



ISLAMIC EMIRATE OF AFGHANISTAN

MINISTRY OF TRANSPORT AND AVIATION

AIRAC AIP AMENDMENT

NUMBER 004/2026

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PART I GENERAL		AMENDMENTS
PART II ENROUTE		AMENDMENTS
PART III AERODROMES		OACC, OAHR, OAKB, OAMS

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL (GEN)

PART I

AIP AIRAC AMDT 004/26

EFFECTIVE DATE: 26 NOV 2026

NEXT AIP EDITION 103-EFF 21 JAN 2027

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
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GEN	0.4-2	AMDT- LIST OF EFF PAGES.
GEN	0.4-3	AMDT- LIST OF EFF PAGES.
GEN	0.4-4	AMDT- LIST OF EFF PAGES.

[illegible]

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

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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	26 NOV 26
OAMS 2.1-2	28 DEC 23
OAMS 2.1-3	26 NOV 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

AERONAUTICAL INFORMATION PUBLICATION



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

ENROUTE

PART II

AIP AIRAC AMDT 004/26

EFFECTIVE DATE-26 NOV 2026

CHANGES & AMENDMENTS IN RED

Ministry of Transport and Aviation

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1. Regional Supplementary Procedures applicable to the Kabul FIR are contained within ICAO Doc 7030, Middle East/Asia section. Relevant topics such as RNP and RVSM application have been incorporated throughout the AIP.

ENR 1.8.1 WEATHER DEVIATION PROCEDURES**1. Kabul FIR weather deviation procedures.**

Operational Context: When necessary to avoid adverse meteorological conditions within Kabul FIR, where ATC services are unavailable and TIBA procedures are in effect, pilots may deviate from track to the extent necessary for flight safety.

- 1.1. As the Kabul FIR is entirely uncontrolled (Class G airspace) with no active Air Traffic Services (ATS) available. Due to geopolitical airspace closures in the Middle East, overflight traffic has significantly increased. Weather deviations must be executed as non-ATC contingency protocols using Traffic Information Broadcast by Aircraft (TIBA).

2. Radio Broadcast:

The affected aircraft shall broadcast frequently their position and intention on designated VHF TIBA 125.5MHz as published in contingency arrangement and current NOTAMs. Simultaneously monitor and broadcast on 121.5MHz (Guard)/utilizing the inter pilot channel 123.45MHz strictly as a backup for direct air-to-air crew coordination.

Pilots shall:

- a) Broadcast aircraft identification, position, flight level, intended direction and extent of deviation, and intentions in accordance with published TIBA procedures;
- b) Maintain an effective lookout for conflicting traffic and ensure adequate terrain clearance and compliance with applicable airspace restrictions;
- c) Maintain the assigned flight level during lateral deviations, unless a change is necessary for flight safety;
- d) When practicable, limit the deviation to the minimum necessary to avoid the adverse meteorological conditions;
- e) Turn on all exterior aircraft lights (strobes, landing lights) to enhance visual tracking.
- f) Heavily rely on ACAS/TCAS displays to map nearby traffic and proactively resolve conflicts.
- If immediate action is necessary to ensure the safety of the aircraft, the pilot-in-command shall take appropriate action and broadcast the aircraft's intentions as soon as practicable.

2.2. Standard Phraseology:

"ALL STATIONS, THIS IS [Callsign] IN THE KABUL FIR. FL[Level], [Direction] ON [Airway]. DEVIATING [Left/Right] BY [Distance in NM] FOR WEATHER. EXPECT TO REGAIN ROUTE AT [Waypoint/Time]."

3. ICAO offset and Altitude rules:

- a) **If the deviation is less than 10NM:** Maintain last assigned cruising Flight Level.
- b) **If the deviation is more than 10NM:** Once clearing 10 NM from the centerline, establish a lateral buffer by adjusting altitude

Traffic flow	Deviation direction	Altitude action
Eastbound	Left	Descend 300 feet
Eastbound	Right	Climb 300 feet
Westbound	Left	Climb 300 feet
Westbound	Right	Descend 300 feet

3.1. Regaining the airway:

Broadcast your intentions on TIBA and Guard frequencies before making the turn back. Level off at your standard cruising flight level once you are re-established on the airway centerline.

- When clear of the adverse meteorological conditions, return to the assigned route by the shortest practicable path, provided it is safe to do so, and resume the assigned flight level when practicable; and
- Broadcast the completion of the deviation and return to the assigned route in accordance with TIBA procedures.

Critical Reminders

Altitude Restrictions: International authorities strongly recommend or mandate transiting the Kabul FIR at or above FL320 to FL330 Except airways LAJAK L509-TAPIS M875-AMDAR & P500 FIRUZ-MOTMO due to security risks at lower levels.

AIP AIRAC AMDT 004/2026

AERONAUTICAL INFORMATION PUBLICATION (AIP)



**ISLAMIC EMIRATE OF AFGHANISTAN
MINISTRY OF TRANSPORT AND AVIATION**

**AERODROMES(AD)
PART III**

**AIP AIRAC AMDT 004/2026
EFFECTIVE DATE-26 NOV 2026**

CHANGES & AMENDMENTS IN RED

OACC – CHAGHCHARAN(Sultan Ghiyasuddeen Ghor)
OACC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OACC– Chaghcharan

OACC AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

1	Aerodrome Reference Point coordinates and its site	343135N0651615E The geographic center of the airfield
2	Distance and direction from city	1 mile north east of Chaghcharan
3	Elevation and Reference temperature	7 475ft AMSL / Not Determined
4	Geoids undulation	Not determined
5	Magnetic variation/Annual change	3° E / Not Determined
6	Aerodrome Administration Telephone Telefax Telex Email AFS Address	Mr. Mawlawi Ehsanullah Ehsan Mobile: 0704726652/0744649445 Nil Nil ehsanullahehsan66522@gmail.com Nil
7	Types of traffic permitted	VFR
8	Remarks	Chaghcharan is uncontrolled Class G Airspace Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OACC on 118.1. This is not a control service, but advisory information only.

OACC AD 2.3 OPERATIONAL HOURS

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

OAHN 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: Mawlawi Agha Abdullah Mawlana +93 (0)701665815
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

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)	H24
	Mobile number	0093 (0) 778710913
	E-mail	ais.oakb12@gmail.com, qaimiarian@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:	GPU: 09 Unites / 140KVA/ 120 KVA/100 KVA/28V DC GPU: 05 Units /60 KVA Forklifts: 09 up to 15 Tons ASU: 03 Units ACU: 03 Units PAX Step: 08 Units Conveyor Belt: 10 Units Push Back Tractor: 05 Units / For wide and Narrow Body A/C Toilet Service: 02 Units Water Service: 02 Unit Cobus: 05 Units Crew Bus: 08 Units Tractor: 11 Units MHL: 01 Unit MDL: 02 up to 14 Tons LDL: 02 up to 7Tons Tow bar: 17 Units 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

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 **Control Tower** 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 **can accommodate up to code E** 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

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

CVI. Apron 6U

- Not used.

CVII. 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.

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.

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-1100Z
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