



**ISLAMIC EMIRATE OF AFGHANISTAN
CIVIL AVIATION AUTHORITY
AIRAC AIP AMENDMENT**

NUMBER 001/2023

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ISLAMIC EMIRATE OF AFGHANISTAN

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| OAKN 2.1-8 | 25 MAR 21 |
| OAKN 2.1-9 | 25 MAR 21 |
| OAKN 2.1-10 | 25 MAR 21 |
| OAKN 2.1-11 | 25 MAR 21 |
| OAKN 2.1-12 | 16 JUN 22 |
| OAKN 2.1-13 | 01 DEC 22 |

| | |
|-------------|-----------|
| OAKN 2.1-14 | 01 DEC 22 |
| OAKN 2.1-15 | 16 JUN 22 |
| OAKN 2.1-16 | 25 MAR 21 |
| OAKN 2.1-17 | 01 DEC 22 |
| OAKN 2.1-18 | 25 MAR 21 |
| OAKN 2.1-19 | 25 MAR 21 |
| OAKN 2.1-20 | 16 JUN 22 |
| OAKN 2.1-21 | 16 JUN 22 |
| OAKN 2.1-22 | 01 DEC 22 |
| OAKN 2.1-23 | 16 JUN 22 |
| OAKN 2.1-24 | 01 DEC 22 |
| OAKN 2.1-25 | 01 DEC 22 |
| OAKN 2.1-26 | 01 DEC 22 |
| OAKN 2.1-27 | 25 MAR 21 |
| OAKN 2.1-28 | 01 DEC 22 |
| OAKN 2.1-29 | 25 MAR 21 |
| OAKN 2.1-30 | 25 MAR 21 |
| OAKN 2.1-31 | 01 DEC 22 |
| OAKS | |
| OAKS 2.1-1 | 01 DEC 22 |
| OAKS 2.1-2 | 16 JUN 22 |
| OAKS 2.1-3 | 16 JUN 22 |
| OAKS 2.1-4 | 16 JUN 22 |
| OAKS 2.1-5 | 06 OCT 22 |
| 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 | 15 JUL 21 |
| OAKS 2.1-11 | 01 DEC 22 |
| 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 | 15 JUL 21 |
| OAKS 2.1-17 | 15 JUL 21 |
| OAKS 2.1-18 | 15 JUL 21 |
| OAKS 2.1-19 | 15 JUL 21 |
| OAKS 2.1-20 | 15 JUL 21 |
| OAKS 2.1-21 | 15 JUL 21 |
| OAKS 2.1-22 | 15 JUL 21 |
| OAKS 2.1-23 | 15 JUL 21 |
| OAUZ | |
| OAUZ 2.1-1 | 16 JUN 22 |
| OAUZ 2.1-2 | 01 DEC 22 |
| OAUZ 2.1-3 | 16 JUN 22 |
| OAUZ 2.1-4 | 16 JUN 22 |
| OAUZ 2.1-5 | 03 JAN 19 |
| OAUZ 2.1-6 | 16 JUN 22 |
| OAUZ 2.1-7 | 05 DEC 19 |
| 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 JAN 23 |
| OAMS 2.1-2 | 01 DEC 22 |
| OAMS 2.1-3 | 01 DEC 22 |
| OAMS 2.1-4 | 28 JAN 21 |
| OAMS 2.1-5 | 05 NOV 20 |

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| OAMS 2.1-6 | 16 JUN 22 |
| OAMS 2.1-7 | 16 JUN 22 |
| OAMS 2.1-8 | 01 DEC 22 |
| OAMS 2.1-9 | 28 JAN 21 |
| OAMS 2.1-10 | 28 JAN 21 |
| OAMS 2.1-11 | 28 JAN 21 |
| OAMS 2.1-12 | 16 JUN 22 |
| OAMS 2.1-13 | 20 MAY 21 |
| OAMS 2.1-14 | 01 DEC 22 |
| OAMS 2.1-15 | 05 NOV 20 |
| OAMS 2.1-16 | 25 MAR 21 |
| OAMS 2.1-17 | 25 MAR 21 |
| OAMS 2.1-18 | 05 NOV 20 |
| OAMS 2.1-19 | 05 NOV 20 |
| OAMS 2.1-20 | 05 NOV 20 |
| OAMS 2.1-21 | 01 DEC 22 |
| OAMS 2.1-22 | 05 NOV 20 |
| OAMS 2.1-23 | 16 JUN 22 |
| OAMS 2.1-24 | 16 JUN 22 |
| OAMS 2.1-25 | 28 JAN 21 |
| OAMS 2.1-26 | 28 JAN 21 |
| OAMS 2.1-27 | 28 JAN 21 |
| OAMS 2.1-28 | 01 DEC 22 |
| OAMS 2.1-29 | 16 JUN 22 |
| OAMS 2.1-30 | 16 JUN 22 |
| OAMS 2.1-31 | 26 JAN 23 |
| OAMS 2.1-32 | 20 MAY 21 |
| OAMS 2.1-33 | 28 JAN 21 |
| OAMS 2.1-34 | 16 JUN 22 |
| OAMS 2.1-35 | 20 MAY 21 |
| OAMS 2.1-36 | 28 JAN 21 |
| OAMS 2.1-37 | 25 MAR 21 |
| OAMS 2.1-38 | 28 JAN 21 |
| 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 | 26 MAY 16 |
| OAQN 2.1-3 | 27 APR 17 |
| OAQN 2.1-4 | 11 AUG 22 |
| OAQN 2.1-5 | 11 AUG 22 |
| 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 |

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| 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 |

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

AIP AIRAC AMDT 001/2023

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

AERODROMES

PART 03

AIP AIRAC AMDT 001/2023

EFFECTIVE DATE: 26 JAN 2023

CHANGES & AMENDMENTS IN RED

OAKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|---------------------------|------------------|--------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| FIC | FLIGHT INFORMATION CENTER | Nil | NIL | NIL |
| KAC | Kabul Approach | Not Available | NIL | |
| | Kabul Arrival/DEP | Not Available | NIL | |
| KTWR | Kabul Tower | 125.4 284.275 | 0130-1730 | Emergency/ Guard Frequencies 121.500 243.000 |
| | Kabul Ground | 120.6 | 0130-1730 | |
| *ATIS | N/A | 130.150 | 0130-1730 | |

NOTE 1: Check ATIS for active Clearance Delivery Frequency. At the discretion of the Control Tower Watch Supervisor, clearance delivery service will be provided by GROUND on 120.600 MHz.

OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

ALL AIRCRAFT ENTERING KABUL CTA AIRSPACE INTENDING TO LAND AT KABUL MUST CONTACT KABUL TWR FREQUENCY 120.6 FOR TRAFFIC INFORMATION AND SEQUENCING FOR LANDING.

- 2.20.1. ACAA North is the sole authority to close Kabul International Airport to all or selected traffic.
- 2.20.2. Air operations may be suspended for safety reasons, traffic saturation or security concerns at the discretion of the Tower Watch Supervisor.
- 2.20.3. KIA Airfield Safety Management Office requires all users and operators at Kabul International Airport to notify the Flight Safety Officer at the earliest when an incident/accident occurs:
 - a. Mr. Muhammad Daud Takal
Phone: +93 (0) 780 207 212 and +93 (0) 799 322 283
E-mail: d.takal@acaa.gov.af, m.daudtakal@gmail.com
 - b. Airfield Safety Management Office
phone number 0093 799195804
E-mail: ad.darya@gmail.com
- 1) NOTE: Air Traffic Incident Report form available on the ACAA Website
<https://acaa.gov.af/aip-aeronautical-information-publication/>
- 2.20.4. **Preferred RWY:** RWY 29 is the primary instrument runway and will be used for all movements when the tailwind component is < 10kts sustained. Aircrew should plan their operations for the runway in use.
- 2.20.5. Civilian airliners requesting opposite direction departures shall request approval from the ATS authority no later than 12 hours prior to scheduled departure time. ATS authority approval does not guarantee opposite direction departures will be approved by ATC.
- 2.20.6. 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.
- 2.20.7. **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,).

OAKB AD 2.22 FLIGHT PROCEDURES

- 2.22.1. ACFT with IFR FPL can depart VFR after obtaining ATC TWR approval.
- 2.22.2. Departing aircraft on departure roll or immediately after take-off shall not change to Departure Frequency until explicitly instructed by ATC TWR.
- 2.22.3. Caution kite activity in the close vicinity of Kabul International Airport, SFC to 1200ft AGL.
- 2.22.4. Crews are advised to avoid 1Km (0.5NM) radius centered on position 343434N 0691421E, SFC to 500ft AGL due to controlled explosions. (Quarry/Mining operations)
- 2.22.5. **FW VFR Departures:** after take-off, proceed RWY heading/straight ahead until 1500ft AGL then proceed on course unless approved otherwise by ATC TWR.
- 2.22.6. **FW VFR Arrivals:** Turn to final not closer than 3NM from APP end of RWY and not below 1100ft AGL, unless approved otherwise by ATC TWR.
- 2.22.7. **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

2.22.11.3. SVFR may be approved (only MIL) between official sunset and sunrise if the conditions are for:

- a) FW – 3000m visibility and 1500ft ceiling;
- b) RW NVG – 1500m visibility and clear of clouds;
- c) RW Nil NVG – 3000m visibility and clear of clouds.

2.22.11.4. SVFR RW transitions through the Kabul CTR are prohibited. Kabul tower will issue instructions for RW to circumnavigate the CTR to the east or west and provide applicable traffic information. RW shall maintain their own terrain avoidance and navigation to circumnavigate the Kabul CTR.

2.22.12. Lost Communication

NOTE: All traffic, RW, and FW, with a radio communication failure, who intends to join the traffic circuit, shall do it at a 45-degree angle to the downwind leg.

2.22.13. Airborne Aircraft

a) Fixed Wing

- 1) Squawk 7600, rock wings and/or flash landing lights, and look for a light gun signal from ATC TWR.
- 2) If signal not observed, execute a low approach over the RWY at or above 500ft AGL at pilot's discretion, "rock wings" when passing in front of ATC TWR, then join the ATC TWR (South) traffic pattern.
- 3) When turning base leg or short final look for a light signal, full stop landing or go around.
- 4) Vacate RWY in use after landing at the TWY A or G (depending on RWY in use).
- 5) Do not enter TWY B/H without ATC TWR clearance via radio frequency, light signal or Follow-me guidance.

b) IFR Arrivals

- 1) If unable to make contact with ATC TWR (Kabul Tower), squawk 7600 and continue to monitor Guard frequencies.
- 2) In the event of a two-way communications failure, rock wings (daytime) or flash landing lights (night time) and proceed to a full stop landing at pilot's discretion on last assigned runway, vacate the runway expeditiously and look to ATC Tower for light gun signals.

c) IFR Departures

- 1) In the event of lost communications on departure, contact Kabul Arrival TWR on 120.6 or 284.275.
- 2) If no response, squawk 7600 and continue to monitor Guard frequencies, execute the published departure procedure to LOBRE, hold south of LOBRE on the Kabul 195R for 15 minutes, one zero mile legs, right turn, maintain 14,000 feet.
- 3) Climb to FL170 then proceed direct WEBRO and execute the ILS Runway 29 and attempt to contact Kabul Tower on 284.275 or 120.6, 125.4.

Note: If executing the TAPIS ONE departure proceed to TAPIS, direct the Kabul 195R20

mile fix (LOBRE) maintain 14,000 feet, hold for 15 minutes, then proceed as directed above.

- b) All rotary wing traffic shall contact Kabul Tower on 120.6MHz or **125.4MHz**, 284.275MHz prior to entering the Control Zone and maintain two-way radio communications with Kabul Tower while in Kabul Control Zone.

2.22.15.2. **Helicopter VFR Compulsory Reporting Points**

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

| | |
|----------------|-----------------|
| Alpha | 343144N0691436E |
| November | 343550N0691131E |
| November Echo | 343436N0691610E |
| Echo 1 | 342955N0692224E |
| Echo 2 | 343355N0692228E |
| Echo 3 | 343638N0691926E |
| Sierra | 342859N0691307E |
| Sierra–Whiskey | 343200N0690600E |
| Sixer | 343639N0690342E |
| Sierra-Echo | 342943N0691638E |
| Whiskey | 343347N0690721E |

*****Helicopters holding at CRP NE and N must hold to the North of the CRP, counterclockwise.**

*****Helicopters holding at CRP ALPHA SIERRA-ECHO and WHISKEY must hold south to the CRP, clockwise.**

*****Helicopters with “Sling Load” Must use suffix SLING after the call-sign
(EX: AURORA89SLING)**

General view of CRP (Compulsory Reporting Point) N, SW and MOI HLZ.

- 2) Only one flight at the time is authorized to operate at the MOI HLZ.
- 3) Under no circumstance, shall helicopter proceed to MOI HLZ without having received an explicit clearance from Kabul Tower.
- 4) **MOI INBOUND TRAFFIC**
 - 1) **Arriving RW traffic from North** shall proceed to CRP (Compulsory Reporting Point) NOVEMBER and obtain a clearance from Kabul Tower prior to proceeding low level to MOI HLZ. *NOTE: The readback of clearance is mandatory prior to departing CRP November to MOI HLZ.*
 - 2) **Arriving RW traffic from South** shall proceed to CRP Whiskey and obtain a clearance from Kabul Tower prior to proceeding low level to MOI HLZ. *NOTE: The readback of clearance is mandatory prior to departing CRP SIERRA WHISKEY to MOI HLZ.*
 - 3) Arriving traffic shall report to Kabul Tower when "landing assured" and provide an estimated time on the ground if the flight is just for passenger/cargo pick-up/drop-off or an estimated time of departure if a longer delay or engine shut down is expected.
- 5) **MOI OUTBOUND TRAFFIC**
 - 1) Traffic departing from MOI HLZ to northbound shall maintain low level direct to CRP NOVEMBER after receiving an explicit clearance from Kabul Tower. *NOTE: The readback of clearance is mandatory prior to departing MOI HLZ TO CRP November.*
 - 2) Traffic departing southbound shall maintain low level direct to CRP WHISKEY after receiving an explicit clearance from Kabul Tower. *NOTE: The readback of clearance is mandatory prior to departing MOI TO CRP WHISKEY.*
- 6) **MOI RADIO COMMUNICATION FAILURE PROCEDURES**
 - 1) In the event of radio communication failure prior to receiving the clearance to proceed onto MOI HLZ, helicopters shall comply with the procedures published in Afghanistan AIP.
 - 2) In the event radio communication failure after having received and acknowledged the explicit clearance from Kabul Tower, the helicopter shall proceed as cleared and report its landing by phone to **0093706948715** - Kabul Tower Supervisor.
NOTE 1: If impossible to establish two way radio communications with KIA Control Tower on the ground (BEFORE AIRBORNE), aircraft must remain on the ground, Pilot in command must contact KIA Control Tower WS via cell phone number 0784618970, and ask if there are any departures for RWY 29 or arrivals for RWY 11.
NOTE 2: If there are no departures RWY 29 or arrivals RWY 11, and with the Watch Supervisor's approval, aircraft may take off with pilot accepting full and complete

OAMS - MAWLANA JALALUDDIN MUHAMMAD BALKHI

OAMS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAMS – Mawlana Jalaluddin Muhammad Balkhi Airport

OAMS AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

| | | |
|----|--|---|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 364225N 0671234E Center of TWY P |
| 2. | Distance and direction from city | 4.5 NM E from Mazar-e Sharif |
| 3. | Elevation and Reference temperature | 1 287ft AMSL / 38.6° C |
| 4. | Geoid undulation | Nil |
| 5. | Magnetic variation/Annual change | 4° E (2019) / 0.04° E |
| 6. | Civil Aerodrome Administration | Civil International Airport Management Airport Mawlana Jalaluddin Muhammad Balkhi, Afghanistan Airport President: Haji Abulwafa Osmani Operational Director: Abdul Malik Saim Official Office No: +93 (0) 799123467 |
| | Telephone | |
| | Email | rafiabdulmalik@yahoo.com |
| | Air Traffic Management (ATM) Telephone | Ahmad Khaled Ikhtyari +93 (0) 749212317 |
| | Email | Khalid.fazel.555@gmail.com |
| | Aeronautical Information Services Telephone E-mail | Civil AIS Office SAYEED WALI GHAZNAWI Cell: +93 (0) 795634150 Oams.ais.office@gmail.com Sayeed.wali001@gmail.com |
| | AFS Address | Nil |
| 7. | Types of traffic permitted | VFR / IFR / SVFR |
| 8. | Remarks | All transient ACFT must submit a PPR request no earlier than 7 days in advance of proposed flight and no later than 24 HR prior to landing. |

2.22.9.5.2. NORDO ACFT prior takeoff and lined up for departure

If lined up on the RWY, the ACFT shall taxi off the RWY and vacate as prescribed in 2.22.9.4.1 or 2.22.9.4.2.

2.22.10. Acknowledgment by an ACFT

2.22.10.1. When in flight:

- a. During the hours of daylight: by rocking the ACFT's wings

NOTE: This signal should not be expected on the base and final legs of the approach.

- b. During the hours of darkness: by flashing on and off twice the ACFT's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

2.22.10.2. When on the ground:

- a. During the hours of daylight: by moving the ACFT's ailerons or rudder;
- b. During the hours of darkness: by flashing on and off twice the ACFT's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

**AIP
AFGHANISTAN**

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