



ISLAMIC EMIRATE OF AFGHANISTAN CIVIL AVIATION AUTHORITY AIRAC AIP AMENDMENT

NUMBER 001/2024

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
001/2024	25 JAN 24	22 FEB 24
PART I GENERAL		AMENDMENTS
PART II ENROUTE		NIL
PART III AERODROMES		OAHR, OAKB, OAKN, OAKS OAMS

AIP AIRAC AMDT 001/2024

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Afghanistan Civil Aviation Authority

GENERAL

PART I

AIP AIRAC AMDT 001/2024

EFFECTIVE DATE: 22 JAN 2024

NEXT AIP EDITION 97- EFF DATE 18 APR 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	0.4-1, 3, 4, 5	LIST OF EFFECTIVE PAGES.

AIP AIRAC AMDT 001/24

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OAHR	2.1-2	AMDT- OPERATIONAL HOURS.
OAKB	2.1-2	AMDT- AIS OPS HOURS.
OAKB	2.1-3	AMDT- FUEL AND OIL TYPES.
OAKB	2.1-4	AMDT- HANDLING SVC AND FACILITIES.
OAKB	2.1-6	AMDT – RESCUE EQUIPPMENTS.
OAKB	2.1-27	AMDT- TWY EDGES AND CL LIGHTING.
OAKB	2.1-32	AMDT- ASM CONTACT NO.
OAKB	2.1-37, 38	AMDT – APRON 4, AND ENGINE TEST.
OAKB	2.1-45, 47	AMDT- KBL ARR TWR FREQs.
OAKN	2.1-5	AMDT- RESCUE EQUIPMENTS.
OAKN	2.1-17	AMDT- RWY 05 PAPI.
OAKS	2.1-5	AMDT- A/D CAT FOR FIREFIGHTING.
OAMS	2.1-31, 32	AMDT- ADDITIONAL INFO.

GEN 0.4 LIST OF EFFECTIVE PAGES

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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	22 FEB 24
OAMS 2.1-32	22 FEB 24
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

AIP AIRAC AMDT 001/2024

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Afghanistan Civil Aviation Authority

AERODROMES

PART III

AIP AIRAC AMDT 001/2024

EFFECTIVE DATE: 22 FEB 2024

CHANGES & AMENDMENTS IN RED

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

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 <u>ais.oakb12@gmail.com</u> , 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.aaa@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 and 0744 52 22 86. Dawi oil: 0093796700999. fuel@dawioil.af
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:
6.		Towbars available for: A300, A310, A320, A330, and A340 B727, B737, B747, B767, B777, IL76, B190,CRJ,C17,C130.

OAKB AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1.	AD category for firefighting	Category 8	
2.	Rescue equipment	(Technical problem)	<p><u>IC vehicle Crash 1 with:</u></p> <p>3 x Positive pressure ventilation fans</p> <p>Battery and lighting unit</p> <p>2 x Medical bags</p>
		3 x Crash vehicles on a response from a total of 7 Crash vehicles daily (But some technical problem)	<p><u>Ceas 7 vehicle with:</u></p> <ul style="list-style-type: none"> • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 <p><u>Crash 11 vehicle with:</u></p> <ul style="list-style-type: none"> • 11 400 L of water • 1 400 L of AFFF foam • 250 kg. Dry powder <p><u>Crash 5 6x6 Panther vehicle with:</u></p> <ul style="list-style-type: none"> • 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	<p><u>Hazmat vehicle Crash 8 with:</u></p> <p>Hazmat and Decontamination equipment 3 x Containment Barrels</p> <p>2 x Airbags (up to 19 000kg lift) 12.5 Tons each</p> <p>Floodlights and light generator</p>

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 <u>and B</u>
4.	Secondary power supply including switchover time	Back-up generators will supply power within 15 minutes. Manually activated.
5.	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) 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/>
- 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.

Cl. Apron 4

- (1) Stands 20 is in use 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)

Cl. 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.

222.11.3. 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.

222.11.4. 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.

222.12. 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.

222.13. 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.

- 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.

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.

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	<p><u>Crash 4 vehicle with:</u></p> <p>8500 Lit. of Water</p> <p>1000 Lit. of Foam</p> <p>225 KG. Dry Powder</p> <p>90 KG. CO2</p> <p><u>Crash 2 Rosenbauer vehicle with:</u></p> <p>12500 Lit. of Water</p> <p>1500- Lit. of Foam</p> <p>125 kg -Co2</p> <p>225kg-Dry chemical powder</p>
		2xStructural fire vehicles	<p><u>Crash 5 vehicle with:</u></p> <ul style="list-style-type: none"> • 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 <p><u>Crash 3 vehicle with:</u></p> <ul style="list-style-type: none"> • 2000 Lit. of Water • 500 lit. AFFF foam • 1 x 10 meter (extension) ladders • 1 x positive pressure ventilation fans <p>1 x Hydraulic powers tools</p>
		Water Tankers	<p><u>Water tanker 6 with:</u></p> <p>19000 Lit. of water</p>

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	

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

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.

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