



ISLAMIC EMIRATE OF AFGHANISTAN

MINISTRY OF TRANSPORT AND AVIATION

AIRAC AIP AMENDMENT

NUMBER 004/2024

Aeronautical Information Services

Civil Aviation Authority

Kabul International Airport

Telephone: +93-730006669

Email: aip.aaal2@gmail.com

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

Issued: 31 OCT 2024

AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
004/2024	31 OCT 24	28 NOV 24
PART I GENERAL		AMENDMENTS
PART II ENROUTE		AMENDMENTS
PART III AERODROMES		OAHR, OAKB, OAUZ

AIP AIRAC AMDT 004/2024

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL

PART I

AIP AIRAC AMDT 004/2024

EFFECTIVE DATE: 28 NOV 2024

NEXT AIP AIRAC AMDT 001/2025 - EFF DATE 23 JAN 2025

CONSULT NOTAM FOR LATEST INFORMATION

CHANGES & AMENDMENTS IN RED

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

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

GENERAL

Reference	Part, Section, Paragraph	Description of Change
GEN	0.4-1	AMDT- LIST OF EFF PAGES.
GEN	0.4-2	AMDT- LIST OF EFF PAGES.
GEN	0.4-3	AMDT- LIST OF EFF PAGES.
GEN	0.4-4	AMDT- LIST OF EFF PAGES.
GEN	3.1-1	AMDT- NOF E-MAIL & TEL NOs.
GEN	3.1-2	AMDT- NOF E-MAIL & TEL NOs..

ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR	1.10-1	AMDT- KABUL FIR ENT/EXIT POINTS.
ENR	1.10-2	AMDT- LOWER LIMITS.
ENR	3.1-2	AMDT-UPPER/LOWER LIMITS & REMARKS .
ENR	3.1-6	AMDT- UPPER/LOWER LIMITS.
ENR	3.1-7	AMDT- UPPER/LOWER LIMITS & REMARKS .
ENR	3.1-8	AMDT- UPPER/LOWER LIMITS..
ENR	3.1-11	AMDT- UPPER/LOWER LIMITS..
ENR	3.1-12	AMDT- UPPER/LOWER LIMITS..
ENR	3.1-13	AMDT- UPPER/LOWER LIMITS.
ENR	3.1-18	AMDT- UPPER/LOWER LIMITS..
ENR	3.2-2	AMDT- UPPER/LOWER LIMITS & REMARKS.
ENR	3.2-5	AMDT- LOWER LIMITS.
ENR	3.2-6	AMDT- LOWER LIMITS.
ENR	3.2-10	AMDT- LOWER LIMITS.
ENR	3.2-13	AMDT- SEGMENTS, UPPER/LOWER LIMITS.
ENR	3.2-16	AMDT- LOWER LIMITS.
ENR	3.2-17	AMDT- LOWER LIMITS.

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OHR	2.1-5	AMDT-BANK AND POST OFFICE.
OAKB	2.1-3	AMDT- DE-ICING FACILITIES.
OAKB	2.1-36	AMDT- LOCAL TRAFFIC REGULATIONS.
OAKB	2.1-42	DELETED- ITEMS.
OAUZ	2.1-3	DELETED-ITEMS
OAUZ	2.1-4	DELETED-ITEMS

GEN 0.4 LIST OF EFFECTIVE PAGES

GENERAL
PART I

SECTION	DATE		SECTION	DATE		SECTION	DATE
---------	------	--	---------	------	--	---------	------

GEN 0	
0.1-1	16 JUN 22
0.1-2	16 JUN 22
0.1-3	16 JUN 22
0.1-4	26 MAY 16
0.2-1	26 MAY 16
0.3-1	09 SEP 21
0.3-2	02 NOV 23
0.4-1	28 NOV 24
0.4-2	28 NOV 24
0.4-3	28 NOV 24
0.4-4	28 NOV 24
0.4-5	18 APR 24
0.5-1	26 MAY 16
0.6-1	26 MAY 16
0.6-2	10 NOV 16
0.6-3	26 MAY 16
GEN 1	
1.1-1	08 AUG 24
1.2-1	16 JUN 22
1.2-2	16 JUN 22
1.3-1	16 JUN 22
1.4-1	16 JUN 22
1.5-1	16 JUN 22
1.5-2	26 MAY 16
1.6-1	20 MAY 21
1.7-1	26 MAY 16
1.7-2	16 JUN 22
GEN 2	
2.1-1	28 JAN 21
2.1-2	18 APR 24
2.2-1	26 MAY 16
2.2-2	26 MAY 16
2.2-3	26 MAY 16
2.2-4	26 MAY 16

2.2-5	26 MAY 16
2.2-6	26 MAY 16
2.2-7	26 MAY 16
2.2-8	26 MAY 16
2.2-9	26 MAY 16
2.2-10	26 MAY 16
2.2-11	26 MAY 16
2.2-12	26 MAY 16
2.2-13	26 MAY 16
2.2-14	26 MAY 16
2.2-15	26 MAY 16
2.2-16	26 MAY 16
2.2-17	26 MAY 16
2.2-18	26 MAY 16
2.2-19	26 MAY 16
2.2-20	26 MAY 16
2.2-21	26 MAY 16
2.2-22	26 MAY 16
2.2-23	26 MAY 16
2.2-24	26 MAY 16
2.2-25	26 MAY 16
2.2-26	26 MAY 16
2.2-27	26 MAY 16
2.2-28	26 MAY 16
2.2-29	26 MAY 16
2.2-30	26 MAY 16
2.2-31	26 MAY 16
2.2-32	26 MAY 16
2.2-33	26 MAY 16
2.2-34	26 MAY 16
2.2-35	26 MAY 16
2.2-36	26 MAY 16
2.2-37	26 MAY 16
2.2-38	26 MAY 16
2.2-39	26 MAY 16

2.2-40	26 MAY 16
2.2-41	26 MAY 16
2.2-42	26 MAY 16
2.2-43	26 MAY 16
2.2-44	26 MAY 16
2.2-45	26 MAY 16
2.3-1	26 MAY 16
2.3-2	26 MAY 16
2.4-1	28 JAN 21
2.4-2	27 APR 17
2.4-3	26 MAR 20
2.4-4	27 APR 17
2.4-5	26 MAR 20
2.5-1	28 DEC 23
2.6-1	26 MAY 16
2.6-2	26 MAY 16
2.7-1	20 MAY 21
GEN 3	
3.1-1	28 NOV 24
3.1-2	28 NOV 24
3.1-3	18 APR 24
3.1-4	16 JUN 22
3.1-5	23 MAR 23
3.2-1	09 SEP 21
3.3-1	28 JAN 21
3.3-2	28 JAN 21
3.4-1	18 MAY 23
3.5-1	28 JAN 21
3.5-2	28 JAN 21
3.6-1	28 DEC 23
3.6-2	16 JUN 22
GEN 4	
4.1-1	01 DEC 22
4.2-1	13 JUN 24

AIP
AFGHANISTAN

GEN 0.4-2
28 NOV 24

LIST OF EFFECTIVE PAGE ENROUTE PART II							
SECTION	DATE		SECTION	DATE		SECTION	DATE
ENR 0			ENR 2			3.2-15	08 AUG 24
0.6-1	02 NOV 23		2.1-1	02 NOV 23		3.2-16	28 NOV 24
0.6-2	09 SEP 21		2.1-2	02 NOV 23		3.2-17	28 NOV 24
0.6-3	18 MAY 23		2.1-3	02 NOV 23		3.2-18	18 MAY 23
0.6-4	09 SEP 21		2.1-4	02 NOV 23		3.3-1	18 MAY 23
ENR 1			2.2-1	18 MAY 23		3.4-1	18 MAY 23
1.1-1	02 NOV 23		ENR 3			3.5-1	18 MAY 23
1.2-1	02 NOV 23		3.1-1	02 NOV 23		3.6-1	18 MAY 23
1.2-2	02 NOV 23		3.1-2	28 NOV 24		ENR 4	
1.2-3	02 NOV 23		3.1-3	02 NOV 23		4.1-1	16 JUN 22
1.2-4	02 NOV 23		3.1-4	08 AUG 24		4.2-1	15 JUL 21
1.3-1	02 NOV 23		3.1-5	08 AUG 24		4.3-1	15 JUL 21
1.3-2	02 NOV 23		3.1-6	28 NOV 24		4.4-1	02 NOV 23
1.4-1	02 NOV 23		3.1-7	28 NOV 24		4.4-2	02 NOV 23
1.4-2	02 NOV 23		3.1-8	28 NOV 24		4.4-3	02 NOV 23
1.4-3	02 NOV 23		3.1-9	02 NOV 23		4.5-1	16 JUN 22
1.5-1	02 NOV 23		3.1-10	08 AUG 24		ENR 5	
1.6-1	02 NOV 23		3.1-11	28 NOV 24		5.1-1	16 JUN 22
1.7-1	02 NOV 23		3.1-12	28 NOV 24		5.1-2	16 JUN 22
1.8-1	16 JUN 22		3.1-13	28 NOV 24		5.1-3	16 JUN 22
1.9-1	02 NOV 23		3.1-14	08 AUG 24		5.1-4	16 JUN 22
1.10-1	28 NOV 24		3.1-15	08 AUG 24		5.1-5	16 JUN 22
1.10-2	28 NOV 24		3.1-16	08 AUG 24		5.1-6	16 JUN 22
1.10-3	02 NOV 23		3.1-17	02 NOV 23		5.1-7	16 JUN 22
1.11-1	02 NOV 23		3.1-18	28 NOV 24		5.1-8	16 JUN 22
1.12-1	25 MAR 21		3.1-19	02 NOV 23		5.1-9	16 JUN 22
1.12-2	25 MAR 21		3.2-1	02 NOV 23		5.1-10	16 JUN 22
1.12-3	25 MAR 21		3.2-2	28 NOV 24		5.1-11	16 JUN 22
1.13-1	26 MAY 16		3.2-3	08 AUG 24		5.1-12	15 JUL 21
1.14-1	25 MAR 21		3.2-4	08 AUG 24		5.1-13	15 JUL 21
1.14-2	02 NOV 23		3.2-5	28 NOV 24		5.1-14	16 JUN 22
1.14-3	25 MAR 21		3.2-6	28 NOV 24		5.1-15	11 AUG 22
			3.2-7	08 AUG 24		5.2-1	26 MAY 16
			3.2-8	08 AUG 24		5.3-1	16 JUN 22
			3.2-9	08 AUG 24		5.4-1	26 MAY 16
			3.2-10	28 NOV 24		5.5-1	26 MAY 16
			3.2-11	02 NOV 23		5.6-1	16 JUN 22
			3.2-12	02 NOV 23		5.6-2	25 MAR 21
			3.2-13	28 NOV 24		5.6-3	25 MAR 21
			3.2-14	08 AUG 24		ENR 6	
						6.1-1	16 JUN 22
						6.2-1	16 JUN 22

LIST OF EFFECTIVE PAGES
AERODROME
PART III

SECTION	DATE		SECTION	DATE		SECTION	DATE
AD 0			OABN 2.1-4	16 JUN 22		OADY 2.1-8	05 NOV 20
0.6-1	01 FEB 18		OABN 2.1-5	16 JUN 22		OADY 2.1-9	16 JUN 22
0.6-2	26 MAR 20		OABN 2.1-6	26 MAR 20		OADY 2.1-10	16 JUN 22
AD 1			OABN 2.1-7	24 MAY 18		OADY 2.1-11	05 NOV 20
1.1-1	26 MAY 16		OABN 2.1-8	26 MAY 16		OADY 2.1-12	05 NOV 20
1.2-1	26 MAY 16		OAZI			OADY 2.1-13	05 NOV 20
1.3-1	26 MAR 20		OAZI 2.1-1	05 NOV 20		OADY 2.1-14	28 JAN 21
1.3-2	01 FEB 18		OAZI 2.1-2	05 NOV 20		OADY 2.1-15	05 NOV 20
1.4-1	26 MAY 16		OAZI 2.1-3	05 NOV 20		OADY 2.1-16	05 NOV 20
AD 2			OAZI 2.1-4	05 NOV 20		OADY 2.1-17	05 NOV 20
OAIX			OAZI 2.1-5	05 NOV 20		OADY 2.1-18	05 NOV 20
OAIX 2.1-1	16 JUN 22		OAZI 2.1-6	05 NOV 20		OADY 2.1-19	05 NOV 20
OAIX 2.1-2	16 JUN 22		OAZI 2.1-7	05 NOV 20		OADY 2.1-20	05 NOV 20
OAIX 2.1-3	16 JUN 22		OAZI 2.1-8	05 NOV 20		OADY 2.1-21	05 NOV 20
OAIX 2.1-4	05 NOV 20		OAZI 2.1-9	05 NOV 20		OADY 2.1-22	28 JAN 21
OAIX 2.1-5	05 NOV 20		OAZI 2.1-10	05 NOV 20		OADY 2.1-23	05 NOV 20
OAIX 2.1-6	16 JUN 22		OAZI 2.1-11	05 NOV 20		OADY 2.1-24	05 NOV 20
OAIX 2.1-7	05 NOV 20		OAZI 2.1-12	05 NOV 20		OAFR	
OAIX 2.1-8	25 MAR 21		OAZI 2.1-13	05 NOV 20		OAFR 2.1-1	23 MAR 23
OAIX 2.1-9	25 MAR 21		OAZI 2.1-14	05 NOV 20		OAFR 2.1-2	18 MAY 23
OAIX 2.1-10	25 MAR 21		OAZI 2.1-15	05 NOV 20		OAFR 2.1-3	29 MAR 18
OAIX 2.1-11	05 NOV 20		OAZI 2.1-16	05 NOV 20		OAFR 2.1-4	28 FEB 19
OAIX 2.1-12	25 MAR 21		OAZI 2.1-17	05 NOV 20		OAFR 2.1-5	22 JUN 17
OAIX 2.1-13	28 JAN 21		OAZI 2.1-18	05 NOV 20		OAFR 2.1-6	22 JUN 17
OAIX 2.1-14	28 JAN 21		OAZI 2.1-19	05 NOV 20		OAFR 2.1-7	26 MAY 16
OAIX 2.1-15	05 NOV 20		OAZI 2.1-20	05 NOV 20		OAFR 2.1-8	28 FEB 19
OAIX 2.1-16	05 NOV 20		OAZI 2.1-21	05 NOV 20		OAFZ	
OAIX 2.1-17	05 NOV 20		OAZI 2.1-22	05 NOV 20		OAFZ 2.1-1	16 JUN 22
OAIX 2.1-18	05 NOV 20		OAZI 2.1-23	05 NOV 20		OAFZ 2.1-2	02 NOV 23
OAIX 2.1-19	05 NOV 20		OAZI 2.1-24	05 NOV 20		OAFZ 2.1-3	22 JUN 17
OAIX 2.1-20	05 NOV 20		OAZI 2.1-25	05 NOV 20		OAFZ 2.1-4	18 MAY 23
OAIX 2.1-21	05 NOV 20		OABT			OAFZ 2.1-5	05 JAN 17
OAIX 2.1-22	05 NOV 20		OABT 2.1-1	16 JUN 22		OAFZ 2.1-6	26 MAY 16
OAIX 2.1-23	05 NOV 20		OABT 2.1-2	19 JUL 18		OAFZ 2.1-7	26 MAY 16
OAIX 2.1-24	28 JAN 21		OABT 2.1-3	27 APR 17		OAFZ 2.1-8	26 MAY 16
OAIX 2.1-25	16 JUN 22		OABT 2.1-4	16 JUN 22		OAFZ 2.1-9	26 MAY 16
OAIX 2.1-26	28 JAN 21		OABT 2.1-5	26 MAY 16		OAFZ 2.1-10	26 MAY 16
OAIX 2.1-27	28 JAN 21		OABT 2.1-6	16 JUN 22		OAHR	
OAIX 2.1-28	05 NOV 20		OABT 2.1-7	16 JUN 22		OAHR 2.1-1	13 JUL 23
OAIX 2.1-29	05 NOV 20		OABT 2.1-8	26 MAY 16		OAHR 2.1-2	22 FEB 24
OAIX 2.1-30	05 NOV 20		OACC			OAHR 2.1-3	16 JUN 22
OAIX 2.1-31	05 NOV 20		OACC 2.1-1	07 SEP 23		OAHR 2.1-4	16 JUN 22
OAIX 2.1-32	05 NOV 20		OACC 2.1-2	07 SEP 23		OAHR 2.1-5	28 NOV 24
OAIX 2.1-33	05 NOV 20		OACC 2.1-3	07 SEP 23		OAHR 2.1-6	07 SEP 23
OAIX 2.1-34	05 NOV 20		OACC 2.1-4	22 JUN 17		OAHR 2.1-7	28 JAN 21
OAIX 2.1-35	20 MAY 21		OACC 2.1-5	26 MAY 16		OAHR 2.1-8	16 JUN 22
OAIX 2.1-36	28 JAN 21		OACC 2.1-6	26 MAY 16		OAHR 2.1-9	16 JUN 22
OAIX 2.1-37	05 NOV 20		OACC 2.1-7	11 AUG 22		OAHR 2.1-10	01 DEC 22
OAIX 2.1-38	28 JAN 21		OACC 2.1-8	26 MAY 16		OAHR 2.1-11	16 JUN 22
OAIX 2.1-39	28 JAN 21		OACC 2.1-9	26 MAY 16		OAHR 2.1-12	16 JUN 22
OAIX 2.1-40	28 JAN 21		OACC 2.1-10	26 MAY 16		OAHR 2.1-13	05 NOV 20
OAIX 2.1-41	28 JAN 21		OADY			OAHR 2.1-14	13 JUL 23
OAIX 2.1-42	28 JAN 21		OADY 2.1-1	16 JUN 22		OAHR 2.1-15	20 MAY 21
OAIX 2.1-43	05 NOV 20		OADY 2.1-2	16 JUN 22		OAHR 2.1-16	25 MAR 21
OAIX 2.1-44	05 NOV 20		OADY 2.1-3	05 NOV 20		OAHR 2.1-17	05 NOV 20
OAIX 2.1-45	05 NOV 20		OADY 2.1-4	16 JUN 22		OAHR 2.1-18	25 MAR 21
OABN			OADY 2.1-5	05 NOV 20		OAHR 2.1-19	16 JUN 22
OABN 2.1-1	16 JUN 22		OADY 2.1-6	05 NOV 20		OAHR 2.1-20	18 MAY 23
OABN 2.1-2	16 JUN 22		OADY 2.1-7	05 NOV 20		OAHR 2.1-21	25 MAR 21
OABN 2.1-3	16 JUN 22					OAHR 2.1-22	18 MAY 23

AIP
AFGHANISTANGEN0.4-4
28 NOV 24

OAHR 2.1-23	18 MAY 23
OAHR 2.1-24	18 MAY 23
OAHR 2.1-25	07 SEP 23
OAHR 2.1-26	16 JUN 22
OAHR 2.1-27	18 MAY 23
OAHR 2.1-28	18 MAY 23
OAHR 2.1-29	07 SEP 23
OAHR 2.1-30	07 SEP 23
OAHR 2.1-31	05 NOV 20
OAHR 2.1-32	07 SEP 23
OAHR 2.1-33	07 SEP 23
OAHR 2.1-34	07 SEP 23
OAHR 2.1-35	07 SEP 23
OAJL	
OAJL 2.1-1	03 OCT 24
OAJL 2.1-2	07 SEP 23
OAJL 2.1-3	11 AUG 22
OAJL 2.1-4	16 JUN 22
OAJL 2.1-5	07 SEP 23
OAJL 2.1-6	05 NOV 20
OAJL 2.1-7	16 JUN 22
OAJL 2.1-8	05 NOV 20
OAJL 2.1-9	05 NOV 20
OAJL 2.1-10	05 NOV 20
OAJL 2.1-11	11 AUG 22
OAJL 2.1-12	05 NOV 20
OAJL 2.1-13	02 NOV 23
OAJL 2.1-14	05 NOV 20
OAJL 2.1-15	05 NOV 20
OAJL 2.1-16	05 NOV 20
OAJL 2.1-17	05 NOV 20
OAJL 2.1-18	05 NOV 20
OAJL 2.1-19	05 NOV 20
OAJL 2.1-20	07 SEP 23
OAJL 2.1-21	07 SEP 23
OAJL 2.1-22	05 NOV 20
OAJL 2.1-23	05 NOV 20
OAJL 2.1-24	05 NOV 20
OAJL 2.1-25	05 NOV 20
OAJL 2.1-26	05 NOV 20
OAJL 2.1-27	05 NOV 20
OAJL 2.1-28	05 NOV 20
OAJL 2.1-29	05 NOV 20
OAJL 2.1-30	05 NOV 20
OAJL 2.1-31	05 NOV 20
OAJL 2.1-32	07 SEP 23
OAKB	
OAKB 2.1-1	03 OCT 24
OAKB 2.1-2	03 OCT 24
OAKB 2.1-3	28 NOV 24
OAKB 2.1-4	08 AUG 24
OAKB 2.1-5	18 MAY 23
OAKB 2.1-6	08 AUG 24
OAKB 2.1-7	08 AUG 24
OAKB 2.1-8	07 SEP 23
OAKB 2.1-9	16 JUN 22
OAKB 2.1-10	20 MAY 21
OAKB 2.1-11	03 OCT 24
OAKB 2.1-12	08 AUG 24
OAKB 2.1-13	05 NOV 20
OAKB 2.1-14	08 AUG 24
OAKB 2.1-15	05 NOV 20
OAKB 2.1-16	05 NOV 20
OAKB 2.1-17	06 OCT 22

OAKB 2.1-18	05 NOV 20
OAKB 2.1-19	18 APR 24
OAKB 2.1-20	01 DEC 22
OAKB 2.1-21	05 NOV 20
OAKB 2.1-22	05 NOV 20
OAKB 2.1-23	05 NOV 23
OAKB 2.1-24	05 NOV 20
OAKB 2.1-25	05 NOV 20
OAKB 2.1-26	08 AUG 24
OAKB 2.1-27	08 AUG 24
OAKB 2.1-28	16 JUN 22
OAKB 2.1-29	11 AUG 22
OAKB 2.1-30	13 JUN 24
OAKB 2.1-31	18 MAY 23
OAKB 2.1-32	08 AUG 24
OAKB 2.1-33	28 DEC 23
OAKB 2.1-34	05 NOV 20
OAKB 2.1-35	05 NOV 20
OAKB 2.1-36	28 NOV 24
OAKB 2.1-37	13 JUN 24
OAKB 2.1-38	03 OCT 24
OAKB 2.1-39	28 DEC 23
OAKB 2.1-40	05 NOV 20
OAKB 2.1-41	16 JUN 22
OAKB 2.1-42	28 NOV 24
OAKB 2.1-43	07 SEP 23
OAKB 2.1-44	07 SEP 23
OAKB 2.1-45	22 FEB 24
OAKB 2.1-46	01 DEC 22
OAKB 2.1-47	22 FEB 24
OAKB 2.1-48	05 NOV 20
OAKB 2.1-49	03 OCT 24
OAKB 2.1-50	03 OCT 24
OAKB 2.1-51	07 SEP 23
OAKB 2.1-52	28 DEC 23
OAKB 2.1-53	05 NOV 20
OAKB 2.1-54	28 DEC 23
OAKB 2.1-55	05 NOV 20
OAKB 2.1-56	01 DEC 22
OAKB 2.1-57	07 SEP 23
OAKB 2.1-58	18 APR 24
OAKB 2.1-59	18 APR 24
OAKB 2.1-60	05 NOV 20
OAKB 2.1-61	05 NOV 20
OAKB 2.1-62	05 NOV 20
OAKB 2.1-63	05 NOV 20
OAKB 2.1-64	05 NOV 20
OAKB 2.1-65	05 NOV 20
OAKB 2.1-66	05 NOV 20
OAKB 2.1-67	05 NOV 20
OAKB 2.1-68	05 NOV 20
OAKB 2.1-69	05 NOV 20
OAKN	
OAKN 2.1-1	13 JUN 24
OAKN 2.1-2	18 MAY 23
OAKN 2.1-3	18 MAY 23
OAKN 2.1-4	18 MAY 23
OAKN 2.1-5	22 FEB 24
OAKN 2.1-6	18 MAY 23
OAKN 2.1-7	28 DEC 23
OAKN 2.1-8	23 MAR 23
OAKN 2.1-9	13 JUL 23
OAKN 2.1-10	25 MAR 21
OAKN 2.1-11	25 MAR 21
OAKN 2.1-12	18 MAY 23
OAKN 2.1-13	01 DEC 22

OAKN 2.1-14	18 MAY 23
OAKN 2.1-15	16 JUN 22
OAKN 2.1-16	25 MAR 21
OAKN 2.1-17	22 FEB 24
OAKN 2.1-18	25 MAR 21
OAKN 2.1-19	18 MAY 23
OAKN 2.1-20	18 MAY 23
OAKN 2.1-21	18 MAY 23
OAKN 2.1-22	18 MAY 23
OAKN 2.1-23	18 APR 24
OAKN 2.1-24	18 MAY 23
OAKN 2.1-25	01 DEC 22
OAKN 2.1-26	07 SEP 23
OAKN 2.1-27	25 MAR 21
OAKN 2.1-28	18 MAY 23
OAKN 2.1-29	25 MAR 21
OAKN 2.1-30	25 MAR 21
OAKN 2.1-31	07 SEP 23
OAKS	
OAKS 2.1-1	01 DEC 22
OAKS 2.1-2	07 SEP 23
OAKS 2.1-3	07 SEP 23
OAKS 2.1-4	07 SEP 23
OAKS 2.1-5	22 FEB 24
OAKS 2.1-6	16 JUN 22
OAKS 2.1-7	16 JUN 22
OAKS 2.1-8	15 JUL 21
OAKS 2.1-9	15 JUL 21
OAKS 2.1-10	18 APR 24
OAKS 2.1-11	07 SEP 23
OAKS 2.1-12	15 JUL 21
OAKS 2.1-13	15 JUL 21
OAKS 2.1-14	15 JUL 21
OAKS 2.1-15	15 JUL 21
OAKS 2.1-16	07 SEP 23
OAKS 2.1-17	18 APR 24
OAKS 2.1-18	07 SEP 23
OAKS 2.1-19	15 JUL 21
OAKS 2.1-20	15 JUL 21
OAKS 2.1-21	15 JUL 21
OAKS 2.1-22	15 JUL 21
OAKS 2.1-23	15 JUL 21
OAUZ	
OAUZ 2.1-1	03 OCT 24
OAUZ 2.1-2	18 APR 24
OAUZ 2.1-3	28 NOV 24
OAUZ 2.1-4	28 NOV 24
OAUZ 2.1-5	03 JAN 19
OAUZ 2.1-6	16 JUN 22
OAUZ 2.1-7	05 DEC 19
OAUZ 2.1-8	13 JUL 23
OAMN	
OAMN 2.1-1	26 MAY 16
OAMN 2.1-2	26 MAY 16
OAMN 2.1-3	26 MAY 16
OAMN 2.1-4	26 MAY 16
OAMN 2.1-5	26 MAY 16
OAMN 2.1-6	26 MAY 16
OAMN 2.1-7	26 MAY 16
OAMN 2.1-8	26 MAY 16
OAMS	
OAMS 2.1-1	28 DEC 23
OAMS 2.1-2	28 DEC 23
OAMS 2.1-3	07 SEP 23
OAMS 2.1-4	28 DEC 23
OAMS 2.1-5	28 DEC 23

OAMS 2.1-6	07 SEP 23
OAMS 2.1-7	07 SEP 23
OAMS 2.1-8	07 SEP 23
OAMS 2.1-9	07 SEP 23
OAMS 2.1-10	07 SEP 23
OAMS 2.1-11	07 SEP 23
OAMS 2.1-12	07 SEP 23
OAMS 2.1-13	28 DEC 23
OAMS 2.1-14	07 SEP 23
OAMS 2.1-15	07 SEP 23
OAMS 2.1-16	07 SEP 23
OAMS 2.1-17	28 DEC 23
OAMS 2.1-18	07 SEP 23
OAMS 2.1-19	07 SEP 23
OAMS 2.1-20	28 DEC 23
OAMS 2.1-21	07 SEP 23
OAMS 2.1-22	07 SEP 23
OAMS 2.1-23	07 SEP 23
OAMS 2.1-24	28 DEC 23
OAMS 2.1-25	28 DEC 23
OAMS 2.1-26	07 SEP 23
OAMS 2.1-27	28 DEC 23
OAMS 2.1-28	28 DEC 23
OAMS 2.1-29	07 SEP 23
OAMS 2.1-30	07 SEP 23
OAMS 2.1-31	22 FEB 24
OAMS 2.1-32	22 FEB 24
OAMS 2.1-33	18 APR 24
OAMS 2.1-34	18 APR 24
OAMS 2.1-35	18 APR 24
OANZ	
OANZ 2.1-1	16 JUN 22
OANZ 2.1-2	16 JUN 22
OANZ 2.1-3	13 SEP 18
OANZ 2.1-4	16 JUN 22
OANZ 2.1-5	10 SEP 20
OANZ 2.1-6	27 APR 17
OANZ 2.1-7	16 JUN 22
OAQA	
OAQA 2.1-1	26 MAY 16
OAQA 2.1-2	26 MAY 16
OAQA 2.1-3	26 MAY 16
OAQA 2.1-4	26 MAY 16
OAQA 2.1-5	26 MAY 16
OAQA 2.1-6	26 MAY 16
OAQA 2.1-7	26 MAY 16
OAQA 2.1-8	26 MAY 16
OAQA 2.1-9	26 MAY 16
OAQN	
OAQN 2.1-1	16 JUN 22
OAQN 2.1-2	18 MAY 23
OAQN 2.1-3	27 APR 17
OAQN 2.1-4	11 AUG 22
OAQN 2.1-5	18 MAY 23
OAQN 2.1-6	26 MAY 16
OAQN 2.1-7	26 MAY 16
OAQN 2.1-8	26 MAY 16
OAQN 2.1-9	26 MAY 16
OAQN 2.1-10	26 MAY 16

OASL	
OASL 2.1-1	26 MAY 16
OASL 2.1-2	26 MAY 16
OASL 2.1-3	26 MAY 16
OASL 2.1-4	26 MAY 16
OASL 2.1-5	26 MAY 16
OASL 2.1-6	26 MAY 16
OASL 2.1-7	26 MAY 16
OASL 2.1-8	26 MAY 16
OASH	
OASH 2.1-1	16 JUN 22
OASH 2.1-2	16 JUN 22
OASH 2.1-3	16 JUN 22
OASH 2.1-4	16 JUN 22
OASH 2.1-5	16 JUN 22
OASH 2.1-6	05 NOV 20
OASH 2.1-7	05 NOV 20
OASH 2.1-8	05 NOV 20
OASH 2.1-9	05 NOV 20
OASH 2.1-10	16 JUN 22
OASH 2.1-11	05 NOV 20
OASH 2.1-12	05 NOV 20
OASH 2.1-13	05 NOV 20
OASH 2.1-14	05 NOV 20
OASH 2.1-15	16 JUN 22
OASH 2.1-16	05 NOV 20
OASH 2.1-17	05 NOV 20
OASH 2.1-18	16 JUN 22
OASH 2.1-19	05 NOV 20
OASH 2.1-20	05 NOV 20
OASH 2.1-21	05 NOV 20
OASH 2.1-22	05 NOV 20
OASH 2.1-23	05 NOV 20
OASH 2.1-24	05 NOV 20
OASH 2.1-25	05 NOV 20
OASH 2.1-26	16 JUN 22
OASH 2.1-27	05 NOV 20
OASH 2.1-28	05 NOV 20
OASH 2.1-29	05 NOV 20
OASH 2.1-30	05 NOV 20
OASA	
OASA 2.1-1	16 JUN 22
OASA 2.1-2	26 MAY 16
OASA 2.1-3	26 MAY 16
OASA 2.1-4	26 MAY 16
OASA 2.1-5	26 MAY 16
OASA 2.1-6	01 DEC 22
OASA 2.1-7	26 MAY 16
OASA 2.1-8	26 MAY 16
OASD	
OASD 2.1-1	16 JUN 22
OASD 2.1-2	16 JUN 22
OASD 2.1-3	26 MAY 16
OASD 2.1-4	26 MAY 16
OASD 2.1-5	16 JUN 22
OASD 2.1-6	26 MAY 16
OASD 2.1-7	26 MAY 16
OASD 2.1-8	26 MAY 16
OASD 2.1-9	26 MAY 16
OASD 2.1-10	19 JUL 18
OASD 2.1-11	26 MAY 16

OATN	
OATN 2.1-1	01 DEC 22
OATN 2.1-2	01 DEC 22
OATN 2.1-3	11 AUG 22
OATN 2.1-4	26 MAY 16
OATN 2.1-5	26 MAY 16
OATN 2.1-6	26 MAY 16
OATN 2.1-7	26 MAY 16
OATN 2.1-8	26 MAY 16
OATN 2.1-9	26 MAY 16
AD 3	
3.1-1	26 MAY 16

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. **Responsible Service**

1.1. The Aeronautical Information Service ensures the flow of information necessary for the safety and regularity of international and domestic air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. The service is provided in accordance with the provisions contained in ICAO Annex 15 – Aeronautical Information Services.

1.2. AIS Headquarters is located at OAKB – (Kabul) as listed below.

Aeronautical Information Service (HQ)

Afghanistan Civil Aviation Authority

KIA Airport, Kabul

Mob- +93 (0) 799849388

Email: aip.acaa12@gmail.com, aip@acaa.gov.af

1.3. International NOTAM Office (NOF)

International NOTAM offices is located at OAKB –The addresses are as follows

International NOTAM Office

Afghanistan Civil Aviation Authority

KIA Airport, Kabul

TEL: +93 (20) 2923406. Mob- +93 (0) 700649162, +93 (0) 784901818

AFS- OAKBYNYX

Email: notamoffice@mota.gov.af, afghanistanotam@gmail.com,

2. **Area of Responsibility**

2.1. The Aeronautical Information Service (AIS) is responsible for the collection and dissemination of information for Afghanistan.

3. **Aeronautical Publications**

3.1. The aeronautical information is provided in the form of the Integrated Information Package consisting of the following elements:

- a) Aeronautical Information Publication (AIP).
- b) Amendment service to the AIP (AIP AIRAC AMDT);
- c) Supplement to the AIP (AIP SUP);
- d) Aeronautical Information Circular (AIC);
- e) NOTAM and Pre-flight Information Bulletin (PIB); and
- f) Checklists and summaries.

3.2. **Aeronautical Information Publication.** The AIP is the overarching aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for safe and efficient air navigation. The Afghanistan AIP is published in one volume, comprising three parts. The AIP is published in an electronic format as a Portable Document Format (.pdf) file, in English only, for use in international and domestic operation, whether the flight is commercial or private.

3.3. **Amendment Services.** The AIP is amended by the publication of a full edition AIP or an AIP AMDT Pages in accordance with the AIRAC cycle. (Refer to 4). A brief description of the references affected by the publication of a full edition AIP or AIP AMDT Pages will be provided in the form of a Summary of Changes. Changes of note

Afghanistan Civil Aviation Authority

or significance are included; correction of editorial errors will not be included. A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name, and year) of the information is reissued with each edition.

- 3.4. Supplement to the AIP (AIP SUP).** Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements. AIP SUP is issued in electronic format only in one series, and each AIP SUP is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIP SUP, e.g. AIP SUP 001/21.

3.5. Notice to Airmen (NOTAM)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code. This is complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Afghanistan NOTAM Office (ANOF) is 24/7;

contact numbers are +93 (20) 2923406, +93 (0) 700649162, +93 (0) 784901818

Email addresses are notamoffice@mota.gov.af, and afghanistannotam@gmail.com

please address both.

NOTAM which are catalogued on the ACAA website published at www.afgais.com and www.notam-acaa.com

NOTE: AFTN or web page outages: All NOTAM will be published on the ACAA web page and/or alternate website <https://www.afgais.com>

NOTAM are submitted via Aeronautical Fixed Telecommunications Network (OAKBYNYX) and are distributed in the series identified below:

TYPE OF SERIES	DEFINITION
Series G	Aerodromes, communications, restrictions, navigation, activities and Conflict Zone.
Series D	Special Use Airspace, Danger Areas, Restricted Areas, Prohibited Areas, Military Operating Areas (MOA).
Series H	Hazardous weather conditions, earthquake or volcanic activity (if operationally significant).
Series P	Instrument Procedural NOTAM.

Afghanistan SNOWTAM identification shall appear in the first line of the AFS message shall start with the SNOWTAM indicator 'SW' followed by the designator for the State 'OA' e.g. 'SW OA', Separate serial number in a four-digit group for each aerodrome within Kabul FIR, followed by a space and followed by the four-letter ICAO aerodrome indicator to which the SNOW TAM refers published via AFTN and ACAA Notam web pages.

- 3.6. Aeronautical Information Circular (AIC).** Generally contains information on the long-term forecast of any major change in legislation, regulation, procedures or facilities. This includes:

AERONAUTICAL INFORMATION PUBLICATION



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

ENROUTE

PART II

AIP AIRAC AMDT 004/2024

EFFECTIVE DATE-28 NOV 2024

ENR 1.10 FLIGHT PLANNING**1. General**

- 1.1. Civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO Rules of the Air Annex 2, if possible.
- 1.2. ICAO flight plans are unavailable; ACFT must file a flight plan including at least the following:
- Call sign.
 - Type.
 - Departure point.
 - Destination.
 - Altitude.
 - Route of Flight.
 - Estimated time of arrival.
- 1.3. Civil and military aircraft arriving and departing or alternate aerodrome as Kabul International Airport is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

Procedures applicable to Operators/Pilots

2. The levels at which a flight is to be conducted shall be specified in a flight plan as follows:
- 2.1
- In terms of "flight levels" if the flight is to be conducted at or above the transition level.
 - In terms of "altitude" if the flight is to be conducted in the vicinity of an aerodrome at or below the transition altitude.
- 2.2. Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.
- 2.3 ACFT may enter and exit the Kabul FIR, only via the following points, and must flight plan accordingly. The hours of available flight level and restrictions refer ENR 3.2 for Lower and Upper airspace ATS route.

Table 1 – Kabul FIR Entry/Exit points

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	HIGH/LOW ATS ROUTE	LEVELS
Pakistan	GADER	294100N0612800E	G206	LOW	FL160– FL290
	GADER	294100N0612800E	A453	LOW	FL160 – FL290
	SERKA	295101N0661501E	V390	LOW	FL190 – FL320

AIP
AFGHANISTANENR 1.10–2
28 NOV 24

COUNTRY (TO/FROM)	REPORTING POINT	LAT/LONG	AIRWAY	HIGH/LOW ATS ROUTE	LEVELS
Pakistan	SERKA	295101N0661501E	UL333	HIGH	FL360 – FL510
	ASLUM	310112N0663712E	P628	HIGH	FL360 – FL510
	RIMPA	312600N0673600E	G202	LOW	FL160 – FL290
	BIROS	314000N0690000E	L750	HIGH	FL360 – FL510
	DOBAT	325200N0692600E	N644	HIGH	FL360 – FL510
	LAJAK	335559N0702959E	M696	LOW	FL180 – FL290
	LAJAK	335559N0702959E	L509	HIGH	FL310 – FL510
	MOTMO	362759N0713758E	P500	HIGH	FL300 – FL510
Tajikistan	PINAX	371500N0690600E	V848	LOW	FL230 – FL290
	FIRUZ	364012N0713748E	P500	HIGH	FL300 – FL510
Uzbekistan	AMDAR	371230N0672036E	A454	LOW	FL190 – FL290
	AMDAR	371230N0672036E	M875	HIGH	FL310 – FL510
Turkmenistan	DAVET	365739N0644715E	P173	HIGH	FL 280– FL350
	LEMOD	361000N0641730E	M696	LOW	FL220 – FL290
	LEMOD	361000N0641730E	N644	HIGH	FL360 – FL510
	RANAH	353500N0631200E	L750	HIGH	FL360 – FL510
Iran	PAMTU	351006N0610806E	V390	LOW	FL160 – FL350
	PAMTU	351006N0610806E	N636	HIGH	CLOSED
	SOKAM	331316N0603754E	UL333	HIGH	FL360 – FL510
	RANRU	300115N0610048E	Z627	LOW	FL260 – FL350

2. RNAV Air Route

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks {Controlling unit {Airspace class } Remark s
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		
				↓	↑	
A453 {RNP 10}	Route availability H24 TAPIS-LAJAK UNUSABLE		10NM EITHER SIDE OF CENTERLINE			KABUL FIC
▲ GADER (FIR BDRY)	294100N 0612800E					For continuation see AIP Pakistan
	061/241	98 NM	FL290 FL170	Odd	Even	[Class G]
△ OGOGO	302457N 0630904E					
	061/241	41 NM	FL350 FL170	Odd	Even	[Class G]
△ VACUK	304244N 0635119E					
	064/244	34 NM	FL350 FL170	Odd	Even	[Class G]
△ ADLOR	305643N 0642742E					
	064/244	31 NM	FL350 FL170	Odd	Even	[Class G]
△ LOVIT	310904N 0650026E					
	064/244	50 NM	FL350 FL170	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	044/224	50 NM	FL350 FL170	Odd	Even	[Class G]
△ KUNAN	320334N 0663627E					
	043/233	61 NM	FL350 FL170	Odd	Even	[Class G]
△ DUDEG	324630N 0672700E					
	044/224	67 NM	FL350 FL170	Odd	Even	[Class G]
△ PATOX	333254N 0682512E					
	030/210	23 NM	FL350 FL170	Odd	Even	[Class G]
△ NOLEX	335204N 0683936E					
	029/209	46 NM	FL290 FL170	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					
	092/272	53 NM	FL410 FL160	Odd	Even	TAPIS-LAJAK UNUSABLE
△ PEGTO	342650N 0701240E					
	092/272	13 NM	FL410 FL160	Odd	Even	TAPIS-LAJAK UNUSABLE
△ RAMSO	342548N 0702830E					
	175/355	30 NM	FL410 FL250	Odd	Even	TAPIS-LAJAK UNUSABLE
▲ LAJAK (FIR BDRY)	335559N 0702959E					For continuation see AIP Pakistan

ROUTE REMARKS

GADER –OGOGO FL170-FL290 OGOGO-NOLEX FL170 – FL350, NOLEX- TAPIS: FL170 - FL290

TAPIS-LAJAK CLOSED.

TAPIS- RAMSO: FL160 – FL290 RAMSO – LAJAK: FL250-FL290

CAUTIONS

MOCAs:

DUDEG to PATOX 16300FT PATOX to RAMSO 16500FT

RAMSO to LAJAK 16900FT MRAs:

KUNAN to DUDEG 17000FT DUDEG to PATOX 23000F T

PATOX to NOLEX 17000FT NOLEX to RAMSO 16500F T

RAMSO to LAJAK 25000FT

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit	FL series		Controlling unit {Airspace class } Remark s
			Lower limit	↓	↑	
G202 {RNP 10}	Route availability H24 KAMAR-PAROD UNUSABLE		10NM EITHERSIDE OF CENTERLINE			
▲ KAMAR (FIR-BDRY)	322900N 0604400E					For continuation see AIP Iran
	100/280	74 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ FARAH	322200N 0620930E					
	097/277	64 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ DILAM	321030N 0632400E					
	105/285	16 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ MIKED	320537N 0634213E					
	105/285	51 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ DOLAN	315030N 0643900E					
	106/286	18 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ NABID	314452N 0645827E					
	106/286	50 NM	FL290 FL160	Odd	Even	KAMAR-PAROD UNUSABLE {Class E}
△ PAROD	312900N 0655400E					
	091/271	50 NM	FL320 FL160	Odd	Even	{Class G}
△ VUSIP	312556N 0665220E					
	088/268	37 NM	FL320 FL160	Odd	Even	{Class G}
▲ RIMPA (FIR BDRY)	312600N 0673600E					For continuation see AIP Pakistan
REMARKS						
KAMAR-PA ROD CLOSED.						
Cautions:						
MRAs:						
KAMAR to DILAM 26000FT DILAM to DOLAN 21000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks (Controlling unit {Airspace class}) Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		
				↓	↑	
G206 (RNP 10)	Route availability H24		10NM EITHER SIDE OF CENTERLINE			KABUL ACC
▲ GADER (FIR BDRY)	294100N	0612800E				For continuation see AIP Pakistan
	031/211	355 NM	FL290 FL170	Odd	Even	[Class G]
△ BUDBO	301044N	0615030E				
	031/211	47.5 NM	FL350 FL180	Odd	Even	[Class G]
△ ORPUD	305038N	0622111E				
	031/211	46 NM	FL350 FL180	Odd	Even	[Class G]
△ NABKA	312900N	0625107E				
	032/212	50 NM	FL350 FL180	Odd	Even	[Class G]
△ DILAM	321030N	0632400E				
	061/241	46.1 NM	FL350 FL180	Odd	Even	[Class G]
△ SELPI	323132N	0641233E				
	061/241	13 NM	FL350 FL180	Odd	Even	[Class G]
△ BURTA	323730N	0642630E				
	061/241	113 NM	FL350 FL180	Odd	Even	[Class G]
△ RIKAD	332742N	0662730E				
	062/242	73 NM	FL350 FL180	Odd	Even	[Class G]
△ NEVIV	335848N	0674700E				
	062/242	29 NM	FL350 FL180	Odd	Even	[Class G]
△ SIBLO	341132N	0681840E				
	062/242	46 NM	FL290 FL180	Odd	Even	[Class G]
△ TAPIS	343100N	0690900E				
	058/238	52 NM	FL410 FL270	Odd	Even	[Class G]
△ GULNI	345637N	0700403E				
	058/238	20 NM	FL410 FL290		058/238	20 NM
△ SURVI	350606N	0702512E				
	057/238	62 NM	FL410 FL290		057/238	62 NM
▲ DUGIN (FIR BDRY)	353659N	0713058E				For continuation see AIP Pakistan
REMARKS						
TAPIS-DUGIN CLOSED. SIBLO - TAPIS FL180-FL290						
Caution:						
MOCA:						
DILAM to RIKAD 14700FT RIKAD to TAPIS 17900FT TAPIS						
to SURVI 16500FT SURVI to DUGIN 20100FT						
MRA:						
NABKA to BURTA 21000FT BURTA to RIKAD 20000FT RIKAD						
to NEVIV 27000FT NEVIV to SIBLO 23000FT SIBLO to						
TAPIS 18000FT TAPIS to GULNI 16500FT GULNI to SURVI						
21000FT SURVI to DUGIN 29000FT						

Route designator {RNP type}	[Route usage notes]						
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks	
	MAG ↑/↓	Bearing	DIST	NM	FL series		Controlling unit {Airspace class } Remarks
					Upper limit Lower limit	↓	
V338 {RNP 10}	Route availability H24 SOKAM-SAKU X UNUSABLE		10NM EITHER SIDE OF CENTERLINE			KABUL ACC	
★ SOKAM (FIR BDRY)	331316N 0603754E					For continuation see AIP Iran	
	050/231	70NM	FL290 FL170	Odd	Even	SOKA M-SA KUX UNUSABLE {Class E}	
△ LATUN	335449N 0614443E						
	050/230	30 NM	FL290 FL170	Odd	Even	SOKA M-SA KUX UNUSABLE {Class E}	
△ SAKUX	341236N 0621318E						
	079/260	30 NM	FL320 FL190	Odd	Even	[Class G]	
△ SARSA	341632N 0624934E						
	079/260	104 NM	FL320 FL190	Odd	Even	[Class G]	
△ VELDT	343000N 0645400E						
	086/266	100 NM	FL320 FL190	Odd	Even	[Class G]	
△ VUVEN	343230N 0665530E						
	088/268	64 NM	FL320 FL190	Odd	Even	[Class G]	
△ KULTA	343144N 0681214E						
	088/268	47 NM	FL290 FL190	Odd	Even	[Class G]	
△ TAPIS	343100N 0690900E						
REMARKS							
SOKA M-SA KUX UNUSABLE							
Cautions:							
MOCAs:							
SAKUX to VUVEN 16900FT							
VUVEN to TAPIS 18600FT							
MRAs:							
SOKAM to SAKUX 16000FT							
SAKUX to VELDT 16900FT							
VELDT to KULTA Unknown							
KULTA to TAPIS 19000FT							

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAGS Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Rem arks
				↓	↑	
V390 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ PAMTU (FIR BDRY)	351006N 0610806E					For continuation see AIP Iran
	133/313	49 NM	FL320 FL190	Odd	Even	[Class G]
△ ALENA	343420N 0614846E					
	133/313	29 NM	FL320 FL190	Odd	Even	[Class G]
△ SAKUX	341236N 0621318E					
	127/307	30 NM	FL320 FL190	Odd	Even	[Class G]
△ RUTAB	335257N 0624049E					
	127/307	116 NM	FL320 FL190	Odd	Even	[Class G]
△ BURTA	323730N 0642630E					
	131/311	51 NM	FL320 FL190	Odd	Even	[Class G]
△ TOTSI	320220N 0651013E					
	129/309	50 NM	FL320 FL190	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	168/348	50 NM	FL320 FL190	Odd	Even	[Class G]
△ SODAS	303938N 0660402E					
	167/347	49 NM	FL320 FL190	Odd	Even	[Class G]
▲ SERKA (FIR BDRY)	295101N 0661501E					For continuation see AIP Pakistan
REMARKS NIL						
Cautions:						
MOCAs:						
SAKUX to BURTA 15600FT						
MRAs:						
SAKUXto BURTA 26000FT BURTA to TOTSI18000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks Controlling unit {Airs pce class } Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓ ↑		
V717 (RNP10)	Route availability H24		10NM EITHER SIDE OF CENTERLINE			KABUL ACC
△ SIGSI	310530N 0615300E					
	008/188	78 NM	FL290 FL160	Odd	Even	[Class G]
△ FARAH	322200N 0620930E					
	002/182	37 NM	FL290 FL160	Odd	Even	[Class G]
△ MIKON	325831N 0621317E					
	002/182	25 NM	FL290 FL160	Odd	Even	[Class G]
△ LABUS	332312N 0621550E					
	357/177	19 NM	FL290 FL160	Odd	Even	[Class G]
△ TAMEX	334234N 0621450E					
	355/175	30 NM	FL290 FL160	Odd	Even	[Class G]
△ SAKUX	341236N 0621318E					
	041/221	30 NM	FL350 FL160	Odd	Even	[Class G]
△ KALOT	343429N 0623824E					
	039/220	34 NM	FL350 FL160	Odd	Even	[Class G]
△ DAXUP	345900N 0630630E					
	051/231	33 NM	FL350 FL160	Odd	Even	[Class G]
△ ENRON	351800N 0633900E					
	052/232	66 NM	FL350 FL160	Odd	Even	[Class G]
△ SADAM	355530N 0644612E					
	064/244	84 NM	FL350 FL160	Odd	Even	[Class G]
△ UKMUS	362700N 0662248E					
	065/245	46 NM	FL350 FL160	Odd	Even	[Class G]
△ XARDO	364348N 0671530E					
	089/269	21 NM	FL290 FL160	Odd	Even	[Class G]
△ KHOLM	364300N 0674100E					
	089/269	60 NM	FL290 FL160	Odd	Even	[Class G]
△ SOTRI	364000N 0685500E					
	065/245	24 NM	FL290 FL160	Odd	Even	[Class G]
△ OLDEX	364748N 0692300E					
	068/248	57 NM	FL290 FL160	Odd	Even	[Class G]
△ NIPIR	370530N 0703000E					
REMARKS NIL CAUTIONS						
MOCAs:						
SOTRI to NIPIR 14000FT						
MRAs:						
FARAH to LABUS 22000FT ENRON to SADAM						
29000FT SADAM to UKMUS 24000FT SOTRI to						
OLDEX 14000FT OLDEX to NIPIR 22000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Rem arks
				↓	↑	
Z627 (RNP 10)	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ RANRU (FIR BDRY)	300115N 0610048E					For continuation see the AIP Iran
	074/255	44 NM	FL350 FL260	Odd	Even	[Class G up to FL290], [Class A above FL290], MSA FL260 and Above
△ BUDBO	301044N 0615030E					
	075/256	69 NM	FL350 FL260	Odd	Even	[Class G up to FL290], [Class A above FL290], MSA FL260 and above
☆ OGOGO	302457N 0630004E					For continuation see AIP Afghanistan ENR 3.2 - A453 ATS Route
REMARKS NIL CAUTION						
MINIMUM SAFE ALTITUDE						
FL 260 AND ABOVE						

2. RNAV High Air Routes

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later d Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Remarks
				↓	↑	
A453 {RNP 10}	Route availability H24 TAPIS-LA JAK UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
★ CADER (FIR BDRY)	294100N 0612800E					For continuation- see AIP Pakistan
	061/241	98 NM	FL510 FL310	Odd	Even	[Class G]
△ OGOGO	302457N 0630904E					
	061/241	41 NM	FL510 FL310	Odd	Even	[Class G]
△ VACUK	304244N 0635119E					
	064/244	34 NM	FL510 FL310	Odd	Even	[Class G]
△ ADLOR	305643N 0642742E					
	064/244	31 NM	FL510 FL310	Odd	Even	[Class G]
△ LOVIT	310904N 0650026E					
	064/244	50 NM	FL510 FL310	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	044/224	50 NM	FL510 FL330	Odd	Even	[Class G]
△ KUNAN	320334N 0663627E					
	043/233	61 NM	FL510 FL310	Odd	Even	[Class G]
DUDEG	324630N 0672700E					
	044/224	67 NM	FL510 FL310	Odd	Even	[Class G]
△ PATOX	333254N 0682512E					
	030/210	23 NM	FL510 FL310	Odd	Even	[Class G]
△ NOLEX	335204N 0683936E					
	029/209	46 NM	FL510 FL310	Odd	Even	[Class G]
△ TAPIS	343100N 0690900E					
	092/272	53 NM	FL410 FL160	Odd	Even	TAPIS-LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
△ REGTO	342650N 0701240E					
	092/272	13 NM	FL410 FL160	Odd	Even	TAPIS-LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
△ RAMSO	342548N 0702830E					
	175/355	30 NM	FL410 FL250	Odd	Even	TAPIS-LAJAK UNUSABLE [Class E up to FL 290], [Class A above FL 290] MAA FL410
★ LAJAK (FIR BDRY)	335559N 0702959E					For continuation see AIP Pakistan

ROUTE REMARKS:

A453 CLOSED IN HIGH SECTOR.

Route designator {RNP type}	[Route usage notes]						
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks	
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Rem aiks	
				↓	↑		
L509 {RNP 10}	Route availability H24		10NM EITHER SIDE OF CENTERLINE			KABUL ACC	
△ TAPIS	343100N 0690900E						
	114/295	44 NM	FL510 FL310	Odd	Even	[Class G], MAA FL490	
△ GIDOG	341035N 0695647E						
	115/295	31 NM	FL510 FL310	Odd	Even	[Class G], MAA FL490	
▲ LAJAK (FIR BDRY)	335559N 0702959E					For continuation see AIP Pakistan	
REMARKS							
MAA FL490							
Caution:							
MRA:							
GIDOG to LAJAK is 25000FT							

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓ ↑		Controlling unit {Airspace class } Rem arks
L750 {RNP 10}	Route availability H24		10NMEITHERSIDE OF CENTERLINE			KABUL ACC
▲ RANAH (FIR BDRY)	353500N 0631200E					For continuation see AIP Turkmenistan
	124/304	28 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ ENRON	351800N 0633900E					
	124/304	78 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ VELDT	343000N 0645400E					
	125/305	41.3 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ KADVI	340418N 0653300E					
	125/305	58.3 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ RIKAD	332742N 0662730E					
	127/307	65 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ DUDEG	324630N 0672700E					
	129/309	25 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ GODSI	323009N 0674855E					
	127/307	78 NM	FL510 FL360	Odd	Even	[Class A], MAA FL430
▲ BIROS (FIR BDRY)	314000N 0690000E					For continuation see AIP Pakistan
REMARKS						
MAA FL430						
FL280-FL 290 are available between 2000Z - 2359Z.						
Caution:						
MRA:						
VELDT to BIROS 29000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Rem arks
				↓	↑	
N644 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ LEMOD (FIR BDRY)	361000N 0641730E					For continuation see AIP Turkmenistan
	125/305	120 NM	FL510 FL360	Odd	Even	[Class G], MAA FL430
△ PAGMA	345806N 0661528E					
	125/305	42 NM	FL510 FL360	Odd	Even	[Class G, MAA FL430
△ VUVEN	343230N 0665530E					
	126/306	54 NM	FL510 FL360	Odd	Even	[Class G, MAA FL430
△ NEVIV	335848N 0674700E					
	127/307	41 NM	FL510 FL360	Odd	Even	[Class G, MAA FL430
△ PATOX	333254N 0682512E					
	128/308	25 NM	FL510 FL360	Odd	Even	[Class G, MAA FL430
△ MESRA	331639N 0684756E					
	126/306	40 NM	FL510 FL360	Odd	Even	[Class G, MAA FL430
▲ DOBAT (FIR BDRY)	325200N 0692600E					For continuation see AIP Pakistan
REMARKS						
MAA FL430						
FL280-FL290 ARE AVAILABLE BETWEEN 2000Z - 2359Z						
Caution:						
MRA:						
NEVIV to DOBAT 30000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Lateral Limit (NM)			Remarks {Controlling unit Airspace class } Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit	FL series		
			Lower limit	↓	↑	
P628 {RNP 10}	Route availability 2000UTC – 2359UTC		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ PAMTU (FIR BDRY)	351006N 0610806E					For continuation see AIP Iran
	313/133	79 NM	FL510 FL360	Odd	Even	[Class G], MAA FL490
△ SAKUX	341236N 0621318E					
	307/127	146 NM	FL510 FL360	Odd	Even	[Class G], MAA FL490
△ BURTA	323730N 0642630E					
	310/130	101 NM	FL510 FL360	Odd	Even	[Class G], MAA FL490
△ PAROD	312900N 0655400E					
	125/305	46NM	FL510 FL360	Odd	Even	[Class G], MAA FL490
▲ ASLUM (FIR BDRY)	310112N 0663712E					For continuation see AIP Pakistan
REMARKS						
MAA FL490						
PAROD–ASLUM only available 2000Z to 2359Z						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓ ↑		Controlling unit {Airspace class } Rem arks
UL333 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ SOKAM (FIR BDRY)	331316N 0603754E					For continuation see AIP Iran
	123/303	85NM	FL510 FL360	Odd	Even	[Class G], MAA FL490
△ DANOD	322422N 0620032E					
	123/303	83NM	FL510 FL360	Odd	Even	[Class G, MAA FL490
△ GULSO	313706N 0632056E					
	123/303	70NM	FL510 FL360	Odd	Even	[Class G, MAA FL490
△ ADLOR	305643N 0642742E					
	124/304	29NM	FL510 FL360	Odd	Even	[Class G, MAA FL490
△ KIRAT	303954N 0645437E					
	124/304	85NM	FL510 FL360	Odd	Even	[Class G, MAA FL490
▲ SERKA (FIR BDRY)	295101N 0661501E					For continuation see AIP Pakistan
REMARKS						
MAA FL490						
FL280-FL 290 ARE AVAILABLE BETWEE N 2000Z - 2359Z.						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	MAG Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series ↓ ↑		Controlling unit {Airspace class } Rem arks
Z627 (RNP 10)	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
★-RANRU (FIR-BDRY)	300115N 0610048E					For continuation see the AIP Iran
	074/255	44 NM	<u>FL350</u> FL260	Odd	Even	{Class G}
△-BUDBO	301044N 0615030E					
	075/256	69 NM	<u>FL350</u> FL260	Odd	Even	{Class G}
△-OGOGO	302457N 0630904E					
REMARKS:						
Z627 CLOSED IN HIGH SECTOR.						
CAUTIONS:						
MINIMUM SAFE ALTITUDE FL 260 AND ABOVE						

AIP AIRAC AMDT 004/2024

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

AERODROMES

PART III

AIP AIRAC AMDT 004/2024

EFFECTIVE DATE-28 NOV 2024

CHANGES & AMENDMENTS IN RED

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	ATM Available in Civil Terminal
6	Tourist office	In town
7	Remarks	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:	Three de-icing/anti-icing truck, available model name Global. Two stage de-icing available with Fluid name Clariant made in Germany. Fluid names: Clariant Type I Safe wing MP I LFD 80 Clariant Type II Safe wing MP II Flight De-icing and anti-icing Service provided by GAAC handling company De-Icer truck quantity has increased to 05
4.	Hangar space for visiting ACFT	NIL
5.	Repair facilities for visiting ACFT	NIL

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 **for 4 engines and a one statute mile for 2 engines (Pilots will take last decision and responsibility to take-off below minimums).**

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.

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.

OAKB AD 2.22 FLIGHT PROCEDURES

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

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

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

222.4. **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.

222.5. **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

OAUZ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	AD category for firefighting	CAT 5
2.	Firefighting equipment	1- FIRE FIGHTING TRUCK (ROSENBAUER4*4) CAPACITY(6000LITER WATER -600LITER FOAM – 250KG DCP) 2- 1 fire extinguisher(DCP) 50kg 3- 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/BW/T
2.	TWY width, surface, and strength	TWY	At middle intersection – size 94m x 52m — concrete with asphalt layer
			PCN: 114F/AW/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)
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	113° True / 110°Magnetic	293° True / 290°Magnetic
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