



ISLAMIC EMIRATE OF AFGHANISTAN

MINISTRY OF TRANSPORT AND AVIATION

AIRAC AIP AMENDMENT

NUMBER 003/2026

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
003/2026	03 SEP 2026	01 OCT 2026
PART I GENERAL		AMENDMENTS
PART II ENROUTE		AMENDMENTS
PART III AERODROMES		OAHR, OAKB, OAKN, OAMS

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL (GEN)

PART I

AIP AIRAC AMDT 003/26

EFFECTIVE DATE: 01 OCT 2026

NEXT AIP AIRAC AMDT 004/26-EFF 26 NOV 2026

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, 5	AMDT- LIST OF EFF PAGES.
GEN	3.5-1	AMDT- MET OBSERVATION AND REPORTS.
GEN	4.2-1	AMDT- AIR NAVIGATION SERVICES CHARGES.

ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR	1.1-1	AMDT- GENERAL RULES.
ENR	1.2-2, 4	AMDT-VISUAL FLIGHT RULES.
ENR	1.3-1	AMDT- INSTRUMENT FLIGHT RULES (IFR)
ENR	1.4-1, 3	AMDT- ATS AIRSPACE CLASSIFICATION.
ENR	1.5-1	AMDT- HOLDING, APP AND DEP PROCEDURES.
ENR	1.6-1	AMDT- ATC SURVEILLANCE SVCS & PROCEDURES
ENR	1.10-3	AMDT- FLIGHT PLANNING.
ENR	1.11-1	AMDT- ADDRESSING OF FLIGHT PLAN MESSAGES.
ENR	1.13-1	AMDT- UNLAWFUL INTERFERENCE.
ENR	1.14-2	AMDT- AIR TRAFFIC INCIDENTS.
ENR	2.1-2	AMDT- FLT INFO REGIONS AND TMA.
ENR	3.1-1, 2	AMDT- LOWER ATS ROUTES
ENR	3.2-1, 7, 10, 16	AMDT- UPPER ATS ROUTES.
ENR	5.1-2	AMDT- NAVIGATION WARNINGS/Prohibited Areas.
ENR	5.1-12	AMDT- Special Use Restricted Area Map (Low)/NOTE.

AERODROME

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OHR	2.1-2	AMDT- OPEARTIONAL HOURS.
OHR	2.1-14	AMDT- METEOROLOGICAL INFORMATION PROVIDED.
OAKB	2.1-1	DELETED- TEXT.
OAKB	2.1-2	AMDT- OPEARTIOANL HOURS.
OAKB	2.1-3,4	AMDT- HANDLING SERVICE AND FACILITIES.
OAKB	2.1-5, 7	AMDT- PAX FACILITIES, RESCUE AND FF
OAKB	2.1-8	AMDT-SEASONAL AVAILABILITY - CLEARING.
OAKB	2.1-9, 10	AMDT-APRONS, TAXIWAYS AND CHECK LOCATION/POSITIONS DATA.
OAKB	2.1-14,	AMDT-SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND MARKINGS.
OAKB	2.1-19, 20	AMDT-METEOROLOGICAL INFORMATION PROVIDED.
OAKB	2.1-27	AMDT-OTHER LIGHTING, SECONDARY POWER SUPPLY.
OAKB	2,1-28	AMDT-HELICOPTER LANDING AREA.
OAKB	2.1-32, 37, 38, 39	AMDT-LOCAL AERODROME REGULATIONS.
OAKB	2.1-42, 45, 46	AMDT- FLIGHT PROCEDURES.
OAKN	2.1-1	AMDT-AERODROME ADMINISTRATION DATA.
OAMS	2.1-1	AMDT-AERODROME ADMINISTRATION DATA.
OAMS	2.1-3	AMDT- OPERATIONAL HOURS.
OAMS	2.1-5	AMDT-HANDLING SERVICES AND FACILITIES.
OAMS	2.1-13	AMDT-METEOROLOGICAL INFORMATIONPROVIDED.
OAMS	2.1-22	AMDT- AIR TRAFFIC SERVICES COMMUNICATION FACILITIES.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

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OAKB 2.1-69	05 NOV 20
OAKN	
OAKN 2.1-1	01 OCT 26
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	25 DEC 25
OAUZ 2.1-3	28 NOV 24
OAUZ 2.1-4	25 DEC 25
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	01 OCT 26
OAMS 2.1-2	28 DEC 23
OAMS 2.1-3	01 OCT 26
OAMS 2.1-4	11 JUN 26
OAMS 2.1-5	01 OCT 26

OAMS 2.1-6	07 SEP 23
OAMS 2.1-7	20 MAR 25
OAMS 2.1-8	07 SEP 23
OAMS 2.1-9	07 SEP 23
OAMS 2.1-10	23 JAN 25
OAMS 2.1-11	23 JAN 25
OAMS 2.1-12	07 SEP 23
OAMS 2.1-13	01 OCT 26
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	01 OCT 26
OAMS 2.1-23	07 SEP 23
OAMS 2.1-24	28 DEC 23
OAMS 2.1-25	30 OCT 25
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 3.5 METEOROLOGICAL SERVICES**1. Responsible Service**

- 1.1. The Kabul ACC will provide current weather for the major airports within Kabul's FIR as well as altimeter settings.

- 1.2. Aerodrome control tower unit is responsible for domestic airports in Afghanistan.

2. Area of Responsibility

- 2.1. Meteorological service is provided within Kabul FIR.

3. Meteorological Observations and Reports

- 3.1. The following is a list of the appropriate weather station reporting codes for weather stations in Afghanistan.

KABUL	OAKB	TALIKAN	OATQ
KANDAHAR	OAKN	LASHKARGHA	OALK
HERAT	OAHR	KUNDUZ	OAUZ
MAZAR-E SHARIF	OAMS	KHOST	OAKS
JALALABAD	OAJL	LAGHMAN	OALG
DAYKONDI	OADK	FARAH	OAFR
GARDIZ	OAGZ	LOGAR	OALG
CHAKHCHARAN	OAGZ	GHAZNI	OAGN
		TIRNKOT	OATN
NORT SALANG	OANS		
SHEBERGHAN	OASG		
SOUTH SALANG	OASS		
BAMYAN	OABN		
FAIZABAD	OAFZ		
JABUL SARAJ	OAJA		
MAIMANA	OAMM		

- 3.2. These station codes can be used to obtain weather data from these locations using the following internet address:

<http://www.baseops.net/metro.html>

- 3.3. Military users from a .mil computer may also use the following site to obtain weather data for the same sites in Afghanistan:

<https://28ows.shaw.af.mil/>

- 3.4. To obtain general weather forecast information from Afghanistan metrology department using following internet address www.amd.gov.af

4. Types of Services

- 4.1. Weather briefing and flight documentation is provided at the Meteorological Offices.

At all the Meteorological Offices the pilot – in command or his designated

- 4.2. representative is given personal briefing.

All the enroute information are being supplied to all airlines in the form of Prog

- 4.3. charts which contain information about significant weather upper winds and temperatures.

5. Notification Required from Operators

- 5.1. Notification from operators in respect of briefing, consultations, flight documentations and other meteorological information needed by them (Ref. ICAO Annex 3, 2.3) is normally required.

Such notification should be received at least 6 hours before the expected time of departure.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. AIR NAVIGATION CHARGES

For each flight of any aircraft operating within Afghan airspace without landing and payable only in U.S. dollars: USD 700.00. The Amount was amended and applied on (1st August 2017).

For each international arriving and each international departing flight, landing at or departing from an international airport in Afghanistan: USD 150.00

2. METHOD OF PAYMENT

The Revenue Directorate of (MoTA) is responsible to collect all the revenue for the generated sources of the Afghanistan Civil Aviation Authority. Inquiries related to charges and payments contact the below ACAA Revenue department:

Mr. Azimullah Kamran
Revenue Director

Afghan Civil Aviation Authority
Mobile: +93 (0) 747-53-52-90
E-mail: kamranazimullah38@gmail.com

Mr. Mohammad Aman Motahari
Head of Aviation Revenue

Ministry of Transport and Aviation
Mobile: +93 (0) 702-29-21-32
E-mail: aviationrevenue.head@mota.gov.af /
a.motahari1988@gmail.com

Please refer to the below-mentioned information of bank accounts and details related to ACAA.

Bank Details:	
3- Bank Name:	DA AFGHANISTAN BANK, KABUL, AFGHANISTAN
Bank Account:	Afghanistan Civil Aviation Authority (BNF)
Account:	3000208122440
Currency	AFN
Swift Code:	AFGBAFKA

Note:

Due to global sanctions, International wire transfer is suspended, for payment purposes please contact us to the above emails and phone numbers.

AERONAUTICAL INFORMATION PUBLICATION



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

ENROUTE

PART II

AIP AIRAC AMDT 003/26

EFFECTIVE DATE-01 OCT 2026

ENR 1 GENERAL RULES AND PROCEDURES**ENR 1.1 GENERAL RULES****1. Conformity to ICAO**

- 1.1. Aircraft operations within the Afghanistan FIR are to be in accordance with ICAO Annex 2 Rules of the Air unless specified otherwise. Rules applicable to this section are contained in ICAO Annex 2 Chapter 3 General Rules.

2. Non-Military Aircraft

- 2.1. All non-military ACFT operating in the Kabul FIR must file a flight plan. **and a permission form.** If a stopover at an uncontrolled airfield is planned, the follow-on flight plan must be filed in advance at an appropriate location. Compliance with ICAO procedures at uncontrolled airfields is mandatory to ensure deconfliction from military operations.

3. Horizontal Separation

- 3.1.1 15-minute longitudinal separation will be applied on High Level ATS routes UL333, P628, L750, N644, M875, L509, and P500.

4. Flight Priorities

- 4.1. The following flight priorities apply within the AFG FIR:
- a. Aircraft in Distress (declared emergency such as engine fault, fuel shortage/ diversion, seriously ill passenger, etc.).
 - b. **The Islamic Emirates of Afghanistan Leadership.**
 - c. National Priority Missions.
 - d. Air ambulance flights (call sign "MEDEVAC," "AIREVAC" or "HOSP").
 - e. Search and Rescue efforts to include (CSAR/PR/CAS EVAC or other humanitarian reasons (Human Remains Flights).
 - f. Heads of State/Government (to include Prime Ministers) and very senior GIRoA Ministers flights when coordinated through the ACAA.
 - g. Flight check aircraft engaging in ACAA authorized critical calibration flights.
 - h. IFR Flights. Flights that have filed a flight plan and are conforming to routine procedures. Training, non-standard and other flights.
 - i. Military support tasks, unless supporting priority operations as noted in Cat E.
 - j. Training, non-standard and other flights (i.e. VFR flights).

5. Military Activity

Afghanistan's airspace contains complex military activity by aircraft, which may not follow the rules of the air inside reserved military areas.

- 5.1. Information on activity is published via following means;
- a. Afghanistan AIP.
 - b. NOTAM.
 - c. As coordinated with ATC.

3. Altitude and Airspace Restrictions

- 3.1 Civil VFR flights must adhere as much as possible to the published air route corridors in order to segregate from military activity. Compliance with these procedures does not relieve pilots of own responsibility to see and avoid other ACFT or for maintaining own safe terrain/obstacle clearance at all times.
- 3.2 Except when necessary for take-off, landing or by permission of an appropriate authority, a VFR flight shall not be flown:
- Over the congested areas of cities, towns or settlements or over an open air assembly of persons at a height less than 1000ft above the highest obstacle within a radius of 600m of the ACFT;
 - Elsewhere, at a height less than 500ft above the ground or water.
- 3.3 Civil ACFT operating in Class G airspace shall keep to the minimum tracking possible. This includes departing and joining the Air Routes at 90 degrees from the aerodrome.

4. Air Traffic Services

- 4.1 VFR flights within the Kabul FIR operate under Uncontrolled Class G Airspace conditions where no active air traffic control instructions or en-route separation services are provided:
- (Only Kabul TWR is Class D) Pilots are exclusively responsible for their own flight separation and terrain clearance.
 - Compliance with active Air Traffic Control (ATC) instructions is strictly restricted to localized airport control zones surrounding operational international aerodromes (such as Kabul OAKB) during active hours.
 - When transiting or operating within the FIR, aircraft must maintain a continuous listening watch and transmit location data using Traffic Information Broadcasts by Aircraft (TIBA) procedures on the regional advisory frequency 125.2 MHz. Position reports, tracking, and operational intentions must be broadcast at least 10 minutes prior to entering the FIR and at all designated en-route reporting waypoints.
- 4.2 En-route VFR clearances are not issued. However, all aircraft must secure an official flight permission from the Ministry of Transport and Aviation (MoTA) by submitting the required documentation via flightpermissions.aaaa@gmail.com at least 72 hours prior to the intended flight.

5. VFR Flight in Class G airspace

- 5.1 VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to the Traffic Information Broadcasts by Aircraft (TIBA) 125.2, or as otherwise directed.
- 5.2 ATC responsibility for departing VFR aircraft terminates strictly at the lateral and vertical boundaries of the localized CTR or ATZ. Air Traffic Control units do not provide tactical deconfliction, separation, or traffic monitoring services within the surrounding Class G airspace. Pilots are exclusively responsible for their own flight deconfliction and terrain clearance, VFR ACFT will then be instructed to contact and broadcast on TIBA 125.2.
- 5.3 VFR ACFT arriving at or departing an aerodrome providing a Class G ATZ are to contact the AD FIS provider prior to entering the ATZ or prior to departure (refer ENR 2.1 para. 1.1 for Class G ATZ locations, dimensions, and frequency information). On departure, ACFT are also to broadcast intentions on TIBA 125.2.

6. Change to Instrument Flight Rules (IFR)

6.1. An ACFT operating VFR that wishes to change to IFR shall:

- a. If an active flight plan is already registered, the flight crew must broadcast their transition from VFR to IFR, including their revised altitude and routing intentions, at least 10 minutes prior to the change on the regional TIBA frequency 125.2 MHz.
- b. Ensure an IFR flight plan and an approved Prior Permission Required (PPR) security clearance have been pre-filed and authorized by the Aviation Authority. Because the en-route Kabul FIR is entirely uncontrolled Class G airspace, dynamic tactical IFR clearances cannot be issued by ground control. The flight crew must autonomously transition to, and maintain, a standard IFR cruising profile."

7. Special Visual Flight Rules (SVFR)

7.1. SVFR may be approved under certain conditions at some airfields throughout Afghanistan. Pilots are to refer to the Aerodrome (AD) section, of this document, to acquire information on SVFR for individual AD.

8. VFR Reporting Points

- 8.1. To increase situational awareness and assist in identifying potential conflicts within the Kabul FIR, Pilots in Class G airspace are to make position reports using the VFR reporting points and transmitting on the TIBA 125.2 MHz
- 8.2. The pilot in command (PIC) is to ensure that reports are made within 6NM of the VFR reporting point. Direct over-flight of the VFR reporting point should be avoided.
- 8.3. The direction of flight shall be referenced using the phonetic alphabet. The following is an example of phraseology to be used:
"Afghanistan Traffic, Call sign [aircraft identification], vicinity [VFR reporting point] / North West [cardinal direction]."
- 8.4. ACFT transmitting should avoid using number and type of ACFT unless there is potential for conflict with other traffic. If other traffic is identified within the vicinity, the PIC may pass information that will assist in ACFT deconfliction, such as a number of ACFT and altitude.
- 8.5. The Afghanistan VFR Waypoint structure is contained in a separate document titled **"Visual Flight Rules Reporting Points Afghanistan"** and is accessible via the MOTA website. <http://acaa.gov.af/aip-aeronautical-information-publication/> This document is under revision and may not be accurate.

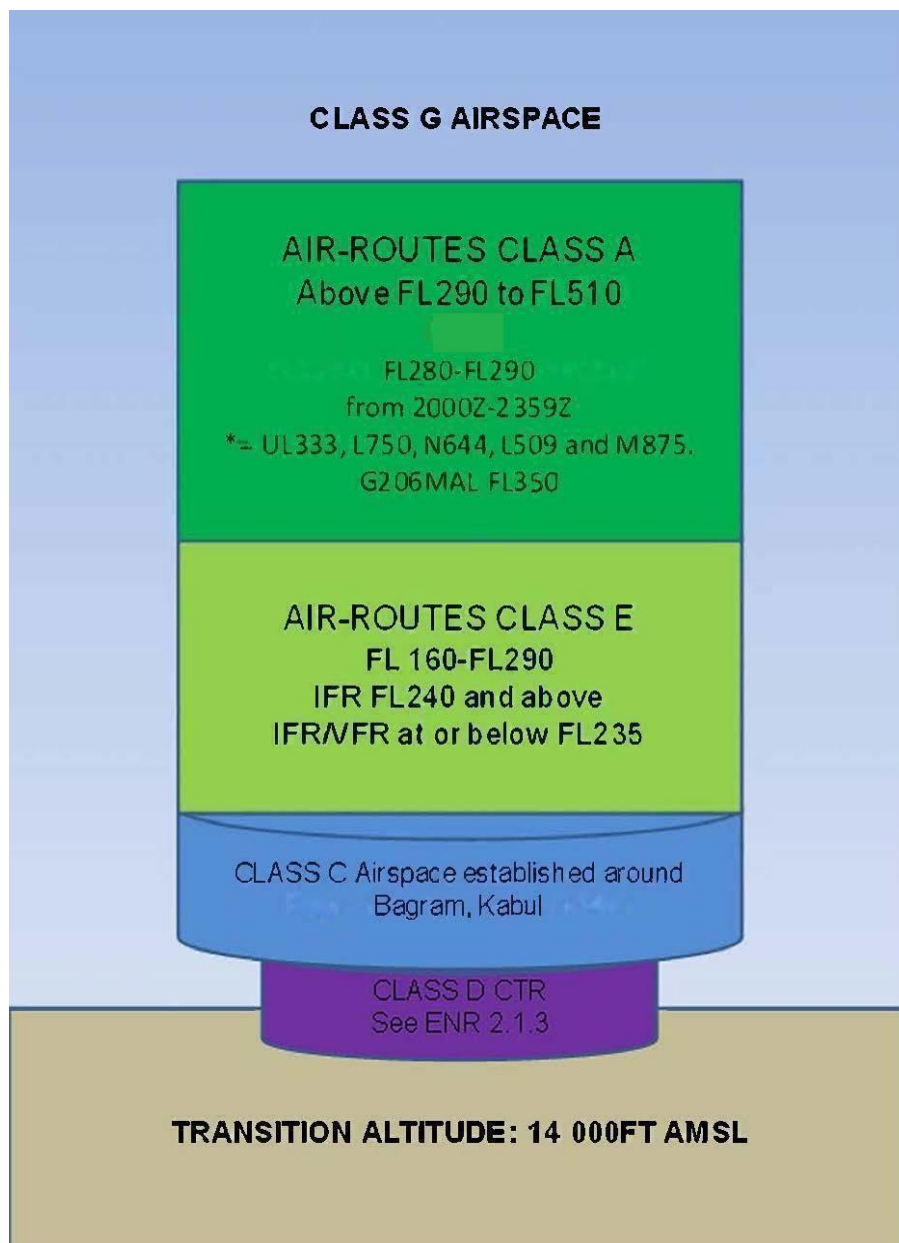
ENR 1.3 INSTRUMENT FLIGHT RULES (IFR)

1. Conformity to ICAO
 - 1.1. Aircraft operations within the Afghanistan FIR are to be in accordance with ICAO Annex 2 *Rules of the Air* unless specified otherwise. Rules applicable to this section are contained in ICAO Annex 2 Chapter 5 *Instrument Flight Rules*.
2. Changes from IFR Flight to VFR Flight
 - 2.1 An ACFT electing to change the conduct of its flight from compliance with the IFR to compliance with VFR shall notify the appropriate air traffic services unit accordingly. **or to broadcast in TIBA 125.2MHz.**
3. **Military IFR Flights in Class G Airspace**
 - 3.1. To facilitate climb and descent in IMC, military ACFT are permitted to operate under IFR in Class G airspace.
NOTE: Military airlift ACFT requiring operating in IMC are to carry equipment, including TCAS, as described in the Airspace Control Plan Annex C.3.
 - 3.2. **Terrain Clearance.** Military aircrews are responsible for maintaining terrain clearance **at all times** while operating in Class G airspace.
NOTE: During the course of providing an FIS in Class G airspace ATS providers, may offer suggested headings, flight levels or altitudes to assist in the avoidance of hazards. This is **not** a control service and does not remove the terrain avoidance obligation from aircrews.
 If the ACFT is known to be in contact with an ATC provider, it may be subject to ATC instructions or clearance to achieve separation.
 - 3.2.1 **EXAMPLE:** ACFT is in Class G airspace and has contacted ATC. ATC has issued a clearance to enter controlled airspace. This clearance may involve direct tracking, or a heading or a level requirement to achieve separation with other ACFT in controlled airspace.
 - 3.3. **Flight Following.** Afghanistan does not have a comprehensive national flight tracking system. Due to limited communications coverage at some uncontrolled aerodromes and some Class G airspace, ATC agencies may be unable to provide flight following or SAR initiation.
 - 3.4. Military IFR ACFT established on airways or within controlled airspace requesting to depart the airspace to operate within, or transit Class G airspace shall notify ATC of the request to leave the airway or controlled airspace. ATC shall terminate control services at the airway or controlled airspace boundary and instruct the aircraft.

ENR 1.4 ATS AIRSPACE CLASSIFICATION**1. Description of Airspace in Kabul FIR**

- 1.1. The Kabul FIR is classified into Classes, D, and G airspace.
The other classes (A, C, and E) are not available at this time.

- 1.2. Flight Levels (FLs) 280-290 are currently not reserved for the high sector during BOBCAT operational periods. In that case the following picture must be corrected.



- 2.1 Unless otherwise defined in ENR 2.1, when ATS airspace adjoins vertically (one above the other), flights at the common level must comply with the requirements of and will be given services applicable to the less restrictive class of airspace.

3. **Separation**

- 3.1 ATC separation services are not provided within the Kabul FIR (OAKX) for enroute or terminal approach phases of flight. Except for designated aerodrome traffic zones managed by serviceable TWR units, all airspace within Kabul FIR is designated as Class G with no ATC Separation services; the flight crew must ensure separation via continuous TIBA monitoring on 125.2 MHz and active TCAS tracking.

4. **Wake Turbulence Categories**

For the purpose of wake turbulence, ACFT are divided into the following weight categories:

- a. HEAVY (H) – All other ACFT types of 136,000 K G maximum take-off weight or more.
- b. MEDIUM (M) –ACFT types of less than 136,000KG maximum take-off weight but more than 7,000KG maximum takeoff weight.
- c. LIGHT (L) –ACFT types of 7,000KG maximum take-off weight or less.

Note: B757 and H47 (Chinook) are categorized Heavy (H) when the following ACFT is categorized either Medium (M) or Light (L) and categorized Medium (M) when the preceding ACFT is categorized Heavy (H).

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. **Holding**

- 1.1. Enroute Air Traffic Control Services are not available in the Kabul FIR. All aircraft must operate under traffic information Broadcasts by Aircraft (TIBA) procedures on 125.2 MHz. Flight crew are solely responsible for Self-Separation, maintaining 15-minutes longitudinal spacing and comply with Kabul FIR contingency Plan . Enroute Holding is not Authorized.

2. **Traffic Information Broadcasts by Aircraft (TIBA):**

VHF 125.2MHz is the TIBA for uncontrolled airfields in Afghanistan unless otherwise specified in the Aerodrome edition. A Flight Information Service is provided at several uncontrolled airfields; see AIP Part 3 Aerodromes for details.

3. **All other Airfields:** Contact the airfield tower, if available, at least 10 minutes before departure. Flights must squawk Mode 3/A assigned code before departure.

4. **Military and Civil Aircraft Lighting Requirements**

Military ACFT are to operate with all lights and strobes when at or above FL280 in

- 4.1 Afghanistan airspace. Military airlift ACFT are to operate upper strobes only when cruising below FL280.
- 4.2 Military ACFT will turn off all external lighting prior to descent/entry into tactical areas of control.
- 4.3 Civil ACFT operating between the hours of sunset and sunrise shall operate external lighting in accordance with Annex 2 to the Convention on International Civil Aviation.

ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES**1. Services and Coverage**

- 1.1. there is no ATC Services either in procedural or in surveillance neither in ACC nor in any of the approach controls.

a. Kabul International Airport.

b. Bagram Airfield.

- 1.2. Kabul FIR SSR transponder codes: Kabul FIR SSR transponder codes are allocated through the ASIA/PAC SSR Code Allotment. The SSR transponder codes for use within the Kabul FIR are as follows:

a. Domestic flights 5300-5377

b. International flights 7100-71

- 1.3. SSR code allocation to individual ATC units is to be coordinated through Kabul ACC.

2. Radio Failure Procedures High ATS Route Structure:

ACFT transiting the airspace shall proceed with the last assigned ATC instruction, monitor the assigned Kabul ACC frequency and contact the next State IAW ICAO Doc 4444 and the receiving State's AIP instruction.

- 2.1 **Total Aircraft Communications Failure:** In the event that an ACFT suffers a total communications failure, the pilot shall squawk mode 3/A code 7600 and proceed on last assigned airway and level in accordance with standard ICAO procedures located in ICAO 4444 15.2.

Deviation from Airways:

3. ACFT deviating from the low and high airways without ATC clearance will enter Class G airspace and may infringe military restricted areas and/or ACM. ACFT who deviate from airways without clearance may be subjected to fighter interception, ICAO sanctions, and denial of future over-flights.

3. Approval Prior to Flight Plan Submission

- 3.1 Operators are to contact Airfield Management for prior approval to fly into destinations within Afghanistan. PPR application and MoTA landing and overfly approval form are available on the MOTA alternate website: <https://www.afgais.com>.

4. Flight Plan Information

- 4.1 Operators should use the appropriate flight plan designation specified for the RNP-10 route flown. The letter R should be placed in Block 10 of the Host Nation International Flight Plan or ICAO International Flight Plan. This indicates that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the ACFT and operator have been approved by the appropriate approval authority to operate in areas or on routes where RNP-10 is a requirement for operation.
- 4.2 During flight planning, the flight aircrew should pay particular attention to conditions that may affect operations in RNP-10 airspace (or on RNP-10 routes). These include, but may not be limited to:
- Verifying the ACFT is approved for RNP-10 operations.
 - Verifying the RNP-10-time limit has been accounted for.
 - Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.
 - Verifying the requirements for GPS, such as FDE, if appropriate for the operation.
 - If required for a specific navigation system, accounting for any operating restriction related to RNP-10 approval/compliance.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. General

- 1.1. Filing an ICAO standard flight plan in advance is mandatory for flights intending to land or overfly Kabul FIR. **operations. Because the AFTN network is non-functional, the flight plan must be attached directly to the formal Flight Permission request and emailed to the Permission Office.**

2. Kabul (OAKB) Requirements

- 2.1 It is mandatory to submit an ICAO flight plan via AFTN to Kabul ATC Tower for civil and military aircrafts arriving and departing or alternate aerodrome as Kabul International Airport (Hamid Karzai International airport).
- a. Kabul Tower AFTN address: **OAKBZQZX OAKBZTZX (N/A)**
- b. AIS Office and PIB AFTN addresses: **OAKBYWYX (N/A)**

3. Kabul Area Control Center (KACC) Requirements

- 3.1 **to submit all Flight Plans, Overflight requests, and related flight coordination messages (including Delay [DLA], Change [CHG], and Cancellation [CNL] notes) in advance directly to the Flight Permission Office via email at flightpermissions.acao@gmail.com. Due to the unserviceability of the domestic AFTN network, manual email submission is mandatory to ensure internal distribution to Kabul ACC and regional FIC units.**

4. Kabul Flight Permissions Requirements

- 4.1. Overflight permission and landing permission request for Kabul FIR (Afghanistan) submission via email and AFTN:
- a. Email: flightpermissions.acao@gmail.com, flightpermissions.atm@mota.gov.af
- b. AFTN: **OAKBZPZX (Not Available)**
- c. Mobile: +(93) 701696259

5. Mazar-e- Sharif (OAMS) AFTN

- 5.1 Services are not available. **Heart**

6. (OAHR)

- 6.1 AFTN Services are not available.

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

- 1.1. An ACFT that is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances. This information enables the ATS unit to give priority to the ACFT and to minimize conflict with other ACFT.
- 1.2. The following procedures are intended for use by ACFT when unlawful interference occurs, and the ACFT is unable to notify an ATS unit of this fact via normal air-ground voice communications.

2. Procedures

- 2.1 whenever possible:
 - a. Attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the ACFT dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so, and circumstances permit.
 - b. Proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 – Regional Supplementary Procedures.
 - c. If no applicable regional procedures have been established, proceed at a level that is appropriate for the direction of flight. ACFT cannot operate at levels other than authorized because RVSM operations will occupy all available flight levels at and above FL300. Additionally, ACFT has to be at the appropriate altitude for direction of flight FL290 and below.
- 2.2 An ACFT equipped with an SSR transponder is expected to operate the transponder on Mode 3/A Code 7500 to indicate specifically that it is the subject of unlawful interference. The ACFT may operate the transponder on Mode 3/A Code 7700, to indicate that it is threatened by grave and imminent danger and/or requires immediate assistance.
- 2.3 Action to be taken by SSR-equipped ACFT, which is being subjected to unlawful interference, is contained in Annex 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168).
- 2.4 Action to be taken by CPDLC-equipped ACFT which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444), and guidance material on the subject is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).

5. Reporting Procedures (including In-Flight Procedures)

- 5.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:
- a. During the flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other ACFT, to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.
 - b. As promptly as possible after landing, submit a completed Air Traffic Incident Report Form for the following reasons:
 - (i) Confirming a report of an incident made initially via air/ground frequency, or for making the initial report on such an incident if it had not been possible to report it by radio.
 - (ii) For reporting an incident that did not require immediate notification at the time of occurrence.
- 52 An initial report made by radio should contain the following information:
- a. ACFT identification
 - b. Type of incident, e.g. AIRPROX
 - c. The incident details of sections A, F, I, J, K, L, M, N, and O in the form in section 7 below.
 - d. The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to each of the following:
 - (i) flightsafety@mota.gov.af, ghulammaroof1122@gmail.com
shamim@acaa.gov.af
 - e. It is also recommended to mail or hand deliver a hard copy of the Incident Report Form to:
 - (i) Safety Department
 - (ii) **Ministry of Transport and Aviation**
 - (iii) Ansari Watt, Kabul Afghanistan
 - (iv) flightsafety@mota.gov.af
 - (v) Phone: +93 (20) 2923245
 - f. To confirm receipt of the Incident Report Form, call the following POCs:
 - (i) Ghulam maroof: +93 (0) 747508526
 - (ii) Shamim Hariwa Shamim: +93 700972077

Location	Class	Dimensions	Control Agency	Freq (MHz)
Kabul Intl	D Kabul CTR	6NMradius centered on ARP Surface to 9 500ft AMSL	Kabul TWR	120.600 284.275 125.400

Location	Class	Dimensions	Control Agency	Freq (MHz)
Kandahar	G Kandahar FIZ	10NMradius centered on ARP Surface up to 9500FT AGL.	Kandahar AFIS	125.25
MAWLANA JALALUDDIN MUHAMMAD BALKHI	G Mazar-e- Sharif CTR	6NMradius centered on ARP Surface to 4000ft AMSL.	Mazar TWR	135.350 126.125
TIBA	G	All other airspace (See ENR 1.2)	Monitor: TIBA	125.2
(See ENR 3.2).				

ENR3.1 LOWER ATS ROUTES**1. RNP-10 Route Structure****1.1. RNP-10 Lower Airspace route Structure**

- 1.1.1. The Lower airspace Route structure are 20NM wide, 10NM either side of the designated track, from FL160 up to and including FL290. Any deviation from the civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Failure to comply with these procedures may result in interception by armed military fighter ACFT.
- 1.1.2. When entering the Lower airspace route Structure at or below FL290 from the:
- North between LEMOD Waypoint on M696 clockwise to LAJAK Waypoint on M696.
 - South between RIMPA Waypoint on G202 clockwise to RANAH Waypoint on V838,
- 1.1.3. **Active tactical frequency handoffs are not provided by ATC within the en-route Kabul FIR. Flight crews are solely responsible for maintaining a continuous listening watch and broadcasting on the regional TIBA frequency 125.2 MHz throughout the airspace transit. Pilots must autonomously transition to the appropriate frequency of the adjacent boundary state upon exiting Afghan airspace.**
- 1.1.4. All air routes are identified by latitude and longitude references and utilize modified RNP- 10 requirements. ACFT must be capable of maintaining RNP-10 without reliance on ground based navigation aid updates in the Kabul FIR.
- 1.1.5. The Lower Airspace ATS Routes with applicable Minimum Obstacle Clearance Altitude (MOCA) and Minimum Radio Reception Altitude (MRA) are listed in Table 1 – RNAV Air Routes below.
- 1.2. ATS Route planning restrictions**
- 1.2.1. Due to military activities, a number of long-term temporary restrictions apply to the Lower ATS Air Routes. See also the Airspace Control Measures Afghanistan' publication available on the ACAA Alternate website <http://www.afgais.com/>.
- 1.2.2. When any Very Small Aperture Terminal (VSAT) is out of service in Kabul FIR, G series NOTAM will be published.

2. RNAV Air Route

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	↓	↑	
A453 {RNP 10}	Route availability H24 TAPIS-LAJAK UNUSABLE		10NM EITHERSIDE OF CENTERLINE			KABUL FIC
▲ GADER (FIR BDR Y)	294100N 0612800E					For continuation see AIP Pakistan
	061/241	98 NM	FL290 FL170	Odd	Even	[Class G]
△ OGOGO	302457N 0630904E					
	061/241	41 NM	FL290 FL170	Odd	Even	[Class G]
△ VACUK	304244N 0635119E					
	064/244	34 NM	FL290 FL170	Odd	Even	[Class G]
△ ADLOR	305643N 0642742E					
	064/244	31 NM	FL290 FL170	Odd	Even	[Class G]
△ LOVIT	310904N 0650026E					
	064/244	50 NM	FL290 FL170	Odd	Even	[Class G]
△ PAROD	312900N 0655400E					
	044/224	50 NM	FL290 FL170	Odd	Even	[Class G]
△ KUNAN	320334N 0663627E					
	043/223	61 NM	FL290 FL170	Odd	Even	[Class G]
△ DUDEG	324630N 0672700E					
	044/224	67 NM	FL290 FL170	Odd	Even	[Class G]
△ PATOX	333254N 0682512E					
	030/210	23 NM	FL290 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	43 NM	FL410 FL160	Odd	Even	TAPIS-LAJAK UNUSABLE
△ RAMSO	342548N 0702830E					
	175/355	30 NM	FL410 FL250	Odd	Even	TAPIS-LAJAK UNUSABLE
▲ LAJAK (FIR BDR Y)	335559N 0702959E					For continuation see AIP Pakistan
ROUTE REMARKS						
GADER-OGOGO FL170-FL290 OGOGO-NOLEX FL170 – FL290, NOLEX- TAPIS: FL170 - FL290						
TAPIS-PEGTO-RAMSO-LAJAK A454 CLSD.						
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						

ENR 3.2 UPPER ATS ROUTES

1. RNP-10 Upper airspace ATS route structure

- 1.1. The Upper Airspace Route Structure comprises upper air routes P628, L750, N644, M875, P500, L509, UL333, (* also a Low Air Route).
- 1.2. The air routes are 20NM wide, 10NM either side of the designated track, above **FL320** except L509, M875.P500 **FL300** to FL510. ACFT will generally be assigned standard levels according to the direction between FL300 and the **Maximum Authorized Altitude (MAA)** of FL490. Airways into Turkmenistan currently has a MAA of FL430. The MAA for G206 is FL410.
- 1.3. All air routes are identified by latitude and longitude references.
- 1.4. Military activity takes place within Kabul FIR high sector SUA areas at FL300, which is detailed in ENR 5. These SUA areas will normally be reserved with not less than three (3) hours advance notice via NOTAM but may be activated tactically with coordination between ATC.
- 1.5. When Very Small Aperture Terminal (VSAT) is out of service in Kabul FIR, a G series NOTAM will be published.
- 1.6. The Upper Airspace ATS Routes with applicable MRA are listed in the table below.

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 {Airspace class } unit Remarks
				↓	↑	
M875 {RNP 10}	Route availability H24		10NM EITHERSIDE OF CENTERLINE			KABUL ACC
▲ AMDAR (FIR BDR Y)	371230N 0672036E					For continuation see AIP Uzbekistan
	148/328	34 NM	FL510 FL300	Odd	Even	[Class G], MAA FL490
△ KHOLM	364300N 0674100E					
	148/328	76 NM	FL510 FL300	Odd	Even	[Class G], MAA FL490
△ DOSHI	353600N 0682630E					
	148/328	74 NM	FL510 FL300	Odd	Even	[Class G], MAA FL490
△ TAPIS	343100N 0690900E					
	150/330	27 NM	FL510 FL300	Odd	Even	[Class G], MAA FL490
△ KODAD	340659N 0692406E					
	150/330		FL510 FL310	Odd	Even	[Class G], MAA FL490
△ BOXUD	333132N 0694612E		△ BOXUD			△ BOXUD
	149/330		FL510 FL310	Odd	Even	[Class G], MAA FL490
▲ SITAX (FIR BDR Y)	330500N 0700259E					For continuation see AIP Pakistan
REMARKS						
TAPIS TO SITAX UNUSABLE.						
MAA FL490						
MRA:						
AMDAR to KHOLM 29000FT KOLM to DOSHI 32000FT						
DOSHI to TAPIS 29000FT						
TAPIS-SITAX 30000FT						

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 BDR Y)	361000N 0641730E					For continuation see AIP Turkmenistan
	125/305	120 NM	FL510 FL320	Odd	Even	[Class G], MAA FL430
△ PAGMA	345806N 0661528E					
	125/305	42 NM	FL510 FL320	Odd	Even	[Class G, MAA FL430
△ VUVEN	343230N 0665530E					
	126/306	54 NM	FL510 FL320	Odd	Even	[Class G, MAA FL430
△ NEVIV	335848N 0674700E					
	127/307	41 NM	FL510 FL320	Odd	Even	[Class G, MAA FL430
△ PATOX	333254N 0682512E					
	128/308	25 NM	FL510 FL320	Odd	Even	[Class G, MAA FL430
△ MESRA	331639N 0684756E					
	126/306	40 NM	FL510 FL320	Odd	Even	[Class G, MAA FL430
▲ DOBAT (FIR BDR Y)	325200N 0692600E					For continuation see AIP Pakistan
REMARKS						
MAA FL430						
Caution:						
MRA:						
NEVIV to DOBAT 30000FT						

Route designator {RNP type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates		Later al Limit (NM)			Remarks
	Bearing ↑/↓	DIST NM	Upper limit Lower limit	FL series		Controlling unit {Airspace class } Remarks
				↓	↑	
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 FL320	Odd	Even	[Class G], MAA FL490
△ DANOD	322422N 0620032E					
	123/303	83NM	FL510 FL320	Odd	Even	[Class G, MAA FL490
△ GULSO	313706N 0632056E					
	123/303	70NM	FL510 FL320	Odd	Even	[Class G, MAA FL490
△ ADLOR	305643N 0642742E					
	124/304	29NM	FL510 FL320	Odd	Even	[Class G, MAA FL490
△ KIRAT	303954N 0645437E					
	124/304	85NM	FL510 FL320	Odd	Even	[Class G, MAA FL490
▲ SERKA (FIR BDRY)	295101N 0661501E					For continuation see AIP Pakistan
REMARKS						
MAA FL490						

Note: The conditions stated above are designed to be an enduring definition of the requirements of a MOA. The current security situation in AFG means that Class G airspace is not available to IFR civil traffic and so the IFR elements of the conditions may be disregarded until Class G airspace is normalized.

- 24 **Danger Area.** Airspace of defined dimensions within which activities dangerous to the ACFT may exist at specified times. This term is used only when the potential danger to ACFT has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of ACFT that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their ACFT.

3. Designations

- 3.1 The type of area involved is indicated by the nationality letters OA (Afghanistan), followed by the letter -P- for Prohibited, -R- for Restricted or -D- for Danger. A map detailing the location of these areas can be found on section ENR 5.1 paragraph 4.2-1 and 4.2-2. **Danger/Restricted/Prohibited (DRP)**
- 3.2 amendments or a new request form is available at <http://acaa.gov.af/aip-aeronautical-information-publication/>
- a. **PROHIBITED AREA Sequence Numbers:** Prohibited Areas for Afghanistan Airspace start from **OAP200-299**.
 - b. **RESTRICTED AREA Sequence Numbers:** Restricted Areas numbering series are **OAR001-099, OAR400-499, OAR600-699 & OAR900-999** for Afghanistan Airspace.
 - c. **DANGER AREA Sequence Numbers:** Danger Areas for Afghanistan Airspace-numbering starts from **OAD101-199**.

4. Prohibited Restricted and Danger Areas

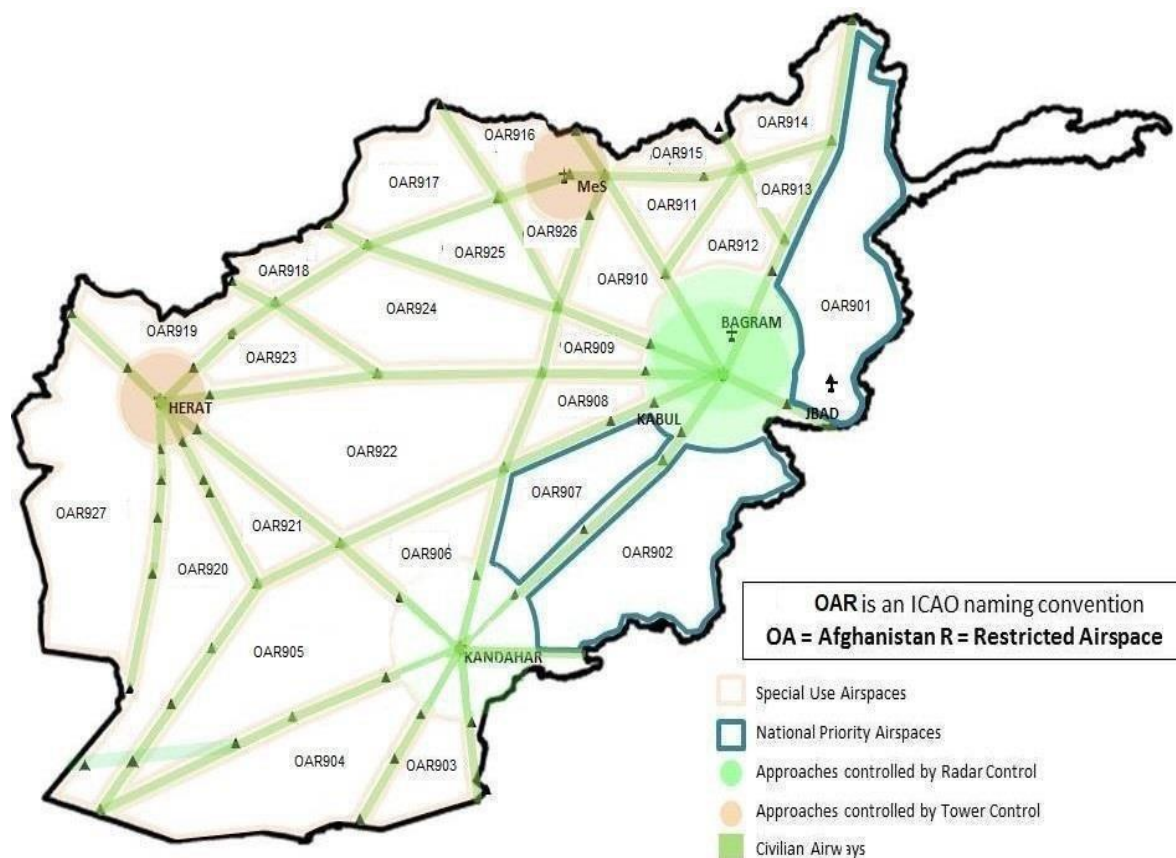
4.1 Prohibited Areas

Identification, Name and Lateral Limits	Upper Limit (ft.) Lower Limit (ft.)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Prohibited Areas		
OAP200 BAMYAN 344955N0674843E– 345010N 0674943E – 344945N0674956E– 344930N 0674857E – 344955N 0674843E	1 000 AGL GND	Activity: Nil Hours: H24 Service: Nil Remarks: Protecting the Bamyan Buddha World Heritage Site. Sponsor: Afghanistan Government TAAC-CAPITAL
OAP201 CAMPA 343126N 0691104E – 343135N 0691109E – 343149N 0691040E – 343149N 0691034E – 343139N 0691019E – 343123N 0691014E – 343108N 0691022E – 343100N 0691040E – 343102N 0691059E – 343114N 0691113E – 343126N 0691104E	UNLIMITED GND	Activity: No fly area. Hours: H24 Service: Nil Remarks: Nil Sponsor: Afghanistan Government TAAC-CAPITAL

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Special Use Restricted Area Map (Low)

Note: Kandahar no longer controlled by Radar Control, and No Approach Control Unit exists.



1

NOT FOR NAVIGATION

AIP AIRAC AMDT 003/2026

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

AERODROMES(AD)

PART III

AIP AIRAC AMDT 003/2026

EFFECTIVE DATE-01 OCT 2026

CHANGES & AMENDMENTS IN RED

OAHR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	APR-OCT: 0330-1130 UTC, Thu 0330-0900 UTC. Fri Closed. OCT-APR: 0400-1100 UTC, Thu 0400-0900 UTC. Fri Closed.
2	Customs and Immigration	0030-1630 UTC Immigration Office: Zabiullah Barakzai+93 (0) 796515457
3	Health and Sanitation	N/A
4	AIS Briefing Office	0030-1730 UTC
5	ATS Reporting Office	N/A
6	MET Briefing Office	NIL
7	Air Traffic Services	0030-1630 UTC Control Tower Contact Number Commercial: +93 (0) 798 315 869 WhatsApp: +93 (0) 798 315 869
8	Fueling	0030-1730 UTC
9	Handling	0030-1730 UTC
10	Security	H24 Airport Border Police (ABP) Commander Commercial: + 93 (0) 700710381 Afghan Air Force Deputy Commander +93 (0) 700454012
11	De-icing	N/A
12	Remarks	During Hajj operations: H24

OAHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	HERAT MET OFFICE
2	Hours of operation	0030-1730 UTC
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	METAR: Hourly; SPECI: In case of significant weather change in accordance with Annex 3 criteria
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	Nil English
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS unit provided with information	AFIS
10	Additional information	Nil

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 – 2 m From ARP to RWY29 THR – 1 m
5.	Magnetic variation/Annual change	2.92° E (2010) / + 0.04° E
6.	Aerodrome Administration Address Telephone Telephone Telefax Telex Email AFS Address	Mr. Mawlawi Abdul Hadi Mohammad General Director of Kabul International Airport +93(0)703447303 Bashir Ahmad Raufi Deputy Director General +93 (0) 773 50 00 64 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	0330 - 1130 UTC
2.	Customs and Immigration	H24
3.	Health and Sanitation	H24
4.	AIS Briefing office (OAKB) Mobile number E-mail	H24 0093(0) 781325565/0796266091 ais.oakb12@gmail.com, Hemat.ib99@gmail.com
5.	ATS Reporting office (ARO)	NIL
6.	MET Briefing office	H24
7.	ATS	H24
8.	Fueling	H24
9.	Handling	H24
10.	Security	H24
11.	De-icing	H24
12.	Remarks	Kabul International Airport is open 2230-1830 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

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.	Fuell/ oil types KIA	TC–1, GT-1 Fuel is provided by: ARROW PETROLEUM: +93 730 775 775 & +93 790 68 68 68 e-mail: ops@arrowpetroleum.com e-mail: sales@arrowpetroleum.com GLOBAL COMPANY: +93 790 68 68 68 & +93 790 64 64 64 e-mail: ceo@globaloilservices.af
3.	Fueling facilities/capacity	GLOBAL OIL: Storage capacity – 8000MT Fueling by bowser – 800 to 1100LPM under 50PSI rate of flow pressure. ARROW PETROLEUM: Bowsers with capacity of 16000lt to 45000lt Pressure capacity of 15 liters/second
4.	De-icing facilities:	3 x de-icing/anti-icing trucks Two stage de-icing available with fluids: • Clariant Type I Safe wing MP I LFD 80 • Clariant Type II Safe wing MP II Flight
5.	Hangar space for visiting ACFT	NIL
6.	Repair facilities for visiting ACFT	NIL

7.	Remarks	GAAC HOLDING is the dedicated ground handling provider at Kabul Int'l Airport. • +93 (0) 700029225 or/and +93 (0) 700029228 • kblocc@gaac-groundhandling.com • ahmadwajd@gaac-groundhandling.com Pushback available for the following types: • Airbus: A300, A310, A320, A330 and A340 • Boeing: B727, B737, B747, B767, B777 Others: IL76, B190, CRJ, C17, C130, MD80, MD82, MD83
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OAKB AD 2.5 PASSENGER FACILITIES

1.	Hotels	The Hotels are in Kabul city.
2.	Restaurants	in Kabul city
3.	Transportation	taxis + buses.
4.	Medical facilities	Hospitals in the city. IOM Medical Clinic is available at the International Terminal for first aid care.
5.	Bank and Post Office	Bank at the airport and in the city. Post Office In City
6.	Tourist office	At the airport and in Kabul City.
7.	Remarks	NIL

3.	Capability for Removal of disabled ACFT	NIL
4.	Remarks	Fire dispatch: +93(0) 794 53 35 40

OAKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1.	Types of clearing equipment	2 x Grader 2 x Big Loader 2 x Small Loader 2 x Anti-freeze spreader 2 x Sweeper international with snow plough 1 x Truck with snow plough and anti-freeze 2 x Benz sweeper vehicle snowier 1 x Snow blower
2.	Clearance priorities of	Periority I a) Runway, Taxiway A, B, G and Fire Station hangar and maneuvering area access Road. b) Aprons 4 and 5, de-icing spots stand 6 and 7A on apron 5 and stand 59 on apron 1 c) Taxiway H.J.N d) Service roads provide access to both terminals and the luggage area and apply chemicals to prevent ice formation and ensure safety. b) Priority II a) Apron 1 and Apron 3 c) Priority III a) Taxiway C, D, E and F b) Taxiways K, L, M c) Apron 2, apron 6P, apron 7, and apron 8 d) Priority IV a) Infield service road to localizer and to TWY H b) Removal or pushback of snow stockpiles
3.	Remarks	NIL

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

1.	Surface and strength of aprons	Apron 1	PCN 99 R/B/W/T on stands 54 to 59 PCN 55 R/C/W/T on stands 50 to 53 Surface: Concrete
		Apron 2	PCC PCN: 31 R/B/W/T Surface: Concrete
		Apron 3	AC/PCC PCN: 29 R/B/W/T Entrance PCN: 44 R/B/W/T Surface: Concrete basement/asphalt layer on top
		Apron 4	AC/PCC PCN: 29 R/B/W/T Entrance PCN : 44 R/B/W/T Surface: Concrete basement/ asphalt layer on top
		Apron 5	RPCC PCN: 49 R/B/W/T on stands 1 to 4 PCC PCN: 99 R/B/W/T on stands 5 to 8 Surface: Concrete
		Apron 6P	PCC PCN 82R/B/W/T on Concrete surface AC PCN 38/F/A/W/T on Asphalt surface Surface Asphalt and Concrete
		Apron 6S	PCC PCN: 92/R/B/W/T Surface Concrete
		Apron 6U	RPCC PCN: 19 R/B/W/T Surface: Concrete
		Apron 7	PCC PCN: 92 R/B/W/T Surface: Concrete
		Apron 8A	PCC PCN: 48 R/B/W/T Surface: Concrete

		TWY L	23m (75ft), overall width 38m (125ft) AC PCN: 70 F/A/Y/T Surface: Flexible basement covered with heavy wear modified asphalt.
		TWY M	23m (75ft), overall width 44m (144ft) AC PCN: 72 F/A/W/T Surface: Flexible basement covered with heavy wear modified asphalt.
		TWY N	23m (75ft), overall width 44m (144ft) AC PCN: 29 F/B/W/T Surface: Flexible basement covered with heavy wear modified asphalt.
3.	Altimeter checkpoint location and elevation	RWY 29 THR 343340.13N 0691350.24E Orthmetric Height: 1790.10m (5873ft) AMSL RWY 11 THR 343413.94N 0691138.71E Orthmetric Height: 1789.18m (5870ft) AMSL	
4.	Location of VOR checkpoints	343244.1N 0691725.4E	
5.	Position of ILS checkpoints	Loc: 343416.3N 0691129.5E GP: 343346.6N 0691341.1E DME: 343244.1N 0691725.4E Not available	
6.	Other Points: ATC Tower	343339.61N 0691243.45E Orthometric Height: 1817,88m (5964ft) AMSL	

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

1.	Use of ACFT stand ID signs, TWY guidelines and visual docking/ parking guidance system at ACFT stands	TWY center line Parking guidanceline
2.	RWY and TWY markings and lights	• Pre THR chevrons markings • RWY THR markings • RWY designator markings • Touchdown Zone markings • Aiming point markings • RWY side stripe markings • RWY center line markings • RWY THR lighting • RWY End lighting • RWY edge lighting • TWY center line markings • Enhanced TWY center line markings • TWY edge lines markings • Intermediate holding lines markings • RWY holding position markings • Apron taxiway markings • TWY center line lighting • TWY edge lighting
3.	Stop bars	NIL
4.	Other runway protection measures	RWY guard lights are available on TWY A, C, D, E, F and G). Mandatory instruction signs at each RWY holding position marking.
5.	Remarks	Retro-reflective Runway Distance Remaining Signs (RDRS) are stating thousands of feet, on both sides of RWY. First panel on the left and last on the right are not available, for both RWY 11 and RWY 29.

OAKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AERODROME MET OFFICE
2	Hours of operation	H24
3	Office responsible for TAF preparation Periods of validity	OAKB MET OFFICE 24H
4	Type of observations Interval of issuance Type of observations Interval of issuance	METAR Hourly reports the weather information SPECI In case of significant weather changes
5	Type of landing forecast Interval of issuance	NIL NIL
6	Briefing/consultation provided	On request to OAKB MET Office Information is also available via phone and email. Office contact number: +93(0) 202929615 Manger Contact number: +93 (0) 797940068 E-mail: oakb.metoffice@gamil.com
7	Flight documentation and other information available for briefing or consultation Language used	NIL English
8	Supplementary equipment available for providing information	Meteorological observation system (TACMET) meteorological information system.

9	ATS unit provided with information	Kabul Tower
10	Additional information	Use station code OAKB The following emails for receiving the weather services Primary Email: Weatherreport.Meteorology@Mota.gov.af f Secondary Email: Weatherreport.meteorology@kia.gov.af Tertiary Kabulmetoffice@gmail.com

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, N, M, L, K.. 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 20 Sec Automatically .
5.	Remarks	NIL

OAKB AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO)	NO SPECIFIC COORDINATES. TAXIWAY HOTEL – FULL LENGTH-BOTH DIRECTIONS- SIMULTANEOUS SAME/OPPOSITE DIRECTION ARRIVALS-TWY/TWY -- TWY/RWY – RWY/RWY. SIMULTANEOUS SAME/OPPOSITE DIRECTION DEPARTURES-TWY/RWY TAXIWAY BRAVO – EAST OF TAXIWAY FOXTROT AND WEST OF TAXIWAY CHARLIE FOR ARRIVALS AND DEPARTURES. SIMULTANEOUS SAME/OPPOSITE DIRECTION ARRIVALS AND DEPARTURES AT THE DISCRETION OF THE ATC TOWER CONTROLLER
2.	TLOF and/or FATO area elevation	NIL
3.	TLOF and FATO area dimensions, surface, strength, marking	NIL
4.	True and MAG BRG of FATO	NIL
5.	Declared distance available	NIL
6.	Approach and FATO lighting	NIL
7.	Remarks	Helicopter landing area marked with “H” on TWY B. Refer to OAKB AD 2.22 for additional information.

OAKB AD 2.20 LOCAL **AERODROME** REGULATIONS

2.20.1 TAXI PROCEDURES

- 180-degree turns on the runway are not permitted for aircraft above Beechcraft B190.
- Maximum taxi speed is 16kt. Caution should be exercised when pavement is contaminated by snow or slush.
- Arriving aircraft will be allocated a stand number by Kabul Tower upon vacating the runway.
- No Follow Me service is provided, except for exceptional circumstances upon decision of Head of Operations Department.

2.20.2. Traffic Information from TWR

- **Sequencing of Aircraft:** The Kabul Tower (TWR) does not provide separation in Class G Airspace but will offer traffic information to help sequence aircraft entering the CTR in an orderly and safe manner.
- **Essential Traffic Information:** Even without the obligation to provide separations or traffic information in Class G airspace, the TWR will provide information on all known essential traffic, time permitting.

2.20.3. MOTA is the sole authority to close Kabul International Airport to all or selected Traffic.

2.20.4. 2.20.3. Air operations may be suspended for safety reasons, traffic saturation or security at the discretion of the Tower Watch Supervisor.

2.20.5. Safety occurrences should be reported as soon as practicable to the Airside Safety Management Office (ASMO):

- Airside Safety Officer on Duty: +93 (0)789609763 (24/7)
- oakbflightsafety@gmail.com and airsidesafetyoffice@gmail.com
- Wildlife and bird strikes should be immediately reported to Kabul Tower and followed by detailed report to kiawildlifemanagement@gmail.com to be inserted in IBIS.

2.20.6. 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.

2.20.7. 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.

2.20.8. 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

- Apron 3 is intended for use by turboprop aircraft up to Code B of local operators.
- Aircraft parking is performed on the west of the apron.
- Only single-engine turboprop aircraft are authorized to taxi by their own power on Apron 3.
- Departing twin-engines turboprop should be towed to the intersection of the apron taxiway northeast of stand 24 prior to start engines.
- Arriving twin-engines turboprop should stop at the intersection of the apron taxiway northeast of stand 24 to shut down engines and then be towed to its final stand.
- The access to ARIANA maintenance hangar area by aircraft Code C and Code D is subject to approval from the Head of Operations Department and should be conducted under the following conditions:
 - The notification of an aircraft requiring to proceed to the maintenance hangar area should be done 2 hours in advance to Kabul Tower.
 - The aircraft being towed is not carrying passengers. Embarking or disembarking of passengers on aircraft Code C or Code D is prohibited on Apron 3.
 - Aircraft is towed with engines off. The shutdown and the start-up of engines should be done on TWY Bravo. No exceptions are authorized even if APU is not operational.
 - Wing walkers are required at both wing tips of the aircraft.
 - Tow speed should not exceed 10kt.

CI. Apron 4

- Stands 20 to 23 for aircraft up to Code C.
- Stand 24 for aircraft up to Code D.

CII. Apron 5

- Stands 1 and 8 for aircraft up to Code C.
Remark: Stands 2 and 4 are equipped with air bridge.
- Stands 2 to 7 and 7A for aircraft up to Code F.

CIII. Apron 6P

- Apron 6P is dedicated for VVIP flights and can accommodate up to Code C aircraft.

CIV. Apron 6s

- Military apron under the management of Ministry of Defence/Afghan Air Force.

CV. Apron 6U

- Not used.

CVI. Apron 7

- Apron 7 can accommodate aircraft up to Code E, on special occasions approved by **Airport Management.**

APRON 8: Apron 8 can accommodate aircraft up to Code E, on special occasions approved by Airport Management.

APRON 9: Military apron under the management of Ministry of Defense/Afghan Air Force.

APRON 10: Military apron under the management of Ministry of Defense/Afghan Air Force.

2.20.12. **Engine Test**

- There is no designated engine test area at Kabul International Airport.
- Engine tests must be coordinated in advance with Kabul Tower. Advise TWR if the test is at Idle/above Idle/Max Power (TRT or MRT).
- Light turboprop up to B190 should expect TWY CHARLIE facing northbound.
- Medium turboprop and jet aircraft should expect TWY BRAVO/HOTEL or the RWY.
- Aircraft performing engine tests shall chock both main landing gear with purpose-built, and for the aircraft-type, suitable wheel chocks.
- To minimize the impact on air operations, engine tests should not be planned for the morning period.
- UNHAS/WFP B190 idle engine test on Apron 3 is permitted. Three ground staff should be placed to prevent unauthorized and inadvertent movements around the aircraft during the test.
- Jet aircraft idle engine test following light maintenance is permitted on the stand in the following circumstances:
 - Ground staff should be placed to prevent unauthorized and inadvertent movements around the aircraft during the test.
 - No equipment is within the safety zone of the aircraft.
 - At least one fire extinguisher is at the nose of the aircraft slightly to the side of the engine being tested.
 - Only one engine at the time can be tested.

- 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.

2.20.13. **. 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.

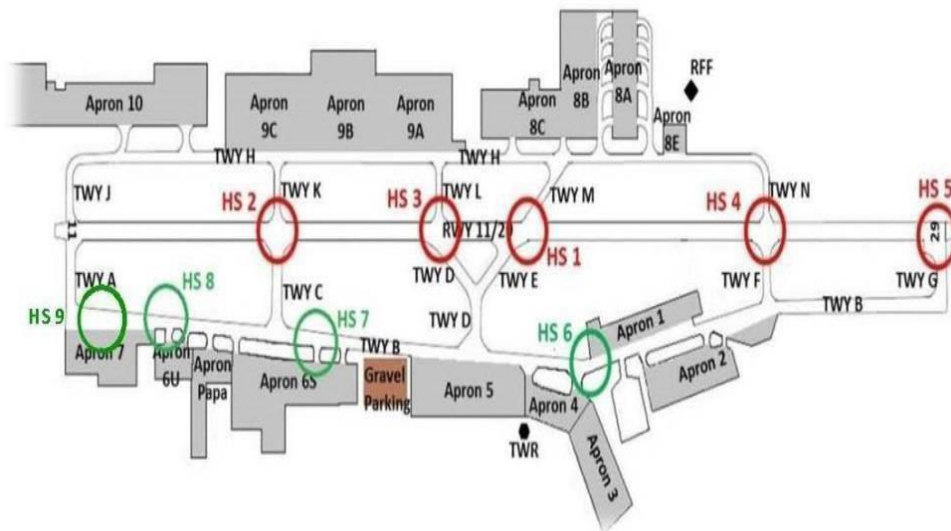
HS4–RWY crossing by aircraft from TWY November to TWY Foxtrot.

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

b) **Taxiway Bravo Hot Spot**

HS-6 Service- road crossing TWY B. Vehicles/pedestrians crossing TWY B between Apron 3 and Apron 1.

HOT SPOTS



2.20.14. Refueling / De-fueling Restrictions

- Refueling with passengers on board is authorized for unplanned circumstances and under specific conditions specified in the standard operating procedure - SOP008.
- Fueling with passengers embarking or disembarking is prohibited.
- Defueling with passengers embarking, disembarking, or on board is prohibited.

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 **Kabul** 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 **Kabul** 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 **Kabul** 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

22263. 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.

2227. Lost Communication

In the event of communication failure, both VFR (Visual Flight Rules) and IFR (Instrument Flight Rules) flights must follow the instructions indicated by the light signals provided by the ATC (Air Traffic Control) Tower, in accordance with Annex 2, Paragraph 4, 4.1.

This protocol ensures that pilots can safely navigate and manage their flights despite communication issues. VFR flights are expected to maintain visual contact with the ground and other aircraft, while IFR flights rely on instruments for navigation. The use of light signals allows for a standardized method of communication, providing essential guidance for pilots to ensure safety and coordination in the airspace.

Additionally, pilots must familiarize themselves with the relevant signals and their meanings to respond appropriately during a communication outage, thereby minimizing risks and ensuring operational continuity.

Note. In case of unserviceability of the light gun the following procedure shall be complied:

- 1- All aircraft follow an instrument approach procedure
- 2- When approaching final, flash the landing lights during night and rock the wings during day to indicate radio failure and execute a low approach over the runway at or above 500 ft AGL, at the pilot's discretion.
- 3- Thereafter, follow SID K4 after LOBRE proceed for an instrument approach and make a full-stop landing.
- 4- After landing, vacate the runway via TWY A or TWY G, as appropriate for the runway in use, and shall not enter TWY B or TWY H without ATC clearance via radio or Follow-Me vehicle guidance.

Helicopters coming from south, circumnavigate out of CTR to the North at low level, enter CTR from north via CRPs N/NE, and Helicopters Arriving from North proceed direct to CRPs N/NE, continue approach at pilot discretion on TWY H, make a low pass at or above 500 ft. AGL, check the availability of TWY H and look through tower for Light-Gun signals, then join North traffic pattern for TWY H. If no Light-Gun signal observed, make a full stop landing at pilot discretion and stand by for Follow-Me vehicle guidance.

2228. 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.

222.9. ACFT on the Ground:

- a) **ACFT taxiing for departure:** Stop, hold a current position on the TWY, expect to return to the parking position, keep engines running, and wait for Light-Gun signal to vacate the area.
- b) **ACFT Lined-up for departure:** Taxi down the RWY, vacate at the earliest possible, then stop on the TWY, and wait for Light-Gun signal. Do not enter TWY B/H without ATC TWR clearance via radio frequency, light gun signal.

NOTE: In case of unserviceability of the Light-Gun, follow the same instruction and wait for the Follow- Me vehicle guidance.

222.10. Helicopter Operations

222.10.1. General

WARNING

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

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

- a) Entrance into Kabul CTR is only permitted on clearance from Kabul ATC TWR. All helicopters shall enter and exit the CTR through Echo 1, Echo 2, Echo 3, Sierra, Sierra-Whiskey or Sixer.

OAKN – KANDAHAR
OAKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME**2.1.1. OAKN– Kandahar (Qandahar)****OAKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

Respective airport must complete audit & Data verification/discrepancies

1	Aerodrome Reference Point coordinates and its site	313021N0655052E The geographic center of the airfield
2	Direction and distance from city	9NM southeast of Kandahar City
3	Elevation	3338ft
4	Geoids undulation	.32 field gradient
5	Magnetic variation/Annual change	2.00° E / Unknown
6	Aerodrome Administration Address Telephone Tele-fax Telex E– mail AFS Address	Mr. Fida Mohammad Nizami Haji Lala Director of Ahmad Shah Baba International Airport, Kandahar Afghanistan +93 (0) 705221610 Nil Nil abdulmosawir8@gmail.com Nil
7	Types of traffic permitted	Only VFR
8	Remarks	aisofficeoakn@gmail.com

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: MAWLAWI MOHEEB ULLAH MOHAMMAD Operational Director: Telephone Email Air Traffic Management (ATM) Telephone Email
	Aeronautical Information Services	Civil AIS Office : FAISAL DAWLATZAI Telephone E-mail AFS Address
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.

OAMS AD 2.3 OPERATIONAL HOURS

1.	Aerodrome Administration	0400Z-1130Z
2.	Customs and Immigration	2330Z-1830Z
3.	Health and Sanitation	Mazar e Sharif Civil hospital branch provides primary Health care and O.P.D. service with one doctor and one nurse in the terminal. One equipped ambulance is available to carry patients to Mazar e Sharif Hospital in the case of severe sickness. Hours of Operation: 00:30 to 11:30Z (SR – SS) daily. H24 in Hajj process time. Telephone: 0093799505770
4.	AIS Briefing Office	SR/SS
5.	ATS Reporting Office	N/A
6.	MET Briefing Office	2330Z-1830Z
7.	Air Traffic Services	2330Z-1830Z (outside listed hours, based on PPR)
8.	Fueling	2330Z-1830Z
9.	Handling	2330Z-1830Z
10.	Security	H24
11.	De-icing	O/R, see table. 2.4. (4)
12.	Remarks	Parking area available on civil side AD Hours of Operation: 24H in Hajj process time

2.	Fuel Types	Civil: TS1
3.	Fueling facilities and capacity Civil:	KAM Oil Office No. +93 (0) 797797882
4.	De-icing facilities	2 De-icers available for all aircraft Only Type II is available.
5.	Hangar space for visiting ACFT	Nil
6.	Repair facilities for visiting ACFT	Nil
7.	Starting unit	1 x GPU 140 KVA + 28V 1 x GPU 90 KVA + 28V 1 x ASU/ Double hose
8.	Remarks	

OAMS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	OAMS MET OFFICE Contact by Telephone Cell: +93 (0) 792254897/+93 (0) 790648147 Civil MET Station: METAR and SPECI and TAF.
2.	Hours of operation	2330Z-1830Z
3.	Office responsible for TAF preparation, Periods of validity	Nil
4.	Type of landing forecast, Interval of issuance	Nil
5.	Type of observations Interval of issuance Type of observations Interval of issuance	METAR Hourly: between 50 and on the hour SPECI In case of significant weather changes
6.	Briefing /consultation provided	N/A
7.	Flight documentation and other information available for briefing or consultation Language used	METAR, SPECI, and TAF English
8.	Charts and other information available for briefing or consultation	METARs
9.	Supplementary equipment available for providing information	Meteorological observation system sensors including wind information provided by midfield sensors
10.	ATS unit provided with information	MAZAR TWR

OAMS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

	Call sign	Frequency (MHz)	Hours of operation	Remarks
1.	2.	3.	4.	5.
APP	NIL	NIL	NIL	Emergency Frequencies 121.500MHz 243.000MHz
TWR	MAZAR TOWER	135.350 126.125	2330Z 1830Z	
GROUND	Nil	Nil	Nil	
AFG TRAFFIC	ADVISORY FREQUENCY	125.20	2330Z 1830Z	
MILITARY	BACK UP FREQUENCY	133.275	2330Z 1830Z	