



ISLAMIC EMIRATE OF AFGHANISTAN CIVIL AVIATION AUTHORITY AIRAC AIP AMENDMENT

NUMBER 005/2023

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
005/2023	30 NOV 23	28 DEC 23
PART I GENERAL		AMENDMENTS
PART II ENROUTE		NIL
PART III AERODROMES		OAHR, OAJL, OAKB, OAKN, OAMS

AIP AIRAC AMDT 005/2023

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Afghanistan Civil Aviation Authority

GENERAL

PART I

AIP AIRAC AMDT 005/2023

EFFECTIVE DATE: 28 DEC 2023

NEXT AIP AIRAC AMDT 001/2024- EFF DATE 22 FEB 2024

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	LIST OF EFFECTIVE PAGES.
GEN	1.1.1	AMDT- DESIGNATED AUTHORITIES.
GEN	2.5	AMDT- LIST OF RADIO NAVIGATION AIDS.
GEN	3.6,3-5	AMDT- SAR types of SVC, Contact Details.

AIP AIRAC AMDT 005/23

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OHR	2.3,1-4-7-9	AMDT- OPERATIONAL HOURS.
OAJL	2.2,6	AMDT- A/D ADMINISTRATION ADD
OAKB	2.2,6	AMDT- A/D ADMINISTRATION ADD
OAKB	2.3,2-4-9	AMDT- OPERATIONAL HOURS.
OAKB	2.1	AMDT - REMOVED ITEMS.
OAKB	2.20,6-10-14	AMDT- LOCAL TRAFIC REGULATIONS
OAKB	2.22,15.5	DELETED - REMOVED ITEMS.
OAKB	2.22,15.6-15.7	AMDT - ONLY PARAGRAPH NUMBERS
OAKN	2.7	AMDT- SEASONAL AVAILABILITY
OAMS	2.2,6-8	AMDT- A/D ADMIN ADD, REMARKS
OAMS	2.5,2-5	AMDT- PAX FACILITIES
OAMS	2,11,1-7	AMDT- MET INFORMATION
OAMS	2.20,1	AMDT- LOCAL TRAFFIC REGULATIONS
OAMS	2.22,5.2	AMDT- FLIGHT PROCEDURES
OAMS	2.23-7.1	AMDT- DEICING OF A/C

GEN 0.4 LIST OF EFFECTIVE PAGES

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OAKS 2.1-16	07 SEP 23
OAKS 2.1-17	15 JUL 21
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	16 JUN 22
OAUZ 2.1-2	07 SEP 23
OAUZ 2.1-3	07 SEP 23
OAUZ 2.1-4	07 SEP 23
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 JAN 21
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	07 SEP 23
OAMS 2.1-14	28 DEC 23
OAMS 2.1-15	07 SEP 23
OAMS 2.1-16	07 SEP 23
OAMS 2.1-17	07 SEP 23
OAMS 2.1-18	07 SEP 23
OAMS 2.1-19	07 SEP 23
OAMS 2.1-20	07 SEP 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	07 SEP 23
OAMS 2.1-25	28 DEC 23
OAMS 2.1-26	07 SEP 23
OAMS 2.1-27	07 SEP 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	07 SEP 23
OAMS 2.1-32	07 SEP 23
OAMS 2.1-33	28 DEC 23
OAMS 2.1-34	07 SEP 23
OAMS 2.1-35	07 SEP 23
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 1 NATIONAL REGULATION AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

CIVIL AVIATION	AIR TRAFFIC MANAGEMENT
Mr. Ghulam Jailani wafa Deputy Minister operation Mob: +93 (0) 700304828 Email: jailaniw@acaa.gov.af jailaniw63@gmail.com	Mr.Obaidullah Rashidee ATM Acting Director Mob: +93 (0) 700200765 Email: obaidr@hotmail.com
SEARCH AND RESCUE (SAR)	AIS
Mr.Ismail safai Head of Search and Rescue Mob: +93 (0) 775096489 Email: ismail.safai@gmail.com	Mr. Toryalai Himat Head of AIS Mob: +93 (0) 784901818 Email: httoryal@gmail.com
AIRCRAFT ACCIDENT INVESTIGATION	AERA CONTROL CENTER
Mr. Himmatullah Momand Acting OPS Deputy Director Mobile Phone: 0093774280120 (whats app) Email: himmatullahmomand703@gmail.com	Kabul Area Control Center (KACC) Mobile Phone : +93 (0)705769453 Email: kabulacc@yahoo.com AFTN: OAKXZQZX Kabul Tower AFTN: OAKBZQZX
ENROUTE /AERODROME CHARGES	METEOROLOGY
Mr. Azimullah Kamran Revenue Director Afghan Civil Aviation Authority Mobile: +93 (0) 747535290 E-mail: kamranazimullah38@gmail.com	Mr. Mohammad Nasim Muradi Director of Afghanistan Meteorology Department Tel: +93 20 230 38 96, +9374 44 96 989 E-mail: nasim.muradi786@gmail.com
Custom and Immigration	HEALTH

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION NAME	FACILITY	PURPOSE (AD/ENR)	STATUS
BGM	BAGRAM	VORTAC	A (MIL USE)	(NIL)
I-BAG	BAGRAM	ILS	A	(NIL)
HRT	HERAT	NDB	AE	SERVICEABLE
AHR	HERAT	DVOR/DME	AE	SERVICEABLE
KBL	KABUL	DVOR/DME	AE	SERVICEABLE
IAKW	KABUL	ILS/DME	AE	SERVICEABLE
KDR	KANDAHAR	DVOR/DME	AE	SERVICEABLE
KAF	KANDAHAR	TACAN	AE (MIL USE)	(UNSERVICEABLE)
I-OKN	KANAHAR	ILS/DME	A	SERVICEABLE NO DME
KDR	KANDAHAR	PAPI	A	05 SERVICEABLE 23 UNSERVICEABLE
AMS	MAZAR E SHARIF	DVOR/DME	AE	SERVICEABLE
IMAS	MAZAR-E-SHARIF	ILS/DME RWY 24	A	UNSERVICEABLE
IMAZ	MAZAR-E-SHARIF	ILSDME RWY 06	A	UNSERVICEABLE

GEN 3.6 SEARCH AND RESCUE (SAR)

1. Responsible Services

- 1.1 The Government of Afghanistan within its territorial limits, where the responsibility of provision of air traffic services has been delegated to Afghanistan, is committed to render assistance to all aircraft in distress and facilitate immediate assistance.
- 1.2. The Ministry of Transport and aviation (MOTA) is responsible for the provision of Aeronautical Search and rescue services within the area indicated under paragraph 2.1 below.

2. Area of Responsibility

- 2.1. Search and Rescue services are provided in Afghanistan SRR Region which is corresponding to Kabul FIR i.e. Kabul Search and rescue region.

3. Types of Services

- 3.1. The Ministry of Transport and Aviation (MOTA) will primarily provide aerial search and rescue services as Afghanistan is a landlocked country.

4. Search and Rescue Agreements

- 4.1. Ministry of Transport and aviation (MOTA) has a National SAR Agreement with governmental authorities in Afghanistan to provide SAR services.

5. Search and Rescue Point of Contacts

- 5.1. The Government of Afghanistan is in the process of developing SAR capability.
In the interim, airport/aircraft/state authorities must contact the SAR Department and report the nature of the incident so the SAR Department alert the appropriate agency to take action.

ACAA Search and Rescue Department

phone: +93 (0) 792182803, +93 (0) 7003022316

Email: ismailsafi.aaa@gmail.com

SAR Point of Contacts for COSPAS SAR-SAT Distress

Alerts Phone: +93 (0) 792182803, +93 (0) 7003022316

Email: ismailsafi.aaa@gmail.com

AIP AIRAC AMDT 005/2023

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Afghanistan Civil Aviation Authority

AERODROMES

PART III

AIP AIRAC AMDT 005/2023

EFFECTIVE DATE: 28 DEC 2023

CHANGES & AMENDMENTS IN RED

OAHR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	SR-SS
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	SR-SS
5	ATS Reporting Office	N/A
6	MET Briefing Office	H24
7	Air Traffic Services	SR-SS
8	Fueling	H24
9	Handling	SR-SS
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

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	2.0° 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.

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.	Orthometric height and Reference temperature	1791.20m (5877ft) AMSL / 32.1° C
4.	Geoids undulation	From RWY11 THR to ARP – 2m From ARP to RWY29 THR – 1m
5.	Magnetic variation/Annual change	2.92° E (2010) / + 0.04° 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 Office Duty from 0400 to 1100 UTC On call from 1100 to 0400 UTC 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.aaaa@gmail.com AFTN: NIL

3.	Removal of disabled ACFT	NIL
4.	Remarks	NIL

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) 202 31 18 03
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/>
- 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).

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.

CI Apron 4

- (1) Stands 20 not in used
- (2) Stands 21 to 23 are intended up to Code C aircraft;
- (3) Stand 24 is for Code D aircraft. (Operational)

CI 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.**

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.

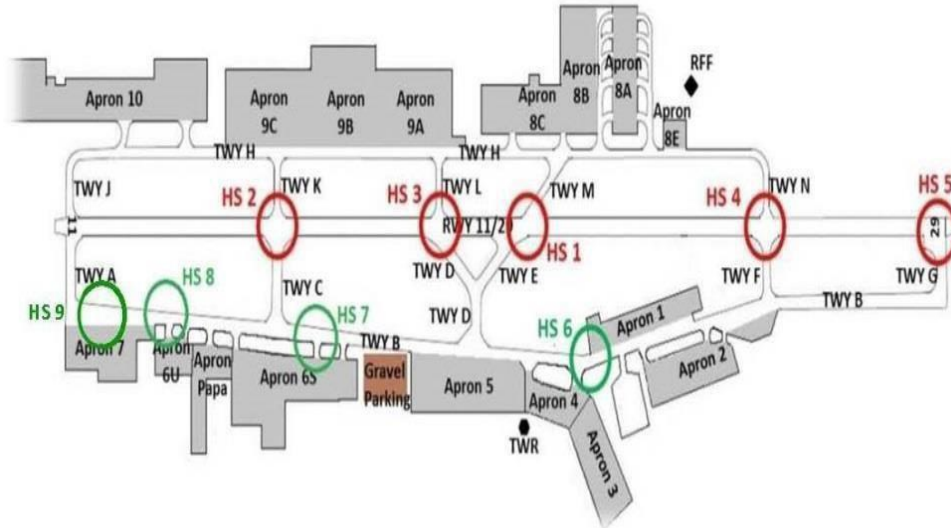
HS4–RWY crossing by aircraft from TWY November to TWY Foxtrot.

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

- Refueling/Defueling with passengers embarking, disembarking, or on board is prohibited.
- 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.

- b) All rotary wing traffic shall contact Kabul Tower on 120.6MHz or 125.4MHz prior to entering the Control Zone and maintain two-way radio communications with Kabul Tower while in Kabul Control Zone.

222.152 **Helicopter VFR Compulsory Reporting Points**

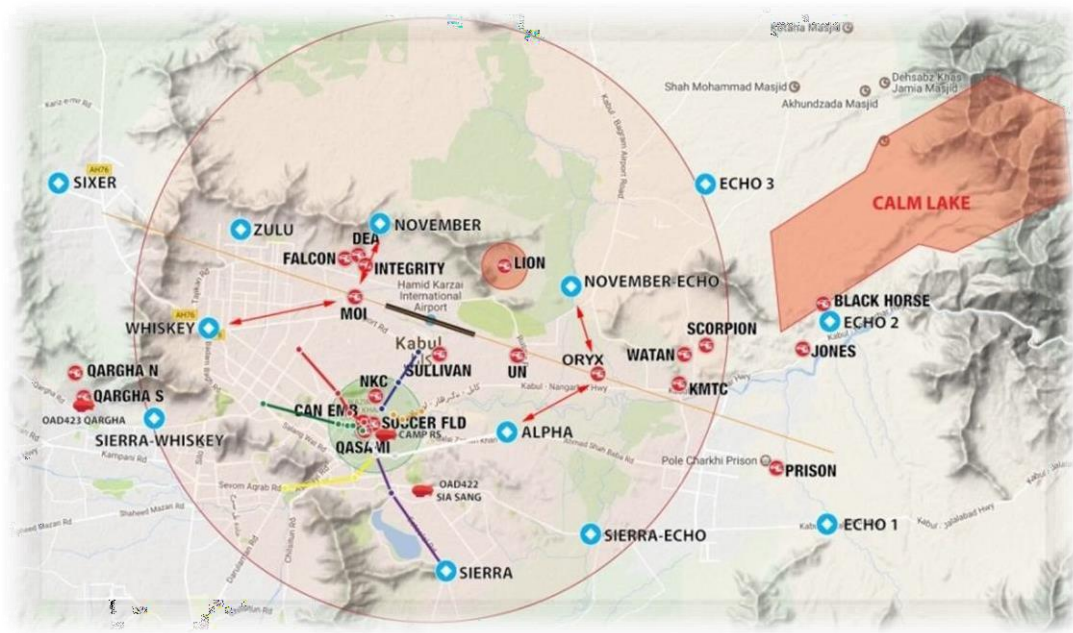
- a) Contact with Kabul ATC TWR must be made at each CRP in order to receive an onwards clearance. Lacking a positive clearance, the flight, shall enter a visual holding pattern.
- b) Ten Helicopter VFR Compulsory Reporting Points (CRP) (see 2.24.4) are established as follows:

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.



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222.156.

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
<p>ECHO2 Arrival TWY HOTEL</p>	<p>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.</p> <p>CAUTION: Aircraft have to maintain at least 1.5 NM North of extended RWY center line</p> <p>Do not overfly the ILS GP Antenna 400m from TWY eastern end.</p> <p>See chart at 2.24.4.1.</p>
<p>Echo3 Arrival TWY HOTEL</p>	<p>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.</p> <p>CAUTION: Do not overfly the ILS GP Antenna 400m from TWY eastern end. See chart at 2.24.4.1</p>
<p>SIXER Arrival TWY HOTEL</p>	<p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to</p>

<p>PREFERENTIAL ROUTE 1 (PREF1) <i>(to be used by RW from OAIX/NORTH to Green Zone)</i></p>	<p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to WHISKEY CRP and to enter the GREEN ZONE via the appropriate transition RED or BLUE according to the Traffic Flow.</p> <p>See chart at 2.24.4.2</p>
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222.157. **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
<p>NOVEMBER-ECHO Departure TWY HOTEL direction 29</p>	<p>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.</p> <p>CAUTION: Aircraft have to maintain at least 1.5 NM north of the extended RWY center line</p> <p>See chart at 2.24.4.5</p>
<p>NOVEMBER-ECHO Departure TWY HOTEL direction 11</p>	<p>CAUTION: Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading.</p> <p>After take-off, maintain TWY heading until the end of the TWY then turn left for NOVEMBER-ECHO, climbing to 600ft AGL or below. At NOVEMBER-ECHO call ATC TWR reporting position and exit CRP and expect clearance to proceed to ECHO 2 or ECHO 3 at 600ft AGL or below.</p> <p>CAUTION: Special Use Airspace 1NM south of ECHO 3 and 0.5 NM north of ECHO 2. Direct routing from NOVEMBER-ECHO to ECHO 2 not practicable due to ROZ’s. Aircraft have to deviate south too close to RWY 29 approach corridor, If there is FW IFR aircraft inside 6NM final to RWY 29 or departing from RWY 11, RW must hold at NOVEMBER-ECHO.</p> <p>See chart at 2.24.4.5</p>

OAKN AD 2.7 SEASONAL AVAILABILITY

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

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 / 38.6° 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	Civil AIS Office : MOIZ RAHMAN JAMSHIDI
	Services 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.

	E-mail Telephone	<p>Exception: OAMS is a designated alternate airfield for Kabul (OAKB).</p> <p>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.</p> <p>In addition to published PPR procedures, all civil PPR requests for the civil airport side must be sent to the following;</p> <p>Flight Permission Office: flightpermissions@aca.gov.af flightpermissions.acaa@gmail.com +(93) 701696259, +(93)703803030</p>
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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 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	OAMS MET OFFICE Contact by telephone Cell: +93 (0) 792254897 Civil MET Station: METAR and SPECI <u>and TAF.</u>
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, <u>and TAF</u> 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

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.

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.

2.23.7. De-icing of aircraft

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

2.23.7.2. Requests for de-icing shall be addressed to:

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

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