCEDURES

2.22.1. ACFT should minimize thrust reverse upon landing; long roll out recommended to ensure steel matting is not damaged.

OAFZ AD 2.23 ADDITIONAL INFORMATION

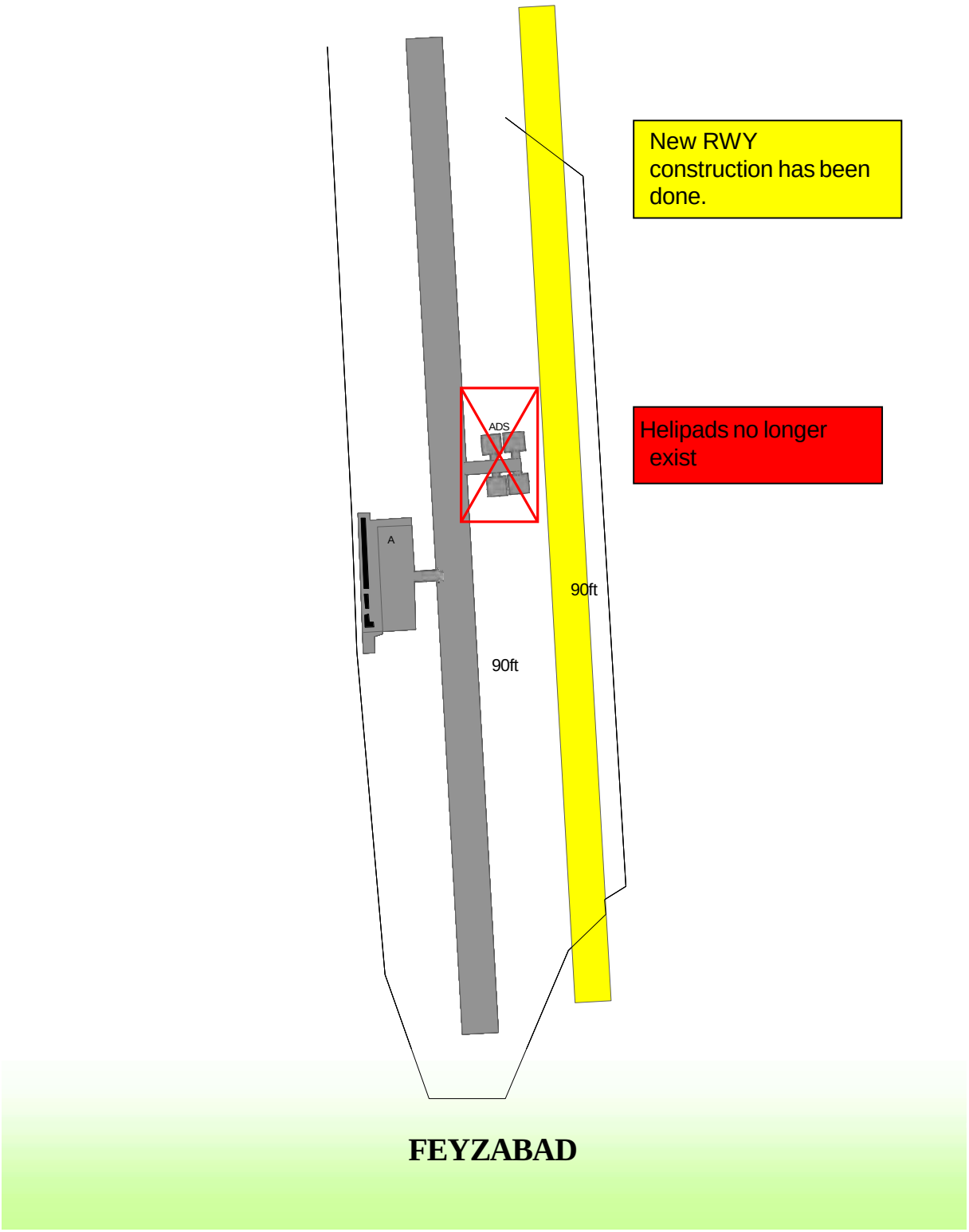
2.23.1. **C-130 operations** permitted only for MEDEVAC or in Case of Emergency. See NOTAM for further information.

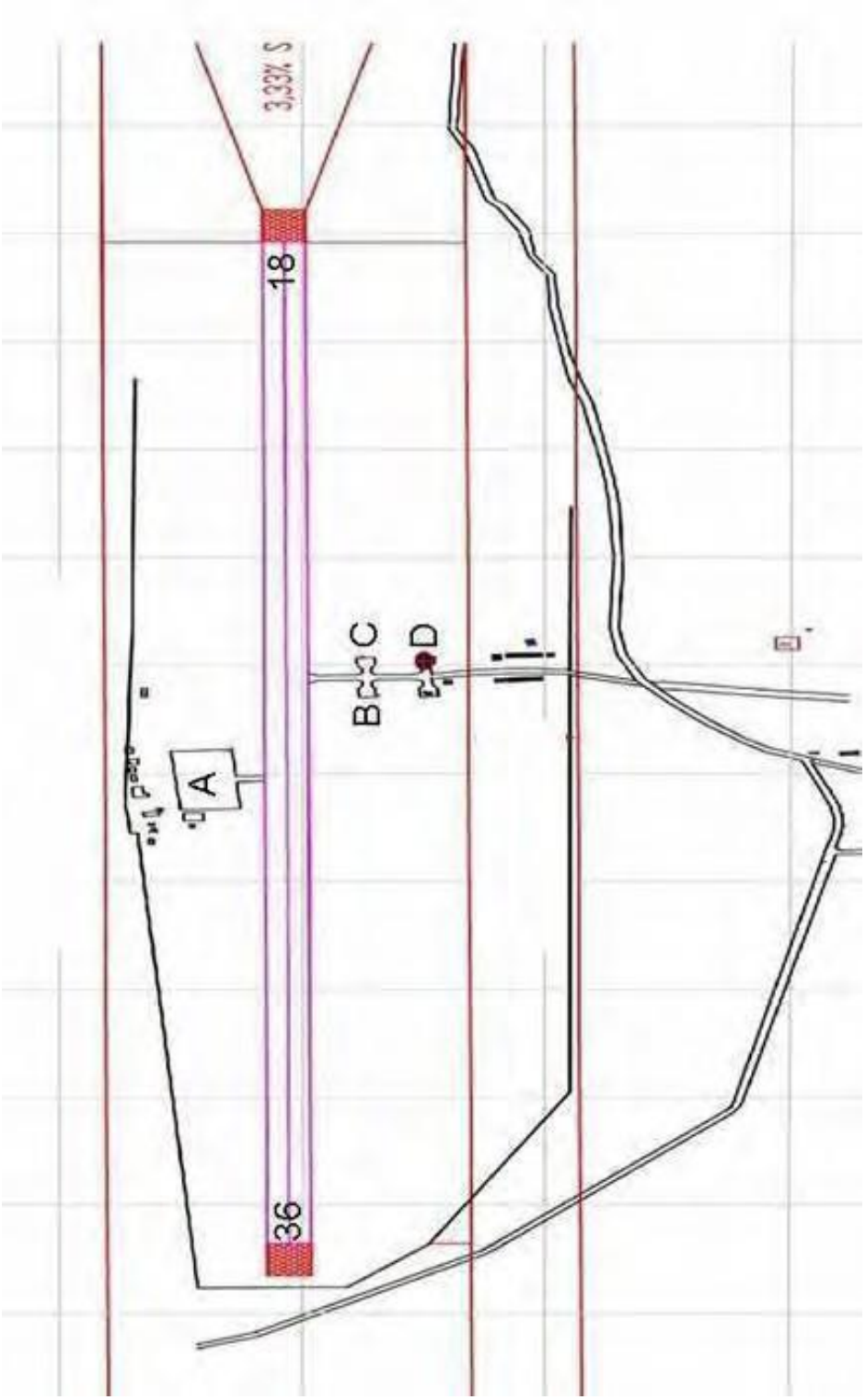
2.23.2. After final completion of construction work and subsequent survey action, the OAFZ AIP entry will be revised to include updated RWY information.

OAFZ AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Feyzabad		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram** (not to scale)




3.33% S
18
36
B
C
D
A

OAHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAHR - KHWAJA ABDULLAH ANSARI INTERNATIONAL AIRPORT

OAHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point (ARP)	341236N 0621342E The geographic center of the airfield
2	Distance and direction from city	10NM South of Herat town
3	Elevation D	3290ft AMSL
4	Geoids undulation	N/A
5	Magnetic variation/Annual change	E002º54'36" / E000º3'31"
6	Civil Aerodrome Administration	**Airport Director** Mohammad Yaqub Zakeri +93 (0) 708766855 **Airport Operational Deputy Director** Mohammad Omar Akhonzada +93(0) 0706612600- 07076012105 Email: dmoa78699@gmail.com
7	Types of traffic permitted	ONLY VFR
8	Remarks	Nil

OAHR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	0130-1530Z
2	Customs and Immigration	Customs operational hours: From 0330Z to 1130Z Immigration operational hours: H24 Immigration Office: Hisamadine Barkzai +93(0) 792663454
3	Health and Sanitation	N/A
4	AIS Briefing Office	0130-1530Z
5	ATS Reporting Office	N/A
6	MET Briefing Office	H24
7	Air Traffic Services	0130-1530Z
8	Fueling	H24
9	Handling	0130-1530Z
10	Security	H24 **Airport Border Police (ABP) Commander** Commercial: **+ 93 (0) 700710381** **Afghan Air Force (AAF) Commander** Commercial: +93 (0) 0706721103
11	De-icing	N/A
12	Remarks	NIL

OAHR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Civilian handling (North Apron) GAAC Ground Handling Services Supervisor Mr. Gholam Aziz Rafi +93 (0) 711 541 282 +93 (0) 799 291 954 HEAamp@1GAAC-groundhandling.com	1 x Forklift 1 x Lower Deck Loader 1 x Main Deck Loader 2 x Clark 1 x JAC Baggage Truck 1 x Pushback 1 x LiteAce Baggage Truck 1 x CVB 2 x Ground Power Unit 1 x Motorized PAX Stair 1 x B-737 PAX Step 1 x A-310 PAX Step 1 x A-320 PAX Step 1 x B-737 Tow Bar 1 x B-767 Tow Bar 1 x A-310 Tow Bar 5 x Baggage Cart 8 x Pallet Dolly 1 x Air Start Unit 1 x Manual Flush Tank 2 x Head Sets 4 x Torch Lights 10 x Chocks 10 x Cones 2 x Wheel Chairs
2	Fuel and oil types	A–1 and T1 (Civil ACFT only)
3	Fueling facilities and capacity	Fuel Provider KAMGAR PETROLEUM for Civilian ACFT only Email: Herat@kamgarpetrolyam.af petroleum: +93 (0) 797103030 Main Station Location: Civilian North Apron

4	De-icing facilities	NIL
5	Hangar space for visiting ACFT	Nil
6	Repair facilities for visiting ACFT	Nil
7	Remarks	Nil

OAHR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels are in the town
2	Restaurant	Coffee shop and restaurant available in the civil terminal. Hours advertised in location.
3	Transportation	Taxi services available at the civilian terminal
4	Medical facilities	In town
5	Bank and Post Office	In town
6	Tourist office	In town
7	Remarks	Nil

OAHR AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	ICAO Category 9
2.	Rescue equipment	**Oshkosh type;** 5640 L water 795 L type B foam 4550 L /min High Reach Extendable Turret with Piercing Nozzle Bumper monitor 225 kg Dry Powder System First aid kit Individual rescue equipment **MAN type;** 10,000 Ltrs water 1,000 Ltrs type B foam 4000 LPM Water Cannon Monitor Bumper monitor 250 kg Dry Powder System First aid kit Individual rescue equipment **Rescue Truck;** Hydraulic rescue equipment 400 L water with hose reel First aid kit Dry Powder and CO2 fire extinguishers Scoop stretchers **Rosen Bauer Panther** **6x6 Quantity: 2**

		12,500 Ltrs water 1500 Ltrs type B foam 8000 LPM at 10 bar 9000 LPM at 14 bar Water Main Monitor Bumper monitor 250 kg Dry Powder System First aid kit Individual rescue equipment
3.	Capability for removal of disabled ACFT	Not available.
4.	Remarks	NIL

OAHR AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	Nil

OAHR AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1	Surface and strength of aprons	**Apron/Taxiway**	**Surface**	**Dimensions**	**Strength**
		ALPHA APRON AFG Military	Concrete	156m x 85m (512'x278')	PCN Nil
		NORTH APRON Civil traffic (12)	Asphalt (1)	231m x 102m (758'x335')	PCN 32 F/A/W/T
		SOUTH APRON	Asphalt & Concrete	E spot 75m x 170m (246'x558')	PCN 22 R/B/W/T
				F spot 151m x 170m (495'x558')	PCN 76 F/A/W/T
				G spot 101m x 122m (331'x400')	PCN 42 R/B/W/T
				H spot 53m x 95m (174'x312')	PCN 42 R/B/W/T
				I spot 53m x 95m (174'x312')	PCN 42 R/B/W/T
				J spot 53m x 95m (174'x312')	PCN 42 R/B/W/T
				K spot 135m x 30m (443'x98')	PCN 49 R/B/W/T
		EAST APRON	Asphalt and concrete	184m x 85m (604'x279')	PCN 63 R/A/W/T
		SIERRA APRON	Concrete	N/A	N/A

2		RRP AREA	Gravel	122m x 91m (400'x299')	PCN Nil
3	Width, surface, and strength of TWYs	TWY A	Asphalt	15m (49ft)	PCN 51 F/A/X/T
		TWY B Permanently closed	Asphalt	15m (49ft)	PCN 50 F/A/X/T
		TWY C	Concrete & Asphalt	49m (160ft)	PCN 54 R/B/W/T
		TWY D Permanently closed	Asphalt	10m (33ft)	PCN 74 F/A/W/T
		TWY E	Asphalt	13m (43ft)	PCN 71 F/A/W/T
		TWY F	Asphalt	23m (75ft)	PCN 71 F/A/W/T
		TWY G	Asphalt	23m (75ft)	PCN 89 F/A/W/T
		TWY H	Asphalt	35m (115ft)	PCN 177 F/A/W/T44
		TWY R	Asphalt	12m (39.3ft)	PCN 26 R/B/W/T
		TWY S	Concrete & Asphalt	12m (39.3ft)	PCN 26 R/B/W/T

4	Location and elevation of altimeter checkpoints	To be determined
5	Location of VOR checkpoints	To be determined
6	Location of NDB checkpoints	To be determined
7	Position of INS checkpoints	To be determined
8	Remarks	NIL

OAHR AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, RWY signs, TWY guidelines and visual docking/parking guidance system at ACFT stands	TWY Guidance Signs are available on all TWYs except TWY B and TWY D. TWY Guidance Signs on taxiways A, C, R, S and South side H are externally illuminated. TWY Guidance Signs on E, F, G, H are internally illuminated. No ACFT stand identification signs. No visual docking/parking guidance system at ACFT stands.
2.	RWY and TWY markings and Lights	Hi/Med/Low-intensity RWY edge light system: WHITE THR RWY 18/36 lights: GREEN RWY 18/36 end lights: RED TWY edge lights: BLUE Hammerhead RWY 18/36edge lights: BLUE TWY D Edge Lights are only at the entrance (RED). Remaining distance available panel signals at both sides of the RWY RWY center line marks: WHITE RWY Pre THR chevron marking YELLOW RWY 18/36 designation marks: WHITE THR RWY 18/36 marks: WHITE RWY holding position TWY A, C, E, F, G, H, P, R, S marks: YELLOW TWY Center line TWY edge line **NOTE:** North apron solar edge lights available.
3.	Stop bars and runway guard lights	Nil
4.	Remarks	Nil

OAHR AD 2.10 AERODROME OBSTACLES

1.	RWY 18	OAHR Obstacle Chart not published
2.	RWY 36	OAHR Obstacle Chart not published
3.	Remarks	LIT TELECOMMUNICATIONS TOWER APPROX. 200FT HEIGHT ERECTED 500 METERS WEST OF RWY 36 THR. OBSTACLE ERECTED: POSITION N341156.7 E621350.2, HEIGHT 26 METERS ELEVATION 1015 METERS, ICAO SIGNAL (SGL) NOT PROVIDED. OBSTACLE ERECTED: POSITION N341246.3 E621359.2, HEIGHT 36 METERS ELEVATION 1016 METERS, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED. OBSTACLE ERECTED: POSITION N341208 E062132186, HEIGHT 80 FEET IN ELEVATION, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED. 3 WIND TURBINES ERECTED. APPROX HEIGHT 41M (135FT): POSITIONS N34111.75 E621256.49 TO N34112.18 E62137.09 WEST OF RWY 36. ILLUMINATED AT NIGHT WITH TYPE B RED FLASHING LIGHT.

OAHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	HERAT MET OFFICE
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	METAR: Hourly; SPECI: In case of significant with Annex 3 criteria
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	Only METAR, SPECI English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS unit provided with information	HERAT FIS(Flight Information Service)
10	Additional information	MET Office herat.weather@gmail.com

OAHR AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		18	36
1.	BRG True and Mag	187° T – 184° M	007° T – 004° M
2.	RWY Dimensions	3 014m x 45m (9 888ft x 148ft)	
3.	PCN	PCN 64 R/B/W/T	
4.	THR Coordinates	341316.29N 0621348.24E	341139.68N0621333.27E
5.	THR Elevation	3178ft	3290ft
6.	Slope of RWY/SWY	+1.10	-1.10
7.	SWY Dimensions	495ft/ 150m	295ft/90m
8.	CWY Dimensions	150m x 150m	90mx150m
9.	Strip Dimensions	3434m x 200*m *Noncompliance with ICAO Annex 14 chapter 3.4	
10.	Obstacle Free Zone (Runway Strip)	75m on each side from center line	
11.	Runway End Safety Area (RESA)	RESA RWY 36 Limited to 90m (295ft) after threshold sign due to Security T-Walls. Declared distances affected by 60m (197ft).	
12.	Remarks	(1) PCN in touchdown zone (First 500ft/152m concrete RWY 36). (2) Asphalt PCN is 150/F/A/W/T (3) No RWY paved shoulders available	

OAHR AD 2.13 DECLARED DISTANCES

RWY		18	36
1.	**TORA**	3 014m (9 888ft)	3 014m (9 888ft)
2.	**TODA**	3 164m (10 380ft)	3 104m (10 184ft)
3.	**ASDA**	3 164m (10 380ft)	3 104m (10 184ft)
4.	**LDA**	3 014m (9 888ft)	3 014m (9 888ft)
5.	**Remarks**	STW surface; asphalt	STW surface; asphalt

OAHR AD 2.14 APPROACH AND RWY LIGHTING

RWY		18	36
1.	Type, length, and intensity of approach lighting	Nil	Simple Approach Lighting System (SALS) 420m
2.	Threshold lights, colours, and wing bars	Green	Green
3.	Type of visual approach slope indicator system	Nil	PAPI RWY 36 Left side 3.5-Glide Slope MEHT 16m Available H24 upon request
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY centerline lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	60m/WHITE/LO–MED–HI	60m/WHITE/LO–MED–HI
7.	Colour of RWY end lights and wing bars	RED	RED
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	No Yellow lights available last 600 m	No Yellow lights available last 600 m

OAHR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

2.15.1. Blue Taxiway Solar lights located on North APN, Taxiways A, C, G and H.

2.15.2 All 2 windsocks are externally lit.

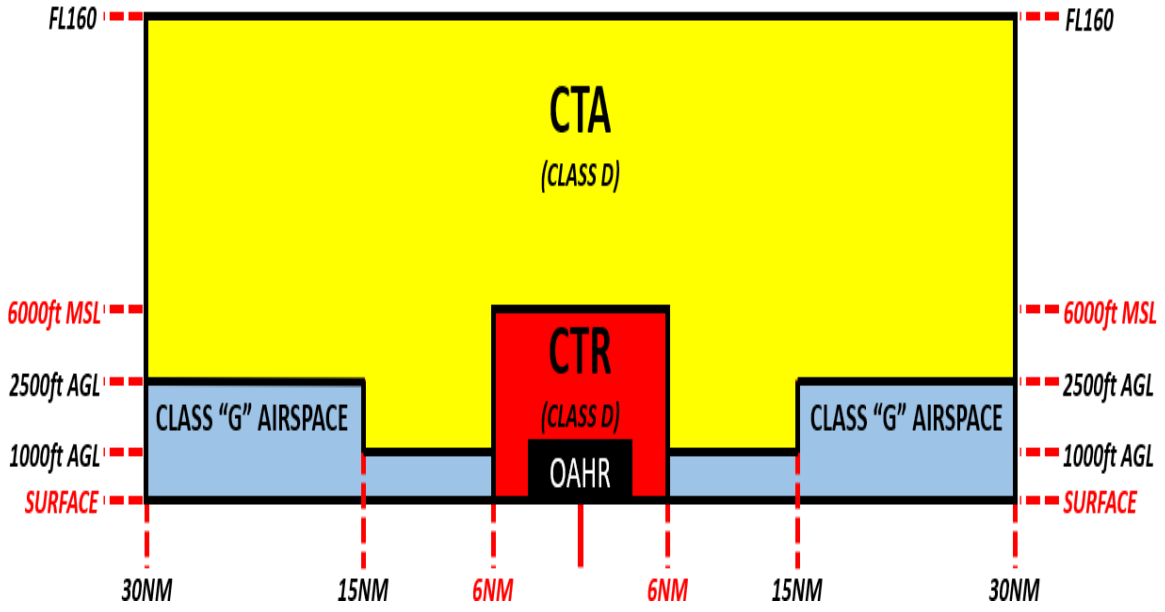
OAHR AD 2.16 HELICOPTER LANDING AREA

2.16.1. NIL

OAHR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	CTR: 6NM radius centered on ARP
2.	Vertical limits	FIZ: Surface to 6000FT AMSL
3.	Airspace Classification	FIZ: Class G
4.	Air Traffic Services unit call sign Language	FIZ: HERAT INFORMATION English
5.	Remarks	ATS conforms to ICAO regulations and procedures.

OAHR AIRSPACE DIAGRAM



OAHR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	Herat Information	123.350	0030Z-1730Z	Emergency / Guard Frequencies 121.500 MHz

OAHR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Frequency	Hours	Coordinates	Elevation	Remarks
NDB	HRT	412 KHz	H24 Needs Flight Check	341241.0N 0621353.7E	3339.2ft	PMI' first Sat of each month- 0330z-0530z-
V0R/DME	AHR	CH109X 116.200 MHz	H24 Needs Flight Check	341225.0N 0621358.0E	3322.8ft	PMI first Sat of each month 0330z-0530z
PAPI	NIL	NIL	H24 Needs Flight Check	341153.2N 0621333.3E	TBD	Minimum Eye Height (MEHT) 16m

OAHR AD 2.20 LOCAL TRAFFIC REGULATIONS

HERAT ATC is AFIS (Aerodrome Flight Information Service) Only VFR Flights are allowed, Between SS/SR its Pilot responsibility to operate in OAHR Airspace (AFIS will provide standard services)

2.20.1. Controlled Movement Area (CMA): The CMA is defined as RWYs, TWYs, Hammerheads, Overrun and the adjacent areas 75m (246ft) left and right from RWY CL.

2.20.2. **Engine Start-Up.** All aircraft intending to depart OAHR CTR shall contact OAHR TWR for engine start.

2.20.3. **Engine Run-up Test.** Any engine run-up test greater than idle requires approval. Engine run-up test area is located on Sierra Apron.

2.20.4. **4-engine ACFT** will utilize only the inboard engines when making 180 degrees turns on the RWY and North/South Hammerheads. This also includes taxiing in and out of the South Apron on TWY F, G and H. This will reduce the possibility of FOD.

2.20.5. **Taxiways Restrictions**

2.20.5.1. Due to pavement cracks, aircraft shall taxi at reduced speed and with lowest power setting possible on all TWYs.

2.20.5.2. TWYs B and D CLSD UFN.

2.20.5.3. TWYs without shoulders except TWY S and TWY R with 4 meters shoulders.

2.20.5.4. TWY E is used only for taxi out procedures.

2.20.5.5. **CAUTION** - High FOD potential. Use low power engine settings on exit/entrance to taxiways and aprons.

2.20.5.6. **CAUTION -** Mandatory Instruction Signs on TWY E, F, G, H not co-located with Runway Hold Markings.

2.20.5.7. **CAUTION -** TWY edge lines not available on TWYs A, B and RWY portion of TWY S.

2.20.6. Each airline is responsible to provide marshalling to their own A/C to the assigned parking position.

2.20.7. Windsock for RWY 36 available East side of RWY 36 Threshold.

2.20.8. Windsock for RWY 18 available East side of RWY 18 Touchdown.

2.20.9. Windsock for Helipads available East side of the RWY abeam North APN.

2.20.10. Engine run-up test area is on the Sierra Apron, opposite to TWY E.

2.20.11. All aircraft Code D and larger shall utilize hammerhead/ end of runway for 180 degrees turns when outside air temperature is above 33 degrees Celsius.

2.20.12. **RWY Hot Spots:**

HS-1: RWY crossing by vehicles between TWY Echo and TWY Sierra.

HS-2: RWY crossing by vehicles between TWY Romeo and TWY Golf.

Guard lights for Hot Spots are not available.

OAHR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. To the maximum extent possible ACFT will avoid overflying populated areas and logistic area west of the runway.

OAHR AD 2.22 FLIGHT PROCEDURES

2.22.1. **Communication Failure**. In case of communication failure, aircrews shall:

2.22.1.1. **VMC**:

a. Remain in VMC;
b. Continue approach for RWY in use (if unknown, assume RWY 36 is in use)
c. Join traffic pattern with a 45-degree angle on the downwind leg.
d. Fly over the airfield on RWY heading at 500ft AGL. Attract TWR attention by rocking the wings until the end of the RWY.
e. After overflight, perform right closed traffic circuit at 4300ft AMSL
f. Follow the light signals from the tower. If light signals are not observed, the pilot should land at his own discretion.

2.22.2. **VFR Tower Traffic Circuits**

a) **Rectangular Fixed Wing:** The standard FW VFR rectangular tower circuit is to the EAST of the **runway** 5000’ AMSL (Unless otherwise advised/approved by Tower).

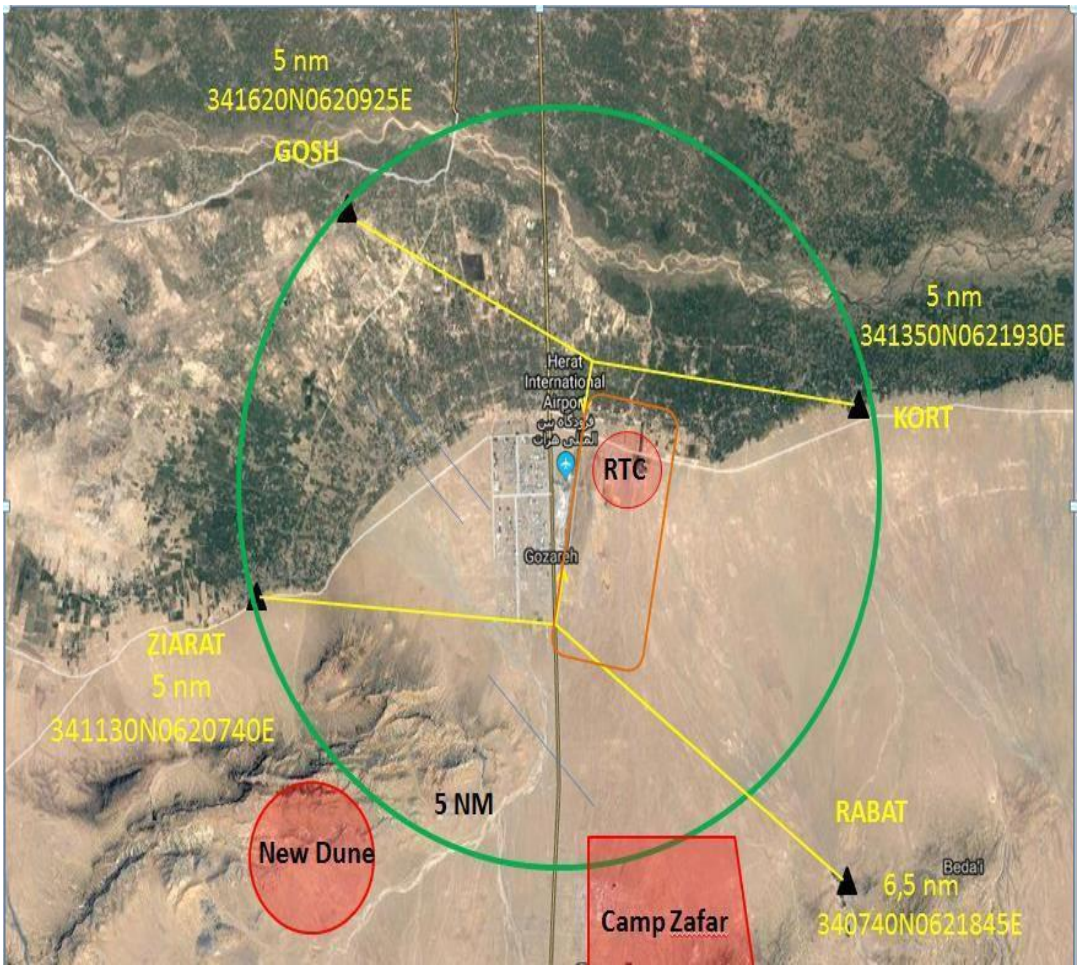
b) a) **Rectangular Rotary Wing:** The standard RW VFR rectangular tower circuit is to the EAST of the **runway** 4500’ AMSL (Unless otherwise advised/approved by Tower).

Note: When **RTC fire range is active**, aircraft shall avoid overflight of range and follow strictly tower instruction.

Overfly the western part of the field is forbidden (Unless otherwise advised/approved by Tower).

HOLDING/ENTRY Points: VFR RPs with 5nm ring around OAHR, **See Attached Map.**

NAME	COORDINATES	RADIO / DME	
KORT	341350N0621930E	KORT	R-254/4.5NM
RABAT	340740N0621845E	RABAT	R-322/6.2NM
ZIARAT	341130N0620740E	ZIARAT	R-075/5.5NM
GOSH	341620N0620925E	GOSH	R-130/4.5NM



Note: altitude for the VFR Holding/ENTRY points shall be 5500ft AMSL

RTC is active, New Dune and Camp Zafar currently are not active

OAHR AD 2.23 ADDITIONAL INFORMATION

2.23.1. The line of sight from the Tower to the south and Southwest of RWY obscured due to obstacles.

2.23.2. **CAUTION -** Laser harassment risk in the vicinity of the airfield and over the populated areas.

2.23.3. **Helicopters belly landing spot.** (Emergency Bed) Located at 341201N 0621340E (see Airfield Diagram). CAUTION: Expect possible dust (brown out) landing on final approach.

2.23.4. Restricted, and Danger (PRD) areas within OAHR airspace (see ENR 5.1) are to be avoided. Check with TWR on the activation status should transit be required.

2.23.5. **CAUTION -** wildlife in the controlled movement area.

2.23.6. **CAUTION -** Kite activity in the vicinity of airport/airfield.

2.23.7. There are three ranges within Class D airspace; RTC, Camp Zafar and New Dune When active, aircraft shall avoid overflight of range(s). See ENR 5.1

RTC: Centered on 341254N 0621431E 0.5NM radius, SFC - 8300ft AMSL.

Camp Zafar Located 4 NM SE of OAHR, 340835N 0621445E / 340850N 0621630E / 340504N 0621835E / 340345N 0621435E / 340835N 0621445E; SFC-8300ft AMSL

New Dune Located 5 NM SW of OAHR, 1.5 NM radius, SFC-9000ft AMSL, centered on 340747N0620910E.

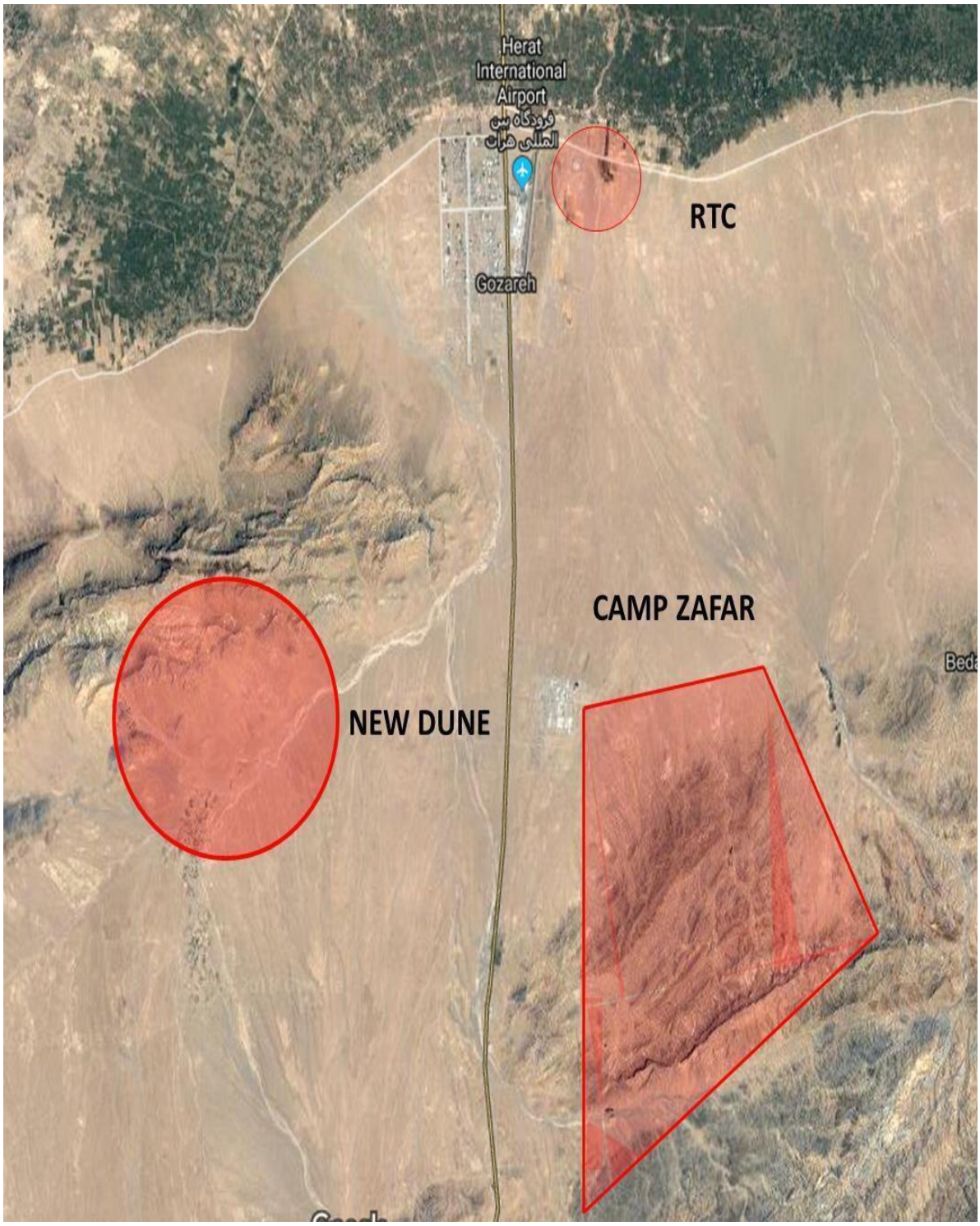
Currently RTC is active, Camp Zafar and New Dune are not active

OAHR AD 2.24 CHARTS RELATED TO THE AERODROME

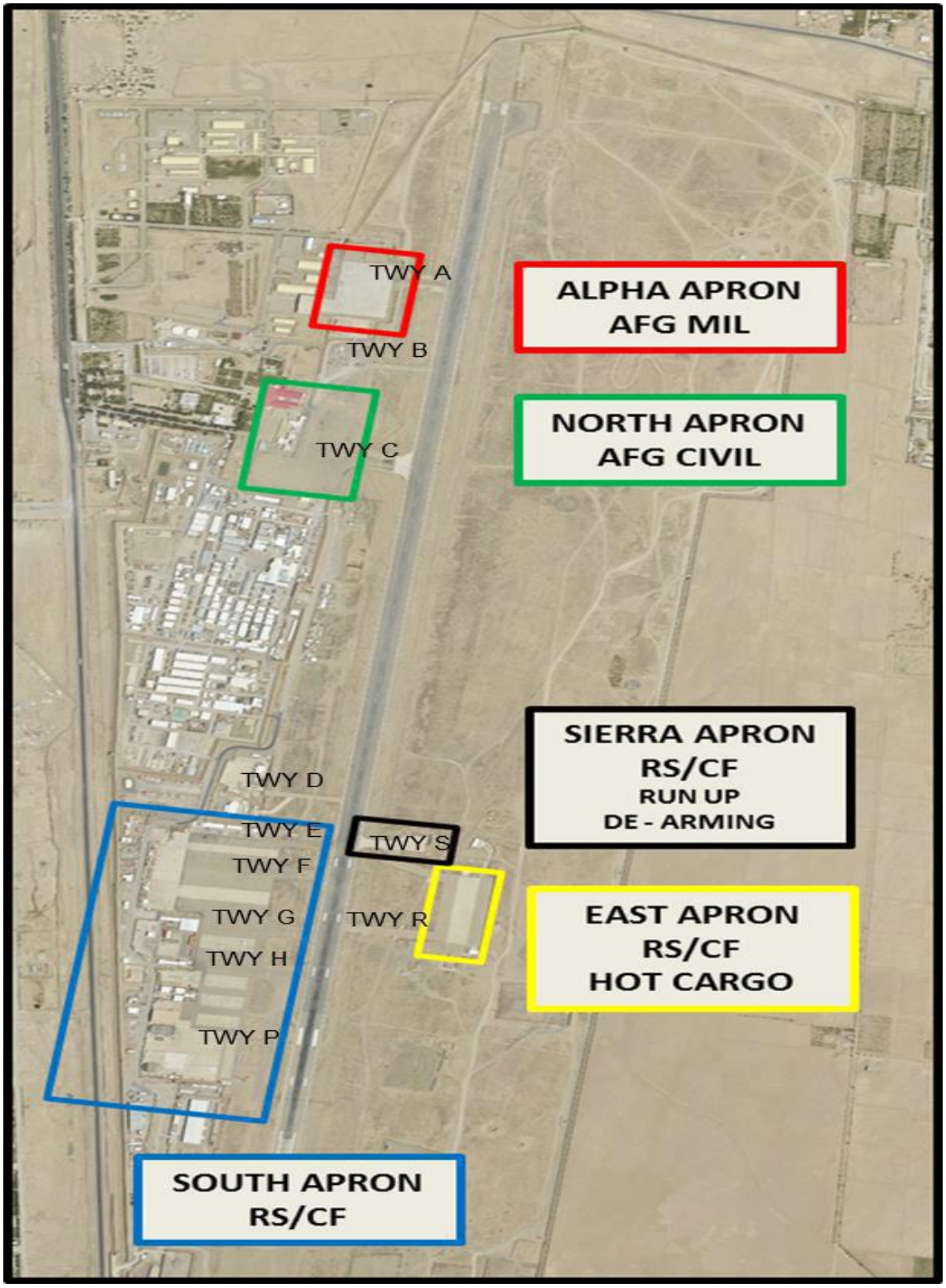
ICAO Charts for Herat Airport	
Aerodrome Chart – ICAO	See 2.24.4
ACFT Parking/Docking Chart – ICAO – South Apron	See 2.24.5
Landing Chart--- ICAO	Not produced
Aerodrome Ground Movement Chart – ICAO	Not produced
Precision Approach Terrain Chart – ICAO	Not produced
Aerodrome Obstacle Chart – ICAO Type A	Not produced
Area Chart – ICAO (departure and transit routes)	Not produced
Standard Departure Chart* – Instrument – ICAO	Produced
Area Chart – ICAO (arrival and transit routes)	Not produced
Standard Arrival Chart* – Instrument – ICAO	Produced
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. **RTC Range**

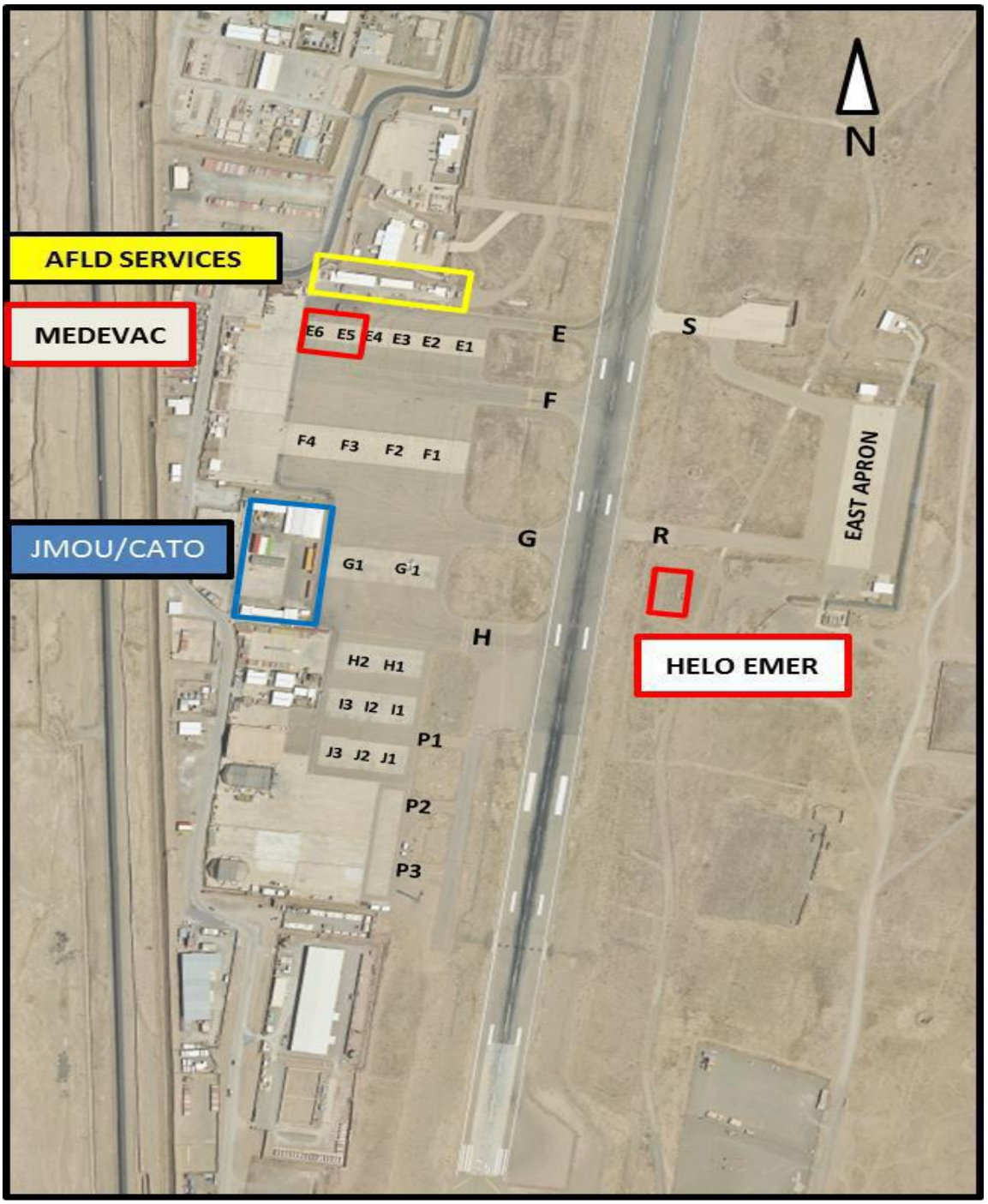
2.24.3 **Diagram with 3 firing ranges**



2.24.4. **Airfield Diagram**



2.24.5. South Apron Parking with MEDEVAC Helo Parking Spots



OAJL – JALALABAD

OAJL AD 2.1 AERODROME LOCATION INDICATOR NAME

2.1.1. OAJL – Jalalabad

OAJL AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

1.	Aerodrome Reference Point (ARP) coordinates and its site	342401N0703000E The geographic center of the landing zone
2.	Distance and direction from city	2NM SE of the city of Jalalabad.
3.	Elevation	1840ft
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	2.0º E
6.	Aerodrome Administration Telephone Telefax Telex Email ATC GEN. Manager E-mail AFS Address	Jalalabad Civil Airfield Directorate Cell: +93 (0)780750795, +93 (0) 791753482 Nil Nil Shaa73549@gmail.com Farhad Mohammadzai farhadmohammadzai@gmail.com Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Consult NOTAMs for further details on airfield construction projects. Transient parking extremely limited. Consult Eastern Europe and Asia (Enroute Supplement) for detailed information on Jalalabad Airfield.

OAJL AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	SR-SS
2.	Customs and Immigration	* No customs, no immigration
3.	Health and Sanitation	Nil
4.	AIS Briefing Office	Nil
5.	ATS Reporting Office	Nil
6.	MET Briefing Office	SR-SS
7.	Air Traffic Services	SR-SS
8.	Fueling	Nil
9.	Handling	Nil
10.	Security	H24
11.	De–icing	Nil
12.	Overnight Parking	Nil
13.	PPR procedures	**PPR only.** All military and civilian ACFT requesting to utilize OAJL must submit a PPR request no later than 24hrs prior to arrival. To prevent processing delays, the PPR form must be filled out in its entirety. PPR request form is available on the ACAA website: http://acaa.gov.af/aip-aeronautical-information-publication/ Forms must be submitted by email to: flightpermissions.acaa@gmail.com flightpermissions@acaa.gov.af
14.	Remarks	* MIL and Civilian ACFT

OAJL AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	MIL / Civilian Flights
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity Military ACFT Civil ACFT	Nil Nil Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Transient Alert services/ towing	Nil
8.	Remarks	Nil

OAJL AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Limited Bus Shuttle with PRIOR coordination
4.	Medical facilities	Basic Medical aids and Clinic available
5.	Bank and Post Office	No bank
6.	Tourist office	Nil
7.	Remarks	Nil

OAJL AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	Category 5
2.	Rescue equipment	K12 power saws; Jaws of Life/RAMS;
3.	Capability for removal of disabled ACFT	Nil

OAJL AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OAJL AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	VIP/Cowdrey Apron	PCC PCN: 54 R/B/W/T N/E
		Alpha Apron	PCC PCN: 59 R/B/W/T Limited to airframes up to C-17 /Fixed wing only/HAZ Passengers and Cargo Loading and unloading
		Bravo Apron	PCC PCN: 113/R/B/W/T Closed to ACFT
		Charlie Apron	PCC PCN: 35/R/B/W/T
		Delta Apron	AC/PCC PCN: 31/R/B/W/T
		North Delta Holding	AC/PCC PCN: 31/R/B/W/T
		South Delta Holding	AC/PCC PCN: 31/R/B/W/T
		Echo Apron	PCC PCN: 70/R/A/W/T
		Foxtrot Apron	PCC PCN: 43/R/A/W/T
		Golf Apron	PCC PCN: 22/R/B/W/T
		Hotel Apron	PCC PCN: N/E
2.	Width, surface, and strength of TWYs	TWY A	PCC PCN: 62/R/B/W/T Limited to C-17 and lighter 163m (535') overall width 15m (75')
		TWY C	PCC PCN: 42/R/B/W/T 80m (262') overall width 15m (50')
		TWY C1	PCC PCN: 51/R/B/W/T 26m (86') overall width 15m (48')

		TWY C2	PCC PCN: 78/R/A/W/T 34m (112') overall width 17m (56')
		TWY C3	PCC PCN: 55/R/B/W/T 33m (107') overall width 17m (56')
		TWY D	PCC PCN: 17/R/C/W/T 107m (350') overall width 9m (30')
		TWY E	PCC PCN: 38/R/A/W/T 137m (450') overall width 24m (80')
		TWY F	PCC PCN: N/E 42m (140') overall width 24m (80')
		TWY G1	PCC PCN: 22/R/B/W/T 53m (175') overall width 73m (240')
		TWY G2	PCC PCN: 28/R/B/W/T 27m (88') overall width 12m (40')
		TWY G3	PCC PCN: 16/R/B/W/T 27m (88') overall width 12m (40')
		RPA Strip	PCC PCN: N/E 15m (50') overall width 34m (110')
		RPA L1/L2	PCC PCN: N/E 18m (60') overall width 6m (20')
3.	Geographic coordinates of checkpoints	RWY 13 THR 34°24.36'N 70°29.41'E Orthometric Height: 556m (1,825ft) MSL RWY 31 THR 34°23.66'N 70°30.38'E Orthometric Height: 555m (1,821ft) MSL	
4.	Location and elevation of altimeter checkpoints	Nil	

5.	Location of VOR checkpoints	Nil
6.	Other points: ATC Tower	70°25’51” N 34°23’57” E Orth metric Height: 14m (48ft) MSL
7.	Remarks	NOTE: AC - Asphalt Concrete PCC - Portland Cement Concrete PCN - Pavement Classification Number

OAJL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	RWY Designations, RWY THR markings, RWY centerline markings, RWY hold short markings, TWY centerline markings. Foxtrot/Golf taxiways/ramps not measured for large helicopter obstruction clearance. RWY is equipped with solar powered edge lights. Four on each end of the RWY configured in the AMP–2 format. RWY 31 AMP-2 lighting non-standard touchdown box 500ft. RWY 13 AMP-2 lighting non-standard touchdown box 300ft. Contact ATCT for IR lighting if required.
3.	Stopbars	Nil
4.	Remarks	RWY can be set to operate in Infrared mode.

OAJL AD 2.10 AERODROME OBSTACLES

2.10.1. Rapidly rising mountainous terrain from the ARP Center Point (34°24.00'N 70°29.91'E)

- 4,235ft MSL/Mountain/North West/9.82nm/Oriented East to West
- 5,282ft MSL/Mountain/North West/8.00nm/Oriented East to West

2.10.2. Kite flying activity near the airfield 1200ft AGL and below. Heaviest activity downwind legs northeast of airfield and RWY 13 approach.

2.10.3. No overflight of the airfield at any point, unless cleared by ATC.

2.10.4. Due to severe land constraints, numerous non-aviation structures are located within the 700ft LZ exclusion area, and some structures/facilities are located in the outer areas of the LZ maintained area. Some fixed obstructions are site up to 140ft of the RWY centerline.

2.10.5. 16ft high concrete barrier sited 110ft SW of RWY 31 turn around (overrun) center line and 360ft behind the threshold (several blinking red obstruction lights are affixed to the top horizontal surface of the barricade). To avoid potential wing tip impact, initiate turn around immediately upon entering the overrun).

2.10.6. 15ft high concrete barrier system strung perpendicular to RWY 31 extended RWY center line within the APZ, approximately 965ft behind RWY 31 displaced threshold.

2.10.7. Numerous trees located within RWY 13 and RWY 31 appch/dep clearance surface - 928ft from rwy threshold.

2.10.8. Occasional (unmonitored) crane operations within RWY 13/31. Crane height normally 90ft but can extend higher.

2.10.9. Mobile and fixed obstructions up to 160ft from the RWY centerline on either side of RWY 13 – beginning at the RWY 13 THR extending 1 500ft.

2.10.10. A 600-foot-long fixed obstruction (6 ft. high HESCO barrier) is sited SW of the RWY. The obstruction is 140ft from the RWY center line – with its beginning point approximately 1 300ft beyond the displaced threshold of RWY 31 – extending 600ft north westerly parallel to the RWY. Immediately sited behind the HESCO wall are 16ft high wooden structures.

2.10.11. Numerous unlit towers located on and near Jalalabad.

2.10.12. **Use extreme caution:** Nil 24/7. **Remarks:** Full obstacle information not available. Operators must routinely check NOTAM.

JALALABAD (OAJL) Amdt 1, 18116

Jalalabad, Afghanistan

Diverse departure not authorized.

TAKE-OFF OBSTACLES: Rwy 13: Multiple buildings beginning 208′ from DER, 182′ right of centerline, up to 31′ AGL/1849′ MSL. Multiple trees beginning 246′ from DER, 110′ right of centerline, up to 1863′ MSL. Fence 193′ from DER, 298′ right of centerline, 1857′ MSL. Guard Tower 215′ from DER, 261′ right of centerline, 1880′ MSL. T-Wall, 314′ from DER, 158′ right of centerline, 12′ AGL/1850′ MSL. Barrier 713′ from DER, 98′ right of centerline, 5′ AGL/1850′ MSL. T-Wall 716′ from DER, 146′ left of centerline, 12′ AGL/1854′ MSL. Tower 786′ from DER, 623′ left of centerline, 109′ AGL/1927′ MSL.

RWY 31: Multiple buildings beginning 68′ from DER, 395′ right of centerline, up to 30′ AGL/1862′ MSL. Tank 14′ from DER, 401′ left of centerline, 25′ AGL/1870′ MSL. Tank 79′ from DER, 403′ left of centerline, 25′ AGL/1860′ MSL. Tower 870′ from DER, 440′ left of centerline, 99′ AGL/1953′ MSL. Tower 1452′ from DER, 698′ right of centerline, 80′ AGL/1917′ MSL.

OAJL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	TF SWO, SVOIP 318–831–1320 UHF 240.0
2.	Hours of operation	SR-SS
3.	Office responsible for TAF preparation Periods of validity	N/A
4.	Type of landing forecast Interval of issuance	TAF (OAJL) Every 8 hours
5.	Briefing /consultation provided	SR-SS
6.	Flight documentation Language(s) used	English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	TMQ53 located 1500ft NW of ATC tower
9.	ATS unit provided with information	JAF ATC Tower
10.	Additional information	Use station code: OAJL:

OAJL AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		13	31
1.	BRG True and Mag	130.52°T/127.7°M	311.4°T / 308.8°M
2.	RWY Dimensions	6,480ft x 90ft	
3.	PCN	Asphalt 87 F/B/W/T	
4.	THR Coordinates	34°24.36'N 70°29.41'E	34°23.66'N 70°30.38'E
5.	THR Elevation	556m (1,825ft) MSL	555m (1,821ft) MSL
6.	Slope of RWY/SWY	-0.06%	0.06%
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	Unknown	
10.	Obstacle free zone	Not calculated	Not calculated
11.	Remarks	25ft paved shoulders	25ft paved shoulders

OAJL AD 2.13 DECLARED DISTANCES

RWY		13	31
1.	TORA	1,975m (6,480')	1,975m (6,480')
2.	TODA	2,127m (6,980')	2,127m (6,980')
3.	ASDA	1,975m (6,480')	1,975m (6,480')
4.	LDA	1,975m (6,480')	1,975m (6,480')
5.	Remarks	Nil	Nil

OAJL AD 2.13 .1 INTERSECTION DEPARTURE TORA INFORMATION

TWY		13	31
1.	G2	1,823m (5,982’)	157m 514
2.	G3	1,601m (5,253’)	379m (1,243’)
3.	F	1,419m (4,656’)	561m (1,839’)
4.	Cowdrey	1,091m (3,579’)	889m (2,916’)
5.	Alpha	1,020m (3,347’)	960m (3,148’)
6.	C1	1,182m (3,877’)	798m (2,618’)
7.	C2	1,045m (3,430’)	934m (3,065’)
8.	C3	980m (3,215’)	1,000m (3,281’)
9.	C	697m (2,287’)	1,283m (4,209’)
10.	D	359m (1,176’)	1,621m (5,319’)
11.	E	202m 663	1,778m (5,833’)

OAJL AD 2.14 APPROACH AND RWY LIGHTING

RWY		13	31
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colors, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, color, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, color, and intensity of RWY edge lights	High-IntensityWhite/IR spaced approximately 986ft apart	High-IntensityWhite/IR spaced approximately 986ft apart
7.	Color of RWY end lights and wing bars	Nil	Nil
8.	Length and color of stop way lights	Nil	Nil
9.	Remarks	RWY lights are set to Medium	RWY lights are set to Medium

OAJL 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 center line lighting	Blue TWY solar powered lights.
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Airfield lighting is solar power only

OAJL AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
2.	2TLOF and 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

OAJL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	CTR: 5 NM radius centered on ARP (34°24.00'N 70°29.91'E)
2.	Vertical limits	SFC up to and including 2500ft AGL (4400ft AMSL)
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign: Language:	JAF Tower English
5.	Remarks	Civilian controllers in control tower,cell phone 079173482. ATS conforms to FAA 7110.65 and ICAO regulations and procedures.

OAJL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	JAF Tower	129.700 133.275	SR-SS	Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz
GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil	Nil	
AIR OPERATIONS	Nil	Nil	SR-SS	

2.18.1. Constant radio freq interference on TWR VHF 129.7. The mild intensity in the immediate vicinity, moderate intensity 5 miles out from the airport. If unable to contact TWR on 129.7, attempt contact on UHF 133.275. FW, if unable to contact TWR, proceed to 10 miles west of the airport and hold, re–attempt contact. RW, if unable to contact TWR, proceed to 5 miles from the airport within the respective inbound sector and hold, re–attempt contact.

OAJL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Name	Ident	Type	Freq	Chan	Distance	Course	Coord
PARACHINAR	PC	NDB	273 K		36.4 nm	216°	33° 54.32' N, 70° 04.35' E
PESHAWAR	PS	NDB	308 K		55.7 nm	116°	33° 59.45' N, 71° 30.16' E
PESHAWAR	PS	VOR-DME	114.30 M	090X	56.6 nm	116°	33° 58.69' N, 71° 31.02' E
KABUL	KBL	VOR-DME	112 M	057X	60.6 nm	279°	34° 32.73' N, 69° 17.42' E
KABUL	OKB	TACAN		065X	64.9 nm	279°	34° 33.96' N, 69° 12.36' E
BAGRAM	BGM	VORTAC	112.70 M	074X	69.1 nm	299°	34° 57.02' N, 69° 16.29' E
SAIDU SHARIF	SS	NDB		357 K	95.0 nm	075°	34° 48.54' N, 72° 21.12' E

OAJL AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. ACFT departing RWY 13/31 or turning at the approach end of RWY13/31 are required to turn around on the marked area beyond the thresholds (turnarounds are 200ft x 140ft). Do not turn around on RWY surface or damage will occur.

2.20.2. Men and equipment operating around RWY 13/31, caution at all times as incursions may occur. Multiple obstructions around parking apron.

2.20.3. Sling Load Internal Cargo (SLIC) Yard Procedures: Use extreme caution to minimize the hazardous effects of rotor downwash. CAUTION: Uncontrolled vehicle traffic will be operating in the SLIC yard; operations at OAJL SLIC yard are conducted at pilot discretion.

2.20.4. Rotary wing ACFT are prohibited from conducting hovering operations or roll–on landings adjacent to the UAV airstrip located adjacent to the approach end RWY 31.

2.20.5. Helicopters for passenger pick up/drop off utilize VIP Pad on the west side of the runway between Alpha and the Air Traffic Control Tower. Unless instructed by Tower, enter VIP pad on the northwest side and proceed counter–clockwise to the exit. Wheeled helicopters must ground taxi.

2.20.6. Wheeled helicopters will ground taxi to the extent practicable to avoid rotor wash and FOD.

2.20.7. Controlled Movement Area (CMA): The CMA at Jalalabad is defined as RWYs, in fields, overruns within 100ft of the RWY edge or end.

2.20.8. Jalalabad Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.

2.20.9. The CMA area is two–way radio controlled and requires towers approval prior to entry.

2.20.10. C-17s are not authorized to back onto Taxiway Alpha from the runway.

2.20.11. JAF FARP is an uncontrolled movement area. Transitioning in and out of the FARP will be at the pilot's own risk. Rotor diameter of 60ft or more (e.g. CH-47, Boeing 234) are required to use pad four/primary and pad two/alternate. Aircraft are prohibited from using a pad immediately next to a pad occupied with a rotor diameter of 60ft or more.

OAJL AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. No intersection Alpha departures during HN.

2.21.2. To the maximum extent possible, ACFT will avoid over flying populated areas of the base and local villages below 500ft AGL.

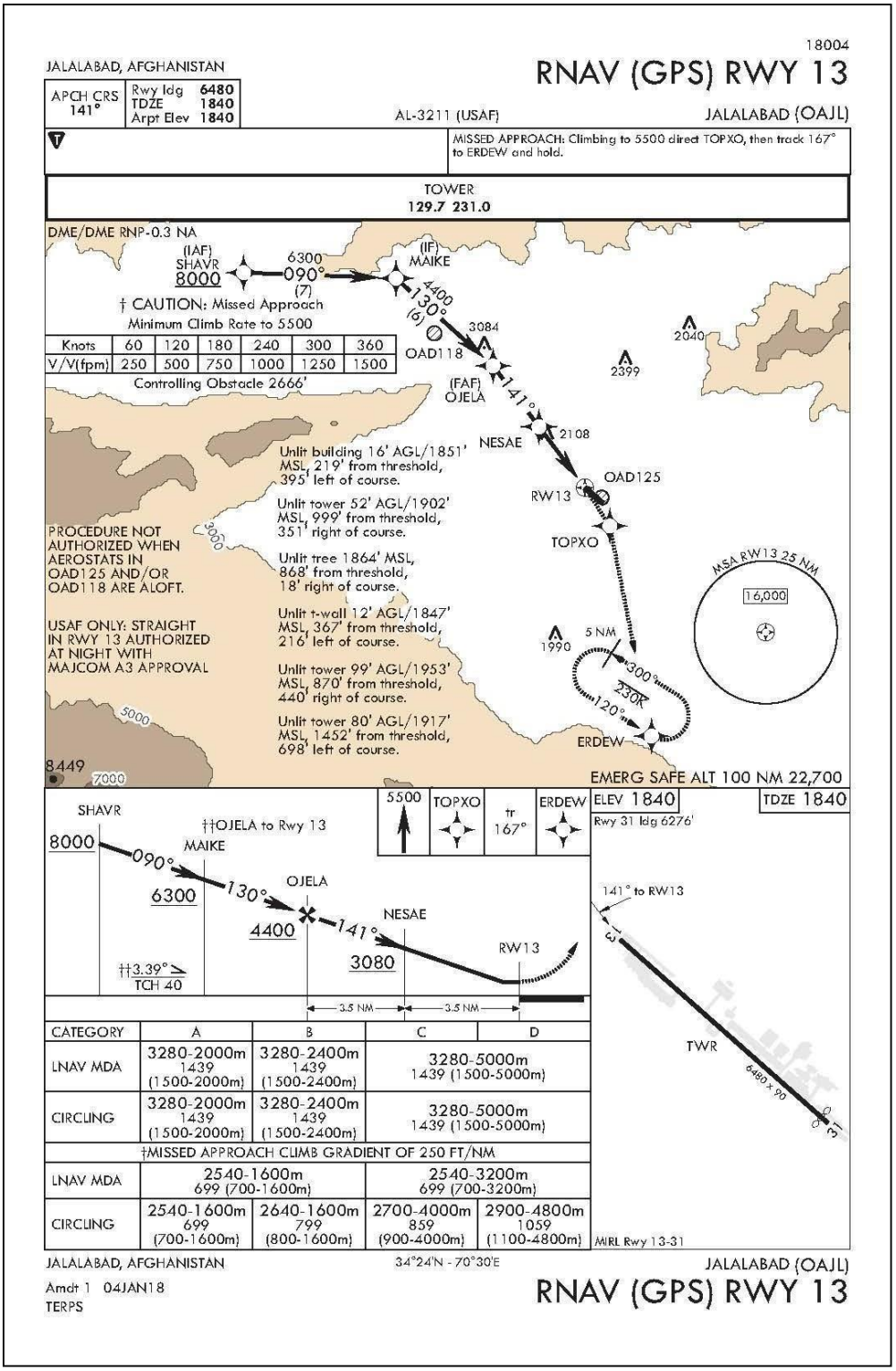
OAJL AD 2.22 FLIGHT PROCEDURES

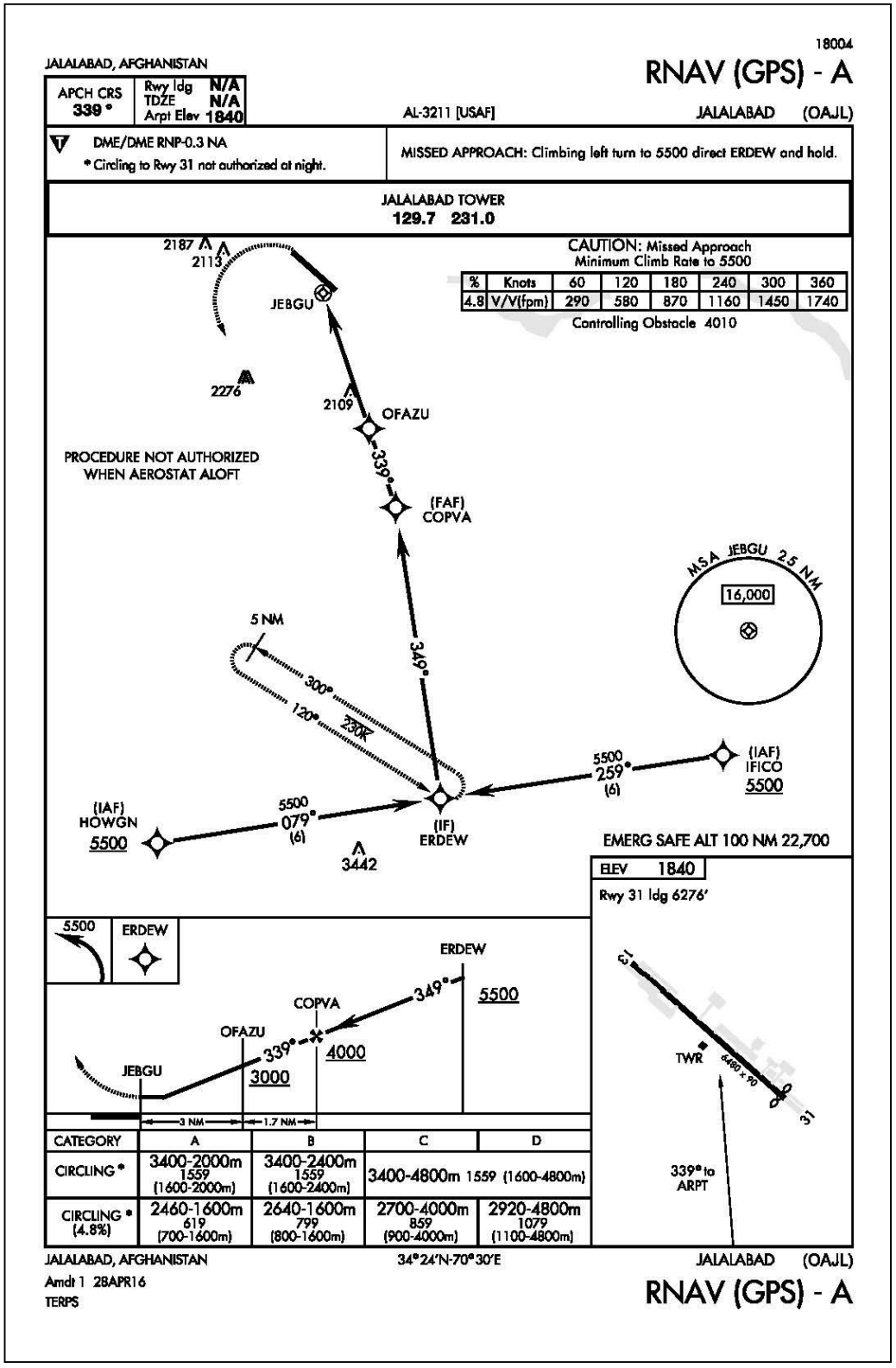
2.22.1. Do not turn on course until crossing the departure end of the RWY unless instructed by ATC. Traffic Patterns: RWY 31 right traffic. RWY 13 left traffic. HEL pattern ALT: 2 400ft AMSL Rectangular: 2900ft AMSL Overhead: 3400ft AMSL.

2.22.2. For RWY 31/13, THR and RWY markings are present and should be used as aiming points. Aiming points are lit with white lights and IR upon pilot's request (500 landing box). Total useable RWY length is 6,480ft x 90ft, no AMP2 panels present.

2.22.3. No overflight of the base is permitted at any point unless cleared by ATC.

2.22.4. C-17s are not approved approach/landing or departing Rwy 13 due to close proximity of parked helicopters.


18004
JALALABAD, AFGHANISTAN
RNAV (GPS) RWY 13
APCH CRS 141°
Rwy Idg 6480
TDZE 1840
Arpt Elev 1840
AL-3211 (USAF)
JALALABAD (OAJL)
MISSED APPROACH: Climbing to 5500 direct TOPXO, then track 167° to ERDEW and hold.
TOWER
129.7 231.0
DME/DME RNP-0.3 NA
(IAF) SHAVR 8000
6300
090°
(7)
(IF) MAIKE
4400
130°
(6)
† CAUTION: Missed Approach
Minimum Climb Rate to 5500
Knots 60 120 180 240 300 360
V/V(fpm) 250 500 750 1000 1250 1500
Controlling Obstacle 2666'
OAD118
3084
2040
2399
(FAF) OJELA
141°
NESAE
2108
OAD125
RW13
TOPXO
Unlit building 16' AGL/1851' MSL, 219' from threshold, 395' left of course.
Unlit tower 52' AGL/1902' MSL, 999' from threshold, 351' right of course.
Unlit tree 1864' MSL, 868' from threshold, 18' right of course.
Unlit t-wall 12' AGL/1847' MSL, 367' from threshold, 216' left of course.
Unlit tower 99' AGL/1953' MSL, 870' from threshold, 440' right of course.
Unlit tower 80' AGL/1917' MSL, 1452' from threshold, 698' left of course.
PROCEDURE NOT AUTHORIZED WHEN AEROSTATS IN OAD125 AND/OR OAD118 ARE ALOFT.
USAF ONLY: STRAIGHT IN RWY 13 AUTHORIZED AT NIGHT WITH MAJCOM A3 APPROVAL
MSA RW13 25 NM
16,000
1990
5 NM
300°
230°
120°
ERDEW
5000
8449
7000
EMERG SAFE ALT 100 NM 22,700
5500
TOPXO
tr 167°
ERDEW
ELEV 1840
TDZE 1840
Rwy 31 ldg 6276'
SHAVR
8000
090°
6300
MAIKE
††OJELA to Rwy 13
130°
OJELA
4400
NESAE
141°
3080
RW13
††3.39°
TCH 40
3.5 NM
3.5 NM
141° to RW13
TWR
6480 x 90
MIRL Rwy 13-31
CATEGORY A B C D
LNAV MDA 3280-2000m 1439 (1500-2000m) 3280-2400m 1439 (1500-2400m) 3280-5000m 1439 (1500-5000m)
CIRCLING 3280-2000m 1439 (1500-2000m) 3280-2400m 1439 (1500-2400m) 3280-5000m 1439 (1500-5000m)
†MISSED APPROACH CLIMB GRADIENT OF 250 FT/NM
LNAV MDA 2540-1600m 699 (700-1600m) 2540-3200m 699 (700-3200m)
CIRCLING 2540-1600m 699 (700-1600m) 2640-1600m 799 (800-1600m) 2700-4000m 859 (900-4000m) 2900-4800m 1059 (1100-4800m)
JALALABAD, AFGHANISTAN
34°24'N - 70°30'E
JALALABAD (OAJL)
Amdt 1 04JAN18
TERPS
RNAV (GPS) RWY 13


18004
JALALABAD, AFGHANISTAN
RNAV (GPS) - A
APCH CRS 339°
Rwy Idg N/A
TDZE N/A
Arpt Elev 1840
AL-3211 [USAF]
JALALABAD (OAJL)
DME/DME RNP-0.3 NA
* Circling to Rwy 31 not authorized at night.
MISSED APPROACH: Climbing left turn to 5500 direct ERDEW and hold.
JALALABAD TOWER
129.7 231.0
CAUTION: Missed Approach Minimum Climb Rate to 5500
% Knots 60 120 180 240 300 360
4.8 V/V(fpm) 290 580 870 1160 1450 1740
Controlling Obstacle 4010
2187
2113
JEBGU
2276
2109
OFAZU
339°
(FAF)
COPVA
PROCEDURE NOT AUTHORIZED WHEN AEROSTAT ALOFT
MSA JEBGU 25 NM
16,000
5 NM
300°
120°
230K
349°
5500
259°
(6)
(IAF)
IFICO
5500
(IAF)
HOWGN
5500
5500
079°
(6)
(IF)
ERDEW
3442
EMERG SAFE ALT 100 NM 22,700
ELEV 1840
Rwy 31 Idg 6276'
5500
ERDEW
ERDEW
349°
5500
COPVA
OFAZU
339°
4000
JEBGU
3000
3 NM
1.7 NM
TWR
6480 x 90
13
31
339° to ARPT
CATEGORY A B C D
CIRCLING * 3400-2000m 1559 (1600-2000m) 3400-2400m 1559 (1600-2400m) 3400-4800m 1559 (1600-4800m)
CIRCLING * (4.8%) 2460-1600m 619 (700-1600m) 2640-1600m 799 (800-1600m) 2700-4000m 859 (900-4000m) 2920-4800m 1079 (1100-4800m)
JALALABAD, AFGHANISTAN
34°24'N-70°30'E
JALALABAD (OAJL)
Amdt 1 28APR16
TERPS
RNAV (GPS) - A

OAJL AD 2.23 ADDITIONAL INFORMATION

2.23.1. USA EMER helicopter RNAV procedures RWY31 available for downloading through Army Knowledge Online website. See DINS Attention Notices all regions, Europe or Pacific for downloading instructions.

2.23.2. All AFCT entering the ATCT pattern will illuminate navigation lights. Due to increased bird activity at Jalalabad, crews are strongly advised to switch all available lights ON when operating below 1 000ft AGL, near the airport.

2.23.3. Equipment for hydrazine emergency not available.

2.23.4. **HOT BRAKES AREA**. North hammerhead and Engine Test Area (primary) when RWY 31 in use and Engine Test Area or if not available South hammerhead (secondary) when RWY 13 in use.

2.23.5. Medevac Pad is located on Taxiway Foxtrot.

2.23.6. Due to increased bird activity at Jalalabad Airfield, crews are strongly advised to report any significant activity to the ATCT. If a bird hazard exists, the report should include:

a. Call sign

b. Location and direction of flight.

c. Altitude.

d. Time.

e. An approximate number of birds.

f. Type of birds (if known).

2.23.7. **Bird Watch Condition (BWC)**

- **Bird Watch Condition Severe:** Concentration of birds on or immediately above the active runway or other specific location that represents an immediate hazard to safe flying operations. Thoroughly evaluate mission need before operating in areas under condition severe. BWC severe should be downgraded once heavy bird concentrations have been dispersed.
- **Bird Watch Condition Moderate:** Concentration of birds, which represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

- **Bird Watch Condition Low:** Normal bird activity on and above the airfield with a low probability of a hazard.

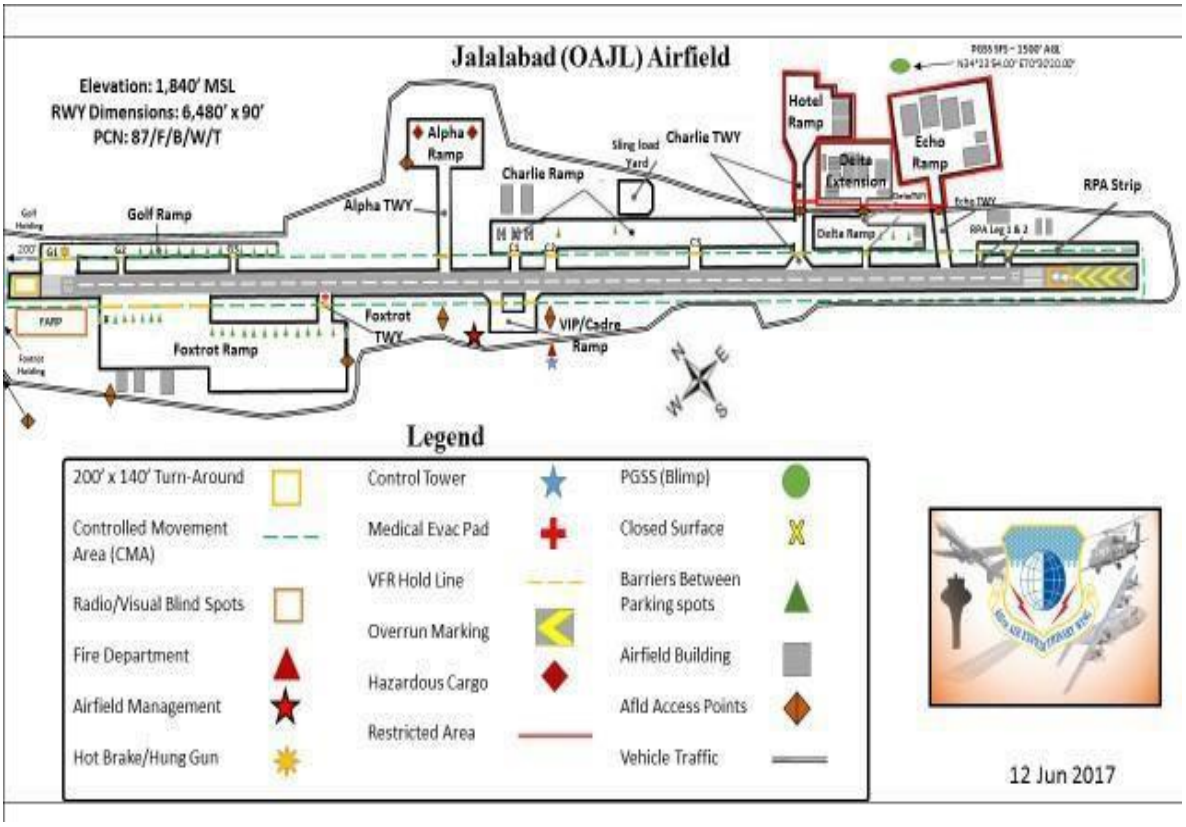
2.23.8. ACFT suffering a bird strike within the Jalalabad ARP must immediately report it to the ATCT and at the first possible opportunity, to their appropriate Safety Management Office (ASMO).

2.23.9. BASH Phase II is characterized by migratory birds and is in effect during the spring (1 April - 15 June) and fall (1 September – 31 October) bird migration periods. Phase II periods may be adjusted slightly from year to year due to seasonal weather changes and migratory bird movement. Increased bird activity during Phase II generally occurs one hour before sunset until one hour after sunrise with peak activity between 2200-0200. However, peak activity can be affected by weather conditions and may occur at different times.

OAJL AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Jalalabad Airport		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram** (not to scale):



OAKB AD 2.1 OAKB – Kabul International Airport (Kabul)

OAKB AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification/discrepancies

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 / 32.1º C
4.	Geoids undulation	From RWY11 THR to ARP – 2m From ARP to RWY29 THR – 1m
5.	Magnetic variation/Annual change	2.92º E (2010) / + 0.04º E
6.	Aerodrome Administration Address Telephone Telephone Telefax Telex Email AFS Address	Mr. Mawlawi Abdul Hadi Mohammad Director of Kabul International Airport +93(0)703447303 Bashir Ahmad Raufi Deputy of Kabul International Airport Deputy Director General for Technical and Operation +93 (0) 703 44 73 03 NIL NIL bashir.rauffi@gmail.com OAKBYAYX
7.	Types of traffic permitted	IFR and VFR
8.	Remarks	Kabul 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	0400 – 1100 UTC
2.	Customs and Immigration	0030 –1930 UTC
3.	Health and Sanitation	H24
4.	AIS Briefing office (KIA) E-mail	H24 Mobile number:0093(0)790099284/0796266091 ais.oakb12@gmail.com, asrar.ani007@gmail.com
5.	AERODROME MET OFFICE	H24
4.	Civil PIB Office	0400 – 1100 UTC
5.	Fueling	H24
6.	Handling	H24
7.	Security	H24
8.	De-icing	H24
9.	Remarks	Kabul Airport is open 0030-1930 UTC for MIL and Civilian flights. **Civil Flight Permissions Office**: Tel: N/A Mobile: +93 (0) 701696259 Email: flightpermissions.atm@mota.gov.af flightpermissions.acaa@gmail.com AFTN: NIL

OAKB AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities:	5 x 5 up to 15 T forklift 14 x Tractor 3 x 14 T MDL 1 x 30 T MDL 4 x 7T LDL 1 x “K” loader
2.	Fuel and oil types KIA	TC–1 Fuel is provided by Global company and Arrow petroleum Phone number: +93 790 68 68 68 & +93 790 64 64 64
3.	De-icing facilities:	Two de-icing/anti-icing truck, types I/II Service provided by GAAC handling company
4.	Hangar space for visiting ACFT	NIL
5.	Repair facilities for visiting ACFT	NIL

	Remarks	Other services: Towbars available for: A300, A310, A320, A330, and A340 B727, B737, B747, B767, B777, IL76, B190,CRJ,C17,C130.
6.		

OAKB AD 2.5 PASSENGER FACILITIES

1.	Hotels	The Hotels are in Kabul city.
2.	Restaurants	in the city
3.	Transportation	taxis + buses.
4.	Medical facilities	Hospitals in the city
5.	Bank and Post Office	Banks on the civil side and in the city Post Office In City
6.	Tourist office	In the city and in the airport
7.	Remarks	NIL

OAKB AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	AD category for firefighting	Category 8	
2.	Rescue equipment	(Technical problem)	**IC vehicle Crash 1 with:** 3 x Positive pressure ventilation fans Battery and lighting unit 2 x Medical bags
		3 x Crash vehicles on a response from a total of 5 Crash vehicles daily (But some technical problem)	**Ceas 7 vehicle with:** • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 **Crash 11 vehicle with:** • 11 400 L of water • 1 400 L of AFFF foam • 250 kg. Dry powder **Crash 5 6x6 Panther vehicle with:** • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 • Hydraulic tools Crash 5 • Circular saw Crash 2 • Airbags for lifting Crash 2 & 5 • 2 x Ladders
		1 x Hazmat Vehicle	**Hazmat vehicle Crash 8 with:** Hazmat and Decontamination equipment 3 x Containment Barrels 2 x Airbags (up to 19 000kg lift) 12.5 Tons each Floodlights and light generator

3.	Removal of disabled ACFT	NIL
4.	Remarks	NIL

OAKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1.	Types of clearing equipment	2x Sweepers with snow ploughs 1x Small sweeper 1x Snow blower 1x Grader with a snow plough 2x Snow removal trucks
2.	Clearance priorities of	1. TWY A, B, G and Apron 4, 5 2. Apron 1 and 3 3. TWY C, D, E and F, Apron 2

OAKB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA

1.	Surface and strength of aprons	Apron 1	PCN 99 R/B/W/T on stands 54 to 59 PCN 55 R/C/W/T on stands 50 to 53 Surface: Concrete
		Apron 2	PCC PCN: 31 R/B/W/T Surface: Concrete
		Apron 3	AC/PCC PCN: 29 R/B/W/T Entrance PCN: 44 R/B/W/T Surface: Concrete basement/asphalt layer on top
		Apron 4	AC/PCC PCN: 29 R/B/W/T Entrance PCN : 44 R/B/W/T Surface: Concrete basement/asphalt layer on top
		Apron 5	RPCC PCN: 49 R/B/W/T on stands 1 to 4 PCC PCN: 99 R/B/W/T on stands 5 to 8 Surface: Concrete
		Apron 6S	PCC PCN: 92/R/B/W/T Surface Concrete
		Apron 6U	RPCC PCN: 19 R/B/W/T Surface: Concrete
		Apron 7	PCC PCN: 92 R/B/W/T Surface: Concrete
		Apron 8A	PCC PCN: 48 R/B/W/T Surface: Concrete

		Apron 8B	PCC PCN: 48 R/B/W/T Surface: Concrete
		Apron 8C	AC PCN: 34 R/B/W/T Surface: Concrete
		Apron 8E	PCN UNK Surface: Concrete
		Apron 9A	PCC PCN: 49 R/A/W/T Surface: Concrete
		Apron 9B	PCC PCN: 63 R/A/W/T Surface: Concrete
		Apron 9C	PCC PCN: 63 R/A/W/T Surface: Concrete
		Apron 10	PCC PCN: 60 R/A/W/T Surface: Concrete
		Apron P	PCC PCN 82R/B/W/T on Concrete surface AC PCN 38/F/A/W/T on Asphalt surface Surface Asphalt and Concrete
		Gravel parking	PCN: Unknown Surface: Gravel
		TWY A	20m (66ft), overall width 44m (144ft) AC/PCC PCN:46 R/B/W/T Surface: Concrete basement/asphalt cover
		TWY B	20m (66ft), overall width 44m (144ft) AC/PCC PCN: 47 R/B/W/T Surface: Concrete basement/asphalt cover

		TWY C	20m (66ft), overall width 44m (144ft) AC/PCC PCN: 65 R/B/W/T Surface: Concrete basement/asphalt cover
2.	Width, surface and strength of TWYs	TWY D	20m (66ft), overall width 44m (144ft) AC/PCC PCN: 69 R/B/W/T Surface: Concrete basement/asphalt cover
		TWY E	20m (66ft), overall width 44m (144ft) AC/PCC PCN: 69 R/B/W/T Surface: Concrete basement/asphalt cover
		TWY F	20m (66ft), overall width 44m (144ft) AC/PCC PCN: 66 R/B/W/T Surface: Concrete basement/asphalt cover
		TWY G	28.5m (94ft), overall width 44m (144ft) AC/PCC PCN: 52 R/B/W/T Surface: Concrete basement/asphalt cover
		TWY H	23m (75ft), overall width 44m (144ft) AC PCN: 29 F/B/W/T Surface: Flexible basement covered with heavy wear modified asphalt. See Remarks
		TWY J	TWY J CLOSED 29m (95ft), overall width 51m (167ft) AC PCN: 52 F/A/W/T Surface: Concrete basement/asphalt cover
		TWY K	23m (75ft), overall width 38m (125ft) AC PCN: 52 F/A/Y/T Surface: Flexible basement covered with heavy wear modified asphalt.

		TWY L	23m (75ft), overall width 38m (125ft) AC PCN: 70 F/A/Y/T Surface: Flexible basement covered with heavy wear modified asphalt.
		TWY M	23m (75ft), overall width 44m (144ft) AC PCN: 72 F/A/W/T Surface: Flexible basement covered with heavy wear modified asphalt.
		TWY N	23m (75ft), overall width 44m (144ft) AC PCN: 29 F/B/W/T Surface: Flexible basement covered with heavy wear modified asphalt.
3.	Geographic coordinates of checkpoints	RWY 29 THR 343340.13N 0691350.24E Orthmetric Height: 1790.10m (5873ft) AMSL RWY 11 THR 343413.94N 0691138.71E Orthmetric Height: 1789.18m (5870ft) AMSL	
4.	Location of VOR checkpoints	Not available	
5.	Position of INS checkpoints	Not available	
6.	Other Points: ATC Tower	343339.61N 0691243.45E Orthometric Height: 1817,88m (5964ft) AMSL	

7.	Remarks	The width of TWY B may differ at different positions. This table reflects its minimum width. NOTE: AC - Asphalt Concrete PCC - Portland Cement Concrete RPCC - Reinforced Portland Cement Concrete PCN - Pavement Classification Number Due to low pavement strength of TWY Hotel (PCN 29), aircraft with ACN equal or greater than 33 shall minimize the use of TWY Hotel by taxiing via TWY Bravo. Refer to OAKB 2.20.6 – Preferred Taxi Routes.

OAKB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand ID signs, TWY guidelines and visual docking/ parking guidance system at ACFT stands	TWY center line Parking guidance line
2.	RWY and TWY markings and lights	RWY center line Pre THR chevron marking THR marking RWY designator RWY edge line High intensity RWY lighting system TWY center line TWY enhanced centerline TWY edge line RWY holding position line RWY Guard lights on TWYs A, C, D, E, F and G TWY edge lights TWY edge retro-reflectors LITR-300 on TWYs H, K, L, M and N TWY centerline lights on TWYs H, K, L, M, and N Retro-reflective Runway Remaining Distance Markers are stating thousands of feet, on both sides of RWY. First panel on the left and last on the right not available, for both RWY 11 and RWY 29
3.	Stop bars	NIL
4.	Remarks	

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OAKB AD 2.10 AERODROME OBSTACLES

In Approach/Take Off Areas			In Circling Area and at AD		REMARKS
1			2		3
RWY Area affected	**Obstacle type Elevation Markings/LGT**	**Location Direction(GEO) Distance(M)**	**Obstacle type Elevation Markings/LGT**	**Location Direction(GEO) Distance(M)**	
a	b	C	a	b	
DEP RWY29 ARR RWY11	Mountain 7 192ft	260º / 7 000m (22 966ft)from ARP	Mountain 7 215ft	010º / 3 600m (11 811ft) from ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 7 401ft	265º / 7 500m (24 606ft)from ARP	Mountain 6 562ft	032º / 3 000m (9 842ft)from ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6 890ft	300º / 4 500m (14 764ft)from ARP	Mountain 6 365ft	075º / 7 000m (22 966ft) from ARP	No LGT
DEP RWY29 ARR RWY11	Mountain 6 890ft	312º / 3 900m (12 795ft) from ARP	Mountain 6 562ft	230º / 3 900m (12 795ft) from ARP	No LGT
DEP RWY11 ARR RWY29	Mountain 7 424ft	082º / 11 000m (36 089ft) from ARP	Mountain 6 890ft	230º / 7000 m (22 966ft) from ARP	No LGT
DEP RWY11 ARR RWY29	Masts 6 552ft	090º / 11 000m (36 089ft) from ARP	Mountain 6 890ft	235º / 7 000m (22 966ft) from ARP	No LGT

DEP RWY11 ARR RWY29	Masts 6 529ft	095º / 12 000m (39 370ft) from ARP	Mountain 7 024ft	240º / 9 000m (29 528ft) from ARP	No LGT

2.10.1. **Several uncharted masts** up to 600ft AGL erected close to the approach path of RWY 29 around position 343234.0N0692035.0E.

2.10.2. **Two unlit masts** up to 900ft AGL erected close to the approach path of RWY 29, 6.37 NM East of Kabul International Airport – positions 343208.0N0692016.0E and 343227.0N0692028.0E.

2.10.3. **Lit mast** up to 90ft AGL erected approximately 1100m (3609 ft.) SE of THR RWY 29 at position 343311.0N 0691414.0E.

2.10.4. **Telecommunication tower** up to 135ft AGL erected, approx. 3.9NM SE of THR RWY29 at position 343225.0N 0691816.0E. The tower is mounted with obstacle (top) light.

2.10.5. **Four poles** up to 40ft AGL are installed approximately 120m South of RWY and 70m East of TWY E in a square pattern around the point of coordinates 343351.0N 0691244.0E.

2.10.6. **Two unlit masts** up to 500ft AGL erected at position 343221.0N 0692055.0E.

2.10.7. **Multiple antennas** up to 45 meters height, marked with red strobes at the point of coordinates: 343325.0N 0691310.0E, radius 150 meters.

2.10.8. **Lit tower crane** SFC up to 167FT AGL, erected in US embassy West compound at coordinates 343207N0691123E Red and white painted. Do not overfly below 700 feet AGL

2.10.9. **Unlit telecommunication** tower and crane, up to 150ft AGL erected at NKC / KMNH helipad located 2NM south of Kabul International Airport.

2.10.10. **Unlit flagpole** installed on top of Wazir Akbar Khan Hill, approximately 3km South of ARP at the point of coordinates 343232N0691047E. The flagpole is 207ft AGL tall.

2.10.11. Antenna up to 134ft /41m AGL erected 2736ft/834m southwest of ARP, at point of coordinates 343337N0691223E Lighted.

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OAKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AERODROME MET OFFICE
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of observations Interval of issuance Type of observations Interval of issuance	METAR Hourly reports the weather information SPECI In case of significant weather changes
5	Type of landing forecast Interval of issuance	NIL NIL
6	Briefing/consultation provided	The briefing, flight documentation, and meteorological consultation are provided by MET personnel at MET Office. Information is also available via phone and email. Contact number: +93 (0) 797940068 E-mail: oakb.metoffice@gamil.com
7	Flight documentation and other information available for briefing or consultation Language used	NIL English
8	Supplementary equipment available for providing information	Meteorological observation system (TACMET) meteorological information system.

9	ATS unit provided with information	ATC TWR, FSO, AIS
10	Additional information	Use station code OAKB http://euro.wx.propilots.net/ http://www.aviationweather.gov/adds/metars http://www.baseops.de/

OAKB AD 2.12 RWY PHYSICAL CHARACTERISTICS

1.	RWY	11	29
2.	BRG True and Magnetic	107 º T / 104º M	287º T / 284º M
3.	RWY Dimensions (Length x Width)	3 511m x 45m (11 520ft x 148ft)	3 511m x 45m (11 520ft x 148ft)
4.	PCN	AC/PCC PCN 76 R/B/W/T	AC/PCC PCN 76 R/B/W/T
5.	THR Coordinates	343413.94N 0691138.71E	343340.13N 0691350.24E
6.	THR Elevation	THR 5 870ft AMSL	THR 5 873ft AMSL
7.	Slope of RWY/SWY	0.00	0.00
8.	SWY Dimensions	45m x 45m (148ft x 148ft)	44m x 45m (144ft x 148ft)
9.	CWY Dimensions	NIL	NIL
10.	Strip Dimensions	3600m x 280 m (11 811ft x 918 ft)	3600m x 280 m (11 811ft x 918 ft)
11.	Obstacle free zone	NIL	NIL
12.	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.	
13.	Other	NIL	NIL

OAKB AD 2.13 .1 RWY DECLARED DISTANCES

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

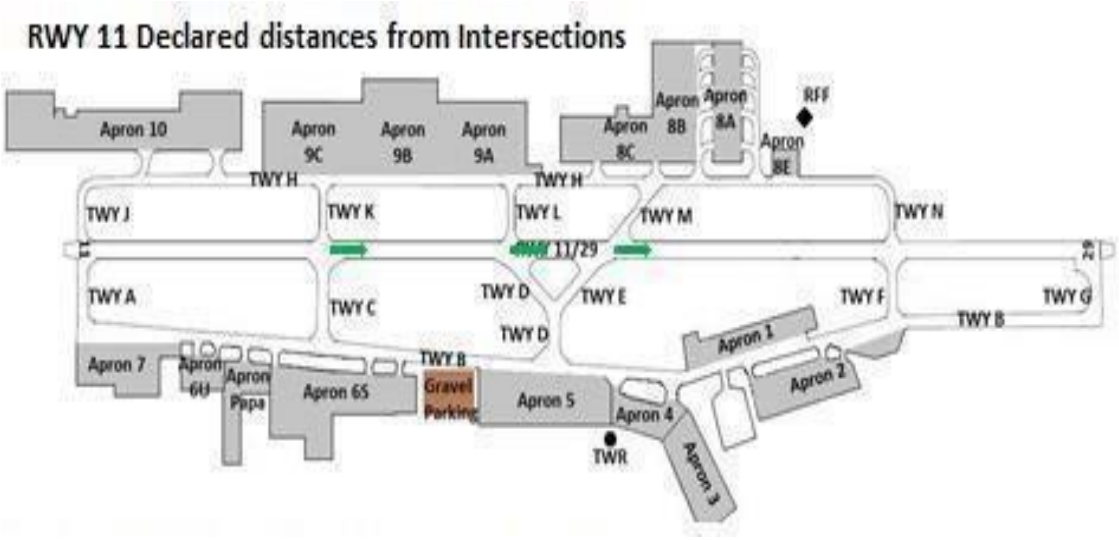
OAKB AD 2.13.2 DECLARED DISTANCES FROM INTERSECTIONS

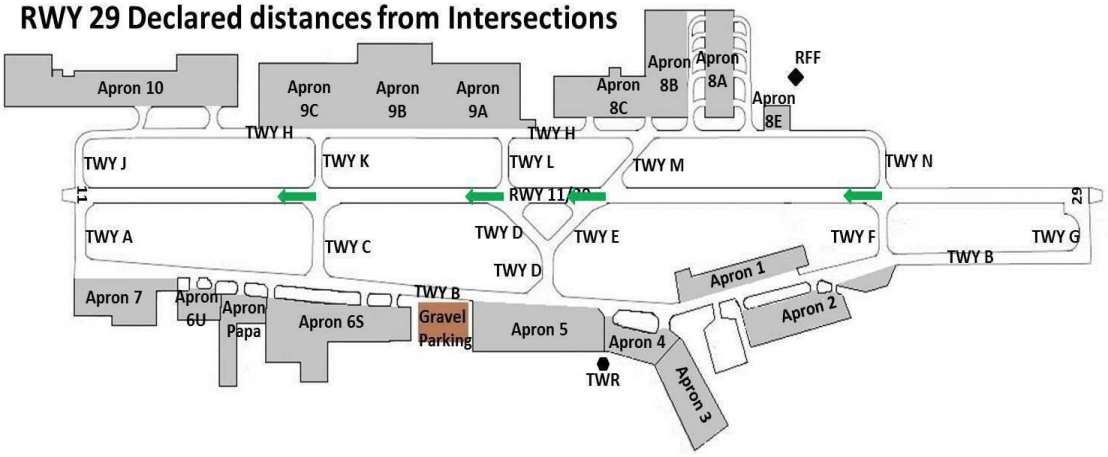
RWY 11 DECLARED DISTANCES FROM INTERSECTION

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	5650FFT/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 DELTA/LIMA	4900FT /1493M	5044FT/1537M	4900FT/1493M


RWY 11 Declared distances from Intersections
Apron 10
Apron 9C
Apron 9B
Apron 9A
Apron 8C
Apron 8B
Apron 8A
Apron 8E
RFF
TWY H
TWY H
TWY J
TWY K
TWY L
TWY M
TWY N
11
RWY 11/29
29
TWY A
TWY C
TWY D
TWY E
TWY F
TWY G
TWY B
TWY D
Apron 1
Apron 7
Apron 6U
Apron Papa
Apron 6S
TWY B
Gravel Parking
Apron 5
Apron 4
Apron 2
TWR
Apron 3


RWY 29 Declared distances from Intersections
Apron 10
Apron 9C
Apron 9B
Apron 9A
Apron 8C
Apron 8B
Apron 8A
Apron 8E
RFF
TWY H
TWY H
TWY J
TWY K
TWY L
TWY M
TWY N
11
RWY 11/29
29
TWY A
TWY C
TWY D
TWY E
TWY F
TWY G
TWY B
TWY D
Apron 1
Apron 7
Apron 6U
Apron Papa
Apron 6S
TWY B
Gravel Parking
Apron 5
Apron 4
Apron 2
TWR
Apron 3

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, colour, and intensity of RWY centerline lights	NIL	NIL
6.	Length, spacing, colour 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	Approach and RWY lights are supplied by generator power with a back–up generator. The automatic switchover is not available. Intensity setting changes may take 30 minutes or more. Airport lighting system can be expected to degrade at short notice. RWY 29 Sequence Flashing Lights are out of service.	

OAKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	NIL
2.	Location and lighting of anemometer and landing direction indicator	**WDI**: 1 between TWY A and C, 1 between F and G, 1 between N and M, 1 between M and L. LIGHTED.
3.	TWY edge and centerline lighting	**TWY edge**: A, B, C, D, E, F, H. **TWY center line**: N, M, L, K and west end of H and B
4.	Secondary power supply including switchover time	Back-up generators will supply power within 35 Sec Manually activated.
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 G TMA: Class G ***NOTE:** RFF AFGHANISTN ACTIVE NOTAMS
4.	Air Traffic Services unit call sign Language	CTR: Kabul Tower English
5.	Transition Altitude	14,000 AMSL
6.	Remarks	See ENR 2.1 for specific airspace dimensions. ATS conforms to ICAO regulations and procedures. See ENR 1.11 for FPL addressing to/from Kabul.

OAKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
FIC	FLIGHT INFORMATION CENTER	Nil	NIL	NIL
KAC	Kabul Approach	N/A	NIL	
	Kabul Arrival/DEP	N/A	NIL	
KTWR	Kabul Tower	125.4 284.275	0130-1730	Emergency/ Guard Frequencies 121.500 243.000
	Kabul Ground	120.6	0130-1730	
*ATIS	N/A	N/A	N/A	

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		CH57X	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	

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. Radio communication and the performance of NAVAIDs can be deteriorated on short notice. NAVAIDs are not continuously monitored.

OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

ALL AIRCRAFT ENTERING KABUL CTA AIRSPACE INTENDING TO LAND AT KABUL MUST CONTACT KABUL TWR FREQUENCY 125.4Mhz FOR TRAFFIC INFORMATION AND SEQUENCING FOR LANDING. NOT LATER THAN 30 NM FROM THE FLD.

2.20.1. ACAA is the sole authority to close Kabul International Airport to all or selected Traffic.

2.20.2. Air operations may be suspended for safety reasons, traffic saturation or security at the discretion of the Tower Watch Supervisor.

2.20.3. KIA Airfield Safety Management Office requires all users and operators at Kabul International Airport to notify the Airfield Safety Management office at the earliest when an incident/accident occurs:

a. Mr. Ali Daryab Daryab (Airfield Safety Office General Manager)

Phone: 0093 (0) 799195804

E-mail: ad.daryab@gmail.com

b. Airfield Safety Management Office Phone

number: 0093 (0) 202929635

E-mail: oakbflightsafety@gmail.com

1) NOTE: Air Traffic Incident Report form available on the ACAA Website

https://acaa.gov.af/aip-aeronautical-information-publication/

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2.20.4. Preferred RWY: RWY 29 is the primary instrument runway and will be used for all movements when the tailwind component is < 10kts 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.

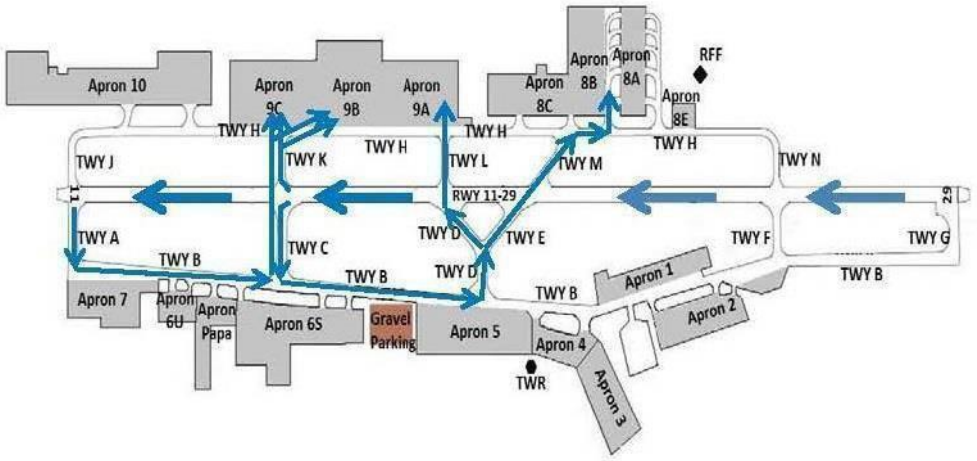
2.20.6. **Preferred Taxi routes:**

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).

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

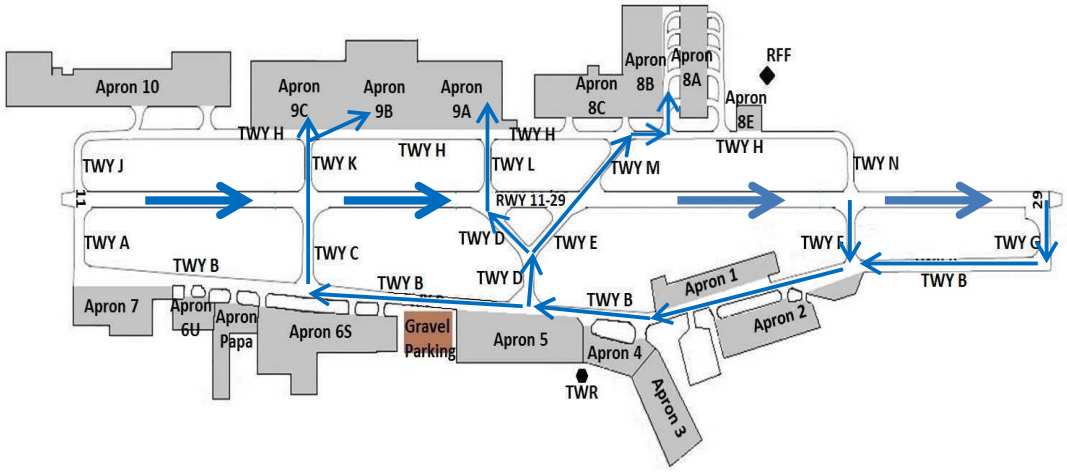
i. Landing RWY 29 to park on Apron 8 or Apron 9:

<table>
<tr><td rowspan="4">Landing 29 →</td><td rowspan="2">TWY A or
TWY C →</td><td rowspan="2">TWY B →</td><td rowspan="2">TWY D →</td><td>TWY E →</td><td>TWY M →</td><td>Apron 8</td></tr>
<tr><td>TWY D →</td><td>TWY L →</td><td>Apron 9A</td></tr>
<tr><td colspan="4">TWY K →</td><td rowspan="2">Apron 9B,C</td></tr>
<tr><td>TWY A →</td><td>TWY B →</td><td>TWY C →</td><td colspan="2">TWY K →</td></tr>
</table>



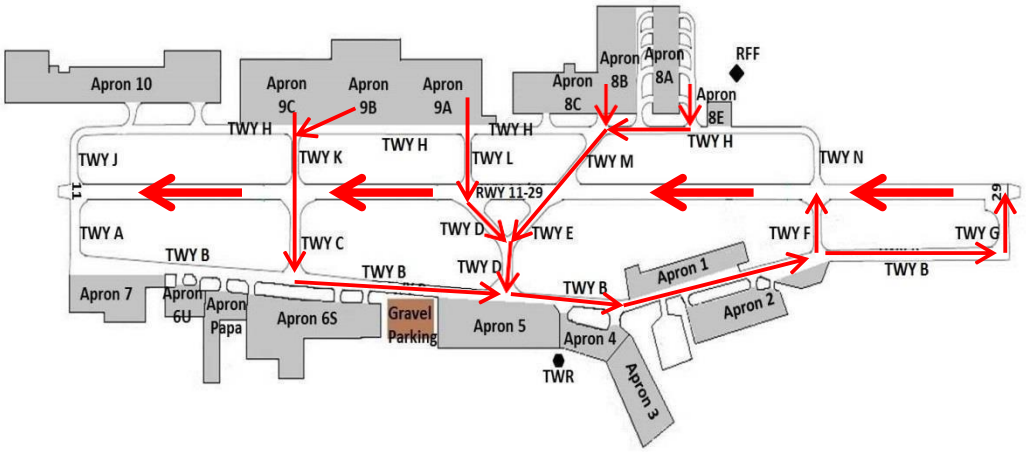
ii. Landing RWY 11 to park on Apron 8 or Apron 9:

<table>
<tr><td rowspan="3">Landing 11 →</td><td rowspan="2">TWY G or
TWY F →</td><td rowspan="3">TWY B →</td><td rowspan="2">TWY D →</td><td>TWY E →</td><td>TWY M →</td><td>Apron 8</td></tr>
<tr><td>TWY D →</td><td>TWY L →</td><td>Apron 9A</td></tr>
<tr><td>TWY C →</td><td colspan="2">TWY K →</td><td>Apron 9B,C</td></tr>
</table>



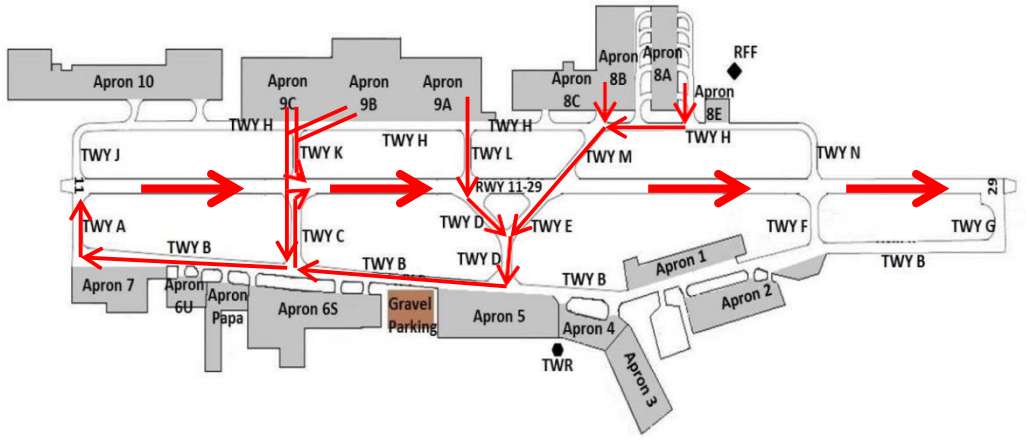
iii. Exiting Apron 8 or Apron 9 to depart RWY 29:

Apron 8 →	TWY M→	TWY E →	TWY D →	TWY B →	TWY G or TWY F →	Departure 29
Apron 9A →	TWY L →	TWY D →				
Apron 9B,C →	TWY K →	TWY C →				



iv. Exiting Apron 8 or Apron 9 to depart RWY 11:

Apron 8 →	TWY M→	TWY E →	TWY D →	TWY B →	TWY A or TWY C →	Departure 11
Apron 9A →	TWY L →	TWY D →				
Apron 9B,C →	TWY K →	TWY C →		TWY B →	TWY A →	
	TWY K →					



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 Aeronautical (airfield) Ground Lightning 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 Kabul 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.

Note: ATC Tower is not responsible for Aircraft moving inside the Aprons according to DOC4444 7.1 FUNCTIONS OF AERODROME CONTROL TOWERS. When a Controller clears one Aircraft to push back to TWY B, is responsibility is to make sure TWY B is clear and there is no personnel, vehicle or aircraft at that location

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.

C1. Apron 4

(1) Stands 20 is in used and Operational up to Code C.
(2) Stands 21 to 23 are intended up to Code C aircraft;
(3) Stand 24 is for Code D aircraft. (Operational)

C1. 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. **Engine Test**

a) There is no designated spot at Kabul 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.

f) UN TURBO-PORP idle engine test on Apron 3 allowed. but three persons required as a wing walker to avoid movements around the Aircraft at all.

2.20.11. **No Hot Gun Location** available on the airfield.

2.20.12. **HOT SPOTS**

a) Runway Hot Spots:

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.

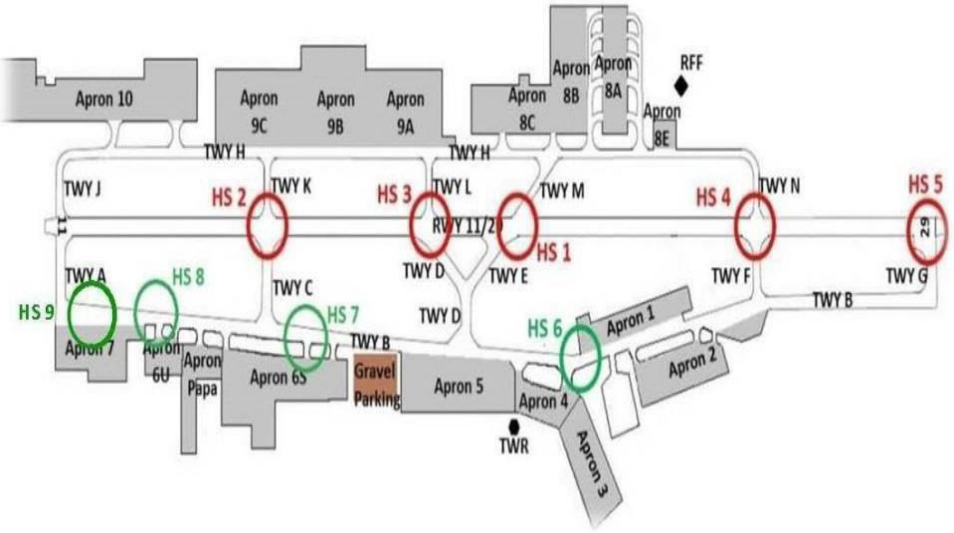
HS4–RWY crossing by aircraft from TWY November to TWY Foxtrot.

HS5–– Potential for RWY incursion due to interference in communications with ATC.

b) **Taxiway Bravo Hot Spot**

HS-6 TWY Bravo crossing by vehicles/pedestrians between Apron 3 and Apron 1.

HOT SPOTS



2.20.13. **"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 Kabul International Airport.

2.20.14. **180 degrees turn on the runway is not allowed for HEAVY and MEDIUM aircrafts above B190.**

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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. Departing aircraft on departure roll or immediately after take-off shall not change to Departure Frequency until explicitly instructed by ATC TWR.

2.22.3. Caution kite activity in the close vicinity of Kabul International Airport, SFC to 1200ft AGL.

2.22.4. **FW VFR Departures**: after take-off, proceed RWY heading/straight ahead until 1500ft AGL then proceed on course unless approved otherwise by ATC TWR.

2.22.5. **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.

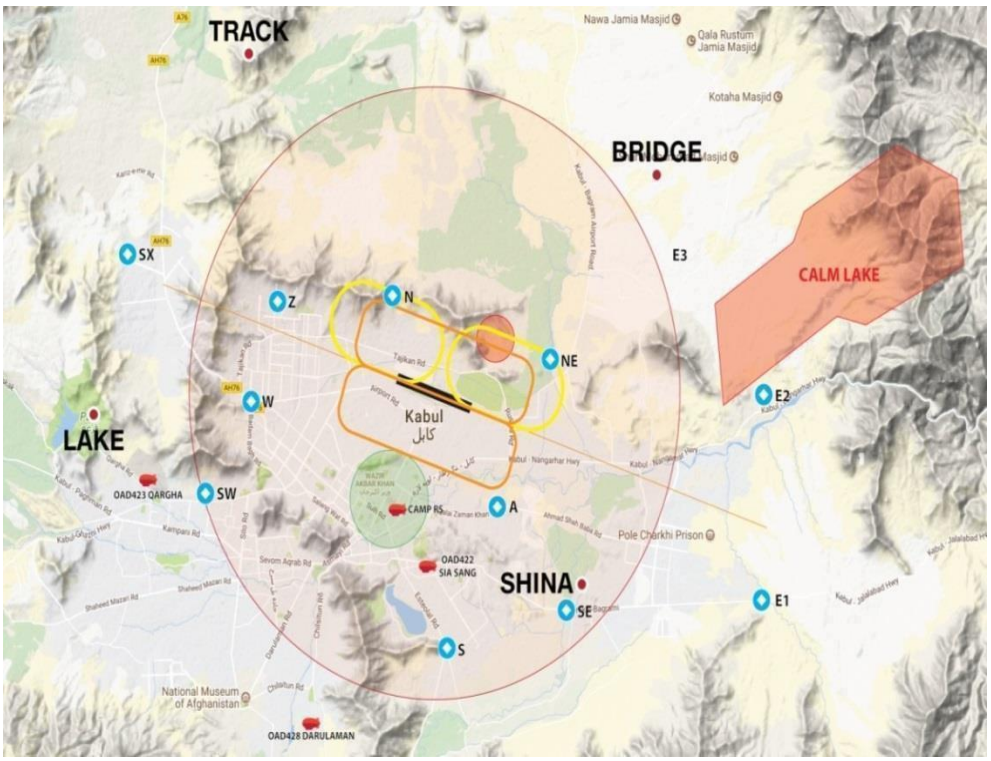
2.22.6. **VFR Tower Traffic Circuits**

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/ENTRY Points. **See Attached Map**

Altitude for the VFR Holding/ENTRY 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/needing 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 orposing a threat to the security of the Palace compound.**

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!

2.22.11. **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.

2.22.11.4. SVFR RW transitions through the Kabul CTR are prohibited. Kabul tower will issue instructions for RW to circumnavigate the CTR to the east or west and provide applicable traffic information. RW shall maintain their own terrain avoidance and navigation to circumnavigate the Kabul CTR.

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 (South) 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 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 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 TWR on 125.4 OR 284.275.
   2) 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.
   3) Climb to FL170 then proceed direct WEBRO and execute the ILS Runway 29 and attempt to contact Kabul Tower on 284.275 or 120.6, 125.4.

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.

*****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 125.4MHz if negative contact 121,5MHz 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
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.**

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 centerline within Kabul CTR must obtain explicit Kabul ATC TWR approval. If unable to obtain approval to cross the extended RWY centerline, 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.***

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.

2.22.15.5. **Simultaneous Helicopter VMC Operations:**

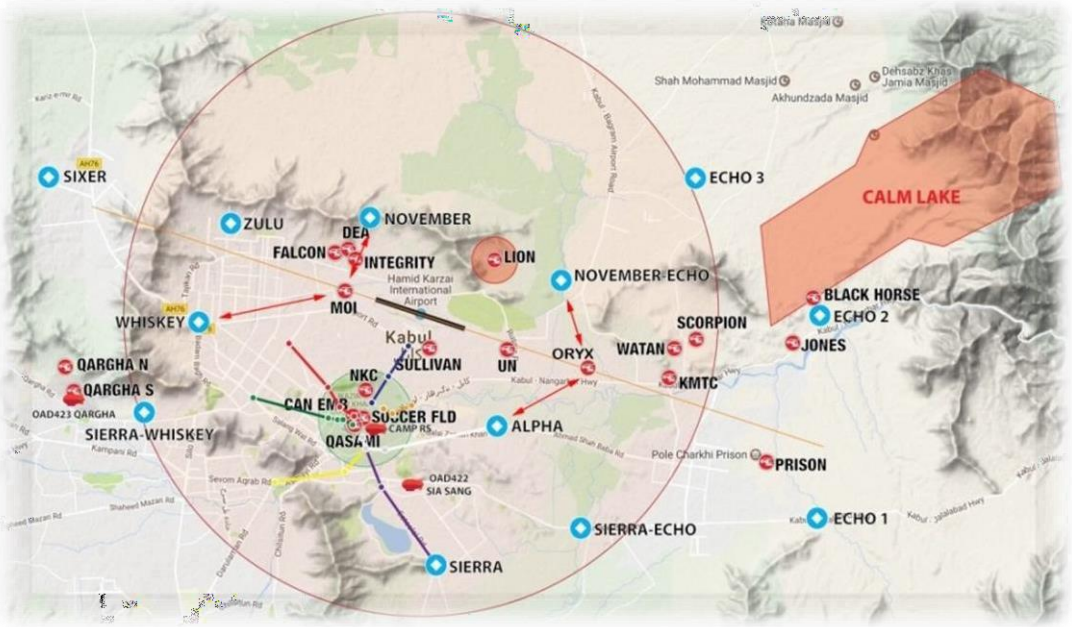
a) Simultaneous operations RWY/TWY, FW/RW opposite direction not allowed at all.

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 RWY operations.**


SIXER
ZULU
NOVEMBER
DEA
FALCON
INTEGRITY
LION
MOI
WHISKEY
Kabul
QARGHA N
QARGHA S
OAD423 QARGHA
SIERRA-WHISKEY
NKC
SULLIVAN
UN
ORYX
CAN EM3
SOCCER FLD
CAMP RS
QASA MI
ALPHA
OAD422
SIA SANG
SIERRA
NOVEMBER-ECHO
ECHO 3
CALM LAKE
BLACK HORSE
ECHO 2
SCORPION
JONES
WATAN
KMTC
PRISON
ECHO 1
SIERRA-ECHO
Shah Mohammad Masjid
Akhundzada Masjid
Hamid Karzai International Airport
Pole Charkhi Prison


ZULU
DEA
FALCON
INTEGRITY
Hamid Karzai International Airport
MOI
Kabul
NKC
CAN EM3
SOCCER FLD
CAMP RS
QASA MI
Salang Wat Rd
Badam Bagh Rd
Tajikan Rd
AH76

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2.22.15.6. **OAKB Helicopter VFR Arrival Corridors**:

The following routes apply for helicopter VFR arrivals into Kabul International Airport:

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

ARRIVAL ROUTE	PROCEDURE
ECHO 2 Arrival TWY HOTEL	Contact ATC TWR prior to ECHO 2 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 Direct to NOVEMBER-ECHO. At NOVEMBER-ECHO call ATC TWR and expect instructions to hold, when instructed, enter the downwind as described in 2.22.10 via "Kabul Gate" (343426N0691417E) for TWY HOTEL direction 11 approaches, or clearance for final approach TWY HOTEL direction 29. **CAUTION**: Aircraft have to maintain at least 1.5 NM North of extended RWY center line Do not overfly the ILS GP Antenna 400m from TWY eastern end. See chart at 2.24.4.1.
Echo 3 Arrival TWY HOTEL	Contact ATC TWR prior to ECHO 3 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 NOVEMBER-ECHO. At NOVEMBER-ECHO, call ATC TWR and expect instructions to hold, enter the downwind as described in 2.22.10 via "Kabul Gate" (343426N0691417E) for a TWY HOTEL direction 11 approaches, or clearance for a final approach for TWY HOTEL direction 29. **CAUTION:** Do not overfly the ILS GP Antenna 400m from TWY eastern end. See chart at 2.24.4.1
SIXER Arrival TWY HOTEL	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

	NOVEMBER. At NOVEMBER, call ATC TWR and expect instructions to hold, enter the downwind as described in 2.22.10 via "bombed out field" (343510N0691117E) for a TWY HOTEL direction 29 approach, or clearance for a final approach for TWY HOTEL direction 11. See chart at 2.24.4.2
Echo1Arrival TWY BRAVO	Contact ATC TWR prior to ECHO 1 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 Sierra-Echo. At Sierra, Echo calls ATC TWR and expect instructions to hold or proceed to ALPHA. At ALPHA call ATC TWR and expect instructions to hold, to proceed downwind for TWY B direction 11 approaches, or clearance for a final approach for TWY BRAVO direction 29. See chart at 2.24.4.3
Sierra Arrival TWY BRAVO	Contact ATC TWR prior to SIERRA 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 ALPHA. At ALPHA call ATC TWR and expect instructions to hold, proceed downwind for direction 11 approach or clearance for a final approach for TWY BRAVO direction 29. See chart at 2.24.4.3
SIERRA-WHISKEY Arrival TWY BRAVO	Contact ATC TWR prior to SIERRA-WHISKEY 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 to downwind TWY BRAVO direction 29 approach, or clearance for a final approach for TWY BRAVO direction 11. See chart at 2.24.4.4
SIXER Arrival TWY BRAVO	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. See chart at 2.24.4.2

PREFERENTIAL ROUTE 1 (PREF1) *(to be used by RW from OAIX/NORTH to Green Zone)*	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. See chart at 2.24.4.2

2.22.15.7. **OAKB Helicopter VFR Departure Corridors:** The following routes apply for helicopter VFR departures from Kabul 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	After take-off, , fly upwind 1000 meters (3280 feet) then turn north crosswind, turn downwind at northwest corner of "bombed out" field(343510N0691117) at or below 600 feet AGL (ref 2.22.10). 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. **CAUTION:** Aircraft have to maintain at least 1.5 NM north of the extended RWY center line See chart at 2.24.4.5
NOVEMBER–ECHO Departure TWY HOTEL direction 11	**CAUTION**: Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading. 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. **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. See chart at 2.24.4.5

SIXER Departure TWY HOTEL direction 29	After take-off, maintain TWY heading until the end of the TWY then turn right to NOVEMBER, climbing to 600ft AGL or below, then continue to SIXER. See chart at 2.24.4.6
SIXER Departure TWY HOTEL direction 11	After take-off, turn north crosswind at departure end of the runway, turn downwind at "Kabul Gate" (343426N0691417E) at or below 600 feet AGL (ref 2.22.10). Abeam west end of the RWY, turn right to NOVEMBER and then continue to SIXER. **CAUTION:** Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading. See chart at 2.24.4.6
SIERRA–WHISKEY Departure TWY BRAVO direction 29	After take-off, maintain TWY heading until the end of the TWY then turn left to SIERRA-WHISKEY, climbing to 600ft AGL or below. **CAUTION**: Special Use Airspace 1 NM west of SIERRA-WHISKEY. See chart at 2.24.4.7
SIXER Departure TWY BRAVO direction 29	After take-off, maintain TWY heading until the end of the TWY then Proceed to WHISKEY climbing to 600ft AGL or below, then continue to SIXER. See chart at 2.24.4.6
SIXER Departure TWY BRAVO direction 11	After take-off, maintain TWY heading until the end of the TWY then turn right climbing to 600ft AGL or below and proceed to WHISKEY, then to SIXER. See chart at 2.24.4.6
ALPHA Departure TWYBRAVO direction 29	After take-off, maintain TWY heading until the end of the TWY then turn left climbing to 600ft AGL or below. Abeam east end of the RWY turns right for ALPHA. At ALPHA call ATC TWR reporting position and exit CRP and proceed to SIERRA-ECHO or SIERRA at 600ft AGL or below. See chart at 2.24.4.8
ALPHA Departure TWY BRAVO direction 11	After take-off, maintain TWY heading until the end of the TWY then turn right for ALPHA, climbing to 600ft AGL or below. At ALPHA call ATC TWR reporting position and exit CRP and proceed to SIERRA-ECHO or SIERRA, at 600ft AGL or below. See chart at 2.24.4.8
PREFERENTIAL ROUTE 2 (PREF2) (to be used by RW from Green Zone to OAIX/NORTH)	Prior leaving the GREEN ZONE via the appropriate transition RED or BLUE, according to the traffic flow, report destination to ATC TWR and proceed to WHISKEY CRP at or below 600ft AGL. Expect holding or instructions to proceed to SIXER CRP.

OAKB AD 2.23 ADDITIONAL INFORMATION

2.23.1 ACFT suffering a bird strike within the Kabul CTR must immediately report it to the appropriate ATC unit.

NOTE: The submission of a written report to KIA FSO is mandatory by using the standard ICAO Bird Strike Reporting Form.

2.23.2 Bird Watch Condition (BWC)

a) **BWC SEVERE**: Bird activity on or immediately above the active runway or other specific location representing high potential for strikes.

b) **BWC MODERATE**: Bird activity near the active runway or other specific location representing the increased potential for strikes.

c) **BWC LOW**: Bird activity on and around the airfield representing the low potential for strikes.

NOTE: The BWC is determined by Wildlife Specialist and Flight Safety Officers according to the following matrix:

		Small birds (Swallow, Sparrow, Wagtail)	Medium-Sized Birds (Plover, Gull, Crow)	Large Birds (Stork, Vulture, Goose)
		>75 grams 	76 - 700 grams 	701 grams + 
	Large / Very large numbers or flocks	**MODERATE** High probability of birdstrike Possibly damaging	**SEVERE** High probability of multiple birdstrike. Likely to be damaging	**SEVERE** High probability of multiple birdstrike Likely to cause significant damage
	Medium numbers	**LOW** Medium likelihood of birdstrike Not likely to be damaging	**MODERATE** Medium probability of birdstrike Quite possibly damaging	**SEVERE** High possibility of birdstrike Likely to cause damage
	Small Numbers / Individual Birds	**LOW** Low probability of birdstrike Not likely to be damaging	**LOW** Low probability of birdstrike. Potentially damaging if does occur	**MODERATE** Low likelihood of birdstrike. Probably damaging if it does occur

NOTE: BWC MODERATE and SEVERE are broadcasted in the ATIS, and additional information on the location of birds will be provided by Kabul Tower to arriving and departing aircraft. The decision to land and take-off rests with pilot-in-command.

*****CAUTION*** During BWC SEVERE, practice approaches are not permitted**.

2.23.3 Due to increased bird activity at Kabul Airport International Airport, crews are strongly advised to switch all available lights ON when operating below 1,000ft AGL near the airport.

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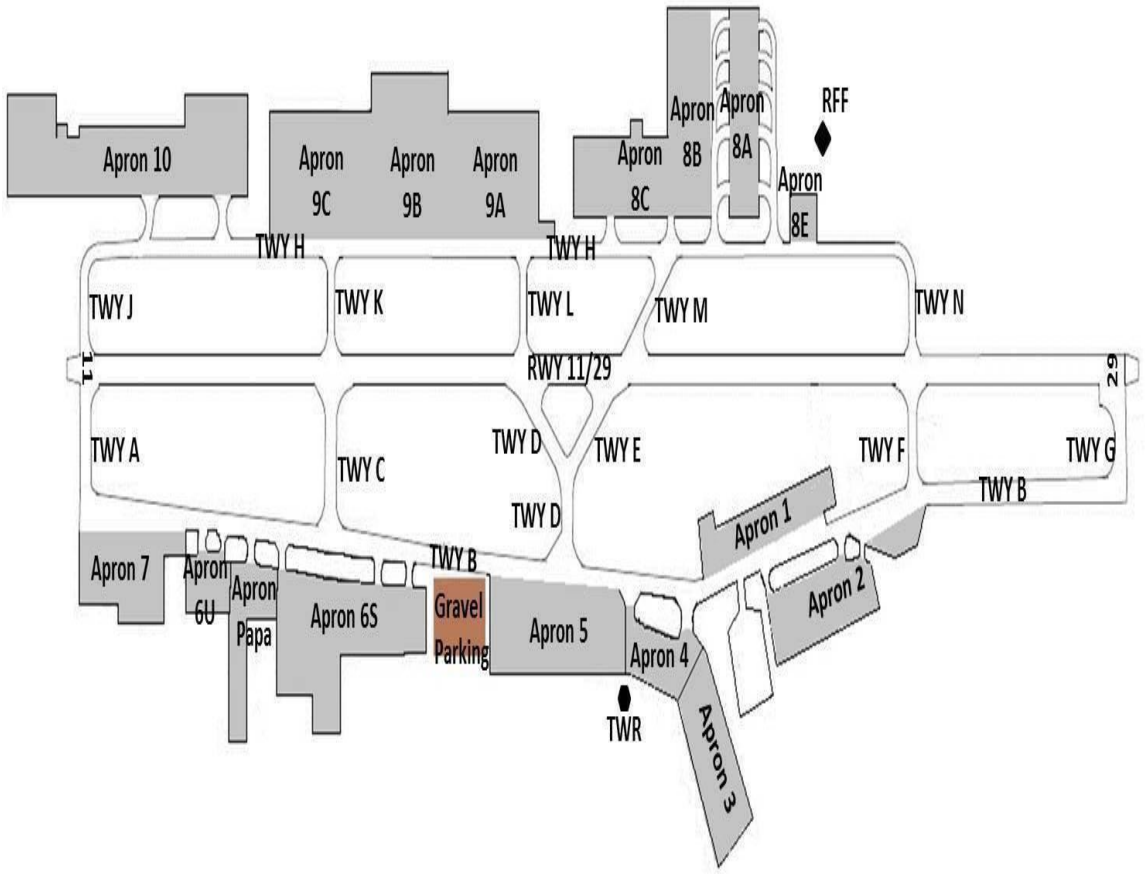
OAKB AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Kabul International Airport		
1	Aerodrome Chart – ICAO	Produced – see 2.24.2
2	ACFT Parking/Docking Chart – ICAO	Partly produced – see 2.24.3
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Produced – see 2.24.1
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Produced – see 2.24.1
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced
13	VFR Compulsory Reporting Points	Produced– see 2.24.4
14	Aircraft with an ACN equal or greater than 33 arriving or departing Aprons 8 and 9 taxi routes	Produced– see 2.24.5

2.24.1 Published Instrument Charts. The following charts are available for use on the ACAA website at http://afgais.com. These charts have been endorsed for use by Airfield Authorities, however; variations 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 NOTAM for up-to-date information.

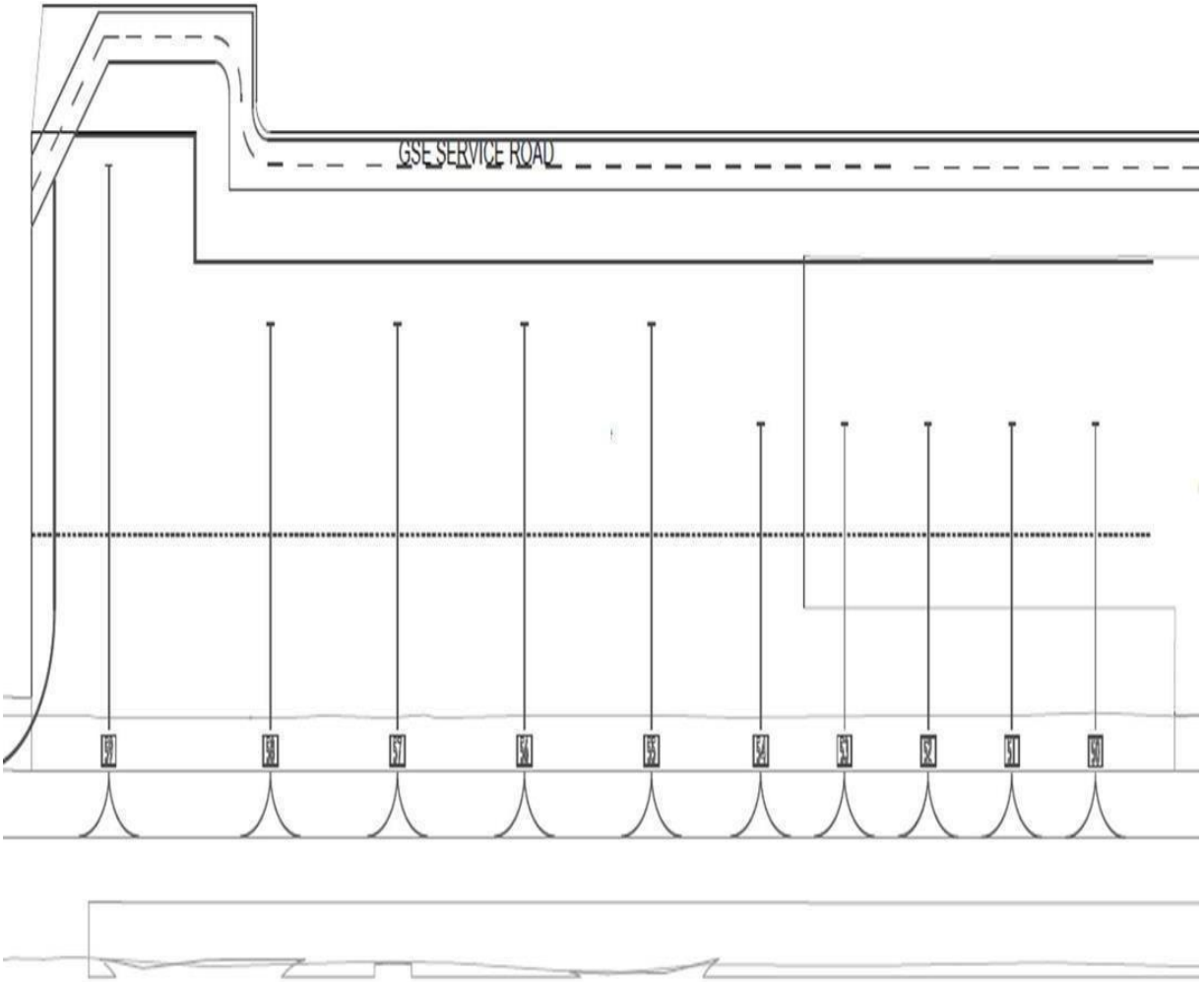
KABUL AIRPORT (OAKB) – afgais.com WEB PAGE	
TYPE OF CHART	**LAST UPDATED DATE**
ILS RWY 29	12 OCT 2017
KABUL FOUR DEPARTURE (OBSTACLE)	17 AUG 2017
KABUL INTERNATIONAL IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURE	UPDATED DATE NOT AVBL
LOGAR THREE DEPARTURE (RNAV 1)-KABUL AIRPORT	31 MAR 2017
OAKB AIRPORT DIAGRAM	22 JUN 2017
RNAV GPS RWY 29	10 AUG 2021
TAPIS TWO DEPARTURE (RNAV 1)	31 MAR 2017
VOR/DME RWY 29	12 OCT 2017

2.24.2 Airfield Diagram



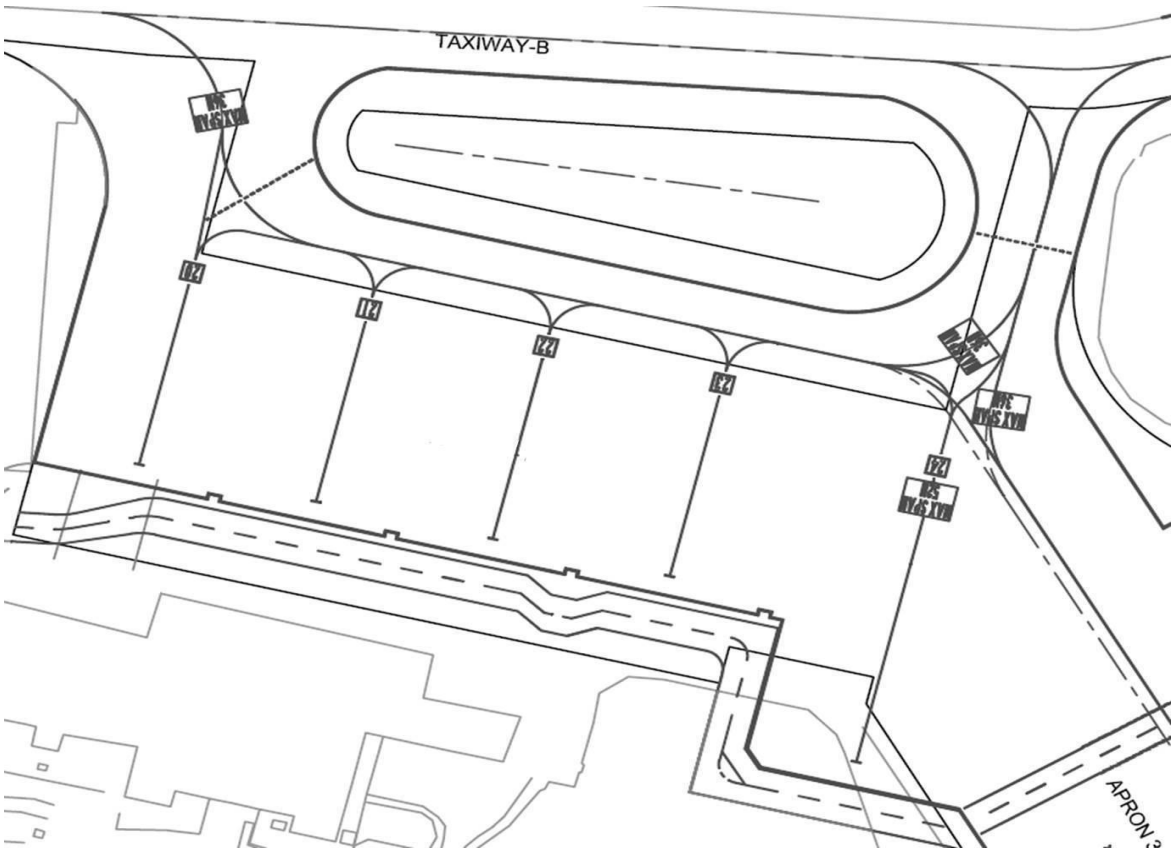
2.24.3 ACFT Parking/Docking Charts

2.24.3.1 ACFT Parking/Docking Chart for Apron 1



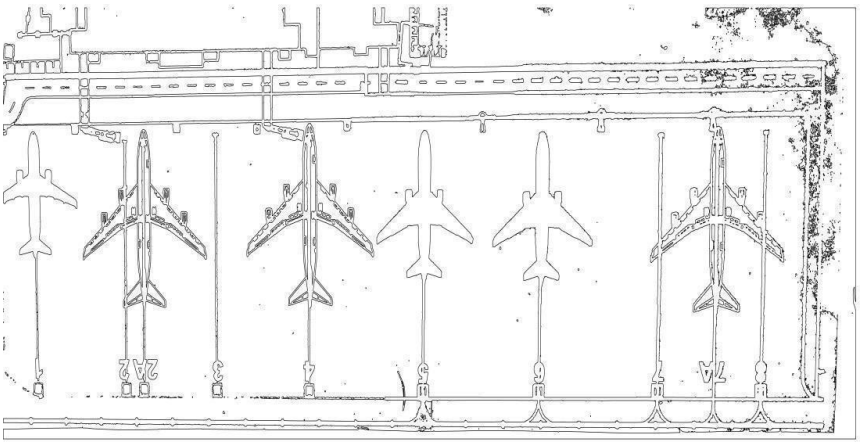
2.24.3.2 ACFT Parking/Docking Chart for Apron 3

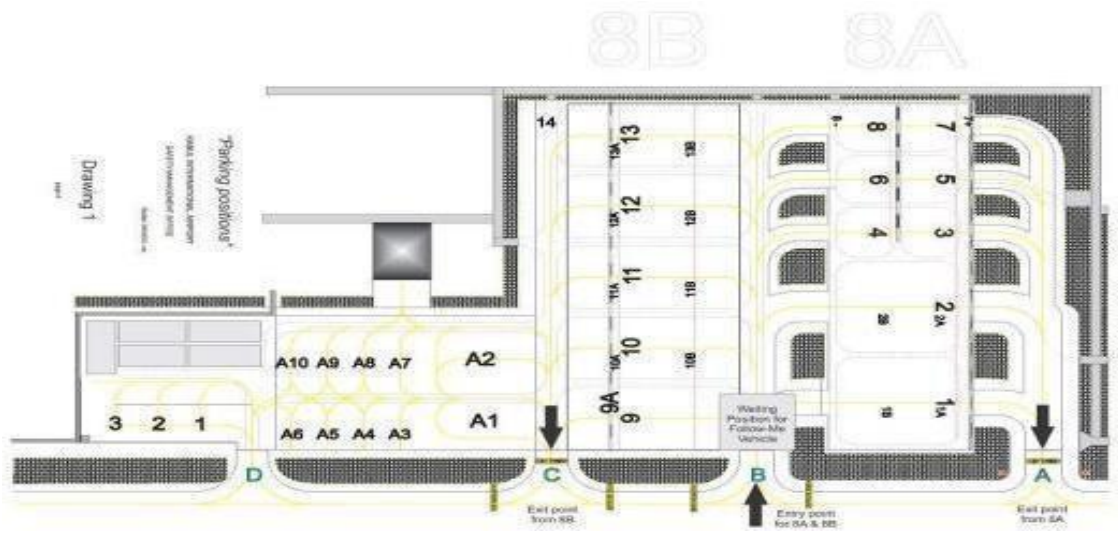
2.24.3.3 ACFT Parking/Docking Chart for Apron 4



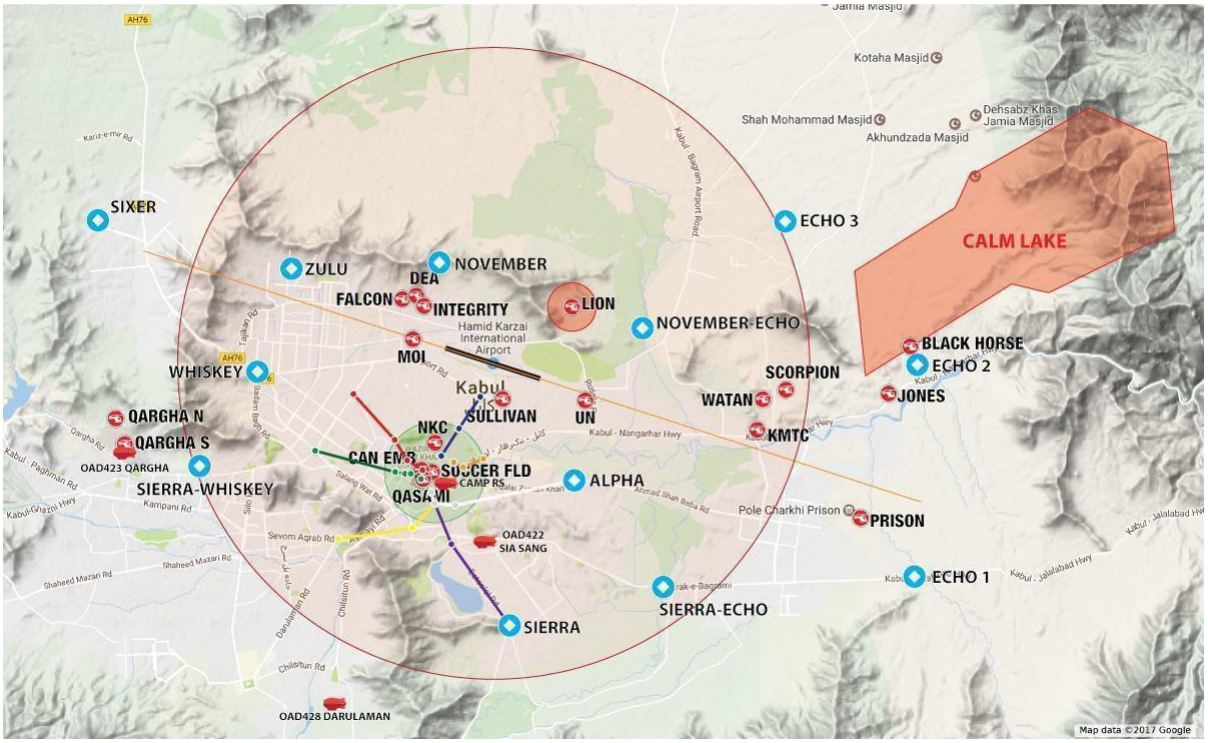
2.24.3.4 ACFT Parking/Docking Chart for Apron 5

2.24.3.5 ACFT Parking/Docking Chart for Apron 8

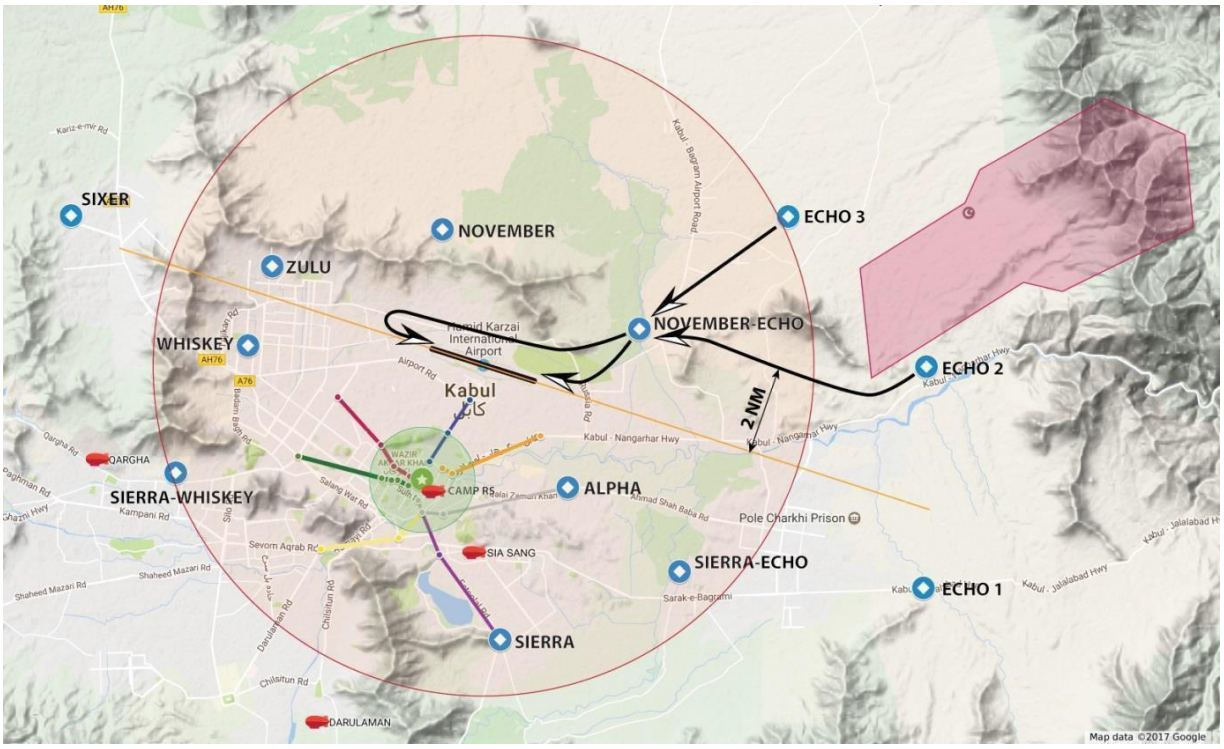




2.24.4 OAKB VFR Compulsory Reporting Points (NOT FOR NAVIGATION)

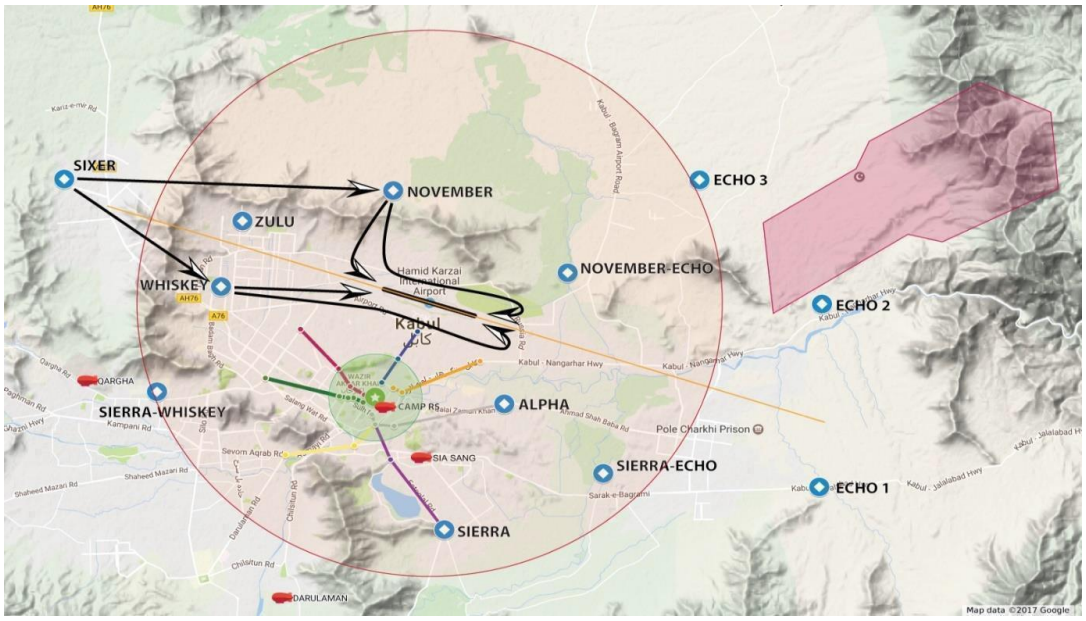


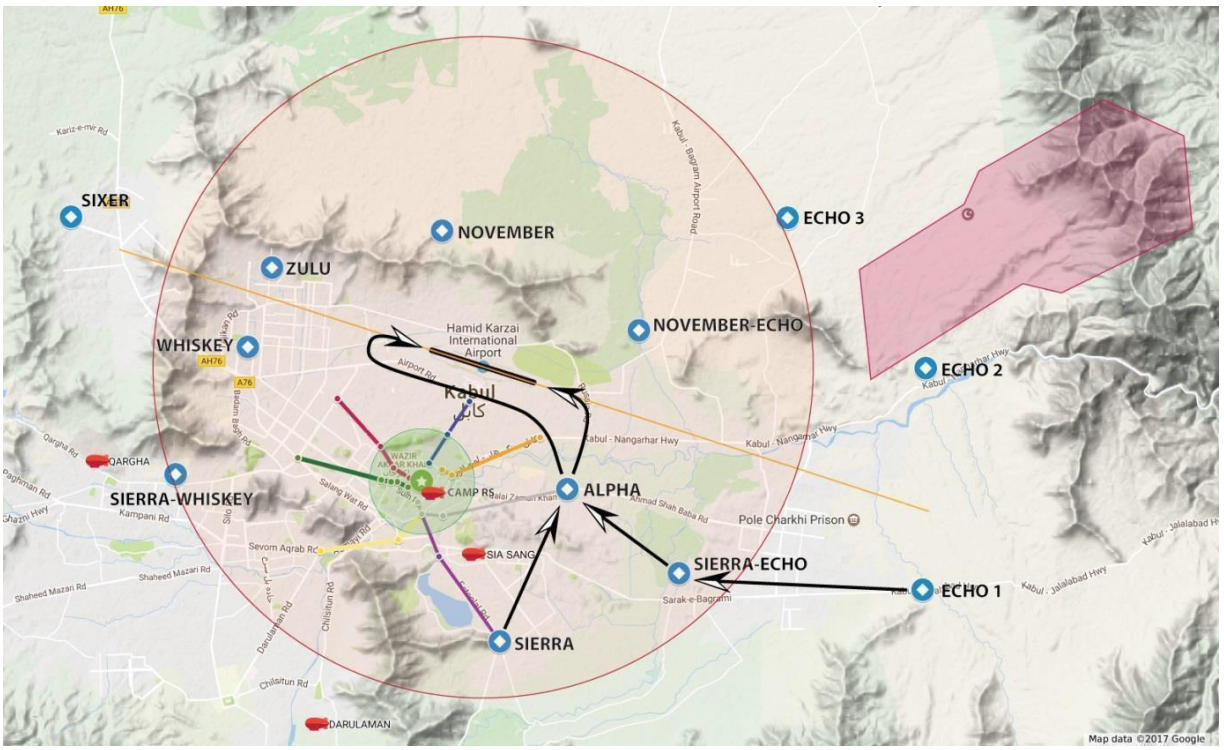
2.24.4.1 OAKB ECHO 2 and ECHO 3 helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)



2.24.4.2 OAKB SIXER and SIERRA helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION)

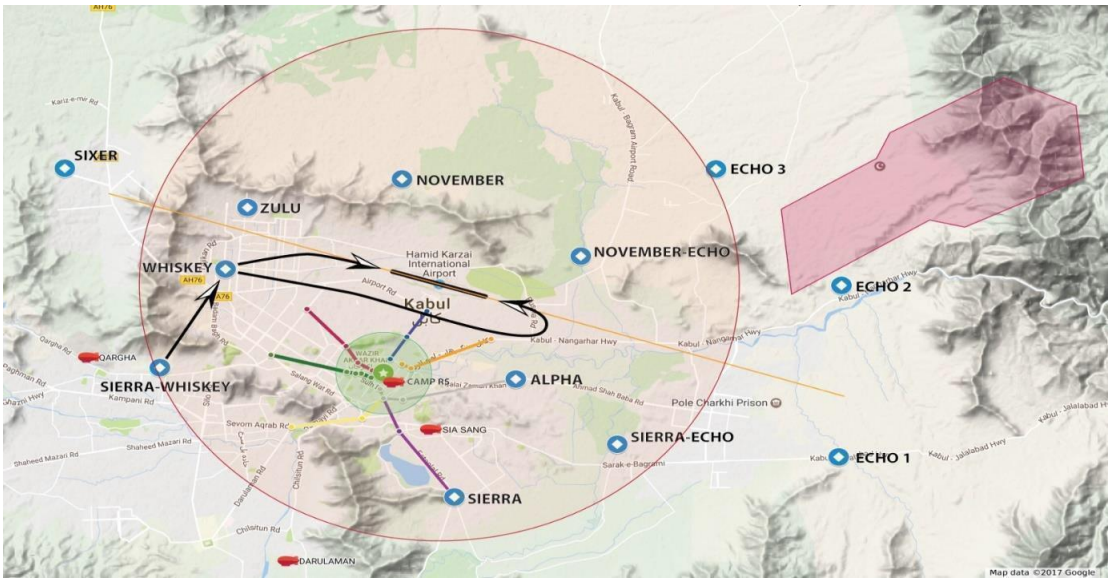
2.24.4.3 OAKB ECHO 1 and SIERRA Helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION)

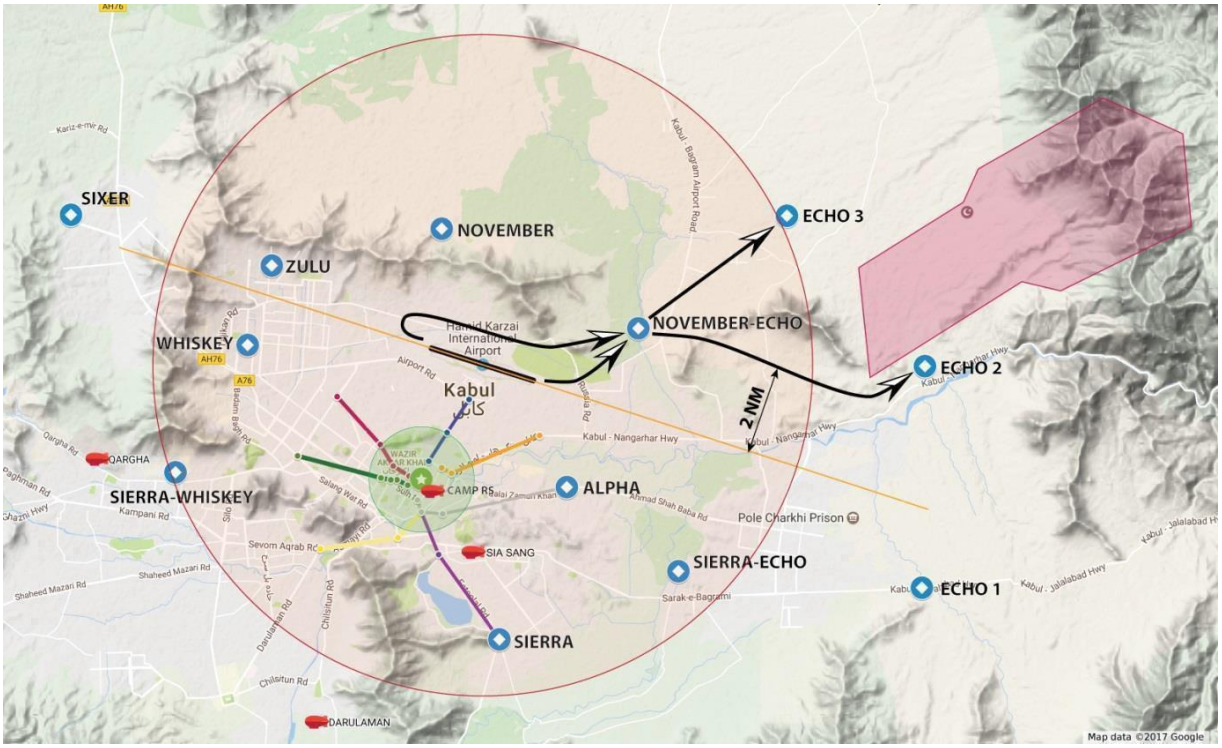




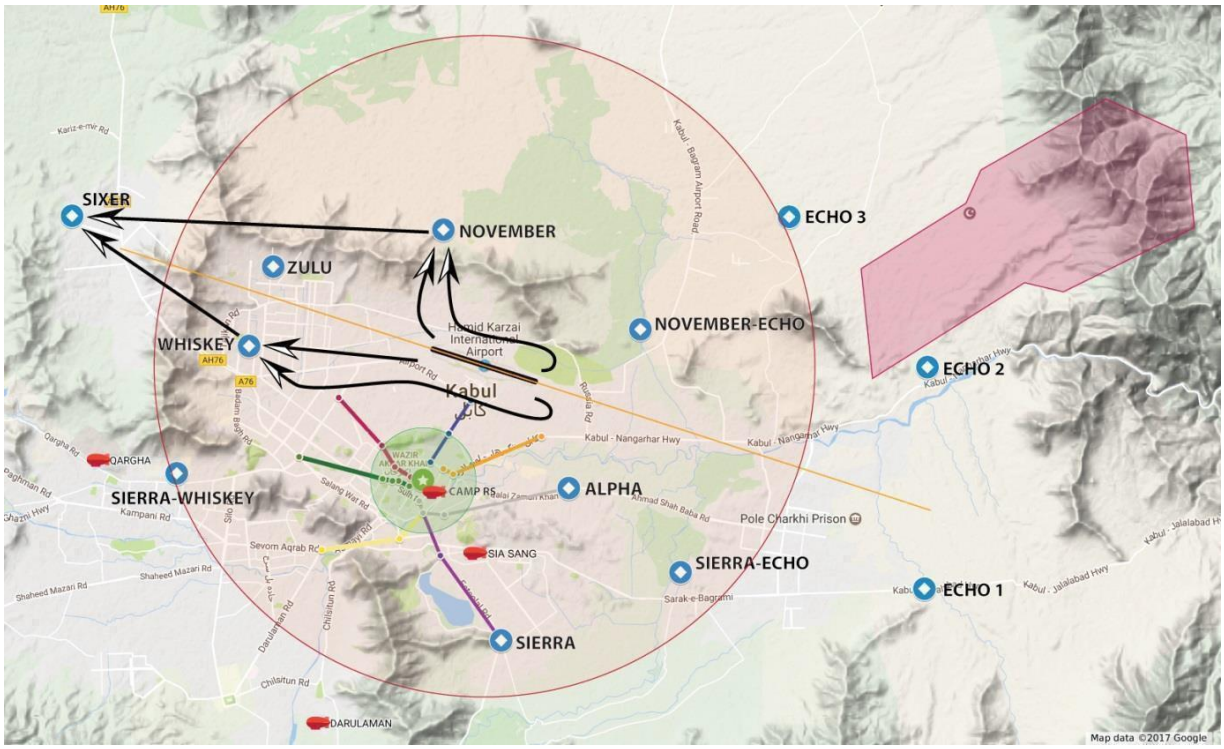
2.24.4.4 OAKB SIERRA-WHISKEY Helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)

2.24.4.5 OAKB NOVEMBER-ECHO Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)

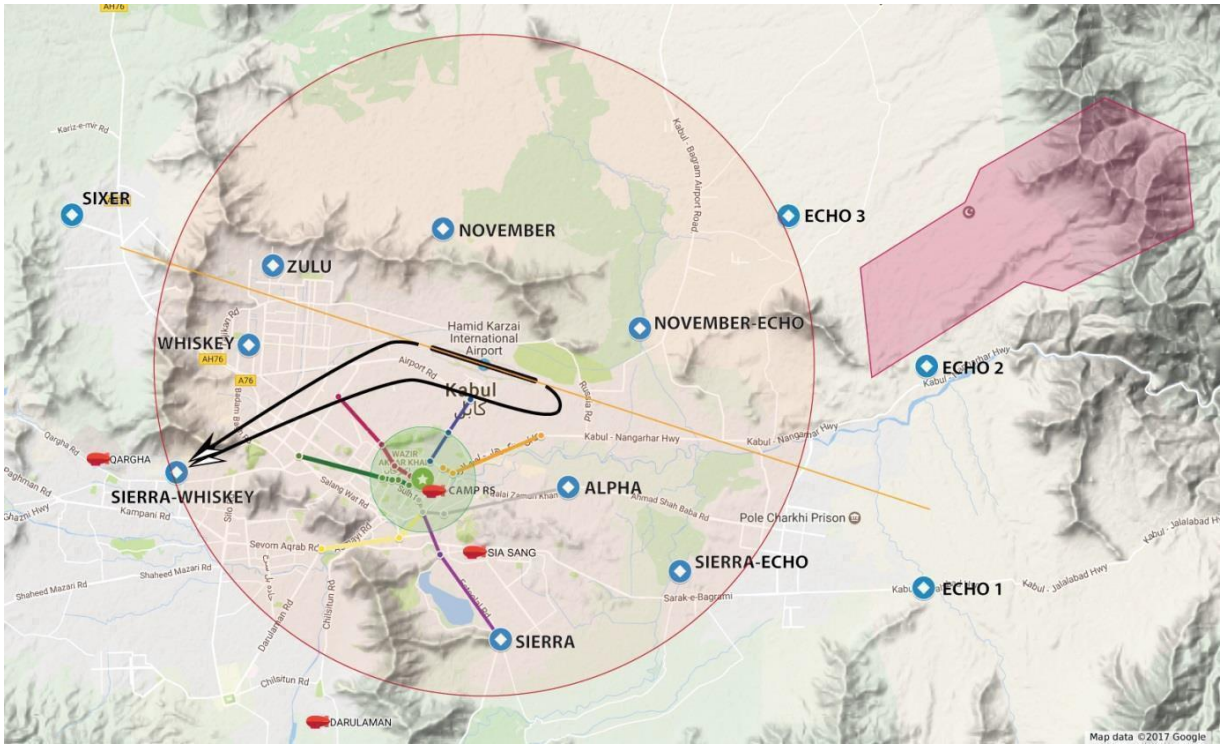




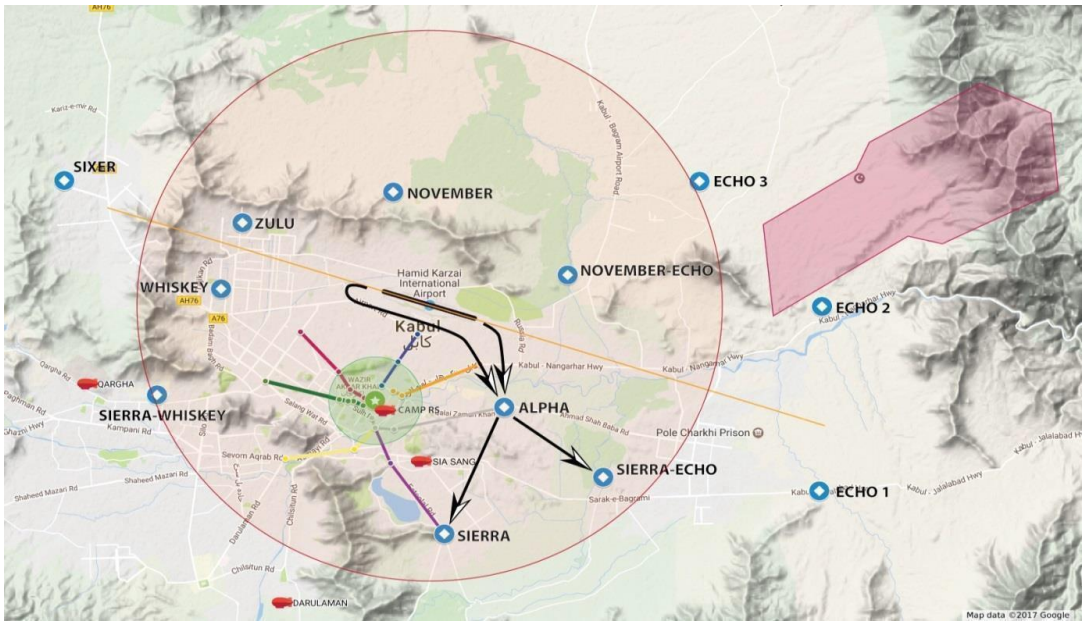
OAKB SIXER Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



2.24.4.6 OAKB SIERRA-WHISKEY Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



2.24.4.7 OAKB ALPHA Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



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OAKN – KANDAHAR
OAKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAKN– Kandahar (Qandahar)

OAKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification/discrepancies

1	Aerodrome Reference Point coordinates and its site	313021N0655052E The geographic center of the airfield
2	Direction and distance from city	9NM southeast of Kandahar City
3	Elevation	3338ft
4	Geoids undulation	.32 field gradient
5	Magnetic variation/Annual change	2.00º E / Unknown
6	Aerodrome Administration Address Telephone Tele-fax Telex E– mail AFS Address	Mr. Abdul Raziq Maiwandi Director of Ahmad Shah Baba International Airport, Kandahar Afghanistan +93 (0) 749901999 Nil Nil ah.ibrahimi99@gmail.com Nil
7	Types of traffic permitted	Only VFR
8	Remarks	Nil

OAKN AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0030Z-1730Z
2.	Customs and Immigration	0030Z-1730Z
3.	Health and Sanitation	0030Z- 1730Z H24 During Haj OPS, Civil Terminal First AID is available.
4.	AIS Briefing Office	0030Z-1730Z
5.	ATS Reporting Office	N/A
6.	MET Briefing Office	0030Z-1730Z
7.	Air Traffic Services	0030Z-1730Z (outside listed hours, based on PPR)
8.	Fueling	0030Z-1730Z
9.	Handling	0030Z-1730Z
10.	Security	H24
11.	De–icing	Nil
12.	Remarks	Nil

OAKN AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	GAAC provides ground handling services: 1 x 1 up to 10 T Forklift 2 x Tractors 1 x 1 15 T MDL 3 x 1 7 T trucks
2.	Fuel and oil types	TS-1 Nil
3.	Fueling facilities and capacity	Kam Gar is providing fueling services to all civil ACFT. Fuel capacity (150) Tons TS-1 in storage. KAM GAR Fuel: +93 (0) 700302563
4.	De–icing facilities	Nil
5.	Hangar Space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAKN AD 2.5 PASSENGER FACILITIES

1.	Hotels	In town
2.	Restaurant	One restaurant in terminal
3.	Transportation	Taxis available
4.	Medical facilities	Nil
5.	Bank and Post Office	In town
6.	Tourist office	In town
7.	Remarks	Nil

OAKN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	RFF ICAO Cat 7	
2.	Rescue Equipment	1xCommand Vehicle	
		2 response from a total of 3 Crash vehicles daily for Cat 7	**Crash 4 vehicle with:** 8500 Lit. of Water 1000 Lit. of Foam 225 KG. Dry Powder 90 KG. CO2 **Crash 2 Rosenbauer vehicle with:** 12500 Lit. of Water 1500- Lit. of Foam 125 kg -Co2 225kg-Dry chemical powder
		2xStructural fire vehicles	**Crash 5 vehicle with:** • 3000 Lit. of Water • 1 x 10 meter (Extension) ladders • 1 x positive pressure ventilation fans • Lighting unit • 1 x Medical beg • 1 x Hydraulic powers tools **Crash 3 vehicle with:** • 2000 Lit. of Water • 500 lit. AFFF foam • 1 x 10 meter (extension) ladders • 1 x positive pressure ventilation fans 1 x Hydraulic powers tools
		Water Tankers	**Water tanker 6 with:** 19000 Lit. of water

3.	Capability for removal of disabled ACFT	Nil
4.	Remarks	Nil

OAKN AD 2.7 SEASONAL AVAILABLITY

1.	Types of clearing equipment	2 x sweepers
2.	Clearance priorities	Nil
3.	Remarks	Nil

OAKN AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

2.8.1. TAXIWAY

TWY	TWY LENGTH	SHOULDER LENGTH	TWY CONDITION	TWY PCN	LIGHTS	RESTRICTION
TWY-A	262ft x 130ft (80M x 40m) CONCRETE	17FT	GOOD	68/R/B/W/T	INSTALLED	NONE
TWY-B1	94ft x 130ft (28.6M x 40m) ASPHALT	16FT	POOR	52/F/A/W/T	INSTALLED	NONE
TWY-B2	94ft x 130ft (28.6M x 40m) ASPHALT	16FT	FAIR	52/F/A/W/T	INSTALLED	NONE
TWY-C1	94ft x 130ft (28.6M x 40m) ASPHALT	16FT	SATISFACTORY	58/F/A/W/T	INSTALLED	NONE
TWY-C2	94ft x 130ft (28.6M x 40m) ASPHALT	16FT	GOOD	59/F/A/W/T	INSTALLED	NONE
TWY-D1	86ft x 130 (26.2M x 40m) ASPHALT	16FT	FAIR	32/F/A/W/T	INSTALLED	LIGHT DEPRESSIONS, UTILIZE SLOW TAXI SPEED
TWY-D2	75ft x 130ft (22.8M x 40m) ASPHALT	24FT	FAIR	25/F/A/W/T	INSTALLED	TWY CLOSED
TWY-E	260ft x 130ft (79.2M x 40m) CONCRETE	18FT	GOOD	60/R/B/W/T	INSTALLED	NONE
TWY-F	75ft x 130ft (22.8M x40m) ASPHALT	16FT	SATISFACTORY	46/F/A/W/T	INSTALLED	NONE
TWY-F EXTENSION	46ft x 50ft (14M x 15m) CONCRETE/ ASPHALT	26FT	SATISFACTORY	34/R/B/W/T	INSTALLED	WINGSPANS OF 133FT OR SMALLER.
TWY-G	71ft x 130ft (21.6M x 40m) ASPHALT	11FT	SATISFACTORY	42/F/A/W/T	INSTALLED	NON-STANDARD WHITE LANDING ZONE (LZ) MARKINGS LOCATED ON FIRST 800FT ON EAST & WEST ENDS
TWY-G2	75ft x 130ft (22.8M 40m) ASPHALT	25FT	FAIR	45/F/A/W/T	INSTALLED	NONE
TWY-G3	71ft x 130ft (21.6M x 40) ASPHALT	26FT	GOOD	44/F/A/W/T	INSTALLED	NONE
TWY-G4	71ft x 130ft (21.6M 40m) ASPHALT	26FT	SATISFACTORY	43/F/A/W/T	INSTALLED	NONE
TWY-G5	70ft x 130ft (21.3M x 40m) ASPHALT	26FT	GOOD	36/F/A/W/T	INSTALLED	NONE
JULIET TIE-IN	70ft x 130ft (21.3M x 40m) ASPHALT	25FT	SERIOUS	191/F/A/W/T	INSTALLED	WINGSPANS OF 170FT OR SMALLER.
SIERRA EAST TIE-IN	65ft x 130ft (19.8M x 40m) ASPHALT	17FT	SATISFACTORY	73/F/A/W/T	INSTALLED	WINGSPANS OF 170FT OR SMALLER

SIERRA WEST TIE-IN	95ft x 130ft (28.5M x 40m) ASPHALT	28FT	SATISFACTORY	73/F/A/W/T	INSTALLED	WINGSPANS OF 133FT OR SMALLER
TWY-W	75ft x 130ft (22.8M x 40m) ASPHALT	25FT	POOR	44/F/A/W/T	INSTALLED	WINGSPANS OF 170FT OR SMALLER EAST OF V-APRON.
TWY-W1	75ft x 130ft (22.8M x 40m) ASPHALT	25FT	FAIR	43/F/A/W/T	INSTALLED	WINGSPANS OF 170FT OR SMALLER
YANKEE TIE-IN	74ft x 130ft (22.5M x 40m) CONCRETE	28FT	SATISFACTORY	96/R/B/W/T	INSTALLED	WINGSPANS OF 58FT OR SMALLER
ZULU TIE-IN	72ft x 130ft (21.9M x 40m) ASPHALT	27FT	SATISFACTORY	39/F/A/W/T	INSTALLED	WINGSPANS OF 58FT OR SMALLER
FALCON TAXI LANE	45ft x 130ft (14m x 40m) CONCRETE	25FT	SATISFACTORY	40/R/B/W/T	INSTALLED	WINGSPANS OF 90FT OR SMALLER. WEST OF X+ APRON RESTRICTED TO WINGSPAN 66FT OR SMALLER.

2.8.2. APRON

APRON	APRON LENGTH	SHOULDER LENGTH	APRON CONDITION	APRON PCN	LIGHTS	RESTRICTION
DOS APRON	1181FT X 341FT CONCRETE		GOOD	36/R/C/W/T	INSTALLED	ROTARYWING AIRCRAFT ONLY
KILO APRON	1064FT X 331FT CONCRETE	26FT	SATISFACTORY	61/R/B/W/T	INSTALLED	ERO'S ON SPOTS 3-6 LIMITED TO ACFT WITH WINGSPANS 36 METERS (118 FT.) OR SMALLER
LIMA APRON	486FT X 524FT CONCRETE		VERY POOR	21/R/C/W/T	INSTALLED	PROP AND ROTARY WINGAIRCRAFT ONLY
MIKE APRON	2444FT X 581FT CONCRETE		GOOD	123/R/A/W/T	INSTALLED	SPOTS 1-6 W/S 170FT OR LESS. SPOTS 7 W/S 241FT OR LESS. SPOT 8W/S 223FT OR LESS. SPOTS 9-10 W/S 133FT OR LESS
NOVEMBER APRON	929FT X 540FT CONCRETE		VERY POOR	127/R/A/W/T	INSTALLED	NONE
OSCAR APRON	613FT X 492FT CONCRETE		SATISFACTORY	40/R/B/W/T	INSTALLED	WINGSPANS OF 133FT OR SMALLER
QUEBEC APRON	375FT X 832FT ASPHALT/ CONCRETE PADS	26FT	GOOD	49/F/A/W/T	INSTALLED	ROTARYWING AIRCRAFT ONLY
DAC PAD	282FT X 406FT CONCRETE	42FT	SATISFACTORY	64/R/B/W/T	INSTALLED	NONE
TRIM PAD	170FT X 196FT CONCRETE		GOOD	61/R/B/W/T	INSTALLED	FIGHTER SIZED AIRCRAFT ONLY
SIERRA APRON	1555FT X 846FT ASPHALT/CONCRETE PADS	26FT	SATISFACTORY	52/F/A/W/T	INSTALLED	WINGSPANS OF 170FT OR SMALLER
VICTOR APRON	196FT X 531FT ASPHALT/ CONCRETE	11FT	FAIR	41/F/A/W/T	INSTALLED	ROTARY WING AIRCRAFT ONLY

WHISKEY APRON	1126FT X 1395FT ASPHALT	25FT	SATISFACTORY	49/F/A/W/T	INSTALLED	SPOT W-1 & W-3 RESTRICTED TO ACFT WITH W/S 170FT OR LESS. IF SPOT W-2 IS UTILIZED SPOTS W-1 & W-3 CLOSED. SPOT W-4 RESTRICTED TO ACFT WITH W/S 223FT OR LESS.
WHISKEY+ APRON	443FT X 754FT ASPHALT		GOOD	43/F/A/W/T	INSTALLED	WINGSPANS OF 94FT OR SMALLER
X-RAY APRON	656FT X 660FT CONCRETE		SATISFACTORY	48/R/B/W/T	INSTALLED	WINGSPANS OF 55FT OR SMALLER
X-RAY+ APRON	115FT X 623FT CONCRETE	24FT	GOOD	60/R/A/W/T	INSTALLED	WINGSPANS OF 55FT OR SMALLER
YANKEE APRON	318FT X 1364FT CONCRETE		S ATISFACTORY	130/R/B/W/T	INSTALLED	WINGSPANS OF 66FT OR SMALLER
ZULU APRON	770FT X 885FT CONCRETE	22FT	GOOD	109/R/B/W/T	INSTALLED	WINGSPANS OF 58FT OR SMALLER

3.	Locations and elevation of altimeter checkpoints	Not available
4.	Location of VOR checkpoints	Not available
5.	Position of INS checkpoints	Not available
6.	Remarks	See ‘Additional information’ 2.23.8-9 for unserviceable parking areas.

OAKN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand ID signs, TWY guide lines, and visual docking/parking guidance system at ACFT stands	TWY signs
2.	RWY and TWY markings and lights	RWY 05/23 High-Intensity RWY Lights (HIRLS) with adjustable settings Red RWY end lights Blue TWY edge lights
3.	Stop bars	Nil
4.	Remarks	Nil
5.	RWY Non-Standard Marking	Use caution for non-standard marking depicting military landing zone located approximately 3,300ft past RWY 05/23 thresholds. Markings are depicted by four white rectangular boxes (500ft x 60ft). RWY military landing zone for daytime use.

OAKN AD 2.10 AERODROME OBSTACLES

1.	RWY 05	OAKN Obstacle Chart not published
2.	RWY 23	OAKN Obstacle Chart not published

2.10.3. **Unlit antenna** 150ft AGL located near SENJARAY 313735N 0653209E'. Guide wires within a 200ft radius of the antenna.

2.10.4. **Lit antenna** (cell phone) 263ft AGL located north of Tarnak Range 312850N 0654826E.

2.10.5. **Lit antenna** 108ft AGL (obstruction light) 1.5NM east of the RWY.

2.10.6. **Unlit tower** 100ft AGL located at 313215N 0655341E, approx. 2.5NM final RWY 23, within 0.5NM of centerline.

2.10.7. Tower 80ft AGL located at 313051.04N 0655209.10E, approx. 1507m east of threshold RWY 23**.**

2.10.8. Unlit 150ft AGL Tower located 3.3NM south of reporting point DUST on the West side of Highway.

OAKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	OAKN MET office contact by telephone: +93 70 620 8512 Email: khan.khoshal786@gmail.com
2.	Hours of operation	0030Z-1730Z
3.	Office responsible for Terminal Aerodrome Forecast (TAF) preparation Periods of validity	NIL Nil
4.	Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance	METAR Hourly SPECI In case of significant weather changes
5.	Briefing /consultation provided	NIL
6.	Flight documentation Language(s) used	NIL English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	METAR SPECI
10.	Additional information	Use station code OAKN for METAR and SPECI.

OAKN AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		05	23
1.	BRG True and Magnetic	050º	230 º
2.	RWY Dimensions	3200m x 55m (10 497ft x 180ft)	3200m x 55m (10 497ft x 180ft)
3.	PCN	PCN 57 R/B/W/T First 2,000FT Concrete then asphalt	PCN 57 R/B/W/T First 2,000FT Concrete then asphalt
4.	THR Coordinates	312951.63N 0655002.48E	313050.68N 0655141.69E
5.	THR Elevation	3 304ft	3 338ft
6.	Slope of RWY/SWY	+0.3	–0.3
7.	SWY Dimensions	N/A	N/A
8.	CWY Dimensions	N/A	N/A
9.	Strip Dimensions	N/A	N/A
10.	Obstacle free zone	Nil	Nil
11.	Remarks	ACFT with an ACN greater than 57 are not approved to operate at OAKN	

OAKN AD 2.13 DECLARED DISTANCES

RWY		05	23
1.	TORA	3 200m (10 497ft)	3 200m (10 497ft)
2.	TODA	3 200m (10 497ft)	3 200m (10 497ft)
3.	ASDA	3 200m (10 497ft)	3 200m (10 497ft)
4.	LDA	3 200m (10 497ft)	3 200m (10 497ft)
5.	Remarks	Nil	

OAKN AD 2.14 APPROACH AND RWY LIGHTING

RWY		05	23
1.	Type, length, and intensity of approach lighting	Nil	ALSF–1 non–std 2,100ft
2.	Threshold lights, colours, and wing bars	Five red/green lights each side of centreline	Five red/green lights each side of centreline
3.	Type of visual approach slope indicator system	PAPI (Serviceable)	PAPI (Unserviceable)
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	White 60m (197ft) intervals	White 60m (197ft) intervals
7.	Colour of RWY end lights and wing bars	Red	Red
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks:	Nil	

OAKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	ICAO Aerodrome Beacon
2.	Location and lighting of anemometer and landing direction indicator	None
3.	TWY edge and center line lighting	Only blue edge lights. Nil centerline lights.
4.	Secondary Power Supply including switch–over time	RWY edge lights have generator back up. The switchover is automatic.
5.	Remarks	Nil

OAKN AD 2.16 HELICOPTER LANDING AREA

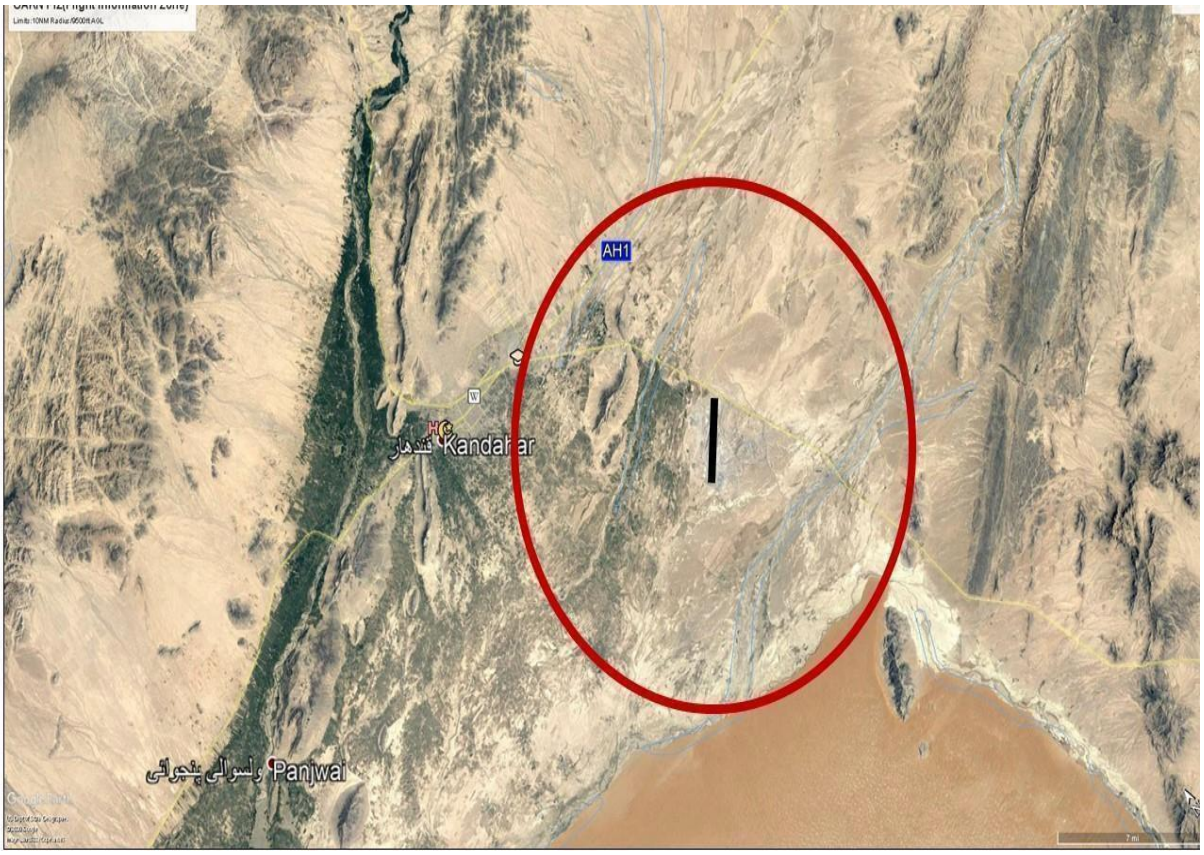
1.	Coordinates TLOF or threshold of FATO	Nil
2.	TLOF and FATO area elevation	Nil
3.	TLOF and FATO area dimensions surface, strength, marking	Nil
4.	True and MAG BRG of FATO	Nil
5.	Declared distance available	Nil
6.	Approach and FATO lighting	Nil
7.	Remarks	Nil

OAKN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	FIZ: 06NM radius centered on ARP
2.	Vertical limits	FIZ: Surface up to 9500FT AGL
3.	Airspace Classification	FIZ: Class G
4.	ATS unit call sign Language	CTR: Kandahar Advisory (AFIS) English
5.	Remarks	ATS confirms to ICAO regulations and procedures.

Kandahar Airspace Diagram

OAKN FIZ (Flight Information Zone) Limits: 06NM Radius/9500FT AGL



Note: Do not use for navigation purposes

OAKN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours	Remarks
1.	2.	3.	4.	5.
AFIS	Kandahar AFIS	(M) VHF 125.5	0030Z-1730Z	Emergency/Guard Frequencies 121.500MHz
GROUND	N/A	N/A		
ATIS	N/A	N/A		
CTAF	N/A	N/A		

OAKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident (Emission)	Frequency	Hours	Coordinates	DME antenna Elevation	Remarks
VOR/DME	KDR	116.0MHz/107X	H24	312939.3N 0654930.8E	3284ft AGL	Operative
~~TACAN~~	~~KAF~~	~~CH75~~	~~H24~~	~~313011.0N~~ ~~0655045.6E~~	~~Unknown~~	~~See para 2.19.4/2.19.5~~
~~ILS~~	~~I-OKN~~	~~CH22(Y)/108.55~~	~~H24~~	~~312943.1N~~ ~~0654948.1E~~		Switched off

OAKN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. All ACFT operating on RWY 05/23 must conduct 180-degree turns on the concrete portions only.

2.20.2 Afghan Small Arms Range located 312822N0655209E. Vertical danger zone extends 7800ft AMSL. Surface danger zone extends 2.6NM south of this location. Aircrews should use extreme caution transiting this area in the low level.

2.20.3 **SAFIRE/Lasing Reporting:** All aircrews must immediately report any SAFIRE/Lasing event to the controlling ATC agency when able.

2.20.4 **USE CAUTION:** Helicopter traffics transiting to and from the AAF Ramp at TWY ALPHA. Avoid blocking the access throat due to potential hazards of rotor wash damage.

2.20.5 Wingtip clearance for Taxiway Foxtrot does not meet ICAO standards for Code F aircraft. A waiver has been granted by the Senior Airfield Authority for Taxiway Foxtrot to be used by aircraft up to AN-124 size. The closest obstacle is 45.7 meters from the center line.

2.20.6 **CAUTION:** Aircrews must avoid taxiing on to the non-load bearing shoulders of TWY Alpha and Echo Throats to the runway. Aircraft must follow taxiway centerlines. Taxiing on the shoulders will cause pavement damage and FOD damage.

2.20.7 **CAUTION:** All helicopters arriving or departing taxiway Foxtrot via the runway 23 end shall avoid overflying the weapons storage area located 300 meters from the northeast end of taxiway Foxtrot. Expect alternative ATC instructions.

2.20.8 Juliet Throat/Apron is available for ACFT with Wingspans170 feet (58.6 meters) and smaller only.

2.20.9 Aircrew use extreme caution when operating on the north side of the airfield due to congestion, poor lighting, and blind spots during nighttime/low visibility conditions.

OAKN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Not Available.

OAKN AD 2.22 FLIGHT PROCEDURES

2.22.1. **Position Reports:** All initial position reports will include call sign, aircraft type, direction, distance, altitude and intentions. Subsequent position reports prior to pattern entry, can be shortened to call sign, direction, distance, and altitude. VFR pattern position reports will be call sign, and pattern location. When using VFR reporting points, aircraft will report the VFR point and altitude.

2.22.2 **VFR Reporting Points**: **R/W ROAD, RVER, WADI, for F/W DAMAN, PEAK, BRIDGE, and FARMS.**

2.22.3 **Engine Start**: All aircraft will contact AFIS on 125.5 MHz prior to engine start.

2.22.4. **Departures:** All aircraft must depart OAKN via upwind or 45 degrees from upwind. Before leaving OAKN frequency 125.5 MHz all aircraft have to do a position report.

2.22.5. **VFR Pattern:** The VFR pattern is a rectangular traffic pattern and flown at 1000 AGL for R/W and 1500 AGL for F/W. The overhead pattern is flown at 2000 AGL. All traffic patterns will be flown to the north side of the field. Aircraft will enter the VFR pattern by a 45 degree to downwind. Mandatory reporting points are: Entry Leg, Base Leg, Final, Upwind, Crosswind; Overhead traffic pattern reporting points, 5nm Initial, Break, and Final.

2.22.6. **Arrivals:** Contact Kandahar AFIS not later than 20NM from the Airfield with Type of Aircraft Position and Intentions. All incoming traffic must enter OAKN Airspace via the published VFR Reporting Points.

2.22.7. **Communications Failure Procedures**

2.22.7.1. Nill.

2.22.7.2. **Departing ACFT (VFR):** should continue outbound on previously assigned routing and contact AFGHANISTAN TRAFFIC (TIBA) 125.200.

2.22.7.3. **Arriving ACFT:** should continue inbound to the airport and comply with light gun signal from Kandahar AFIS.

2.22.7.4. **Navigation Lighting.** All ACFT must display navigation lighting.

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OAKN AD 2.23 ADDITIONAL INFORMATION

2.23.1. The control tower will direct transient ACFT to the most suitable parking spot as directed by Command Post (c/s TOPAZ).Expect to Follow Me assistance with parking.

2.23.2. **AN–225/B–747–800 restriction:** Kandahar Airfield cannot support AN–225 or B–747– 800 ACFT due to limited ramp space, Foreign Object Debris hazards and excessive ACN/PCN ratio.

2.23.3 **Bird/Wildlife Control:** Local Bird ACFT Strike Hazard (BASH) Program Guidelines: Kandahar Airfield lies in the southwestern plateau region. A dry flat desert area with low to moderate BASH activity. BASH Phase II 16 March - 31 May; 16 August - 14 October. All users exercise extra caution for increased bird activity during this time. Expect higher bird activity during inclement weather. Aircrews must be vigilant and report any BASH activity within the vicinity of the airfield.

2.23.4. Kandahar Airfield is an international airfield; all aircrew users must be able to both speak and understand English in order to operate safely.

2.23.5. Non–standard taxiway centerlines on Bravo–1, Bravo–2, Charlie–1, Charlie– 2 and Delta–1. Centerlines are not located in the center of the taxiway.

2.23.6. Use Caution: Large ruts on southwest feeder taxiway to Zulu Ramp. Pilots should avoid taxing three feet either side of the centerline.

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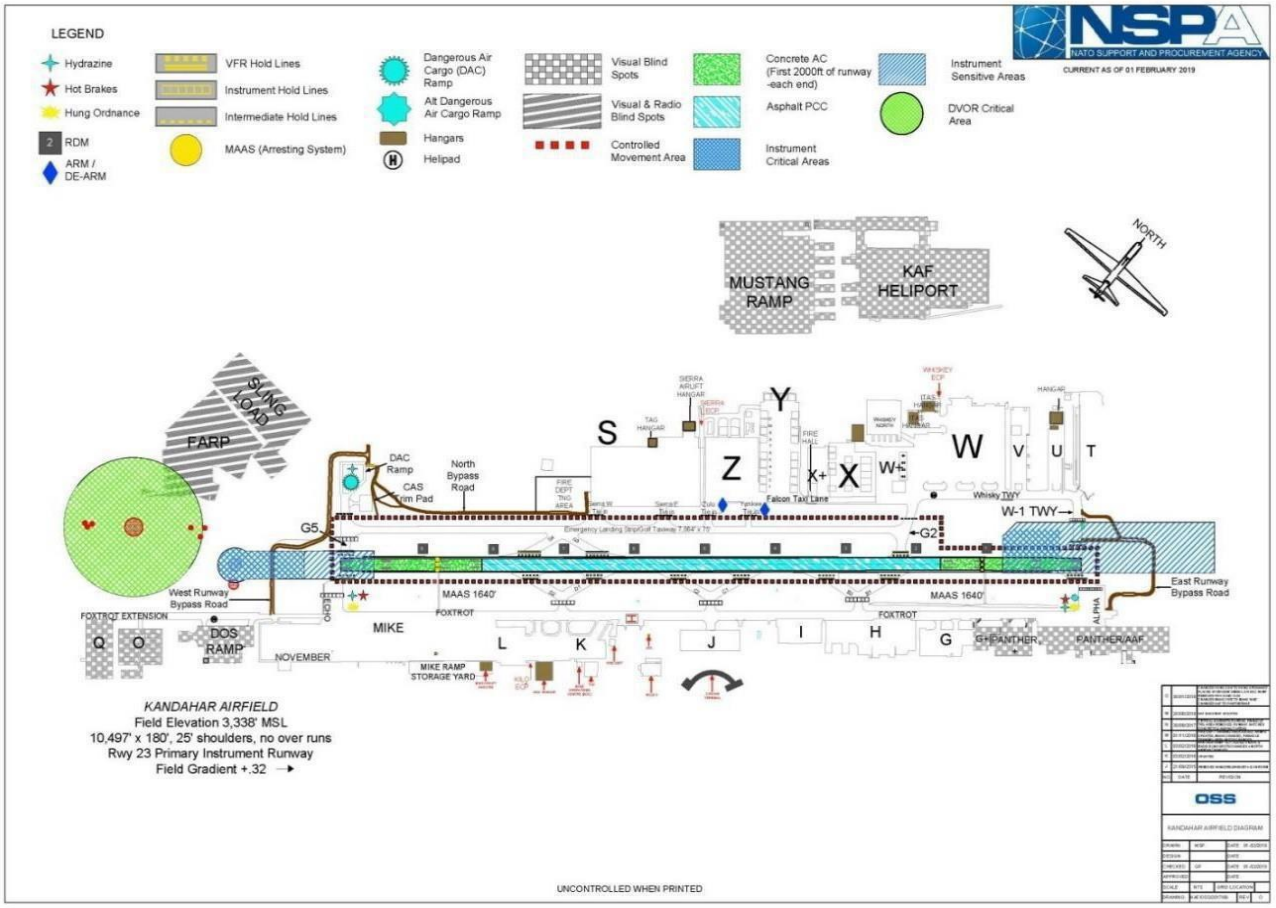
OAKN AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Kandahar International Airport		
1	Aerodrome Chart – ICAO	Produced
2	ACFT Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

2.24.1 **Airfield Diagram** (not to scale)

AERODROME CHART KANDAHAR (OAKN)	ARP: 313021N 0655052E	AD ELEV: 3338 ft



KANDAHR ADVISORY	125.5	121.5

RWY	TRUE BRG	THR PSN	THR ELV	ASI	ALS
05	050°	312951.63N 0655002.48E	3304ft	PAPI	Nil
23	230°	313050.68N 0655141.69E	3338ft	PAPI	Narrow Multi Cross

DECLARED DISTANCES

RWY	PCN	TORA	TODA	ASDA	LDA
05	57 R/B/W/T	3200 m (10497ft)	3200 m (10497ft)	3200 m (10497ft)	3200 m (10497ft)
23	57 R/B/W/T	3200 m (10497ft)	3200 m (10497ft)	3200 m (10497ft)	3200 m (10497ft)

INTERSECTION TAKEOFF

RWY	TWY	TORA
05	D2	7800ft
	D1	6550ft
23	B1	7600ft
	B2	6550ft

OAKN ATS 2 FEB 2023

OAKS – KHOST

OAKS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAKS– KHOST

OAKS 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	331704N0694826E The geographic center of the airfield
2.	Distance and direction from city	15km southwest from the city
3.	Elevation	1230m
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	Not determined
6.	Aerodrome Administration Telephone E-mail	Airport Director Mr. Haji Bahram Mosa Mobile : +93(0)7 + 93 776777676 Khost.airport@gmail.com Air port operational Deputy Director Mr:Emal khan +93(0) 770951753 yousufzoizadran104@gmail.com
7.	Types of traffic permitted	VFR Only
8.	Remarks	ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL), All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone) Expect to join traffic pattern on 45º Entry Leg for the RWY in use. All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC

OAKS AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	SR-SS
2.	Customs and Immigration	SR-SS
3.	Health and Sanitation	H 24
4.	AIS Briefing Office	SR-SS
5.	ATS Reporting Office	SR-SS
6.	MET Briefing Office	SR-SS
7.	Air Traffic Services	SR-SS
8.	Fueling	H 24
9.	Handling	SR-SS
10.	Security	H 24
11.	De-icing	SR-SS
12.	Remarks	Nil
13.	Overnight Parking	SR-SS
14.	Flight Permission Request	ACAA approval Required Email: flightpermissions@acaa.gov.af flightpermissions@gmail.com

OAKS AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Available
2.	Fuel and oil types	Jet A-1
3.	Fueling facilities and capacity Military ACFT Civil ACFT	Bowser Capacity 22000 liters, Total fuel Capacity 30000 liters. Nil Available
4.	De-icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAKS AD 2.5 PASSENGER FACILITIES

1.	Hotels	In the city
2.	Restaurant	In the city
3.	Transportation	Available
4.	Medical Facilities	Ambulance Available in the airport
5.	Bank and Post Office	In the city
6.	Tourist office	Available
7.	Remarks	Nil

OAKS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	CAT-7
2.	Rescue equipment	Available
3.	Capability for removal of disabled ACFT	Nil

OAKS AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OAKS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION / POSITIONS DATA

1.	Length, Surface and strength of apron	450m x 180m Concrete
2.	Width, surface, and strength of TWY	100m x 30m ASPHALT
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OAKS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	End of RWY Touch done zone RWY Markings Centerline RWY designators 1 x Windsock south of T/D zone RWY 07 1 x Windsock north of T/D zone RWY 25
3.	Stop Bars	Nil
4.	Remarks	Nil

OAKS AD 2.10 AERODROME OBSTACLES

1.	RWY 07	OAKS Obstacle Chart not published
2.	RWY 25	OAKS Obstacle Chart not published
3.	Remarks	Nil

OAKS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Available
2.	Hours of operation	H24
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing/consultation provided	Nil
6.	Flight documentation Language(s) used	English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Available
9.	ATS unit provided with information	Available
10.	Additional information	Nil

OAKS AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		07	25
1.	BRG True and MAG	68°M	248°M
2.	RWY Dimensions	2660m x 45m	
3.	PCN	PCN:63/F/B/x/4	
4.	THR Coordinates	331652N0694741E	331717N0694913E
5.	THR Elevation	1230m	1230m
6.	Slope of RWY/SWY	Nil	Nil
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	2780m x 150m	
10.	Obstacle-free zone	Nil	Nil
11.	Remarks	Nil	Nil

OAKS AD 2.13 DECLARED DISTANCES

RWY		07	25
1.	TORA	2660m	2660m
2.	TODA	2660m	2660m
3.	ASDA	2660m	2660m
4.	LDA	2660m	2660m
5.	Remarks	Nil	Nil

OAKS AD 2.14 APPROACH AND RWY LIGHTING

RWY		07	25
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colors and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
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	Nil	Nil
7.	Color of RWY end lights and wing bars	Nil	Nil
8.	Length and color of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAKS 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	Nil
5.	Remarks	Nil

OAKS AD 2.16 HELICOPTER LANDING AREA

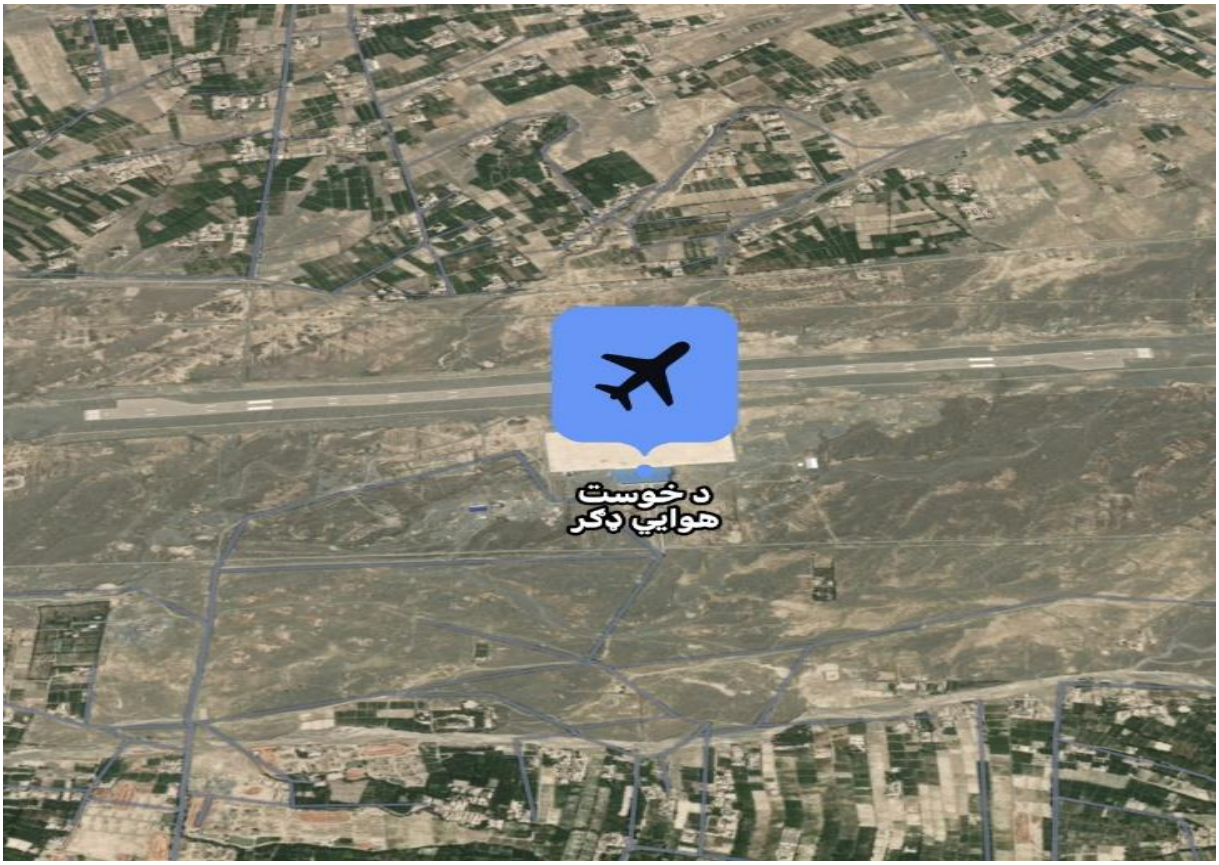
1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
2.	TLOF and/or FATO area elevation	Nil
3.	TLOF and FATO area dimensions, surface, strength, marking	Nil
4.	True and MAG BRG of FATO	Nil
5.	Declared distance available	Nil
6.	Approach and FATO lighting	Nil
7.	Remarks	Nil

OAKS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	ATZ: 5NM radius centered on ARP
2.	Vertical limits	ATZ: Surface up to, 7000FT AMSL
3.	Airspace Classification	FIZ: Class G
4.	Air Traffic Services unit call sign Language	FIZ: KHOST AFIS (Information Service) English
5.	Remarks	ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL), All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone) Expect to join traffic pattern on 45º Entry Leg for the RWY in use. All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC).

2.17.6 **KHOST Airspace Diagram**

OAKS FIZ (Flight Information Zone) Limits: 5NM Radius/7000FT AMSL



OAKS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
Aerodrome Flight Information Service (AFIS)	KHOST(AFIS)	123.500MHZ	SR-SS	Nil
GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil	Nil	

OAKS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil	Nil	123.5	Nil	Nil	Nil	Nil

OAKS AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL).

2.20.2. All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone)

2.20.3. Expect to join traffic pattern on 45º Entry Leg for the RWY in use.

All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC)

OAKS AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OAKS AD 2.22 FLIGHT PROCEDURES

2.22.1. NIL

OAKS AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OAKS AD 2.24 CHARTS RELATED TO THE AERODROME

2.24.1 Nil

OAUZ – KUNDUZ

OAUZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAUZ – Kunduz Airport (Qonduz, Kunduz, Qhunduz)

OAUZ AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification/discrepancies

1.	Aerodrome Reference Point (ARP) coordinates and site	363954N0685439E The geographic center of the RWY
2.	Distance/direction from city	5NM southeast of Kunduz City
3.	Elevation/Reference temperature	435m / 1 427ft AMSL / Not available
4.	Geoids undulation	42.66 m
5.	MAG VAR/Annual change	3.5° E (Mar 2010)
6.	Aerodrome Administration Address Mobile Telephone Telefax Telex E–mail AFS Address	Eng. Zubaid Anwari Airport Kunduz, Afghanistan +93 (0) 790225122 Nil Nil Zubaidanwari06@gmail.com Nil
7.	Approved for traffic Type(s)	VFR in VMC only
8.	Remarks	NIL

OAUZ AD 2.3 OPERATIONAL HOURS

1.	AD Office	SR-SS
2.	Custom and Immigration	N/A
3.	Health and Sanitary	N/A
4.	AIS Briefing Office	N/A
5.	ATS Reporting Office	07:00 am to 04:00pm

6.	MET Briefing Office	0000 – 2359Z
7.	ATS Telephone E-mail	Air Traffic Controller and Responsible for Air Traffic Management +93 (0) 799033784 +93 (0) 791835806 Faizmohammadyadgar8@gmail.com
8.	Fueling	N/A
9.	Handling	N/A
10.	Security	H24 TEL: +93 (0) 794043370
11.	De–icing	N/A
12.	Remarks	N/A

OAUZ AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	N/A
2.	Fuel/Oil types	Jet A–1
3.	Fueling facilities/capacity Responsible name Abdullrahman Telephone: E-mail:	N/A No pressurized refueling possible +93 (0) 767796034 N/A
4.	De–icing facilities	N/A
5.	Hangar space	N/A
6.	Repair facilities	N/A
7.	Remarks	UNHAS Office + 93 (0) 706004952

OAUZ AD 2.5 PASSENGER FACILITIES

1.	Hotels	N/A
2.	Restaurant	N/A
3.	Transportation	N/A
4.	Medical facilities	N/A
5.	Bank and Post Office	N/A
6.	Tourist office	N/A
7.	Remarks	N/A

OAUZ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	AD category for firefighting	CAT 5
2.	Firefighting equipment	1- FIRE FIGHTING TRAUCK (ROSENBAUER4*4) CAPACITY(6000LITER WATER -600LITER FOAM – 250KG DCP) 2- 1 fire extinguisher(DCP) 50kg 3- 1 fire extinguisher (CO2) 50kg 4- 1 fire extinguisher (FOAM) 50LT
3.	Capability for removal of disabled ACFT	N/A
4.	Remarks	UN provides a limited firefighting service for own ACFT

OAUZ AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	N/A
2.	Clearance priorities	TBD
3.	Remarks	N/A

OAUZ AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Apron surface and strength	Apron 1	In front of TWR / PAX building size 225m x 90m — concrete
			PCN: 42R/B/W/T
2.	TWY width, surface, and strength	TWY	At middle intersection – size 94m x 52m — concrete with asphalt layer
			PCN: 114F/A/W/T
3.	ACL location and elevation	TBD	
4.	VOR/ checkpoints	N/A	
5.	INS/ checkpoints	N/A	
6.	Remarks	N/A	

OAUZ AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand ID Signs, TWY guide lines, and visual docking/parking guidance system ACFT stands	Markings has been done since 2018
2.	RWY and TWY markings and LGT	RWY marking and TWY markings has been printed since 2018
3.	Stopbars	N/A
4.	Remarks	N/A

OAUZ AD 2.10 AERODROME OBSTACLES

1.	RWY 11	OAUZ no obstacle
2.	RWY 29	OAUZ no obstacle
3.	Remarks	Only security tension on West part of airfield

OAUZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Samullah Manager of MET Office call no (0730002671) Ibrahim member of MET Office call no (0731616163)
2.	Hours of operation	H24
3.	Office responsible for TAF preparation Periods of validity	N/A
4.	Type of landing forecast Interval of issuance	N/A
5.	Briefing /consultation provided	Yes
6.	Flight documentation Language(s) used	English
7.	Charts and other information available for briefing or consultation	N/A
8.	Supplementary equipment available for providing information	N/A
9.	ATS unit provided with information	Only ATC, MET information and Firefighting unit
10.	Additional information	N/A

OAUZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		11	29
1.	BRG True and Magnetic	113º True / 110ºMagnetic	293º True / 290ºMagnetic
2.	RWY Dimensions	8100ft(2469m) x 148ft(45m)	
3.	PCN	59 F/C/W/T	
4.	THR Coordinates	Unknown	Unknown
5.	THR Elevation	Unknown	Unknown
6.	Slope of RWY/SWY	Unknown	Unknown
7.	SWY Dimensions	Unknown	Unknown
8.	CWY Dimensions	Unknown	Unknown

9.	Strip Dimensions	Unknown	
10.	Obstacle free zone	Unknown	Unknown
11.	Remarks	Nil	

OAUZ AD 2.13 DECLARED DISTANCES

RWY		11	29
1.	TORA	Unknown	Unknown
2.	TODA	Unknown	Unknown
3.	ASDA	Unknown	Unknown
4.	LDA	Unknown	Unknown
5.	Remarks	New RWY markings	New RWY markings

OAUZ AD 2.14 APPROACH AND RWY LIGHTING

RWY		11	29
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAUZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics, and hours of operation	Nil
2.	LDI location and LGT Anemometer location and LGT	Nil
3.	TWY edge and center light lighting	Nil
4.	Secondary Power Supply	Nil

5.	Remarks	Nil

OAUZ AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates TLOF or THR of FATO	Unknown
2.	TLOF and FATO elevation M/FT	Unknown
3.	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4.	True and MAG BRG of FATO	Unknown
5.	Declared distances available	Unknown
6.	APP and FATO lighting	Unknown
7.	Remarks	Helicopters will be parked on the apron

OAUZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Designation and lateral Limits	Nil
2.	Vertical limits	Nil
3.	Airspace Class	Class G
4.	ATS unit call sign Language	KUNDUZ INFORMATION (Kunduz INFO) English
5.	Remarks	

OAUZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1.	2.	3.	4.	5.
Aerodrome Flight Information Service (AFIS)	Kunduz Operations (if TWR is manned)	130.350MHz	SR-SS	CTAF

OAUZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
N/A						

OAUZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Refer NOTAM or Contact Kunduz aerodrome for latest Local traffic procedures..

OAUZ AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. N/A.

OAUZ AD 2.22 FLIGHT PROCEDURES

2.22.1. N/A

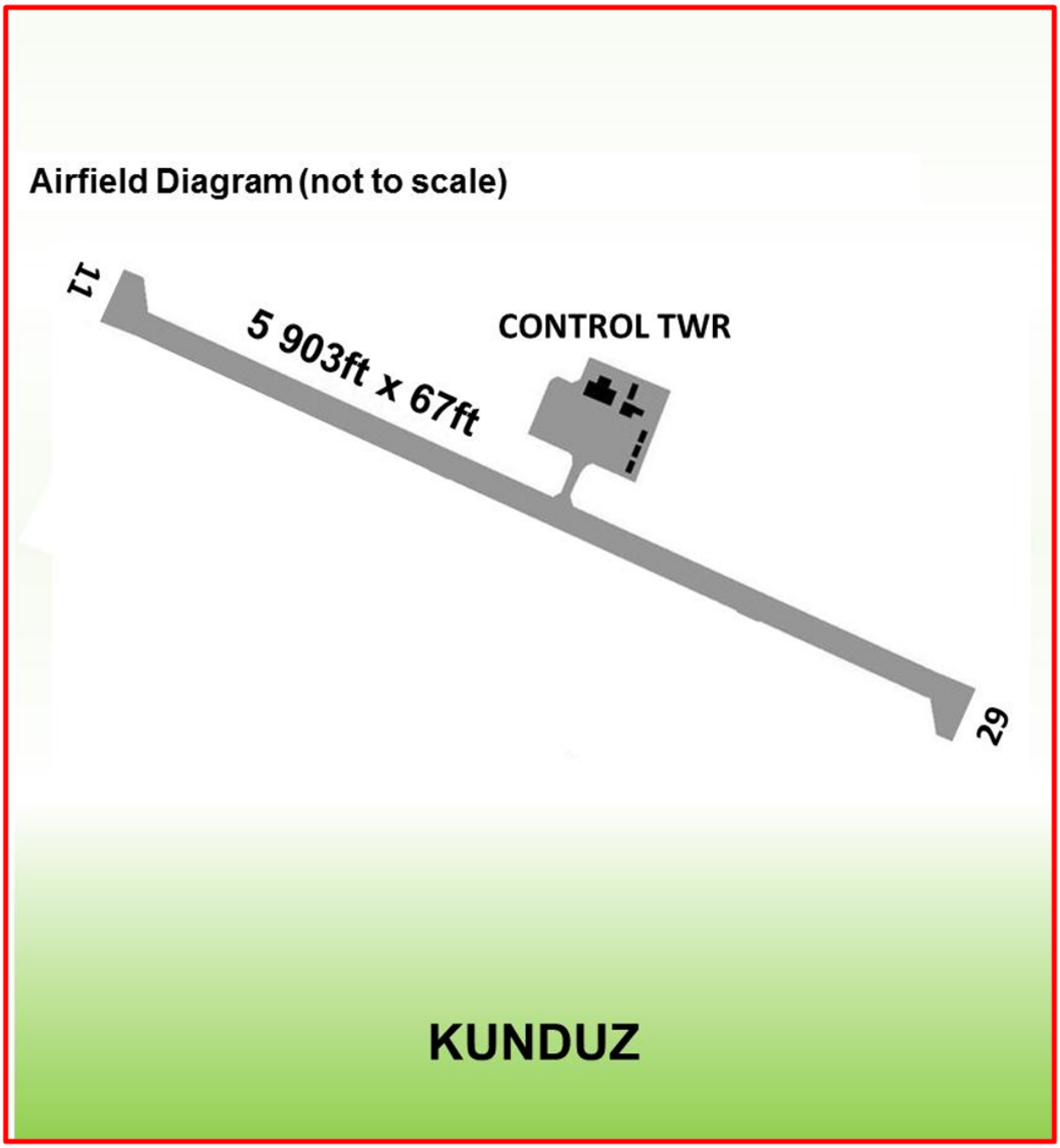
OAUZ AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OAUZ AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Kunduz Airport		
1	Aerodrome Chart – ICAO	Not produced
2	ACFT Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

2.24.1. **Airfield Diagram**



OAMN– MAIMANA

OAMN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAMN – Maimana (Maimana, Meymaneh, Maimanah)

OAMN AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification / discrepancies

1.	Aerodrome Reference Point (ARP) coordinates and its site	355550N0644540E The geographic center of the airfield
2.	Distance and direction from city	0.4NM north east of the city of Maimana
3.	Elevation and Reference temperature	2 752ft AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	3º E / Not determined
6.	Aerodrome Administration Telephone Tele-fax Telex Email AFS Address	Maimana airport manager +93 (0) 744554799 Nil Nil Ghulamsadiq82@gmail.com Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Maimana is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Maimana Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAMN on 118.1. This is not a control service, but advisory information only.

OAMN AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	12Hrs (on request)
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
7.	Air Traffic Services	Certified ATC. Traffic information may be provided on frequency 118.1. Max 12hrs if manned.

8.	Fueling	Nil
9.	Handling	Nil
10.	Security	Border police
11.	De–icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	Maimana Apron
14.	PPR procedures	Nil

OAMN AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity Military ACFT Civil ACFT	Nil Nil Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAMN AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	Nil
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OAMN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	Aerodrome category for fire fighting	Nil
2.	Rescue equipment	Nil
3.	Capability for removal of disabled ACFT	Nil

OAMN AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Glider
2.	Clearance priorities	Nil
3.	Remarks	Taxiway military long 73m, Width 32m, Distance 1400m west runway. Military RAMP long 352m, Width 114m to North East.

OAMN AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	90m x 60m. Strength 140 Tons, surface 30 cm concrete
2.	Width, surface, and strength of TWYs	Width 30 m, strength 140 Tons ,13cm asphalt
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OAMN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	Nil
3.	Stopbars	Nil
4.	Remarks	Nil

OAMN AD 2.10 AERODROME OBSTACLES

1.	RWY 14	OAMN Obstacle Chart not published
2.	RWY 32	OAMN Obstacle Chart not published
3.	Remarks	

OAMN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	MET office available
2.	Hours of operation	12 Hours (on request)
3.	Office responsible for TAF preparation Periods of validity	Unknown

4.	Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance	Landing report
5.	Briefing /consultation provided	12 Hours (on request)
6.	Flight documentation Language(s) used	Unknown English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	YES
10.	Additional information	Nil

OAMN AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		14	32
1.	BRG True and Mag	143.4T / 140.4M	323.4T / 320.4M
2.	RWY Dimensions	2 000m x 30m (6 561ft x 98ft)	
3.	PCN	PCN not determined — Asphalt	
4.	THR Coordinates	3556243N 06445290E	3555422N 06446036E
5.	THR Elevation	Unknown	Unknown
6.	Slope of RWY/SWY	Nil	Nil
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	2000m x 30m	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	60m turnarounds located at both ends of RWY	

OAMN AD 2.13 DECLARED DISTANCES

RWY		14	32
1.	TORA	Unknown	Unknown
2.	TODA	Unknown	Unknown
3.	ASDA	Unknown	Unknown

4.	LDA	Unknown	Unknown
5.	Remarks	Nil	Nil

OAMN AD 2.14 APPROACH AND RWY LIGHTING

RWY		14	32
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	PAPI	PAPI
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and Colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAMN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	AVBL
2.	Location and lighting of anemometer and landing direction indicator	Nil
3.	TWY edge and center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OAMN AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown
2.	TLOF and FATO area elevation	Unknown
3.	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4.	True and MAG BRG of FATO	Unknown
5.	Declared distance available	Unknown
6.	Approach and FATO lighting	Unknown
7.	Remarks	Nil

OAMN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	Nil
2.	Vertical limits	Nil
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	Nil English
5.	Remarks	Maimana is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Maimana Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAMN on 118.1. This is not a control service, but advisory information only.

OAMN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency(MHz)	Hours of operation	Remarks
Aerodrome Flight Information Service (AFIS)	Maimana Operations (if manned)	118.1 MHz	12 hours per day (if manned)	CTAF
GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil		
AIR OPERATIONS	Nil	Nil	Unknown	

OAMN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs.	Coordinates	Elevation	Remarks
Nil						

OAMN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Maimana OPS – callsign “Maimana operations **“may** be available on 118.1 MHZ for weather and traffic updates.

2.20.2. Over flying of MMN City is not allowed.

OAMN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Advise traffic pattern to be flown to the west of the airfield to avoid over flying the city.

OAMN AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil.

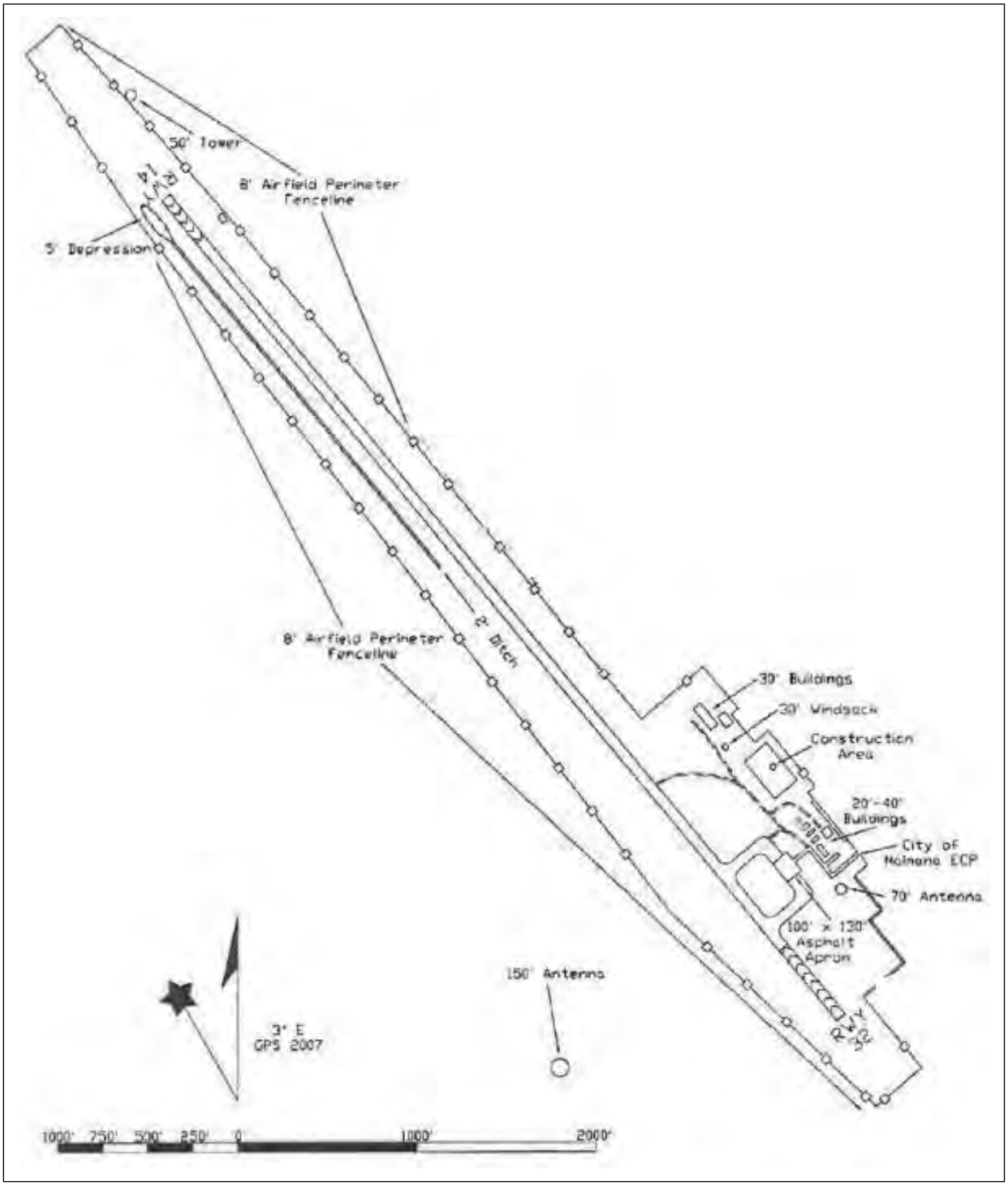
OAMN AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil.

OAMN AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Maimana Airport		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. Airfield Diagram (not to scale)



OAMS - MAWLANA JALALUDDIN MUHAMMAD BALKHI

OAMS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAMS – Mawlana Jalaluddin Muhammad Balkhi Airport

OAMS AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

1.	Aerodrome Reference Point (ARP) coordinates and its site	364225N 0671234E Center of TWY P
2.	Distance and direction from city	4.5 NM E from Mazar–e Sharif
3.	Elevation and Reference temperature	1 287ft AMSL / 38.6º C
4.	Geoid undulation	Nil
5.	Magnetic variation/Annual change	4° E (2019) / 0.04° E
6.	Civil Aerodrome Administration	Civil International Airport Management Airport Mawlana Jalaluddin Muhammad Balkhi, Afghanistan Airport President: Haji Abulwafa Osmani
	Operational Director: Telephone Email	Ahmad Khaled Ikhtyari Official Office No: 0093798030989 khaledikhtyari@gmail.com
	Air Traffic Management (ATM) Telephone Email	Mohammad kazim Karimi 0093799235252 kazim.karimi555@gmail.com
	Aeronautical Information Services	Civil AIS Office : MOIZ RAHMAN JAMSHIDI
	Telephone	0093790001832
	E-mail	Oams.ais.office@gmail.com Moizurrahman09@gmail.com
	AFS Address	Nil
7.	Types of traffic permitted	VFR / IFR / SVFR
8.	Remarks	All transient ACFT must submit a PPR request no earlier than 7 days in advance of proposed flight and no later than 24 HR prior to landing. Approved ETA.

		Exception: OAMS is a designated alternate airfield for Kabul (OAKB). Since OAMS airfield support services are not open 24 hours per day, prior notice via radio (to ATC) phone, or email (AIS Office) during the selection of OAMS as an alternate will enable sufficient preparation of all handling and serving requirements. In addition to published PPR procedures, all civil PPR requests for the civil airport side must be sent to the following; Flight Permission Office:
	E-mail Telephone	flightpermissions@acaa.gov.af flightpermissions.acaa@gmail.com +(93) 701696259, +(93)703803030

OAMS AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0030Z – 1730Z
2.	Customs and Immigration	0030Z – 1730Z
3.	Health and Sanitation	Mazar e Sharif Civil hospital branch provides primary Health care and O.P.D. service with one doctor and one nurse in the terminal. One equipped ambulance is available to carry patients to Mazar e Sharif Hospital in the case of severe sickness. Hours of Operation: 00:30 to 11:30Z (SR – SS) daily. H24 in Hajj process time.
4.	AIS Briefing Office	SR-SS
5.	ATS Reporting Office	N/A
6.	MET Briefing Office	0030Z – 1730Z
7.	Air Traffic Services	0030Z – 1730Z (outside listed hours, based on PPR)
8.	Fueling	SR-SS
9.	Handling	SR-SS
10.	Security	H24
11.	De–icing	O/R, see table. 2.4. (4)
12.	Remarks	Parking area available on civil side

OAMS AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	For Civil Only: Balkh Air Service: Provides all ground handling services BAS Ops Manager office no: +93 (0) 702020525 BAS Ramp Manager office no: +93 (0) 797655051			
		QTY	**EQUIPMENT**	**A/C TYPE**	**BRAND**
		1	Self-propelled stairs	All Wide Body	AMSS
		1	Towable stairs	MD83,87; B737 Airbus 319,320	TLE
		1	Self-propelled stairs	MD83,87; B737 Airbus 319,320	AMSS
		3	BELT LOADER	ALL AIRCRAFT	TLD
		4	Tractor, diesel		MULAG
		14	Pallet Dolly		LOMMA
		6	Dolly/Container Dolly turntable LD4		TCR
		10	Baggage Cart left side open		TCR
		1	7T FMC loader (15000 lbs.) 125 inches		Commander 15W
		1	7T loader (15000 lbs.) 96 inches		Commander 15W
		1	High loader 40K		
		1	Loader/40,000lbs		
		2	Tow bar/Lock pin type	Airbus 310, 130	CLYDE
		1	Tow bar	A318, 319, 320, 321	CLYDE
		1	Tow bar	B737	CLYDE
		1	Tow bar	B747	CLYDE
		1	Tow bar	B767-777	CLYDE
		1	Pushback		
		1	Ramp Ops truck		Suzuki
		2	Follow me		Hilux
		1	SpecializedWater truck		Vestergaard
		1	Specialized Toilet		Vestergaard

2.	Fuel Types	Civil: Jet A1, TC1, TS1
3.	Fuelingfacilities and capacity Civil:	KAM Oil Office No. +93 (0) 79 9444715 National Fuel +93(0)795000004
4.	De–icing facilities	2 De-icers available for all aircraft Only Type II is available.
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Starting unit	1 x GPU 140 KVA + 28V 1 x GPU 90 KVA + 28V 1 x ASU / Double hose
8.	Remarks	Max GND time on RS ramp 3 hrs. due to limited ramp capacity except for ACFT larger than C17.

OAMS AD 2.5 PASSENGER FACILITIES

1.	Hotels	In the town
2.	Restaurant	Available in Terminal
3.	Transportation	Taxi
4.	Medical facilities	Mazar e Sharif Hospital branch available in Terminal
5.	Bank and Post Office	Bank: Da Afghanistan Bank branch available in Terminal Ghazanfar Bank ATM available in Terminal Post Office: In the town
6.	Tourist office	In the town
7.	Remarks	Nil

OAMS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	ICAO Cat 7 For Firefighting
2.	Rescue equipment	Crash Tender FAUN 8000L Crash Tender FAUN 3500L Crash Tender Rosenbauer 6000L Crash Tender OSHKOSH 3500L Crash Tender OSHKOSH 3500L Crash Tender MK-10 2500L
3.	Capability for removal of disabled ACFT	NIL
4.	Remarks	NIL

OAMS AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Available
2.	Clearance priorities	Information on snow clearance published by SNOWTAM
3.	Remarks	Nil

OAMS AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Surface and strength of aprons	Ramp D	75m x 60m (246.1ft x 196.8ft) Asphalt PCN: 26 F/A/W/T
		ISAF Ramp	135m x 995m (442.9ft x 3 264.4ft) Concrete/Asphalt PCN – 75
		Ramp Z	192m x 475m (625ft x 1545ft) Concrete PCN: 124 R/B//W/T
		Ramp L	115m x 170m (377.3ft x 557.7ft) Asphalt PCN—21
		Ramp K	115m x 60m (377.3ft x 196.8ft) Asphalt PCN – Nil
		Ramp O	55m x 90m (180.4ft x 295.3ft) Asphalt PCN – 60
		Panther Ramp	274.5m x 274.5m (900.6 ft x 900.6 ft) Concrete PCN – Nil
2.	Width, surface, and strength of TWYs	TWY E	599m x 22.5m (965.2ft x 73.8ft) Concrete PCN—78
		TWY F	599m x 15m (965.2ft x 49.2ft) Concrete PCN—78
		TWY P	3289m x 44.5m (10790.7 ft x 146 ft) Asphalt PCN – 60 TWY P east of TWY E is closed for fixed wing aircraft. Contact tower for special use. TWY P west of TWY A is an uncontrolled movement area. Aircraft on TWY P west of A, taxi is uncontrolled. Taxi with caution due to uncontrolled ground movements.
		TWY S	210m x 15m (689ft x 49.2ft) Asphalt LCN–75
		TWY A	150m x 25m (492.1ft x 82ft) Asphalt PCN – Nil Not usable
		TWY B	150m x 25m (492.1ft x 82ft) Asphalt PCN: 86 F/B/W/T

		TWY C1	85m x 22m (278.9ft x 72.2ft) Asphalt PCN – Nil
		TWY C2	85m x 25m (278.9ft x 82ft) Asphalt PCN—Nil
		TWY G	325m x 38m (1066.3ft x 124.7ft) Concrete PCN 122/R/A/W/T
		TWY H	295m x 38m (967.8ft x 124.7ft) Concrete PCN 92/R/B/W/T
3.	Location and elevation of altimeter checkpoints	N/A	
4.	Location of VOR checkpoints	N/A	
5.	Position of INS checkpoints	N/A	
6.	Remarks	Risk of flooding on RWY and TWY Ramp K only to be used by HEL (MTOW 19to). No use of L ramp for RS ACFT except RS HEL.	

OAMS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Follow–Me, Marshaller TWY lines on TWY E and India Ramp allow the required minimum safety adhere to Follow-Me. No wing walking required by aircrew.
2.	RWY and TWYmarkings and lights	Precision Approach Category I Lighting System RWY edge lights white unidirectional Threshold lights RWY end lights TWY edge lights blue unidirectional Movement Area north of RWY 06 / 24 does not meet ICAO standards.
3.	Stopbars	Nil
4.	Remarks	Aircraft using RWY 06/24 must use the RWY 06/24 Hammerheads for turnarounds. Aircraft 180 degree turns not possible on any other part of RWY 06/24 surface. Exception: aircraft smaller than C-130 All aircraft using RWY Turn Pad One shall conduct a clockwise 180-degree turn. No counter clockwise turns permitted.

OAMS AD 2.10 AERODROME OBSTACLES

RWY Area affected		In approach/take off Areas	
		Obstacle type / Elevation Markings	Location Direction (GEO) Distance(M)
1.	DEP RWY06 ARR RWY24	Main gate 1298ft	078° 2416m FM ARP
	DEP RWY06 ARR RWY24	Main gate 1300ft	077° 2451m FM ARP
2.	DEP RWY24 ARR RWY06	3 hangars 1 368ft	238° 2350m FM ARP
	DEP RWY24 ARR RWY06	Rampart 1315ft	232° 1567m FM ARP
	DEP RWY24 ARR RWY06	Rampart 1314ft	232° 1591m FM ARP
	DEP RWY24 ARR RWY06	Transformer 1268ft	077° 2077m FM ARP

2.10.1 Power line towers are erected 2 NM south of the airport extending east and west within the OAMS CTR. Elevation 446 meters (1,464 feet) MSL and height 54 meters (177 feet) AGL. The power line towers are night marked.

OAMS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	OAMS MET OFFICE Contact by telephone Cell: +93 (0) 792254897 Civil MET Station: METAR and SPECI andTAF.
2.	Hours of operation	0030Z-1730Z
3.	Office responsible for TAF preparation, Periods of validity	Nil
4.	Type of landing forecast, Interval of issuance	Nil
5.	Type of observations Interval of issuance Type of observations Interval of issuance	METAR Hourly: between 50 and on the hour SPECI In case of significant weather changes
6.	Briefing /consultation provided	N/A
7.	Flight documentation and other information available for briefing or consultation Language used	METAR, SPECI, and TAF English
8.	Charts and other information available for briefing or consultation	METARs
9.	Supplementary equipment available for providing information	Meteorological observation system sensors including wind information provided by midfield sensors
10.	ATS unit provided with information	MAZAR TWR

11.	Additional information	Use station code OAMS: http://adds.aviationweather.noaa.gov/metars

OAMS AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		06	24
1.	BRG True	065.98º T	245.98º T
2.	RWY Dimensions	2 998m x 45m (9 836ft x 148ft)	
3.	PCN	69 F/C/W/T Asphalt	
4.	THR Coordinates	364203.00N 0671203.31E	364242.59N 0671353.65E
5.	THR Elevation Highest elevation of TDZ of precision APP RWY	THR 1 287ft TDZE 1 287ft	THR 1 267ft TDZE 1 269ft
6.	Slope of RWY	-0.6% / -0.0% / -0.4% 800 m / 1 978 m / 220 m (2 625 ft. / 6 489 ft. / 722 ft.)	0.4% / 0.0% / 0.6% 220 m / 1 978 m / 800 m (722 ft. / 6 489 ft. / 2 625 ft.)
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	275 m x 150 m (902 ft. x 492 ft.)	275 m x 150 m (902 ft. x 492 ft.)
9.	Strip Dimensions	3 118m x 300m (10 230ft x 984ft)	3 118m x 300m (10 230ft x 984ft)
10.	Obstacle free zone	Nil	Nil
11.	ACFT Arresting Systems	Nil	Nil
12.	Remark	Overruns, asphalt, RWY shoulder asphalt, both sides 3m, PCN 54/R/C/W/T Turn Pad One (1) south side of RWY 06 / 24 begins at 308m (1010.5 ft) from RWY 06 threshold. Turn Pad One (1) size is 80m x 30m (262.5ft x 98.4ft). See Airfield Diagram at 2.24.2	Overruns, asphalt, RWY shoulder asphalt, both sides 3m, PCN 54/R/C/W/T Turn Pad One (1) south side of RWY 06 /24 begins at 2536.5m (8321.9ft) from RWY 24 threshold. Turn Pad One (1) size is 80m x 30m (262.5ft x 98.4ft). See Airfield Diagram at 2.24.2.

OAMS AD 2.13 DECLARED DISTANCES

RWY		06	24
1.	TORA	2 998m (9 836ft)	2 998m (9 836ft)
2.	TODA	3 273m (10 738ft)	3 273m (10 738ft)
3.	ASDA	2 998m (9 836ft)	2 998m (9 836ft)
4.	LDA	2 998m (9 836ft)	2 998m (9 836ft)
5.	Remarks	Nil	Nil

OAMS AD 2.14 APPROACH AND RWY LIGHTING

RWY		06	24
1.	Type, length, and intensity of approach lighting	Precision Approach Category I Lighting System 900m	Precision Approach Category I Lighting System 900m
2.	Threshold lights, colours, and wing bars	Green — No Wing bar	Green — No Wing bar
3.	Type of visual approach slope indicator system	PAPI	PAPI
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	2 998 m — 60 m White	2 998 m — 60 m White
7.	Colour of RWY end lights and wing bars	Red — No Wing bars	Red — No Wing bars
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAMS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	Green/White
2.	Location and lighting of anemometer and landing direction indicator	Nil
3.	TWY edge and center line lighting	TWY edge lights only
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	No blue edge lights on TWY P beginning 200 meters east of TWY C2 to Oscar Ramp

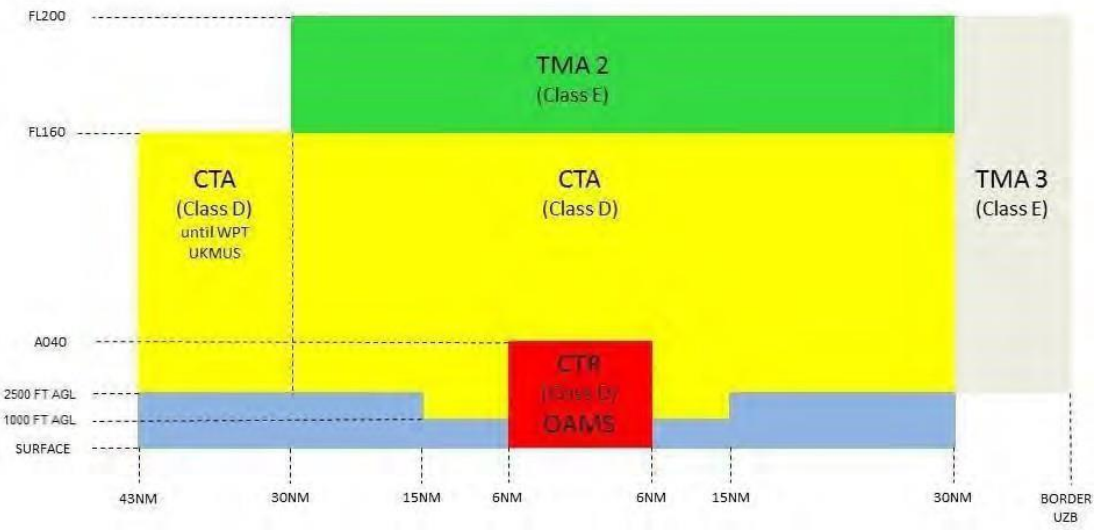
OAMS AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO) Geoid undulation	Nil Nil
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

OAMS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	**CTR**:6NM circle centered on the ARP
2.	Vertical limits	**CTR**: Surface to 4000ft AMSL.
3.	Airspace Classification	CTR: Class G
4.	Air Traffic Services unit call sign Language	CTR: Mazar Tower English
5.	Remarks	ATS conforms to ICAO regulations and procedures.

OAMS ATS AIRSPACE STRUCTURE



OAMS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
APP	NIL	NIL	NIL	Emergency Frequencies 121.500MHz 243.000MHz
TWR	MAZAR TOWER	135.350 126.125	0030Z 1730Z	
GROUND	Nil	Nil	Nil	

OAMS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19.1. In case of jamming of tower frequencies, DVOR (AMS) may indicate failure. MAZAR Tower shall broadcast a jamming warning on all possible frequencies.

Facility	Ident (emission)	Frequency	Hours	Coordinates	DME antenna Elevation	Remarks
DVOR/DME (4º /2013)	AMS	CH 115X 116.800 MHz	H24	364207.6N 0671240.5E	1 294ft	Nil
ILS 06 CAT 1			Unserviceable (Expired)			
					1 298ft	* Ghost Frequency
ILS 24 CAT 1			Unserviceable (Expired)			
						Nil
						Nil
					1 274ft	* Ghost Frequency

OAMS AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. When operating in OAMS Class G airspace, aircrews are responsible for their own terrain clearance at all times and must ensure that own separation is maintained.

Exemption: In case of emergencies, e.g. MEDEVAC or QRF flights with blocked RWY, deviations may be approved.

2.20.2. Taxi Procedures

2.20.2.1. All ACFT shall adhere to ATC and Follow–Me/Marshaller taxiing instructions.

2.20.2.2. TWY Foxtrot-South is only useable for ACFT C-130/C–160 or smaller. Follow instructions by ATC.

2.20.2.3. Low wing ACFT with heavy wake turbulence category shall shut down outer engines to prevent FOD and soiling while taxiing on TWY E, F.

2.20.2.4. TWY Caution – Dogs and jackals within the vicinity of all taxiways

2.20.2.5. Large aircraft exercise caution during taxi operations on TWY P between TWY F and TWY E due to large surface irregularities. Aircraft use caution on TWY P between TWY B and TWY E due to poor pavement conditions.

2.20.2.6. The intersection of TWY P and TWY B is identified as a Hot Spot. TWY P west of TWY B is also identified as a Hot Spot. Possible uncontrolled movement of vehicles and towed aircraft in these areas

OAMS AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Over flight of MAZAR–E SHARIF noise abatement zone (NAZ) shall be avoided at altitudes below 4 000ft AMSL. MAZAR–E SHARIF TOWN NAZ is defined by a circle and radius 1.4 NM centered at 364240N 0670636E.

OAMS AD 2.22 FLIGHT PROCEDURES

2.22.1. Departing ACFT is to contact MAZAR TOWER before Start up.

2.22.2. All ACFT operating within the OAMS CTR shall operate on local QNH during the hours of ATC operation.

2.22.3. **Weather Minima:**

2.22.4. **VFR**

2.22.4.1. VFR Weather minima within OAMS CTR are 5000m visibility, 1500ft ceiling.

2.22.5. **Special VFR (SVFR)**

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

2.22.5.2. Special VFR (SVFR) may be approved if the following conditions are met:

a) FW – Minimum 1500 m ground visibility, ceiling not below 1500 ft AGL

b) RW – Minimum 800 m ground visibility, clear of clouds

2.22.6. **IFR**

2.22.6.1. IFR approach minima apply in accordance with the published instrument approach procedures.

2.22.7. **No Radio (NORDO) Procedures**

2.22.7.1. If a communication failure precludes compliance with ICAO ANNEX 2 – Rules of the Air, the ACFT shall comply with the voice communication failure procedures of ICAO ANNEX 10, Volume II, and with the applicable following procedure.

2.22.8.1.1 NORDO ACFT shall attempt to (re-) establish communications with MAZAR TWR or using all other available means and set transponder to Code 7600. In addition, ACFT participating as AD traffic at OAMS have to follow the instructions given by visual signals.

2.22.8.1.2. All ACFT should avoid flying over Mazar-e-Sharif city

2.22.7.2. **In visual meteorological conditions (VMC) under VFR or IFR**

2.22.8.2.1. **ACFT shall continue flying in VMC:**

a) Continue approach for the RWY in use (indicated by APP lights in use or according to ATIS information);

b) Fly RWY heading along TWY P at 3,000 ft MSL with gear down, showing landing lights and flashing all available ACFT lighting;

c) At the end of the TWY P turn north for a northern closed traffic pattern at or above 3,000 ft MSL and in the absence of a red light or flare – land on the RWY in use.

2.22.7.3. **Only in instrument meteorological conditions (IMC) and under IFR**

a) ACFT in OAMS controlled airspace shall maintain the last assigned altitude and airspeed or minimum safe altitude (MSA) of 12,000 ft MSL whichever is higher. Hold altitude and airspeed for 20 minutes. Thereafter, adjust altitude and airspeed in accordance with the filed flight plan.

b) Proceed according to flight plan route to instrument approach fix of a published instrument approach at OAMS.

c) If required to descent for the approach prior to the approach fix, given approach time or estimated time of arrival (ETA), enter holding and descent in the holding.

d) If you are unable to comply with the published instrument approach at OAMS, unable to comply with estimated approach time (ETA) or ACFT in an emergency: squawk 7700 and comply with c.

e) Land, if possible, within 30 minutes after the ETA or the last acknowledged ETA whichever is later.

f) If landing cannot be performed, execute the published missed APCH procedure, re-enter the appropriate holding, climb to at least FL160 within the holding and divert to the alternate aerodrome.

g) Ensure RWY is clear and in the absence of a red light or flare (as a visual signal), land on the RWY in use. Be prepared to initiate “go around” due to conflicting traffic or a blocked RWY.

h) ACFT that are experiencing NORDO after clearance to land has been issued:

i) Proceed for landing in the absence of red light or flare. Once safely on the ground, NORDO ACFT shall follow the below procedures

2.22.7.4. **NORDO after Landing**

2.22.7.4.1 **NIL**

2.22.7.4.2 **After Landing–Civil ACFT**

Civil ACFT destined for Lima Ramp shall vacate the RWY via the next available TWY, then stop and wait for Ground assistance.

2.22.7.5. **NORDO on the ground**

2.22.7.5.1. **NORDO ACFT prior takeoff while taxiing**

The ACFT shall stop, hold position on the TWY, keep engines running and wait for Follow-Me. Expect to return to the parking position.

2.22.7.5.2. **NORDO ACFT prior takeoff and lined up for departure**

If lined up on the RWY, the ACFT shall taxi off the RWY and vacate as prescribed in 2.22.8.4.2.

2.22.8. **Acknowledgment by an ACFT**

2.22.8.1. When in flight:

a. During the hours of daylight: by rocking the ACFT's wings

NOTE: This signal should not be expected on the base and final legs of the approach.

b. During the hours of darkness: by flashing on and off twice the ACFT's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

2.22.8.2. When on the ground:

a. During the hours of daylight: by moving the ACFT's ailerons or rudder;

b. During the hours of darkness: by flashing on and off twice the ACFT's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

OAMS AD 2.23 ADDITIONAL INFORMATION

2.23.1. Due to intensive bird activity in the airport area between March and October, it is recommended to avoid low–level tactical departures (below 30ft AGL).

2.23.2. Practice approaches for non-home-based aircraft are permitted on a case-by-case basis. Coordinate all requests with ATC when inbound for practice approach availability.

2.23.3. Remaining Distance Markers (RDM) located on the north side only. RDMs are not illuminated.

2.23.4. VFR hold lines are not collocated with mandatory holding position signs at all Taxiways.

2.23.5. Dogs, jackals, and Birds observed on all parts of the movement area. Aircrews use extreme caution during takeoff, landing and taxiing.

2.23.6. Braking action values will be given as ‘RWY condition code.

2.23.7 All traffic shall use caution on taxiway P between E and F due event surfaces.

2.23.8. De-icing of aircraft

2.23.8.1. At OAMS airport there are no defined de-icing areas. De-icing will be performed on the parking positions or on taxiway P.

2.23.8.2 Requests for de-icing shall be addressed to:

2.23.8.3. De-icing requests will be handled generally on a first-come-first-serve basis to internal priority list.

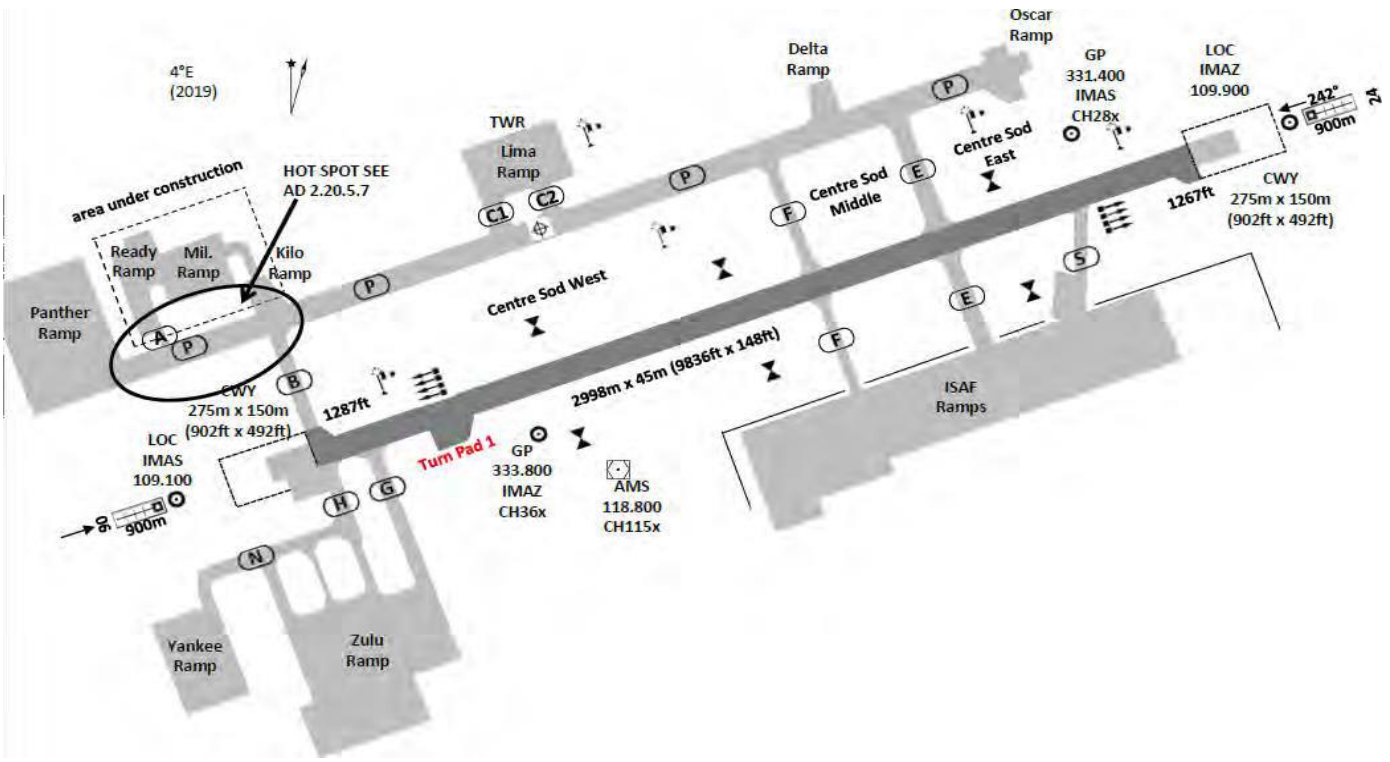
OAMS AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Mazar–e Sharif Airport		
1	Aerodrome Chart – ICAO	Produced – see 2.24.2
2	ACFT Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (departure and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Produced – see 2.24.1
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument – ICAO	Not produced
10	Instrument Approach Chart – ICAO	Produced – see 2.24.1
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

2.24.1. Instrument approach and departure procedures are designed in accordance with US TERPS.

2.24.2. Airfield Diagram

AERODROME CHART MAZAR-E-SHARIF (OAMS)	ARP: 364225N 0671234E	AD ELEV: 1287FT



MAZAR CONTROL	126.125	399.550	121.250
MAZAR TOWER	135.350	127.375	396.000

RWY	TRUE BRG	THR PSN	TDZE	ASI	ALS
06	065.98°	364203.00N 0671203.31E	1287	PAPI	Narrow Multi Cross
24	245.98°	364242.59N 0671353.65E	1269	PAPI	Narrow Multi Cross

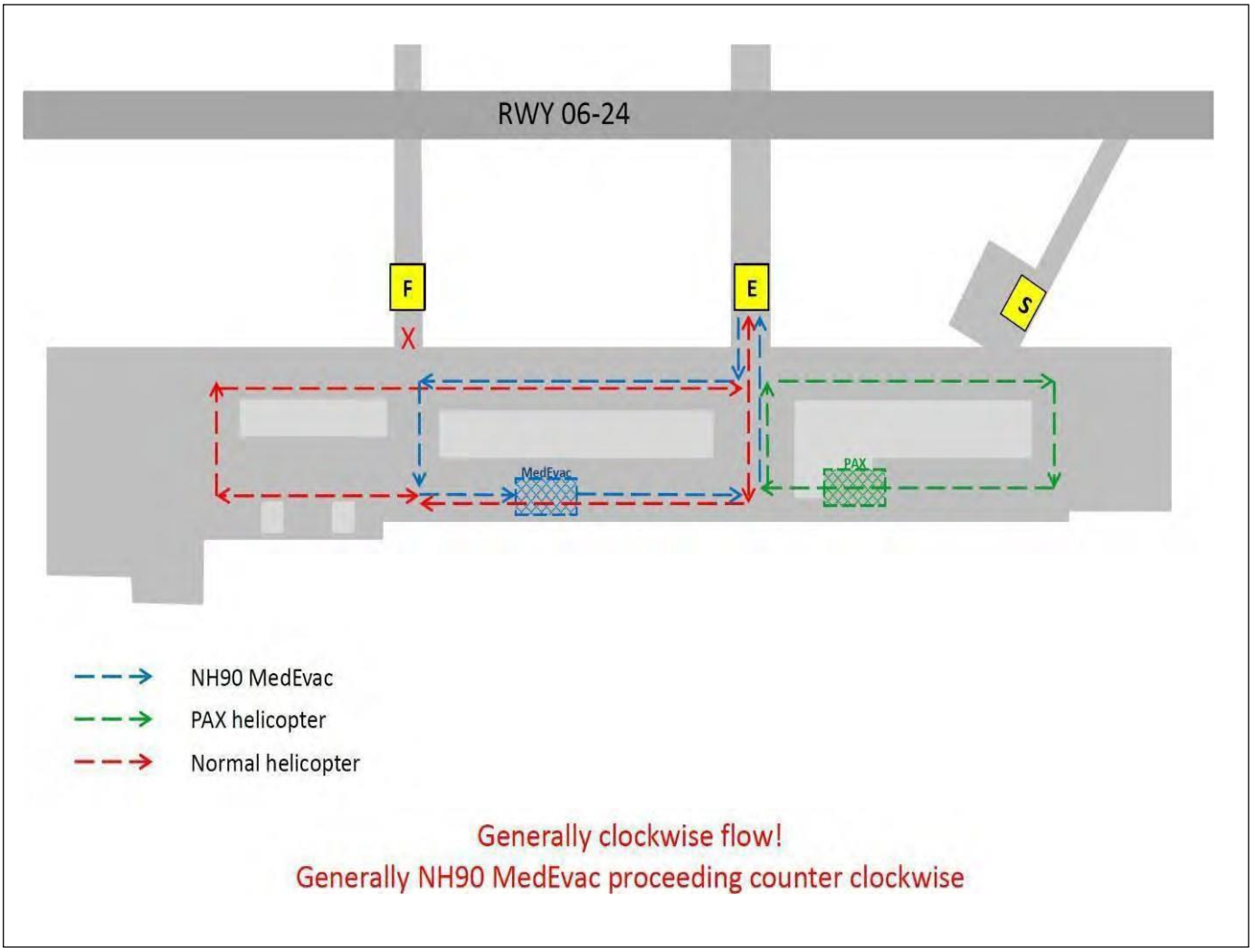
DECLARED DISTANCES

RWY	PCN	TORA	TODA	ASDA	LDA
06	69 F/C/W/T	2998 m (9836 ft)	3273 m (10738 ft)	2998 m (9836 ft)	2998 m (9836 ft)
24	69 F/C/W/T	2998 m (9836 ft)	3273 m (10738 ft)	2998 m (9836 ft)	2998 m (9836 ft)

INTERSECTION TAKEOFF

RWY	TWY	TORA	TODA	ASDA
06	G	2835 m (9300 ft)	3110 m (10203 ft)	2835 m (9300 ft)
	F	1295 m (4249 ft)	1570 m (5151 ft)	1295 m (4249 ft)
	E	864 m (2833 ft)	1139 m (3736 ft)	864 m (2833 ft)
24	S	2609 m (8560 ft)	2884 m (9462 ft)	2609 m (8560 ft)
	E	2160 m (7086 ft)	2435 m (7989 ft)	2160 m (7086 ft)
	F	1721 m (5647 ft)	1996 m (6549 ft)	1721 m (5647ft)

2.24.3. Helicopter Taxi Circuit on ISAF Ramp



OANZ – NIMROZ

OANZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OANZ– NIMROZ

OANZ 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	305748N0620338E
2.	Distance and direction from city	17 km East of Zaranj city
3.	Elevation and Reference Temperature	1581ft. (482m(AMSL
4.	Geoids Undulation	Not determined
5.	Magnetic Variation / Annual Change	Not determined
6.	Aerodrome Administration Telephone Email	Mr. Ahmad Naween Azami +93-(0)-707072340 +93-(0)-749814929 naween.azami1366@gmail.com siar.khan.1392@gmail.com
7.	Types of Traffic Permitted	VFR only
8.	Remarks	Nimroz uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Zaranj Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OANZ on 118.1 This is not a control service, but advisory information only.

OANZ AD 2.3 OPERATION HOURS

1.	Aerodrome Administration	SR-SS
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
7.	Air Traffic Services	Nil

8.	Fuelling	Nil
9.	Handling	Nil
10.	Security	ABP (Afghan Border Police) H24
11.	De–Icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	Nil
14.	PPR Procedures	Nil

OANZ AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo Handling Facilities	Nil
2.	Fuel and Oil Types	Nil
3.	Fuelling Facilities and Capacity	Nil
4.	De–Icing Facilities	Nil
5.	Hangar Space for Visiting ACFT	Nil
6.	Repair Facilities for Visiting ACFT	Nil
7.	Remarks	Nil

OANZ AD 2.5 PASSENGER FACILITIES

1.	Hotels	In the city
2.	Restaurant	In the city
3.	Transportation	Nil
4.	Medical Facilities	In the city
5.	Bank and Post Office	In the city
6.	Tourist Office	Nil
7.	Remarks	Nil

OANZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	Aerodrome Category for Fire Fighting	Nil
2.	Rescue Equipment	Nil

OANZ AD 2.7 SEASONAL AVAILABILITY

1.	Types of Clearing Equipment	Nil
2.	Clearance Priorities	Nil

OANZ AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Surface, Strength, and Size of Apron	100 x 50 Asphalt
2.	Width, Surface, and Strength of TWY	100 x 30 Asphalt
3.	Location and Elevation of Altimeter Checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OANZ AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT Stand Identification Signs, TWY Guide Lines and Visual Docking/Parking Guidance System at ACFT Stands	Nil
2.	RWY and TWY Markings and Lights	RWY, TWY, Threshold and Touchdown Zone marking available
3.	Stopbars	Nil
4.	Remarks	

OANZ AD 2.10 AERODROME OBSTACLES

1.	RWY 14	No Obstacle
2.	RWY 32	No Obstacle
3.	Remarks	Nil

OANZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of Operation	8H
3.	Office Responsible for TAF Preparation	Nil

	Periods of Validity	
4.	Type of Landing Forecast Interval of Issuance	Nil
5.	Briefing / Consultation Provided	Nil
6.	Flight Documentation Language(s) used	English
7.	Charts and Other Information Available for Briefing or Consultation	Nil
8.	Supplementary Equipment Available for Providing Information	Nil
9.	ATS unit provided with information	Zaranj TWR
10.	Additional Information	Nil

OANZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		14	32
1.	BRG True and Mag	MAGN 135 °/ TRUE 133°	MAGN 315°/ TRUE 313°
2.	RWY Dimensions	2740m x 45m Asphalt	
3.	PCN	78F/C/X/P	
4.	THR Coordinates	305821N0620305E	305714N0620412E
5.	THR Elevation	482M	481.5M
6.	Slope of RWY / SWY	Nil	Nil
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	Nil	
10.	Obstacle Free Zone	Nil	Nil
11.	Lateral Clearances	Nil	

12.	Transverse Grades	Nil
13.	Remarks	Nil

OANZ AD 2.13 DECLARED DISTANCES

RWY		14	32
1.	TORA	2740M 8989FT	2740M 8989FT
2.	TODA	2740M 8989FT	2740M 8989FT
3.	ASDA	2740M 8989FT	2740M 8989FT
4.	LDA	2740M 8989FT	2740M 8989FT
5.	Remarks	Nil	Nil

OANZ AD 2.14 APPROACH AND RWY LIGHTING

RWY		14	32
1.	Type, Length, and Intensity of Approach Lighting	Nil	Nil
2.	Threshold Lights, Colours, and Wing Bars	Nil	Nil
3.	Type of Visual Approach Slope Indicator System/Approach Angle	Nil	Nil
4.	Length of RWY Touchdown Zone Indicator Lights	Nil	Nil
5.	Length, Spacing, Colour, and Intensity of RWY CL Lights	Nil	Nil
6.	Length, Spacing, Colour, and Intensity of RWY Edge Lights	Nil	
7.	Colour of REIL and Wing Bars	Nil	
8.	Length and Colour of Stop Way Lights	Nil	
9.	Remarks	Nil	

OANZ 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 center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OANZ AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates, Touchdown and Lift–Off Point (TLOF) or Threshold of Final Approach and Take–Off (FATO)	Nil
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

OANZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace Designation and Lateral Limits	Nil
2.	Vertical Limits	Nil
3.	Airspace Classification	Class G
4.	Air Traffic Services Unit Callsign Language	Nil
5.	Remarks	Nil

OANZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of Operation	Remarks
1.	2.	3.	4.	5.
TWR				CTAF

GROUND	Zaranj TWR	118.1	8H	
ATIS	Nil	Nil	Nil	
Aerodrome Flight Information Service (AFIS)	Nil	Nil	Nil	

OANZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OANZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OANZ AD 2.21 NOISE ABATEMENT PROCEDURES / NO FLY AREAS

2.21.1. Nil

OANZ AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OANZ AD 2.23 ADDITIONAL INFORMATION AND HAZARDS

2.23.1. Nil

OANZ AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Nimroz		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram (Not Available)**

OAQA – QALAT

OAQA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAQA – Qalat (Kalat, Qelat, Kalaat, Kelat)

OAQA 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	320802N0665356E The geographic center of the airfield
2.	Distance and direction from city	2 miles north west of the town of Qalat
3.	Elevation and Reference temperature	5383ft AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	2º E / Not determined
6.	Aerodrome Administration Telephone Tele-fax Telex Email AFS Address	CTZ Brigade Aviation Element VOSIP: 718–551–5679 or 718–551–5532 DSN 303–551–5679 Nil Nil Nil Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Nil

OAQA AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	Nil
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
7.	Air Traffic Services	H24
8.	Fueling	Nil
9.	Handling	Nil
10.	Security	Nil
11.	De–icing	Nil
12.	Overnight Parking	Nil

13.	PPR procedures	Contact Battlespace owner for deconfliction if flights are not recorded on the “hard-frag” or “latest and greatest.”
14.	Remarks	Call VOSIP 718–551–5679 or DSN 303–551–5679 to coordinate arrangements for airfield security. Security can be provided by CTZ (FOB Apache) on a non-interference basis and if coordinated in advance. (Recommend 24–48hrs advance notice).

OAQA AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity Military ACFT Civil ACFT	Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	There is no MHE immediately available; however, with coordination, the use of two extended boom forklifts in FOB Apache may be possible.

OAQA AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	Nil
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OAQA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	CFR (crash/fire/rescue) located on FOB Apache.
2.	Rescue equipment	Nil
3.	Capability for removal of disabled ACFT	Nil

OAQA AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	The airfield will be unusable during or following rain. Call VOSIP 718–551–5679 or DSN 303–551–5679for update.

OAQA AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1.	Surface and strength of aprons	Compacted Dirt
2.	Width, surface, and strength of TWYs	Nil
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Qalat LZ is maintained by the Afghanistan Ministry of Transportation (MOT), and airfield grading and compacting are performed regularly by a contractor hired by the MOT

OAQA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	Nil
3.	Stopbars	Nil
4.	Remarks	Nil

OAQA AD 2.10 AERODROME OBSTACLES

1.	RWY 02	RWY 02 FOB Apache and ANA Compound are in approach/departure clearance zone. Major penetrations are: – 58ft Silos on west side of ANA compound – 42ft Antenna in center of ANA compound – 50ft Platform and Antenna on the west side of FOB Apache FOB Apache and the ANA compound is located 500ft from the threshold of RWY 02. This violates the criteria for the glide slope (ETL 04–7, Table 7) and the Accident Potential Zone (ETL 04–7, Table 8). FOB Apache and the ANA compound are well lit and may affect ACFT operations at night unless coordinated to have them turned off Approx. one-foot mound borders graded portions of LZ in the clear zone, and the edge of the hammerhead. Approx. one-foot deep ditch located behind mound bordering LZ and hammerhead.
2.	RWY 20	Approx. 18ft high concrete barriers line back a third of hammerhead; approx. 10ft beyond hammerhead. Large mounds on both East and West side of RWY 20 exceed max gradient slope. The entire length of East side of RWY 20 has +7–11% gradient slope the first 5ft of the maintained area. From the approach end to 1000ft on West side of RWY 20 has a +7% gradient slope the last 10ft of the graded area. West side of RWY 20 midfield has a +11% gradient slope the last 20ft of the graded area. 900ft southwest of the hammerhead, FOB Apache has a PTDS that extends from the surface to 2,000ft AGL. PTDS tether has flags, and the balloon itself has a visible light for night operations.
3.	Remarks	Helicopters are not to overfly ingress and egress any construction or living areas associated with FOB Apache. Ensure go-around via RWY 20 include an immediate climbing left turn, from the departure end; to the EAST IOT avoid the PTDS.

OAQA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	Nil
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing /consultation provided	Nil

6.	Flight documentation Language(s) used	Nil
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OAQA AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		02	20
1.	BRG True and Mag	024.8T / 022.8M	204.8T / 202.8M
2.	RWY Dimensions	4 925ft x 113ft	
3.	PCN	PCN not determined — Sandy / Clay/ Pea Gravel	
4.	THR Coordinates	320740N0665344E	320824N0665408E
5.	THR Elevation	5 369ft	5 383ft
6.	Slope of RWY/SWY	+0.30	–0.30
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	Unknown	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	Nil	Nil

OAQA AD 2.13 DECLARED DISTANCES

RWY		02	20
1.	TORA	Unknown	Unknown
2.	TODA	Unknown	Unknown
3.	ASDA	Unknown	Unknown
4.	LDA	Unknown	Unknown
5.	Remarks	Nil	Nil

OAQA AD 2.14 APPROACH AND RWY LIGHTING

RWY		02	20
1.	Type, length, and intensity of approach lighting	Nil	Nil

2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAQA 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 center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OAQA AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
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

OAQA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	ATZ: 4NM radius centered on 320802N 0665357E
2.	Vertical limits	SFC to 2500ft AGL
3.	Airspace Classification	Class G

4.	Air Traffic Services unit call sign Language	Apache Tower
5.	Remarks	Qalat Tower services are currently provided from the old Lagman Tower and will be moving across to the new Qalat Tower facility in the near future.

OAQA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	Apache	119.875 235.7	H24	Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz
GROUND, LZ/PZ Control	LZSO	125.200	On Request	
ATIS	Nil	Nil	Nil	
AIR OPERATIONS	Apache	119.875 235.7	H24	

OAQA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OAQA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil.

OAQA AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil.

OAQA AD 2.22 FLIGHT PROCEDURES

2.22.1. Recommended to land RWY 20 and depart RWY 02.

OAQA AD 2.23 ADDITIONAL INFORMATION

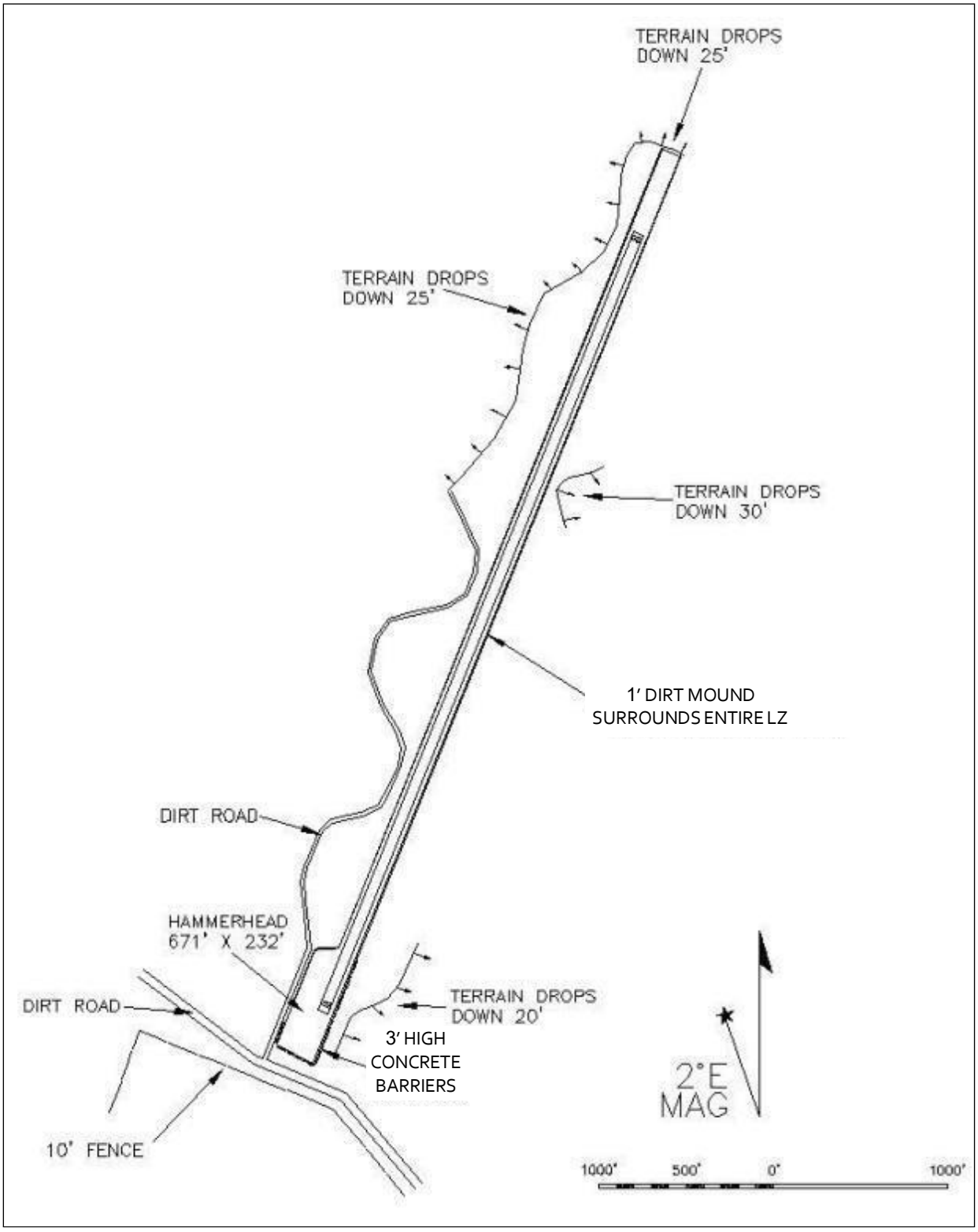
2.23.1. Nil.

OAQA AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Qalat Airport		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced

5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram** (not to scale)



OAQN – QALA–I–NAW

OAQN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAQN– Qala–I–Naw (Qalanou, Qal'ah–ye Now)

OAQN AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1.	Aerodrome Reference Point coordinates and its site	345909N0630704E The geographic center of the airfield
2.	Distance and direction from city	One mile west of the Qala–I–Naw town center
3.	Elevation and Reference temperature	2 968ft AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	3º E / Not determined
6.	Civil Aerodrome Administration Telephone Tele-fax Telex Email AFS Address	 +93 (0) 799415228 +93 (0) 795010390 Nil Nil Nil
7.	Military Aerodrome Administration	Nil
8.	Types of traffic permitted	VFR only
9.	Remarks	Qala-I-Naw is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF:243.0 preferably, 121.5 if VHF capable only) in addition to Qala-I-Naw Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OAQN on 118.1. This is not a control service, but advisory information only.

OAQN AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0330Z – 1600Z
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
7.	Air Traffic Services	Certified ATC.
8.	Fueling	Nil
9.	Handling	NIL
10.	Security	Airfield perimeter and RWY security will be provided by ANSF forces.
11.	De–icing	Nil
12.	Overnight Parking	Due to reduced ramp availability, overnight parking can only be approved as an exception, and it has to be requested by PPR or due to emergency or ACFT malfunction.
13.	PPR procedures	Nil
14.	Remarks	Nil

OAQN AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity	Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OAQN AD 2.5 PASSENGER FACILITIES

1.	Hotels	In town
2.	Restaurant	In town
3.	Transportation	Nil
4.	Medical facilities	In town
5.	Bank and Post Office	In town
6.	Tourist office	Nil
7.	Remarks	Passengers handling at civilian terminal

OAQN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	Nil
2.	Fire Fighting Equipment	Extinguisher
3.	Rescue equipment	Nil
4.	Capability for removal of disabled ACFT	Nil

OAQN AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Glider
2.	Clearance priorities	RWY, Apron
3.	Remarks	Nil

OAQN AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	Civ. Apron (Platform A) located in the middle of the RWY at east side dimensions 89 x65m. In addition, for helicopters, there are gravel surfaces available next to both sides of the apron (GRAVEL NORTH / GRAVEL SOUTH). Civ. Apron (Platform B) located between Kandak and RWY. Dimensions 163 x 54m. Limits with access to the inner platform. In addition, for helicopters, there is a gravel surface north of platform B. Inner platform. Access through sliding doors. Dimensions 180 x 54m. Use of inner platform restricted to Kandak Commander's authorization. ACFT must exercise extreme caution when taxiing into the inner platform. Sliding doors must be open to operate. 8" thick concrete. Further detail in 2.24.2
2.	Width, surface, and strength of TWYs	Nil
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	There is no specific ammunition arming/de–arming zone.

OAQN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands	Nil
2.	RWY and TWY markings and lights	Nil
3.	Stopbars	Nil
4.	Remarks	Nil

OAQN AD 2.10 AERODROME OBSTACLES

1.	RWY 04	OAQN Obstacle Chart not published
2.	RWY 22	OAQN Obstacle Chart not published
3.	Remarks	Kite flying activity in the vicinity of the airfield 100ft AGL and below. A Little forest of undetermined height located along west side RWY 04. Trees located 250 meters apart of RWY 22 approach. Several houses are surrounding RWY 22. First 500M of RWY 04 has 1M high Fences 15M each side from RWY edge.

OAQN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	NIL
2.	Hours of operation	SR-SS
3.	Office responsible for TAF preparation Periods of validity	Nil

4.	Type of observations Interval of issuance Type of observations Type of observations Interval of issuance Type of observations Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Type of landing forecast	NIL NIL Rain Gauge NIL NIL Wind direction Nil Nil Nil Nil Nil Nil Nil Nil Nil
5.	Briefing /consultation provided	Nil
6.	Flight documentation Language(s) used	METAR, SPECI, for departure, destination, and enroute airports English
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OAQN AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		04	22
1.	BRG True and Mag	037 M	217 M
2.	RWY Dimensions	(2000m x 25) 6561ft x 82ft	
3.	PCN	Theoretic value 35/R/A/Y/U — 8” thick concrete	
4.	THR Coordinates	345843.82N 0630638.64E	345933.60N0630728.80E
5.	THR Elevation	3 014ft	2 968ft
6.	Slope of RWY/SWY	–0’912	0’912
7.	SWY Dimensions	Nil	Nil

RWY		04	22
8.	CWY Dimensions	Nil	Nil
9.	Strip Dimensions	Nil	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	L/Z 4 000ft–1 360ft overrun	L/Z 4 000ft–1 200ft overrun

OAQN AD 2.13 DECLARED DISTANCES

RWY		04	22
1.	TORA	6560ft	6560ft
2.	TODA	6560ft	6560ft
3.	ASDA	6560ft	6560ft
4.	LDA	5360ft	5200ft
5.	Remarks	Nil	Nil

OAQN AD 2.14 APPROACH AND RWY LIGHTING

RWY		04	22
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OAQN 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 center line lighting	Nil

4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OAQN AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Nil
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

OAQN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	ATZ: 5NM radius centered on ARP
2.	Vertical limits	SFC to 3 000ft AGL
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	Nil
5.	Remarks	Qala-I-Naw is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Qala-I-Naw Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OAQN on 118.1. This is not a control service, but advisory information only.

OAQN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
CIVILIAN TRAFFIC	QALA I NAW TOWER	118.1	Unknown	Not manned yet

MILITARY TRAFFIC	Nil	Nil		Nil
GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil	Nil	
AIR OPERATIONS	Nil	Nil	Nil	

OAQN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OAQN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. For traffic deconfliction, ALL TRAFFIC proceeding to and departing from OAQN will monitor 118.1 MHZ.

2.20.2. Aircraft landing at OAQN shall be aware that there is a risk of RWY 04/22 incursion by vehicles, local pedestrians, and/or animals. For security reasons, it is mandatory that pilots perform at least two low flight passes before landing in order to clear the RWY. Once the RWY transversal crossovers are closed, the Airfield Director will transmit in the blind (118.1 MHz): "*QALA I NAW RWY IS SECURE*." The crossovers will remain closed until the aircraft has landed and is safely parked.

2.20.3. All ACFT require permission for a start–up approval.

2.20.4. Both military and civilian apron, land, and park at your own risk.

2.20.5. No ACFT will be authorized for practice approaches or Touch-and-Go.

2.20.6. Primary RWY will be RWY04 unless weather conditions prohibit.

OAQN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OAQN AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OAQN AD 2.23 ADDITIONAL INFORMATION

2.23.1. ACFT up to the size of a C-130/AN–12 can operate into OAQN.

2.23.2. Airfield security activation and safety inspections require thirty minutes before ETA.

2.23.3. A boundary fence is incomplete. ACFT landing at OAQN shall be aware that there is a risk of RWY 04/22 incursion by local pedestrians, vehicles and/or animals.

OAQN AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Qala–I–Naw		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking/Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced

5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram and Platform Detail** (Not to scale)

2.24.2. **HLZ Diagram and platform detail.**

OASL – SALERNO

OASL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASL– Salerno

OASL AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1.	Aerodrome Reference Point coordinates and its site	332149N0695719E The geographic center of the airfield
2.	Distance and direction from city	2NM north east of Khost
3.	Elevation and Reference temperature	3831 ft. AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	Not determined
6.	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Mr. Mustafa Kamal +93 (0) 799684156 Nil Nil Nil Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Salerno is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Salerno Common Traffic Advisory Frequency (CTAF) 130.0. Possible traffic and/or weather information may be provided within 5NM OASL on 130.0. This is not a control service, but advisory information only.

OASL AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	Not determined
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
7.	Air Traffic Services	Certified ATC. Traffic information may be provided on frequency 130.0. Hours unknown.

8.	Fueling	JP8
9.	Handling	Nil
10.	Security	H24 – National Army
11.	De–icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	Nil
14.	PPR procedures	Nil

OASL AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity Military ACFT Civil ACFT	Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	All transient FW aircrew are required to remain in close proximity of their ACFT and are not permitted to leave the flight line for any reason. No unloading/loading capability exists for AN–26, AN–32, AN–72 and AN–74 ACFT; unloading ACFT via crane is not permitted. The exception is for Supreme Aviation AN–72 ACFT only.

OASL AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	Nil
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OASL AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	Nil
2.	Rescue equipment	Nil
3.	Capability for removal of disabled ACFT	Nil

OASL AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OASL AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	Unknown
2.	Width, surface, and strength of TWYs	Unknown
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OASL AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands	Unknown
2.	RWY and TWY markings and lights	Nil
3.	Stopbars	Nil
4.	Remarks	Nil

OASL AD 2.10 AERODROME OBSTACLES

1.	RWY 27	OASL Obstacle Chart not published 8ft high fence, tree and barrier (unlit) located 800ft east of RWY27. Estimated 40ft tall tree 965ft from runway 27 threshold on the extended runway centerline.

2.	Remarks	Concrete jersey barriers (unlit) located NW side of RWY at midfield 183ft from the center line. 8ft high fence (unlit) located 90ft south side of the landing zone. 120ft tower located between Salerno and Khost/Chapman. **Caution.** No taxi lines or wing tip clearance lines exist on East ACFT parking Hammerhead. All rotary and FWACFT must ensure at least 50ft setback from most Eastern V–17 Threshold marker panel.
3.	Remarks	Salerno ATC Tower LOC BTW Salerno and Khost/Chapman airfields 120ft AGL

OASL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	Nil
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance	Nil
5.	Briefing / consultation provided	Nil
6.	Flight documentation Language(s) used	Nil
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OASL AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		09	27
1.	BRG True and MAG	087	267
2.	RWY Dimensions	1219m x 27m (4000ft x 90ft)	
3.	PCN	PCN not determined – Gravel RWY (sand and clay compacted daily)	
4.	THR Coordinates	332147.66N 0695657.95E	332148.81N 0695745.13E
5.	THR Elevation	3 826ft	3 754ft

6.	Slope of RWY/SWY	–1.80	+1.80
7.	SWY Dimensions	Nil	Nil
8.	CWY Dimensions	700ft	300ft
9.	Strip Dimensions	Unknown	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	When RWY is wet and closed, rotary landings authorized.	

OASL AD 2.13 DECLARED DISTANCES

RWY		09	27
1.	TORA	Unknown	Unknown
2.	TODA	Unknown	Unknown
3.	ASDA	Unknown	Unknown
4.	LDA	Unknown	Unknown
5.	Remarks	Nil	Nil

OASL AD 2.14 APPROACH AND RWY LIGHTING

RWY		09	27
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	Nil

OASL 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 center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OASL AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown
2.	TLOF and/or FATO area elevation	Unknown
3.	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4.	True and MAG BRG of FATO	Unknown
5.	Declared distance available	Unknown
6.	Approach and FATO lighting	Nil
7.	Remarks	Nil

OASL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	ATZ:5 NM radius centered on ARP
2.	Vertical limits	Surface to6400ft AMSL
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	Salerno TWR English
5.	Remarks	Salerno is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Salerno Common Traffic Advisory Frequency (CTAF) 130.0. Possible traffic and/or weather information may be provided within 5NM OASL on 130.0. This is not a control service, but advisory information only.

OASL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
Aerodrome Flight Information Service (AFIS)	Salerno Operations	130.0	Nil	CTAF
GROUND	Nil			
ATIS	Nil			

OASL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OASL AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Not available.

OASL AD 2.21 NOISE ABATEMENT PROCEDURES

2.20.2. Nil

OASL AD 2.22 FLIGHT PROCEDURES

2.20.3. Not available.

OASL AD 2.23 ADDITIONAL INFORMATION

2.23.1. All aircrews use caution for bird activity. Large flocks of birds from the surface to 500ft, extremely prevalent ±1-hour SR/SS. Inform Salerno Tower of any observed bird activity.

2.23.2. Use Caution Khost (OAKS)/ Chapman airfield RWY 06/24, located 1.75NM S–SW of Salerno. Tower LOC BTW Chapman and Salerno 120ft AGL.

2.23.3. Parallel drainage ditches approx. 2 – 4ft deep, on both sides of RWY. Ditches are approximately 60ft either side of RWY centerline.

2.23.4. In the event of inclement weather, the airfield manager makes the determination whether the runway is opened or closed due to standing water.

2.23.5. Approximate drop off 3–6 inches at the end of overrun and the beginning of AM–2 matting and again at the end of 652ft of AM–2 matting and beginning of RWY 09.

2.23.6. Use caution due to excessive rubber build up on AM2 matting located first 652 ft approach end RWY 09, possible braking action could be reduced when AM2 matting is wet, and gravel RWY is dry and open.

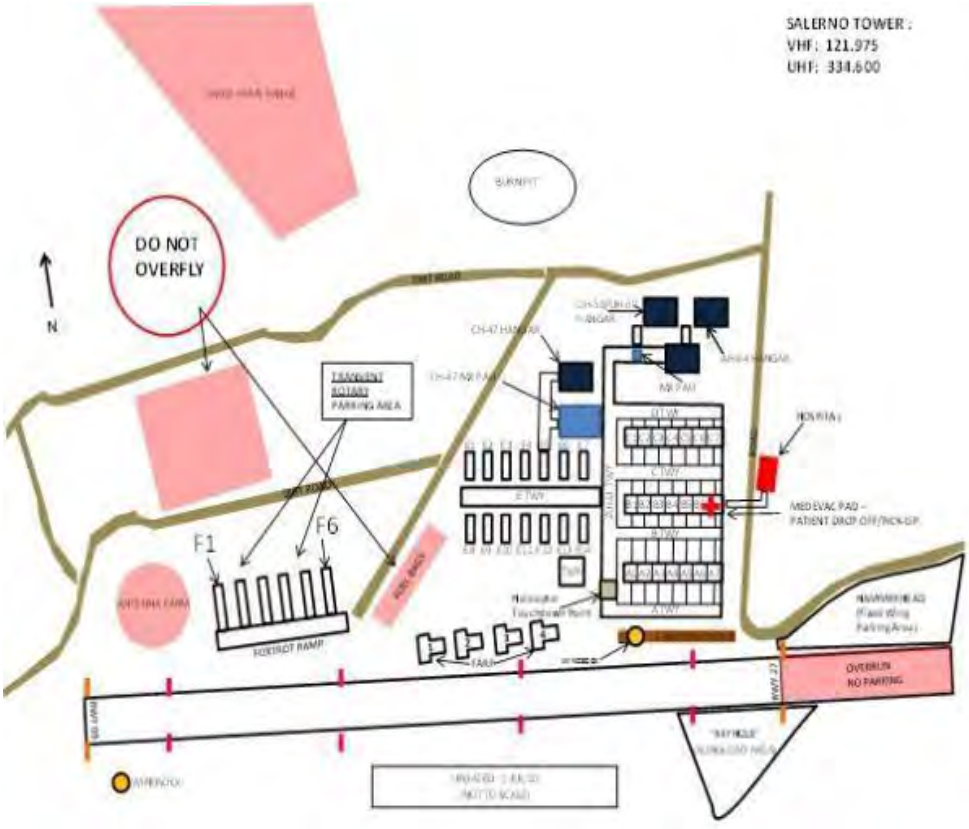
2.23.7. Use caution RWY 09/27 has numerous large rocks up to and including 12 inches in diameter exposed at the surface of RWY due to erosion and deterioration of RWY sub–base.

2.23.8. All FW ACFT are not to execute 180 degree turns on AM2 matting, only execute 180 degree turns in West over run.

OASL AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Salerno		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24. **Airfield Diagram (not to scale)**



OASH – SHANK/CAMP DAHLKE

OASH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1 OASH – SHANK/CAMP DAHLKE

OASH 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	335519N0690441E The geographic center of the airfield.
2	Distance and direction from the city	7NM east of Baraki Barak, Logar
3	Elevation and Reference temperature	6614 ft. AMSL / 50°
4	Geoids undulation	N/A
5	Magnetic variation/Annual change	2.5°E
6	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Nil Nil Nil Nil Nil Nil
7	Types of traffic permitted	VFR / IFR Recovery / Emergency
8	Remarks	Nil

OASH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	Nil
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
7	Air Traffic Services	Nil
8	Fueling	H24
9	Handling	Nil
10	Security	On request
11	De-icing	Nil
12	Remarks	Nil
13	Overnight Parking	On request
14	PPR procedures	RFF AIP GEN 4.1 Reference NOTAM for additional changes.

OASH AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Fixed Wing: 1x 25K (K-Loaders) , 1 x 10K Forklifts, 1 x 6K Forklift Rotary Wing: 1 x 25K (K-Loaders), 1 x 10K Forklift, 1 x 6K Forklift
2.	Fuel and oil types	JP8
3.	Fueling facilities and capacity	UNKNOWN
4.	De-icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Required to make prior arrangements.

OASH AD 2.5 PASSENGER FACILITIES

1.	Hotels	No Hotels, VIP Tents are available as well as Compound Accommodations for MIL and Civilians.
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	UNKNOWN
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OASH AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	NFPA Cat 8
2.	Rescue equipment	“Jaws of Life”; Hooligan Tool Set; Air chisels & Sawzall
3.	Capability for removal of disabled ACFT	

OASH AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	FW RWY 16L/34R, Dust off ACFT, AWT ACFT
3.	Remarks	Nil

OASH AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	North Apron – Concrete, PCN 78 R/B/W/Y West Apron – Concrete, PCN 78 R/B/W/Y South Apron – Concrete, PCN 78 R/B/W/Y
2.	Width, surface, and strength of TWYs	F/W TWY A – 60ft / 18.3m, PCN 78 R/B/W/Y. F/W TWY B – 60ft / 18.3m, PCN 78 R/B/W/Y. F/W TWY C – 25ft / 7.6m, PCN 78 R/B/W/Y. F/W TWY D – 75ft / 22.8m PCN 78 R/B/W/Y. F/W TWY E – 36ft / 10.9m (Dirt/Gravel).
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OASH AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands	FWRWY 16L/34R (Concrete Airstrip) Cargo ramp only; Mandatory hold lines on all TWYs; DO NOT BLOCK THE ACCESS TO THE CARGO YARD WITH ACFT. RW RWY: 16R/34L (Concrete Airstrip)
2.	RWY and TWY markings and lights	FWRWY 16L/34R (Concrete Airstrip) Solar Aviation Wireless Lights (SAWL) system; new lighting lines approximately 1/4 of the South end of RWY, extended center line, threshold, and TWYs. Lighting is capable of covert (primary) or overt operations. TWYs have a yellow center line and yellow edge markings. TWYs have standard VFR Hold lines **DO NOT FOLLOW TAXIWAY LINES INDEFINITELY** .RW RWY 16R/34L (Concrete Airstrip) OTS
3.	Stopbars	Nil
4.	Remarks	RWRWY 16R/34L and FW RWY 16L/34R run parallel. FW RWY 16L/34R center point N 335519.09N 0690440.88E

OASH AD 2.10 AERODROME OBSTACLES

1.	RWY 34R (Fixed–Wing)	35’ Control Tower on West side of RWY, 387’ from the centerline and 2690’ from RWY Threshold. 12’ HESCO wall surrounding FOB; 20’ Guard Tower 915’ @ 185° from RWY threshold
2.	Crane (RTCH)	During daytime (HJ) aircrews should use extreme caution when overflying FOB due to the possibility of unscheduled crane/RTCH activity up to 90ft AGL.
3.	Tethered Balloons (PTDS)	Marked with IR strobe lights located 0.50 NM E of departure end runway 16L. 335539N0690413E(MGRS:42S WC 06500 54120) ROZ 2000 AGL, 1000 FT Radius
4.	Antenna	85 FT antenna marked at the middle and top with red obstruction light, located 0.47 NM NNW of runway 34R departure end.

OASH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	Nil
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	METAR – Hourly SPECI – In case of significant weather changes
5.	Briefing / consultation provided	Nil
6.	Flight documentation Language(s) used	ENGLISH
7.	Charts and other information available for briefing or consultation	AFGHAN Sig WX/ log sig WX/ RTE Forecasts/ Area Forecasts/ Airfield WX Warnings
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	SHANK AERODROME (OASH) FLIGHT INFORMATION SERVICES
10.	Additional information	Nil

OASH AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		RWY 16L	RWY 34R	RWY 16R	RWY34L
1.	BRG True and Mag	167.38°T 164.80°M	347.38°T 344.8°M	164.70°M	344.7°M
2.	RWY Dimensions	6870ftx 90ft		2,002ft x 75ft	
3.	PCN	78 R/B/W/T – Concrete		78 R/B/W/T–Concrete	
4.	THR Coordinates	335552.75N 0690431.76E	335446.457N 0690449.55E	335512.96N 0690434.01E	335453.69N 0690439.21E
5.	THR Elevation	6691ft	6804ft	N/A	N/A
6.	Slope of RWY/SWY	+1.5%	–1.5%	N/A	N/A
7.	SWY Dimensions	300ft x 90ft	240ft x 90ft	N/A	N/A
8.	CWY Dimensions	N/A	N/A	N/A	N/A
9.	Strip Dimensions	7415ftx 90ft	7415ftx 90ft	N/A	N/A
10.	Obstacle free zone	500ft	500ft	N/A	N/A
11.	Remarks	Known as FW RWY. Left/right clear zone of 35ft and no shoulder available.		RW ACFT only (STOL ACFT–emergency only). No shoulder available.	

RWY		RWY 17 (SHANK FLS)	RWY 35 (SHANK FLS)
1.	BRG True and Mag	Nil	Nil
2.	RWY Dimensions	Nil	
3.	PCN	Nil	
4.	THR Coordinates	Nil	Nil
5.	THR Elevation	Nil	Nil
6.	Slope of RWY/SWY	Nil	Nil
7.	SWY Dimensions	N/A	N/A
8.	CWY Dimensions	N/A	N/A
9.	Strip Dimensions	N/A	N/A
10.	Obstacle-free zone	N/A	N/A
11.	Remarks	RW ACFT only	

OASH AD 2.13 DECLARED DISTANCES

RWY		RWY 16L	RWY 34R	RWY 16R	RWY 34L
1.	TORA	7110ft	6870ft	N/A	N/A
2.	TODA	7110ft	6870ft	N/A	N/A
3.	ASDA	7170ft	7110ft	N/A	N/A
4.	LDA	6870ft	6870ft	N/A	N/A
5.	Remarks	Nil	Nil	N/A	N/A
RWY		**RWY 17 (SHANK FLS)**	**RWY 35 (SHANK FLS)**		
1.	TORA	1313ft	1313ft		
2.	TODA	1313ft	1313ft		
3.	ASDA	1313ft	1313ft		
4.	LDA	1313ft	1313ft		
5.	Remarks	Mats edge to edge	Mats edge to edge		

OASH AD 2.14 APPROACH AND RWY LIGHTING

RWY		RWY 16L	RWY 34R	RWY 16R	RWY 34L
1.	Type, length, and intensity of approach lighting	Solar Aviation Wireless Light (SAWL) Medium/Single Intensity; both overt & covert lighting available.		Nil	
2.	Threshold lights, colours, and wing bars	Solar Aviation Wireless Light (SAWL) Medium/Single Intensity; both overt & covert lighting available.		Nil	
3.	Type of visual approach slope indicator system	Information N/A	Information N/A	Information N/A	Information N/A
4.	Length of RWY touchdown zone indicator lights	Nil	Nil	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY centerline lights	Nil	Nil	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	(Currently partial OTS) (A702) SAWL White MIRL, Only available on the south end of RWY Last 1000' feet Amber		Nil	
7.	Colour of RWY end lights and wing bars	IR Lights (A702)		2 ea. evenly spaced green approach side/ red departure side lighting	

8.	Length and colour of stop way lights	Nil	Nil	1000ft / 305m amber / covert (IR)
9.	Remarks	New lighting is on order		New lighting is on order

OASH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	Aerodrome Beacon	N/A
2.	Location and lighting of anemometer and landing direction indicator	N/A
3.	TWY edge and centerline lighting	Blue /covert (IR) lighting along TWYs and ramp area for RWY 16L/34R.
4.	Secondary power supply including switchover time	N/A
5.	Remarks	Airfield is continuously being improved.

OASH AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	N/A
2.	TLOF and/or FATO area elevation	N/A
3.	TLOF and FATO area dimensions, surface, strength, marking	N/A
4.	True and MAG BRG of FATO	N/A
5.	Declared distance available	N/A
6.	Approach and FATO lighting	N/A
7.	Remarks	Landing authorized at Whiskey Ramp with prior arrangements mostly direct approaches from the South for sling loads

OASH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	N/A
2.	Vertical limits	N/A
3.	Airspace Classification	Class G - UNCONTROLLED
4.	Air Traffic Services unit call sign Language	Shank Aerodrome Flight Information Services - English
5.	Remarks	Nil

OASH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
FIS/CTAF	AFIS	122.80/ 340.975	H24	Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz
ATIS	N/A	N/A	N/A	
AIR OPERATIONS	N/A	N/A	N/A	
PAX TERMINAL MATERIAL HANDLERS	DAHLKE AIR (East only)	129.05	H24	

OASH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil	Nil	Nil	Nil	Nil	Nil	Nil

OASH AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 N/A

OASH AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1 Flights over the LSA/RSOI (Domestic Areas) are prohibited. Avoid overflight of AEROSANDE UAS at grid coordinates: 335518.90N 0690436.63E.

OASH AD 2.22 FLIGHT PROCEDURES

2.22.1 **Arrival procedures.** Military aircraft will establish two-way communications with Dahlke Fires Net prior to the 10NM ring (20NM for fixed–wing ACFT) to receive updated airspace picture. The fires net will advise ACFT of ROZ and UAS status. Recommend all ACFT contact Shank AFIS prior to 10NM for the advisory of which corridor to enter to Shank area of operation. Due to the presence of invisible hazards (including artillery fires); failure to contact Dahlke Fires or Shank AFIS prior to airspace entry may place arriving ACFT at significant risk. The minimum initial call must include:

1. Callsign
2. Type of ACFT
3. Distance from the airfield
4. Direction from the center of the airfield (use tactical TAD)
5. Intentions at an airfield (FARP, MCT Pad, RWY 16L/34R, RWY 16R/34L)

2.22.2 **Traffic Pattern.** Standard R/W Traffic pattern is East at an altitude of 500–900ft AGL (7200-7700 MSL) for all operations within the CTR. Avoid overflight of LSA, AEROSANDE at coordinates: 335519N 0690437E and Wings FARP, UAS launch and recovery strip located east of the RWY16L/34R. All rotary and fixed-wing ACFT will drop off passengers at the MCT located at the East Apron. Fox/Whiskey Ramp.

2.22.3 **Departure procedures.** ACFT will contact AFIS for recommended departure sector. AFIS will issue advisory information for ROZ and UAS status. ACFT must notify AFIS when exiting Shank AO.

2.22.4 UAS are launched and recovered at Camp Dahlke. Use extreme caution when operating within Shank Airspace. UAS systems operate at low altitudes around Shank Class G. Recommend all ACFT contact Shank FIS prior to 20NM for the issue of recommended inbound instructions.

2.22.5 Potential congestion between fixed-wing and rotary-wing aircraft Fox/ Oscar Ramp. No follow-me services are available. Pilots assume separation; this is a non-controlled area. Parking suggestions can be received from the tower

OASH AD 2.23 ADDITIONAL INFORMATION

2.23.1 For fuel services, request Dahlke Air and then from Shank FIS.

2.23.2 FOB is still under construction. Avoid landing in the vicinity of construction equipment and personnel.

2.23.3 During night, ACFT will display visible position and landing lights during all ground movements.

2.23.4 FW Operations are to be conducted ONLY at the Concrete RWY 16L/34R. RW Operations are authorized at all active landing areas on the airfield. Traffic patterns to the FW RWY 16L/34Rare authorized for RWACFT. Rotary–wing operations will be terminated as soon as fixed–wing ACFT reports inbound.

2.23.5 RW Concrete RWY 16R/34L is restricted to RW ACFT use only. It is located Approx. 375ft west of RWY 16L/34R.

2.23.6 A significant number of expeditious flights (MEDEVAC, DELIBERATE OPERATIONS, etc.…) take place at Shank AF. Rotary–wing ACFT participating in these events will have “right of way” at all times. NO fixed–wing ACFT is to participate in these events.

2.23.7 For more information about all airfield constructions, please contact ATC Managers

2.23.8 NOTAMS for Camp Dahlke Airfield can be found by visiting https://www.notams.jcs.mil/dinsQueryWeb/. Please type the airfield identifier “OASH’ in the NOTAM Retrieval Box and click on “View NOTAMs.”

2.23.9 A 1,400ft Unmanned Aerial System (UAS) RWY located 054.NME of RWY 34R approach end at a heading of 330^0 and 165^0. AVOID overflight of the UAS RWY.

2.23.10 Multiple UAS Arrival/Departure areas- parallel runway 16L/34R approximately 1500 feet from centerline to the east. AVOID overflight of UAS area.

2.23.11 Use caution while on west/east ramp. Current lines on TWY ’s do not account for barriers on the ramp. Taxi lines are not lined up with parking spaces.

2.23.12 Potential congestion between fixed and rotary wing planes on Fox/Oscar Ramp. No follow-me services are available. Pilots assume separation, take parking instructions from the tower.

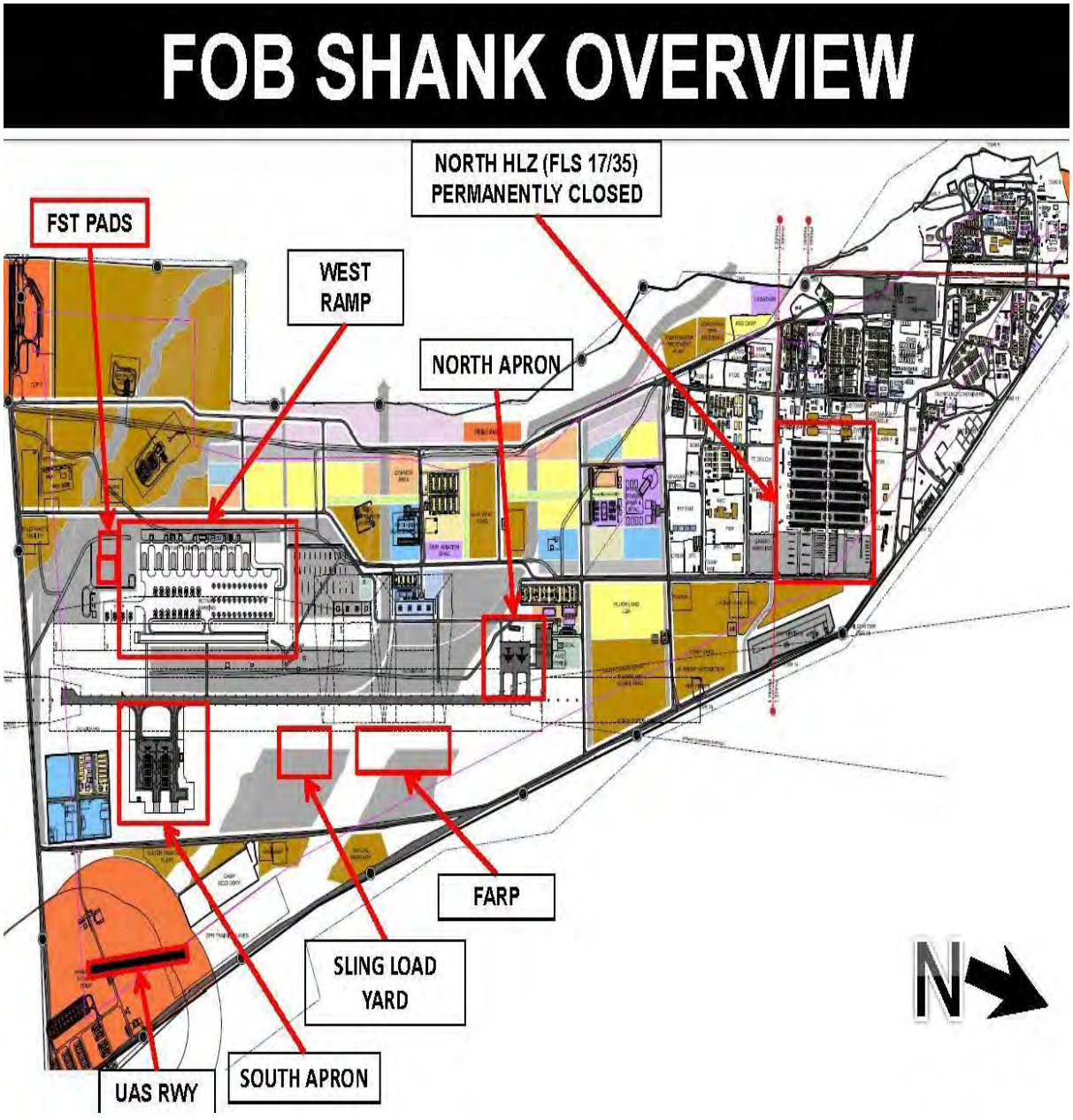
2.23.13 C-17 and smaller Fixed–Wing ACFT are authorized to land at RWY 16L/34R ONLY for passenger/cargo Operations. All operations at the FW RWY require PPR through Airfield Manager.

No Airfield Manager on site.

OASH AD 2.24 CHARTS RELATED TO THE AERODROME

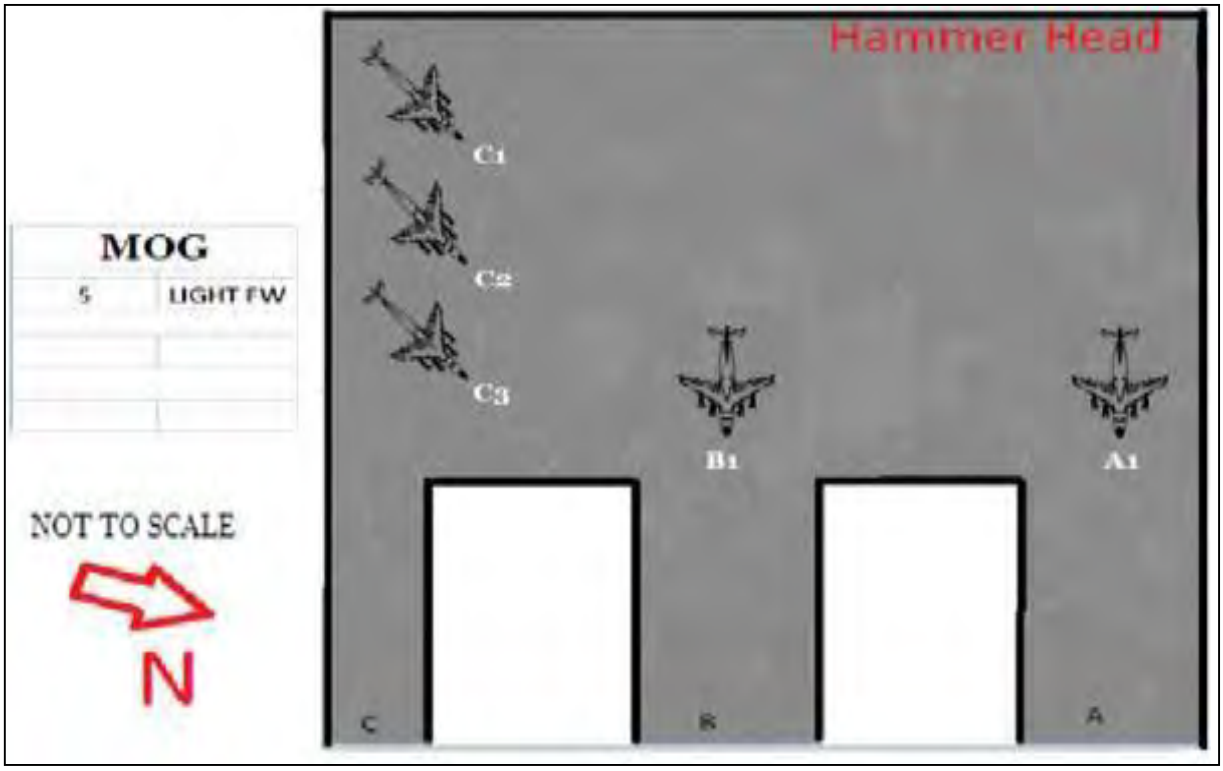
ICAO Charts for Shank		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

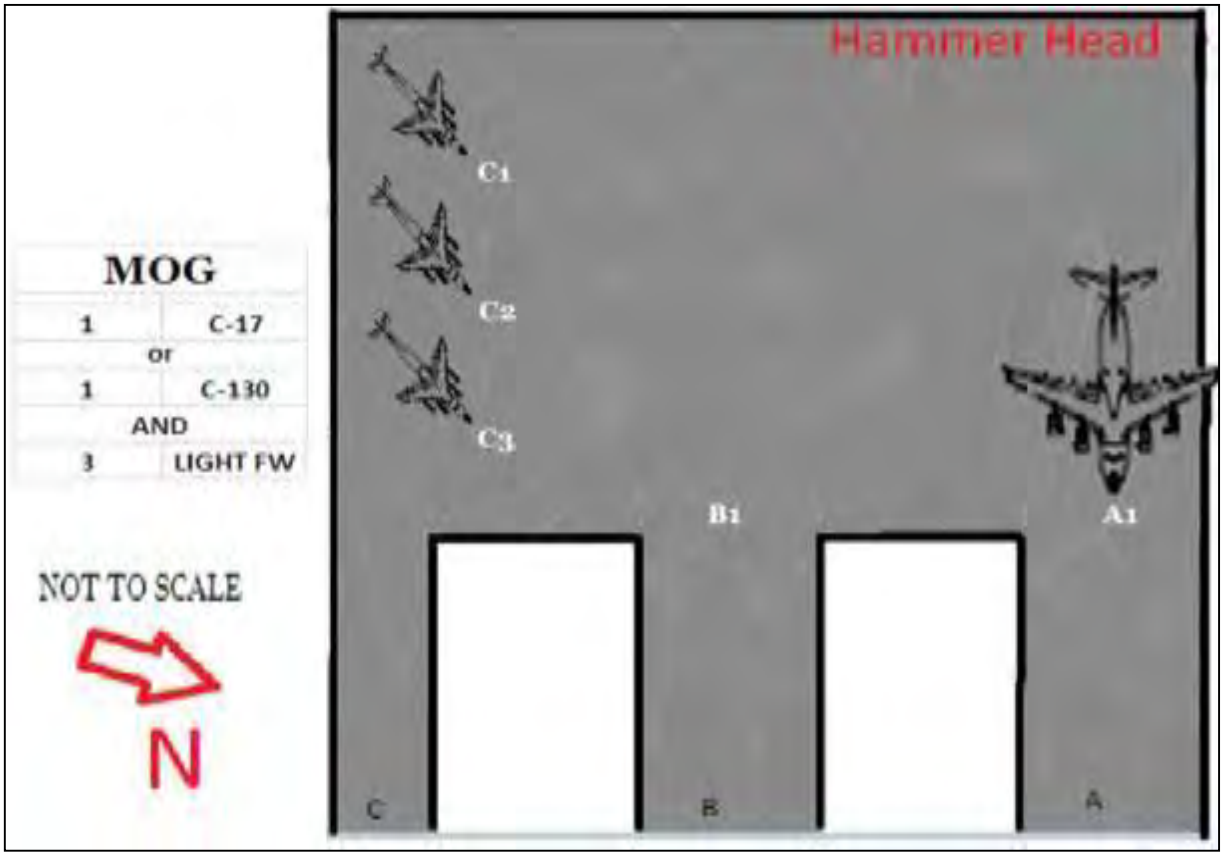
2.24.1 **Airfield Diagrams**

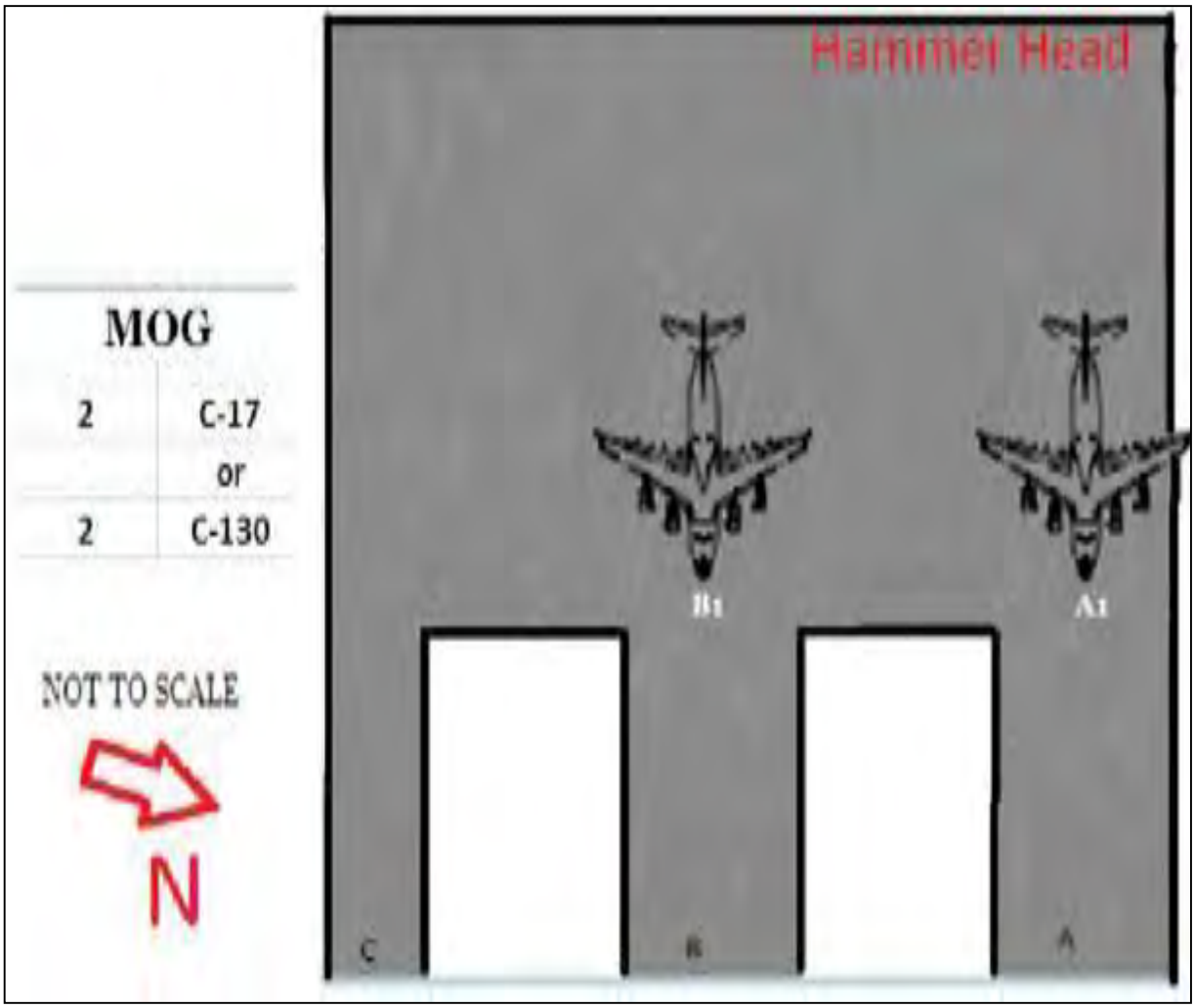


FOB SHANK/CAMP DAHLKE North HLZ

2.24.2 Airfield Diagrams






Hammer Head
MOG
2 C-17
or
2 C-130
NOT TO SCALE
N
B1
A1
C
B
A

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	Mr. Abdulmalik katwazi +93 (0) 790131870 +93 (0) 776363657 Nil paktika.civil.avation@gmail.com Nil
7.	Types of traffic permitted	VFR
8.	Remarks	Nil

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
7.	Air Traffic Services	Certified ATC. Traffic information may be provided on frequency.
8.	Fueling	Nil
9.	Handling	Nil
10.	Security	Islami Emarat police

11.	De–icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	Nil
14.	PPR procedures	Nil

OASA AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Nil
2.	Fuel and oil types	Nil
3.	Fueling facilities and capacity	Nil
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OASA AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	Nil
4.	Medical facilities	Nil
5.	Bank and Post Office	Nil
6.	Tourist office	Nil
7.	Remarks	Nil

OASA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	Nil
2.	Rescue equipment	Nil
3.	Capability for removal of disabled ACFT	Nil

OASA AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OASA AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	Concrete 60 R/B/W/T
2.	Width, surface, and strength of TWYs	Concrete width 16m
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OASA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands	Yellow TWY lines
2.	RWY and TWY markings and lights	Nil
3.	Stopbars	Nil
4.	Remarks	Use caution when landing RWY 14 due to the slope and a 25ft sloped drop off 480ft behind RWY 14 threshold.

OASA AD 2.10 AERODROME OBSTACLES

1.	RWY 14	Nil
2.	RWY 32	Nil
3.	Remarks	25–200ft drop offs on both sides of RWY shoulders. 300ft past dep end of RWY 32, ground drops off 25ft. 775ft past dep end RWY 14, ground drops off 250ft. All ACFT landing RWY 14/32 must make 180° turnarounds at the overruns only. No RWY hold short lines on parking ramp or taxiing lines from RWY to parking ramp.

OASA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	Nil
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing / consultation provided	Nil
6.	Flight documentation Language(s) used	Nil
7.	Charts and other information available for briefing or consultation	Nil
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OASA AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		14	32
1.	BRG True and MAG	Nil	Nil
2.	RWY Dimensions	4265ft x 62ft	
3.	PCN	ASP PCN 50 F/A/W/T	
4.	THR Coordinates	330749.98N 0685004.45E	330715.54N 0685033.23E
5.	THR Elevation	7 195ft	7 305ft
6.	Slope of RWY/SWY	2.725%	2.725%
7.	SWY Dimensions	NIL	NIL
8.	CWY Dimensions	NIL	NIL
9.	Strip Dimensions	UNK	
10.	Obstacle free zone	NIL	NIL
11.	Remarks	NIL	NIL

OASA AD 2.13 DECLARED DISTANCES

RWY		14	32
1.	TORA	UNKNOWN	UNKNOWN
2.	TODA	UNKNOWN	UNKNOWN
3.	ASDA	UNKNOWN	UNKNOWN
4.	LDA	UNKNOWN	UNKNOWN
5.	Remarks	NIL	NIL

OASA AD 2.14 APPROACH AND RWY LIGHTING

RWY		14	32
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	Nil	Nil
3.	Type of visual approach slope indicator system	Nil	Nil
4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour, and intensity of RWY edge lights	Nil	Nil
7.	Colour of RWY end lights and wing bars	Nil	Nil
8.	Length and colour of stop way lights	Nil	Nil
9.	Remarks	Nil	

OASA 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 center line lighting	Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	Nil

OASA AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	UNK
2.	TLOF and/or FATO area elevation	UNK
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

OASA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	ATZ:5NM radius from the ARP
2.	Vertical limits	SFC up to and including 2500ft AGL (9918ft AMSL)
3.	Airspace Classification	Class G
4.	Air Traffic Services unit call sign Language	Nil
5.	Remarks	NIL

OASA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	Nil	Nil	Nil	CTAF
GROUND	N/A	N/A	N/A	
ATIS	NIL	NIL	NIL	
Aerodrome Flight Information Service (AFIS)	Sharana Operations	N/A	0330Z-1130Z	

OASA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OASA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. 2.20.1 Not available

OASA AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Unless requested or special assistance is required, avoid overflight of the base.

OASA AD 2.22 FLIGHT PROCEDURES

2.22.1. Not available

OASA AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil.

OASA AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Sharana		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Airfield Diagram**

OASD – SHINDAND

OASD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASD– Shindand

OASD AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1.	Aerodrome Reference Point coordinates and its site	332332N0621540E The geographic center of the RWY
2.	Distance and direction from city	7 miles northeast of Shindand
3.	Elevation and Reference temperature	3 780ft AMSL
4.	Geoids undulation	Not determined
5.	Magnetic variation/Annual change	E 2.4 º
6.	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Nil Nil Nil Nil Nil
7.	Types of traffic permitted	IFR/ VFR Operations

OASD AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	H24
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
7.	Air Traffic Services	VFR
8.	Fueling	1 MOG up to 4K gals (26.8K lbs. fuel) per aircraft Check NOTAM for refueling restrictions
9.	Handling	1 10K A/T Forklifts, 2 NGSL K–loaders and 1–60K Loader for cargo upload/download
10.	Security	H24
11.	De–icing	Nil
12.	Remarks	Nil
13.	Overnight Parking	**Not** Authorized
14.	PPR procedures	Nil

OASD AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo handling facilities	Limited cargo downloads capabilities exist for MIL missions only. Do not send more than one “pallet train” on an ACFT. No refrigeration capability.
2.	Fuel and oil types	JP–8
3.	Fueling facilities and capacity Military ACFT Civil ACFT	5x Commercial trucks (3000 gals each) Check NOTAMs for refueling restrictions
4.	De–icing facilities	Nil
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Remarks	Nil

OASD AD 2.5 PASSENGER FACILITIES

1.	Hotels	Nil
2.	Restaurant	Nil
3.	Transportation	UNKNOWN
4.	Medical facilities	ROLE 2+
5.	Bank and Post Office	Nil
6.	Tourist office	Nil

7.	Remarks	Nil

OASD AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	Aerodrome category for firefighting	NFPA Category 8
2.	ACFT Rescue/Firefighting Equipment	4 x T3000
3.	Structural Firefighting and Technical Rescue Equipment	3 x Pierce Contenders, 1 x Heavy Rescue
4.	Firefighting and Rescue Manpower	46 personnel assigned
5.	Capability for removal of disabled ACFT	Nil

OASD AD 2.7 SEASONAL AVAILABILITY

1.	Types of clearing equipment	Nil
2.	Clearance priorities	Nil
3.	Remarks	Nil

OASD AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION / POSITIONS DATA

1.	Surface and strength of aprons	India Ramp (3150ft x 162ft) CON 14 R/B/W/T North Ramp (508' x 715', 370' x 1381') CON 40 R/B/W/T STRAT Ramp (624' x 705') CON 58/R/C/W/T ISR Ramp (524' x 1103', 312' x 220' (665,851 Sq ft.)) CON134 R/B/W/T South Ramp (577' x 443' x 114') CON 23/R/B/W/T Rotary Ramp (1,301' x 968') CON 35 R/B/W/T SOF Ramp (665' x 539') CON 142 R/B/W/T TX Pad x 3pads (200' x 100') CON Unk Contractor Ramp (925' x 456') Rock/Dirt
2.	Width, surface, and strength of TWYs	A1 (820ft x 47ft) CON 20 R/B/W/T A2 (2259ft x 76ft) CON 129 R/B/W/T B (820ft x 47ft) CON 43 R/B/W/T C (820ft x 47ft) CON 15 R/B/W/T D1 (820ft x 47ft) CON 17 R/B/W/T D2 (2316ft x 75ft) CON 50 R/B/W/T E (820ft x 47ft) CON 19 R/B/W/T F (7710ft x 47ft) CON 23R/B/W/T
3.	Location and elevation of altimeter checkpoints	Nil
4.	Location of VOR checkpoints	Nil
5.	Position of INS checkpoints	Nil
6.	Remarks	Nil

OASD AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1.	Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands	India Ramp is not authorized for transient ACFT parking.
2.	RWY and TWY markings and lights	RWY markings: Precision Approach.
3.	Stopbars	Nil
4.	Remarks	Mandatory and informational airfield signage limited

OASD AD 2.10 AERODROME OBSTACLES

1.	RWY 18	OASD Obstacle Chart not published
2.	RWY 36	OASD Obstacle Chart not published
3.	Remarks	**Unlit antenna** 80ft AGL, located approximately 6 520ft due west of RWY 36 threshold. **Unlit tower** 107ft AGL erected approximately 2500ft south of RWY36 threshold by 1640ft west of RWY centerline. **Four lighting towers** 89ft AGL located East of STRAT Ramp **Seven lighting towers** 98ft AGL located on North Ramp **Numerous** obstructions/obstacles exist in the infield between the RWY and TWYs in the form of concrete debris, wreckage, ungraded ground, etc. **Lit antenna** 65ft AGL, located approximately 2 200ft due east of RWY 18 threshold. **Lit antenna** 64ft AGL, located approximately 1 600ft due east of runway midfield.

OASD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Nil
2.	Hours of operation	H24
3.	Office responsible for TAF preparation Periods of validity	Nil
4.	Type of landing forecast Interval of issuance	Nil
5.	Briefing / consultation provided	Nil
6.	Flight documentation Language(s) used	TAF, METAR, SPECI English
7.	Charts and other information available for briefing or consultation	Airfield weather watches/warnings/advisories, climatic statistics, TAF and METAR.
8.	Supplementary equipment available for providing information	Nil
9.	ATS unit provided with information	Nil
10.	Additional information	Nil

OASD AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		18	36
1.	BRG True and Mag	182	002
2.	RWY Dimensions	7933ft x 92ft (2417m x 28m)	

3.	PCN	50 R/B/W/T	
4.	THR Coordinates	332411.18N 0621541.34E	332252.98N 0621538.27E
5.	THR Elevation	3780ft (1152m)	3701ft (1128m)
6.	Slope of RWY/SWY	–1.00	+1.00
7.	SWY Dimensions	300ft (92m)	300ft (92m)
8.	CWY Dimensions	654ft (200m)	200ft (61m)
9.	Strip Dimensions	8533ft (2600m)	
10.	Obstacle free zone	Nil	Nil
11.	Remarks	Aircrews are to check NOTAMs for current airfield construction updates. DTHR first 300ft RWY 18 DTHR first 957ft RWY 36 Heavy category ACFT shall execute 180–degree turns at TWY A or D intersections. The RWY is marked adjacent to TWYs A and D for a heavy turnaround. These locations have 180-degree turn markings. Heavy ACFT landing RWY 36 performing 180-degree turns will make right turns only at dep end.	

OASD AD 2.13 DECLARED DISTANCES

RWY		18	36
1.	TORA	7933ft (2417m)	7933ft (2417m)
2.	TODA	8890ft (2709m)	8294ft (2528m)
3.	ASDA	8233ft (2509m)	8233ft (2509m)
4.	LDA	7933ft (2417m)	7933ft (2417m)
5.	Remarks	CWY paved	CWY not paved

OASD AD 2.14 APPROACH AND RWY LIGHTING

RWY		18	36
1.	Type, length, and intensity of approach lighting	Nil	Nil
2.	Threshold lights, colours, and wing bars	10Green (Solar)	10Green (Solar)
3.	Type of visual approach slope indicator system	Nil	Nil

4.	Length of RWY touchdown zone indicator lights	Nil	Nil
5.	Length, spacing, colour, and intensity of RWY center line lights	Nil	Nil
6.	Length, spacing, colour and intensity of RWY edge lights	200ft / White/ last 1 000ft Yellow/ MIRL (Solar)	200ft / White/ last 2000ft Yellow/ MIRL (Solar)
7.	Colour of RWY end lights and wing bars	10Red (Solar)	10Red (Solar)
8.	Length and colour of stop way lights	957ft / Blue	300ft / Blue
9.	Remarks	IR RWY lighting not available	IR RWY lighting not available

OASD 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 center line lighting	TWY Edge: Blue (Solar) Centerline Lighting: Nil
4.	Secondary power supply including switch–over time	Nil
5.	Remarks	TWY lighting selected on HN.

OASD AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO)	Unknown
2.	TLOF and/or FATO area elevation	Unknown
3.	TLOF and FATO area dimensions, surface, strength, marking	Unknown
4.	True and MAG BRG of FATO	Unknown
5.	Declared distance available	1 275ft x 75ft CON 30/R/A/W/T
6.	Approach and FATO lighting	Nil
7.	Remarks	Nil

OASD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation and lateral limits	CTR: 5NM radius centered on ARP CTA: 25NM radius centered on ARP
2.	Vertical limits	CTR: Surface to 7 500ft AMSL CTA: Surface up to but not including FL160 (Excluding Class D)
3.	Airspace Classification	CTR: Class D CTA: Class E
4.	Air Traffic Services unit call sign Language	CTR: Shindand Tower CTA: Shindand GCA English
5.	Remarks	ATS conforms to ICAO regulations and procedures. IFR arrival and departure procedures N/A when Aerostat aloft.

OASD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
TWR	Shindand Tower	VHF: 134.750(P) UHF: 265.650	H24	Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz
APP	Shindand GCA	VHF: 120.275 (P) VHF:129.900 (S) UHF: 344.00	H24	
GROUND	Shindand Ground	VHF: 128.4	H24	
METRO	Shindand Metro	VHF: 127.425	H24	
ATIS	Nil	Nil	Nil	
AIR OPERATIONS	Nil	Nil	Nil	

OASD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
TACAN	ASD	Ch48	H24	332326N 621546E	3 734ft	

OASD AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Shindand is a controlled airfield; multiple platforms utilize the airfield; flight advisory services are provided for safety purposes.

2.20.2. All are arriving or transiting ACFT must contact Shindand GCA prior to passing 25NM from the airfield via Primary frequency. Upon contact with ATC, ACFT should pass the following information: Callsign, Altitude, Sector (If known), ETA or current position, and desired pattern or tracking intentions.

2.20.3. If unable to contact ATC on primary by 15NM, attempt secondary frequency. ACFT unable to establish contact with ATC should conduct over flight of RWY expect light signals from the TWR.

2.20.3.1. **Traffic Pattern Direction.** Conduct all patterns east of the RWY. Do not overfly populated areas east and west of the RWY.

2.20.3.2. **CAUTION:** Active firing range located approximately 1.5 miles west of the airfield; contact ATC for status and transit instructions. See Enroute section for details.

2.20.4. Six Test Fire Areas (TFA) exist in and around Shindand airspace. Contact Shindand Tower/Approach on frequencies listed in Para 2.18 for the status of TFAs. The following coordinates represent the center mass of each TFA with avoidance distances:

TFA	Latitude (Centre Mass)	Longitude (Centre Mass)	Hours of Operation	Avoidance Distances	Upper Limit
1	N 33 29.17	E 062 07.68	As Required	8 NM	3500 AGL
2	N 33 37.29	E 062 27.75	As Required	8 NM	3500 AGL
3	N 33 01.59	E 062 16.15	As Required	8 NM	3500 AGL
4	N 33 22.71	E 062 07.46	As Required	8 NM	3500 AGL
5	N 33 23.38	E 062 28.72	As Required	8 NM	3500 AGL
6	N 33 17.90	E 062 24.60	As Required	8 NM	3500 AGL
Willy	N 33 29.95	E 062 20.75	As Required	8 NM	3500 AGL

Note: TFA upper limit of 15,999 AMSL available through coordination with Shindand GCA

OASD AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OASD AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OASD AD 2.23 ADDITIONAL INFORMATION

2.23.1. With the exception of TWYs A2, B and D2, all TWY surfaces are in poor condition. The surface has many FOD producing spalls. Surface also has multiple aging repairs/crater repairs, which cause elevation differences. ACFT with low clearance requirements, i.e., under body antenna or low propellers, should use extreme caution.

2.23.2. Paved shoulders only on TWYs A2, B and D2. Numerous areas exist on the TWYs where there is a 6-inch or greater drop off between the TWY edge and the adjacent earth. Aircrew must maintain situational awareness

OASD AD 2.24 CHARTS RELATED TO THE AERODROME

ICAO Charts for Shindand		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced
4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

2.24.1. **Published Instrument Charts.** The following charts are available for use on the ACAA website at http://acaa.gov.af/aip-aeronautical-information-publication. 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 NOTAM for up to date information.

Instrument Procedure	Instrument Procedure
NIL	**NIL**

2.24.2. **Airfield Diagram**

	RWY	18	36
1	BRG True and Mag	182	2
2	RWY Dimensions	7,933ft x 92ft (2417m x28m)	
3	PCN	50 R/B/W/T	
4	THR Coordinates	332411.183N 621541.338 E	332252.979N 621538.225E
5	THR Elevation	3780' (1152m)	3701' (1128m)
6	Slope of RWY/SWY	-1.00	+1.00
7	SWY Dimensions	300ft (92m)	300ft (92m)
8	CWY Dimensions	654ft (200m)	200ft (61m)
9	Strip Dimensions	8,533ft (2600m)	
10	Remarks	Aircrews are to check NOTAMs for current airfield contruction updates	

	RWY	18	36
1	TORA	7,933ft (2417m)	7,933ft (2417m)
2	TODA	8,890ft (2709m)	8,294ft (2528m)
3	ASDA	8,233ft (2509m)	8,233ft (2509m)
4	LDA	7,933ft (2417m)	7,933ft (2417m)
5	Remarks	CWY Paved	CWY not Paved

	Taxiways and Aprons		
1	Surface and Strength of Aprons:	India Ramp (3150' x 162')	14 R/B/W/T
		North Ramp (508' x 715' and 370' x 1,381')	40 R/B/W/T
		South Ramp (377'[B1] x 443'[B2] x 114'[B3]) (Trapezoid)	26 R/B/W/T
		STRAT RAMP (624' x 705')	58 R/C/W/T
		Rotary Ramp (1,301' x 968')	35 R/A/W/T
		SOF Ramp (665' x 739')	142 R/B/W/T
		ISR Ramp (324' x 1,103' and 312' x 220')	134 R/B/W/T
		TX Pad (200'x100') x3	UNKNOWN
		Contractor Ramp (925' x 456')	Dirt/Rock
2	Width, Surface and Strength of Taxiways:	A1 (820' x 47')	20/R/C/W/T
		A2 (2259' x 76')	129 R/B/W/T
		B (820' x 47')	43 R/A/W/T
		C (800' x 47')	15 R/C/W/T
		D1 (820' x 47')	17 R/B/W/T
		D2 (2316' x 75')	50 R/B/W/T
		E (820' x 47') (CLOSED)	19 R/B/W/T
		F (9190' x 47')	23/R/B/W/T
3	Remarks:		

Current as of: 16 Sept 2013

OATN – TEREEN/TARIN KOWT (TK)

OATN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OATN– Tereen/Tarin Kowt

OATN 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	323618N0655150E The geographic center of the airfield
2	Distance and direction from city	One mile South of the city of Tarin Kowt
3	Elevation and Reference Temperature	4 477ft / Not Determined
4	Geoids Undulation	Not Determined
5	Magnetic Variation / Annual Change	2°E / Not Determined
6	Aerodrome Administration Telephone Email	Tarin Kowt Airport Manager Mr. Abdul Wali Mobile: +93 (0) 700756649 +93 (0) 704809535 abdulwaliabid123@gmail.com
7	Types of Traffic Permitted	VFR only
8	Remarks	Tarin Kowt is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Tarin Kowt Common Traffic Advisory Frequency (CTAF) 128.000 Possible traffic and/or weather information may be provided within 5NM OATN on 128.0. This is not a control service, but advisory information only.

OATN AD 2.3 OPERATION HOURS

1	Aerodrome Administration	0800 – 1600 LT
2	Customs and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office	Tarin Kowt Tower (via Airport Manager)

6	MET Briefing Office	Available
7	Air Traffic Services	Certified ATC. Traffic information may be provided on frequency 128.00. Hours HJ, or can be H24 on request.
8	Fuelling	H24. Specifically, by request - Fuel is available for military, civilian and rotary wing aircraft
9	Handling	No dedicated handling assets
10	Security	Nil
11	De–Icing	Nil
12	Remarks	Nil
13	Overnight Parking	Overnight parking on request.
14	PPR Procedures	Nil

OATN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities	Nil
2	Fuel and Oil Types	TC1, GAP1
3	Fueling Facilities and Capacity	Nil
4	De–Icing Facilities	Nil
5	Hangar Space for Visiting ACFT	Nil
6	Repair Facilities for Visiting ACFT	Nil
7	Remarks	Nil

OATN AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurant	Nil
3	Transportation	Nil
4	Medical Facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil

7	Remarks	Nil

OATN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Aerodrome Category for Firefighting	CATEGORY 8 - Equipment/Unmanned
2	Rescue Equipment	3 x Titan ARFF 3 – 3170 GALS, 400-GAL foam 1 – 4000-GAL Tanker 1 – 500-GAL Engine

OATN AD 2.7 SEASONAL AVAILABILITY

1	Types of Clearing Equipment	Snow/Ice removal/Unmanned
2	Clearance Priorities	RWYs, TWYs, Golf and Kilo Ramps

OATN AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATION/POSITIONS DATA

1	Surface, Strength, and Size of Aprons	Kilo Ramp Concrete PCN 55 R/B/W/T Golf Ramp Concrete PCN 68 R/B/W/T New Ramp Build Concrete P C C calling Charlie
2	Width, Surface, and Strength of TWYs	All taxiways are 15.24m (50ft) wide Golf 1, 2, and 3 taxiways concrete PCN 68 R/B/W/T Kilo 1 and 2 taxiways concrete PCN 55 R/B/W/T
3	Location and Elevation of Altimeter Checkpoints	Nil
4	Location of VOR checkpoints	Nil
5	Position of INS checkpoints	Nil
6	Remarks	Nil

OATN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS

1	Use of ACFT Stand Identification Signs, TWY Guide Lines and Visual Docking/Parking Guidance System at ACFT Stands	Nil

2	RWY and TWY Markings and Lights	Approach end RWY 12 has four lights to create a box 500FT from the threshold. Departure end RWY 12 has two lights at the threshold. Note –Serviceability of lights unknown.
3	Stopbars	Nil
4	Remarks	Nil

OATN AD 2.10 AERODROME OBSTACLES

1	RWY 12	A HESCO perimeter wall exists in the approach zone to RWY 12, 125m from THR 12 and at an angle of inclination of 0º. Two guard towers are on the edge of the RWY 12 approach zone splay at a distance of 125m from THR 12 and at an angle of inclination of 1º. An airfield access road follows the inside of the HESCO perimeter wall inside the RWY 12 approach zone. An external road used by local nationals follows the outside of the HESCO perimeter wall in the RWY 12 approach zone. A concrete batching plant with two 50ft tall silos exists within the base perimeter to the north of the RWY 12 approach zone. It is recommended to fly a 3º or greater approach path for RWY 12.
2	RWY 30	30m high hill at approach end.
3	Remarks	Several radio antennae contained within the built-up areas on Tarin Kowt. OATN Obstacle Chart not published. Permanent drainage ditches exist within the flight strip approximately 45m off center line either side of the RWY and at the western end of the THR 12 under run. Stockpiles up to a 4m high are 45–70m north and south of the RWY centerline.

OATN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET Information may be provided by Tarin Kowt Tower 9H at day.
2	Hours of Operation	Nil
3	Office Responsible for TAF Preparation Periods of Validity	Nil
4	Type of Landing Forecast Interval of Issuance	Nil
5	Briefing / Consultation Provided	Nil
6	Flight Documentation Language(s) used	Nil
7	Charts and Other Information Available for Briefing or Consultation	Nil

8	Supplementary Equipment Available for Providing Information	Nil
9	ATS unit provided with information	Nil
10	Additional Information	Nil

OATN AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY		12	30
1	BRG True and Mag	121° T / 123° M	301° T / 303° M
2	RWY Dimensions	2225m (7300ft) x 27.5m (90ft)	
3	PCN	Rigid Concrete pavement – PCN 68/R/B/W/T	
4	THR Coordinates	323637.15N 0655109.60E	N/A
5	THR Elevation	4356ft AMSL	N/A
6	Slope of RWY / SWY	1.79% up slope	1.79% down slope
7	SWY Dimensions	100m (330ft) Unsealed at THR 12	100m (330ft) Unsealed at THR 30
8	CWY Dimensions	152m (500ft)	152m (500ft)
9	Strip Dimensions	7 300ft x 90ft (2225m x 27.5m)	
10	Obstacle Free Zone	152 Meters / 1° CWY	152 Meters / 1° CWY
11	Lateral Clearances	Clear to ground within the runway edges. Temporary obstacle beyond. All fixed objects are at a minimum of 50m from the center line. **NOTE:** Parallel drains run alongside the RWY outside the runway lights.	
12	Transverse Grades	Grade on RWY is 1.5% either side of CL for drainage. There is a 5–8% drop either side of the maintained area to the drain.	
13	Remarks	RWY is uphill from THR 12 to THR 30 with an average grade of 1.79%.	

OATN AD 2.13 DECLARED DISTANCES

RWY		12	30
1	TORA	N/A	2225m (7300ft)
2	TODA	N/A	2682m (8800ft)
3	ASDA	N/A	2325m (7628ft)
4	LDA	1920m (6300ft)	N/A
5	Remarks	Approach/Departure gradient 3°.	Approach/Departure gradient 3°.

OATN AD 2.14 APPROACH AND RWY LIGHTING

RWY		12	30
1	Type, Length, and Intensity of Approach Lighting	Nil	Nil
2	Threshold Lights, Colours, and Wing Bars	Nil	Nil
3	Type of Visual Approach Slope Indicator System/Approach Angle	Nil	Nil
4	Length of RWY Touchdown Zone Indicator Lights	Nil	Nil
5	Length, Spacing, Colour, and Intensity of RWY CL Lights	Nil	Nil
6	Length, Spacing, Colour, and Intensity of RWY Edge Lights	Nil	
7	Colour of REIL and Wing Bars	Nil	
8	Length and Colour of Stop Way Lights	Nil	
9	Remarks	AMP 3 modified lighting for RWY 12 will have a light on each side of the runway at the threshold, another light on each side of the runway 500 feet from the threshold, and one light on each side of the runway at the departure end of RWY 12.	

OATN 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 center line lighting	Nil
4	Secondary power supply including switch–over time	Nil
5	Remarks	Nil

OATN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates Touchdown and Lift–Off Point (TLOF) or Threshold of Final Approach and Take–Off (FATO)	Nil
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

OATN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace Designation and Lateral Limits	ATZ: 10NM radius centered on ARP – Glass G
2	Vertical Limits	Surface to 10000ft AMSL
3	Airspace Classification	Class G
4	Air Traffic Services Unit Call sign Language	Nil (Traffic on Tarin Kowt TWR)
5	Remarks	Tarin Kowt is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Tarin Kowt Common Traffic Advisory Frequency (CTAF) 128.0. Possible traffic and/or weather information may be provided within 5NM OATN on 128.0. This is not a control service, but advisory information only.

OATN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Nil	Nil	Nil	CTAF
GROUND	Nil	Nil	Nil	
ATIS	Nil	Nil	Nil	
Aerodrome Flight Information Service (AFIS)	Tarin Kowt Operations	128.00	HJ	

OATN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility	Ident	Freq	Hrs	Coordinates	Elevation	Remarks
Nil						

OATN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OATN AD 2.21 NOISE ABATEMENT PROCEDURES / NO FLY AREAS

2.21.1. **No Fly Areas.** There are several no-fly areas in and around Tarin Kowt; avoid over flight of the built up areas on the north and south side of the RWY below 1 000ft AGL / 5 500ft AMSL. Do not over fly the village of TK at a low level. Helicopter traffic shall not over fly any buildings, personnel, equipment or ACFT parked in the aprons. Helicopters should remain out of ground effect while moving around the airfield.

2.21.2. **Noise Abatement.** West-southwest of the town of Tarin Kowt, there have been several incidents of local populace firing at ACFT during the hours of darkness if ACFT is flying too low.

OATN AD 2.22 FLIGHT PROCEDURES

2.22.1. **Departure Procedures.** Avoid over flight of populated areas at a low level.

OATN AD 2.23 ADDITIONAL INFORMATION AND HAZARDS

2.23.1. **Heavy weapons range.** The Tarin Kowt combined weapons range OA/R 203, impact area and aerial gunnery range is located 0.5NM southeast of the airfield (approximate extended center line of RWY 12). Unmanned.

OATN AD 2.24 CHARTS RELATED TO THE AERODROME

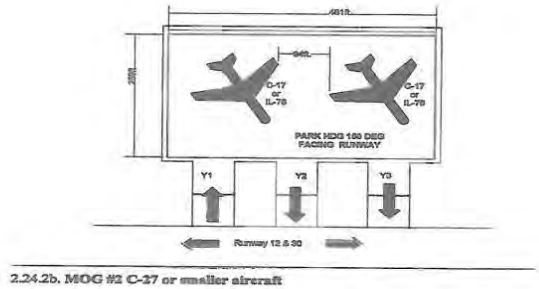
ICAO Charts for Tarin Kowt		
1	Aerodrome Chart — ICAO	Not Produced
2	ACFT Parking / Docking Chart — ICAO	Not Produced
3	Aerodrome Ground Movement Chart — ICAO	Not Produced

4	Precision Approach Terrain Chart — ICAO	Not Produced
5	Aerodrome Obstacle Chart — ICAO Type A	Not Produced
6	Area Chart — ICAO (departure and transit routes)	Not Produced
7	Standard Departure Chart — Instrument – ICAO	Not Produced
8	Area Chart — ICAO (arrival and transit routes)	Not Produced
9	Standard Arrival Chart — Instrument – ICAO	Not Produced
10	Instrument Approach Chart — ICAO	Not Produced
11	Visual Approach Chart	Not Produced
12	Bird concentration in the vicinity of the aerodrome	Not Produced

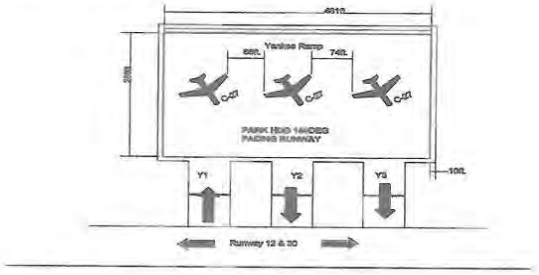
2.24.1. Airfield Diagram (Not to Scale)

2.24.2. Golf Ramp Required Parking Plan. Due to the current maximum on ground (MOG) aircraft parking at OATN for Golf Ramp, the following parking diagrams have been created to ensure safe operations of aircraft and load teams. For C-17 (or equivalent) aircraft the MOG is 2 aircraft. For C-130 (or equivalent) and smaller aircraft the MOG is 3 aircraft. All aircraft should park on a heading of 150 degree facing the RWY. Please listen to ATC instructions for parking guidance. Pilot is responsible for safe operation of aircraft and compliance with ATC instructions.

2.24.2a. MOG #1 C-17 or larger aircraft



2.24.2b. MOG #2 C-27 or smaller aircraft



AD 3 HELIPORTS

3. There are no heliports currently listed in AIP.