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Ministry of Transport and Aviation

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AD 1 AERODROMES – INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. NOTAM will be issued known details of airfield status; operators should contact local authorities to confirm the NOTAM accurately reflects airfield conditions.
2. The services described here is based on Annex 15 to the Convention on International Civil Aviation Organization.
3. Unless otherwise stated, Afghanistan airports are open from sunrise to sunset (HJ) for flight movements.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

1. Rescue and firefighting services provided for Civil flights operating at Kabul International Airport. Services are provided to the level of RFF Category 9 unless otherwise advised by NOTAM or detailed in the respective entry in Supplement.

AD 1.3 INDEX TO AERODROMES

1. Aerodromes with details published in AIP are:

| | |
|--------------------------------|--------------------------------|
| 1. Bagram (OAIX) | 13. Khost / Chapman (OAKS) |
| 2. Bamyan (OABN) | 14. Kunduz (OAUZ) |
| 3. Bastion (OAZI) | 15. Maimana (OAMN) |
| 4. Bost (OABT) | 16. Mazar-e-Sharif (OAMS) |
| 5. Chakhcharan (OACC) | 17. Nimroz (OANZ) |
| 6. Dwyer (OADY) | 18. Qalat (OAQA) |
| 7. Farah (OAFR) | 19. Qala-I-Naw (OAQN) |
| 8. Feyzabad (OAFZ) | 20. Salerno (OASL) |
| 9. Herat (OAHR) | 21. Shank (OASH) |
| 10. Jalalabad (OAJL) | 22. Sharana (OASA) |
| 11. Kabul International (OAKB) | 23. Shindand (OASD) |
| 12. Kandahar (OAKN) | 24. Tereen / Tarin-Kowt (OATN) |

2. Aerodromes not published in the AIP are:

| | |
|--------------------------|-----------------------|
| 1. Ajrestan | 22. Nili (OANL) |
| 2. Andkhoy (OAAK) | 23. Oruzgan |
| 3. Band e Sardeh Dam | 24. Panyab (OAPJ) |
| 4. Charikar | 25. Qara Tepa |
| 5. Darwaz (OADZ) | 26. Razer (OARZ) |
| 6. Dehdadi | 27. Rustag (OART) |
| 7. DostmohammadkhanKalay | 28. Sarhawdza |
| 8. Gareh (OAGZ) | 29. Sheberghan (OASG) |
| 9. Ghazni (OAGN) | 30. Sheghnan (OASN) |
| 10. Helmand | 31. Sherber Too |
| 11. Khvejghar North | 32. Shukvani (OASV) |
| 12. Khvejghar South | 33. Taluqan (OATQ) |

| | |
|-------------------------|---------------------------|
| 13. Khojaghar (OAKG) | 34. Tapa |
| 14. KhwajaRawash | 35. TehWareh (OATW) |
| 15. Kotubkhel | 36. Torkham Gate (OATH) |
| 16. Lal (OALL) | 37. Toorghondi (OATD) |
| 17. Little Pamir (OALP) | 38. Urgun – Urgoon (OAOG) |
| 18. Logar (OALG) | 39. Yakawlang (OAYL) |
| 19. MarnahGhar | 40. YangiQala (OAYQ) |
| 20. Mukur (OAMK) | 41. Yawan (OAYW) |
| 21. Nayak | |

3. There are currently no Heliports with details published in AIP.
4. Civil ACFT operations at other airfields may permit with prior ACAA approval. If approval granted, operators must comply with the procedures contained in this AIP and ICAO Annexes 2 and 11, Visual Flight Rules.

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1. Not available.

AD 2 AERODROME INFORMATION

OAIX – BAGRAM

OAIX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAIX – Bagram Airport

OAIX AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|---|---|--|
| 1 | Aerodrome Reference Point (ARP) coordinates | 345647N0691554E The geographic center of the airfield. |
| 2 | Direction and distance from the city | 25 miles north of Kabul. |
| 3 | Elevation | 4868 ft. |
| 4 | Geoids undulation | Unavailable. |
| 5 | Magnetic variation/Annual change | 3.0° E/ Not Determined. |
| 6 | Aerodrome Administration Address | This airfield is under the control of Coalition Forces for Airfield Management. |
| | Airfield Management | |
| | E-mail | Nil |
| | Telephone | Nil |
| | Telefax | Nil |
| | Telex | Nil |
| | AFS Address | OAIXYXYX |
| 7 | Types of traffic permitted | IFR and VFR |
| 8 | Remarks | Refer to NOTAMs for detailed information regarding airfield construction activity. |

OAIX AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|---------------------------------|
| 1 | Aerodrome Administration | H24 |
| 2 | Customs and Immigration | HJ |
| 3 | Health and Sanitation | H24* |
| 4 | AIS Briefing Office | H24* |
| 5 | ATS Reporting Office | H24* |
| 6 | MET Briefing Office | H24* |
| 7 | Air Traffic Services | H24* |
| 8 | Fueling | H24* |
| 9 | Handling | H24* |
| 10 | Security | H24* |
| 11 | De-icing | Day hours* |
| 12 | Remarks | See ENR 1.9 for PPR procedures. |

OAIX AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|--|
| 1 | Cargo handling facilities | Nil |
| 2 | Fuel and Oil Types | TS1 |
| 3 | Fueling facilities and capacity | H24 |
| 4 | De-icing facilities | H24 |
| 5 | Hangar Space for visiting ACFT | None |
| 6 | Repair facilities for visiting ACFT | Maintenance limited to transient ACFT. |
| 7 | Remarks | *Military only |

OAIX AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | Compound accommodation for MIL only. |
| 2 | Restaurants | None |
| 3 | Transportation | None |
| 4 | Medical facilities | Base hospital for active military only/Contractor clinic available |
| 5 | Bank and Post Office | No bank/US Postal Service only |
| 6 | Tourist Office | None |
| 7 | Remarks | Nil |

OAIX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | Aerodrome category for fire fighting | CAT 10; Crash Recovery CAT 8 |
| 2 | Rescue Equipment | 4P3000 (3 000 gallon each) 1 P 1500 (1 500 gallons each) 2 Tankers (3 000 gallon each) 1 Rescue vehicle with dedicated crew |
| 3 | Capability for removal of disabled ACFT | Using MIL assets |
| 4 | Remarks | Full spectrum of crash, fire & rescue service H24 |

OAIX AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow removal brushes and plows. |
| 2 | Clearance priorities | Priority I: Runway, GCAS and medivac ACFT, and emergency response: PRI RWY and overruns 50ft left and right of centerline. |
| 3 | Remarks | AFM will prioritize snow and ice removal operations on the airfield with the ITT Snow Removal Supervisor. AM determine RWY Surface Conditions (RSC). Assigned units are responsible for their own de-icing services. Transient Alert only de-ices transient aircraft. |
| 4 | Remarks | Nil |

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

| | | Identifier | Details |
|---|--------------------------------|------------------|--|
| 1 | Surface and strength of aprons | ALPHA EAST | <p>247ft x 1241ft (75m x 378m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:86/R/B/W/T</p> <p>Lighting: Nil</p> <p>Alpha spots 1-5 restricted to limit to C130 & smaller. Spots 6 to 10 restricted to CH-47 & smaller rotary aircraft.</p> <p>Use caution for FOD due to concrete scaling.</p> |
| | | ALPHA HAMMERHEAD | <p>340ft x 543ft (103.6m x 165.5m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN: 113/R/B/W/T</p> <p>Used for overflow parking when needed.</p> <p>Primary engine run location and hot gun pad.</p> <p>Sling load operations permitted with Airfield Management approval.</p> <p>ACFT will not park on Alpha Hammerhead during hours of darkness without 455 EOG/CC approvals.</p> |

| | | | |
|--|--|--------------|--|
| | | ALPHA WEST | <p>1 185ft x 221ft (361.2m x 67.4m)</p> <p>Concrete</p> <p>Condition: POOR</p> <p>PCN:32/R/B/W/T</p> <p>Lighting: Nil</p> <p>Spot 11 for C-130 and smaller</p> <p>Spot 12-13 for CH-47 and smaller</p> <p>Use caution for FOD due to concrete scaling.</p> |
| | | BRAVO EAST | <p>1 490ft x 350ft (454.2m x 106.7m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:50/R/C/W/T</p> <p>Lighting: Nil</p> <p>Restricted to ACFT with wingspan 55ft or less.</p> |
| | | CHARLIE EAST | <p>1 049ft x 264ft (319.7m x 80.5m)</p> <p>Concrete</p> <p>Condition: FAIR</p> <p>PCN:59/R/B/W/T</p> <p>Lighting installed</p> <p>Spots 25-30 restricted to use by A/C with 133' wingspan or smaller.</p> |

| | | | |
|--|--|--------------|--|
| | | CHARLIE WEST | <p>1 472ft x 484ft (448.7m x 147.5m)</p> <p>Concrete</p> <p>Condition: POOR</p> <p>PCN:42/R/B/W/T</p> <p>Lighting installed</p> <p>Use caution for FOD due to concrete scaling.</p> <p>Spots 1 and 8 restricted to use by A/C with 55 ft. wingspan and smaller</p> <p>Spots 9-13 restricted to ACFT with wingspan 55 ft. or less.</p> <p>Spots 14-21 restricted to ACFT with wingspan 55 ft. or less.</p> <p>Spots 22 & 24 restricted to ACFT with wingspan 85 ft. Or less.</p> |
| | | DELTA | <p>1 464ft x 485ft (446.2m x 147.8m)</p> <p>Concrete</p> <p>Condition: POOR</p> <p>PCN:40/R/C/W/T</p> <p>Lighting installed</p> <p>Delta 1 parking spot restricted to ACFT with wingspan 170ft or less.</p> <p>Delta 2-7 spots restricted to ACFT with wingspan 1343 ft. or less.</p> <p>Delta 8&9 restricted to ACFT with wingspan 78ft or less. Gulfstream ACFT may park, centered, on Delta 8&9 when approved by Airfield Management; however, TA will lead ACFT in from TWY H and use wing walkers due to T- Wall proximity.</p> |

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|--|--|--------------------------------------|--|
| | | DELTA EAST | <p>640ft x 150ft (195.1m x 45.7m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:49/R/B/W/T</p> <p>Lighting installed</p> <p>Spots 10-13 restricted to ACFT with wingspan 133 feet or less.</p> <p>Spot 10 used for high power engine runs for C-130 and smaller.</p> |
| | | ECHO (CAS RAMP) | <p>681ft x 398ft (207.6m x 121.3m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:115/R/B/W/T</p> <p>Lighting installed</p> |
| | | FOXTROT Ramp (Rotary and fixed wing) | <p>2 500ft x484ft (762m x147.5m)</p> <p>Concrete</p> <p>Condition: POOR</p> <p>PCN:26/R/B/W/T</p> <p>Lighting installed</p> <p>Spots 1-6 for UH-60 & smaller rotary A/C. Rotary A/C must use North Ramp access only.</p> <p>Fixed wing A/C must use North Ramp access only.</p> <p>Restricted to ACFT with wingspan 85 ft. Or less. Use caution for 15ft concrete T-Walls around the ramp.</p> |

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|--|--|------------------------------|--|
| | | GOLF RAMP (Rotary Wing only) | <p>Width/Length TBD</p> <p>Concrete</p> <p>Condition: POOR</p> <p>PCN:40/R/B/W/T</p> <p>Lighting installed</p> <p>Spots 1-4 are for local Army Cab use, and ACFT should park parallel to the T-walls located to the west of the ramp.</p> <p>Spots 5-9 are transient rotary spots that require a PPR to operate.</p> <p>All spots will support CH-47 size ACFT.</p> <p>Transient rotary wing ACFT must use 'Follow-Me' service to park and should expect to park on Tango Ramp spots 4 and 5 due to limited parking on Golf Ramp.</p> <p>Golf Ramp taxi lane is nonstandard width 120ft.</p> <p>AFCENT waiver approved for non-standard box dimensions.</p> <p>All ACFT on Golf Ramp must change to CTAF 123.625 for situational awareness. All aircraft shall follow taxi lines and lead in lines to parking spots.</p> |
| | | GOLF HAMMERHEAD | <p>340ft x 543 ft. (103.6 m x 165.5 m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:92/R/B/W/T</p> <p>Lighting installed</p> <p>Primary rotary ACFT arrival/departure point. Use caution for taxiing fixed wing on TWY G, G1, Juliet and vehicles operating on Golf Hammerhead.</p> |

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| | | LIMA RAMP | Concrete Condition: Good PCN: 65R/B/W/T For use by UAS aircraft only. Aircraft towed on Lima Ramp north of the T-walls requires wing walker. |
| | | MIKE | 960ft x 400ft (292.6 m x 121.9 m) Concrete Condition: Good PCN:79/R/B/W/T Lighting installed For use by aircraft with wingspan 57' or smaller |
| | | NOVEMBER (HELO ONLY) | 330ft x 450ft (100.6 m x 137.2 m) Concrete Condition: Good PCN:36/R/B/W/T Lighting installed Restricted to rotary ACFT CH-47 and smaller. Use caution when UAS is arriving or departing. |
| | | PAPA (HELO ONLY) | 450ft x 570ft (137.2 m x 173.7 m) Concrete Condition: Good PCN:37/R/B/W/T Lighting installed Restricted to rotary ACFT smaller than CH-47. |

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|--|--|-------------|---|
| | | SIERRA RAMP | <p>550ft x 1400ft (167.7 m x 426.7 m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:93RBWT</p> <p>Lighting: Nil</p> <p>Restricted to ACFT with wingspan 240 ft. or less. Widebody ACFT cannot taxi past on Taxiway Foxtrot TWY H due to wingtip clearances. Sierra spots 1 & 5 cannot facilitate wide body side load operations. No engine runs allowed above idle or use of normal taxi power to/from parking.</p> |
| | | TANGO RAMP | <p>550ft x 1 100ft (167.7 m x 335.3 m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:103/R/C/W/T</p> <p>Lighting: Nil</p> <p>Restricted to ACFT with wingspan 170ft or smaller. Used for rotary overflow parking when directed by Airfield Management. No engine runs allowed above idle or use of normal taxi power to/from parking.</p> |

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| | | <p>ROMEO RAMP</p> | <p>575ft x 1 400ft (175.3 m x 426.7 m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:25/R/CW/T</p> <p>Lighting Installed</p> <p>Used for large and smaller rotary parking. Due to reduced rotor blade clearance, ACFT taxiing on the primary East-West Taxi lane is to use caution.</p> <p>Primary VFR rotary arrival route to Romeo Ramp is via two Landing Zones (LZs) located at the south end of the ramp. Simultaneous operations approved for RWY and LZs. No sling loads & no parking allowed on LZs. ACFT must land and taxi clear for other arriving rotary ACFT.</p> <p>All ACFT must change to CTAF VHF 121.825 while operating on Romeo Ramp for situational awareness.</p> <p>No rotary OPS authorized on AM-2 matting area south of Romeo Ramp. Ares is used for break down and build-up of aircraft only. Hoist checks authorized south of the Romeo LZ's over the concrete area. Arrivals/departures from ramp taxi lanes not authorized.</p> |
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|---|---|---------------------------|--|
| | | KILO RAMP (HOT CARGO PAD) | <p>543ft x 248ft (165.5m x 75.5m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:105/R/B/W/T</p> <p>Lighting Installed</p> <p>Restricted to ACFT with a wingspan of 240ft or less. Sling load operations must be coordinated with Airfield Management 48 hours in advance.</p> <p>Units must pick up sling loads w/in 30-minutes of initial drop. If not, drops will be confiscated, and units may be denied future PPRs.</p> |
| 2 | Width, surface and the strength of TWYs | TWY A | <p>75ft (22.9m)</p> <p>Concrete: 25ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN 97 R/B/W/T</p> <p>Lighting installed</p> <p>RWY hold sign missing</p> <p>Restricted to aircraft with 170 ft. or less wingspan between TWY J and TWY H and TWY H between TWY A and TWY E.</p> |
| | | TWY A1 | <p>75ft (22.9m)</p> <p>Concrete:50ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:87/R/B/W/T</p> <p>Lighting Installed</p> |

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|--|--|-------|--|
| | | TWY B | <p>133 ft. (40.5m)</p> <p>Concrete: No Shoulders</p> <p>Condition: air</p> <p>PCN:58/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 170 ft. or smaller</p> |
| | | TWY C | <p>75 ft. (22.9m)</p> <p>Asphalt:25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN: 96/F/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 170 ft. or smaller between TWYs J and H.</p> |
| | | TWY D | <p>88ft (26.8m)</p> <p>Concrete: No Shoulders</p> <p>Condition: air</p> <p>PCN:44/R/C/W/T</p> <p>Lighting: Nil</p> <p>Primary MEDEVAC rotary ACFT arrival/departure area. Restricted to ACFT with wingspan 170 ft. or less to access Delta 1 parking spot.</p> |

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|--|--|------------|---|
| | | TWY E EAST | <p>75 ft. (22.9m)</p> <p>Concrete</p> <p>Condition: Good</p> <p>PCN:68/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 58ft or less.</p> |
| | | TWY E WEST | <p>75 ft. (22.9m)</p> <p>Asphalt:25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:44/F/A/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 240ft or smaller</p> |
| | | TWY F | <p>75ft (22.9m)</p> <p>Concrete:25ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:89/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 170 ft. or smaller</p> |

| | | | |
|--|--|--------|---|
| | | TWY G | <p>75 ft. (22.9m)</p> <p>Concrete:25ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:74/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 170 ft. or smaller between TWY H and Juliet. Restricted to ACFT wingspan of 240ft or smaller between TWY J and RWY.</p> |
| | | TWY G1 | <p>75 ft. (22.9m)</p> <p>Concrete:50 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:86/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT with wingspan 240 ft. or smaller.</p> <p>TWY G-1 must be clear of vehicles, aircraft, and personnel when RWY03L is in use.</p> |
| | | TWY H | <p>85 ft. (25.9m)</p> <p>Concrete: No Shoulders</p> <p>Condition: FAIR</p> <p>PCN 32/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 170 ft. or less</p> |

| | | | |
|--|--|---------------------|---|
| | | TWY H (From B to C) | <p>75 ft. (22.9m)</p> <p>Concrete: No Shoulders</p> <p>Condition: FAIR</p> <p>PCN:32/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 170 ft. or less</p> |
| | | TWY H (From C to D) | <p>75 ft. (22.9m)</p> <p>Concrete: No Shoulders</p> <p>Condition: FAIR</p> <p>PCN:13/R/C/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 170 ft. or less</p> |
| | | TWY H (From D to G) | <p>75 ft. (22.9m)</p> <p>Concrete: No Shoulders</p> <p>Condition: Good</p> <p>PCN:68/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 170 ft. or less between TWY D and E-- 240 ft. or less between TWY E & Sierra Ramp Spot 5. 170 ft. or less between Sierra Ramp Spot 5 and TWY G.</p> |

| | | | |
|--|--|------------|---|
| | | TWY J | <p>75 ft. (22.9m)</p> <p>Concrete:50ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:92/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 240 ft. or less.</p> |
| | | TWY K | <p>75 ft. (22.9m)</p> <p>Concrete:50ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:63/F/A/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 240 ft. or less</p> |
| | | TWY L East | <p>75 ft. (22.9m)</p> <p>Concrete:25ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:68/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 66 ft. or less</p> |
| | | TWY L West | <p>N/A</p> <p>Restricted to ACFT wingspan 240 ft. or less</p> <p>CONDITION: GOOD</p> <p>PCN: 57R/B/W/T</p> |

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| | | TWY M | <p>75 ft. (22.9m)</p> <p>Concrete:25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:100/R/B/W/T</p> <p>Lighting installed</p> <p>Restricted to ACFT wingspan 58 ft. or less</p> |
| | | TWY N (HELO ONLY) | <p>50 ft. (15.2m)</p> <p>Concrete:25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:46/R/C/W/T</p> <p>Lighting installed</p> <p>Restricted to small rotary and RPA only</p> |
| | | TWY P (HELO ONLY) | <p>50 ft. (15.2m)</p> <p>Asphalt:25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:79/F/A/W/T</p> <p>Lighting installed</p> <p>Restricted to small rotary ACFT and RPA only& fixed wing A/C with wingspan 43 ft. or less</p> |
| | | TWY R | <p>75 ft. (22.3m)</p> <p>Concrete:25ft asphalt shoulders</p> <p>Condition: Good</p> <p>PCN:35/R/C/W/T</p> <p>Lighting installed</p> <p>Restricted to large rotary ACFT and smaller & fixed wing A/C with wingspan 43 ft. or less</p> |

| | | | |
|---|---|--|--|
| | | TWY U | <p>Concrete: 25 ft. asphalt shoulders</p> <p>Condition: Good</p> <p>Lighting installed</p> <p>Restricted to A/C with 58 ft. wingspan & smaller between TWY L & N</p> <p>Restricted to A/C with 54 ft. wingspan and smaller between TWY N & P</p> |
| 3 | Location and elevation of altimeter checkpoints | Not available | |
| 4 | Location of VOR checkpoints | Not available | |
| 5 | Position of INS checkpoints | Nil | |
| 6 | Remarks | <p>Check NOTAMs for TWY and APN availability. All parking spots provide at least 10 feet of clearance from revetments and T-walls.</p> <p>All transient ACFT to include rotary ACFT will use follow me service to parking. Use caution for 15 concrete T-Walls installed on ramps. PIC must use caution near T-Walls and request wing walker assistance if needed to park and block out of parking. ACFT larger than C-130s shall not park on Charlie Ramp.</p> <p>ACFT with wingspan greater than 78 ft. Shall not park on Delta Ramp Spot 8&9. Airfield Management may approve C-17 and smaller to park on Delta Spot 1 when needed.</p> | |

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

| | | |
|---|--|---|
| 1 | Use of ACFT stand ID signs, TWY guide lines, and visual docking/parking guidance system at ACFT stands | Limited Signs available |
| 2 | RWY markings and lights | (ALSF1) with PAPIs and REILS – Steps 1 – 5 intensity levels. |
| 3 | TWY markings and lights | <p>TWY C, E, G, H (South of C), L, M, N, and P – Steps 1 – 5 intensity levels.</p> <p>TWY A, B, C, D, F, H (North of C) and J. Solar powered lighting with a single intensity only.</p> |
| 4 | Remarks | <p>TWY C, E, G, H (South of C), L, M, N, and P – Steps 1 – 5 intensity levels.</p> <p>TWY A, B, C, D, F, H (North of C) – Solar.</p> |

OAIX AD 2.10 AERODROME OBSTACLES

| | | |
|---|----------|---|
| 1 | RWY 03R | OAIX Obstacle Chart not published |
| 2 | RWY 21L | OAIX Obstacle Chart not published |
| 3 | RWY 03L | Not for Use by Transient Aircraft |
| 4 | RWY 21R | Not for Use by Transient Aircraft |
| 5 | FSSP | Fluor Supply Yard SW end of RWY |
| 6 | Remarks: | <p>1.1.1. The North PTDS (NPTDS) is located 1.5 nautical miles (NM) southeast of BAF's runway at the point: N034 degrees 55 minutes 58.96 seconds, E069 degrees 17 minutes 21.88 seconds, ground elevation of 4,836 ft. Mean sea level (MSL). The NPTDS is normally aloft between the surface and 3,000 ft. AGL (7,836 MSL). All aircraft are authorized to execute the ILS approach when the PTDS is aloft at or below 3000 ft AGL.</p> <p>1.1.2 The South PTDS (SPTDS) is located approximately 1.1 NM SE of BAF's runway at the point: N034 degrees 55 minutes 48 seconds, E069 degrees 16 minutes 39.6 seconds, at a ground elevation of 4,846 ft. MSL. The SPTDS is normally aloft between the surface and 3,000 ft AGL (7,846 MSL). All aircraft are authorized to execute the ILS approach when the PTDS is aloft at or below 3000 ft AGL.</p> |

OAIX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Nil |
| 2 | Hours of operation | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | MIL can contact https://28ows.shaw.af.mil MIL/Civil can contact PMSV on 135.6 MHz |
| 4 | Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance | METAR Hourly SPECI In case of significant weather changes |
| 5 | Briefing/consultation provided | Transient crews can receive update to their form 175–1 and or verbal briefing in the 455 EOG Met Office |
| 6 | Flight documentation Language(s) used | Only TAF, METAR, SPECI English |
| 7 | Charts and other information available for briefing or consultation | None |
| 8 | Supplementary equipment available for providing information | Wind information provided by midfield sensors |
| 9 | ATS unit provided with information | Bagram TWR, and APP |
| 10 | Additional information | Use station code OAIX: http://adds.aviationweather.noaa.gov/metars or: http://www.baseops.net/metro.html or https://28ows.shaw.af.mil/ for US .mil computers |

OAIX AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 03R | 21L |
|-----|--------------------|--|------------------------|
| 1 | BRG True and Mag | 030° T / 032.6° M | 210° T / 212.6° M |
| 2 | RWY Dimensions | 3 602.4m x 45.7m (11 819ft x 151ft) | |
| 3 | PCN | 102 R/B/W/T concrete | |
| 4 | THR Coordinates | 345554.17N 0691521.95E | 345735.60N 0691632.66E |
| 5 | THR Elevation | 4 868ft AMSL | 4 853ft AMSL |
| 6 | Slope of RWY/SWY | 0.0012% | |
| 7 | SWY Dimensions | N/A | N/A |
| 8 | CWY Dimensions | N/A | N/A |
| 9 | Strip Dimensions | N/A | N/A |
| 10 | Obstacle-free zone | Not calculated | Not calculated |
| 11 | Remarks | <p>ACFT Arrestor System:</p> <p>RWY03R BAK–12 1510ft from RWY THR</p> <p>RWY21L BAK–12 1502ft from RWY THR</p> <p>RWY03R MAAS - 3186ft from RWY THR</p> <p>All arresting systems are bi-directional with 1200 ft. Pull out.</p> <p>Normal configuration: DEP end cable in place. APP end removed.</p> <p>Non–EMERG requests for cable require 30min notice to TWR.</p> <p>RWY maintenance. 1st and 3rd Thursday of each month, 1030z - 1330z, RWY is closed for maintenance.</p> <p>Exception: 15 min notice required for Emergency, MEDEVAC and CAS ACFT.</p> | |

| | | |
|--|--|--|
| | | RWY 03L/21R is available for local assigned aircraft only. Refer to 2.23.14 and NOTAM. |
|--|--|--|

OAIX AD 2.13 DECLARED DISTANCES

| | | RWY 03R | | RWY 21L | |
|---------------------------|-------------|--|-----|--------------------|-----|
| | | TORA | LDA | TORA | LDA |
| 1 | Full length | 3 602m (11 819ft) | | | |
| Intersection Departure | | TORA | | TORA | |
| 2 | TWY G | 3285 m (10779 ft.) | | 317 m (1040 ft.) | |
| 3 | TWY F | 2771 m (9091 ft.) | | 831 m (2729 ft.) | |
| 4 | TWY P | 2771 m (9091 ft.) | | 831 m (2729 ft.) | |
| 5 | TWY N | 2758 m (9048 ft.) | | 931 m (3055 ft.) | |
| 6 | TWY M | 2450 m (8041 ft.) | | 1152 m (3778 ft.) | |
| 7 | TWY E | 2251 m (7385 ft.) | | 1351 m (4434 ft.) | |
| 8 | TWY L | 2074 m (6805 ft.) | | 1528 m (5014 ft.) | |
| 9 | TWY C | 1343 m (4405 ft.) | | 2260 m (7414 ft.) | |
| 10 | TWY A | 312 m (1023 ft.) | | 3291 m (10796 ft.) | |
| 11 | Remarks | TODA and ASDA not available RWY03R/21L may not be available. Refer para. 2.23.14 and NOTAM. | | | |

OAIX AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 03 | 21 |
|------------|---|---|--|
| 1 | Type, length, and intensity of approach lighting | ALSF–1 Approach lights. 792.5 m (2600 ft.) 5 intensity settings | Nil |
| 2 | Threshold lights, colour, and wing bars | Green lights | Green lights |
| 3 | Type of visual approach slope indicator system | PAPIs RWY03R: Positioned non–standard on the Eastern side. Not useable beyond 2.5 NM. | PAPI RWY 21L |
| 4 | Length of RWY 03R/21L touchdown zone indicator lights | Nil | Nil |
| 5 | Length, spacing, colour, and intensity of RWY 03 R/21L center line lights | Nil | Nil |
| 6 | Length, spacing, colour, and intensity of RWY 03R/21 Ledge lights | White 61 m (200 ft.) intervals 5 stage intensity | White 61 m (200 ft.) intervals 5 stage intensity |
| 7 | Colour of RWY 03R/21L end lights and wing bars | 1 white flashing per side | 1 white flashing per side |
| 8 | Length and colour of stop way lights | 2000 ft. Amber | 1000 ft. Amber |
| 9 | Remarks: | Carnamah Solar powered lights on RWY03R/21L as a backup, in OFF position and not controlled by TWR. | |

OAIX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| Aerodrome Beacon | | Military Beacon |
|-------------------------|---|--|
| 1 | Location and lighting of anemometer and landing direction indicator | Illuminated windsock located west side of the 03R/21L north of TWY Echo. |
| 2 | TWY edge and centerline lighting | Blue TWY lights and solar-powered lights. |
| 3 | Secondary Power Supply including switchover time | Nil |
| 4 | Remarks | Nil |

OAIX AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|-----|
| 1 | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 2 | TLOF and 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 | Nil |

OAIX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|---|---|
| 1 | Airspace designation and lateral limits | <p>CTR: 8NM radius centered on ARP</p> <p>CTA: 20NM radius centered on 345622N 0691547E from 344417N 0685623E clockwise to 343919N 0692834E and a straight line back to 344417N 0685623E.</p> <p>TMA: 50NM radius centered on 345622N 0691547E from 350023N 0681506E clockwise to 343929N 0701259E then straight lines to 343919N 0692834E to 344417N 0685623E and back to 350023N 0681506E.</p> |
| 2 | Vertical Limits | <p>CTR: SFC – 8000 ft. AMSL</p> <p>CTA: 1000 ft. AGL – FL290</p> <p>TMA: 1000 ft. AGL – FL290</p> |
| 3 | Airspace Classification | <p>CTR: Class D</p> <p>CTA: Class C</p> <p>TMA: Class E</p> |
| 4 | ATS unit call sign Language | <p>CTR: Bagram TWR</p> <p>CTA/TMA: Bagram APP</p> <p>English</p> |
| 5 | Remarks | See ENR 2.1 for specific airspace structure. |

OAIX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours | Remarks |
|---------------------------------|-----------------|-----------------|-------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Bagram Approach | 124.8 379.3 | H24 | Emergency/Guard Frequencies 121.500 MHz 243.000 MHz |
| TWR | Bagram Tower | 120.1 325.75 | H24 | Emergency/Guard Frequencies 121.500 MHz 243.000 MHz |
| GROUND | Bagram Ground | 125.9 380.8 | H24 | |
| (ATIS) | | 369.4 134.25 | H24 | |
| Golf Ramp CTAF | | 123.625 | H24 | For coordination between rotary ACFT on Golf Ramp only. Transient rotary aircraft contact Golf Ramp OPS 123.625 when 5-minutes out with call sign, # of PAX. |
| Romeo Ramp CTAF | | 121.825 | H24 | Use for de-confliction on Romeo Ramp |
| Hickory LZ CTAF | | 121.375 | H24 | Coordinate on CTAF for sling-load operations |
| Local SFA Emergency Frequencies | | 125.25 387.0 | H24 | Assigned to Emergency ACFT only |

| | | | | |
|----------------------|-----------------|-------|-----|------------------------------|
| Pilot to Dispatch | Bagram Dispatch | 118.5 | H24 | Local Airfield Information |
| Pilot to Metro | Bagram METRO | 126.8 | H24 | Local Weather Information |

OAIX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident (Emission) | Frequency/ Channel | | Hours | Coordinates | DME antenna Elevation | Remarks |
|----------|---------------------|-----------------------|--------------------|-------|-------------------------|-----------------------------|-----------------|
| VORTAC | BGM | CH 74 112.7 | | H24 | 345701.4N 0691617.4E | 4851 ft. | MIL use only |
| ILS | I-BAG | LOC | 110.7 MHz CH 44 | H24 | 345745.5N 0691639.6E | 4852 ft. | |
| | | GP | 330.2 MHz | | 345600.4N 0691531.8E | | |

OAIX AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. Contact Bagram Ground Control for engine start and taxi information. ACFT needing priority handling must notify Ground Control when calling for engine start.
- 2.20.2. Wheeled helicopters will ground taxi to the extent practicable way to avoid rotor wash and FOD.
- 2.20.3. ACFT may not taxi closer than 25 ft. from any obstruction without wing-walkers. . All parking spots provide at least 10 feet of clearance from revetments and T-walls. Request a marshaller if assistance is needed. Heavy ACFT will not use greater than normal engine power to taxi unless necessary, due to potential FOD hazards. Multi-engine aircraft operating on TWY H between TWY A and TWY C is recommended to operate inboard engines only due to FOD potential.
- 2.20.4. **Controlled Movement Area (CMA):** The CMA at Bagram is defined as RWYs, in fields, overruns within 100 ft. Of the RWY edge or end.
 - 2.20.4.1. Bagram Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.
 - 2.20.4.2. All CMAs are two-way radio controlled and require tower approval prior to entry.
- 2.20.5. All ACFT operating on the RWY03R/21L must conduct 180 degree turns on the concrete portion of the RWY within 500 ft. of the threshold. ACFT departing RWY 03R make a left turn. ACFT departing RWY 21L make a right turn. Fighter aircraft shall not make 180 degree turns on the runway to back taxi due to damage caused to asphalt surface.
- 2.20.6. Recommend all VFR ACFT touches down on first 1200 ft. of RWY 03R/21L (concrete portion).
- 2.20.7. All arriving or transiting VFR ACFT, not on a mission requiring C2 control, shall attempt to contact Bagram Approach Control prior to entering Bagram Class E Airspace.

OAIX AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. To the maximum extent possible, ACFT will avoid overflying populated areas of the base and local villages below 500 ft. AGL.

OAIX AD 2.22 FLIGHT PROCEDURES

- 2.22.1. **General:** Basic ATC surveillance service is available to all ACFT and will consist of safety alerts, traffic advisories, ATC Surveillance System vectoring and sequencing VFR traffic with IFR and other participating VFR traffic.
- 2.22.2. **Availability of Airport Surveillance Radar (ASR) Approaches and Precision Approach Radar (PAR) Approaches**
- 2.22.2.1. PAR and ASR approaches are **not available** at Bagram..
- 2.22.3. Bagram Radar Facility (BRF) does not provide final approach monitoring of ILS approaches. Aircraft communications will be switched to Bagram Tower NLT 10 miles.
- 2.22.4. **SVFR/IFR and Non– ATC Surveillance System procedures**
- 2.22.4.1. Arriving pilots requesting SVFR should contact ARR/DEP control. Departing helicopter pilots should contact ground control for clearance.
- 2.22.4.2. IFR Non-Radar Procedural services are available from Bagram Approach when the ASR is out of service.
- 2.22.5. **ATC Radio Failure Procedures**
- 2.22.5.1. In the event of a total loss of ATC radio communications, Approach services shall be provided by Kabul approach control at 131.6 or 360.6. Kabul approach control shall broadcast on all available frequencies (including 121.5 and 243.0) for ACFT to contact them. If no contact received, civil ACFT should switch to Afghanistan advisory frequency.
- 2.22.5.2. **Departing ACFT.** Departing ACFT should attempt to contact Kabul APP and continue outbound on previously assigned routing.
- 2.22.5.3. **Arriving ACFT.** Arriving ACFT should attempt to contact Kabul APP, if unable:
- a) IFR ACFT should continue inbound to the airport as previously cleared. Once established on a segment of an approach, attempt to contact Bagram tower for applicable traffic advisories, landing sequence, and clearance.
 - b) VFR ACFT should attempt to contact Bagram tower with a position report to receive applicable traffic advisories, landing sequence, and clearance.

2.22.5.4. A NOTAM will be disseminated for prolonged outages, and it shall be broadcasted on Bagram ATIS (369.4 or 134.25).

OAIX AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. **Transient and Civilian ACFT.** Airfield Management (AM) is the focal point for all inbound transient or civilian ACFT. AM will provide the Control Tower with the call sign, ACFT type and ETA of transient/civilian ACFT approved to land without a PPR number. The Control Tower will direct transient ACFT to the most suitable parking spot as directed by AM or Transient Alert.
- 2.23.2. Transient ACFT parked on Sierra and Tango Ramp shall not block out of parking unless assisted by Transient Alert.
- 2.23.3. **Flight Planning Procedures.** Bagram Airfield uses the PPR and Air Force Central Command (AFCENT) procedures to schedule the flow of ACFT missions to/from Bagram Airfield. These missions include Air Mobility Division (AMD) missions (US and Canadian C-130s), all TACC missions (C-17/C-5 and HQ AMC Commercial Missions in GDSS) and all Civil, Civil Tender and Coalition Airlift Missions. AM has the capability to submit flight plans and changes through the IMT System. AM does not have the ability to fax or submit flight plans through the Host Nation. Remain overnight (RON) PPRs are approved on a case-by-case basis and may take 24–hours to approve.
- 2.23.4. Units not able to file flight plans in person may submit them to AM either via email at 405eoss.ppr@bgab.afcent.af.mil or 318 – 447 - 6316. Units filing flight plans by E-mail must maintain all original flight planning forms for disposition IAW Air Force WEB–RIMS Records Disposition Schedule (RDS). AM cannot accept flight plans by fax as AM has no fax capability. The Army does not file flight plans through AM for RW ACFT. Army units may use a “Ramp Tracker” accountability process for helicopter movements. The Army shall retain any written “Ramp Tracker” or Air Tasking Order documents for one year.
- 2.23.5. AM will not approve transient aircrew requests to RON until billeting has been approved for the aircrew. AM will forward all RON requests to Air Force Billeting via email.
- 2.23.6. Golf Ramp is located south of Foxtrot Ramp and is used for rotary parking only. All users must follow painted TWY, and parking spot lead in lines to ensure separation from other ACFT. ACFT will enter/exit Golf Ramp from the south and must use follow-me service to parking. This includes locally assigned aircraft when directed by TWR. Rotary ACFT parking on Golf Ramp is only allowed 30–minutes on ground time unless specifically approved in their PPR approval from Airfield Management. Arriving rotary aircraft parking Golf Ramp will normally land on Golf Hammerhead

2.23.7. Foxtrot Ramp is used for FW and rotary parking. Pilots must follow TWY and parking spot lead in lines to ensure separation from other ACFT. Rotary ACFT will **enter/exit** Foxtrot Ramp at the north entrance only. See airfield diagram 2.24.3.

2.23.8. East River Range (ERR) is a Restricted Operating Zone (ROZ) Combined Live Fire Area located 5.7 NM Southeast of Bagram Airfield. Lateral dimensions and coordination as per OAR411 EAST RIVER RANGE (BAGRAM) (ENR 5.1–4). The range is controlled by Bagram Joint Defense Operations Center (JDOC) Range Control (RC) and may be activated from Surface to 17,000' MSL Contact Bagram Approach or Tower for entry into the range after JDOC coordination.

- ## Afghanistan Civil Aviation Authority

All civilian ACFT using an ISAF or Civil call sign executing visual approaches after official sunset will be vectored to an established a straight in final approach prior to an approach clearance being issued.

AIRCRAFT EXECUTING A GO-AROUND FROM A VISUAL APPROACH CAN EXPECT TO ENTER THE TOWER PATTERN. IF UNABLE TO ENTER THE TOWER PATTERN NOTIFY ATC IMMEDIATELY AND EXECUTE THE FOLLOWING GO-AROUND INSTRUCTIONS: FLY RUNWAY HEADING UNTIL 4 DME, THEN TURN LEFT HEADING 210, CLIMB AND MAINTAIN 14000. CLIMB GRADIENT 290 FEET PER NAUTICAL MILE UNTIL REACHING 6000 FEET. NOTIFY ATC IMMEDIATELY IF UNABLE TO COMPLY WITH THE CLIMB GRADIENT AND STATE INTENTIONS.

USE CAUTION FOR RAPIDLY RISING TERRAIN NORTH OF BAGRAM AIRFIELD.

2.23.11. Due to established minimum vectoring altitudes, ACFT vectored to an ILS final can expect to begin their approach from above the glide path. PIC should request to execute the ILS from the IAF or once established on the 16 DME ARC to avoid excessive descent.

2.23.12. Use caution as aerostat and small UAS are operating in/around the immediate vicinity of the airfield. The Northeast aerostat is located 1.5NM SE of the airfield. The Southeast aerostat is located 1.1 NM SE of the Runway Centerline. Check Bagram ATIS for active/inactive status and operating altitudes and minimums

Aircraft unable to arrive/depart with the PTDS aloft must contact Bagram Tower on 120.1/325.75 or Command Post 128.8/278.875 and request the PTDS be lowered to 1500ft AGL at least 45-minutes prior to planned arrival/departure.

2.23.13. Commercial ACFT Informative NOTAM: Due to the dynamic threat conditions in the vicinity of Bagram Airfield, aircrews who are scheduled to operate at Bagram should contact their dispatch office for current intelligence updates/briefs prior to arrival.

2.23.14. RWY 03L/21R is for locally assigned aircraft use only. Transient aircraft may not use RWY 03L/21R unless approved by the 405 AEG/CC and are subject to divert or holding if RWY 03R/21L is unusable. No arrivals allowed on RWY 21R due to obstruction. RWY 03L has the following lights: Solar powered runway edge lights, threshold lights, and distance remaining markers. Four boxes PAPI installed non-standard right side and has distance remaining markers west side only. Threshold lights installed. Use caution and do not confuse the landing surfaces. Check ATIS for RWY in use.

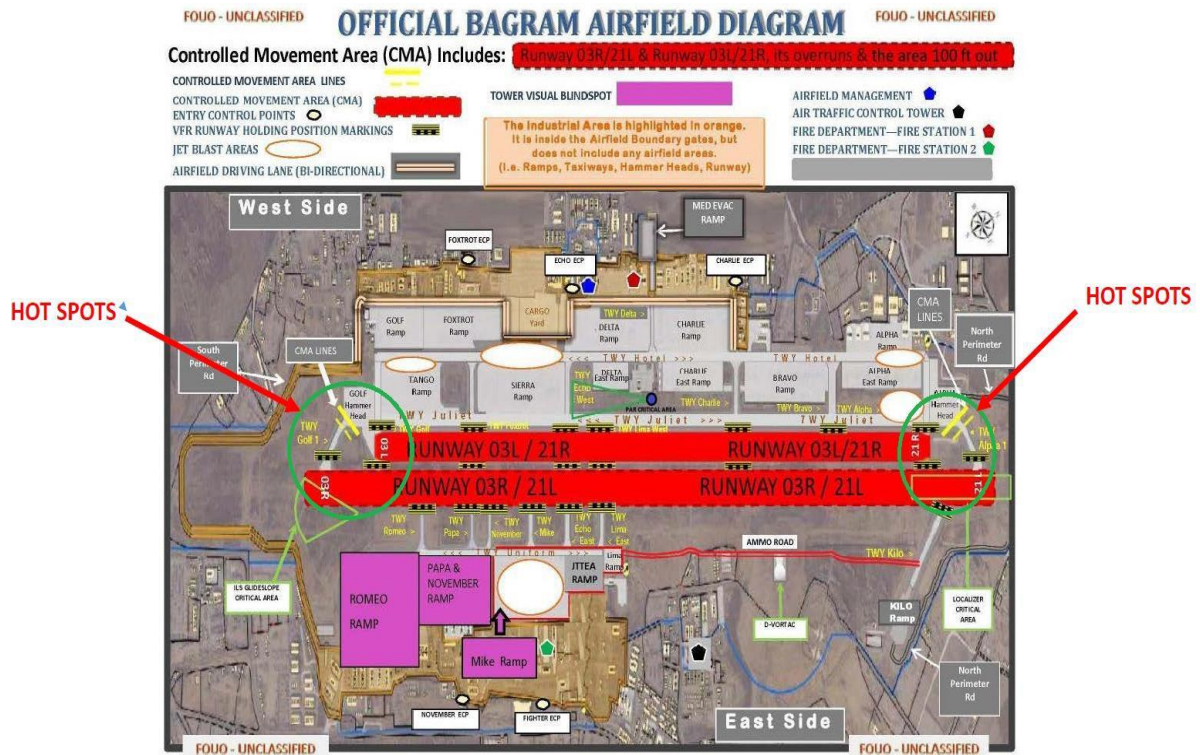
- 2.23.15. ALL ACFT ENROUTE TO BAGRAM ARE REQUIRED TO USE ACFT LGT DISCIPLINE.DO NOT TURN ON YOUR LANDING LGT UNTIL YOU ARE PAST THE BAGRAM PERIMETER. THIS APPLIES TO ALL CIVILIAN
- 2.23.16. MILITARY CIVIL CONTRACT CARRIERS MUST EXECUTE INSTRUMENT APPROACH PROCEDURES FROM THE INITIAL APPROACH FIX ONLY
- 2.23.17. Rotary aircraft transiting Bagram airspace are required to contact Bagram Approach for entry into Class C airspace prior to climbing above the coordination altitude. Rotary aircraft operating above the coordination altitude must remain at least two miles east or west of the Bagram RWY 3R final approach course to avoid conflict with Bagram/Kabul arriving/departing aircraft.
- 2.23.18. All transient aircraft (including rotary aircraft) must be led to parking locations via the Transient Alert Vehicle. Rotary aircraft parking on Golf Ramp shall not block the inner taxi lane on Golf Ramp.

OAIX AD 2.24 CHARTS RELATED TO THE AERODROME

- 2.24.1. Instrument approach and departure procedures are designed in accordance with US TERPS and are available Airfield Management: 405eoss.ppr@bgab.afcent.af.mil

| ICAO Charts for Bagram | | |
|------------------------|---|--------------|
| 1 | Aerodrome Chart – ICAO | Not produced |
| 2 | ACFT Parking/Docking Chart – ICAO | Not produced |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Not produced |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Not produced |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |

2.24.2. Airfield Diagram



NOTE: Hot Spots indicate areas on the airfield where users must exercise caution to avoid entering the controlled movement area without tower permission. These areas include: Golf Hammerhead, TWY Golf 1, TWY Golf, Alpha Hammerhead, TWY Alpha 1 and TWY Alpha.

OABN – BAMYAN

OABN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OABN-Bamyan

OABN 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 | 344836N0674914E 42SUD9211952594 MGRS |
| 2 | Distance and direction from city | 1.4KM NE from BAMYAN Town center. Still within BAMYAN town limits |
| 3 | Elevation and Reference temperature | 8415 ft. 2565m MSL |
| 4 | Geoids undulation | Not determined |
| 5 | Magnetic variation/Annual change | 3° E / Not determined |
| 6 | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Sayed Alam +93 (0) 766418933 Nil Nil Nil Nil |
| 7 | Types of traffic permitted | VFR |
| 8 | Remarks | Bamyan is uncontrolled Class G airspace. All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Bamyan Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OABN on 118.1. This is not a control service, but advisory information only. |

OABN AD 2.3 OPERATIONAL HOURS

| | | |
|---|--------------------------|----------------|
| 1 | Aerodrome Administration | 0800 - 1600 LT |
| 2 | Customs and Immigration | Nil |
| 3 | Health and Sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office | Nil |
| 6 | MET Briefing Office | Nil |

| | | |
|----|----------------------|--------------------------------|
| 7 | Air Traffic Services | 0800 - 1600 LT |
| 8 | Fueling | Jet-A1 (H24) |
| 9 | Handling | Nil |
| 10 | Security | ABP (Afghan Border Police) H24 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |
| 13 | Overnight Parking | No Limitation |
| 14 | PPR procedures | <u>REF</u> TO AIP GEN 4.1 |

OABN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|------------------------------|
| 1 | Cargo handling facilities | Nil |
| 2 | Fuel and oil types | Jet-A1 |
| 3 | Fueling facilities and capacity | 6000L max capacity available |
| | Military ACFT | Nil |
| | Civil ACFT | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting ACFT | Nil |
| 6 | Repair facilities for visiting ACFT | Nil |
| 7 | Remarks | Nil |

OABN AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | Multiple options in BAMYAN town. Total more than 100 beds. |
| 2 | Restaurant | Multiple options in BAMYAN town. |
| 3 | Transportation | Unknown |
| 4 | Medical facilities | Local facilities available. UNAMA has low-level medical care including a doctor. |
| 5 | Bank and Post Office | Unknown |
| 6 | Tourist office | Unknown |
| 7 | Remarks | Nil |

OABN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|---|-------------------------------------|------------|
| 1 | Aerodrome category for firefighting | Category 5 |
|---|-------------------------------------|------------|

| | | |
|---|---|---------------|
| 2 | Rescue equipment | First Aid Kit |
| 3 | Capability for removal of disabled ACFT | Nil |

OABN AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|--------------------------|
| 1 | Types of clearing equipment | One snow clearance truck |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Snow truck is inactive. |

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

| | | |
|---|---|-----------------------|
| 1 | Surface and strength of aprons | Asphalt and concrete. |
| 2 | Width, surface, and strength of TWYs | No TWY |
| 3 | Location and elevation of altimeter checkpoints | Nil |
| 4 | Location of VOR checkpoints | Nil |
| 5 | Position of INS checkpoints | Nil |
| 6 | Remarks | Nil |

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

| | | |
|---|---|---------------------|
| 1 | Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands | Nil |
| 2 | RWY and TWY markings and lights | Nil |
| 3 | Stop bars | Nil |
| 4 | Remarks | No lighting system. |

OABN AD 2.10 AERODROME OBSTACLES

| | | |
|---|---------|-----------------------------------|
| 1 | RWY 07 | OABN Obstacle Chart not published |
| 2 | RWY 25 | OABN Obstacle Chart not published |
| 3 | Remarks | Nil |

OABN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|-----|
| 1 | Associated MET Office | Nil |
| 2 | Hours of operation | Nil |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |

| | | |
|----|--|---------|
| 4 | Type of landing forecast Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance | Nil |
| 5 | Briefing/consultation provided | Nil |
| 6 | Flight documentation Language(s) used | 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 | Nil |
| 10 | Additional information | Nil |

OABN AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 07 | 25 |
|-----|--------------------|-------------------------------------|------------------------|
| 1 | BRG True and Mag | 071 (T) 068 (M) | 251 (T) 248 (M) |
| 2 | RWY Dimensions | 2220 meters x 30 meters all asphalt | |
| 3 | PCN | PCN asphalt 37 F/C/X/T | |
| 4 | THR Coordinates | 344826.34N 0674841.58E | 344845.00N 0674945.78E |
| 5 | THR Elevation | 8415ft 2565m | 8349ft 2545m |
| 6 | Grade RWY/SWY | −0.10 | +0.10 |
| 7 | SWY Dimensions | Nil | Nil |
| 8 | CWY Dimensions | Nil | Nil |
| 9 | Strip Dimensions | Unknown | |
| 10 | Obstacle free zone | Nil | Nil |
| 11 | Remarks | .Nil | |

OABN AD 2.13 DECLARED DISTANCES

| RWY | | 07 | 25 |
|------------|---------|-----------|-----------|
| 1 | TORA | Unknown | Unknown |
| 2 | TODA | Unknown | Unknown |
| 3 | ASDA | Unknown | Unknown |
| 4 | LDA | Unknown | Unknown |
| 5 | Remarks | Nil | Nil |

OABN AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 07 | 25 |
|------------|---|-----------|-----------|
| 1 | Type, length, and intensity of approach lighting | Nil | Nil |
| 2 | Threshold lights, colour and wing bars | Nil | Nil |
| 3 | Type of visual approach slope indicator system | Nil | Nil |
| 4 | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5 | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6 | Length spacing colour and intensity of RWY edge lights | Nil | Nil |
| 7 | Colour of RWY end lights and wing bars | Nil | Nil |
| 8 | Length and colour of stop way lights | Nil | Nil |
| 9 | Remarks | Nil | Nil |

OABN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|-----|
| 1 | Aerodrome Beacon | Nil |
| 2 | Location and lighting of anemometer and landing direction indicator | Nil |
| 3 | TWY edge and center line lighting | Nil |
| 4 | Secondary power supply including switch-over time | Nil |
| 5 | Remarks | Nil |

OABN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|----------|
| 1 | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Unknown |
| 2 | TLOF and FATO area elevation | Unknown |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4 | True and MAG BRG of FATO | Unknown |
| 5 | Declared distance available | Unknown |
| 6 | Approach and FATO lighting | Nil |
| 7 | Remarks | RWY only |

OABN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|---|---|
| 1 | Airspace designation and lateral limits | Nil |
| 2 | Vertical limits | Nil |
| 3 | Airspace Classification | Class G |
| 4 | Air Traffic Services unit call sign Language | Nil English |
| 5 | Remarks | Bamyan is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Bamyan Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 15NM OABN on 118.1. This is not a control service, but advisory information only. |

OABN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---|-------------------|-----------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| Aerodrome Flight Information Service (AFIS) | Bamyan Operations | 118.1 | Nil | CTAF |
| GROUND | Nil | Nil | H12 | |

| | | | | |
|------|-----|-----|-----|--|
| ATIS | Nil | Nil | Nil | |
|------|-----|-----|-----|--|

OABN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs. | Coordinates | Elevation | Remarks |
|----------|-------|------|------|-------------|-----------|---------|
| Nil | Nil | Nil | Nil | Nil | Nil | Nil |

OABN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20. Nil

OABN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21. Nil

OABN AD 2.22 FLIGHT PROCEDURES

2.22. Helicopters and aircraft prohibited from an overflight of historic UNESCO world heritage sites located at :

- BAMYAN CLIFF at 345049N 0674931E radius of 02NM from GND-1000FT AGL
- KAKRAK CAVES at 344859N 0675149E radius of 0.5NM from GND-1000FT AGL
- AKRAM CAVES at 344925N 0674753E radius of 0.5NM from GND-1000FT AGL
- GHAMAI CAVES at 344913N 0674714E radius of 0.5NM from GND-1000FT AGL
- SHAHR-EZUHAK at 344934N 0665324E radius of 0.5NM from GND-1000FT AGL
- QALLY A at 344839N 0665036E radius of 0.5NM from GND-1000FT AGL
- QALLY B at 344846N 0665101E radius of 0.5NM from GND-1000FT AGL
- SHAHUR-E GHULGHULA at 344957N 0675020E radius of 0.5NM from GND-1000FT AGL
- BAMYAN BUDDHA (REFER ENR 5 Section 4.1 OAP200 BAMYAN)

OABN AD 2.23 ADDITIONAL INFORMATION

2.23.1. ACFT SUITABILITY: ACFT up to a size of C-130 / AN-12

OABN AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for BAMYAN | | |
|------------------------|--|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |

| | | |
|----|---|--------------|
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

OAZI – BASTION

OAZI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAZI – Bastion Airfield

OAZI AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

NOTE: All lat/long coordinates are to be considered approximate until a new survey is completed.

| | | |
|----|--|---|
| 1. | Aerodrome Reference Point coordinates and its site | 315101N0641342E The center point of the main RWY |
| 2. | Distance and direction from city | 18NM west of Gereshk |
| 3. | Elevation and Reference temperature | 2 915ft AMSL / 41.8° |
| 4. | Geoids undulation | 41N / WGS84 |
| 5. | Magnetic variation/Annual change | 2.409° E / Not determined |
| 6. | Aerodrome Administration Address E-mail Telephone Telefax AFS Address | Mr. Farhad Mohammad Zai Rayhanarman43@gmail.com +93 (0) 700 620005 +93 (0) 791 885849 Nil Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | See ENR 1.9 for PPR procedures. OAZI specific PPR requirements are at OAZI AD 2.23.6 |

OAZI AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|--|
| 1. | Aerodrome Administration | H24 |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | H24 |
| 7. | Air Traffic Services | H12 , between sunrise and sunset |
| 8. | Fueling | Nil |
| 9. | Handling | Nil |
| 10. | Security | H24, BY ANA, AAF |
| 11. | De-icing | De-icing facilities are limited, call base operations for availability. Nil–Civil De-icing facilities. |
| 12. | Remarks | AFLD IS OPEN to ALL ACFT every Saturday ,Likewise all week. |

OAZI AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|--|-------------------------|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel | only for AAF |
| 3. | Fueling facilities and capacity Military ACFT | Only for AAF , MOD ACFT |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAZI AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|---|
| 1. | Accommodation | Compound accommodations for military only |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | All civilian passengers are liable to bi-wave screening and may be refused entry. |

OAZI AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|-----|
| 1. | Aerodrome category for firefighting | Nil |
| 2. | Rescue equipment | Nil |
| 3. | Capability for removal of disabled ACFT | Nil |
| 4. | Remarks | Nil |

OAZI AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | | |
|----|--------------------------------------|------------------|---|
| 1. | Surface and strength of Aprons. | BRAVO Apron | 365.7 m x 128.4 m concrete 127/R/AW/T |
| | | CHARLIE Ramp | 394 m x 198 m concrete. |
| | | DAC | 120 m x 100 m CBR> 100% |
| | | DELTA Ramp | 460 m x 165 m increasing to 175 m concrete. |
| | | FARP Apron | 59/R/AW/T |
| | | JULIET Ramp | 821 m x 197 m concrete (UMC only). |
| | | GOLF Ramp | Concrete. 187 m x 216.7 m. |
| | | KILO Ramp | Concrete USMC Only. |
| | | LIMA | Concrete. 106/R/AW/T |
| | | MIKE | Concrete. 81/R/BW/T |
| | | North Arm/De-arm | Concrete. 79/R/BW/T |
| | | South Arm/De-arm | Concrete. 88/R/BW/T |
| 2. | Width, surface, and strength of TWYs | ALPHA | 348 m x 23 m concrete. |
| | | DAC | 18 m wide concrete CBR>100%. |
| | | BRAVO | 348 m x 23 m concrete. 87/R/BW/T |
| | | CHARLIE | 348 m x 23 m concrete. |
| | | CHARLIE 1 | 144 m x 23 m concrete. |
| | | CHARLIE 2 | 144 m x 23 m concrete. 129/R/AW/T |
| | | CHARLIE 3 | 144 m x 23 m concrete. |
| | | DELTA | 348 m x 23 m concrete. 83/R/BW/T |
| | | DELTA 1 | 144 m x 25 m concrete. |
| | | ECHO | 348 m x 23 m concrete. 107/R/BW/T |

| | | | |
|--|--|----------|------------------------------------|
| | | SIERRA | 163 m x 15 m concrete. |
| | | TANGO | 163 m x 15 m concrete |
| | | WHISKEY | 176 m x 15 m concrete |
| | | X-RAY | 176 m x 15 m concrete |
| | | LIMA1 | Concrete. 112/R/AW/T. |
| | | LIMA 2 | Concrete. 112/R/AW/T |
| | | NOVEMBER | 3500 m x 23 m concrete. 141/R/AW/T |
| | | PAPA | 3500 m x 28 m concrete. |
| | | QUEBEC | Concrete. 134/R/AW/T |

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

| | | |
|----|--|--|
| 1. | Use of ACFT stands identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands. | Entrance to TWY yellow center line ACFT marshaler instructions are mandatory. |
| 2. | RWY and TWY markings and lights | (01/19) First 300m of each end concrete, remainder asphalt. RWY centerline markings. RWY shoulder chevrons. RWY threshold markings. RWY designator markings. TWY centerline markings. Threshold bars. PAPIs left side only, 3°. TWY lights blue Omni-directional. Heli Landing strip (HLS) – White Omni-directional lights. Parking spots marked with blue Omni-directional lights. |
| 3. | Stop bars | Nil |
| 4. | Remarks | Nil |

OAZI AD 2.10 AERODROME OBSTACLES

| | | |
|----|----------|--|
| 1. | RWY 01 | OAZI Obstacle Chart not published |
| 2. | RWY 19 | OAZI Obstacle Chart not published |
| 3. | Remarks: | <p>Crews are advised that some aerodrome obstructions have non-standard lighting or are not lit.</p> <p>Over flight of the following restricted areas are to be avoided by 500FT AGL by fixed wing ACFT and by 2000FT AGL by rotary wing ACFT:</p> <p>Area 1:</p> <p>Point 1: 315131.8N 0641258.8E</p> <p>Point 2: 315141.4N 0641258.8E</p> <p>Point 3: 315141.4N 0641251.6E</p> <p>Point 4: 315207.8N 0641251.6E</p> <p>Point 5: 315207.8N 0641311.4E</p> <p>Point 6: 315141.4N 0641311.4E</p> <p>Point 7: 315140.8N 0641306.0E</p> <p>Point 8: 315131.8N 0641306.0E</p> <p>Area 2:</p> <p>Point 1: 315242.0N 0641257.6E</p> <p>Point 2: 315341.4N 0641258.2E</p> <p>Point 3: 315341.4N 0641338.4E</p> <p>Point 4: 315321.6N 0641339.0E</p> <p>Point 5: 315321.6N 0641319.8E</p> <p>Point 6: 315242.0N 0641318.6E</p> |

OAZI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|-----|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | Nil |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing / consultation provided | Nil |
| 6. | Flight documentation language(s) used | Nil |
| 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 | Nil |
| 10. | Additional information | Nil |

OAZI AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 01 | 19 | |
|-----|--------------------|---|---------------------|-------------------------|
| 1. | BRG True and Mag | 010.608°T / 008.199°M | | 190°T / 188°M |
| 2. | RWY Dimensions | 3500 m x 46 m 11482 ft. x 150ft | | |
| 3. | PCN | THR 01: 66 R/AW/T | Asphalt: 100 F/AW/T | THR 19:106 R/AW/T |
| 4. | THR Coordinates | 315005.05N 0641313.02E | | 315156.73N 0641337.53E |
| 5. | THR Elevation | 881 m / 2891 ft. | | 889 m / 2915ft |
| 6. | Slope of RWY/SWY | +0.2% SWY up to –10% | | –0.2% SWY up to –10% |
| 7. | SWY Dimensions | 150 m | | 150 m |
| 8. | CWY Dimensions | 150 m | | 150 m |
| 9. | Strip Dimensions | 150 m | | 150 m |
| 10. | Obstacle Free Zone | 5 km | | 5 km |
| 11. | Remarks | RWY is liable to be slippery when wet due to heavy rubber deposits. | | |

OAZI AD 2.13 DECLARED DISTANCES

| RWY | | 01 | 19 |
|-----|---------|-----------------------|-----------------------|
| 1. | TORA | 3500 m (11482 ft.) | 3500 m (11482 ft.) |
| 2. | TODA | 3500 m (11482 ft.) | 3500 m (11482 ft.) |
| 3. | ASDA | 3500 m (11482 ft.) | 3500 m (11482 ft.) |
| 4. | LDA | 3500 m (11482 ft.) | 3500 m (11482 ft.) |
| 5. | Remarks | Nil | Nil |

OAZI AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 01 | 19 |
|------------|--|-----------|-----------|
| 1. | Type, length, and intensity of approach lighting. | Unknown | Unknown |
| 2. | Threshold lights, colors, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Unknown | Unknown |
| 4. | Length of RWY touchdown zone indicator lights | N/A | N/A |
| 5. | Length spacing color and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, color, and intensity of RWY edge lights | Unknown | Unknown |
| 7. | Color of RWY end lights | Red | Red |
| 8. | Length and color of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAZI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|--|---------|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location of lighting of anemometer and landing direction indicator | Unknown |
| 3. | TWY edge and center lighting | Unknown |
| 4. | A secondary power supply including a switch over time. | Unknown |
| 5. | Remarks | Nil |

OAZI AD 2.16 HELICOPTER LANDING AREA

| | | | |
|----|--|---|--|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | <u>HLS 01</u> 315112.60N 0641246.20E | <u>HLS 19</u> 315126.40N 0641249.20E |
| 2. | TLOF and FATO area elevation | 2 980ft | |
| 3. | TLOF and FATO area dimensions, Surface, strength, marking | 500m x 20m (1 640ft x 66ft) Parallel and west of RWY 01/19 Concrete | |
| 4. | True and MAG BRG of FATO | Nil | |
| 5. | Declared distance available | 1 640ft | |
| 6. | Approach and FATO lighting | Nil | |
| 7. | Remarks | Concrete. | |

OAZI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|----------------------------|
| 1. | Airspace designation and lateral limits | 5NM radius centered on ARP |
| 2. | Vertical limits | Surface to 3000ft AGL |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign | BASTION TOWER |
| | Language | English |
| 5. | Remarks | Nil |

OAZI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|----------------------------|------------------|----------------------------|-------------------------------|----------------|
| 1. | 2. | 3. | 4. | 5. |
| TWR | Bastion Tower | 123.300 | H12 | Nil |
| GROUND | Nil | Nil | Nil | |
| APPROACH | Nil | Nil | Nil | |
| DEPARTURES | Nil | Nil | Nil | |

OAZI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19.1. Nil

OAZI AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OAZI AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Flights over the domestic area are to be avoided.

OAZI AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OAZI AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

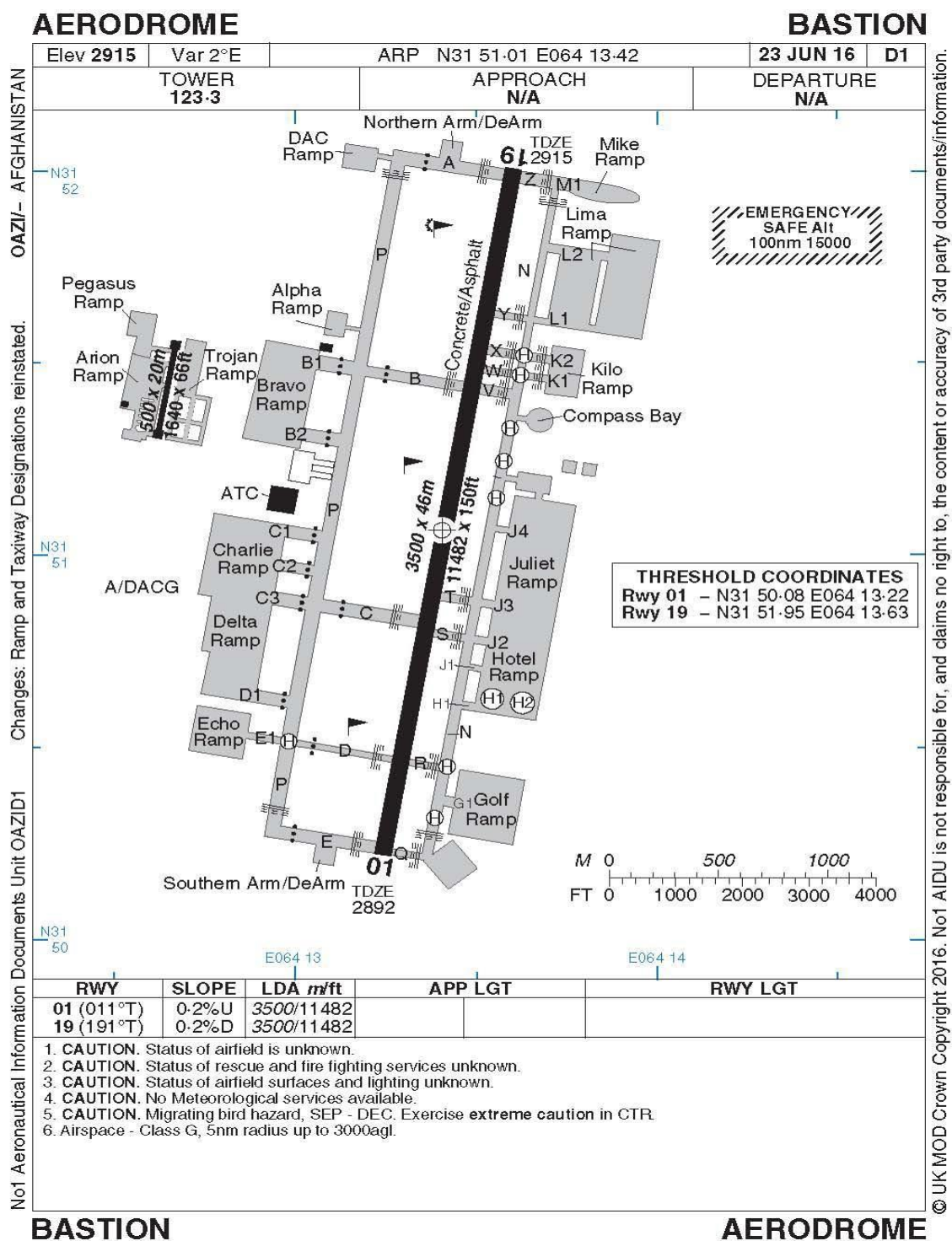
OAZI AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Bastion | | |
|-------------------------|---|-----------------------|
| 1 | Aerodrome Chart – ICAO | Produced – see 2.24.1 |
| 2 | ACFT Parking/Docking Chart – ICAO | Not produced |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Not produced |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Produced – see 2.24.3 |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |

2.24.1. **Published Instrument Charts.** The following charts are available for use on the ACAA website at <http://acaa.gov.af/aip-aeronautical-information-publication>. These charts have been endorsed for use by Airfield Authorities, however; variation may exist in the design criteria used to create them. Aircrew should use the procedures subject to their own risk assessment and always refer to NOTAM for up to date information.

| CAMP BASTION (OAZI) - ACAA WEBPAGE | |
|------------------------------------|-------------------|
| TYPE OF CHART | LAST UPDATED DATE |
| AERODROME | 28 MAY 2016 |

2.24.2. Aerodrome Chart



OABT – BOST

OABT AD 2.1 AERODROME LOCATION INDICATOR NAME

2.1.1. OABT– Bost (Lashkar Gah)

OABT 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 | 313336N0642154E The geographic center of the airfield |
| 2 | Distance and direction from city | Southern boundary of Lashkar Gah city |
| 3 | Elevation | 2 540ft |
| 4 | Geoids undulation | Unknown |
| 5 | Magnetic variation/Annual change | 2° E / Not determined |
| 6 | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Mr. Fazlhaq Akhundzada +93 (0) 789297347 Nil Nil mamyjanan@gmail.com Nil |
| 7 | Types of traffic permitted | VFR |
| 8 | Remarks | Bost is uncontrolled Class G airspaceThe Bost Common Traffic Advisory Frequency (CTAF) is 131.275. Possible traffic and weather information may be provided within 5NM OABT on 131.275. This is not a control service, but advisory information only. |

OABT AD 2.3 OPERATIONAL HOURS

| | | |
|---|--------------------------|-------------------------------|
| 1 | Aerodrome Administration | 12 Hours (0300Z–1500Z) |
| 2 | Customs and Immigration | * MIL customs, no immigration |
| 3 | Health and Sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office | Nil |
| 6 | MET Briefing Office | 12 Hours (0300Z–1500Z) |
| 7 | Air Traffic Services | 0230Z–1330Z |
| 8 | Fuelling | Nil |
| 9 | Handling | Only for contracted flights |

| | | |
|----|-------------------|--|
| 10 | Security | H24 |
| 11 | De-icing | Nil |
| 12 | Remarks | * MIL ACFT only |
| 13 | Overnight Parking | Only for ACFT that have technical problems |
| 14 | PPR procedures | Nil |

OABT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|-----|
| 1 | Cargo handling facilities | Nil |
| 2 | Fuel and oil types | Nil |
| 3 | Fuelling Facilities and capacities | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting ACFT | Nil |
| 6 | Repair facilities for visiting ACFT | Nil |
| 7 | Remarks | Nil |

OABT AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | HOTEL BOST is in Lashkar Gah city |
| 2 | Restaurant | Available in Lashkar Gah city |
| 3 | Transportation | Available for contracted flights only |
| 4 | Medical facilities | BOST Hospital located in Lashkar Gah city |
| 5 | Bank and Post Office | Available in Lashkar Gah city |
| 6 | Tourist office | Nil |
| 7 | Remarks | Nil |

OABT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-------------|
| 1 | Aerodrome category for fire fighting | Nil |
| 2 | Rescue equipment | Ford trucks |
| 3 | Capability for removal of disabled ACFT | Nil |

OABT AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |

| | | |
|---|---------|-----|
| 3 | Remarks | Nil |
|---|---------|-----|

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

| | | Taxiway | Apron 1 | Apron 2 |
|---|---|----------------|--------------------------------|--------------------------------|
| 1 | Surface and strength of aprons | Nil | 330ft x 215ft PCN – Unknown | 415ft x 360ft PCN – Unknown |
| 2 | Width, surface, and strength of TWYs | Nil | | |
| 3 | Location and elevation of altimeter checkpoints | Nil | | |
| 4 | Location of VOR checkpoints | Nil | | |
| 5 | Position of INS checkpoints | Nil | | |
| 6 | Remarks | Nil | | |

OABT AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|-----------------|
| 1 | Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands | Nil |
| 2 | RWY and TWY markings and lights | RWY only marked |
| 3 | Stopbars | Nil |
| 4 | Remarks | Unknown |

OABT AD 2.10 AERODROME OBSTACLES

| | | |
|---|---------|---|
| 1 | RWY 01 | OABT Obstacle Chart not published |
| 2 | RWY 19 | OABT Obstacle Chart not published |
| 3 | Remarks | RWY 01 generally used due to rotary traffic operating in the vicinity of RWY 19 |

OABT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|-----------------------|---|
| 1 | Associated MET Office | Mr. Shabir Ahmad Nayab +93 (0) 706297625 |
| 2 | Hours of operation | H8 |

| | | |
|----|--|---|
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Type of landing forecast Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Type of observations Type of observations Type of observations | Nil METER Hourly Maximum and Minimum thermometer Every 3 hours Rain Gauge Thermography SENUP Hygrograph |
| 5 | Briefing /consultation provided | H24 |
| 6 | Flight documentation Language(s) used | English |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Unknown |
| 9 | ATS unit provided with information | Unknown |
| 10 | Additional information | Nil |

OABT AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 01 | 19 |
|-----|------------------|------------------------|------------------------|
| 1 | BRG True and Mag | 008 | 188 |
| 2 | RWY Dimensions | 7551 x 100ft | |
| 3 | PCN | Asphalt / 100/F/AW/T | |
| 4 | THR Coordinates | 313304.02N 0642148.45E | 313408.36N 0642158.59E |
| 5 | THR Elevation | 2 538ft | 2 545ft |
| 6 | Slope of RWY/SWY | +0.10 | −0.10% |
| 7 | SWY Dimensions | Nil | Nil |
| 8 | CWY Dimensions | Nil | Nil |
| 9 | Strip Dimensions | Unknown | |

| | | | |
|----|--------------------|---------------------------|---------------------------|
| 10 | Obstacle free zone | Nil | Nil |
| 11 | Remarks | 495ft Displaced threshold | 495ft Displaced threshold |

OABT AD 2.13 DECLARED DISTANCES

| RWY | | 01 | 19 |
|-----|---------|---------|---------|
| 1 | TORA | Unknown | Unknown |
| 2 | TODA | Unknown | Unknown |
| 3 | ASDA | Unknown | Unknown |
| 4 | LDA | Unknown | Unknown |
| 5 | Remarks | Nil | Nil |

OABT AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 01 | 19 |
|-----|---|-----|-----|
| 1 | Type, length, and intensity of approach lighting | Nil | Nil |
| 2 | Threshold lights, colors and wing bars | Nil | Nil |
| 3 | Type of visual approach slope indicator system | Nil | Nil |
| 4 | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5 | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6 | Length spacing colour and intensity of RWY edge lights | Nil | Nil |
| 7 | Colour of RWY end lights and wing bars | Nil | Nil |
| 8 | Length and colour of stop way lights | Nil | Nil |
| 9 | Remarks | Nil | Nil |

OABT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|-----|
| 1 | Aerodrome Beacon | Nil |
| 2 | Location and lighting of anemometer and landing direction indicator | Nil |
| 3 | TWY edge and center line lighting | Nil |

| | | |
|---|---|-----|
| 4 | Secondary power supply including switch-over time | Nil |
| 5 | Remarks | Nil |

OABT AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|-----|
| 1 | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 2 | TLOF and 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 | Nil |

OABT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|---|--|
| 1 | Airspace designation and lateral limits | Nil |
| 2 | Vertical limits | Nil |
| 3 | Airspace Classification | Class G |
| 4 | Air Traffic Services unit call sign Language | Language (English) and Callsign (Bost Tower) |
| 5 | Remarks | Bost is uncontrolled Class G airspace The Bost Common Traffic Advisory Frequency (CTAF) is 131.275. Possible traffic and weather information may be provided within 5NM OABT on 131.275. This is not a control service, but advisory information only. |

OABT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency | Hours of operation | Remarks |
|---|-----------------|-----------|-------------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| Aerodrome Flight Information Service (AFIS) | Bost Operations | 131.275 | 12 Hours 0230Z-1330Z | CTAF |

| | | | | |
|----------------|-----|-----|-----|--|
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | Nil | |
| AIR OPERATIONS | | | | |

OABT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs. | Coordinates | Elevation | Remarks |
|----------|-------|------|------|-------------|-----------|---------|
| Nil | Nil | Nil | Nil | Nil | Nil | Nil |

OABT AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. VFR

OABT AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OABT AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OABT AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OABT AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Bost Airport | | |
|------------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram

Not Available

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.Zabiullah Amini Mobile: +93(0)798760057 +93(0)776621142 +93(0)784916688 Nil Nil zabi.amini57@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) |

| | | |
|----|-------------------|---|
| 9 | Handling | Nil |
| 10 | Security | Airport Border police (H24) |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |
| 13 | Overnight Parking | No Limitation |
| 14 | PPR procedures | 24 advance notice by email to: Acaa12@gmail.com cc. zabi.amini57@gmail.com |

OACC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|-------------------------------|
| 1 | Cargo handling facilities | Nil |
| 2 | Fuel and oil types | Nil |
| 3 | Fuelling facilities and capacity | Nil |
| | Military ACFT | fuel for military ACFT exists |
| | Civil ACFT | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting ACFT | Nil |
| 6 | Repair facilities for visiting ACFT | Nil |
| 7 | Remarks | Nil |

OACC AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | In the City. 1mile from the airport |
| 2 | Restaurant | In the City. 1mile from the airport |
| 3 | Transportation | Taxi Parking Area Next to the Airport. |
| 4 | Medical facilities | Ghour Provincial Hospital, In 600m from the Airport |
| 5 | Bank and Post Office | In the City |
| 6 | Tourist office | In the City |
| 7 | Remarks | Nil |

OACC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--------------|
| 1 | Aerodrome category for fire fighting | CAT 5 |
| 2 | Rescue equipment | Extinguisher |
| 3 | Capability for removal of disabled ACFT | Nil |

OACC AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | 1 x grader truck, 1 x Tractor with tilar , 1 x Bobcat with brush and bucket equipment |
| 2 | Clearance priorities | RWY/TWY/APRON |
| 3 | Remarks | OACC Personnel are ability to operate clearance and maintenance the vehicles of this airport |

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

| | | Surface | Dimensions | Strength |
|---|---|----------|------------------------------|-------------------------------|
| 1 | Surface and strength of the apron. | Concrete | 90 m x 60 m 295ft x 195ft | LCN 39 based on C-130 traffic |
| 2 | Width, surface, and strength of TWY ALPHA (A) | Concrete | 35 x 15 m (114 x 48ft) | LCN 39 based on C-130 traffic |
| 3 | Location and elevation of altimeter checkpoints | Nil | | |
| 4 | Location of VOR checkpoints | Nil | | |
| 5 | Position of INS checkpoints | Nil | | |
| 6 | Remarks | Nil | | |

OACC AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands | Nil |
| 2 | RWY and TWY markings and lights | PAPI installed, (Damaged) RWY center line marks: WHITE RWY touchdown marks: WHITE RWY 25/07 designation marks: YELLOW THR RWY 25/07 marks: WHITE RWY holding position TWY A marks: YELLOW TWY A marks: YELLOW |
| 3 | Stopbars | Nil |

| | | |
|---|---------|--|
| 4 | Remarks | No lighting system. Non-standard marking –WHITE markings along the RWY, similar to touchdown marks. All markings are non-reflective. |
|---|---------|--|

OACC AD 2.10 AERODROME OBSTACLES

| | | |
|---|-----------|-----------------------------------|
| 1 | RWY 25/07 | OACC Obstacle Chart not published |
| 2 | Remarks | Nil |

OACC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Mr. Abdulsatar Azimi Sattarazimi.ccn@gmail.com +93 (0) 795910853 |
| 2 | Hours of operation | 8 Hrs |
| 3 | Office responsible for TAF preparation Periods of validity | OACC MET OFFICE 8 Hrs |
| 4 | Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of landing forecast Interval of issuance | METER Hourly SPECI In case of significant weather changes Cyclometer Thermometers Every 3 hours Rain Gauge Hygograph Every 3 hours TAF Every 3 hours |
| 5 | Briefing/consultation provided | Nil |
| 6 | Flight documentation Language(s) used | TAF, METAR, SPECI, for departure, destination, and enroute airports 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 | Chaghcharan tower |
| 10 | Additional information | Nil |

OACC AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 25 | 07 |
|-----|--------------------|-------------------------------|-----------------------|
| 1 | BRG True and Mag | 245° 15' / 247° 15' | 65° 15' / 67° 15' |
| 2 | RWY Dimensions | 2000 m x 30 m (6565ft x 98ft) | |
| 3 | PCN | PCN 120 F/A/W/T Asphalt | |
| 4 | THR Coordinates | 343148.00N0651652.00E | 343122.00N0651541.00E |
| 5 | THR Elevation | 7472ft | 7441ft |
| 6 | Slope of RWY/SWY | + 0.40 | – 0.40 |
| 7 | SWY Dimensions | Nil | Nil |
| 8 | CWY Dimensions | Nil | Nil |
| 9 | Strip Dimensions | Unknown | |
| 10 | Obstacle free zone | Nil | Nil |
| 11 | Remarks | Nil | Nil |

OACC AD 2.13 DECLARED DISTANCES

| RWY | | 25 | 07 |
|-----|---------|------------------|------------------|
| 1 | TORA | 2 001m (6 565ft) | 2 001m (6 565ft) |
| 2 | TODA | 2 071m (6 795ft) | 2 080m (6 825ft) |
| 3 | ASDA | 2 071m (6 795ft) | 2 080m (6 825ft) |
| 4 | LDA | 2 001m (6 565ft) | 2 001m (6 565ft) |
| 5 | Remarks | CWY gravel | CWY gravel |

OACC AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 25 | 07 |
|-----|--|------|------|
| 1 | Type, length, and intensity of approach lighting | Nil | Nil |
| 2 | Threshold lights, colors and wing bars | Nil | Nil |
| 3 | Type of visual approach slope indicator system | PAPI | PAPI |
| 4 | Length of RWY touchdown zone indicator lights | Nil | Nil |

| RWY | | 25 | 07 |
|-----|---|-----|-----|
| 5 | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6 | Length spacing colour and intensity of RWY edge lights | Nil | Nil |
| 7 | Colour of RWY end lights and wing bars | Nil | Nil |
| 8 | Length and colour of stop way lights | Nil | Nil |
| 9 | Remarks | Nil | Nil |

OACC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|-----------|
| 1 | Aerodrome Beacon | installed |
| 2 | Location and lighting of anemometer and landing direction indicator | Nil |
| 3 | TWY edge and center line lighting | Nil |
| 4 | Secondary power supply including switch-over time | Nil |
| 5 | Remarks | Nil |

OACC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|---------|
| 1 | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Unknown |
| 2 | TLOF and FATO area elevation | Unknown |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4 | True and MAG BRG of FATO | Unknown |
| 5 | Declared distance available | Unknown |
| 6 | Approach and FATO lighting | Nil |

| | | |
|---|---------|--|
| 7 | Remarks | <p>H1 30 x 30 m (100 x 100ft) concrete LAT/LONG 343146N 0651629E</p> <p>H2 30 x 30 m (100 x 100ft) concrete LAT/LONG 343145N 0651630E</p> <p>Location: within FOB compound, NE part.</p> <p>No lightning, except perimeter lighting around HLZ compound (on request).</p> <p>Marked H1 and H2 in center of helipad</p> |
|---|---------|--|

OACC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|---|--|
| 1 | Airspace designation and lateral limits | Aerodrome Traffic Zone |
| 2 | Vertical limits | N/A |
| 3 | Airspace Classification | Class G |
| 4 | Air Traffic Services unit call sign Language | English |
| 5 | Remarks | <p>Chaghcharan Common Traffic Advisory Frequency (CTAF) 118.1.</p> <p>Possible traffic and weather information may be provided within 5NM OACC on 118.1. This is not a control service, but advisory information only.</p> |

OACC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---|------------------------|-----------------|---------------------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| Aerodrome Flight Information Service (AFIS) | Chaghcharan Operations | 118.1 | 0330Z–1230Z (H24 on request) | CTAF |
| GROUND | Nil | | | |
| ATIS | Nil | | | |

OACC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs. | Coordinates | Elevation | Remarks |
|----------|-------|------|------|-------------|-----------|---------|
| Nil | | | | | | |

OACC AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Contact Chaghcharan TWR on 118.1 MHz at least 10 min prior ETA (25 NM radius SFC to FL150).

OACC AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1 Nil

OACC AD 2.22 FLIGHT PROCEDURES

2.22.1 Chaghcharan TWR will provide FIS, traffic, and meteorological information within Aerodrome Traffic Zone.

2.22.2 All ACFT arriving and departing from OACC or crossing Chaghcharan Aerodrome Traffic Zone shall establish two-way radio communications with Chaghcharan TWR before entering. Radio contact for arriving traffic shall be established on suitable frequencies (see AD 2.18) before entering Chaghcharan Aerodrome Traffic Zone.

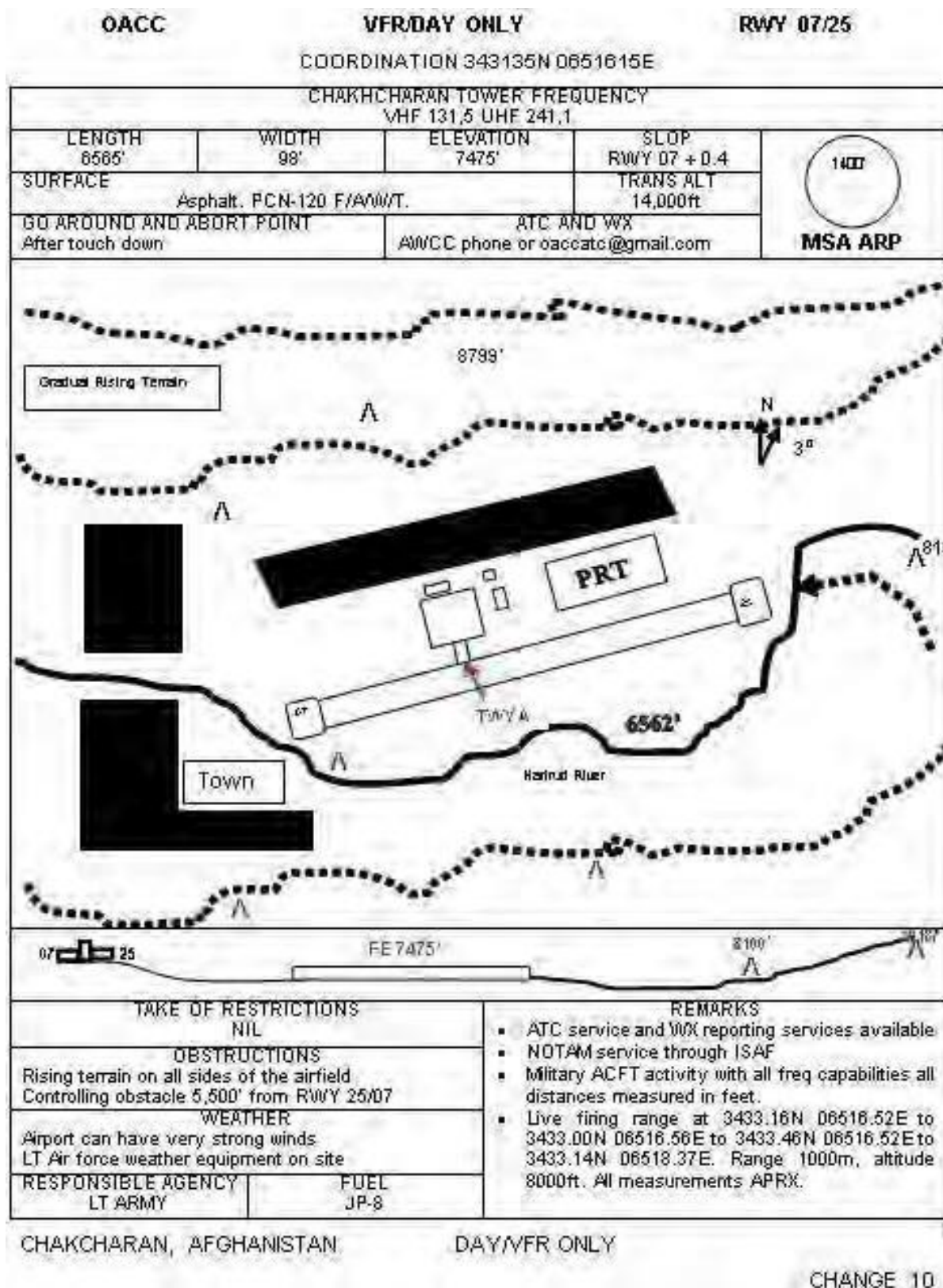
OACC AD 2.23 ADDITIONAL INFORMATION

2.23.1 ACFT SUITABILITY: ACFT up to a size of C-130 / AN-12 / C-17

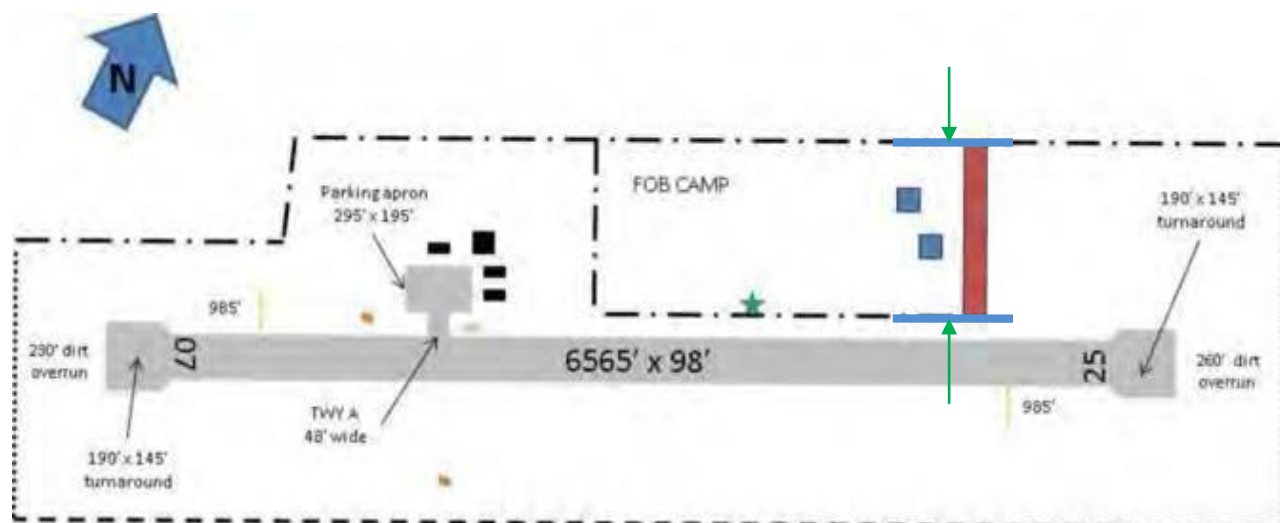
OACC AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Chaghcharan | | |
|-----------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1 Airfield Diagram (not to scale)



2.24.2 Chaghcharan Airfield and HLZ (Not to Scale)



LEGEND:

- Helipads No. 1 & No.2 (100'x100')
- Danger zone to overfly for helicopters
- Control Tower
- Airport Buildings
- 30' Wall/Fence
- 7'tall Wall/Fence
- 5 meters (16, 4 feet) height fence
- 10' Chain link Fence
- PAPI (not certified)
- Windsock
- 5' tall RWY sign
- HLZ approaching directions

OADY – DWYER

OADY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OADY DWYER

OADY AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|----|---|--|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 310531N 0640401E The geographic center of the airfield |
| 2. | Distance and direction from city | 34NM south west of Lashkar Gah |
| 3. | Elevation and Reference temperature | 2 418ft AMSL |
| 4. | Geoids undulation | 41N / WGS84 |
| 5. | Magnetic variation/Annual change | 2°E |
| 6. | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Dwyer Airfield Management Nil |
| 7. | Types of traffic permitted | VFR and SVFR only |
| 8. | Remarks | Nil |

OADY AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|-----|
| 1. | Aerodrome Administration | H24 |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | H24 |
| 8. | Fueling | H24 |
| 9. | Handling | Nil |
| 10. | Security | H24 |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |

OADY AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|--|--|
| 1. | Cargo handling facilities | <p>2 - 10k Forklift</p> <p>1 - 6k Forklift</p> <p>1 x 5000-pound Forklift 1-25k Loader</p> <p>1 x 11k Forklift</p> <p>2 x MMV</p> <p>1 x KALMAR</p> |
| 2. | Fuel and oil types | JP-8 with Fuel Systems Icing Inhibitor |
| 3. | <p>Fueling facilities and capacity</p> <p>Military ACFT/Civil ACFT</p> | <p>2 Rotary Wing (RW) rotor running hot refuel spots</p> <p>1 Fixed Wing (FW) hot refuel spot for C-130 and smaller ACFT.</p> <p>Prior booking required for routine helicopter and fixed wing ACFT through Airfield OPS:</p> <p>(N) centcom.bagram.usfor-a.mbx.dwyer-airfield-operations@mail.mil</p> <p>All Military/Civilian Crews are to request fuel through call sign "Yard bird" on VHF frequency 121.75: GND VHF 126.525; UHF frequency 343.0. Civilian RW may request "Cold Fuel" (Shut Down) from fuel trucks, via ATC.</p> |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Cargo handling facilities are available H24. Prior arrangements are essential. |

OADY AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|------------|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | R3E Role 2 |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OADY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | | |
|----|---|---|--|
| 1. | Aerodrome category for fire fighting | Main Base | |
| 2. | Rescue Equipment | 3 T-3000 | 3000 gal water each 500# PKP 2 40# PKP Extinguisher 410-gal foam 2 back boards Roof Turret: 1200 gal per min K 12: extrication system High-pressure air lifting bags Hydraulic “Jaws of Life” rescue tools |
| 3. | Limited Capability for removal of disabled ACFT | 1 x TEREX RT670 Crane – 70 ton 1 x KALMAR, RTCH – 24 ton 1 x VOLVO, L150G; Forklift – 30K | |
| 4. | Remarks | Nil | |

OADY AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

OADY AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

| | | | |
|----|--------------------------------------|--------------------------------------|---|
| 1. | Surface and strength of aprons | | |
| | | Strat Ramp | 300ft x 500ft – PCN 94/R/B/W/T |
| | | PH1 Ramp | 1066ft x 331ft – PCN 36/R/B/W/T |
| | | Hotel Ramp | 845ft x 330ft – PCN 122/R/B/W/T |
| 2. | Width, surface, and strength of TWYs | D, E, F, G, H | <p>TWYs D and E – 50ft wide</p> <p>TWYs F and G – 80ft wide and are approved for C17 operations</p> <p>TWYs H and J – 75ft wide and are approved for C17 operations</p> <p>PCN TWY D – 31/R/A/W/T</p> <p>PCN TWY E – 33/R/A/W/T</p> <p>PCN TWY F – 93/R/B/W/T</p> <p>PCN TWY G – 87/R/B/W/T</p> <p>PCN TWY H – 109/R/B/W/T</p> <p>PCN TWY J – 108/R/A/W/T</p> |
| 3. | Remarks | 280ft Turn-around at each end of RWY | |

**OADY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|---|---|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands | Entrance to TWY yellow center line |
| 2. | RWY and TWY markings and lights | RWY Centerline markings RWY Threshold markings and lights RWY Designator markings RWY Edge markings and lights RWY Touchdown Zone markings RWY Fixed Distance markings |
| 3. | Stopbars | Nil |
| 4. | Remarks | Non –standard RWY and TWY lighting. Extreme caution should be used operating near airfield lighting at Dwyer. Taxiway/DRM signs not standard / unlit. |

OADY AD 2.10 AERODROME OBSTACLES

| | | |
|----|------------------|-----|
| 1. | Aerostat balloon | Nil |
| 2. | Aerostat balloon | Nil |

OADY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|---|---|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | H24 |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | TAF issued at 0430L, 1230L and 2030L, amended as required. |
| 5. | Briefing/consultation provided | Air Traffic Control Tower. |
| 6. | Flight documentation Language(s) used | TAF, METAR, SPECI English |
| 7. | Charts and other information available for briefing or consultation | Airfield weather watches/warnings/advisories, climatic statistics, TAF and METAR. |
| 8. | Supplementary equipment available for providing information | Nil |
| 9. | ATS unit provided with information | Dwyer |
| 10. | Additional information | Nil |

OADY AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | RWY 23 | RWY 05 |
|------------|--------------------|---|---|
| 1. | BRG True and Mag | 230.56°T 228.56°M | 050.55°T 048.55°M |
| 2. | RWY Dimensions | 2 439m x 36m (8 003ft x 120ft) | |
| 3. | PCN | 49 R/C/W/T Concrete | |
| 4. | THR Coordinates | 310555.94N0640436.24E | 310505.62N0640325.17E |
| 5. | THR Elevation | 737m 2 418ft | 734m 2 408ft |
| 6. | Slope of RWY/SWY | Longitude Slope 1.3% Transverse Slope 1.5% | Longitude Slope 1.3% Transverse Slope 1.5% |
| 7. | SWY Dimensions | N/A | N/A |
| 8. | CWY Dimensions | N/A | N/A |
| 9. | Strip Dimensions | 2 6246m x 36m (8 682ft x 120ft) | |
| 10. | Obstacle free zone | Not AVBL | Not AVBL |
| 11. | Remarks | Nil | |

OADY AD 2.13 DECLARED DISTANCES

| RWY | | RWY 05 | RWY 23 |
|-----|---------|------------------|------------------|
| 1. | TORA | 8 003ft (2 439m) | 8 003ft (2 439m) |
| 2. | TODA | 8 003ft (2 439m) | 8 003ft (2 439m) |
| 3. | ASDA | 8 682ft (2 646m) | 8 682ft (2 646m) |
| 4. | LDA | 8 003ft (2 439m) | 8 003ft (2 439m) |
| 5. | Remarks | Nil | Nil |

INTERSECTION DEPARTURE TORA INFORMATION

| TWY | | RWY 05 | RWY 23 |
|-----|---|----------------|----------------|
| 1. | J | 7856ft (2394m) | 283ft (86m) |
| 2. | H | 6931ft (2112m) | 1211ft (369m) |
| 3. | G | 6150ft (1875m) | 1946ft (593m) |
| 4. | F | 5774ft (1760m) | 2366ft (386m) |
| 5. | E | 5542ft (1689m) | 2601ft (793m) |
| 6. | D | 4425ft (1349m) | 3719ft (1133m) |

OADY AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | RWY 05 | RWY 23 |
|------------|---|--|--|
| 1. | Type, length, and intensity of approach lighting | Nil | ALS |
| 2. | Threshold lights, colours, and wing bars | Red/Green Threshold Lights Only | Red/Green Threshold Lights Only |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6. | Length spacing colour and intensity of RWY edge lights | 500ft White high-intensity lighting | 500ft White high-intensity lighting |
| 7. | Length and colour of stop way lights | Nil | Nil |
| 8. | Remarks | Nil | Nil |

OADY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|---|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | A wind indicator is located to the North of the Airfield near Camp Ivy. A second indicator is located midfield near Taxiway Delta. A Third wind indicator is located to the East of RWY 05 threshold. |
| 3. | TWY edge and center line lighting | TWY edge blue low-intensity lighting, no center line lighting |
| 4. | Secondary power supply including switch–over time | RWY Nil TWY has a generator for secondary |
| 5. | Remarks | Some airfield lighting at Dwyer is non-frangible and may pose a threat to ACFT should it be run over. |

OADY AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|---|--------------------------------------|
| 1. | Coordinates touchdown and lift-off point (TLOF) | RWY 23 Approach End (Hammer Head) |
| 2. | TLOF and FATO area elevation | 756m (2 421ft) |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | N/A |
| 4. | True and MAG BRG of FATO | same as RWY |
| 5. | Declared distance available | N/A |
| 6. | Approach and FATO lighting | Same as RWY |
| 7. | Remarks | N/A |

OADY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---|
| 1. | Airspace designation and lateral limits | Class D CTR: 5NM Radius centered on ARP – 310531N 0640401E |
| 2. | Vertical limits | CTR: SFC – 3 000ft AGL |
| 3. | Airspace Classification | CTR: Class D |
| 4. | Air Traffic Services unit call sign Language | YARDBIRD English |
| 5. | Remarks | All ATC OPS are provided by DOD Contract Controller and complies with FAA JO7110.65 regulations and procedures. |

OADY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|-------------------------|-------------------|----------------------------|--------------------|---|
| 1. | 2. | 3. | 4. | 5. |
| Tower | YARDBIRD Tower | 121.75 VHF 343.0 UHF | H24 | Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz |
| Ground | Yardbird Ground | 126.525 VHF 248.850 UHF | H24 | |
| APPROACH / DEPARTURE | N/A | N/A | N/A | |
| ATIS | N/A | N/A | N/A | |
| AIRFIELD OPERATIONS | N/A | N/A | H24 | |
| WEATHER | N/A | N/A | H24 | |

OADY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19. Nil

OADY AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OADY AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Flights over Domestic Areas are to be avoided.

OADY AD 2.22 FLIGHT PROCEDURES

- 2.22.1. No facility exists to accept civilian ACFT. Operators of such intending to land at Dwyer may be allowed to do so for flights “in support of theatre” providing PPR is obtained through Airfield OPS. Military sponsors of such flights are to contact Airfield OPS for permission to operate at DSN: 303–551–2645, SIPR: 718-551-4645, CENTRIX: 682-551-3311 or email NIPR: centcom.bagram.usfor-a.mbx.dwyer-airfield-operations@mail.mil for PPR approval.
- 2.22.2. Contact Yard bird Tower for ATC services prior to entering Dwyer’s Class D airspace. SVFR arrivals and departures are coordinated through the tower upon pilot’s request when field conditions are less than VFR minimums of 3SM visibility and 1000ft ceilings. Aircraft must maintain SVFR minimums of 1SM (Fixed Wing), ½ SM (Rotary Wing) and remain clear of clouds.
- 2.22.3. Dwyer’s airspace may consist of preplanned and immediate ROZs in order to support SUAS operations and Artillery fire missions. For details and instructions, contact Yard bird Tower or Kingpin prior to entering or departing Dwyer’s Class D airspace.
- 2.22.4. Due to the close proximity of main base areas and the operational needs of various units associated with the airfield. It is the responsibility of each aircraft to maintain separation of PTDS and not to overfly the following areas: LSA, FARP, UAS L/R site, and MEDEVAC Parking/Pad, ATC Tower, and artillery gun location.
- 2.22.5. All helicopter operations, including repositioning between parking spots, shall be subject to positive ATC instruction. Some clearances given by ATC to RW or UAS ACFT will be “at pilot’s own risk” due to poor visibility of landing surfaces.

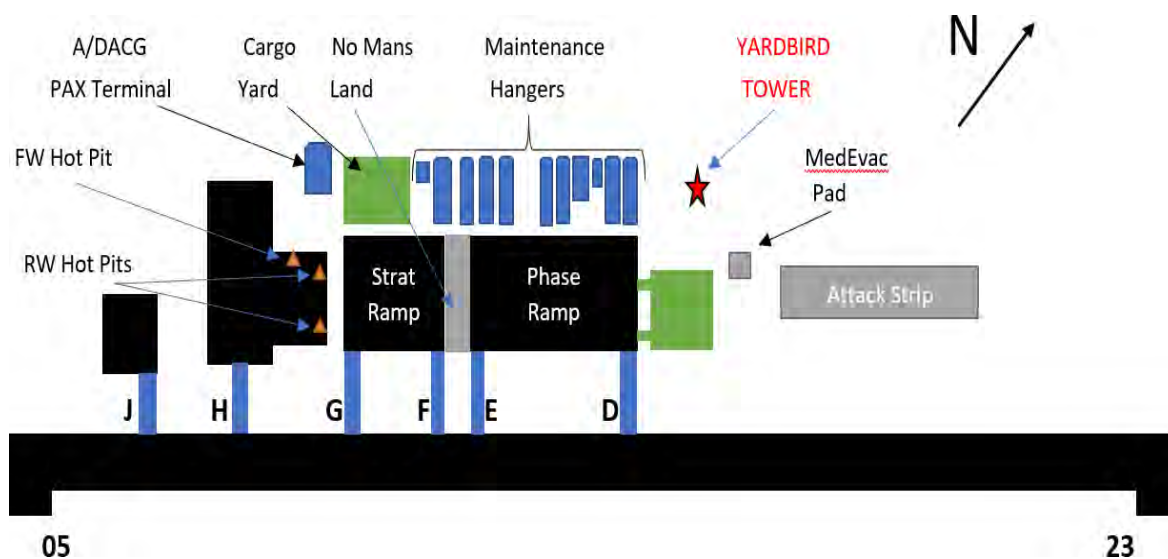
OADY AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. ACFT entering the STRAT Ramp shall enter via Golf taxiway and exit via Foxtrot taxiway.
- 2.23.2. Do not land without clearance from Tower. Use lost communication procedures and expect light signals from the tower if communication is lost.

OADY AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Dwyer | | |
|-----------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Nil |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Nil |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart | NIL |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.25. Airfield Diagram



OAFR – FARAH

OAFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAFR – Farah

OAFR 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 | 322144N0621006E The geographic center of the airfield |
| 2. | Distance and direction from city | 2NM South East of Farah City |
| 3. | Elevation and Reference temperature | 2212ft AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | 2°43'E / Not Determined |
| 6. | Aerodrome Administration Telephone Email | Farah Airport Management Mr. khairullah Anas +93 (0) 704672475 ansmb3131@gmail.com |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Farah is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Farah Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFR on 118.1. This is not a control service, but advisory information only. |

OAFR AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|-----------------------|
| 1. | Aerodrome Administration | 0230Z – 1330Z |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | 9 Hrs (0230Z – 1330Z) |
| 7. | Air Traffic Services | Traffic 0230Z – 1330Z |
| 8. | Fuelling | Unknown |

| | | |
|-----|-------------------|---|
| 9. | Handling | Unknown |
| 10. | Security | Border Police |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Limited Only for Aircraft that have Technical Problems/Stop |
| 14. | PPR procedures | Nil |

OAFR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|-----|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fuelling facilities and capacity | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAFR AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|--------------------------------|
| 1. | Hotels | Multiple options in Farah town |
| 2. | Restaurant | Multiple options in Farah town |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Local Facilities Available |
| 5. | Bank and Post Office | Available in Farah town |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OAFR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|----|---|--|
| 1. | Aerodrome category for fire fighting | Category 6-7 |
| 2. | Rescue equipment | One Fire engine and Manual Fire Fighting equipment |
| 3. | Capability for removal of disabled ACFT | Nil |

OAFR AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | | |
|----|---|--|---|
| 1. | Surface and strength of Apron and TWY | APRON C (Charli) Asphalt 120 M X 60 M PCN: UNKNOWN | Asphalted 450ftx 250ft, Additional Apron Parking 450ft x 615ft Parking area is towards in front of new terminal |
| 2. | Width, surface, and strength of TWYs | TAXI WAY A-Alpha | Asphalt 100M X 30M PCN: UNKNOWN |
| 3. | Location and elevation of altimeter checkpoints | Nil | Nil |
| 4. | Location of VOR checkpoints | Nil | Nil |
| 5. | Position of INS checkpoints | Nil | Nil |
| 6. | Remarks | Standard indicators are still not in place | |

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

| | | |
|----|---|--|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | Touchdown zone markings RWY center line RWY markings are completed and no lighting. Threshold marking |
| 3. | Stopbars | Nil |
| 4. | Remarks | Nil |

OAFR AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|---|
| 1. | RWY 33 | 30ft tower 132° south east, 904ft from RWY 33 threshold handmade threshold |
| 2. | RWY 15 | 30ft tower 335° north west, 2812ft from RWY 15 threshold handmade threshold |
| 3. | Remarks | Antenna 600ft NW of RWY 33 Dep end, 350ft W of ext. Centerline, 50ft AGL |

OAFR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|---------|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | SR-SS |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing/consultation provided | Nil |
| 6. | Flight documentation Language(s) used | 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 | Nil |
| 10. | Additional information | Nil |

OAFR AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 33 | 15 |
|-----|-----------------------|-------------------------|-------------------------|
| 1. | BRG True and Magnetic | 327M | 147M |
| 2. | RWY Dimensions | 2500M X 35M | |
| 3. | PCN | Unknown - Asphalt | |
| 4. | THR Coordinates | 322216N0620942E | 322110N0621028E |
| 5. | THR Elevation | 2 192ft | 2 228ft |
| 6. | Slope of RWY/SWY | Nil | Nil |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | |
| 9. | Strip Dimensions | Unknown | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | RWY is packed Asphalted | RWY is packed Asphalted |
| 12. | Remarks | Nil | |

OAFR AD 2.13 DECLARED DISTANCES

| RWY | | 33 | 15 |
|------------|---------|-----------|-----------|
| 1. | TORA | Unknown | Unknown |
| 2. | TODA | Unknown | Unknown |
| 3. | ASDA | Unknown | Unknown |
| 4. | LDA | 6 024ft | 6 024ft |
| 5. | Remarks | Nil | Nil |

OAFR AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 33 | 15 |
|------------|---|-----------|-----------|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6. | Length spacing colour and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAFR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|--|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | VS-17 Panels in AMP 2 (Day) every 1,000 on the runway. |

OAFR AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|--|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | 41S MR 2096 8125 322147.46N 0621003.48E Farah, Afghanistan |
| 2. | TLOF and FATO area elevation | 2224ft |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Cement Pad 120m x 88m Two Additional Pads in HLZ: Cement 25ft x 50ft |
| 4. | True and MAG BRG of FATO | Unknown |
| 5. | Declared distance available | Unknown |
| 6. | Approach and FATO lighting | Nil |
| 7. | Remarks | Two additional pads in HLZ As well on runway |

OAFR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | 6NM |
| 2. | Vertical limits | N/A |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign Language | Farah TWR English |
| 5. | Remarks | Farah is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Farah Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFR on 118.1. This is not a control service, but advisory information only. |

OAFR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency | Hours of operation | Remarks |
|---|------------------|-----------|----------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| Aerodrome Flight Information Service (AFIS) | Farah Operations | 118.1 | 9 Hrs 0230Z-1330Z | CTAF |
| GROUND | Nil | | | |

| | | | | |
|----------------|-----|--|--|--|
| ATIS | Nil | | | |
| AIR OPERATIONS | Nil | | | |

OAFR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Frequency | Hours | Coordinates | Elevation | Remarks |
|----------|-------|-----------|-------|-------------|-----------|---------|
| Nil | Nil | Nil | Nil | Nil | Nil | Nil |

OAFR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OAFR AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OAFR AD 2.22 FLIGHT PROCEDURES

2.22.1. Avoid over flight of inhabited areas of the FOB and fuel farm northwest of HLZ.

OAFR AD 2.23 ADDITIONAL INFORMATION

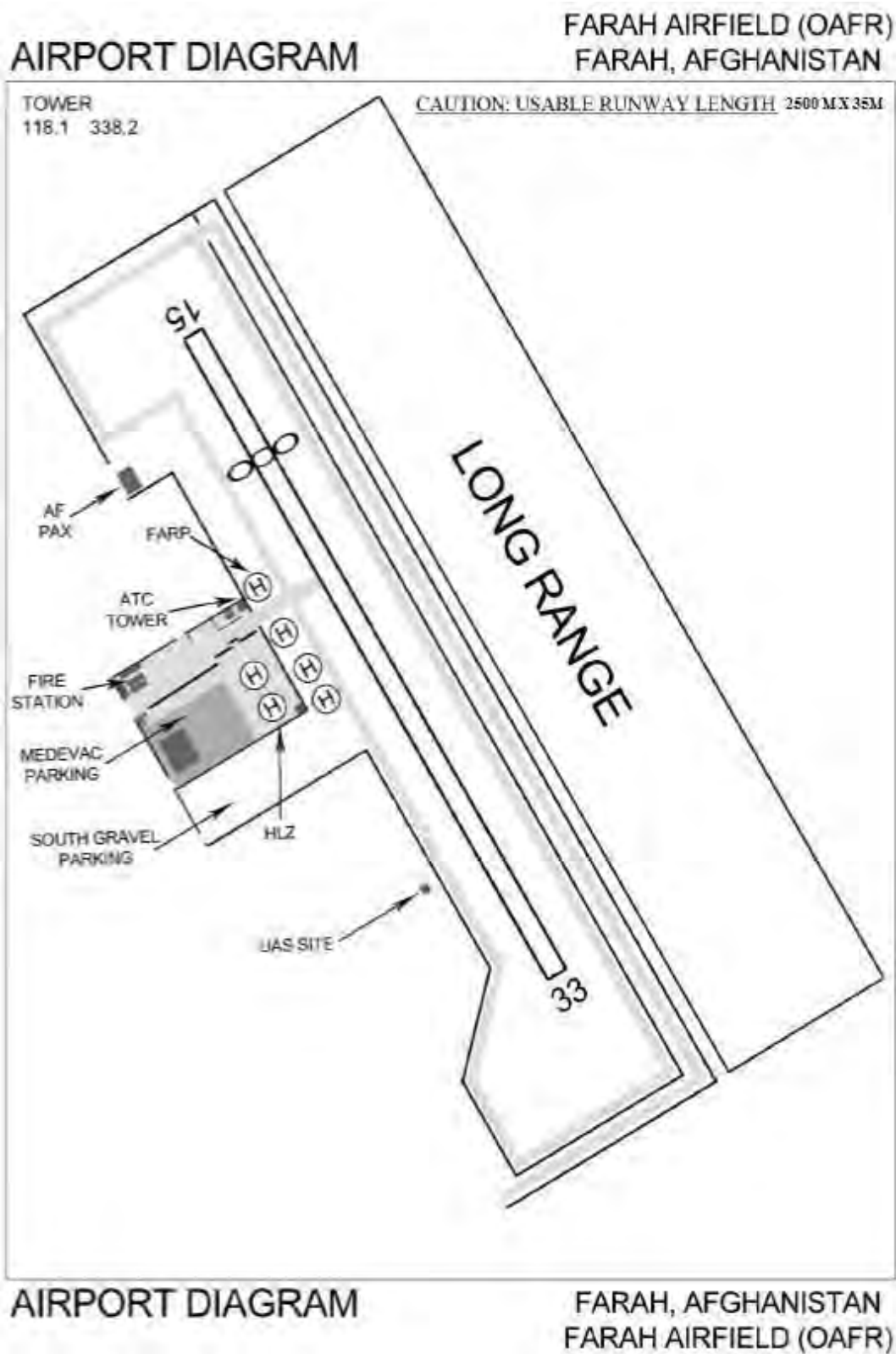
2.23.1. Long Range artillery range east of RWY within half a mile. The range extends from airfield boundary east to base of mountains. Remain clear.

2.23.2. All rotary wings ACFT, armed or carrying hung ordnance, which parks in the south gravel overflow area must park facing east towards the long range. All hung ordnance will have external pylon safety pins installed while parked in south gravel.

OAFR AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Farah | | |
|-----------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram



OAFZ- FEYZABAD**OAFZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME****2.1.1. OAFZ- Feyzabad****OAFZ 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 | 370710N0703106E The geographic center of the airfield |
| 2 | Distance and direction from city | 12km West of the city of Feyzabad. |
| 3 | Elevation and Reference temperature | 3 842ft (1 171m) AMSL / Unknown |
| 4 | Geoids undulation | Not determined |
| 5 | Magnetic variation/Annual change | 2.5° E / Not Determined |
| 6 | Civil Aerodrome Administration Telephone Airport Manager Telefax Telex Email AFS Address | Mr. Mohammad Hafez Karimi +93 (0)791405200 Nil Nil Qasimferdowsy@gmail.com Nil |
| 7 | Types of traffic permitted | VFR |
| 8 | Remarks | Feyzabad is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF: 243.0 preferably, 121.5 if VHF capable only) in addition to Feyzabad Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAFZ on 118.1. This is not a control service, but advisory information only. |

OAFZ AD 2.3 OPERATIONAL HOURS

| | | |
|---|--------------------------|-------|
| 1 | Aerodrome Administration | SR-SS |
| 2 | Customs and Immigration | Nil |
| 3 | Health and Sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office | Yes |
| 6 | MET Briefing Office | Nil |

| | | |
|----|----------------------|--|
| 7 | Air Traffic Services | From 0500 - 1700 LT |
| 8 | Fueling | H24 Civilian: provided by arrow petroleum Company. Cell phone: +93 (0) 795151520 |
| 9 | Handling | Nil |
| 10 | Security | H24 by aerodrome border police |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |
| 13 | Overnight Parking | Yes |
| 14 | PPR procedures | Nil |

OAFZ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|---|
| 1 | Cargo handling facilities | Nil |
| 2 | Fuel and oil types | Civil Jet A1/ TC1 |
| 3 | Fueling facilities and capacity | By arrow petroleum Company. +93 (0) 795151520 (Dari/English) 50000 – max capacity available |
| 4 | De-icing facilities | No |
| 5 | Hangar space for visiting ACFT | No |
| 6 | Repair facilities for visiting ACFT | No |
| 7 | Remarks | Nil |

OAFZ AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---------------------------------------|
| 1 | Hotels | In Town |
| 2 | Restaurant | In Town |
| 3 | Transportation | Taxi, On Request from Airport Manager |
| 4 | Medical facilities | In Town |
| 5 | Bank and Post Office | In Town |
| 6 | Tourist office | In Town |
| 7 | Remarks | Nil |

OAFZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|------------------------------|
| 1 | Aerodrome category for fire fighting | Local RFF vehicles available |
| 2 | Rescue equipment | Foam, Extinguisher |
| 3 | Capability for removal of disabled ACFT | Nil |

OAFZ AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|-----------------------|
| 1 | Types of clearing equipment | Glider, Sweeper truck |
| 2 | Clearance priorities | RWY/TWY/Apron |
| 3 | Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | Surface and strength of aprons | Apron A: 198ft x 297ft Concrete – PCN: N/A |
| 2 | Width, surface, and strength of TWYs | At middle intersection/ size 567.6ft x 49.5ft between RWY and apron A (parking area) Concrete – PCN: N/A |
| 3 | Location and elevation of altimeter checkpoints | Nil |
| 4 | Location of VOR checkpoints | Nil |
| 5 | Position of INS checkpoints | Nil |
| 6 | Remarks | Nil |

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

| | | |
|---|--|--|
| 1 | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Nil |
| 2 | RWY and TWY markings and lights | Touchdown zone markings RWY center line Parking guidance line Parking mark Threshold marking RWY designator |
| 3 | Stop Bars | Nil |
| 4 | Remarks | Nil |

OAFZ AD 2.10 AERODROME OBSTACLES

| | | |
|---|---------|-----------------------------------|
| 1 | RWY 18 | OAFZ Obstacle Chart not published |
| 2 | RWY 36 | OAFZ Obstacle Chart not published |
| 3 | Remarks | Nil |

OAFZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | OAFZ MET OFFICE |
| 2 | Hours of operation | 0000UTC – 1500UTC |
| 3 | Office responsible for TAF preparation Periods of validity | N/A |
| 4 | Type of landing forecast Type of observations Interval of issuance Type of observations Interval of issuance | N/A METAR Hourly SPECI Every 3 IN CASE OF SIGNIFICANT WEATHER METAR 15 hours |
| 5 | Briefing /consultation provided | BY: Mohammad Nawab Nabizada Phone: +93777924476 Email: m.nawab1993@gmail.com |
| 6 | Flight documentation Language(s) used | N/A English |
| 7 | Charts and other information available for briefing or consultation | Wind Sack |
| 8 | Supplementary equipment available for providing information | No |
| 9 | ATS unit provided with information | No |
| 10 | Additional information | No |

OAFZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 18 | 36 |
|-----|------------------|------------------------------|------------------|
| 1 | BRG True and Mag | 181 T / 178 M | 001 T / 358 M |
| 2 | RWY Dimensions | (2000m) 6 561ft x (30m) 98ft | |
| 3 | PCN | Unknown - Asphalt | |
| 4 | THR Coordinates | 370757N 0703113E | 370654N 0703112E |
| 5 | THR Elevation | 3795ft | 3 832ft |

| RWY | | 18 | 36 |
|-----|--------------------|------------------|-------|
| 6 | Slope of RWY/SWY | +0.60 | −0.60 |
| 7 | SWY Dimensions | Nil | Nil |
| 8 | CWY Dimensions | Nil | Nil |
| 9 | Strip Dimensions | 6 077ft. x 120ft | |
| 10 | Obstacle free zone | Nil | Nil |
| 11 | Remarks | Nil | Nil |

OAFZ AD 2.13 DECLARED DISTANCES

| RWY | | 18 | 36 |
|-----|---------|---------|---------|
| 1 | TORA | Unknown | Unknown |
| 2 | TODA | Unknown | Unknown |
| 3 | ASDA | Unknown | Unknown |
| 4 | LDA | Unknown | Unknown |
| 5 | Remarks | Nil | Nil |

OAFZ AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 18 | 36 |
|-----|---|-----|------|
| 1 | Type, length, and intensity of approach lighting | Nil | Nil |
| 2 | Threshold lights, colours, and wing bars | Nil | Nil |
| 3 | Type of visual approach slope indicator system | Nil | PAPI |
| 4 | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5 | Length spacing colour and intensity of RWY center line lights | Nil | Nil |
| 6 | Length spacing colour and intensity of RWY edge lights | Nil | Nil |
| 7 | Colour of RWY end lights and wing bars | Nil | Nil |
| 8 | Length and colour of stop way lights | Nil | Nil |
| 9 | Remarks | Nil | Nil |

OAFZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|-----|
| 1 | Aerodrome Beacon | Yes |
| 2 | Location and lighting of anemometer and landing direction indicator | Nil |
| 3 | TWY edge and center line lighting | Nil |
| 4 | Secondary power supply including switch-over time | Nil |
| 5 | Remarks | Nil |

OAFZ AD 2.16 HELICOPTER LANDING AREA

| | | HP1 | HP2 |
|---|--|---|-----|
| 1 | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Unknown | |
| 2 | TLOF and FATO area elevation | Unknown | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Unknown | |
| 4 | True and MAG BRG of FATO | Unknown | |
| 5 | Declared distance available | Unknown | |
| 6 | Approach and FATO lighting | No | |
| 7 | Remarks | <p>Helipads B, C, and D do not longer exist due to the construction of the new RWY.</p> <p>North Side of Apron "A" suitable for Helicopters due to the bad condition of the surface on the South Side of the Apron "A."</p> | |

OAFZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|---|---------|
| 1 | Airspace designation and lateral limits | Nil |
| 2 | Vertical limits | Nil |
| 3 | Airspace Classification | Class G |
| 4 | Air Traffic Services unit call sign Language | English |

| | | |
|---|---------|---|
| 5 | Remarks | <p>Feyzabad is uncontrolled Class G airspace</p> <p>All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Feyzabad Common Traffic Advisory Frequency (CTAF) 118.1.</p> <p>Possible traffic and weather information may be provided within 5NM OAFZ on 118.1. This is not a control service, but advisory information only.</p> |
|---|---------|---|

OAFZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---|----------------|-----------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| Aerodrome Flight Information Service (AFIS) | Feyzabad TOWER | 118.1 | 0330Z-1130Z | CTAF |
| GROUND | Nil | | | |
| ATIS | Nil | | | |
| AIR OPERATIONS | Nil | Nil | Nil | |

OAFZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | Nil |

OAFZ AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. RWY is constructed of Russian-made steel interlocking matting. The matting is old and can break apart from heavy use.

OAFZ AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. Nil.

OAFZ AD 2.22 FLIGHT PROCEDURES

- 2.22.1. ACFT should minimize thrust reverse upon landing; long roll out recommended to ensure steel matting is not damaged.

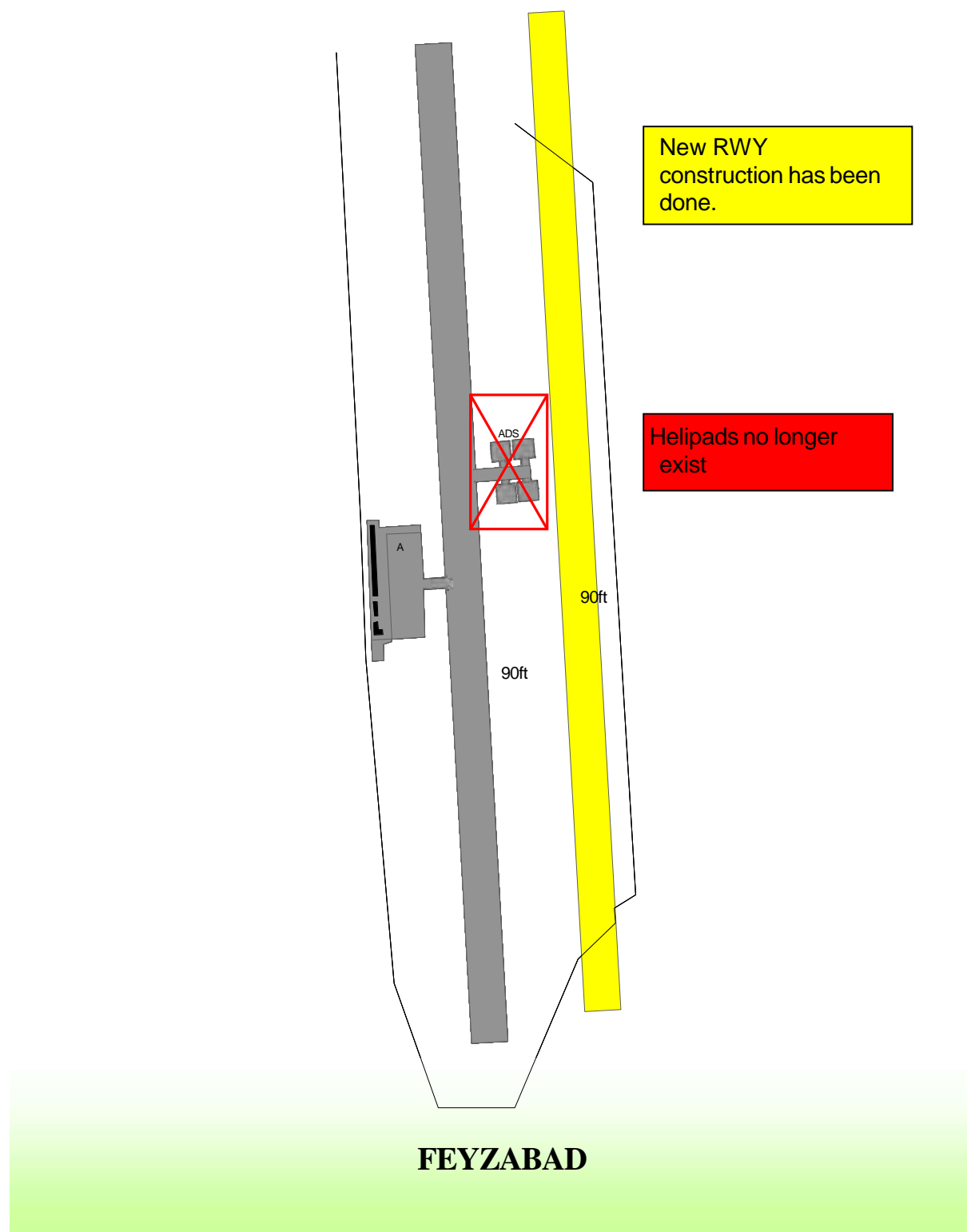
OAFZ AD 2.23 ADDITIONAL INFORMATION

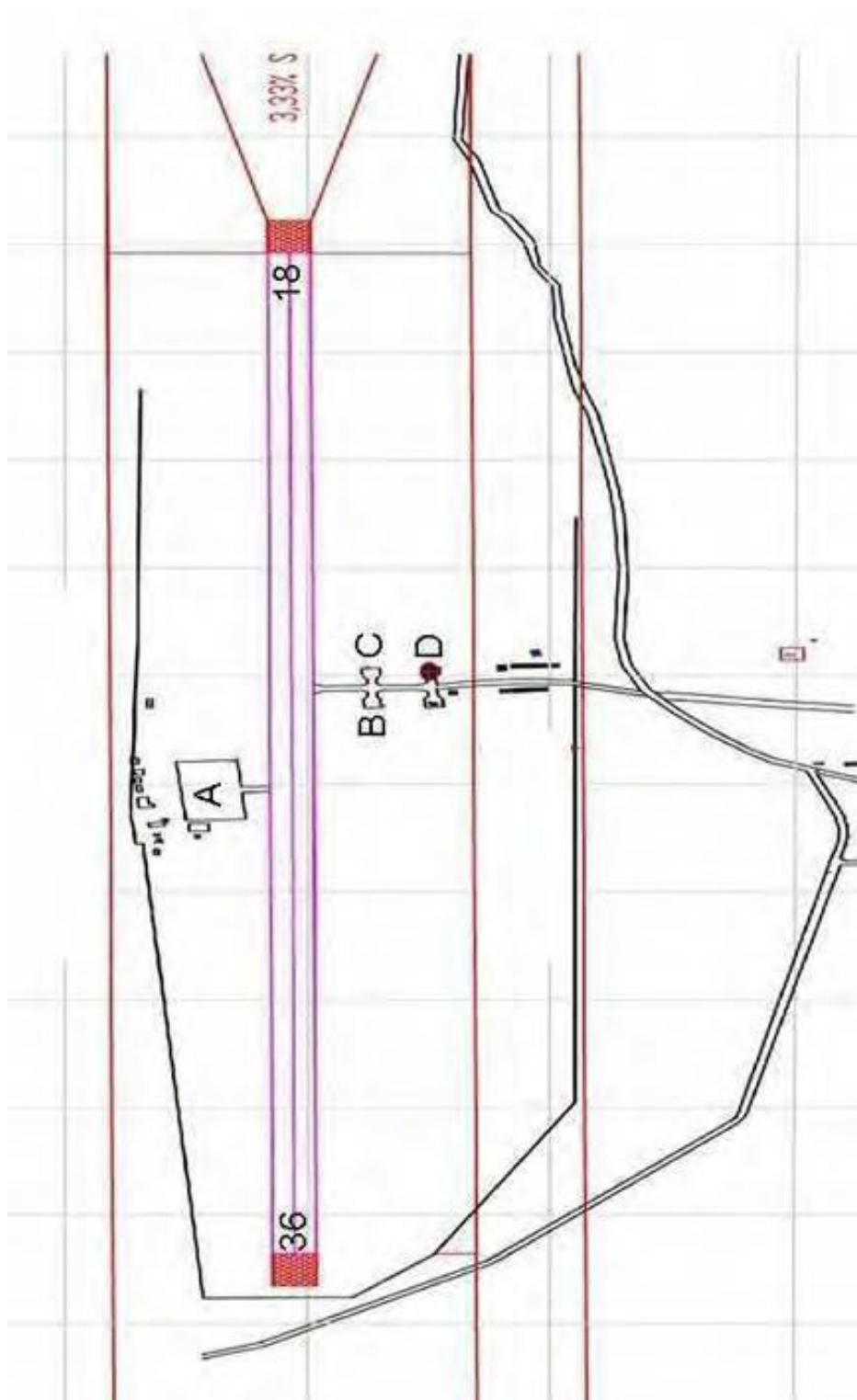
- 2.23.1. **C-130 operations** permitted only for MEDEVAC or in Case of Emergency. See NOTAM for further information.
- 2.23.2. After final completion of construction work and subsequent survey action, the OAFZ AIP entry will be revised to include updated RWY information.

OAFZ AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Feyzabad | | |
|--------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram (not to scale)





OAHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAHR - KHWAJA ABDULLAH ANSARI INTERNATIONAL AIRPORT

OAHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

| | | |
|---|----------------------------------|--|
| 1 | Aerodrome Reference Point (ARP) | 341236N 0621342E The geographic center of the airfield |
| 2 | Distance and direction from city | 10NM South of Herat town |
| 3 | Elevation D | 3290ft AMSL |
| 4 | Geoids undulation | N/A |
| 5 | Magnetic variation/Annual change | E002°54'36" / E000°3'31" |
| 6 | Civil Aerodrome Administration | Airport Director Mohammad Yaqub Zakeri +93 (0) 708766855 Airport Operational Deputy Director Mohammad Omar Akhonzada +93(0) 0706612600- 07076012105 Email: dmoa78699@gmail.com |
| 7 | Types of traffic permitted | ONLY VFR |
| 8 | Remarks | Nil |

OAHR AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|--|
| 1 | Aerodrome Administration | 0130-1530Z |
| 2 | Customs and Immigration | Customs operational hours: From 0330Z to 1130Z Immigration operational hours: H24 Immigration Office: Hisamadine Barkzai +93(0) 792663454 |
| 3 | Health and Sanitation | N/A |
| 4 | AIS Briefing Office | 0130-1530Z |
| 5 | ATS Reporting Office | N/A |
| 6 | MET Briefing Office | H24 |
| 7 | Air Traffic Services | 0130-1530Z Control Tower Contact Number Commercial: +93 (0) 798 315 869 WhatsApp: +93 (0) 798 315 869 |
| 8 | Fueling | H24 |
| 9 | Handling | 0130-1530Z |
| 10 | Security | H24 Airport Border Police (ABP) Commander Commercial: + 93 (0) 700710381 Afghan Air Force (AAF) Commander Commercial: +93 (0) 0706721103 |
| 11 | De-icing | N/A |
| 12 | Remarks | NIL |

OAHR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | <p>Civilian handling (North Apron) GAAC Ground Handling Services Supervisor Mr. Gholam Aziz Rafi +93 (0) 711 541 282 +93 (0) 799 291 954 HEAmp@1GAAC-groundhandling.com</p> | <p>1 x Forklift 1 x Lower Deck Loader 1 x Main Deck Loader 2 x Clark 1 x JAC Baggage Truck 1 x Pushback 1 x LiteAce Baggage Truck 1 x CVB 2 x Ground Power Unit 1 x Motorized PAX Stair 1 x B-737 PAX Step 1 x A-310 PAX Step 1 x A-320 PAX Step 1 x B-737 Tow Bar 1 x B-767 Tow Bar 1 x A-310 Tow Bar 5 x Baggage Cart 8 x Pallet Dolly 1 x Air Start Unit 1 x Manual Flush Tank 2 x Head Sets 4 x Torch Lights 10 x Chocks 10 x Cones 2 x Wheel Chairs</p> |
| 2 | Fuel and oil types | A–1 and T1 (Civil ACFT only) |
| 3 | Fueling facilities and capacity | <p>Fuel Provider KAMGAR PETROLEUM for Civilian ACFT only Email: Herat@kamgarpetrolyam.af petroleum: +93 (0) 797103030 Main Station Location: Civilian North Apron</p> |

| | | |
|---|-------------------------------------|-----|
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting ACFT | Nil |
| 6 | Repair facilities for visiting ACFT | Nil |
| 7 | Remarks | Nil |

OAHR AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | Hotels are in the town |
| 2 | Restaurant | Coffee shop and restaurant available in the civil terminal. Hours advertised in location. |
| 3 | Transportation | Taxi services available at the civilian terminal |
| 4 | Medical facilities | In town |
| 5 | Bank and Post Office | ATM Available in Civil Terminal |
| 6 | Tourist office | In town |
| 7 | Remarks | Nil |

OAHR AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|-------------------------------------|---|
| 1. | Aerodrome category for firefighting | ICAO Category 9 |
| 2. | Rescue equipment | <p>Oshkosh type;</p> <p>5640 L water</p> <p>795 L type B foam</p> <p>4550 L /min</p> <p>High Reach Extendable Turret with Piercing Nozzle</p> <p>Bumper monitor</p> <p>225 kg Dry Powder System</p> <p>First aid kit</p> <p>Individual rescue equipment</p> <p>MAN type;</p> <p>10,000 Ltrs water</p> <p>1,000 Ltrs type B foam</p> <p>4000 LPM</p> <p>Water Cannon Monitor</p> <p>Bumper monitor</p> <p>250 kg Dry Powder System</p> <p>First aid kit</p> <p>Individual rescue equipment</p> <p>Rescue Truck;</p> <p>Hydraulic rescue equipment</p> <p>400 L water with hose reel</p> <p>First aid kit</p> <p>Dry Powder and CO2 fire extinguishers</p> <p>Scoop stretchers</p> <p>Rosen Bauer Panther</p> <p>6x6 Quantity: 2</p> |

| | | |
|----|---|--|
| | | 12,500 Ltrs water 1500 Ltrs type B foam 8000 LPM at 10 bar 9000 LPM at 14 bar Water Main Monitor Bumper monitor 250 kg Dry Powder System First aid kit Individual rescue equipment |
| 3. | Capability for removal of disabled ACFT | Not available. |
| 4. | Remarks | NIL |

OAHR AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | Nil |

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

| 1 | Surface and strength of aprons | Apron/Taxiway | Surface | Dimensions | Strength |
|---|--------------------------------|-----------------------------------|-------------------------|--------------------------------------|-------------------|
| | | ALPHA APRON AFG Military | Concrete | 156m x 85m (512'x278') | PCN Nil |
| | | NORTH APRON Civil traffic (12) | Asphalt (1) | 231m x 102m (758'x335') | PCN 32 F/A/W/T |
| | | SOUTH APRON | Asphalt & Concrete | E spot 75m x 170m (246'x558') | PCN 22 R/B/W/T |
| | | | | F spot 151m x 170m (495'x558') | PCN 76 F/A/W/T |
| | | | | G spot 101m x 122m (331'x400') | PCN 42 R/B/W/T |
| | | | | H spot 53m x 95m (174'x312') | PCN 42 R/B/W/T |
| | | | | I spot 53m x 95m (174'x312') | PCN 42 R/B/W/T |
| | | | | J spot 53m x 95m (174'x312') | PCN 42 R/B/W/T |
| | | | | K spot 135m x 30m (443'x98') | PCN 49 R/B/W/T |
| | | EAST APRON | Asphalt and concrete | 184m x 85m (604'x279') | PCN 63 R/A/W/T |
| | | SIERRA APRON | Concrete | N/A | N/A |

| | | | | | |
|---|--------------------------------------|-----------------------------|-----------------------|---------------------------|----------------------|
| 2 | | RRP AREA | Gravel | 122m x 91m (400'x299') | PCN Nil |
| 3 | Width, surface, and strength of TWYs | TWY A | Asphalt | 15m (49ft) | PCN 51 F/A/X/T |
| | | TWY B Permanently closed | Asphalt | 15m (49ft) | PCN 50 F/A/X/T |
| | | TWY C | Concrete & Asphalt | 49m (160ft) | PCN 54 R/B/W/T |
| | | TWY D Permanently closed | Asphalt | 10m (33ft) | PCN 74 F/A/W/T |
| | | TWY E | Asphalt | 13m (43ft) | PCN 71 F/A/W/T |
| | | TWY F | Asphalt | 23m (75ft) | PCN 71 F/A/W/T |
| | | TWY G | Asphalt | 23m (75ft) | PCN 89 F/A/W/T |
| | | TWY H | Asphalt | 35m (115ft) | PCN 177 F/A/W/T44 |
| | | TWY R | Asphalt | 12m (39.3ft) | PCN 26 R/B/W/T |
| | | TWY S | Concrete & Asphalt | 12m (39.3ft) | PCN 26 R/B/W/T |

| | | |
|---|---|------------------|
| 4 | Location and elevation of altimeter checkpoints | To be determined |
| 5 | Location of VOR checkpoints | To be determined |
| 6 | Location of NDB checkpoints | To be determined |
| 7 | Position of INS checkpoints | To be determined |
| 8 | Remarks | NIL |

**OAHR AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|---|---|
| 1. | Use of ACFT stand identification signs, RWY signs, TWY guidelines and visual docking/parking guidance system at ACFT stands | <p>TWY Guidance Signs are available on all TWYs except TWY B and TWY D.</p> <p>TWY Guidance Signs on taxiways A, C, R, S and South side H are externally illuminated.</p> <p>TWY Guidance Signs on E, F, G, H are internally illuminated.</p> <p>No ACFT stand identification signs.</p> <p>No visual docking/parking guidance system at ACFT stands.</p> |
| 2. | RWY and TWY markings and Lights | <p>Hi/Med/Low-intensity RWY edge light system: WHITE</p> <p>THR RWY 18/36 lights: GREEN</p> <p>RWY 18/36 end lights: RED</p> <p>TWY edge lights: BLUE</p> <p>Hammerhead RWY 18/36 edge lights: BLUE TWY D Edge Lights are only at the entrance (RED).</p> <p>Remaining distance available panel signals at both sides of the RWY</p> <p>RWY center line marks: WHITE</p> <p>RWY Pre THR chevron marking YELLOW</p> <p>RWY 18/36 designation marks: WHITE</p> <p>THR RWY 18/36 marks: WHITE</p> <p>RWY holding position TWY A, C, E, F, G, H, P, R, S marks: YELLOW</p> <p>TWY Center line</p> <p>TWY edge line</p> <p>NOTE: North apron solar edge lights available.</p> |
| 3. | Stop bars and runway guard lights | Nil |
| 4. | Remarks | Nil |

OAHR AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|--|
| 1. | RWY 18 | OAHR Obstacle Chart not published |
| 2. | RWY 36 | OAHR Obstacle Chart not published |
| 3. | Remarks | <p>LIT TELECOMMUNICATIONS TOWER APPROX. 200FT HEIGHT ERECTED 500 METERS WEST OF RWY 36 THR.</p> <p>OBSTACLE ERECTED: POSITION N341156.7 E621350.2, HEIGHT 26 METERS ELEVATION 1015 METERS, ICAO SIGNAL (SGL) NOT PROVIDED.</p> <p>OBSTACLE ERECTED: POSITION N341246.3 E621359.2, HEIGHT 36 METERS ELEVATION 1016 METERS, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED.</p> <p>OBSTACLE ERECTED: POSITION N341208 E062132186, HEIGHT 80 FEET IN ELEVATION, ICAO DAY AND NIGHT SIGNAL (SGL) PROVIDED.</p> <p>3 WIND TURBINES ERECTED. APPROX HEIGHT 41M (135FT): POSITIONS N34111.75 E621256.49 TO N34112.18 E62137.09 WEST OF RWY 36. ILLUMINATED AT NIGHT WITH TYPE B RED FLASHING LIGHT.</p> |

OAHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|---|
| 1 | Associated MET Office | HERAT MET OFFICE |
| 2 | Hours of operation | H24 |
| 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 with Annex 3 criteria |
| 5 | Briefing/consultation provided | NIL |
| 6 | Flight documentation Language(s) used | Only METAR, SPECI 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 | HERAT FIS(Flight Information Service) |
| 10 | Additional information | MET Office herat.weather@gmail.com |

OAHR AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 18 | 36 |
|------------|--------------------------------------|---|-----------------------|
| 1. | BRG True and Mag | 187° T – 184° M | 007° T – 004° M |
| 2. | RWY Dimensions | 3 014m x 45m (9 888ft x 148ft) | |
| 3. | PCN | PCN 64 R/B/W/T | |
| 4. | THR Coordinates | 341316.29N 0621348.24E | 341139.68N0621333.27E |
| 5. | THR Elevation | 3178ft | 3290ft |
| 6. | Slope of RWY/SWY | +1.10 | -1.10 |
| 7. | SWY Dimensions | 495ft/ 150m | 295ft/90m |
| 8. | CWY Dimensions | 150m x 150m | 90mx150m |
| 9. | Strip Dimensions | 3434m x 200*m *Noncompliance with ICAO Annex 14 chapter 3.4 | |
| 10. | Obstacle Free Zone (Runway Strip) | 75m on each side from center line | |
| 11. | Runway End Safety Area (RESA) | RESA RWY 36 Limited to 90m (295ft) after threshold sign due to Security T-Walls. Declared distances affected by 60m (197ft). | |
| 12. | Remarks | (1) PCN in touchdown zone (First 500ft/152m concrete RWY 36). (2) Asphalt PCN is 150/F/A/W/T (3) No RWY paved shoulders available | |

OAHR AD 2.13 DECLARED DISTANCES

| RWY | | 18 | 36 |
|-----|---------|----------------------|----------------------|
| 1. | TORA | 3 014m (9 888ft) | 3 014m (9 888ft) |
| 2. | TODA | 3 164m (10 380ft) | 3 104m (10 184ft) |
| 3. | ASDA | 3 164m (10 380ft) | 3 104m (10 184ft) |
| 4. | LDA | 3 014m (9 888ft) | 3 014m (9 888ft) |
| 5. | Remarks | STW surface; asphalt | STW surface; asphalt |

OAHR AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 18 | 36 |
|------------|---|--|--|
| 1. | Type, length, and intensity of approach lighting | Nil | Simple Approach Lighting System (SALS) 420m |
| 2. | Threshold lights, colours, and wing bars | Green | Green |
| 3. | Type of visual approach slope indicator system | Nil | PAPI RWY 36 Left side 3.5-Glide Slope MEHT 16m Available H24 upon request |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY centerline lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | 60m/WHITE/LO–MED–HI | 60m/WHITE/LO–MED–HI |
| 7. | Colour of RWY end lights and wing bars | RED | RED |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | No Yellow lights available last 600 m | No Yellow lights available last 600 m |

OAHR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

- 2.15.1. Blue Taxiway Solar lights located on North APN, Taxiways A, C, G and H.
- 2.15.2 All 2 windsocks are externally lit.

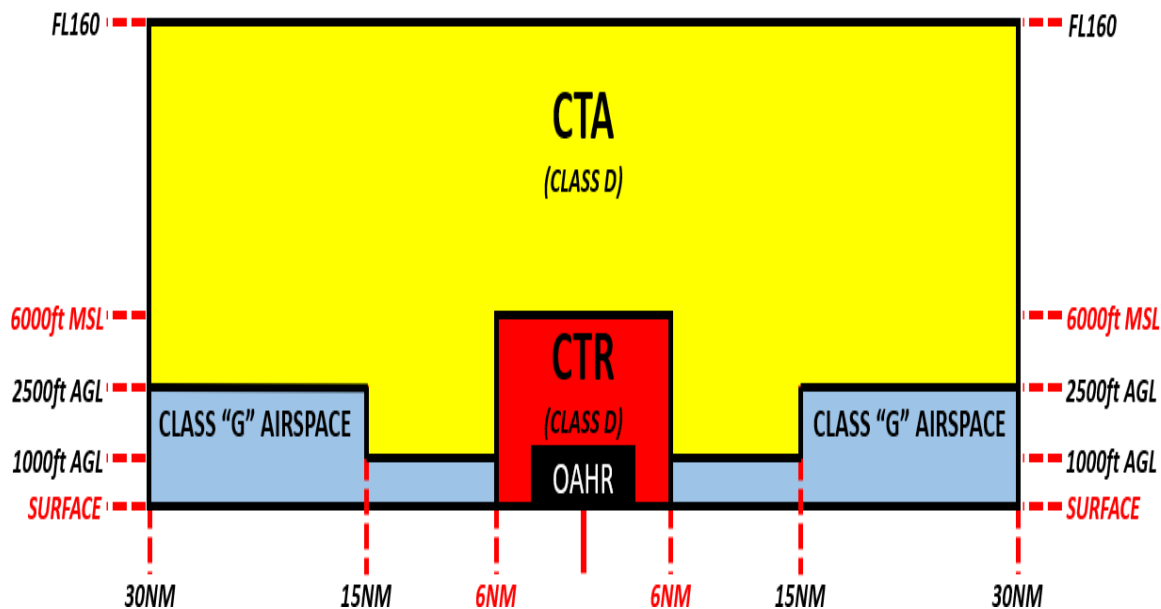
OAHR AD 2.16 HELICOPTER LANDING AREA

2.16.1. NIL

OAHR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | CTR: 6NM radius centered on ARP |
| 2. | Vertical limits | FIZ: Surface to 6000FT AMSL |
| 3. | Airspace Classification | FIZ: Class G |
| 4. | Air Traffic Services unit call sign Language | FIZ: HERAT INFORMATION English |
| 5. | Remarks | ATS conforms to ICAO regulations and procedures. |

OAHR AIRSPACE DIAGRAM



OAHR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|-------------------|-----------------|--------------------|--|
| 1. | 2. | 3. | 4. | 5. |
| TWR | Herat Information | 123.350 | 0030Z-1730Z | Emergency / Guard Frequencies 121.500 MHz |

OAHR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Frequency | Hours | Coordinates | Elevation | Remarks |
|----------|-------|-----------------------|---------------------------------|-------------------------|-----------|--|
| NDB | HRT | 412 KHz | H24 Needs Flight Check | 341241.0N 0621353.7E | 3339.2ft | PMI' first Sat of each month- 0330z- 0530z- |
| VOR/DME | AHR | CH109X 116.200 MHz | H24 Needs Flight Check | 341225.0N 0621358.0E | 3322.8ft | PMI first Sat of each month 0330z-0530z |
| PAPI | NIL | NIL | H24 Needs Flight Check | 341153.2N 0621333.3E | TBD | Minimum Eye Height (MEHT) 16m |

OAHR AD 2.20 LOCAL TRAFFIC REGULATIONS

**HERAT ATC is AFIS (Aerodrome Flight Information Service) Only
VFR Flights are allowed, Between SS/SR its Pilot responsibility to
operate in OAHR Airspace (AFIS will provide standard services)**

- 2.20.1. Controlled Movement Area (CMA): The CMA is defined as RWYs, TWYs, Hammerheads, Overrun and the adjacent areas 75m (246ft) left and right from RWY CL.
- 2.20.2. **Engine Start-Up.** All aircraft intending to depart OAHR CTR shall contact OAHR TWR for engine start.
- 2.20.3. **Engine Run-up Test.** Any engine run-up test greater than idle requires approval. Engine run-up test area is located on Sierra Apron.
- 2.20.4. **4-engine ACFT** will utilize only the inboard engines when making 180 degrees turns on the RWY and North/South Hammerheads. This also includes taxiing in and out of the South Apron on TWY F, G and H. This will reduce the possibility of FOD.
- 2.20.5. **Taxiways Restrictions**
 - 2.20.5.1. Due to pavement cracks, aircraft shall taxi at reduced speed and with lowest power setting possible on all TWYs.
 - 2.20.5.2. TWYs B and D CLSD UFN.
 - 2.20.5.3. TWYs without shoulders except TWY S and TWY R with 4 meters shoulders.
 - 2.20.5.4. TWY E is used only for taxi out procedures.
 - 2.20.5.5. **CAUTION** - High FOD potential. Use low power engine settings on exit/entrance to taxiways and aprons.
 - 2.20.5.6. **CAUTION** - Mandatory Instruction Signs on TWY E, F, G, H not co-located with Runway Hold Markings.
 - 2.20.5.7. **CAUTION** - TWY edge lines not available on TWYs A, B and RWY portion of TWY S.
- 2.20.6. Each airline is responsible to provide marshalling to their own A/C to the assigned parking position.
- 2.20.7. Windsock for RWY 36 available East side of RWY 36 Threshold.
- 2.20.8. Windsock for RWY 18 available East side of RWY 18 Touchdown.
- 2.20.9. Windsock for Helipads available East side of the RWY abeam North APN.
- 2.20.10. Engine run-up test area is on the Sierra Apron, opposite to TWY E.
- 2.20.11. All aircraft Code D and larger shall utilize hammerhead/ end of runway for 180 degrees turns when outside air temperature is above 33 degrees Celsius.

2.20.12. RWY Hot Spots:

HS-1: RWY crossing by vehicles between TWY Echo and TWY Sierra.

HS-2: RWY crossing by vehicles between TWY Romeo and TWY Golf.

Guard lights for Hot Spots are not available.



OAHR AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. To the maximum extent possible ACFT will avoid overflying populated areas and logistic area west of the runway.

OAHR AD 2.22 FLIGHT PROCEDURES

2.22.1. Communication Failure. In case of communication failure, aircrews shall:

2.22.1.1. VMC:

- a. Remain in VMC;
- b. Continue approach for RWY in use (if unknown, assume RWY 36 is in use)
- c. Join traffic pattern with a 45-degree angle on the downwind leg.
- d. Fly over the airfield on RWY heading at 500ft AGL. Attract TWR attention by rocking the wings until the end of the RWY.
- e. After overflight, perform right closed traffic circuit at 4300ft AMSL
- f. Follow the light signals from the tower. If light signals are not observed, the pilot should land at his own discretion.

2.22.2. VFR Tower Traffic Circuits

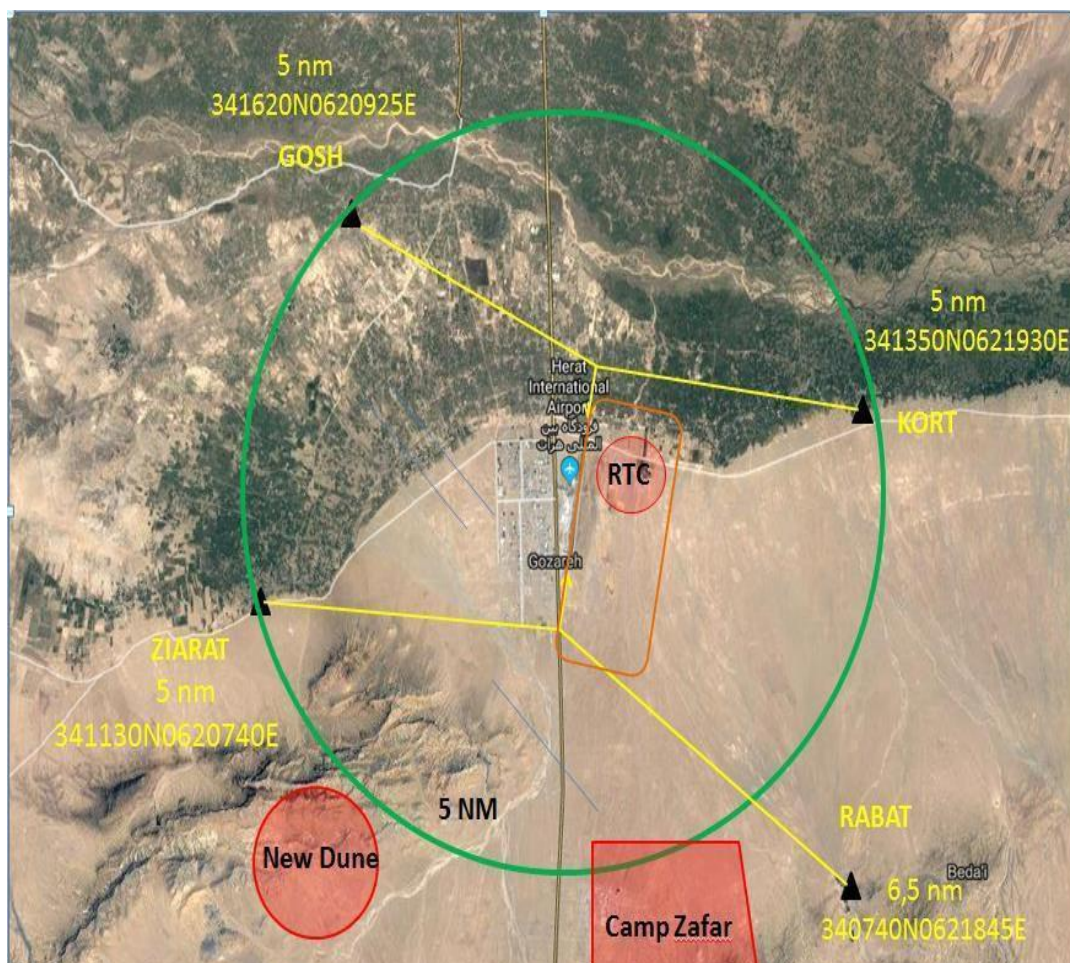
- a) **Rectangular Fixed Wing:** The standard FW VFR rectangular tower circuit is to the EAST of the **runway** 5000' AMSL (Unless otherwise advised/approved by Tower).
- b) a) **Rectangular Rotary Wing:** The standard RW VFR rectangular tower circuit is to the EAST of the **runway** 4500' AMSL (Unless otherwise advised/approved by Tower).

Note: When **RTC fire range is active**, aircraft shall avoid overflight of range and follow strictly tower instruction.

Overfly the western part of the field is forbidden (Unless otherwise advised/approved by Tower).

HOLDING/ENTRY Points: VFR RPs with 5nm ring around OAHR, **See Attached Map.**

| NAME | COORDINATES | RADIO / DME | |
|--------|-----------------|-------------|-------------|
| KORT | 341350N0621930E | KORT | R-254/4.5NM |
| RABAT | 340740N0621845E | RABAT | R-322/6.2NM |
| ZIARAT | 341130N0620740E | ZIARAT | R-075/5.5NM |
| GOSH | 341620N0620925E | GOSH | R-130/4.5NM |



Note: altitude for the VFR Holding/ENTRY points shall be 5500ft AMSL

RTC is active, New Dune and Camp Zafar currently are not active

OAHR AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. The line of sight from the Tower to the south and Southwest of RWY obscured due to obstacles.
- 2.23.2. **CAUTION** - Laser harassment risk in the vicinity of the airfield and over the populated areas.
- 2.23.3. **Helicopters belly landing spot.** (Emergency Bed) Located at 341201N 0621340E (see Airfield Diagram). **CAUTION:** Expect possible dust (brown out) landing on final approach.
- 2.23.4. Restricted, and Danger (PRD) areas within OAHR airspace (see ENR 5.1) are to be avoided. Check with TWR on the activation status should transit be required.
- 2.23.5. **CAUTION** - wildlife in the controlled movement area.
- 2.23.6. **CAUTION** - Kite activity in the vicinity of airport/airfield.
- 2.23.7. There are three ranges within Class D airspace; RTC, Camp Zafar and New Dune When active, aircraft shall avoid overflight of range(s). See ENR 5.1

RTC: Centered on 341254N 0621431E 0.5NM radius, SFC - 8300ft AMSL.

Camp Zafar Located 4 NM SE of OAHR, 340835N 0621445E / 340850N 0621630E / 340504N 0621835E / 340345N 0621435E / 340835N 0621445E; SFC-8300ft AMSL

New Dune Located 5 NM SW of OAHR, 1.5 NM radius, SFC-9000ft AMSL, centered on 340747N0620910E.

Currently RTC is active, Camp Zafar and New Dune are not active

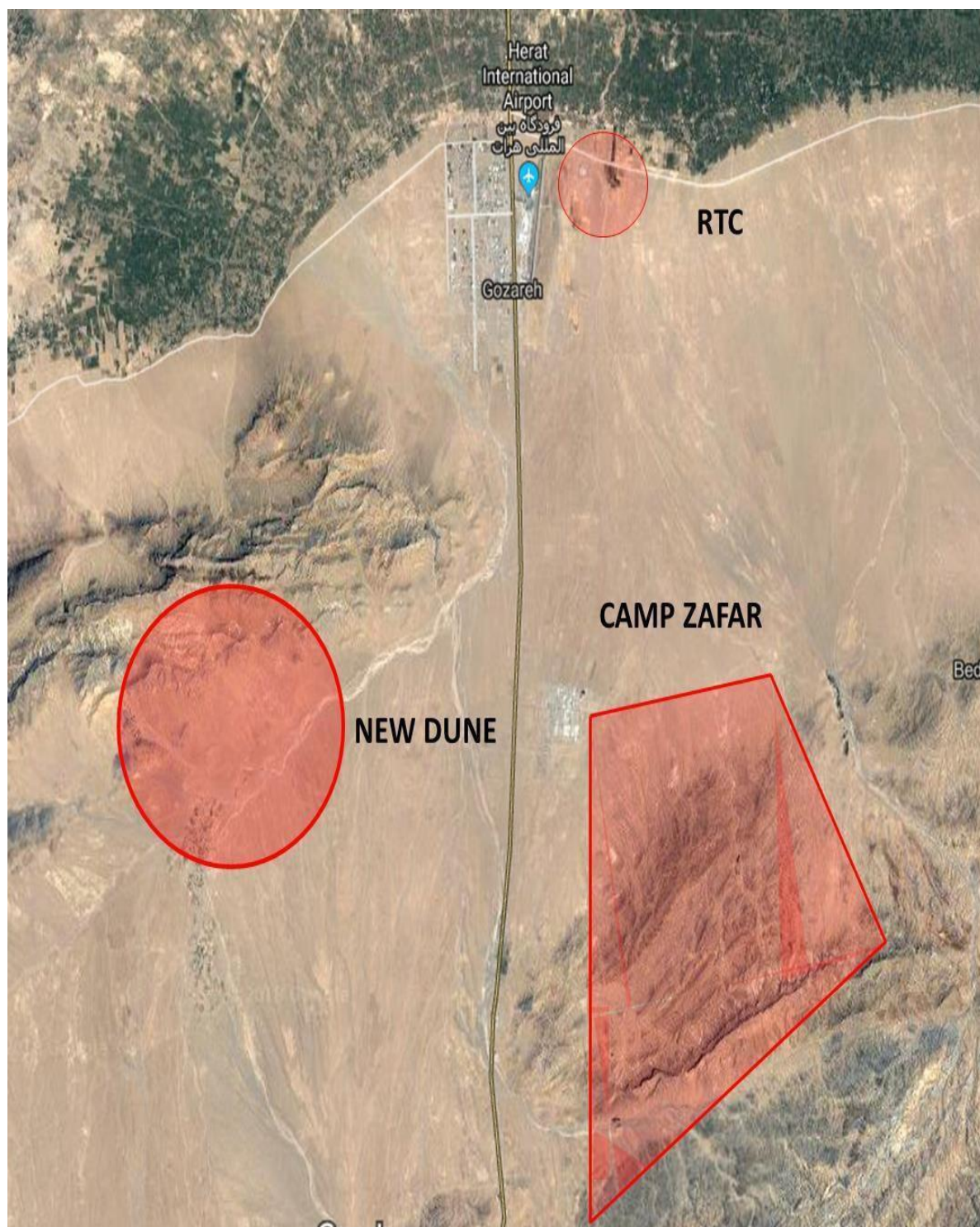
OAHR AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Herat Airport | |
|---|--------------|
| Aerodrome Chart – ICAO | See 2.24.4 |
| ACFT Parking/Docking Chart – ICAO – South Apron | See 2.24.5 |
| Landing Chart--- ICAO | Not produced |
| Aerodrome Ground Movement Chart – ICAO | Not produced |
| Precision Approach Terrain Chart – ICAO | Not produced |
| Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| Area Chart – ICAO (departure and transit routes) | Not produced |
| Standard Departure Chart* – Instrument – ICAO | Produced |
| Area Chart – ICAO (arrival and transit routes) | Not produced |
| Standard Arrival Chart* – Instrument – ICAO | Produced |
| Instrument Approach Chart* – ICAO | See 2.24.1 |
| Visual Approach Chart | Not produced |
| Bird concentration in the vicinity of the aerodrome | Not produced |

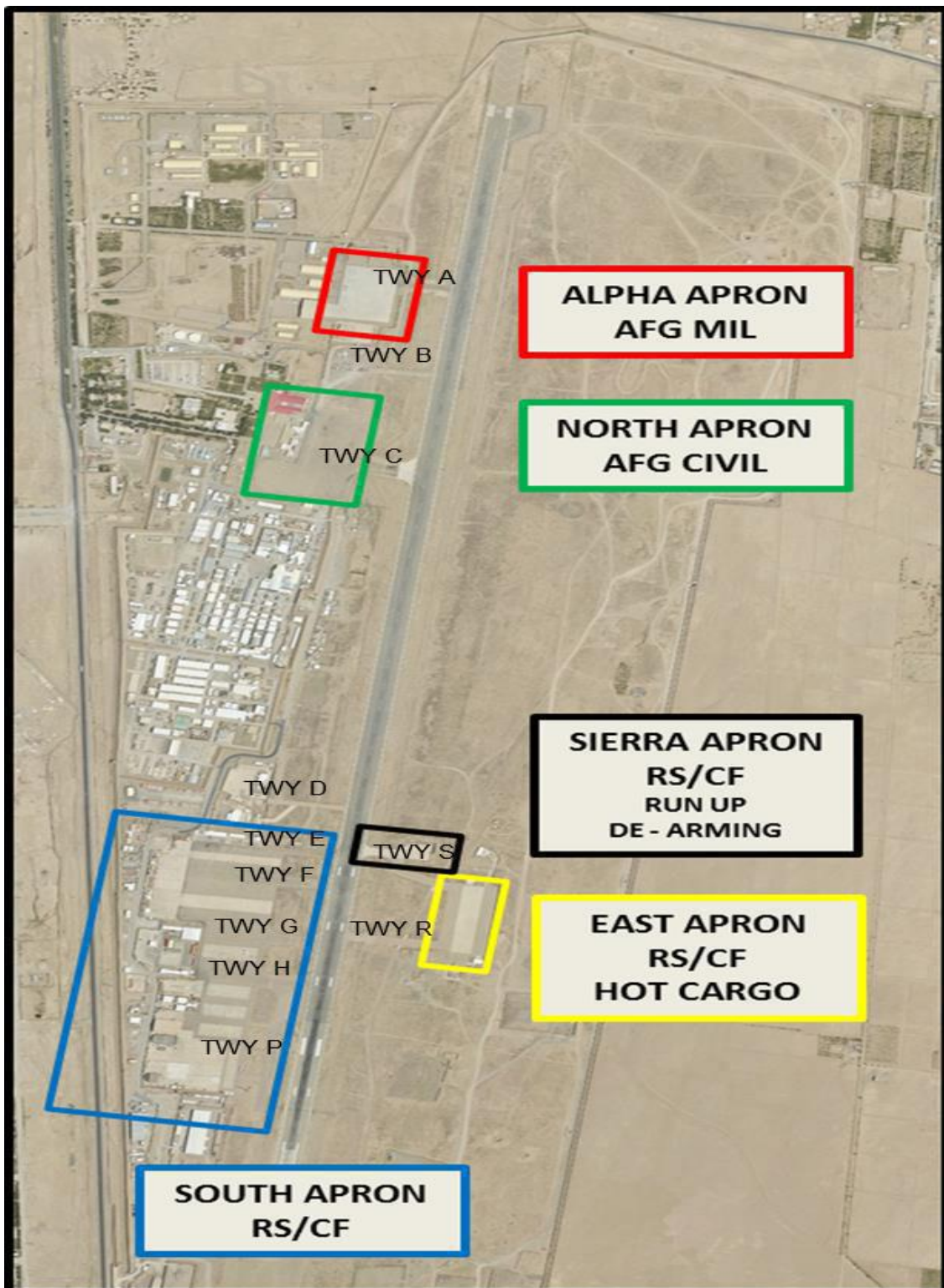
2.24.1. RTC Range



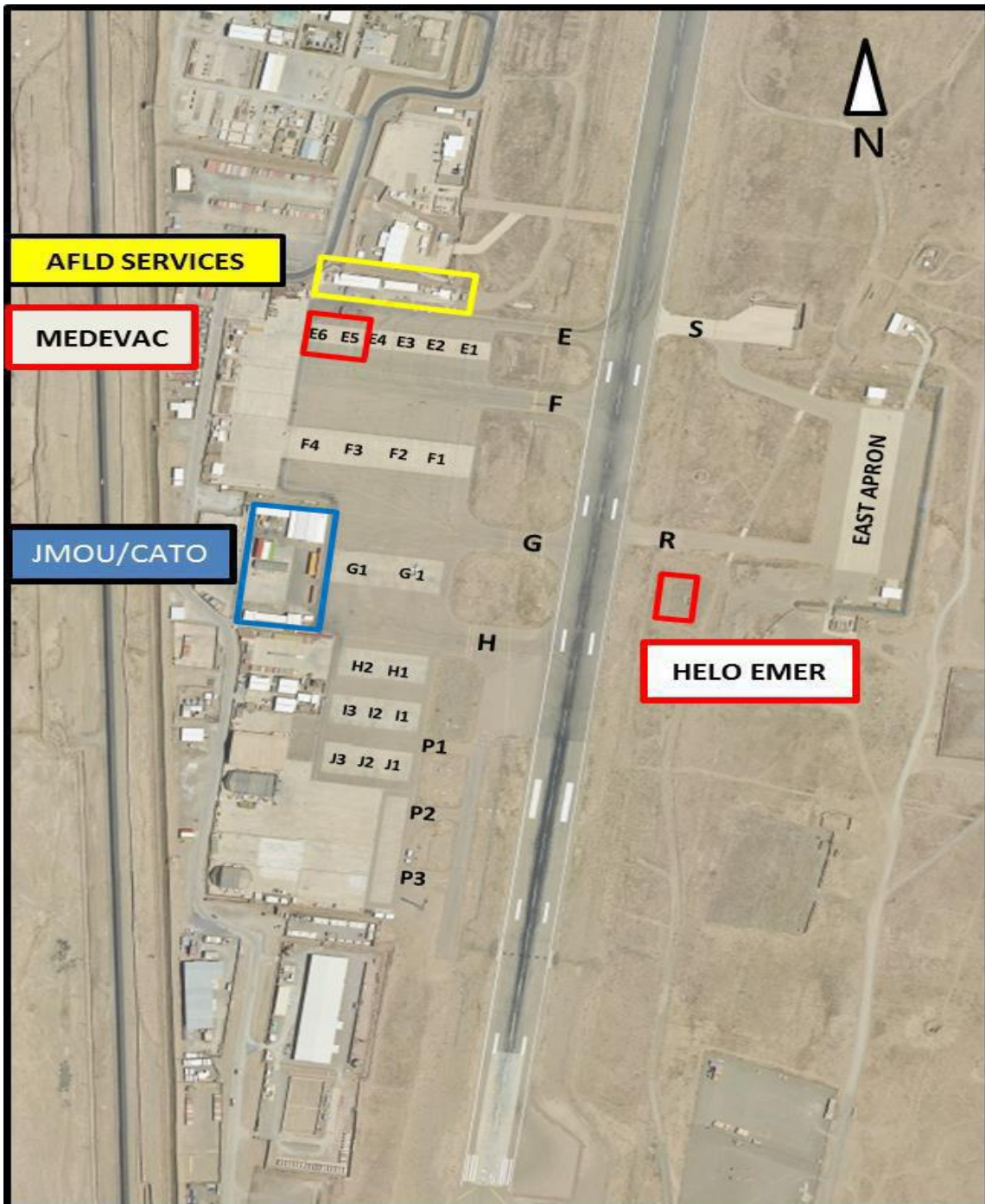
2.24.3 Diagram with 3 firing ranges



2.24.4. Airfield Diagram



2.24.5. South Apron Parking with MEDEVAC Helo Parking Spots



OAJL – JALALABAD

OAJL AD 2.1 AERODROME LOCATION INDICATOR NAME

2.1.1. OAJL – Jalalabad

OAJL AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

| | | |
|----|---|--|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 342401N0703000E The geographic center of the landing zone |
| 2. | Distance and direction from city | 2NM SE of the city of Jalalabad. |
| 3. | Elevation | 1840ft |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | 2.0° E |
| 6. | Aerodrome Administration Telephone Telefax Telex Email ATC GEN. Manager E-mail AFS Address | Jalalabad Civil Airfield Directorate Cell: +93 (0)700568849, +93 (0) 791753482 Nil Nil Jalalabad.aviation@mota.gov.af Farhad Mohammadzai farhadmohammadzai@gmail.com Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Consult NOTAMs for further details on airfield construction projects. Transient parking extremely limited. Consult Eastern Europe and Asia (Enroute Supplement) for detailed information on Jalalabad Airfield. |

OAJL AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|--|
| 1. | Aerodrome Administration | SR-SS |
| 2. | Customs and Immigration | * No customs, no immigration |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | SR-SS |
| 7. | Air Traffic Services | SR-SS |
| 8. | Fueling | Nil |
| 9. | Handling | Nil |
| 10. | Security | H24 |
| 11. | De-icing | Nil |
| 12. | Overnight Parking | Nil |
| 13. | PPR procedures | <p>PPR only. All military and civilian ACFT requesting to utilize OAJL must submit a PPR request no later than 24hrs prior to arrival.</p> <p>To prevent processing delays, the PPR form must be filled out in its entirety.</p> <p>PPR request form is available on the ACAA website: http://acaa.gov.af/aip-aeronautical-information-publication/</p> <p>Forms must be submitted by email to: flightpermissions.acaa@gmail.com flightpermissions@acaa.gov.af</p> |
| 14. | Remarks | * MIL and Civilian ACFT |

OAJL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|------------------------|
| 1. | Cargo handling facilities | MIL / Civilian Flights |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity | Nil |
| | Military ACFT | Nil |
| | Civil ACFT | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Transient Alert services/ towing | Nil |
| 8. | Remarks | Nil |

OAJL AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|---|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Limited Bus Shuttle with PRIOR coordination |
| 4. | Medical facilities | Basic Medical aids and Clinic available |
| 5. | Bank and Post Office | No bank |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OAJL AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|------------------------------------|
| 1. | Aerodrome category for firefighting | Category 5 |
| 2. | Rescue equipment | K12 power saws; Jaws of Life/RAMS; |
| 3. | Capability for removal of disabled ACFT | Nil |

OAJL AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | | |
|----|--------------------------------------|---------------------|---|
| 1. | Surface and strength of aprons | VIP/Cowdrey Apron | PCC PCN: 54 R/B/W/T N/E |
| | | Alpha Apron | PCC PCN: 59 R/B/W/T Limited to airframes up to C-17 /Fixed wing only/HAZ Passengers and Cargo Loading and unloading |
| | | Bravo Apron | PCC PCN: 113/R/B/W/T Closed to ACFT |
| | | Charlie Apron | PCC PCN: 35/R/B/W/T |
| | | Delta Apron | AC/PCC PCN: 31/R/B/W/T |
| | | North Delta Holding | AC/PCC PCN: 31/R/B/W/T |
| | | South Delta Holding | AC/PCC PCN: 31/R/B/W/T |
| | | Echo Apron | PCC PCN: 70/R/A/W/T |
| | | Foxtrot Apron | PCC PCN: 43/R/A/W/T |
| | | Golf Apron | PCC PCN: 22/R/B/W/T |
| | | Hotel Apron | PCC PCN: N/E |
| 2. | Width, surface, and strength of TWYs | TWY A | PCC PCN: 62/R/B/W/T Limited to C-17 and lighter 163m (535') overall width 15m (75') |
| | | TWY C | PCC PCN: 42/R/B/W/T 80m (262') overall width 15m (50') |
| | | TWY C1 | PCC PCN: 51/R/B/W/T 26m (86') overall width 15m (48') |

| | | | |
|----|---|--|--|
| | | TWY C2 | PCC PCN: 78/R/A/W/T 34m (112') overall width 17m (56') |
| | | TWY C3 | PCC PCN: 55/R/B/W/T 33m (107') overall width 17m (56') |
| | | TWY D | PCC PCN: 17/R/C/W/T 107m (350') overall width 9m (30') |
| | | TWY E | PCC PCN: 38/R/A/W/T 137m (450') overall width 24m (80') |
| | | TWY F | PCC PCN: N/E 42m (140') overall width 24m (80') |
| | | TWY G1 | PCC PCN: 22/R/B/W/T 53m (175') overall width 73m (240') |
| | | TWY G2 | PCC PCN: 28/R/B/W/T 27m (88') overall width 12m (40') |
| | | TWY G3 | PCC PCN: 16/R/B/W/T 27m (88') overall width 12m (40') |
| | | RPA Strip | PCC PCN: N/E 15m (50') overall width 34m (110') |
| | | RPA L1/L2 | PCC PCN: N/E 18m (60') overall width 6m (20') |
| 3. | Geographic coordinates of checkpoints | RWY 13 THR 34°24.36'N 70°29.41'E Orthometric Height: 556m (1,825ft) MSL RWY 31 THR 34°23.66'N 70°30.38'E Orthometric Height: 555m (1,821ft) MSL | |
| 4. | Location and elevation of altimeter checkpoints | Nil | |

| | | |
|----|-----------------------------|---|
| 5. | Location of VOR checkpoints | Nil |
| 6. | Other points: ATC Tower | 70°25'51" N 34°23'57" E Orth metric Height: 14m (48ft) MSL |
| 7. | Remarks | NOTE: AC - Asphalt Concrete PCC - Portland Cement Concrete PCN - Pavement Classification Number |

**OAJL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND
MARKINGS**

| | | |
|----|--|---|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | <p>RWY Designations, RWY THR markings, RWY centerline markings, RWY hold short markings, TWY centerline markings. Foxtrot/Golf taxiways/ramps not measured for large helicopter obstruction clearance. RWY is equipped with solar powered edge lights. Four on each end of the RWY configured in the AMP–2 format.</p> <p>RWY 31 AMP-2 lighting non-standard touchdown box 500ft.</p> <p>RWY 13 AMP-2 lighting non-standard touchdown box 300ft.</p> <p>Contact ATCT for IR lighting if required.</p> |
| 3. | Stopbars | Nil |
| 4. | Remarks | RWY can be set to operate in Infrared mode. |

OAJL AD 2.10 AERODROME OBSTACLES

- 2.10.1. Rapidly rising mountainous terrain from the ARP Center Point (34°24.00'N 70°29.91'E)
- 4,235ft MSL/Mountain/North West/9.82nm/Oriented East to West
 - 5,282ft MSL/Mountain/North West/8.00nm/Oriented East to West
- 2.10.2. Kite flying activity near the airfield 1200ft AGL and below. Heaviest activity downwind legs northeast of airfield and RWY 13 approach.
- 2.10.3. No overflight of the airfield at any point, unless cleared by ATC.
- 2.10.4. Due to severe land constraints, numerous non-aviation structures are located within the 700ft LZ exclusion area, and some structures/facilities are located in the outer areas of the LZ maintained area. Some fixed obstructions are site up to 140ft of the RWY centerline.
- 2.10.5. 16ft high concrete barrier sited 110ft SW of RWY 31 turn around (overrun) center line and 360ft behind the threshold (several blinking red obstruction lights are affixed to the top horizontal surface of the barricade). To avoid potential wing tip impact, initiate turn around immediately upon entering the overrun).
- 2.10.6. 15ft high concrete barrier system strung perpendicular to RWY 31 extended RWY center line within the APZ, approximately 965ft behind RWY 31 displaced threshold.
- 2.10.7. Numerous trees located within RWY 13 and RWY 31 appch/dep clearance surface - 928ft from rwy threshold.
- 2.10.8. Occasional (unmonitored) crane operations within RWY 13/31. Crane height normally 90ft but can extend higher.
- 2.10.9. Mobile and fixed obstructions up to 160ft from the RWY centerline on either side of RWY 13 – beginning at the RWY 13 THR extending 1 500ft.
- 2.10.10. A 600-foot-long fixed obstruction (6 ft. high HESCO barrier) is sited SW of the RWY. The obstruction is 140ft from the RWY center line – with its beginning point approximately 1 300ft beyond the displaced threshold of RWY 31 – extending 600ft north westerly parallel to the RWY. Immediately sited behind the HESCO wall are 16ft high wooden structures.
- 2.10.11. Numerous unlit towers located on and near Jalalabad.
- 2.10.12. **Use extreme caution:** Nil 24/7. **Remarks:** Full obstacle information not available. Operators must routinely check NOTAM.

JALALABAD (OAJL) Amdt 1, 18116

Jalalabad, Afghanistan

Diverse departure not authorized.

TAKE-OFF OBSTACLES: Rwy 13: Multiple buildings beginning 208' from DER, 182' right of centerline, up to 31' AGL/1849' MSL. Multiple trees beginning 246' from DER, 110' right of centerline, up to 1863' MSL. Fence 193' from DER, 298' right of centerline, 1857' MSL. Guard Tower 215' from DER, 261' right of centerline, 1880' MSL. T-Wall, 314' from DER, 158' right of centerline, 12' AGL/1850' MSL. Barrier 713' from DER, 98' right of centerline, 5' AGL/1850' MSL. T-Wall 716' from DER, 146' left of centerline, 12' AGL/1854' MSL. Tower 786' from DER, 623' left of centerline, 109' AGL/1927' MSL.
RWY 31: Multiple buildings beginning 68' from DER, 395' right of centerline, up to 30' AGL/1862' MSL. Tank 14' from DER, 401' left of centerline, 25' AGL/1870' MSL. Tank 79' from DER, 403' left of centerline, 25' AGL/1860' MSL. Tower 870' from DER, 440' left of centerline, 99' AGL/1953' MSL. Tower 1452' from DER, 698' right of centerline, 80' AGL/1917' MSL.

OAJL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|---|---|
| 1. | Associated MET Office | TF SWO, SVOIP 318–831–1320 UHF 240.0 |
| 2. | Hours of operation | SR-SS |
| 3. | Office responsible for TAF preparation Periods of validity | N/A |
| 4. | Type of landing forecast Interval of issuance | TAF (OAJL) Every 8 hours |
| 5. | Briefing /consultation provided | SR-SS |
| 6. | Flight documentation Language(s) used | English |
| 7. | Charts and other information available for briefing or consultation | Nil |
| 8. | Supplementary equipment available for providing information | TMQ53 located 1500ft NW of ATC tower |
| 9. | ATS unit provided with information | JAF ATC Tower |
| 10. | Additional information | Use station code: OAJL: |

OAJL AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 13 | 31 |
|------------|--------------------|-----------------------|-----------------------|
| 1. | BRG True and Mag | 130.52°T/127.7°M | 311.4°T / 308.8°M |
| 2. | RWY Dimensions | 6,480ft x 90ft | |
| 3. | PCN | Asphalt 87 F/B/W/T | |
| 4. | THR Coordinates | 34°24.36'N 70°29.41'E | 34°23.66'N 70°30.38'E |
| 5. | THR Elevation | 556m (1,825ft) MSL | 555m (1,821ft) MSL |
| 6. | Slope of RWY/SWY | -0.06% | 0.06% |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | Unknown | |
| 10. | Obstacle free zone | Not calculated | Not calculated |
| 11. | Remarks | 25ft paved shoulders | 25ft paved shoulders |

OAJL AD 2.13 DECLARED DISTANCES

| RWY | | 13 | 31 |
|------------|---------|-----------------|-----------------|
| 1. | TORA | 1,975m (6,480') | 1,975m (6,480') |
| 2. | TODA | 2,127m (6,980') | 2,127m (6,980') |
| 3. | ASDA | 1,975m (6,480') | 1,975m (6,480') |
| 4. | LDA | 1,975m (6,480') | 1,975m (6,480') |
| 5. | Remarks | Nil | Nil |

OAJL AD 2.13 .1 INTERSECTION DEPARTURE TORAINFORMATION

| TWY | | 13 | 31 |
|------------|---------|-----------------|-----------------|
| 1. | G2 | 1,823m (5,982') | 157m 514 |
| 2. | G3 | 1,601m (5,253') | 379m (1,243') |
| 3. | F | 1,419m (4,656') | 561m (1,839') |
| 4. | Cowdrey | 1,091m (3,579') | 889m (2,916') |
| 5. | Alpha | 1,020m (3,347') | 960m (3,148') |
| 6. | C1 | 1,182m (3,877') | 798m (2,618') |
| 7. | C2 | 1,045m (3,430') | 934m (3,065') |
| 8. | C3 | 980m (3,215') | 1,000m (3,281') |
| 9. | C | 697m (2,287') | 1,283m (4,209') |
| 10. | D | 359m (1,176') | 1,621m (5,319') |
| 11. | E | 202m 663 | 1,778m (5,833') |

OAJL AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 13 | 31 |
|------------|---|--|--|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colors, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, color, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, color, and intensity of RWY edge lights | High-Intensity White/IR spaced approximately 986ft apart | High-Intensity White/IR spaced approximately 986ft apart |
| 7. | Color of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and color of stop way lights | Nil | Nil |
| 9. | Remarks | RWY lights are set to Medium | RWY lights are set to Medium |

OAJL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|---------------------------------------|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Blue TWY solar powered lights. |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | Airfield lighting is solar power only |

OAJL AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-----|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 2. | 2TLOF and 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 | Nil |

N

OAJL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE








| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | CTR: 5 NM radius centered on ARP (34°24.00'N 70°29.91'E) |
| 2. | Vertical limits | SFC up to and including 2500ft AGL (4400ft AMSL) |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign: Language: | JAF Tower English |
| 5. | Remarks | Civilian controllers in control tower, cell phone 079173482. ATS conforms to FAA 7110.65 and ICAO regulations and procedures. |

OAJL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|-----------|--------------------|--------------------|--|
| 1. | 2. | 3. | 4. | 5. |
| TWR | JAF Tower | 129.700 133.275 | SR-SS | Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz |
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | Nil | |
| AIR OPERATIONS | Nil | Nil | SR-SS | |

2.18.1. Constant radio freq interference on TWR VHF 129.7. The mild intensity in the immediate vicinity, moderate intensity 5 miles out from the airport. If unable to contact TWR on 129.7, attempt contact on UHF 133.275. FW, if unable to contact TWR, proceed to 10 miles west of the airport and hold, re-attempt contact. RW, if unable to contact TWR, proceed to 5 miles from the airport within the respective inbound sector and hold, re-attempt contact.

OAJL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Name | Ident | Type | Freq | Chan | Distance | Course | Coord |
|---|-------|---------|-------------|-------|----------|--------|-------------------------------|
|  PARACHINAR | PC | NDB | 273 K | | 36.4 nm | 216° | 33° 54.32' N, 70° 04.35' E |
|  PESHAWAR | PS | NDB | 308 K | | 55.7 nm | 116° | 33° 59.45' N, 71° 30.16' E |
|  PESHAWAR | PS | VOR-DME | 114.30 M | 090X | 56.6 nm | 116° | 33° 58.69' N, 71° 31.02' E |
|  KABUL | KBL | VOR-DME | 112 M | 057X | 60.6 nm | 279° | 34° 32.73' N, 69° 17.42' E |
|  KABUL | OKB | TACAN | | 065X | 64.9 nm | 279° | 34° 33.96' N, 69° 12.36' E |
|  BAGRAM | BGM | VORTAC | 112.70 M | 074X | 69.1 nm | 299° | 34° 57.02' N, 69° 16.29' E |
|  SAIDU SHARIF | SS | NDB | | 357 K | 95.0 nm | 075° | 34° 48.54' N, 72° 21.12' E |

OAJL AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. ACFT departing RWY 13/31 or turning at the approach end of RWY13/31 are required to turn around on the marked area beyond the thresholds (turnarounds are 200ft x 140ft). Do not turn around on RWY surface or damage will occur.
- 2.20.2. Men and equipment operating around RWY 13/31, caution at all times as incursions may occur. Multiple obstructions around parking apron.
- 2.20.3. Sling Load Internal Cargo (SLIC) Yard Procedures: Use extreme caution to minimize the hazardous effects of rotor downwash. CAUTION: Uncontrolled vehicle traffic will be operating in the SLIC yard; operations at OAJL SLIC yard are conducted at pilot discretion.
- 2.20.4. Rotary wing ACFT are prohibited from conducting hovering operations or roll-on landings adjacent to the UAV airstrip located adjacent to the approach end RWY 31.
- 2.20.5. Helicopters for passenger pick up/drop off utilize VIP Pad on the west side of the runway between Alpha and the Air Traffic Control Tower. Unless instructed by Tower, enter VIP pad on the northwest side and proceed counter-clockwise to the exit. Wheeled helicopters must ground taxi.
- 2.20.6. Wheeled helicopters will ground taxi to the extent practicable to avoid rotor wash and FOD.
- 2.20.7. Controlled Movement Area (CMA): The CMA at Jalalabad is defined as RWYs, in fields, overruns within 100ft of the RWY edge or end.
- 2.20.8. Jalalabad Control Tower is responsible for the control of vehicular equipment or pedestrian traffic only on the CMA.
- 2.20.9. The CMA area is two-way radio controlled and requires towers approval prior to entry.

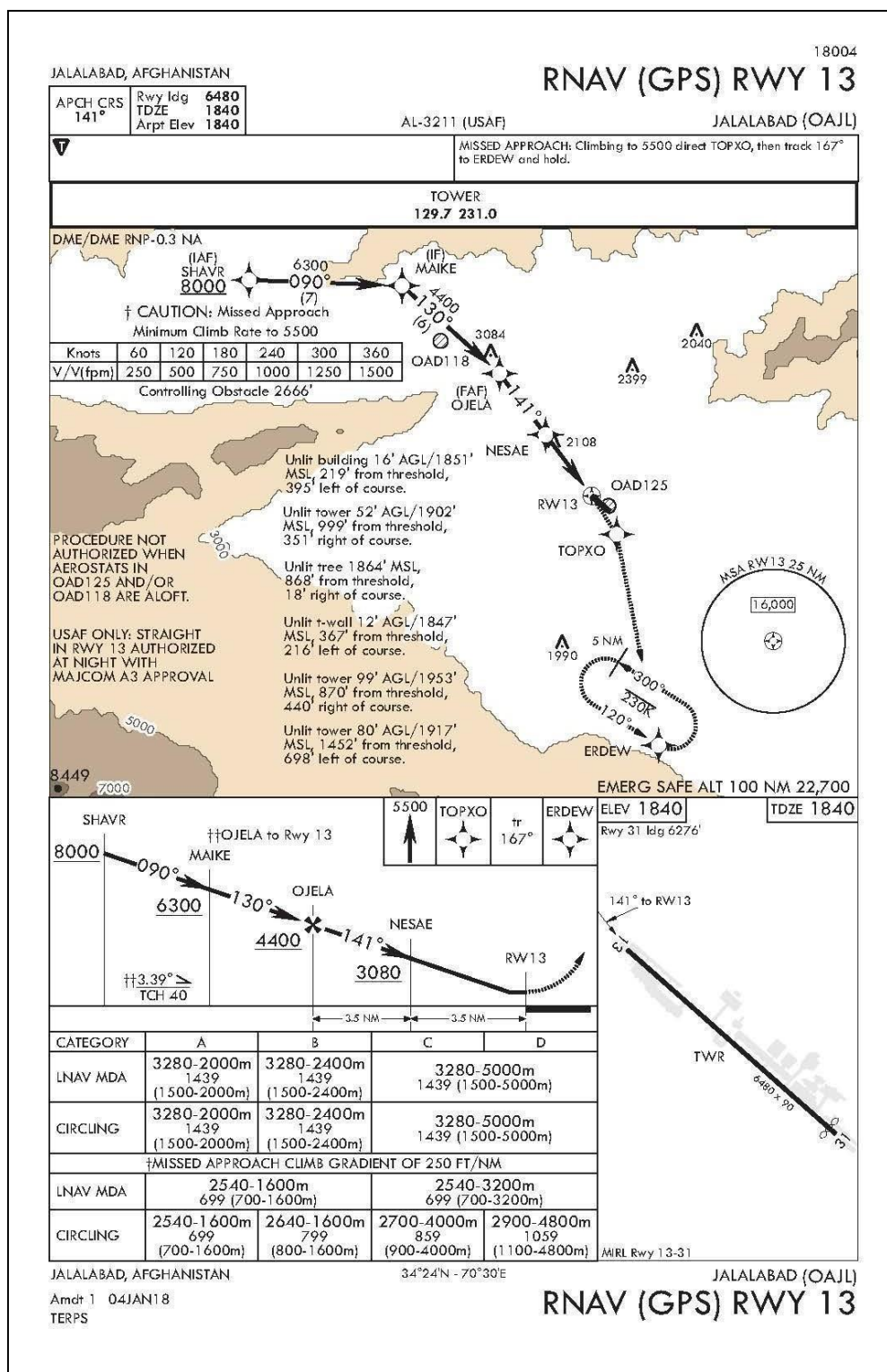
- 2.20.10. C-17s are not authorized to back onto Taxiway Alpha from the runway.
- 2.20.11. JAF FARP is an uncontrolled movement area. Transitioning in and out of the FARP will be at the pilot's own risk. Rotor diameter of 60ft or more (e.g. CH-47, Boeing 234) are required to use pad four/primary and pad two/alternate. Aircraft are prohibited from using a pad immediately next to a pad occupied with a rotor diameter of 60ft or more.

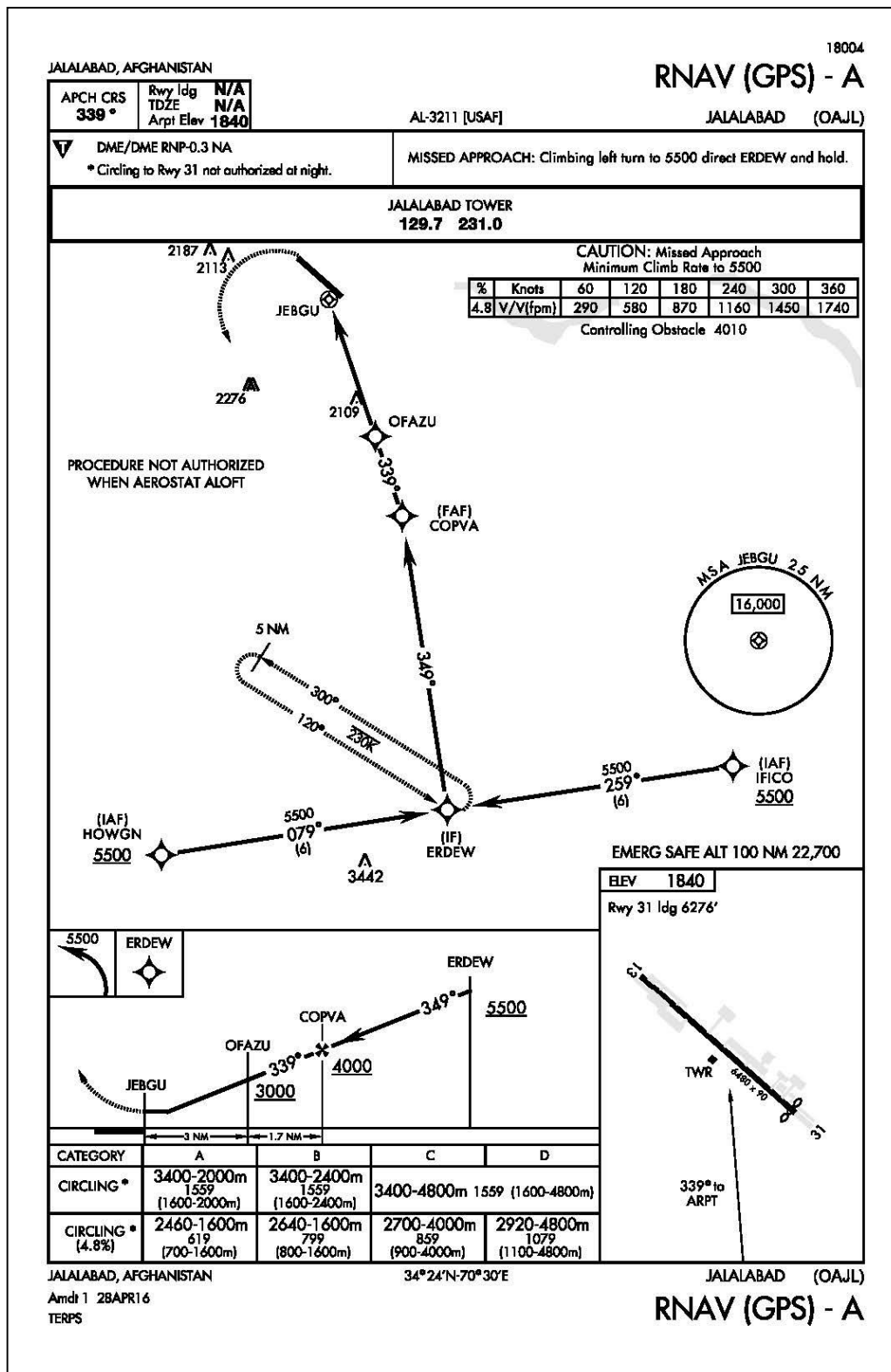
OAJL AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. No intersection Alpha departures during HN.
- 2.21.2. To the maximum extent possible, ACFT will avoid over flying populated areas of the base and local villages below 500ft AGL.

OAJL AD 2.22 FLIGHT PROCEDURES

- 2.22.1. Do not turn on course until crossing the departure end of the RWY unless instructed by ATC. Traffic Patterns: RWY 31 right traffic. RWY 13 left traffic. HEL pattern ALT: 2 400ft AMSL Rectangular: 2900ft AMSL Overhead: 3400ft AMSL.
- 2.22.2. For RWY 31/13, THR and RWY markings are present and should be used as aiming points. Aiming points are lit with white lights and IR upon pilot's request (500 landing box). Total useable RWY length is 6,480ft x 90ft, no AMP2 panels present.
- 2.22.3. No overflight of the base is permitted at any point unless cleared by ATC.
- 2.22.4. C-17s are not approved approach/landing or departing Rwy 13 due to close proximity of parked helicopters.





OAJL AD 2.23 ADDITIONAL INFORMATION

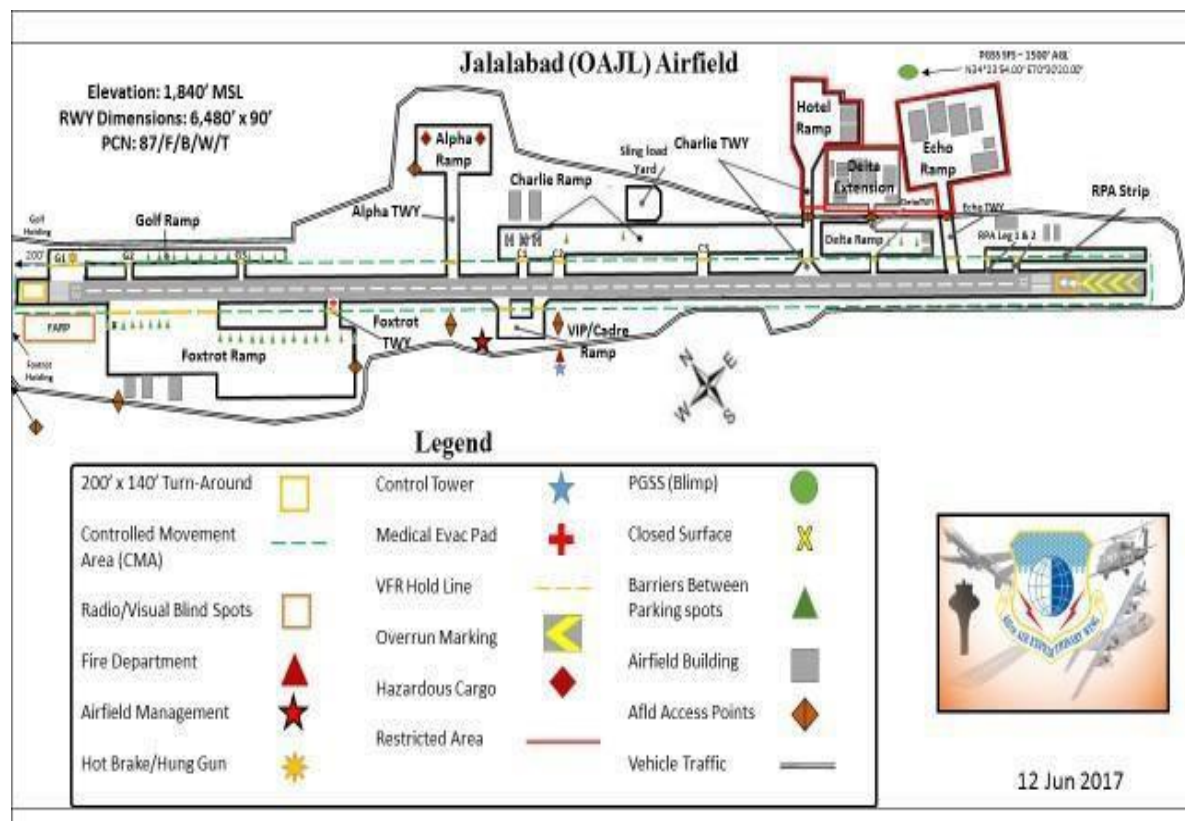
- 2.23.1. USA EMER helicopter RNAV procedures RWY31 available for downloading through Army Knowledge Online website. See DINS Attention Notices all regions, Europe or Pacific for downloading instructions.
- 2.23.2. All AFCT entering the ATCT pattern will illuminate navigation lights. Due to increased bird activity at Jalalabad, crews are strongly advised to switch all available lights ON when operating below 1 000ft AGL, near the airport.
- 2.23.3. Equipment for hydrazine emergency not available.
- 2.23.4. **HOT BRAKES AREA.** North hammerhead and Engine Test Area (primary) when RWY 31 in use and Engine Test Area or if not available South hammerhead (secondary) when RWY 13 in use.
- 2.23.5. Medevac Pad is located on Taxiway Foxtrot.
- 2.23.6. Due to increased bird activity at Jalalabad Airfield, crews are strongly advised to report any significant activity to the ATCT. If a bird hazard exists, the report should include:
- Call sign
 - Location and direction of flight.
 - Altitude.
 - Time.
 - An approximate number of birds.
 - Type of birds (if known).
- 2.23.7. **Bird Watch Condition (BWC)**
- **Bird Watch Condition Severe:** Concentration of birds on or immediately above the active runway or other specific location that represents an immediate hazard to safe flying operations. Thoroughly evaluate mission need before operating in areas under condition severe. BWC severe should be downgraded once heavy bird concentrations have been dispersed.
 - **Bird Watch Condition Moderate:** Concentration of birds, which represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

- **Bird Watch Condition Low:** Normal bird activity on and above the airfield with a low probability of a hazard.
- 2.23.8. ACFT suffering a bird strike within the Jalalabad ARP must immediately report it to the ATCT and at the first possible opportunity, to their appropriate Safety Management Office (ASMO).
- 2.23.9. BASH Phase II is characterized by migratory birds and is in effect during the spring (1 April - 15 June) and fall (1 September – 31 October) bird migration periods. Phase II periods may be adjusted slightly from year to year due to seasonal weather changes and migratory bird movement. Increased bird activity during Phase II generally occurs one hour before sunset until one hour after sunrise with peak activity between 2200-0200. However, peak activity can be affected by weather conditions and may occur at different times.

OAJL AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Jalalabad Airport | | |
|-----------------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram (not to scale):



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 for Technical and Operation +93 (0) 703 44 73 03 NIL NIL bashir.rauffi@gmail.com OAKBYAYX |
| 7. | Types of traffic permitted | IFR and VFR |
| 8. | Remarks | Kabul International Airport complies with Aerodrome Reference Code 4E requirements, pending certification in accordance with ICAO Annex 14. |

OAKB AD 2.3 OPERATIONAL HOURS

| | | |
|----|--|--|
| 1. | Aerodrome Administration | 0400 - 1100 UTC |
| 2. | Customs and Immigration | 0000 - 1730 UTC |
| 3. | Health and Sanitation | H24 |
| 4. | AIS Briefing office (OAKB) E-mail | H24 Mobile number:0093(0) 781325565/0796266091 ais.oakb12@gmail.com, Hemat.ib99@gmail.com |
| 5. | AERODROME MET OFFICE | H24 |
| 4. | Civil PIB Office | 0400 - 1100 UTC |
| 5. | Fueling | H24 |
| 6. | Handling | H24 |
| 7. | Security | H24 |
| 8. | De-icing | H24 |
| 9. | Remarks | Kabul International Airport is open 2330-1830 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: | <p>5 x 5 up to 15 T forklift</p> <p>14 x Tractor</p> <p>3 x 14 T MDL</p> <p>1 x 30 T MDL</p> <p>4 x 7T LDL</p> <p>1 x “K” loader</p> |
| 2. | Fuel and oil types KIA | <p>TC–1</p> <p>Fuel is provided by Global company and Arrow petroleum</p> <p>Phone number: +93 790 68 68 68 & +93 790 64 64 64</p> |
| 3. | De-icing facilities: | <p>Three de-icing/anti-icing truck, available model name Global.</p> <p>Two stage de-icing available with Fluid name Clariant made in Germany.</p> <p>Fluid names:</p> <p>Clariant Type I Safe wing MP I LFD 80</p> <p>Clariant Type II Safe wing MP II Flight</p> <p>De-icing and anti-icing</p> <p>Service provided by GAAC handling company</p> <p>De-Icer truck quantity has increased to 03</p> |
| 4. | Hangar space for visiting ACFT | NIL |
| 5. | Repair facilities for visiting ACFT | NIL |

| | | |
|----|---------|--|
| | Remarks | Other services: Towbars available for: A300, A310, A320, A330, and A340 B727, B737, B747, B767, B777, IL76, B190, , CRJ,C17,C130, MD80, MD82, MD83. |
| 6. | | |

OAKB AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|--|
| 1. | Hotels | The Hotels are in Kabul city. |
| 2. | Restaurants | in the city |
| 3. | Transportation | taxis + buses. |
| 4. | Medical facilities | Hospitals in the city |
| 5. | Bank and Post Office | Banks on the civil side and in the city Post Office In City |
| 6. | Tourist office | In the city and in the airport |
| 7. | Remarks | NIL |

OAKB AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | | |
|----|------------------------------|--|--|
| 1. | AD category for firefighting | Category 8 | |
| 2. | Rescue equipment | (Technical problem) | <u>IC vehicle Crash 1 with:</u> 3 x Positive pressure ventilation fans Battery and lighting unit 2 x Medical bags |
| | | 3 x Crash vehicles on a response from a total of 5 Crash vehicles daily (But some technical problem) | <u>Ceas 7 vehicle with:</u> <ul style="list-style-type: none"> • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 <u>Crash 9 vehicle with:</u> <ul style="list-style-type: none"> • 12 500 L of water • 1 500 L of AFFF foam • 500 kg. Dry powder |
| | | 1 x Water Tanker (Technical problem) | Water tanker Crash 6 with: 18 000L tank |

| | | |
|----|--------------------------|-------------------------------------|
| 3. | Removal of disabled ACFT | NIL |
| 4. | Remarks | Mobile: +93(0)794533530 / 794533540 |

OAKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|----|-----------------------------|--|
| 1. | Types of clearing equipment | 5x Sweepers with snow ploughs 1x Small sweeper 1x Snow blower 2x Grader with a snow plough 3x Loader 1x Man Vehicle De-Icer |
| 2. | Clearance priorities of | <ol style="list-style-type: none">1. RWY, TWY A, B, G, J, H, N fire station road and Apron 4, 5 De-icing spots stand 59 on Apron 1 , stand 6 and 7A on Apron 5 Service roads access to both terminals.2. Apron 1 and 33. TWY C, D, E and F, Apron 24. In fields service road to localizer to TWY H and removal or push back of snow stockpiles. |

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 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 |

| | | | |
|--|--|----------------|---|
| | | Apron 8B | PCC PCN: 48 R/B/W/T Surface: Concrete |
| | | Apron 8C | AC PCN: 34 R/B/W/T Surface: Concrete |
| | | Apron 8E | PCN UNK Surface: Concrete |
| | | Apron 9A | PCC PCN: 49 R/A/W/T Surface: Concrete |
| | | Apron 9B | PCC PCN: 63 R/A/W/T Surface: Concrete |
| | | Apron 9C | PCC PCN: 63 R/A/W/T Surface: Concrete |
| | | Apron 10 | PCC PCN: 60 R/A/W/T Surface: Concrete |
| | | Apron P | PCC PCN 82R/B/W/T on Concrete surface AC PCN 38/F/A/W/T on Asphalt surface Surface Asphalt and Concrete |
| | | Gravel parking | PCN: Unknown Surface: Gravel |
| | | TWY A | 20m (66ft), overall width 44m (144ft) AC/PCC PCN:46 R/B/W/T Surface: Concrete basement/asphalt cover |
| | | TWY B | 20m (66ft), overall width 44m (144ft) AC/PCC PCN: 47 R/B/W/T Surface: Concrete basement/asphalt cover |

| | | | |
|----|-------------------------------------|-------|--|
| | | TWY C | 20m (66ft), overall width 44m (144ft) AC/PCC PCN: 65 R/B/W/T Surface: Concrete basement/asphalt cover |
| 2. | Width, surface and strength of TWYs | TWY D | 20m (66ft), overall width 44m (144ft) AC/PCC PCN: 69 R/B/W/T Surface: Concrete basement/asphalt cover |
| | | TWY E | 20m (66ft), overall width 44m (144ft) AC/PCC PCN: 69 R/B/W/T Surface: Concrete basement/asphalt cover |
| | | TWY F | 20m (66ft), overall width 44m (144ft) AC/PCC PCN: 66 R/B/W/T Surface: Concrete basement/asphalt cover |
| | | TWY G | 28.5m (94ft), overall width 44m (144ft) AC/PCC PCN: 52 R/B/W/T Surface: Concrete basement/asphalt cover |
| | | TWY H | 23m (75ft), overall width 44m (144ft) AC PCN: 29 F/B/W/T Surface: Flexible basement covered with heavy wear modified asphalt. See Remarks |
| | | TWY J | TWY J operational but lighting is missing 29m (95ft), overall width 51m (167ft) AC PCN: 52 F/A/W/T Surface: Concrete basement/asphalt cover |
| | | TWY K | 23m (75ft), overall width 38m (125ft) AC PCN: 52 F/A/Y/T Surface: Flexible basement covered with heavy wear modified asphalt. |

| | | | |
|----|---------------------------------------|--|---|
| | | 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. | Geographic coordinates of checkpoints | 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 | |

| | | |
|----|---------|--|
| 7. | Remarks | <p>The width of TWY B may differ at different positions. This table reflects its minimum width.</p> <p>NOTE: AC - Asphalt Concrete</p> <p>PCC - Portland Cement Concrete</p> <p>RPCC - Reinforced Portland Cement Concrete</p> <p>PCN - Pavement Classification Number</p> <p>Due to low pavement strength of TWY Hotel (PCN 29), aircraft with ACN equal or greater than 33 shall minimize the use of TWY Hotel by taxiing via TWY Bravo. Refer to OAKB 2.20.6 – Preferred Taxi Routes.</p> |
|----|---------|--|

**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 | RWY center line Pre THR chevron marking THR marking RWY designator RWY edge line High intensity RWY lighting system TWY center line TWY enhanced centerline TWY edge line RWY holding position line RWY Guard lights on TWYs A, C, D, E, F and G TWY edge lights TWY edge retro-reflectors LITR-300 on TWYs H, K, L, M and N TWY centerline lights on TWYs B, G, H, K, L, M, and N Retro-reflective Runway Remaining Distance Markers are stating thousands of feet, on both sides of RWY. First panel on the left and last on the right not available, for both RWY 11 and RWY 29 |
| 3. | Stop bars | NIL |
| 4. | Remarks | |

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OAKB AD 2.10 AERODROME OBSTACLES

| In Approach/Take Off Areas | | | In Circling Area and at AD | | REMARKS |
|----------------------------------|--|---|--|---|---------|
| 1 | | | 2 | | 3 |
| RWY Area affected | Obstacle type Elevation Markings/LGT | Location Direction(GEO) Distance(M) | Obstacle type Elevation Markings/LGT | Location Direction(GEO) Distance(M) | |
| a | b | C | a | b | |
| DEP RWY29 ARR RWY11 | Mountain 7 192ft | 260° / 7 000m (22 966ft)from ARP | Mountain 7 215ft | 010° / 3 600m (11 811ft)from ARP | No LGT |
| DEP RWY29 ARR RWY11 | Mountain 7 401ft | 265° / 7 500m (24 606ft)from ARP | Mountain 6 562ft | 032° / 3 000m (9 842ft)from ARP | No LGT |
| DEP RWY29 ARR RWY11 | Mountain 6 890ft | 300° / 4 500m (14 764ft)from ARP | Mountain 6 365ft | 075° / 7 000m (22 966ft)from ARP | No LGT |
| DEP RWY29 ARR RWY11 | Mountain 6 890ft | 312° / 3 900m (12 795ft)from ARP | Mountain 6 562ft | 230° / 3 900m (12 795ft)from ARP | No LGT |
| DEP RWY11 ARR RWY29 | Mountain 7 424ft | 082° / 11 000m (36 089ft)from ARP | Mountain 6 890ft | 230° / 7 000 m (22 966ft)from ARP | No LGT |
| DEP RWY11 ARR RWY29 | Masts 6 552ft | 090° / 11 000m (36 089ft)from ARP | Mountain 6 890ft | 235° / 7 000m (22 966ft)from ARP | No LGT |

| | | | | | |
|----------------------------------|----------------------|--|-------------------------|---|--------|
| DEP RWY11 ARR RWY29 | Masts 6 529ft | 095° / 12 000m (39 370ft) from ARP | Mountain 7 024ft | 240° / 9 000m (29 528ft) from ARP | No LGT |
|----------------------------------|----------------------|--|-------------------------|---|--------|

- 2.10.1. **Several uncharted masts** up to 600ft AGL erected close to the approach path of RWY 29 around position 343234.0N0692035.0E.
- 2.10.2. **Two unlit masts** up to 900ft AGL erected close to the approach path of RWY 29, 6.37 NM East of Kabul International Airport – positions 343208.0N0692016.0E and 343227.0N0692028.0E.
- 2.10.3. **Lit mast** up to 90ft AGL erected approximately 1100m (3609 ft.) SE of THR RWY 29 at position 343311.0N 0691414.0E.
- 2.10.4. **Telecommunication tower** up to 135ft AGL erected, approx. 3.9NM SE of THR RWY29 at position 343225.0N 0691816.0E. The tower is mounted with obstacle (top) light.
- 2.10.5. **Four poles** up to 40ft AGL are installed approximately 120m South of RWY and 70m East of TWY E in a square pattern around the point of coordinates 343351.0N 0691244.0E.
- 2.10.6. **Two unlit masts** up to 500ft AGL erected at position 343221.0N 0692055.0E.
- 2.10.7. **Multiple antennas** up to 45 meters height, marked with red strobes at the point of coordinates: 343325.0N 0691310.0E, radius 150 meters.
- 2.10.8. **Lit tower crane** SFC up to 167FT AGL, erected in US embassy West compound at coordinates 343207N0691123E Red and white painted. Do not overfly below 700 feet AGL
- 2.10.9. **Unlit telecommunication** tower and crane, up to 150ft AGL erected at NKC / KMNH helipad located 2NM south of Kabul International Airport.
- 2.10.10. **Unlit flagpole** installed on top of Wazir Akbar Khan Hill, approximately 3km South of ARP at the point of coordinates 343232N0691047E. The flagpole is 207ft AGL tall.
- 2.10.11. Antenna up to 134ft /41m AGL erected 2736ft/834m southwest of ARP, at point of coordinates 343337N0691223E Lighted.

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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 | The briefing, flight documentation, and meteorological consultation are provided by MET personnel at 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 | ATC TWR, AIS |
| 10 | Additional information | Use station code OAKB http://euro.wx.pilotots.net/ http://www.aviationweather.gov/adds/metars http://www.baseops.de/ |

OAKB AD 2.12 RWY PHYSICAL CHARACTERISTICS

| 1. | RWY | 11 | 29 |
|-----|------------------------------------|---|------------------------------------|
| 2. | BRG True and Magnetic | 107 ° T / 104° M | 287° T / 284° M |
| 3. | RWY Dimensions (Length x Width) | 3 511m x 45m (11 520ft x 148ft) | 3 511m x 45m (11 520ft x 148ft) |
| 4. | PCN | AC/PCC PCN 76 R/B/W/T | AC/PCC PCN 76 R/B/W/T |
| 5. | THR Coordinates | 343413.94N 0691138.71E | 343340.13N 0691350.24E |
| 6. | THR Elevation | THR 5 870ft AMSL | THR 5 873ft AMSL |
| 7. | Slope of RWY/SWY | 0.00 | 0.00 |
| 8. | SWY Dimensions | 45m x 45m (148ft x 148ft) | 44m x 45m (144ft x 148ft) |
| 9. | CWY Dimensions | NIL | NIL |
| 10. | Strip Dimensions | 3600m x 280m (11 811ft x 918ft) | 3600m x 280m (11 811ft x 918ft) |
| 11. | Obstacle free zone | NIL | NIL |
| 12. | Remarks | <p>RWY paved shoulders – 7m wide</p> <p>Although the grid bearing and the magnetic declination would result in a renaming and recalculation of the thresholds, the designation of the thresholds as THR 11 and THR 29 is for the time being retained.</p> | |
| 13. | Other | NIL | NIL |

OAKB AD 2.13 .1 RWY DECLARED DISTANCES

| 1. | RWY | 11 | 29 |
|----|---------|-------------------|-------------------|
| 2. | TORA | 3 511m (11 520ft) | 3 511m (11 520ft) |
| 3. | TODA | 3 511m (11 520ft) | 3 511m (11 520ft) |
| 4. | ASDA | 3 556m (11 667ft) | 3 555m (11 663ft) |
| 5. | LDA | 3 511m (11 520ft) | 3 511m (11 520ft) |
| 6. | Remarks | NIL | NIL |

OAKB AD 2.13.2 DECLARED DISTANCES FROM INTERSECTIONS

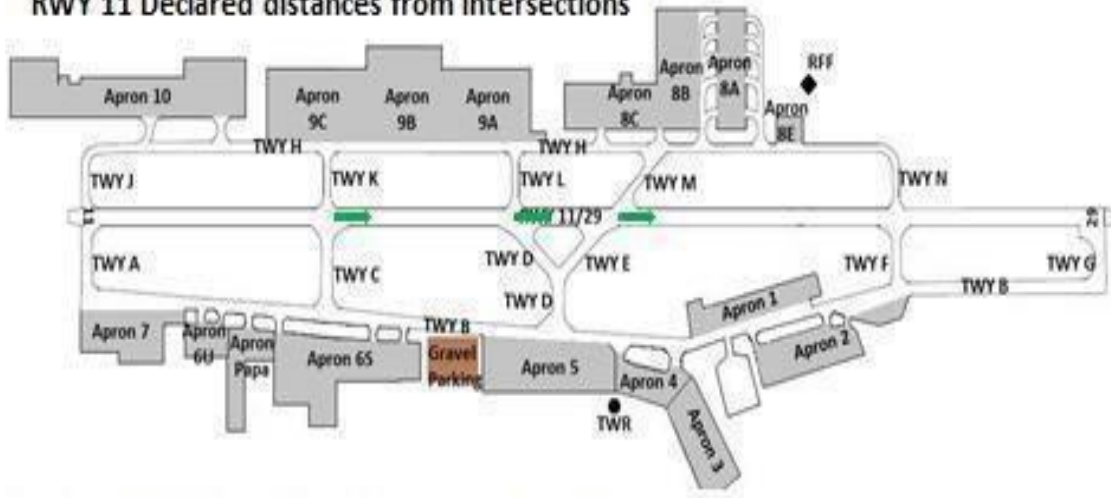
RWY 11 DECLARED DISTANCES FROM INTERSECTION

| INTERSECTION DEPARTURE RWY 11 FROM | TORA (Feet/Meters) | ASDA (Feet/Meters) | TODA (Feet/Meters) |
|---|-------------------------------|-------------------------------|-------------------------------|
| TWY CHARLIE/KILO | 8750FT/2667M | 8898FT/2712M | 8750FT/2667M |
| TWY DELTA/LIMA | 6600FT/2012M | 6748FT/2057M | 6600FT/2012M |
| TWY MIKE | 5650FT/1722M | 5798FT/1767M | 5650FT/1722M |
| TWY ECHO | 5700FT/1737M | 5848FT/1782M | 5700FT/1737M |

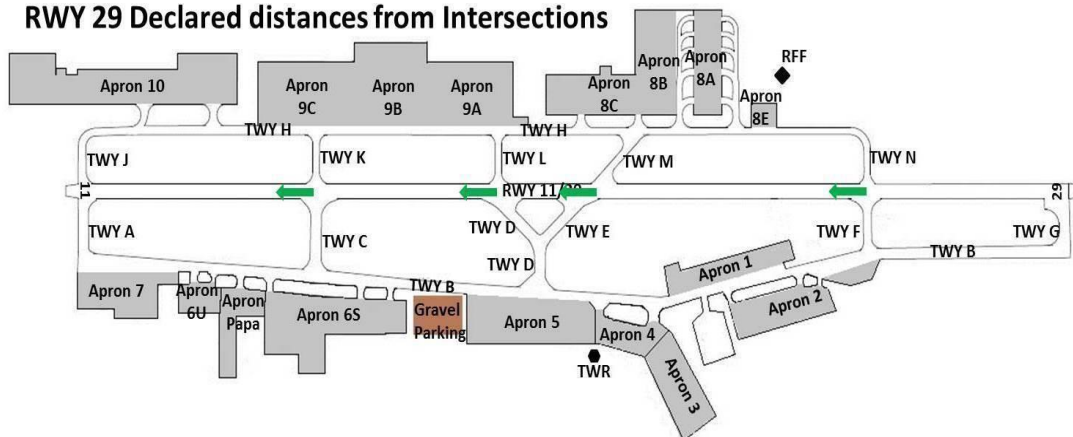
RWY 29 DECLARED DISTANCES FROM INTERSECTION

| INTERSECTION DEPARTURE RWY 29 FROM | TORA (Feet/Meters) | ASDA (Feet/Meters) | TODA (Feet/Meters) |
|---|-------------------------------|-------------------------------|-------------------------------|
| TWY NOVEMBER/FOXTROT | 9150FT/2789M | 9294FT/2833M | 9150FT/2789M |
| TWY MIKE | 5850FT/1789M | 5994FT/1833M | 5850FT/1789M |
| TWY ECHO | 5800FT/1768M | 5944FT/1612M | 5800FT/1768M |
| TWY DELTA/LIMA | 4900FT /1493M | 5044FT/1537M | 4900FT/1493M |

RWY 11 Declared distances from Intersections



RWY 29 Declared distances from Intersections



OAKB AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 11 | 29 |
|-----|---|---|--|
| 1. | Type, length, and intensity of approach lighting | Simple Approach Lighting System 416.36m (1 366ft) HI | Precision Approach Category I Lighting System 895.25m (2 937ft) HI |
| 2. | Threshold lights, colors, and wing bars | Green | Green |
| 3. | Type of visual approach slope indicator system | PAPI 3.5 degrees | PAPI 3.5 degrees 15m (49ft) RWY 29 PAPI unusable beyond 5 degrees right of RWY extended center line |
| 4. | Length of RWY touchdown zone indicator lights | NIL | NIL |
| 5. | Length, spacing, colour, and intensity of RWY centerline lights | NIL | NIL |
| 6. | Length, spacing, colour and intensity of RWY edge lights | 3 511m (11 520ft) 60m (197ft) White — last 600m (1 969ft) Yellow HI | 3 511m (11 520ft) 60m (197ft) White — last 600m (1 969ft) Yellow HI |
| | | NOTE: The RWY lights, PAPI lights and approach lights active. | |
| 7. | Colour of RWY end lights and wing bars | Red | Red |

| | | | |
|----|-------------------------------------|---|-----|
| 8. | Length and color of stop way lights | NIL | NIL |
| 9. | Remarks | <p>Approach and RWY lights are supplied by city power with a back-up generator. The automatic switchover is available.</p> <p>Intensity setting changes may take up to 3 minutes or less.</p> <p>Airport lighting system can be expected to degrade at short notice.</p> <p>RWY 29 Sequence Flashing Lights are out of service.</p> | |

OAKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|---|
| 1. | Aerodrome Beacon | NIL |
| 2. | Location and lighting of anemometer and landing direction indicator | WDI: 1 between TWY A and C, 1 between F and G, 1 between N and M, 1 between M and L. LIGHTED. |
| 3. | TWY edge and centerline lighting | TWY edge: A, B, C, D, E, F, H, N, M, L, K.. TWY center line: N, M, L, K and west end of H and <u>B</u> |
| 4. | Secondary power supply including switchover time | Back-up generators will supply power within 20 Sec Manually activated. |
| 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) | <p>NO SPECIFIC COORDINATES.</p> <p>TAXIWAY HOTEL – FULL LENGTH-BOTH DIRECTIONS- SIMULTANEOUS SAME/OPPOSITE DIRECTION ARRIVALS-TWY/TWY -- TWY/RWY – RWY/RWY.</p> <p>SIMULTANEOUS SAME/OPPOSITE DIRECTION DEPARTURES-TWY/RWY</p> <p>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</p> |
| 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 | NIL |

OAKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---|
| 1. | Airspace designation and lateral limits | CTR: 6NM radius centered on ARP (343357N0691245E) CTA, CTR, and TMA refer to ENR 2.1.1 and diagram at ENR 2.1.2 |
| 2. | Vertical limits | CTR: Surface to 9 500ft AMSL CTA: 1000ft AGL up to and including FL180 TMA Section 1: above FL180 up to and including FL290 TMA Section 2: FL180 up to and including FL290 |
| 3. | Airspace Classification | CTR: Class D CTA: Class G TMA: Class G *NOTE: RFF AFGHANISTN ACTIVE NOTAMS |
| 4. | Air Traffic Services unit call sign Language | CTR: Kabul Tower English |
| 5. | Transition Altitude | 14,000 AMSL |
| 6. | Remarks | See ENR 2.1 for specific airspace dimensions. ATS conforms to ICAO regulations and procedures. See ENR 1.11 for FPL addressing to/from Kabul. |

OAKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|---------------------------|------------------|--------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| FIC | FLIGHT INFORMATION CENTER | Nil | NIL | NIL |
| KAC | Kabul Approach | N/A | NIL | |
| | Kabul Arrival/DEP | N/A | NIL | |
| KTWR | Kabul Tower | 125.4 284.275 | 2330-1830 | Emergency/ Guard Frequencies 121.500 243.000 |
| | Kabul Ground | 120.6 | 0030-1930 | |
| *ATIS | N/A | N/A | N/A | |

OAKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Frequency | Hours | Coordinates | DME Antenna Elevation | Remarks |
|--------------------------------------|-------|-----------------------|-------|-------------------------|-------------------------------|---------|
| DVOR *see Restriction below | KBL | CH57X, 112.00 MHz | H24 | 343244.1N 0691725.4E | 5 879ft | |
| DME | | CH57X | H24 | 343244.1N 0691725.4E | 1793.08m (5 883ft) AMSL | |
| LOC 29 CAT I | I-AKW | 110.50 MHz (CH42X) | H24 | 343416.3N 0691129.5E | 5 962ft | |
| GP 29 CAT I | | | H24 | 343346.6N 0691341.1E | 5 943ft | |

- 2.19.1. DVOR/DME monthly maintenance is scheduled for the first day of each month for a period of two hours. Timing is not scheduled. NOTAM and/or ATC TWR will advise status.
- 2.19.2. DVOR/DME is operating on commercial power with the backup generator.
- 2.19.3. ILS critical area not protected. Ground movements and some parked ACFT may affect ILS signals for RWY 29.
- 2.19.4. ILS maintenance is scheduled every first Monday of the month for a period of two hours. Timing is not scheduled. NOTAM and/or ATC TWR will advise status.
- 2.19.5. ILS is operating with commercial power with back-up generator.
- 2.19.6. Radio communication and the performance of NAVAIDs can be deteriorated on short notice. NAVAIDs are not continuously monitored.

OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

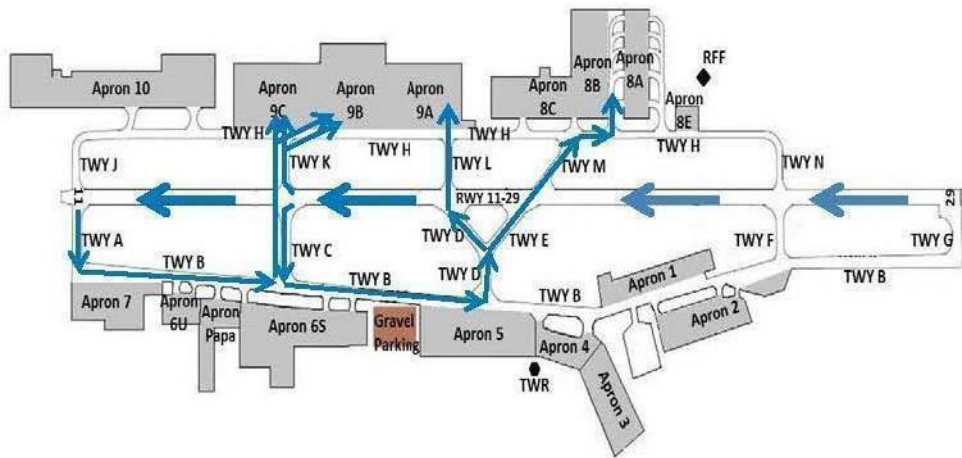
ALL AIRCRAFT ENTERING KABUL CTA AIRSPACE INTENDING TO LAND AT KABUL MUST CONTACT KABUL TWR FREQUENCY 125.4Mhz FOR TRAFFIC INFORMATION AND SEQUENCING FOR LANDING. NOT LATER THAN 30 NM FROM THE FLD.

- 2.20.1. **MOTCA** is the sole authority to close Kabul International Airport to all or selected Traffic.
- 2.20.2. Air operations may be suspended for safety reasons, traffic saturation or security at the discretion of the Tower Watch Supervisor.
- 2.20.3. KIA Airfield Safety Management Office requires all users and operators at Kabul International Airport to notify the Airfield Safety Management office at the earliest when an incident/accident occurs:
- a. Mr. Ali Daryab Daryab (Airfield Safety Office General Manager)
Phone: 0093 (0) 799195804
E-mail: ad.daryab@gmail.com
 - b. Airfield Safety Management
Office Phone number:
E-mail: oakbflightsafety@gmail.com
- 2.20.4. Preferred RWY: RWY 29 is the primary instrument runway and will be used for all movements when the tailwind component is < 10kts sustained. Aircrew should plan their operations for the runway in use.
- 2.20.5. Fixed wing ACFT and helicopters may experience delays of up to 30 minutes, for departures and/or arrivals, due to Diplomatic/ VVIP flights and/or SVFR operations.
- 2.20.6. **Preferred Taxi routes:**
- 1) For aircraft arriving to, or departing from, the North side of the runway (Aprons 8, 9, 10), the preferred taxi route is via taxiway Hotel to the appropriate connecting taxiway (N, M, L, K).

-
- 2) Aircraft with an ACN equal or greater than 33 arriving or departing Aprons 8 and 9 shall minimize the use of TWY Hotel due to low pavement strength and signs of pavement stress. On the first contact with Kabul Aerodrome Control prior landing and after loading on Apron 8 or 9 when requesting taxi instructions, aircrews shall report when the aircraft is exceeding TWY Hotel PCN. Overweight aircraft shall expect taxi routes as Follows

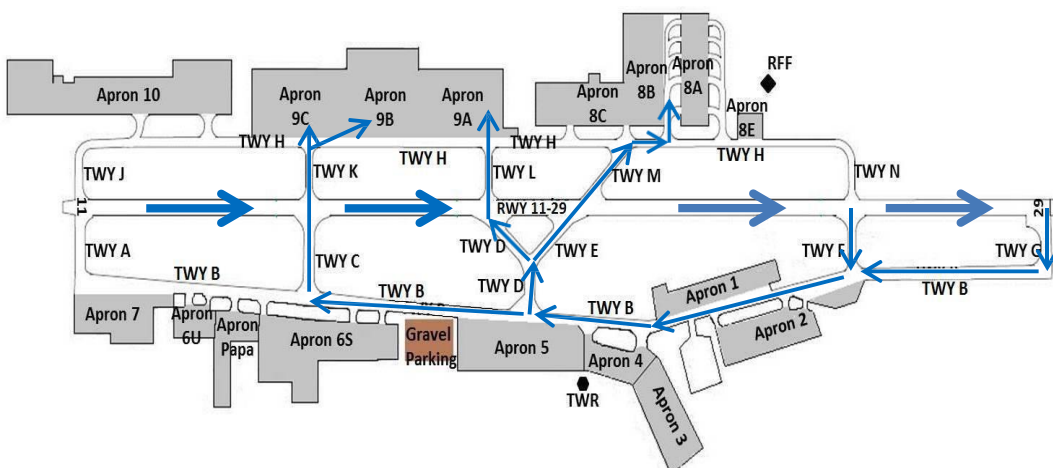
i. Landing RWY 29 to park on Apron 8 or Apron 9:

| | | | | | | |
|--------------|---------------------|---------|---------|---------|---------|------------|
| Landing 29 → | TWY A or TWY C → | TWY B → | TWY D → | TWY E → | TWYM → | Apron 8 |
| | | | | TWY D → | TWY L → | Apron 9A |
| | TWY K → | | | | | Apron 9B,C |
| | TWY A → | TWY B → | TWY C → | TWY K → | | |



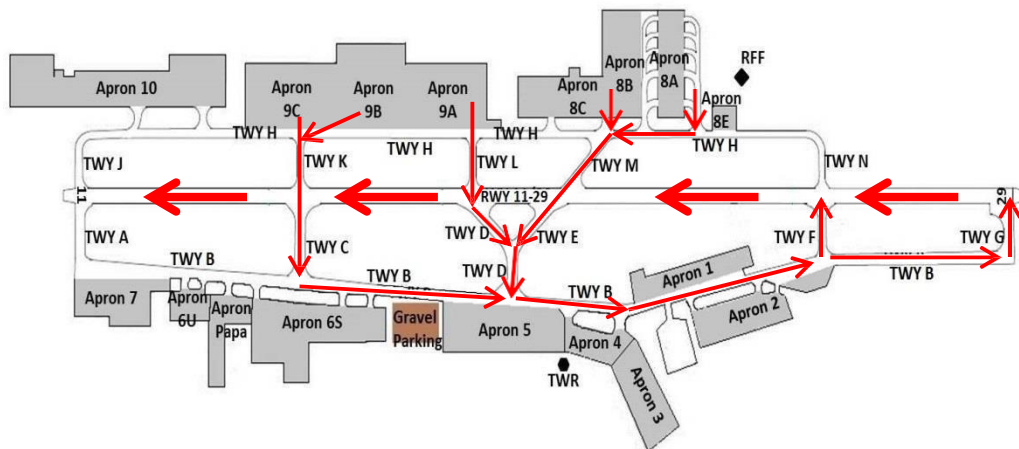
ii. Landing RWY 11 to park on Apron 8 or Apron 9:

| | | | | | | |
|--------------|-------------------|---------|---------|---------|---------|------------|
| Landing 11 → | TWYG or TWYF → | TWY B → | TWY D → | TWY E → | TWY M → | Apron 8 |
| | | | | TWY D → | TWY L → | Apron 9A |
| | | | TWY C → | TWY K → | | Apron 9B,C |



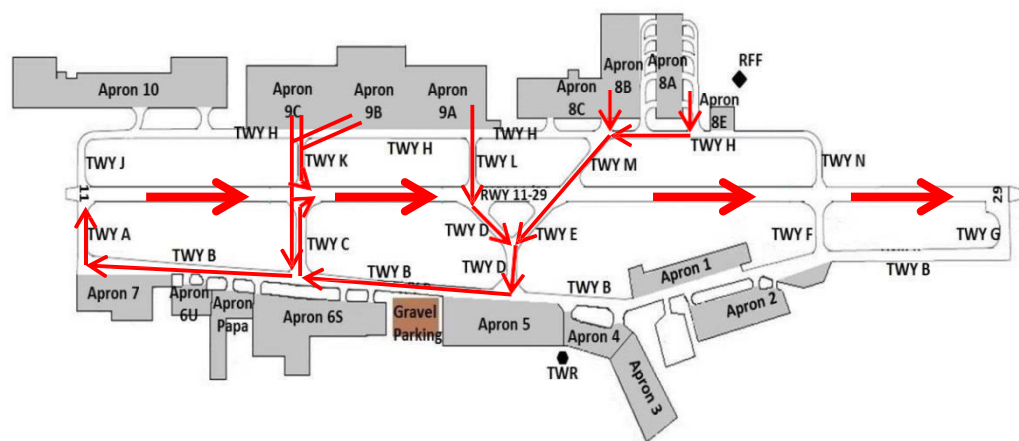
iii. **Exiting Apron 8 or Apron 9 to depart RWY 29:**

| | | | | | | |
|-----------------|--------|--------|--------|--------|-------------------|-----------------|
| Apron 8 → | TWY M→ | TWY E→ | TWY D→ | TWY B→ | TWYG or TWYF → | Departure 29 |
| Apron 9A → | TWY L→ | TWY D→ | | | | |
| Apron 9B,C → | TWY K→ | TWY C→ | | | | |



iv. **Exiting Apron 8 or Apron 9 to depart RWY 11:**

| | | | | | | |
|------------|---------|---------|---------|---------|---------------------|--------------|
| Apron 8 → | TWY M→ | TWY E → | TWY D → | TWY B → | TWY A or TWY C → | Departure 11 |
| Apron 9A → | TWY L → | TWY D → | | | | |
| Apron 9B,C | TWY K → | TWY C → | | TWY B → | TWY A → | |
| → | TWY K → | | | | | |



3) For aircraft arriving to, or departing from the south side of the runway (Aprons 1-7), the preferred taxi route is via taxiway Bravo to the appropriate connecting taxiway (A, C, D, E, F, G).

4) Helicopters may be instructed to "air-taxi" at the request of, or approval from, ATC Tower.

2.20.7. Due to Aeronautical (airfield) Ground Lightning specifics at OAKB (see OAKB AD 2.14 APPROACH AND RWY LIGHTING, - 9 Remarks) the following restriction applies to all commercial / non-operational air traffic: In accordance with ICAO Annex 14 Vol. 1, no take-offs shall be performed with runway visual range (RVR) conditions - of less than a value of 800 meters for 4 engines and a one statute mile for 2 engines (Pilots will take last decision and responsibility to take-off below minimums).

2.20.8. Maximum taxi speed shall not exceed 16KT. This speed shall be decreased if contamination on the surface deteriorates braking action.

2.20.9. Civilian Aprons Parking Operations

Parking on the civilian side of Kabul International Airports is allocated by Airport Operations. Marshaling signalman will provide guidance for the final stop on the stand. All stands require push-back/tow for departure.

Note: ATC Tower is not responsible for Aircraft moving inside the Aprons according to DOC4444

7.1 FUNCTIONS OF AERODROME CONTROL TOWERS.

A. Apron 1

- (1) Stands 50 to 54 are for Code A and B aircraft.
- (2) Stands 55 to 58 are for code C aircraft.
- (3) Stand 59 is for up to Code D aircraft.

B. Apron 2

- (1) Apron 2 does not have designated stands.
- (2) Allocation of parking on Apron 2 is based on turn-around time greater than 24 hours and locally based operators.
- (3) Engines running are prohibited on Apron 2 due to high FOD potential.
- (4) Aircraft shall be towed from and to Taxiway Bravo.

Engine shut down and engine start-up shall only occur on taxiway Bravo.

C. Apron 3

- (1) Stands 25 to 31 (west side) are intended for Code A and B aircraft only;
- (2) Stands 32 to 35 (east side) are intended up to Code C aircraft;
- (3) Stands 32 to 35--Actually available length is 47 meters.
- (4) Wingtip safety clearance is not ensured with aircraft taxiing on Apron 3 centerline. All aircraft except single engine-fixed wings shall be towed up to hold short of B Taxiway prior to starting engines.
- (5) Arriving aircraft onto Apron 3, except single-engine fixed wing, shall stop after vacating taxiway Bravo before the GSE road, shut down engines and be towed to the parking stand.
- (6) Single-engine fixed-wing aircraft shall use caution when taxiing on Apron 3. Offset from apron taxi lane might be required due to parked aircraft on the east side of the apron. The use of wing walkers is recommended to ensure wingtip clearance.

CI. Apron 4

- (1) Stands 20 is intended to code C aircraft .
- (2) Stands 21 to 23 are intended up to Code C aircraft;
- (3) Stand 24 is intended for up to code D aircraft.

CII. Apron 5

- (1) Stands 1 and 8 are for up to Code C aircraft.
- (2) Stands 2 to 7 can accommodate Code E and F aircraft.
- (3) Stand 7A is exclusively for use by Code E and F aircraft

2.20.10. Engine Test

- a) There is no designated spot at Kabul International Airport to perform engine tests.
- b) All engine tests must be coordinated in advance with ATC-TWR. Advise TWR if the test is at Idle/above Idle/Max Power (TRT or MRT).
- c) Light turboprop aircraft may expect TWY CHARLIE is facing northbound, medium, and heavy turboprop and all jet aircraft TWY BRAVO/HOTEL or the RWY.
- d) When such tests are executed on a TWY, all aircraft performing above-idle engine tests shall chock both main landing gear with purpose-built, and for the aircraft-type, suitable wheel chocks.
- e) In order to minimize the impact on air operations, it is recommended not to schedule engine tests during the morning period.
- f) UN TURBO-PORP idle engine test on Apron 3 allowed. but three persons required as a wing walker to avoid movements around the Aircraft at all.

2.20.11. . HOT SPOTS

a) Runway Hot Spots:

HS1–RWY crossing by vehicles between TWY Mike and Echo.

HS2–RWY crossing by vehicles and aircraft under tow between TWY Kilo and Charlie. HS3–

RWY crossing by vehicles and aircraft between TWY Lima and Delta.

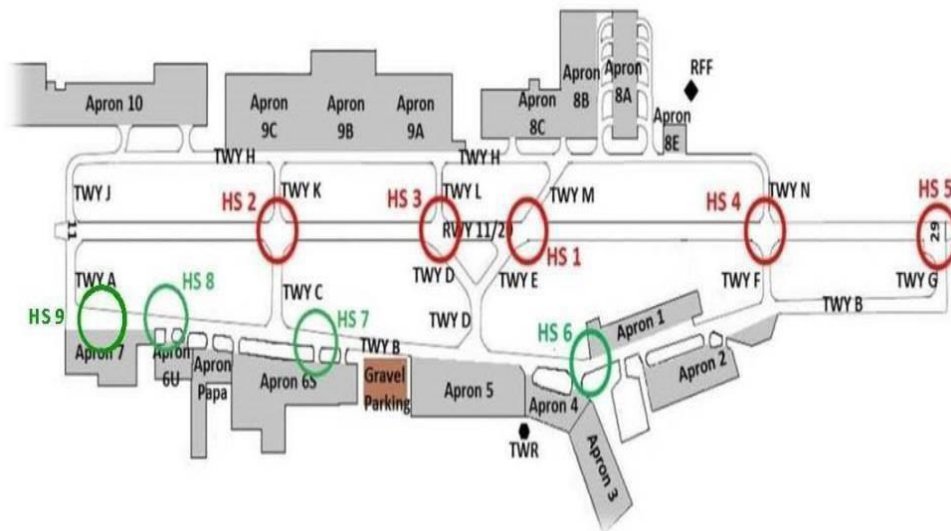
HS4–RWY crossing by aircraft from TWY November to TWY Foxtrot.

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

b) Taxiway Bravo Hot Spot

HS-6 TWY Bravo crossing by vehicles/pedestrians between Apron 3 and Apron 1.

HOT SPOTS



2.20.12. “HOT” Refueling / Defueling

- a) Refueling/Defueling with passengers embarking, disembarking, or on board is prohibited.
- b) Fueling with engines operating (Hot Refueling) is prohibited at Kabul International Airport.

2.20.13. 180 degrees turn on the runway is not allowed for HEAVY and MEDIUM aircrafts above B190.

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OAKB AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. NIL

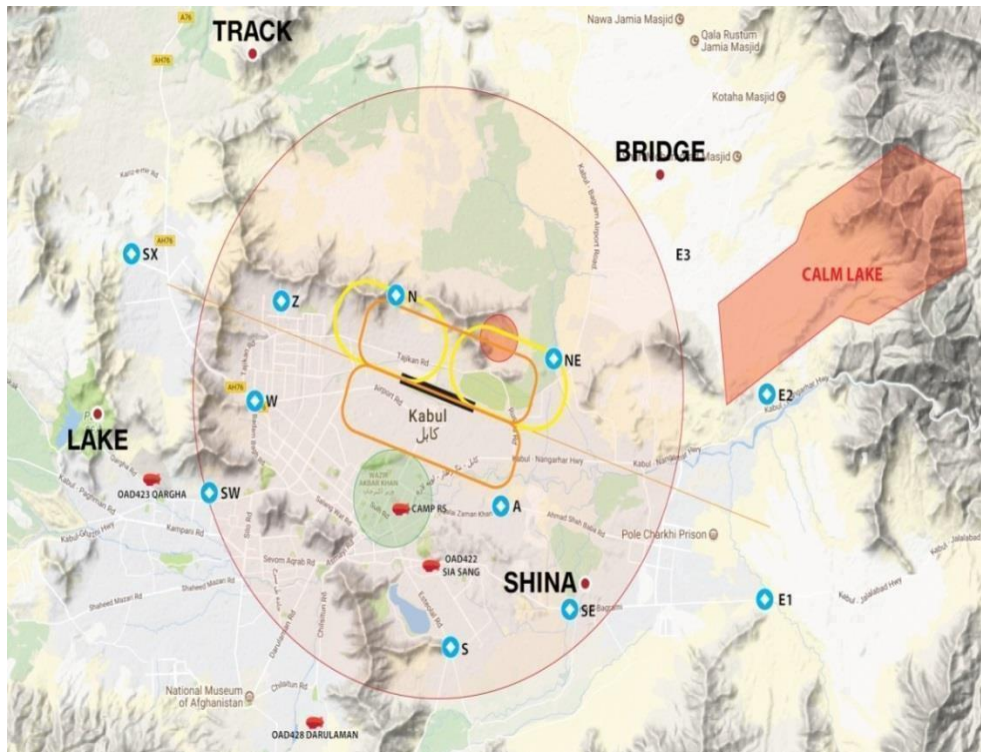
OAKB AD 2.22 FLIGHT PROCEDURES

- 222.1. Departing aircraft on departure roll or immediately after take-off shall not change to Departure Frequency until explicitly instructed by ATC 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 ATC 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 ATC 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



- b) **Fixed Wing Overhead Circuit:** will report “Initial” at 7500’ MSL and break to the left for RWY 29 and to the right for RWY 11 (unless otherwise directed/approved by ATC).
- c) **Simulated / Actual Flame Out (SFO):** Aircraft are requesting/needing a Simulated Flameout (SFO) will request through ATC the altitude desired for High Key – (Turns always to the South for SFO’s) (unless otherwise approved by ATC).

*****CAUTION***** Aircraft operating VFR over the downtown Kabul area will maintain ground track that provides sufficient lateral clearance of the Special Use Airspace OAP201 (surrounding the presidential palace) in order to prevent the perception that they may be violating the ROZ or posing a threat to the security of the Palace compound.

Weather Minima: VFR Weather minima within Kabul CTR is 5000m visibility, 1500ft ceiling.

VFR flights for General and Commercial Aviation aircraft between sunset and sunrise not authorized!

22211. **Special VFR (SVFR).**

22211.1. Below VFR Minima all departing and arriving flights are subject to a Special VFR (SVFR) on pilot's request, else an IFR clearance

22211.2 SVFR may be approved between official sunrise and sunset if the conditions are for:

- a) FW – 1500m visibility and 1500ft ceiling;
- b) RW –800m visibility and clear of clouds.

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

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

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

222.12. Lost Communication

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

222.13. Airborne Aircraft

a) Fixed Wing

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

b) IFR Arrivals

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

c) IFR Departures

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

Note: If executing the TAPIS ONE departure proceed to TAPIS, direct the Kabul 195R20 mile fix (LOBRE) maintain 14,000 feet, hold for 15 minutes, then proceed as directed above.

- d) **Rotary Wing:** Squawk 7600, “rock wings” and/or flash landing lights, and look for a light gun signal from ATC TWR. If light signal not observed, execute a low approach over TWY B/H at or above 500ft AGL at pilot’s discretion, “rock wings” when passing in front of ATC TWR, and look for a light signal. Then join the ATC TWR (south/north) traffic pattern. When turning base leg or short final TWY B/H look for a light signal for full stop landing or go around. The landing shall be at TWY B/H a beam their parking apron and vacate TWY B/H via the fastest and safest means possible. In the case of an emergency associated to RCF, pilots should land on the RWY.

222.14. **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 Follow–Me vehicle guidance or 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 Follow–Me vehicle guidance or Light–Gun signal. Do not enter TWY B/H without ATC TWR clearance via radio frequency, light gun signal or Follow–me guidance.

222.15. **Helicopter Operations**

222.15.1. **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.

- b) All rotary wing traffic shall contact Kabul Tower on 125.4MHz if negative contact 121,5MHz prior to entering the Control Zone and maintain two-way radio communications with Kabul Tower while in Kabul Control Zone.

222.152. **Helicopter VFR Compulsory Reporting Points**

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

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

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

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

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

222.153. Helicopter Routes and HLZ's

- a) The altitude for arriving and departing helicopter traffic is 600ft AGL or below unless instructed otherwise. Arriving helicopters shall enter Kabul CTR at or below 600ft AGL (6500 MSL) via the appropriate CRP and fly the published VFR arrival corridor at or below 600ft AGL. Departing helicopters shall fly the published VFR departure corridors at or below 600ft AGL until exiting the CTR.
- b) All helicopters intending to cross the extended RWY centerline within Kabul CTR must obtain explicit Kabul ATC TWR approval. If unable to obtain approval to cross the extended RWY centerline, helicopters must hold to the North of CRP's (NOVEMBER-ECHO, NOVEMBER) or to the South of CRP's (ALPHA, SIERRA-WHISKEY, or WHISKEY) in accordance with their arrival direction until approval is received from Kabul ATC TWR.
- c) Helicopters intending to land on an HLZ within Kabul CTR shall report the destination HLZ to Kabul ATC TWR on initial contact. When on final for the destination HLZ, the flight shall inform Kabul ATC TWR of the estimated time of departure and the next destination. If contact with Kabul ATC TWR is not possible prior to departure, Kabul ATC TWR must be notified as soon as possible after liftoff (diverging from ARR/DEP corridors) and then expect to be directed by Kabul ATC TWR to the nearest arrival/departure corridor or the next destination landing site.

*****CAUTION*** Helicopters operating VFR to/from HLZs in downtown Kabul area will maintain ground tracks that provide sufficient lateral clearance of the Special Use Airspace: OAP201 (surrounding the Presidential Palace) in order to prevent the perception that they may be violating the ROZ or otherwise posing a threat to the security of the Palace compound.**

Departures clearances issued by ATC, NOT for a published route, will fly taxiway heading until the end of the taxiway and then turn/proceed directly to their clearance limit or coordinated exit fix at or below 600 Ft AGL. At Tower's discretion, helicopters may be instructed to proceed direct after airborne, but SHALL NOT overfly parked/taxiing aircraft, vehicles, personnel, or building below 300FT AGL.

222.154. **Aerodrome Helicopter Landing Sites (Helipads):** There is two marked helicopter- landing sites (HLS) on TWY BRAVO for taking-off, landing, and hovering.

- a) HLS (Helipad) BRAVO 1 is located east of TWY Foxtrot.
- b) HLS (Helipad) BRAVO 2 is located west of TWY Charlie abeam Apron 6S

NOTE1: Taxiway Bravo between West of Taxiway Foxtrot and East of Taxiway Charlie is unavailable for helicopter take-offs and landings. Helicopters may taxi on any portion of Taxiway Bravo.

NOTE2: Taxiway Hotel full-length is used for helicopter departures and arrivals.

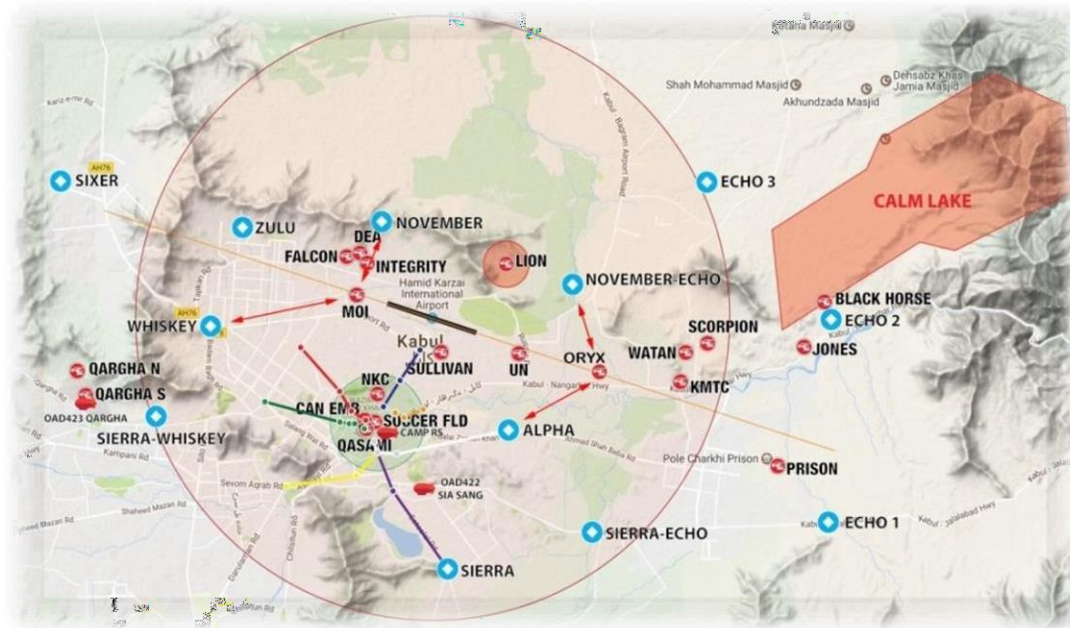
NOTE3: Helicopters using TWY Hotel shall land/depart abeam the origin/destination apron unless otherwise directed by Kabul Tower.

222.15.5. **Simultaneous Helicopter VMC Operations:**

- a) Simultaneous operations RWY/TWY, FW/RW opposite direction not allowed at all.
- b) Simultaneous operations RWY/TWY, FW/RW same direction approved when FW departing pass abeam the Position of the RW on parallel TWY's.

*****CAUTION*** Helicopter VFR operations on TWY HOTEL or TWY BRAVO may be simultaneous to RWY, only for RW operations at less than 250 meters distance.**

(Traffic information has to be provided to both aircraft concerned and acknowledged by both pilots).



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222.156. OAKB Helicopter VFR Arrival Corridors:

The following routes apply for helicopter VFR arrivals into Kabul International Airport:

*****CAUTION*** Overflying built-up areas around the RWY and aircraft/vehicles on the ground at heights below 300ft AGL is strictly prohibited.**

| ARRIVAL ROUTE | PROCEDURE |
|----------------------------|--|
| ECHO2 Arrival TWY HOTEL | <p>Contact ATC TWR prior to ECHO 2 at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL Direct to NOVEMBER-ECHO. At NOVEMBER-ECHO call ATC TWR and expect instructions to hold, when instructed, enter the downwind as described in 2.22.10 via "Kabul Gate" (343426N0691417E) for TWY HOTEL direction 11 approaches, or clearance for final approach TWY HOTEL direction 29.</p> <p>CAUTION: Aircraft have to maintain at least 1.5 NM North of extended RWY center line</p> <p>Do not overfly the ILS GP Antenna 400m from TWY eastern end.</p> <p>See chart at 2.24.4.1.</p> |
| Echo3 Arrival TWY HOTEL | <p>Contact ATC TWR prior to ECHO 3 at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted, then proceed at or below 600ft AGL to NOVEMBER-ECHO. At NOVEMBER-ECHO, call ATC TWR and expect instructions to hold, enter the downwind as described in 2.22.10 via "Kabul Gate" (343426N0691417E) for a TWY HOTEL direction 11 approaches, or clearance for a final approach for TWY HOTEL direction 29.</p> <p>CAUTION: Do not overfly the ILS GP Antenna 400m from TWY eastern end. See chart at 2.24.4.1</p> |
| SIXER Arrival TWY HOTEL | <p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to</p> |

| | |
|---|---|
| | <p>NOVEMBER. At NOVEMBER, call ATC TWR and expect instructions to hold, enter the downwind as described in 2.22.10 via “bombed out field” (343510N0691117E) for a TWY HOTEL direction 29 approach, or clearance for a final approach for TWY HOTEL direction 11.</p> <p>See chart at 2.24.4.2</p> |
| <p>Echo1Arrival TWY BRAVO</p> | <p>Contact ATC TWR prior to ECHO 1 at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to Sierra-Echo. At Sierra, Echo calls ATC TWR and expect instructions to hold or proceed to ALPHA. At ALPHA call ATC TWR and expect instructions to hold, to proceed downwind for TWY B direction 11 approaches, or clearance for a final approach for TWY BRAVO direction 29.</p> <p>See chart at 2.24.4.3</p> |
| <p>Sierra Arrival TWY BRAVO</p> | <p>Contact ATC TWR prior to SIERRA at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to ALPHA. At ALPHA call ATC TWR and expect instructions to hold, proceed downwind for direction 11 approach or clearance for a final approach for TWY BRAVO direction 29.</p> <p>See chart at 2.24.4.3</p> |
| <p>SIERRA-WHISKEY Arrival TWY BRAVO</p> | <p>Contact ATC TWR prior to SIERRA-WHISKEY at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to WHISKEY. At WHISKEY call ATC TWR and expect instructions to hold, proceed to downwind TWY BRAVO direction 29 approach, or clearance for a final approach for TWY BRAVO direction 11.</p> <p>See chart at 2.24.4.4</p> |
| <p>SIXERArrival TWY BRAVO</p> | <p>Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to another CRP if ATC TWR does not grant clearance to enter the CTR. If clearance is granted then proceed at or below 600ft AGL to WHISKEY. At WHISKEY call ATC TWR and expect instructions to hold, proceed downwind for a TWY BRAVO direction 29 approach, or clearance for a final approach for TWY BRAVO direction 11.</p> <p>See chart at 2.24.4.2</p> |

| | |
|---|---|
| PREFERENTIAL ROUTE 1 (PREF1) (to be used by RW from OAIX/NORTH to Green Zone) | Contact ATC TWR prior to SIXER at or below 600ft AGL, reporting position and destination. Expect holding or instructions to proceed to WHISKEY CRP and to enter the GREEN ZONE via the appropriate transition RED or BLUE according to the Traffic Flow. See chart at 2.24.4.2 |
|---|---|

22215.7. **OAKB Helicopter VFR Departure Corridors:** The following routes apply for helicopter VFR departures from Kabul International Airport:

*****CAUTION***** Overflying built-up areas around the RWY and aircraft/vehicles on the ground at heights below 300ft AGL is strictly prohibited.

NOTE: Departures clearances issued by ATC, NOT for a published route, will fly taxiway heading until the end of the taxiway and then turn/proceed directly to their clearance limit or coordinated exit fix at or below 600 Ft AGL. At Tower's discretion, helicopters may be instructed to proceed direct after airborne, but **WILL NOT** overfly parked/taxiing aircraft, vehicles, personnel, or building below 300FT AGL.

| Departure Route | Procedure |
|--|--|
| NOVEMBER-ECHO Departure TWYHOTEL direction 29 | After take-off, , fly upwind 1000 meters (3280 feet) then turn north crosswind, turn downwind at northwest corner of "bombed out" field(343510N0691117) at or below 600 feet AGL (ref 2.22.10). Abeam east end of the RWY turn left for NOVEMBER-ECHO. At NOVEMBER-ECHO, call ATC TWR reporting position and exit CRP and expect clearance to proceed to ECHO 2 or ECHO 3 at 600ft AGL or below. CAUTION: Aircraft have to maintain at least 1.5 NM north of the extended RWY center line See chart at 2.24.4.5 |
| NOVEMBER-ECHO Departure TWYHOTEL direction 11 | CAUTION: Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading. After take-off, maintain TWY heading until the end of the TWY then turn left for NOVEMBER-ECHO, climbing to 600ft AGL or below. At NOVEMBER-ECHO call ATC TWR reporting position and exit CRP and expect clearance to proceed to ECHO 2 or ECHO 3 at 600ft AGL or below. CAUTION: Special Use Airspace 1NM south of ECHO 3 and 0.5 NM north of ECHO 2. Direct routing from NOVEMBER-ECHO to ECHO 2 not practicable due to ROZ's. Aircraft have to deviate south too close to RWY 29 approach corridor, If there is FW IFR aircraft inside 6NM final to RWY 29 or departing from RWY 11, RW must hold at NOVEMBER-ECHO. See chart at 2.24.4.5 |

| | |
|---|--|
| SIXER Departure TWY HOTEL direction 29 | After take-off, maintain TWY heading until the end of the TWY then turn right to NOVEMBER, climbing to 600ft AGL or below, then continue to SIXER. See chart at 2.24.4.6 |
| SIXER Departure TWYHOTEL direction 11 | After take-off, turn north crosswind at departure end of the runway, turn downwind at "Kabul Gate" (343426N0691417E) at or below 600 feet AGL (ref 2.22.10). Abeam west end of the RWY, turn right to NOVEMBER and then continue to SIXER. CAUTION: Do not overfly the ILS GP Antenna 400m from TWY end on TWY heading. See chart at 2.24.4.6 |
| SIERRA-WHISKEY Departure TWY BRAVO direction 29 | After take-off, maintain TWY heading until the end of the TWY then turn left to SIERRA-WHISKEY, climbing to 600ft AGL or below. CAUTION: Special Use Airspace 1 NM west of SIERRA-WHISKEY. See chart at 2.24.4.7 |
| SIXER Departure TWYBRAVO direction 29 | After take-off, maintain TWY heading until the end of the TWY then Proceed to WHISKEY climbing to 600ft AGL or below, then continue to SIXER. See chart at 2.24.4.6 |
| SIXER Departure TWYBRAVO direction 11 | After take-off, maintain TWY heading until the end of the TWY then turn right climbing to 600ft AGL or below and proceed to WHISKEY, then to SIXER. See chart at 2.24.4.6 |
| ALPHA Departure TWYBRAVO direction 29 | After take-off, maintain TWY heading until the end of the TWY then turn left climbing to 600ft AGL or below. Abeam east end of the RWY turns right for ALPHA. At ALPHA call ATC TWR reporting position and exit CRP and proceed to SIERRA-ECHO or SIERRA at 600ft AGL or below. See chart at 2.24.4.8 |
| ALPHA Departure TWYBRAVO direction 11 | After take-off, maintain TWY heading until the end of the TWY then turn right for ALPHA, climbing to 600ft AGL or below. At ALPHA call ATC TWR reporting position and exit CRP and proceed to SIERRA-ECHO or SIERRA, at 600ft AGL or below. See chart at 2.24.4.8 |
| PREFERENTIAL ROUTE 2 (PREF2) (to be used by RW from Green Zone to OAIX/NORTH) | Prior leaving the GREEN ZONE via the appropriate transition RED or BLUE, according to the traffic flow, report destination to ATC TWR and proceed to WHISKEY CRP at or below 600ft AGL. Expect holding or instructions to proceed to SIXER CRP. |

OAKB AD 2.23 ADDITIONAL INFORMATION

223.1 ACFT suffering a bird strike within the Kabul CTR must immediately report it to the appropriate ATC unit.

NOTE: The submission of a written report to KIA **ASMO** is mandatory by using the standard ICAO Bird Strike Reporting Form.








223.2 Bird Watch Condition (BWC)

a) **BWC SEVERE**: Bird activity on or immediately above the active runway or other specific location representing high potential for strikes.

b) **BWC MODERATE**: Bird activity near the active runway or other specific location representing the increased potential for strikes.

c) **BWC LOW**: Bird activity on and around the airfield representing the low potential for strikes.

NOTE: The BWC is determined by Wildlife Specialist and Flight Safety Officers according to the following matrix:

| | | Small birds (Swallow, Sparrow, Wagtail) | Medium-Sized Birds (Plover, Gull, Crow) | Large Birds (Stork, Vulture, Goose) |
|---|---|---|--|--|
| | |  | 76 - 700 grams   | 701 grams +  |
|  | Large / Very large numbers or flocks | MODERATE High probability of birdstrike Possibly damaging | SEVERE High probability of multiple birdstrike. Likely to be damaging | SEVERE High probability of multiple birdstrike Likely to cause significant damage |
|  | Medium numbers | LOW Medium likelihood of birdstrike Not likely to be damaging | MODERATE Medium probability of birdstrike Quite possibly damaging | SEVERE High possibility of birdstrike Likely to cause damage |
|  | Small Numbers / Individual Birds | LOW Low probability of birdstrike Not likely to be damaging | LOW Low probability of birdstrike. Potentially damaging if does occur | MODERATE Low likelihood of birdstrike. Probably damaging if it does occur |

NOTE: BWC MODERATE and SEVERE are broadcasted in the ATIS, and additional information on the location of birds will be provided by Kabul Tower to arriving and departing aircraft. The decision to land and take-off rests with pilot-in-command.

*****CAUTION*** During BWC SEVERE, practice approaches are not permitted.**

223.3 Due to increased bird activity at Kabul International Airport, crews are strongly advised to switch all available lights ON when operating below 1,000ft AGL near the airport.

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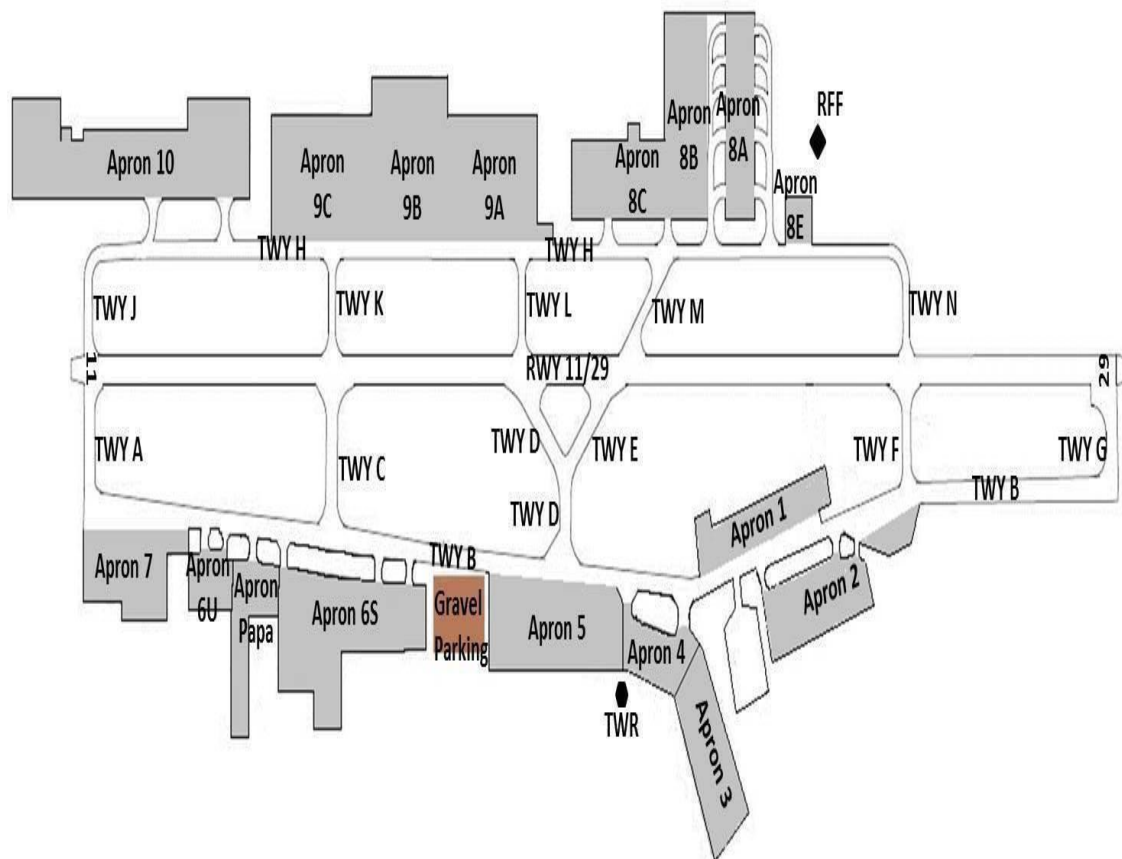
OAKB AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Kabul International Airport | | |
|---|--|------------------------------|
| 1 | Aerodrome Chart – ICAO | Produced – see 2.24.2 |
| 2 | ACFT Parking/Docking Chart – ICAO | Partly produced – see 2.24.3 |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Produced – see 2.24.1 |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Produced – see 2.24.1 |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |
| 13 | VFR Compulsory Reporting Points | Produced– see 2.24.4 |
| 14 | Aircraft with an ACN equal or greater than 33 arriving or departing Aprons 8 and 9 taxi routes | Produced– see 2.24.5 |

2.24.1 Published Instrument Charts. The following charts are available for use on the ACAA website at <http://afgais.com>. These charts have been endorsed for use by Airfield Authorities, however; variations may exist in the design criteria used to create them. Aircrew should use the procedures subject to their own risk assessment and always refer to NOTAM for up-to-date information.

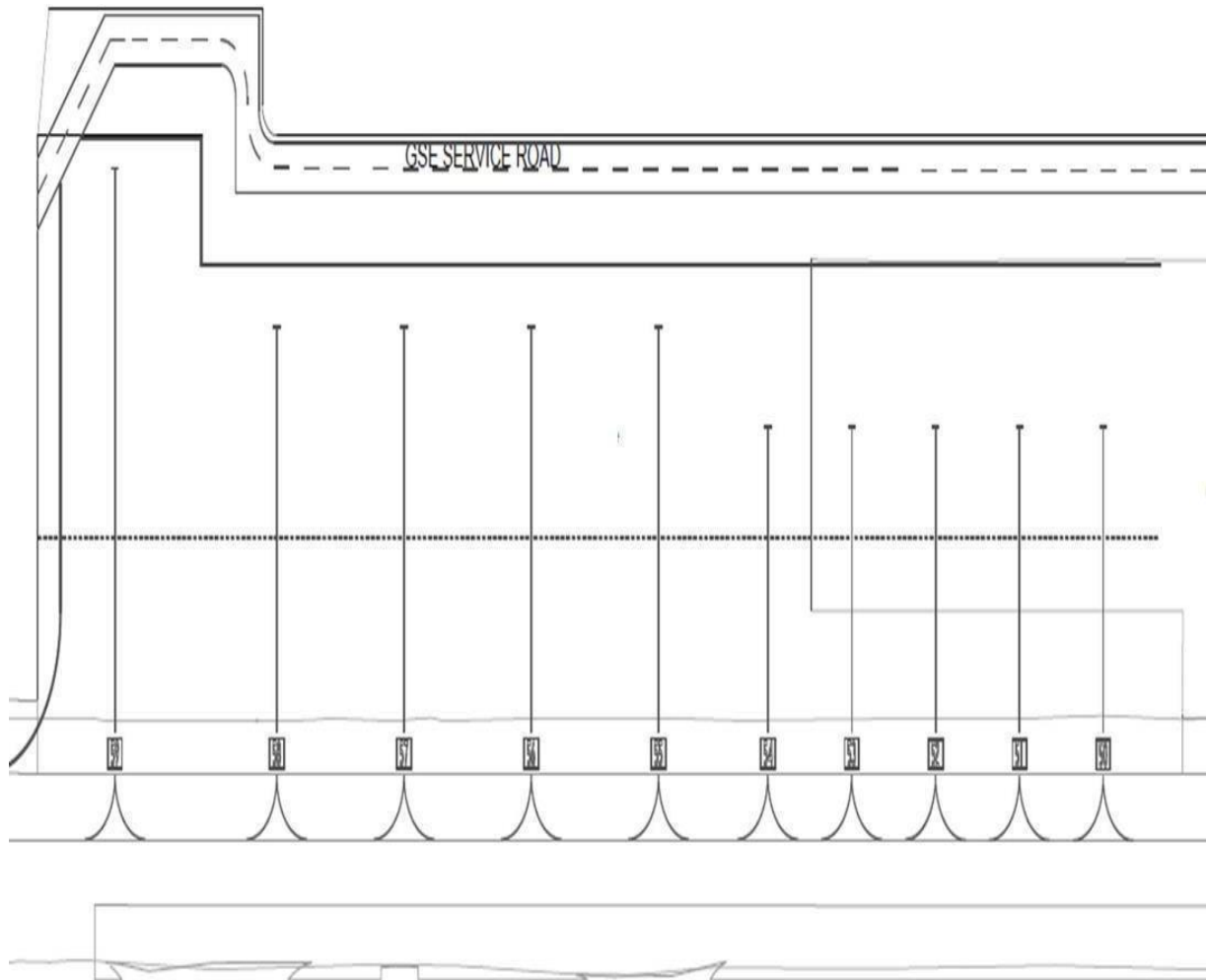
| KABUL AIRPORT (OAKB) – afgais.com WEB PAGE | |
|--|--------------------------|
| TYPE OF CHART | LAST UPDATED DATE |
| ILS RWY 29 | 12 OCT 2017 |
| KABUL FOUR DEPARTURE (OBSTACLE) | 17 AUG 2017 |
| KABUL INTERNATIONAL IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURE | UPDATED DATE NOT AVBL |
| LOGAR THREE DEPARTURE (RNAV 1)-KABUL AIRPORT | 31 MAR 2017 |
| OAKB AIRPORT DIAGRAM | 22 JUN 2017 |
| RNAV GPS RWY 29 | 10 AUG 2021 |
| TAPIS TWO DEPARTURE (RNAV 1) | 31 MAR 2017 |
| VOR/DME RWY 29 | 12 OCT 2017 |

2.24.2 Airfield Diagram



2.24.3 ACFT Parking/Docking Charts

2243.1 ACFT Parking/Docking Chart for Apron 1

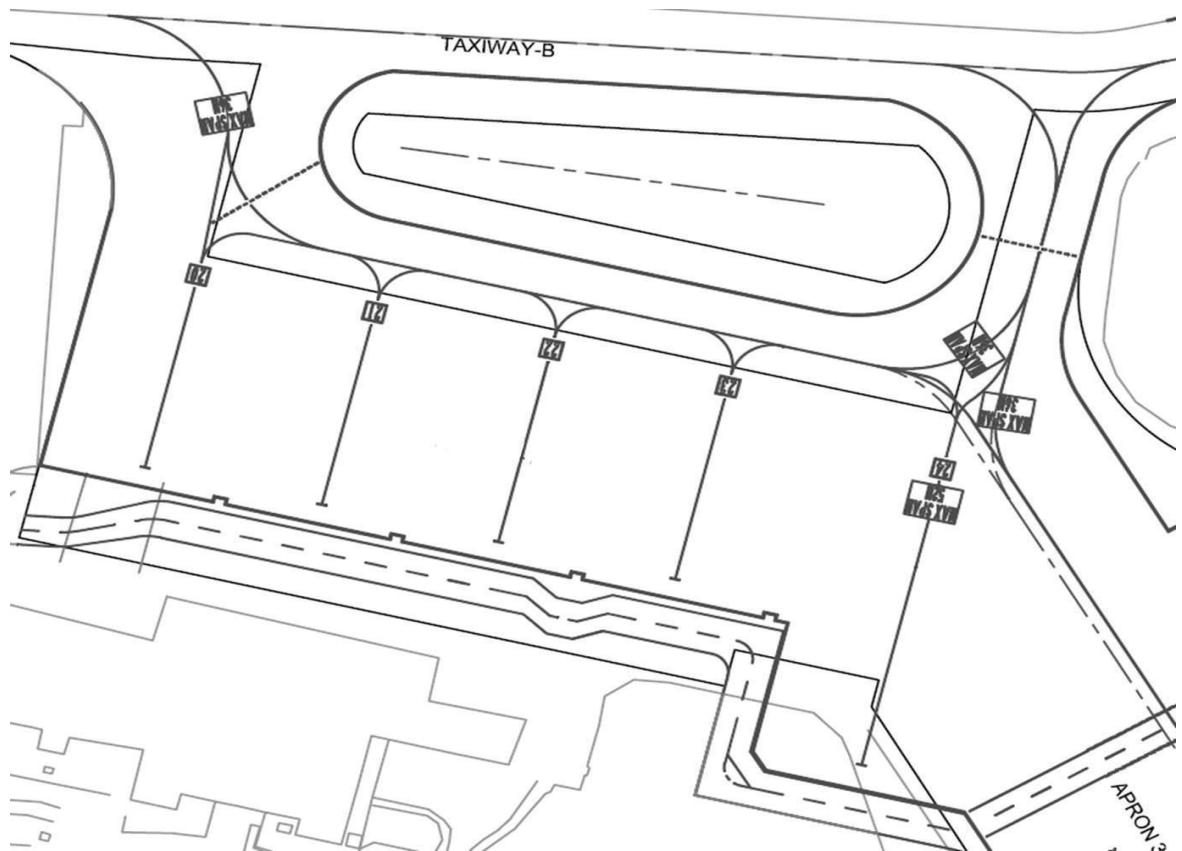


2243.2 ACFT Parking/Docking Chart for Apron 3



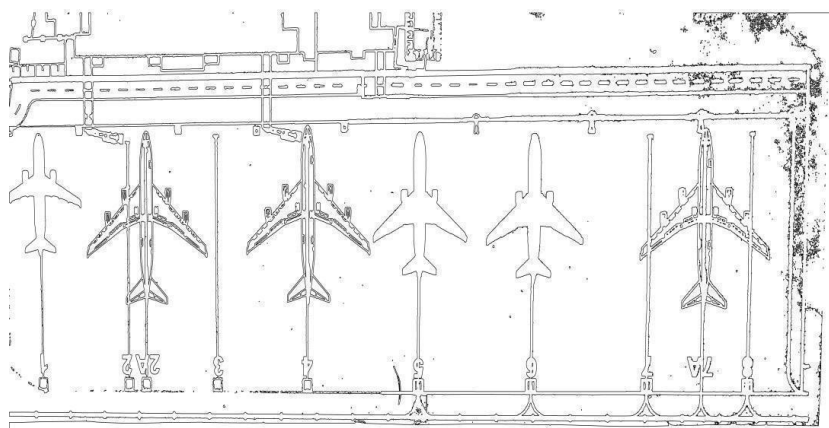
22433

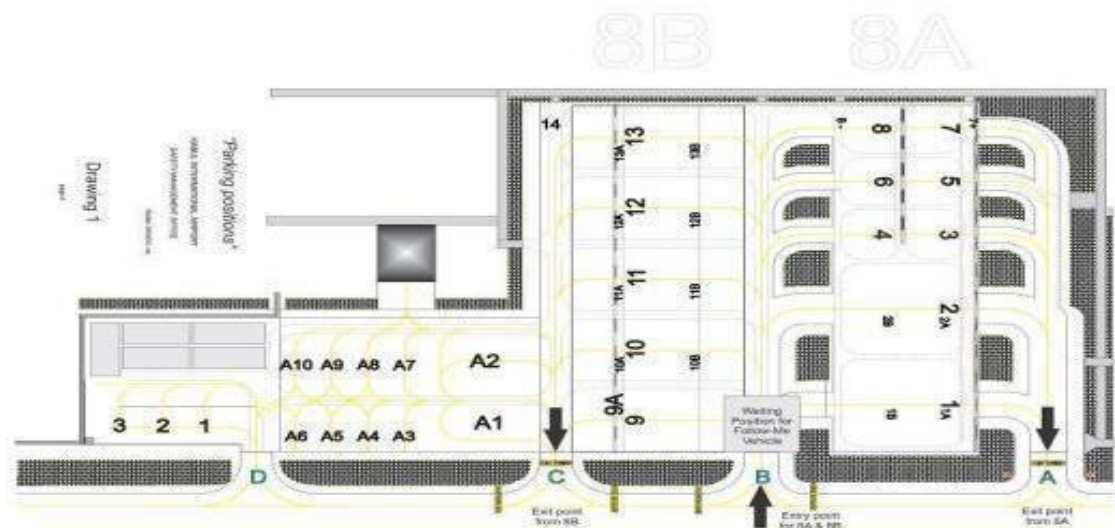
ACFT Parking/Docking Chart for Apron 4



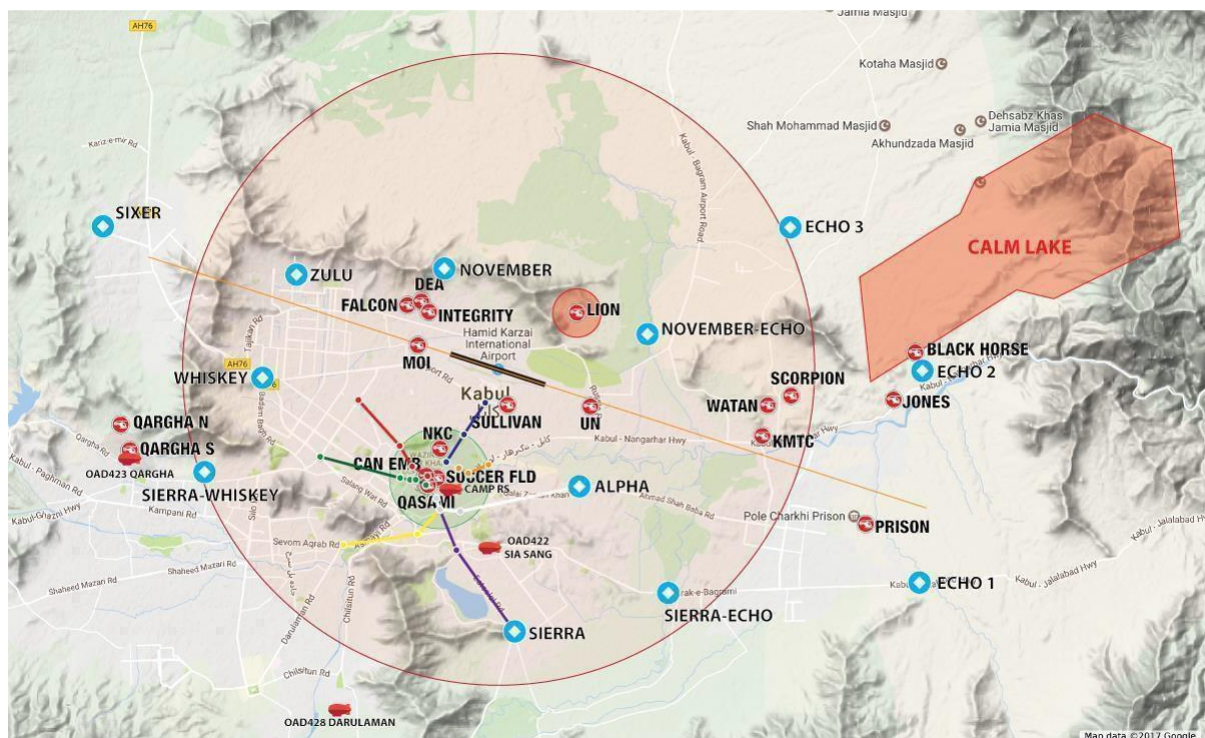
224.34 ACFT Parking/Docking Chart for Apron 5

224.35 ACFT Parking/Docking Chart for Apron 8

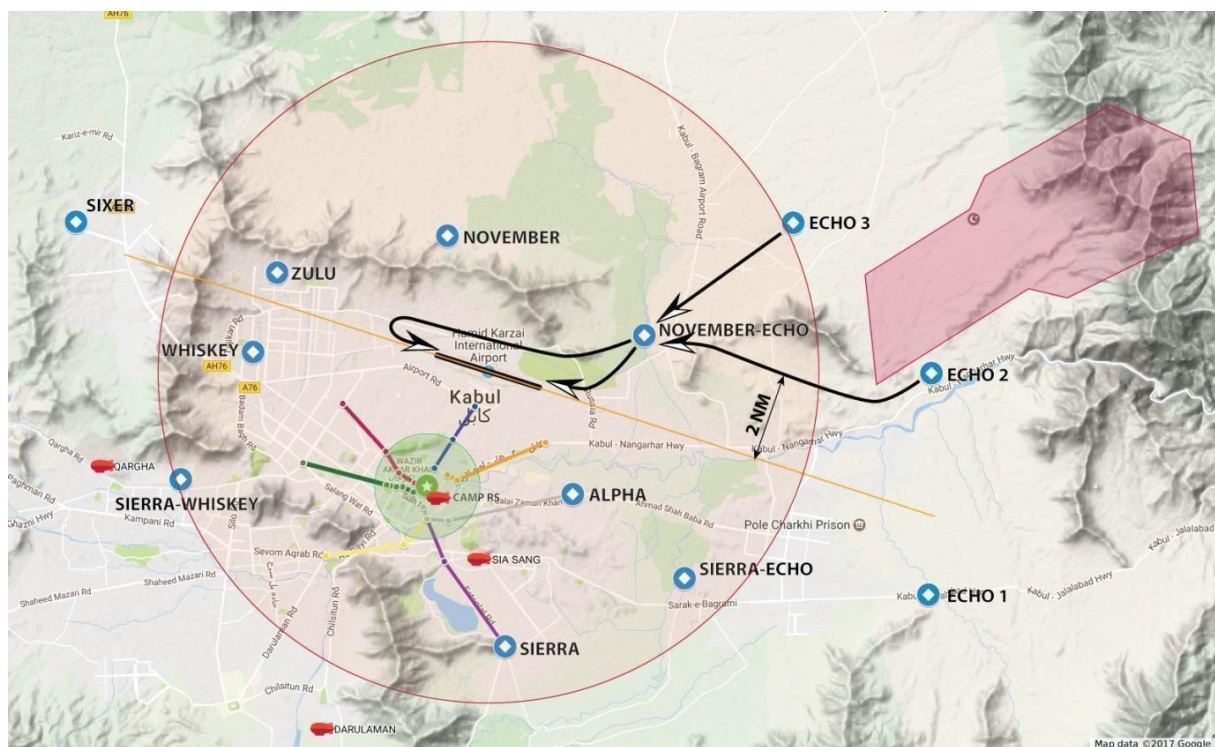




2.24.4 OAKB VFR Compulsory Reporting Points (NOT FOR NAVIGATION)

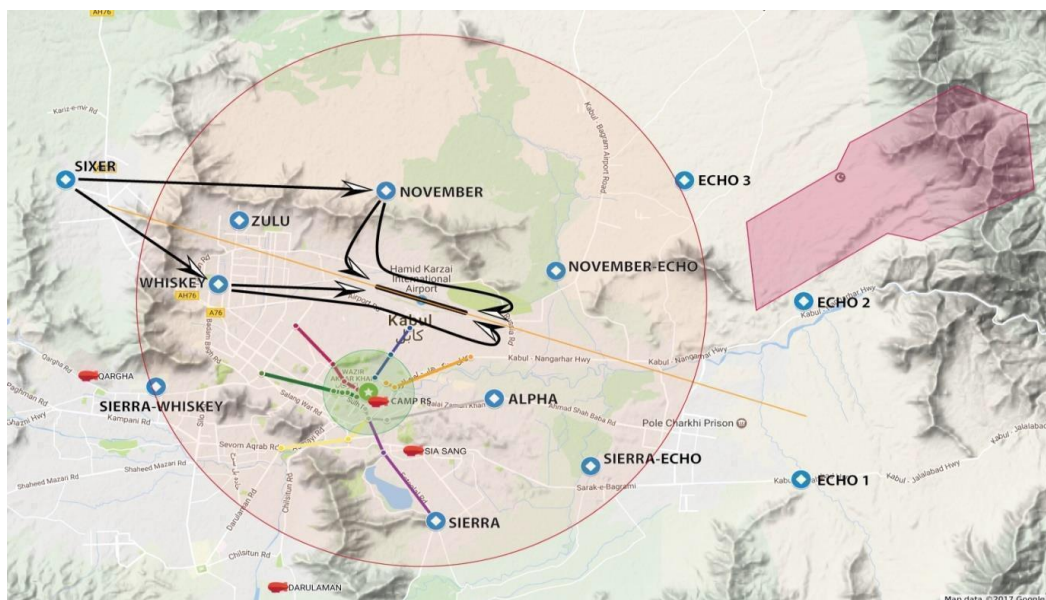


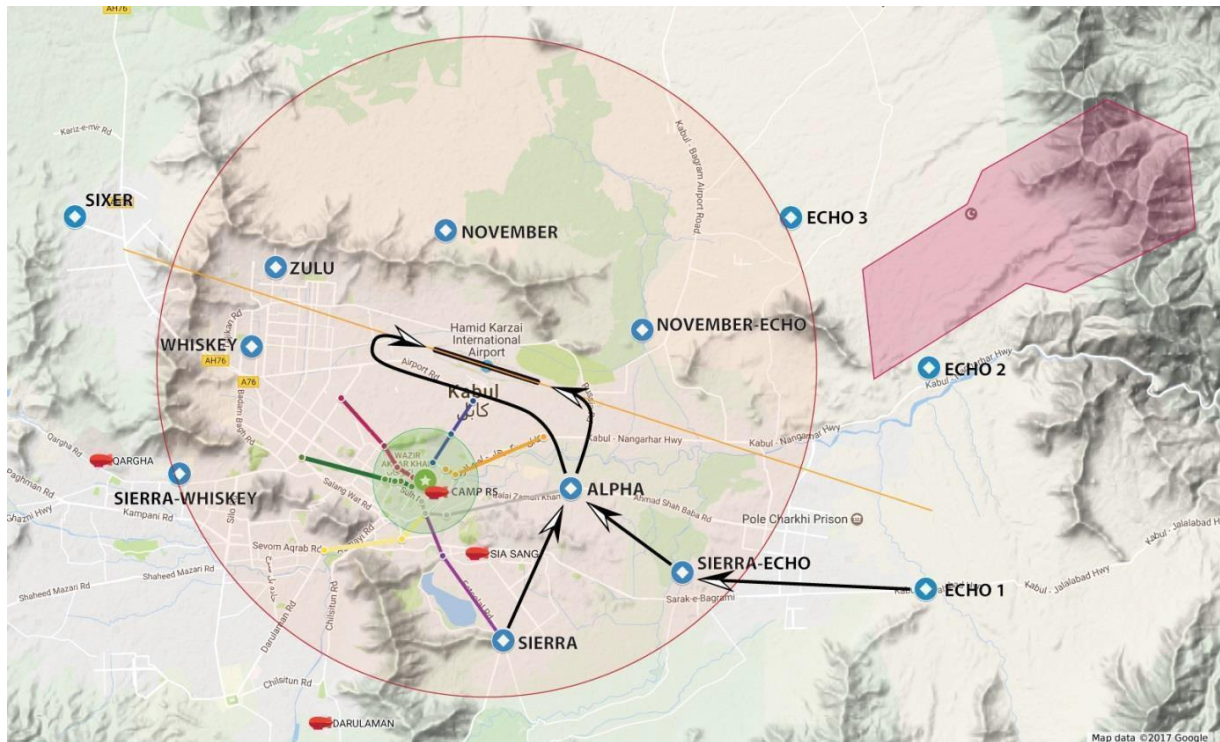
2244.1 OAKB ECHO 2 and ECHO 3 helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)



22442 OAKB SIXER and SIERRA helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION)

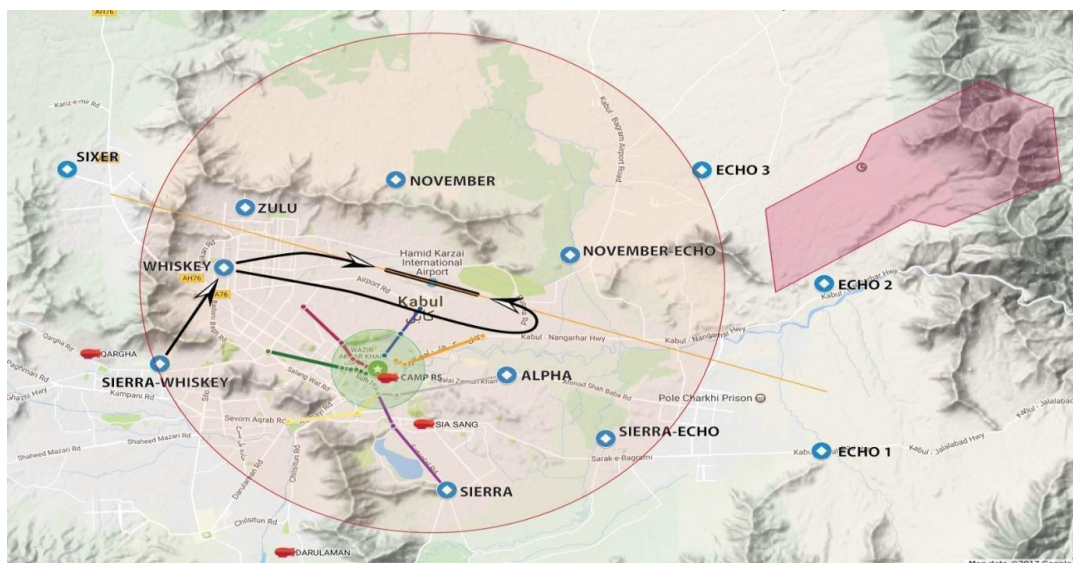
22443 OAKB ECHO 1 and SIERRA Helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION)

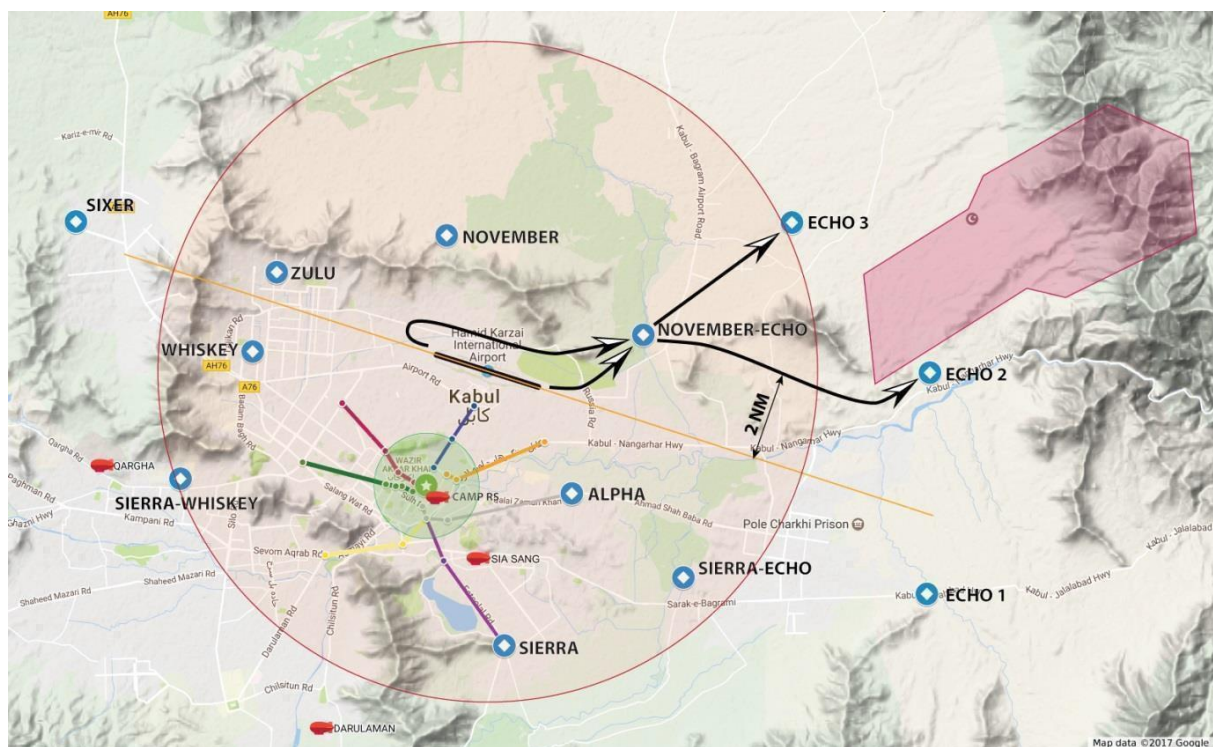




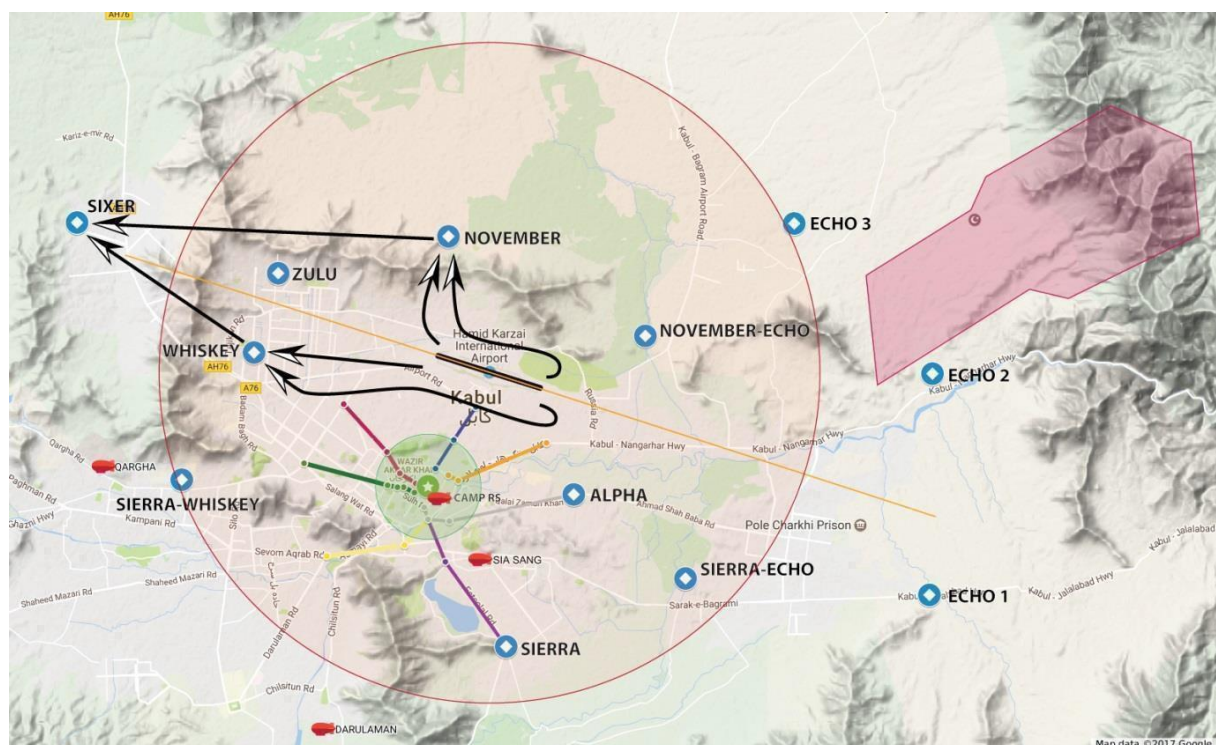
22444 OAKB SIERRA-WHISKEY Helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)

22445 OAKB NOVEMBER-ECHO Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)

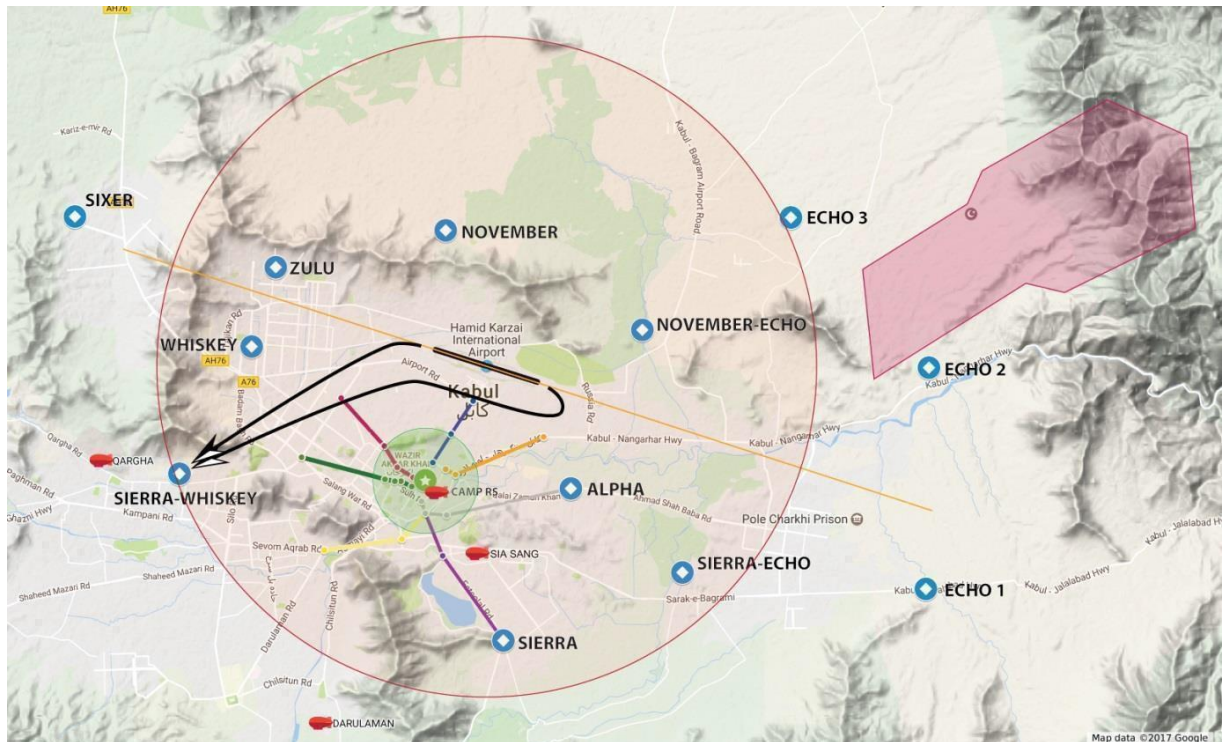




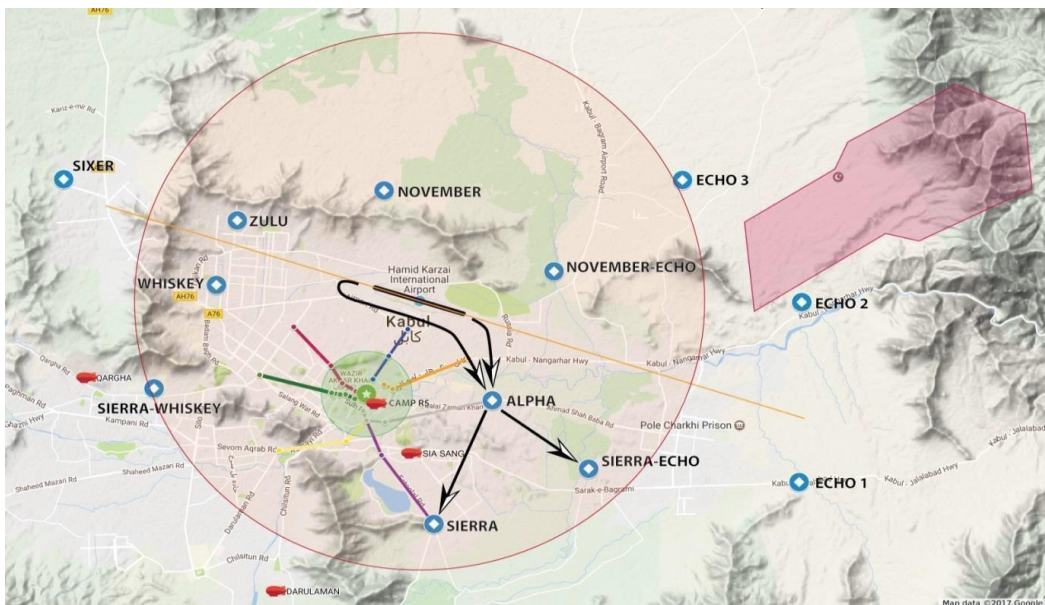
OAKB SIXER Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



224.46 OAKB SIERRA-WHISKEY Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



2244.7 OAKB ALPHA Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



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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. Abdul Raziq Maiwandi Director of Ahmad Shah Baba International Airport, Kandahar Afghanistan +93 (0) 749901999 Nil Nil ah.ibrahimi99@gmail.com Nil |
| 7 | Types of traffic permitted | Only VFR |
| 8 | Remarks | aisofficeoakn@gmail.com |

OAKN AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|--|
| 1. | Aerodrome Administration | 0030Z-1730Z |
| 2. | Customs and Immigration | 0030Z-1730Z |
| 3. | Health and Sanitation | 0030Z- 1730Z H24 During Haj OPS, Civil Terminal First AID is available. |
| 4. | AIS Briefing Office | 0030Z-1730Z |
| 5. | ATS Reporting Office | N/A |
| 6. | MET Briefing Office | 0030Z-1730Z |
| 7. | Air Traffic Services | 0030Z-1730Z (outside listed hours, based on PPR) |
| 8. | Fueling | 0030Z-1730Z |
| 9. | Handling | 0030Z-1730Z |
| 10. | Security | H24 |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |

OAKN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|--|
| 1. | Cargo handling facilities | GAAC provides ground handling services: 1 x 1 up to 10 T Forklift 2 x Tractors 1 x 1 15 T MDL 3 x 1 7 T trucks |
| 2. | Fuel and oil types | TS-1 Nil |
| 3. | Fueling facilities and capacity | Kam Gar is providing fueling services to all civil ACFT. Fuel capacity (150) Tons TS-1 in storage. KAM GAR Fuel: +93 (0) 700302563 |
| 4. | De-icing facilities | Nil |
| 5. | Hangar Space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAKN AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|----------------------------|
| 1. | Hotels | In town |
| 2. | Restaurant | One restaurant in terminal |
| 3. | Transportation | Taxis available |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | In town |
| 6. | Tourist office | In town |
| 7. | Remarks | Nil |

OAKN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | | |
|----|-------------------------------------|---|---|
| 1. | Aerodrome category for firefighting | RFF ICAO Cat 7 | |
| 2. | Rescue Equipment | 1xCommand Vehicle | |
| | | 2 response from a total of 3 Crash vehicles daily for Cat 7 | <p><u>Crash 4 vehicle with:</u></p> <p>8500 Lit. of Water</p> <p>1000 Lit. of Foam</p> <p>225 KG. Dry Powder</p> <p>90 KG. CO2</p> <p>Crash 2 Rosenbauer vehicle with:</p> <p>12500 Lit. of Water</p> <p>1500- Lit. of Foam</p> <p>125 kg -Co2</p> <p>225kg-Dry chemical powder</p> |
| | | 2xStructural fire vehicles | <p>Crash 5 vehicle with:</p> <ul style="list-style-type: none"> • 3000 Lit. of Water • 1 x 10 meter (Extension) ladders • 1 x positive pressure ventilation fans • Lighting unit • 1 x Medical beg • 1 x Hydraulic powers tools <p>Crash 3 vehicle with:</p> <ul style="list-style-type: none"> • 2000 Lit. of Water • 500 lit. AFFF foam • 1 x 10 meter (extension) ladders • 1 x positive pressure ventilation fans <p>1 x Hydraulic powers tools</p> |
| | | Water Tankers | <p><u>Water tanker 6 with:</u></p> <p>19000 Lit. of water</p> |

| | | |
|----|---|-----|
| 3. | Capability for removal of disabled ACFT | Nil |
| 4. | Remarks | Nil |

OAKN AD 2.7 SEASONAL AVAILABILITY

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

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

2.8.1. TAXIWAY

| TWY | TWY LENGTH | SHOULDER LENGTH | TWY CONDITION | TWY PCN | LIGHTS | RESTRICTION |
|--------------------------|--|-----------------|---------------|-------------|-----------|---|
| TWY-A | 262ft x 130ft (80M x 40m) CONCRETE | 17FT | GOOD | 68/R/B/W/T | INSTALLED | NONE |
| TWY-B1 | 94ft x 130ft (28.6M x 40m) ASPHALT | 16FT | POOR | 52/F/A/W/T | INSTALLED | NONE |
| TWY-B2 | 94ft x 130ft (28.6M x 40m) ASPHALT | 16FT | FAIR | 52/F/A/W/T | INSTALLED | NONE |
| TWY-C1 | 94ft x 130ft (28.6M x 40m) ASPHALT | 16FT | SATISFACTORY | 58/F/A/W/T | INSTALLED | NONE |
| TWY-C2 | 94ft x 130ft (28.6M x 40m) ASPHALT | 16FT | GOOD | 59/F/A/W/T | INSTALLED | NONE |
| TWY-D1 | 86ft x 130 (26.2M x 40m) ASPHALT | 16FT | FAIR | 32/F/A/W/T | INSTALLED | LIGHT DEPRESSIONS, UTILIZE SLOW TAXI SPEED |
| TWY-D2 | 75ft x 130ft (22.8M x 40m) ASPHALT | 24FT | FAIR | 25/F/A/W/T | INSTALLED | TWY CLOSED |
| TWY-E | 260ft x 130ft (79.2M x 40m) CONCRETE | 18FT | GOOD | 60/R/B/W/T | INSTALLED | NONE |
| TWY-F | 75ft x 130ft (22.8M x 40m) ASPHALT | 16FT | SATISFACTORY | 46/F/A/W/T | INSTALLED | NONE |
| TWY-F EXTENS ION | 46ft x 50ft (14M x 15m) CONCRETE/ ASPHALT | 26FT | SATISFACTORY | 34/R/B/W/T | INSTALLED | WINGSPANS OF 133FT OR SMALLER. |
| TWY-G | 71ft x 130ft (21.6M x 40m) ASPHALT | 11FT | SATISFACTORY | 42/F/A/W/T | INSTALLED | NON-STANDARD WHITE LANDING ZONE (LZ) MARKINGS LOCATED ON FIRST 800FT ON EAST & WEST ENDS |
| TWY-G2 | 75ft x 130ft (22.8M x 40m) ASPHALT | 25FT | FAIR | 45/F/A/W/T | INSTALLED | NONE |
| TWY-G3 | 71ft x 130ft (21.6M x 40) ASPHALT | 26FT | GOOD | 44/F/A/W/T | INSTALLED | NONE |
| TWY-G4 | 71ft x 130ft (21.6M x 40m) ASPHALT | 26FT | SATISFACTORY | 43/F/A/W/T | INSTALLED | NONE |
| TWY-G5 | 70ft x 130ft (21.3M x 40m) ASPHALT | 26FT | GOOD | 36/F/A/W/T | INSTALLED | NONE |
| JULIET TIE-IN | 70ft x 130ft (21.3M x 40m) ASPHALT | 25FT | SERIOUS | 191/F/A/W/T | INSTALLED | WINGSPANS OF 170FT OR SMALLER. |
| SIERRA EAST TIE-IN | 65ft x 130ft (19.8M x 40m) ASPHALT | 17FT | SATISFACTORY | 73/F/A/W/T | INSTALLED | WINGSPANS OF 170FT OR SMALLER |

| | | | | | | |
|--------------------------|---|------|--------------|------------|-----------|---|
| SIERRA WEST TIE-IN | 95ft x 130ft (28.5M x 40m) ASPHALT | 28FT | SATISFACTORY | 73/F/A/W/T | INSTALLED | WINGSPANS OF 133FT OR SMALLER |
| TWY-W | 75ft x 130ft (22.8M x 40m) ASPHALT | 25FT | POOR | 44/F/A/W/T | INSTALLED | WINGSPANS OF 170FT OR SMALLER EAST OF V-APRON. |
| TWY-W1 | 75ft x 130ft (22.8M x 40m) ASPHALT | 25FT | FAIR | 43/F/A/W/T | INSTALLED | WINGSPANS OF 170FT OR SMALLER |
| YANKEE TIE-IN | 74ft x 130ft (22.5M x 40m) CONCRETE | 28FT | SATISFACTORY | 96/R/B/W/T | INSTALLED | WINGSPANS OF 58FT OR SMALLER |
| ZULU TIE-IN | 72ft x 130ft (21.9M x 40m) ASPHALT | 27FT | SATISFACTORY | 39/F/A/W/T | INSTALLED | WINGSPANS OF 58FT OR SMALLER |
| FALCON TAXI LANE | 45ft x 130ft (14m x 40m) CONCRETE | 25FT | SATISFACTORY | 40/R/B/W/T | INSTALLED | WINGSPANS OF 90FT OR SMALLER. WEST OF X+ APRON RESTRICTED TO WINGSPAN 66FT OR SMALLER. |

2.8.2. APRON

| APRON | APRON LENGTH | SHOULDER LENGTH | APRON CONDITION | APRON PCN | LIGHTS | RESTRICTION |
|-------------------|---|--------------------|--------------------|--------------|-----------|---|
| DOS APRON | 1181FT X 341FT CONCRETE | | GOOD | 36/R/C/W/T | INSTALLED | ROTARYWING AIRCRAFT ONLY |
| KILO APRON | 1064FT X 331FT CONCRETE | 26FT | SATISFACTORY | 61/R/B/W/T | INSTALLED | ERO'S ON SPOTS 3-6 LIMITED TO ACFT WITH WINGSPANS 36 METERS (118 FT.) OR SMALLER |
| LIMA APRON | 486FT X 524FT CONCRETE | | VERY POOR | 21/R/C/W/T | INSTALLED | PROP AND ROTARY WINGAIRCRAFT ONLY |
| MIKE APRON | 2444FT X 581FT CONCRETE | | GOOD | 123/R/A/W/T | INSTALLED | SPOTS 1-6 W/S 170FT OR LESS. SPOTS 7 W/S 241FT OR LESS. SPOT 8 W/S 223FT OR LESS. SPOTS 9-10 W/S 133FT OR LESS |
| NOVEMBER APRON | 929FT X 540FT CONCRETE | | VERY POOR | 127/R/A/W/T | INSTALLED | NONE |
| OSCAR APRON | 613FT X 492FT CONCRETE | | SATISFACTORY | 40/R/B/W/T | INSTALLED | WINGSPANS OF 133FT OR SMALLER |
| QUEBEC APRON | 375FT X 832FT ASPHALT/ CONCRETE PADS | 26FT | GOOD | 49/F/A/W/T | INSTALLED | ROTARYWING AIRCRAFT ONLY |
| DAC PAD | 282FT X 406FT CONCRETE | 42FT | SATISFACTORY | 64/R/B/W/T | INSTALLED | NONE |
| TRIM PAD | 170FT X 196FT CONCRETE | | GOOD | 61/R/B/W/T | INSTALLED | FIGHTER SIZED AIRCRAFT ONLY |
| SIERRA APRON | 1555FT X 846FT ASPHALT/C ONCRETE PADS | 26FT | SATISFACTORY | 52/F/A/W/T | INSTALLED | WINGSPANS OF 170FT OR SMALLER |
| VICTOR APRON | 196FT X 531FT ASPHALT/ CONCRETE | 11FT | FAIR | 41/F/A/W/T | INSTALLED | ROTARYWING AIRCRAFT ONLY |

| | | | | | | |
|-------------------|-------------------------------|------|------------------|-------------|-----------|--|
| WHISKEY APRON | 1126FT X 1395FT ASPHALT | 25FT | SATISFACTORY | 49/F/A/W/T | INSTALLED | SPOT W-1 & W-3 RESTRICTED TO ACFT WITH W/S 170FT OR LESS. IF SPOT W-2 IS UTILIZED SPOTS W-1 & W-3 CLOSED. SPOT W- 4 RESTRICTED TO ACFT WITH W/S 223FT OR LESS. |
| WHISKEY+ APRON | 443FT X 754FT ASPHALT | | GOOD | 43/F/A/W/T | INSTALLED | WINGSPANS OF 94FT OR SMALLER |
| X-RAY APRON | 656FT X 660FT CONCRETE | | SATISFACTORY | 48/R/B/W/T | INSTALLED | WINGSPANS OF 55FT OR SMALLER |
| X-RAY+ APRON | 115FT X 623FT CONCRETE | 24FT | GOOD | 60/R/A/W/T | INSTALLED | WINGSPANS OF 55FT OR SMALLER |
| YANKEE APRON | 318FT X 1364FT CONCRETE | | S ATISFACTORY | 130/R/B/W/T | INSTALLED | WINGSPANS OF 66FT OR SMALLER |
| ZULU APRON | 770FT X 885FT CONCRETE | 22FT | GOOD | 109/R/B/W/T | INSTALLED | WINGSPANS OF 58FT OR SMALLER |

| | | |
|----|---|---|
| 3. | Locations and elevation of altimeter checkpoints | Not available |
| 4. | Location of VOR checkpoints | Not available |
| 5. | Position of INS checkpoints | Not available |
| 6. | Remarks | See 'Additional information' 2.23.8-9 for unserviceable parking areas. |

**OAKN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|--|--|
| 1. | Use of ACFT stand ID signs, TWY guide lines, and visual docking/parking guidance system at ACFT stands | TWY signs |
| 2. | RWY and TWY markings and lights | RWY 05/23 High-Intensity RWY Lights (HIRLS) with adjustable settings Red RWY end lights Blue TWY edge lights |
| 3. | Stop bars | Nil |
| 4. | Remarks | Nil |
| 5. | RWY Non-Standard Marking | Use caution for non-standard marking depicting military landing zone located approximately 3,300ft past RWY 05/23 thresholds. Markings are depicted by four white rectangular boxes (500ft x 60ft). RWY military landing zone for daytime use. |

OAKN AD 2.10 AERODROME OBSTACLES

| | | |
|----|--------|-----------------------------------|
| 1. | RWY 05 | OAKN Obstacle Chart not published |
| 2. | RWY 23 | OAKN Obstacle Chart not published |

2.10.3. **Unlit antenna** 150ft AGL located near SENJARAY 313735N 0653209E'. Guide wires within a 200ft radius of the antenna.

2.10.4. **Lit antenna** (cell phone) 263ft AGL located north of Tarnak Range 312850N 0654826E.

2.10.5. **Lit antenna** 108ft AGL (obstruction light) 1.5NM east of the RWY.

2.10.6. **Unlit tower** 100ft AGL located at 313215N 0655341E, approx. 2.5NM final RWY 23, within 0.5NM of centerline.

2.10.7. Tower 80ft AGL located at 313051.04N 0655209.10E, approx. 1507m east of threshold RWY 23.

2.10.8. Unlit 150ft AGL Tower located 3.3NM south of reporting point DUST on the West side of Highway.

OAKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|--|
| 1. | Associated MET Office | OAKN MET office contact by telephone: +93 70 620 8512 Email: khan.khoshal786@gmail.com |
| 2. | Hours of operation | 0030Z-1730Z |
| 3. | Office responsible for Terminal Aerodrome Forecast (TAF) preparation Periods of validity | NIL Nil |
| 4. | Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance | METAR Hourly SPECI In case of significant weather changes |
| 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 | METAR SPECI |
| 10. | Additional information | Use station code OAKN for METAR and SPECI. |

OAKN AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 05 | 23 |
|------------|-----------------------|--|---|
| 1. | BRG True and Magnetic | 050° | 230 ° |
| 2. | RWY Dimensions | 3200m x 55m (10 497ft x 180ft) | 3200m x 55m (10 497ft x 180ft) |
| 3. | PCN | PCN 57 R/B/W/T First 2,000FT Concrete then asphalt | PCN 57 R/B/W/T First 2,000FT Concrete then asphalt |
| 4. | THR Coordinates | 312951.63N 0655002.48E | 313050.68N 0655141.69E |
| 5. | THR Elevation | 3 304ft | 3 338ft |
| 6. | Slope of RWY/SWY | +0.3 | −0.3 |
| 7. | SWY Dimensions | N/A | N/A |
| 8. | CWY Dimensions | N/A | N/A |
| 9. | Strip Dimensions | N/A | N/A |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | ACFT with an ACN greater than 57 are not approved to operate at OAKN | |

OAKN AD 2.13 DECLARED DISTANCES

| RWY | | 05 | 23 |
|------------|---------|-------------------|-------------------|
| 1. | TORA | 3 200m (10 497ft) | 3 200m (10 497ft) |
| 2. | TODA | 3 200m (10 497ft) | 3 200m (10 497ft) |
| 3. | ASDA | 3 200m (10 497ft) | 3 200m (10 497ft) |
| 4. | LDA | 3 200m (10 497ft) | 3 200m (10 497ft) |
| 5. | Remarks | Nil | |

OAKN AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 05 | 23 |
|------------|--|--|--|
| 1. | Type, length, and intensity of approach lighting | Nil | ALSF–1 non–std 2,100ft |
| 2. | Threshold lights, colours, and wing bars | Five red/green lights each side of centreline | Five red/green lights each side of centreline |
| 3. | Type of visual approach slope indicator system | PAPI (Serviceable) | PAPI (Unserviceable) |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | White 60m (197ft) intervals | White 60m (197ft) intervals |
| 7. | Colour of RWY end lights and wing bars | Red | Red |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks: | Nil | |

OAKN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|--|
| 1. | Aerodrome Beacon | ICAO Aerodrome Beacon |
| 2. | Location and lighting of anemometer and landing direction indicator | None |
| 3. | TWY edge and center line lighting | Only blue edge lights. Nil centerline lights. |
| 4. | Secondary Power Supply including switch–over time | RWY edge lights have generator back up. The switchover is automatic. |
| 5. | Remarks | Nil |

OAKN AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-----|
| 1. | Coordinates TLOF or threshold of FATO | Nil |
| 2. | TLOF and 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 | Nil |

OAKN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | FIZ: 06NM radius centered on ARP |
| 2. | Vertical limits | FIZ: Surface up to 9500FT AGL |
| 3. | Airspace Classification | FIZ: Class G |
| 4. | ATS unit call sign | CTR: Kandahar Advisory (AFIS) |
| | Language | English |
| 5. | Remarks | ATS confirms to ICAO regulations and procedures. |

Kandahar Airspace Diagram

OAKN FIZ (Flight Information Zone) Limits: 06NM Radius/9500FT AGL



Note: Do not use for navigation purposes

OAKN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours | Remarks |
|---------------------|---------------|-----------------|-------------|---|
| 1. | 2. | 3. | 4. | 5. |
| AFIS | Kandahar AFIS | (M) VHF 125.5 | 0030Z-1730Z | Emergency/Guard Frequencies 121.500MHz |
| GROUND | N/A | N/A | | |
| ATIS | N/A | N/A | | |
| CTAF | N/A | N/A | | |

OAKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident (Emission) | Frequency | Hours | Coordinates | DME antenna Elevation | Remarks |
|----------|---------------------|----------------|-------|-------------------------|-----------------------------|---------------------------|
| VOR/DME | KDR | 116.0MHz/107X | H24 | 312939.3N 0654930.8E | 3284ft AGL | Operative |
| TACAN | KAF | CH75 | H24 | 313011.0N 0655045.6E | Unknown | See para 2.19.4/2.19.5 |
| ILS | I-OKN | CH22(Y)/108.55 | H24 | 312943.1N 0654948.1E | | Switched off |

OAKN AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. All ACFT operating on RWY 05/23 must conduct 180-degree turns on the concrete portions only.
- 2.20.2 Afghan Small Arms Range located 312822N0655209E. Vertical danger zone extends 7800ft AMSL. Surface danger zone extends 2.6NM south of this location. Aircrews should use extreme caution transiting this area in the low level.
- 2.20.3 **SAFIRE/Lasing Reporting:** All aircrews must immediately report any SAFIRE/Lasing event to the controlling ATC agency when able.
- 2.20.4 **USE CAUTION:** Helicopter traffics transiting to and from the AAF Ramp at TWY ALPHA. Avoid blocking the access throat due to potential hazards of rotor wash damage.
- 2.20.5 Wingtip clearance for Taxiway Foxtrot does not meet ICAO standards for Code F aircraft. A waiver has been granted by the Senior Airfield Authority for Taxiway Foxtrot to be used by aircraft up to AN-124 size. The closest obstacle is 45.7 meters from the center line.
- 2.20.6 **CAUTION:** Aircrews must avoid taxiing on to the non-load bearing shoulders of TWY Alpha and Echo Throats to the runway. Aircraft must follow taxiway centerlines. Taxiing on the shoulders will cause pavement damage and FOD damage.
- 2.20.7 **CAUTION:** All helicopters arriving or departing taxiway Foxtrot via the runway 23 end shall avoid overflying the weapons storage area located 300 meters from the northeast end of taxiway Foxtrot. Expect alternative ATC instructions.
- 2.20.8 Juliet Throat/Apron is available for ACFT with Wingspans 170 feet (58.6 meters) and smaller only.
- 2.20.9 Aircrew use extreme caution when operating on the north side of the airfield due to congestion, poor lighting, and blind spots during nighttime/low visibility conditions.

OAKN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Not Available.

OAKN AD 2.22 FLIGHT PROCEDURES

- 2.22.1. **Position Reports:** All initial position reports will include call sign, aircraft type, direction, distance, altitude and intentions. Subsequent position reports prior to pattern entry, can be shortened to call sign, direction, distance, and altitude. VFR pattern position reports will be call sign, and pattern location. When using VFR reporting points, aircraft will report the VFR point and altitude.
- 2.22.2. **VFR Reporting Points: R/W ROAD, RVER, WADI, for F/W DAMAN, PEAK, BRIDGE, and FARMS.**
- 2.22.3. **Engine Start:** All aircraft will contact AFIS on 125.5 MHz prior to engine start.
- 2.22.4. **Departures:** All aircraft must depart OAKN via upwind or 45 degrees from upwind. Before leaving OAKN frequency 125.5 MHz all aircraft have to do a position report.
- 2.22.5. **VFR Pattern:** The VFR pattern is a rectangular traffic pattern and flown at 1000 AGL for R/W and 1500 AGL for F/W. The overhead pattern is flown at 2000 AGL. All traffic patterns will be flown to the north side of the field. Aircraft will enter the VFR pattern by a 45 degree to downwind. Mandatory reporting points are: Entry Leg, Base Leg, Final, Upwind, Crosswind; Overhead traffic pattern reporting points, 5nm Initial, Break, and Final.
- 2.22.6. **Arrivals:** Contact Kandahar AFIS not later than 20NM from the Airfield with Type of Aircraft Position and Intentions. All incoming traffic must enter OAKN Airspace via the published VFR Reporting Points.
- 2.22.7. **Communications Failure Procedures**
- 2.22.7.1. Nill.
- 2.22.7.2. **Departing ACFT (VFR):** should continue outbound on previously assigned routing and contact AFGHANISTAN TRAFFIC (TIBA) 125.200.
- 2.22.7.3. **Arriving ACFT:** should continue inbound to the airport and comply with light gun signal from Kandahar AFIS.
- 2.22.7.4. **Navigation Lighting.** All ACFT must display navigation lighting.

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OAKN AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. The control tower will direct transient ACFT to the most suitable parking spot as directed by Command Post (c/s TOPAZ). Expect to Follow Me assistance with parking.
- 2.23.2. **AN-225/B-747-800 restriction:** Kandahar Airfield cannot support AN-225 or B-747- 800 ACFT due to limited ramp space, Foreign Object Debris hazards and excessive ACN/PCN ratio.
- 2.23.3 **Bird/Wildlife Control:** Local Bird ACFT Strike Hazard (BASH) Program Guidelines: Kandahar Airfield lies in the southwestern plateau region. A dry flat desert area with low to moderate BASH activity. BASH Phase II 16 March - 31 May; 16 August - 14 October. All users exercise extra caution for increased bird activity during this time. Expect higher bird activity during inclement weather. Aircrews must be vigilant and report any BASH activity within the vicinity of the airfield.
- 2.23.4. Kandahar Airfield is an international airfield; all aircrew users must be able to both speak and understand English in order to operate safely.
- 2.23.5. Non-standard taxiway centerlines on Bravo-1, Bravo-2, Charlie-1, Charlie- 2 and Delta-1. Centerlines are not located in the center of the taxiway.
- 2.23.6. Use Caution: Large ruts on southwest feeder taxiway to Zulu Ramp. Pilots should avoid taxing three feet either side of the centerline.

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OAKN AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Kandahar International Airport | | |
|---|---|--------------|
| 1 | Aerodrome Chart – ICAO | Produced |
| 2 | ACFT Parking/Docking Chart – ICAO | Not produced |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Produced |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Produced |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |

AERODROME CHART KANDAHAR (OAKN)

ARP: 313021N 0655052E

AD ELEV: 3338 ft

LEGEND

- Hydrazine
- Hot Brakes
- Hung Ordnance
- RDM
- ARM / DE-ARM
- VFR Hold Lines
- Instrument Hold Lines
- Intermediate Hold Lines
- MAAS (Arresting System)
- Dangerous Air Cargo (DAC) Ramp
- At Dangerous Air Cargo Ramp
- Hangers
- Helpaid
- Visual Blind Spots
- Visual & Radio Blind Spots
- Controlled Movement Area
- Concrete AC (First 2000ft of runway -each end)
- Asphalt PCC
- Instrument Critical Areas
- Instrument Sensitive Areas
- DVOR Critical Area

KANDAHAR AIRFIELD
Field Elevation 3,338' MSL
10,497' x 180', 25' shoulders, no over runs
Rwy 23 Primary Instrument Runway
Field Gradient +.32

UNCONTROLLED WHEN PRINTED

| KANDAHAR ADVISORY | | 125.5 | 121.5 | | |
|----------------------|------------|------------------------|------------------|------------------|--------------------|
| RWY | TRUE BRG | THR PSN | THR ELV | ASI | ALS |
| 05 | 050° | 312951.63N 0655002.48E | 3304ft | PAPI | Nil |
| 23 | 230° | 313050.68N 0655141.69E | 3338ft | PAPI | Narrow Multi Cross |
| DECLARED DISTANCES | | | | | |
| RWY | PCN | TORA | TODA | ASDA | LDA |
| 05 | 57 R/B/W/T | 3200 m (10497ft) | 3200 m (10497ft) | 3200 m (10497ft) | 3200 m (10497ft) |
| 23 | 57 R/B/W/T | 3200 m (10497ft) | 3200 m (10497ft) | 3200 m (10497ft) | 3200 m (10497ft) |
| INTERSECTION TAKEOFF | | | | | |
| RWY | TWY | TORA | | | |
| 05 | D2 | 7800ft | | | |
| | D1 | 6550ft | | | |
| 23 | B1 | 7600ft | | | |
| | B2 | 6550ft | | | |

OAKN ATS 2 FEB 2023

OAKS – KHOST

OAKS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAKS- KHOST

OAKS AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|----|--|---|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 331704N0694826E The geographic center of the airfield |
| 2. | Distance and direction from city | 15km southwest from the city |
| 3. | Elevation | 1230m |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | Not determined |
| 6. | Aerodrome Administration Telephone E-mail | Airport Director Mr. Haji Bahram Mosa Mobile : +93(0)7 + 93 776777676 Khost.airport@gmail.com Air port operational Deputy Director Mr:Emal khan +93(0) 770951753 yousufzoizadran104@gmail.com |
| 7. | Types of traffic permitted | VFR Only |
| 8. | Remarks | ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL), All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone) Expect to join traffic pattern on 45° Entry Leg for the RWY in use. All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC |

OAKS AD 2.3 OPERATIONAL HOURS

| | | |
|-----|---------------------------|---|
| 1. | Aerodrome Administration | SR-SS |
| 2. | Customs and Immigration | SR-SS |
| 3. | Health and Sanitation | H 24 |
| 4. | AIS Briefing Office | SR-SS |
| 5. | ATS Reporting Office | SR-SS |
| 6. | MET Briefing Office | SR-SS |
| 7. | Air Traffic Services | SR-SS |
| 8. | Fueling | H 24 |
| 9. | Handling | SR-SS |
| 10. | Security | H 24 |
| 11. | De-icing | SR-SS |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | SR-SS |
| 14. | Flight Permission Request | ACAA approval Required Email: flightpermissions@acaa.gov.af flightpermissions@gmail.com |

OAKS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|---|
| 1. | Cargo handling facilities | Available |
| 2. | Fuel and oil types | Jet A-1 |
| 3. | Fueling facilities and capacity | Bowser Capacity 22000 liters, Total fuel Capacity 30000 liters. |
| | Military ACFT | Nil |
| | Civil ACFT | Available |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAKS AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|------------------------------------|
| 1. | Hotels | In the city |
| 2. | Restaurant | In the city |
| 3. | Transportation | Available |
| 4. | Medical Facilities | Ambulance Available in the airport |
| 5. | Bank and Post Office | In the city |
| 6. | Tourist office | Available |
| 7. | Remarks | Nil |

OAKS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|-----------|
| 1. | Aerodrome category for firefighting | CAT-7 |
| 2. | Rescue equipment | Available |
| 3. | Capability for removal of disabled ACFT | Nil |

OAKS AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | |
|----|---|----------------------|
| 1. | Length, Surface and strength of apron | 450m x 180m Concrete |
| 2. | Width, surface, and strength of TWY | 100m x 30m ASPHALT |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

**OAKS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|--|--|
| 1. | Use of ACFT stand identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | End of RWY Touch done zone RWY Markings Centerline RWY designators 1 x Windsock south of T/D zone RWY 07 1 x Windsock north of T/D zone RWY 25 |
| 3. | Stop Bars | Nil |
| 4. | Remarks | Nil |

OAKS AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|-----------------------------------|
| 1. | RWY 07 | OAKS Obstacle Chart not published |
| 2. | RWY 25 | OAKS Obstacle Chart not published |
| 3. | Remarks | Nil |

OAKS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|-----------|
| 1. | Associated MET Office | Available |
| 2. | Hours of operation | H24 |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing/consultation provided | Nil |
| 6. | Flight documentation Language(s) used | English |
| 7. | Charts and other information available for briefing or consultation | Nil |
| 8. | Supplementary equipment available for providing information | Available |
| 9. | ATS unit provided with information | Available |
| 10. | Additional information | Nil |

OAKS AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 07 | 25 |
|------------|--------------------|-----------------|-----------------|
| 1. | BRG True and MAG | 68°M | 248°M |
| 2. | RWY Dimensions | 2660m x 45m | |
| 3. | PCN | PCN:63/F/B/x/4 | |
| 4. | THR Coordinates | 331652N0694741E | 331717N0694913E |
| 5. | THR Elevation | 1230m | 1230m |
| 6. | Slope of RWY/SWY | Nil | Nil |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | 2780m x 150m | |
| 10. | Obstacle-free zone | Nil | Nil |
| 11. | Remarks | Nil | Nil |

OAKS AD 2.13 DECLARED DISTANCES

| RWY | | 07 | 25 |
|-----|---------|-------|-------|
| 1. | TORA | 2660m | 2660m |
| 2. | TODA | 2660m | 2660m |
| 3. | ASDA | 2660m | 2660m |
| 4. | LDA | 2660m | 2660m |
| 5. | Remarks | Nil | Nil |

OAKS AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 07 | 25 |
|------------|--|-----------|-----------|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colors and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, color, and intensity of RWY centerline lights | Nil | Nil |
| 6. | Length, spacing, color, and intensity of RWY edge lights | Nil | Nil |
| 7. | Color of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and color of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAKS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and centerline lighting | Nil |
| 4. | Secondary power supply including switchover time | Nil |
| 5. | Remarks | Nil |

OAKS AD 2.16 HELICOPTER LANDING AREA

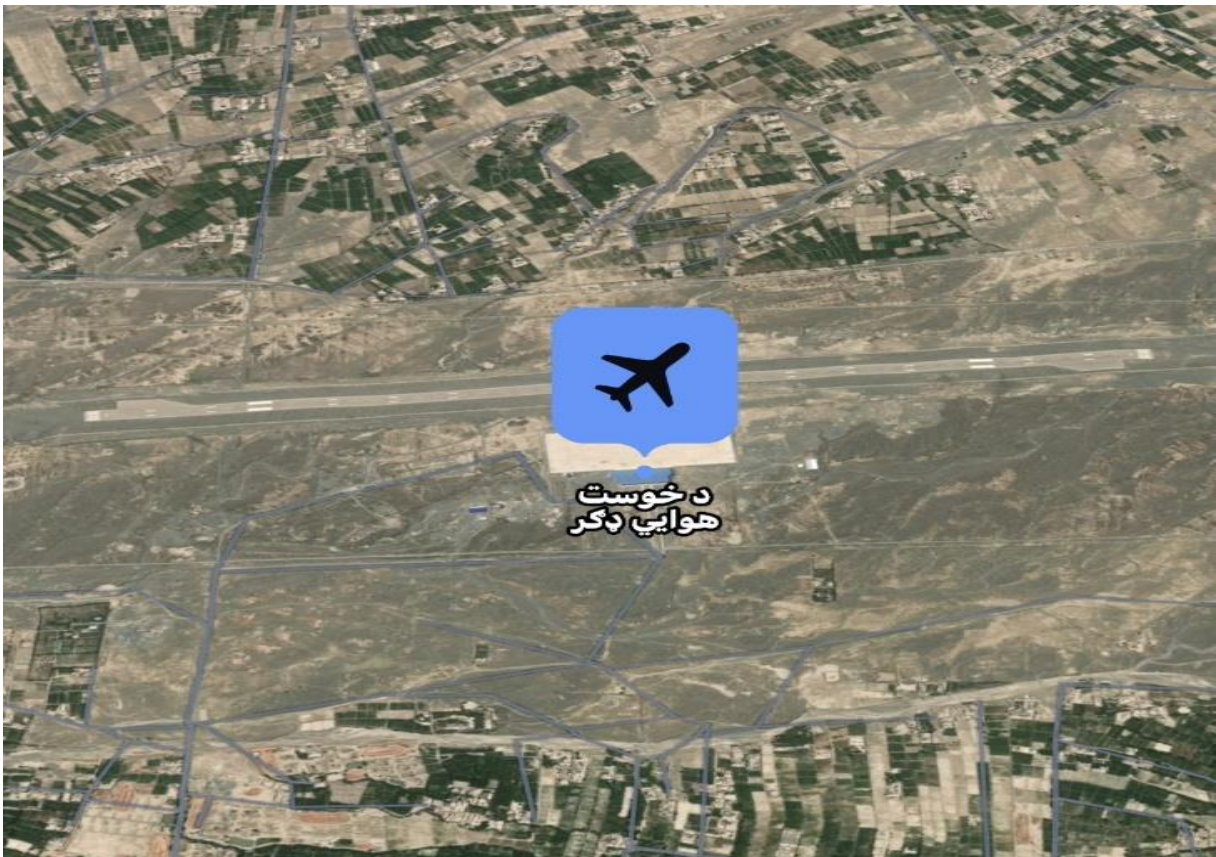
| | | |
|----|--|-----|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 2. | TLOF and/or FATO area elevation | Nil |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Nil |
| 4. | True and MAG BRG of FATO | Nil |
| 5. | Declared distance available | Nil |
| 6. | Approach and FATO lighting | Nil |
| 7. | Remarks | Nil |

OAKS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | ATZ: 5NM radius centered on ARP |
| 2. | Vertical limits | ATZ: Surface up to, 7000FT AMSL |
| 3. | Airspace Classification | FIZ: Class G |
| 4. | Air Traffic Services unit call sign Language | FIZ: KHOST AFIS (Information Service) English |
| 5. | Remarks | <p>ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL),</p> <p>All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone)</p> <p>Expect to join traffic pattern on 45° Entry Leg for the RWY in use.</p> <p>All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC).</p> |

2.17.6 KHOST Airspace Diagram

OAKS FIZ (Flight Information Zone) Limits: 5NM Radius/7000FT AMSL



OAKS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Frequency (MHz) | Hours of operation | Remarks |
|---|-------------|-----------------|--------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| Aerodrome Flight Information Service (AFIS) | KHOST(AFIS) | 123.500MHZ | SR-SS | Nil |
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | Nil | |

OAKS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|-----------------|--------------|-------------|------------|--------------------|------------------|----------------|
| Nil | Nil | 123.5 | Nil | Nil | Nil | Nil |

OAKS AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. ATS Services at OAKS Aerodrome Limited to AFIS (Aerodrome Flight Information Service) class G Airspace (according with ICAO CIRCULAR 211-AN/128 and Annex11) only VFR Flights permitted in the ATZ (Aerodrome Traffic Zone) airspace (5NM radius/7000ft AMSL).
- 2.20.2. All Aircraft Intending to land or overflight in OAKS must contact KHOST AFIS prior to enter ATZ (Aerodrome Traffic Zone)
- 2.20.3. Expect to join traffic pattern on 45° Entry Leg for the RWY in use.

All Aircraft intending to depart from OAKS must contact AFIS prior to startup, (Only VFR departures, expect IFR clearance with Kabul ACC)

OAKS AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil

OAKS AD 2.22 FLIGHT PROCEDURES

2.22.1. NIL

OAKS AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OAKS AD 2.24 CHARTS RELATED TO THE AERODROME

2.24.1 Nil

OAUZ – KUNDUZ

OAUZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAUZ – Kunduz Airport (Qonduz, Kunduz, Qhunduz)

OAUZ AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification/discrepancies

| | | |
|----|---|---|
| 1. | Aerodrome Reference Point (ARP) coordinates and site | 363954N0685439E The geographic center of the RWY |
| 2. | Distance/direction from city | 5NM southeast of Kunduz City |
| 3. | Elevation/Reference temperature | 435m / 1 427ft AMSL / Not available |
| 4. | Geoids undulation | 42.66 m |
| 5. | MAG VAR/Annual change | 3.5° E (Mar 2010) |
| 6. | Aerodrome Administration Address Mobile Telephone Telefax Telex E-mail AFS Address | Eng. Zubaid Anwari Airport Kunduz, Afghanistan +93 (0) 790225122 Nil Nil kunduzaviation@gmail.com Nil |
| 7. | Approved for traffic Type(s) | VFR in VMC only |
| 8. | Remarks | NIL |

OAUZ AD 2.3 OPERATIONAL HOURS

| | | |
|----|------------------------|---------------------|
| 1. | AD Office | SR-SS |
| 2. | Custom and Immigration | N/A |
| 3. | Health and Sanitary | N/A |
| 4. | AIS Briefing Office | N/A |
| 5. | ATS Reporting Office | 07:00 am to 04:00pm |

| | | |
|-----|--------------------------------|---|
| 6. | MET Briefing Office | 0000 – 2359Z |
| 7. | ATS Telephone E-mail | Air Traffic Controller and Responsible for Air Traffic Management +93 (0) 799033784 +93 (0)744284678 +93 (0) 791835806 Faizmohammadyadgar8 @gmail.com |
| 8. | Fueling | N/A |
| 9. | Handling | N/A |
| 10. | Security | H24 TEL: +93 (0) 794043370 |
| 11. | De-icing | N/A |
| 12. | Remarks | N/A |

OAUZ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|---|--|
| 1. | Cargo handling facilities | N/A |
| 2. | Fuel/Oil types | Jet A-1 |
| 3. | Fueling facilities/capacity Responsible name Abdullrahman Telephone: E-mail: | N/A No pressurized refueling possible +93 (0) 767796034 N/A |
| 4. | De-icing facilities | N/A |
| 5. | Hangar space | N/A |
| 6. | Repair facilities | N/A |
| 7. | Remarks | UNHAS Office + 93 (0) 706004952 |

OAUZ AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-----|
| 1. | Hotels | N/A |
| 2. | Restaurant | N/A |
| 3. | Transportation | N/A |
| 4. | Medical facilities | N/A |
| 5. | Bank and Post Office | N/A |
| 6. | Tourist office | N/A |
| 7. | Remarks | N/A |

OAUZ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|--|
| 1. | AD category for firefighting | CAT 5 |
| 2. | Firefighting equipment | 1- FIRE FIGHTING TRAUCK (ROSENBAUER4*4) CAPACITY(6000LITER WATER -600LITER FOAM – 250KG DCP) 2- 1 fire extinguisher(DCP) 50kg 3- 1 fire extinguisher (FOAM) 50LT |
| 3. | Capability for removal of disabled ACFT | N/A |
| 4. | Remarks | UN provides a limited firefighting service for own ACFT |

OAUZ AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | N/A |
| 2. | Clearance priorities | TBD |
| 3. | Remarks | N/A |

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

| | | | |
|----|----------------------------------|---------|--|
| 1. | Apron surface and strength | Apron 1 | In front of TWR / PAX building size 225m x 90m — concrete |
| | | | PCN: 42R/B/W/T |
| 2. | TWY width, surface, and strength | TWY | At middle intersection – size 94m x 52m — concrete with asphalt layer |
| | | | PCN: 114F/A/W/T |
| 3. | ACL location and elevation | TBD | |
| 4. | VOR/ checkpoints | N/A | |
| 5. | INS/ checkpoints | N/A | |
| 6. | Remarks | N/A | |

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

| | | |
|----|---|--|
| 1. | Use of ACFT stand ID Signs, TWY guide lines, and visual docking/parking guidance system ACFT stands | Markings has been done since 2018 |
| 2. | RWY and TWY markings and LGT | RWY marking and TWY markings has been printed since 2018 |
| 3. | Stopbars | N/A |
| 4. | Remarks | N/A |

OAUZ AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|--|
| 1. | RWY 11 | OAUZ no obstacle |
| 2. | RWY 29 | OAUZ no obstacle |
| 3. | Remarks | Only security tension on West part of airfield |

OAUZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|---|
| 1. | Associated MET Office | Samullah Manager of MET Office call no (0730002671) |
| 2. | Hours of operation | H24 |
| 3. | Office responsible for TAF preparation Periods of validity | N/A |
| 4. | Type of landing forecast Interval of issuance | N/A |
| 5. | Briefing /consultation provided | Yes |
| 6. | Flight documentation Language(s) used | English |
| 7. | Charts and other information available for briefing or consultation | N/A |
| 8. | Supplementary equipment available for providing information | N/A |
| 9. | ATS unit provided with information | Only ATC, MET information and Firefighting unit |
| 10. | Additional information | N/A |

OAUZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 11 | 29 |
|-----|-----------------------|----------------------------|--------------------------|
| 1. | BRG True and Magnetic | 113° True / 110°Magnetic | 293° True / 290°Magnetic |
| 2. | RWY Dimensions | 8100ft(2469m) x 148ft(45m) | |
| 3. | PCN | 59 F/C/W/T | |
| 4. | THR Coordinates | Unknown | Unknown |
| 5. | THR Elevation | Unknown | Unknown |
| 6. | Slope of RWY/SWY | Unknown | Unknown |
| 7. | SWY Dimensions | Unknown | Unknown |
| 8. | CWY Dimensions | Unknown | Unknown |

| | | | |
|-----|--------------------|---------|---------|
| 9. | Strip Dimensions | Unknown | |
| 10. | Obstacle free zone | Unknown | Unknown |
| 11. | Remarks | Nil | |

OAUZ AD 2.13 DECLARED DISTANCES

| RWY | | 11 | 29 |
|-----|---------|------------------|------------------|
| 1. | TORA | Unknown | Unknown |
| 2. | TODA | Unknown | Unknown |
| 3. | ASDA | Unknown | Unknown |
| 4. | LDA | Unknown | Unknown |
| 5. | Remarks | New RWY markings | New RWY markings |

OAUZ AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 11 | 29 |
|-----|--|-----|-----|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAUZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | ABN/IBN location, characteristics, and hours of operation | Nil |
| 2. | LDI location and LGT Anemometer location and LGT | Nil |
| 3. | TWY edge and center light lighting | Nil |
| 4. | Secondary Power Supply | Nil |

| | | |
|----|---------|-----|
| 5. | Remarks | Nil |
|----|---------|-----|

OAUZ AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|---|---|
| 1. | Coordinates TLOF or THR of FATO | Unknown |
| 2. | TLOF and FATO elevation M/FT | Unknown |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4. | True and MAG BRG of FATO | Unknown |
| 5. | Declared distances available | Unknown |
| 6. | APP and FATO lighting | Unknown |
| 7. | Remarks | Helicopters will be parked on the apron |

OAUZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|--------------------------------|---|
| 1. | Designation and lateral Limits | Nil |
| 2. | Vertical limits | Nil |
| 3. | Airspace Class | Class G |
| 4. | ATS unit call sign Language | KUNDUZ INFORMATION (Kunduz INFO) English |
| 5. | Remarks | |

OAUZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency | Hours of operation | Remarks |
|---|--------------------------------------|------------|--------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| Aerodrome Flight Information Service (AFIS) | Kunduz Operations (if TWR is manned) | 130.350MHz | SR-SS | CTAF |

OAUZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| N/A | | | | | | |

OAUZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Refer NOTAM or Contact Kunduz aerodrome for latest Local traffic procedures..

OAUZ AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. N/A.

OAUZ AD 2.22 FLIGHT PROCEDURES

2.22.1. N/A

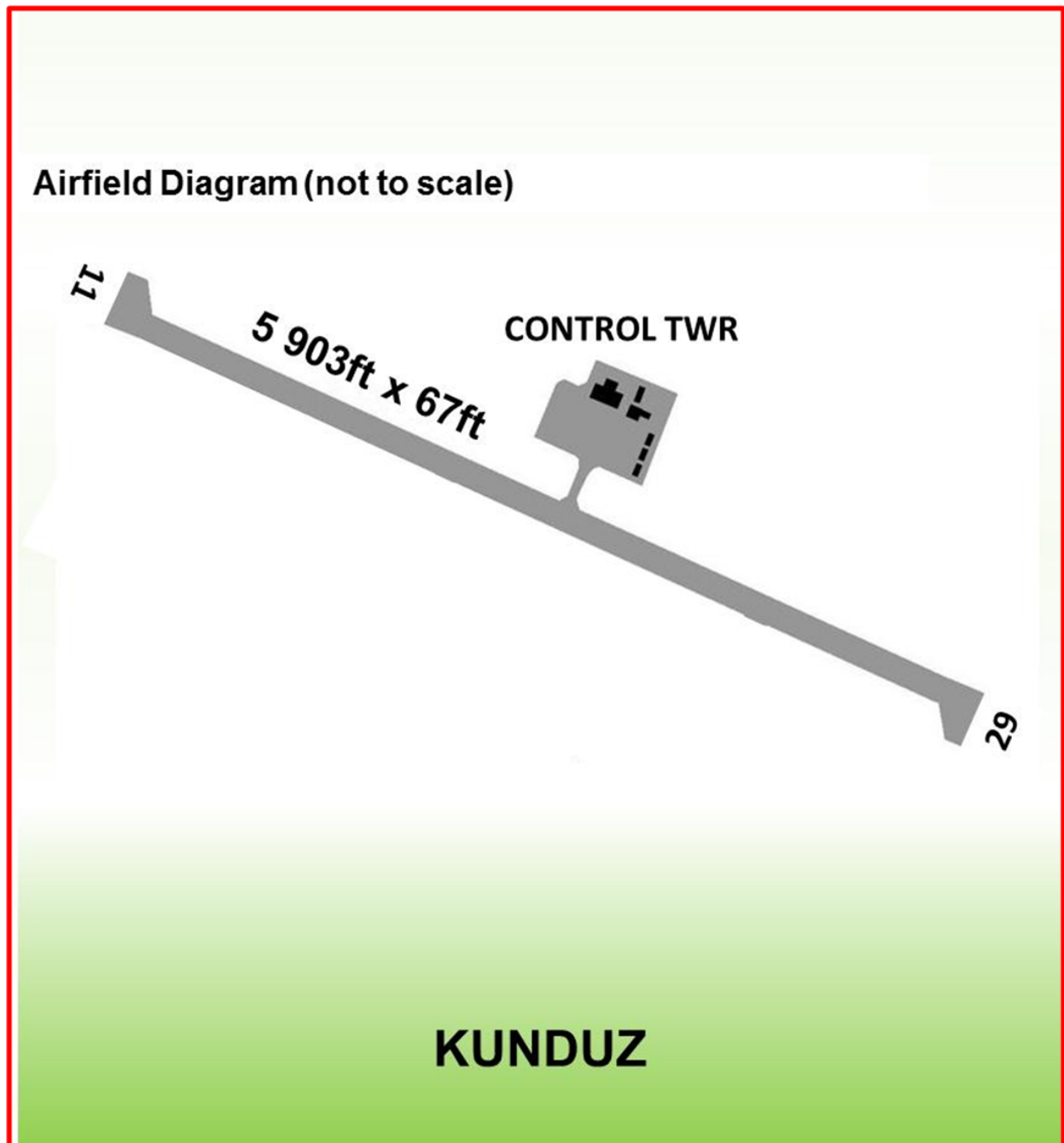
OAUZ AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil

OAUZ AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Kunduz Airport | | |
|--------------------------------|---|--------------|
| 1 | Aerodrome Chart – ICAO | Not produced |
| 2 | ACFT Parking/Docking Chart – ICAO | Not produced |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Not produced |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Not produced |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |

2.24.1. Airfield Diagram



OAMN- MAIMANA

OAMN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAMN – Maimana (Maimana, Meymaneh, Maimanah)

OAMN AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

Respective airport must complete audit & Data verification / discrepancies

| | | |
|----|--|--|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 355550N0644540E The geographic center of the airfield |
| 2. | Distance and direction from city | 0.4NM north east of the city of Maimana |
| 3. | Elevation and Reference temperature | 2 752ft AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | 3° E / Not determined |
| 6. | Aerodrome Administration Telephone Tele-fax Telex Email AFS Address | Maimana airport manager +93 (0) 744554799 Nil Nil Ghulamsadiq82@gmail.com Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Maimana is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Maimana Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAMN on 118.1. This is not a control service, but advisory information only. |

OAMN AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|---|
| 1. | Aerodrome Administration | 12Hrs (on request) |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | Certified ATC. Traffic information may be provided on frequency 118.1. Max 12hrs if manned. |

| | | |
|-----|-------------------|---------------|
| 8. | Fueling | Nil |
| 9. | Handling | Nil |
| 10. | Security | Border police |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Maimana Apron |
| 14. | PPR procedures | Nil |

OAMN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|-----|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity | Nil |
| | Military ACFT | Nil |
| | Civil ACFT | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAMN AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-----|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OAMN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|----|---|-----|
| 1. | Aerodrome category for fire fighting | Nil |
| 2. | Rescue equipment | Nil |
| 3. | Capability for removal of disabled ACFT | Nil |

OAMN AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|---|
| 1. | Types of clearing equipment | Glider |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Taxiway military long 73m, Width 32m, Distance 1400m west runway. Military RAMP long 352m, Width 114m to North East. |

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

| | | |
|----|---|--|
| 1. | Surface and strength of aprons | 90m x 60m. Strength 140 Tons, surface 30 cm concrete |
| 2. | Width, surface, and strength of TWYs | Width 30 m, strength 140 Tons ,13cm asphalt |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

**OAMN AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND
MARKINGS**

| | | |
|----|--|-----|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | Nil |
| 3. | Stopbars | Nil |
| 4. | Remarks | Nil |

OAMN AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|-----------------------------------|
| 1. | RWY 14 | OAMN Obstacle Chart not published |
| 2. | RWY 32 | OAMN Obstacle Chart not published |
| 3. | Remarks | |

OAMN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|-----------------------|
| 1. | Associated MET Office | MET office available |
| 2. | Hours of operation | 12 Hours (on request) |
| 3. | Office responsible for TAF preparation Periods of validity | Unknown |

| | | |
|-----|--|-----------------------|
| 4. | Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance | Landing report |
| 5. | Briefing /consultation provided | 12 Hours (on request) |
| 6. | Flight documentation Language(s) used | Unknown 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 | YES |
| 10. | Additional information | Nil |

OAMN AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 14 | 32 |
|-----|--------------------|---|--------------------|
| 1. | BRG True and Mag | 143.4T / 140.4M | 323.4T / 320.4M |
| 2. | RWY Dimensions | 2 000m x 30m (6 561ft x 98ft) | |
| 3. | PCN | PCN not determined — Asphalt | |
| 4. | THR Coordinates | 3556243N 06445290E | 3555422N 06446036E |
| 5. | THR Elevation | Unknown | Unknown |
| 6. | Slope of RWY/SWY | Nil | Nil |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | 2000m x 30m | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | 60m turnarounds located at both ends of RWY | |

OAMN AD 2.13 DECLARED DISTANCES

| RWY | | 14 | 32 |
|-----|------|---------|---------|
| 1. | TORA | Unknown | Unknown |
| 2. | TODA | Unknown | Unknown |
| 3. | ASDA | Unknown | Unknown |

| | | | |
|----|---------|---------|---------|
| 4. | LDA | Unknown | Unknown |
| 5. | Remarks | Nil | Nil |

OAMN AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 14 | 32 |
|-----|--|------|------|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | PAPI | PAPI |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and Colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAMN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|------|
| 1. | Aerodrome Beacon | AVBL |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch–over time | Nil |
| 5. | Remarks | Nil |

OAMN AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|---------|
| 1. | Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO) | Unknown |
| 2. | TLOF and FATO area elevation | Unknown |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4. | True and MAG BRG of FATO | Unknown |
| 5. | Declared distance available | Unknown |
| 6. | Approach and FATO lighting | Unknown |
| 7. | Remarks | Nil |

OAMN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | Nil |
| 2. | Vertical limits | Nil |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign Language | Nil English |
| 5. | Remarks | Maimana is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Maimana Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and weather information may be provided within 5NM OAMN on 118.1. This is not a control service, but advisory information only. |

OAMN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency(MHz) | Hours of operation | Remarks |
|---|--------------------------------|----------------|------------------------------|---------|
| Aerodrome Flight Information Service (AFIS) | Maimana Operations (if manned) | 118.1 MHz | 12 hours per day (if manned) | CTAF |
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | | |
| AIR OPERATIONS | Nil | Nil | Unknown | |

OAMN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs. | Coordinates | Elevation | Remarks |
|----------|-------|------|------|-------------|-----------|---------|
| Nil | | | | | | |

OAMN AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. Maimana OPS – callsign “Maimana operations “**may** be available on 118.1 MHZ for weather and traffic updates.
- 2.20.2. Over flying of MMN City is not allowed.

OAMN AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. Advise traffic pattern to be flown to the west of the airfield to avoid over flying the city.

OAMN AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil.

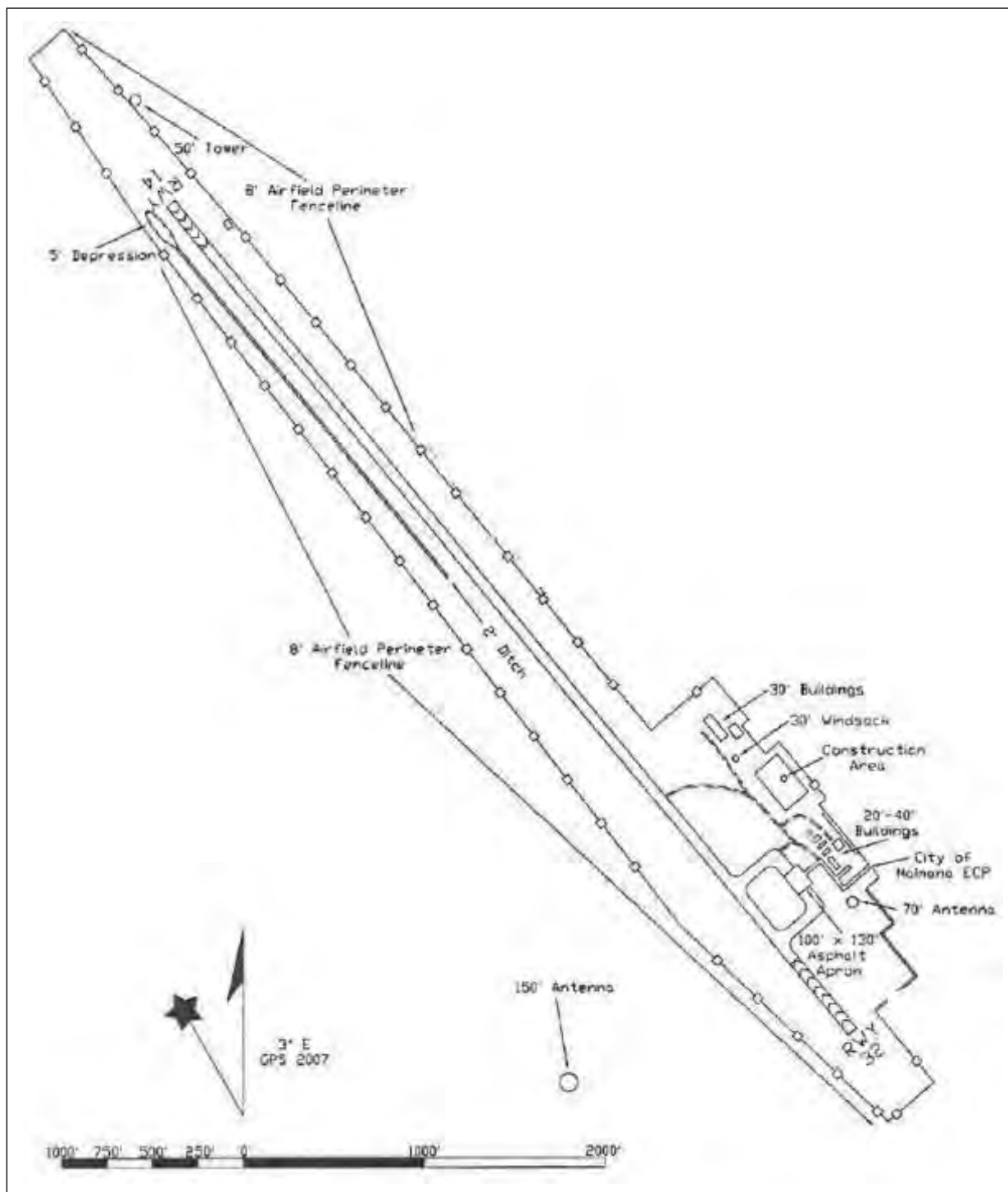
OAMN AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil.

OAMN AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Maimana Airport | | |
|---------------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram (not to scale)



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: MULA ADAM BILAL Operational Director: Telephone Email Air Traffic Management (ATM) Telephone Email |
| | Aeronautical Information Services | Civil AIS Office : : MOHAMMAD ABBAS SAFI 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. |

| | | |
|--|--------------------------------|---|
| | <p>E-mail</p> <p>Telephone</p> | <p>Exception: OAMS is a designated alternate airfield for Kabul (OAKB).</p> <p>Since OAMS airfield support services are not open 24 hours per day, prior notice via radio (to ATC) phone, or email (AIS Office) during the selection of OAMS as an alternate will enable sufficient preparation of all handling and serving requirements.</p> <p>In addition to published PPR procedures, all civil PPR requests for the civil airport side must be sent to the following;</p> <p>Flight Permission Office: flightpermissions@acaa.gov.af flightpermissions.acaa@gmail.com +(93) 701696259, +(93)703803030</p> |
|--|--------------------------------|---|

OAMS AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|--|
| 1. | Aerodrome Administration | 0030Z – 1730Z |
| 2. | Customs and Immigration | 0030Z – 1730Z |
| 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. |
| 4. | AIS Briefing Office | SR-SS |
| 5. | ATS Reporting Office | N/A |
| 6. | MET Briefing Office | 0030Z – 1730Z |
| 7. | Air Traffic Services | 0030Z – 1730Z (outside listed hours, based on PPR) |
| 8. | Fueling | 0030-1730Z |
| 9. | Handling | 0030-1730Z |
| 10. | Security | H24 |
| 11. | De-icing | O/R, see table. 2.4. (4) |
| 12. | Remarks | Parking area available on civil side |

OAMS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | | |
|----|---------------------------|--|---|
| 1. | Cargo handling facilities | For Civil Only: | |
| | | Balkh Air Service: Provides all ground handling services | |
| | | BAS Ops Manager office no: +93 (0) 702020525 | |
| | | BAS Ramp Manager office no: +93 (0) 797655051 | |
| | | QTY | EQUIPMENT |
| | | A/C TYPE | BRAND |
| | | 1 | Self-propelled stairs |
| | | All Wide Body | AMSS |
| | | 1 | Towable stairs |
| | | MD83,87; B737 Airbus 319,320 | TLE |
| | | 1 | Self-propelled stairs |
| | | MD83,87; B737 Airbus 319,320 | AMSS |
| | | 3 | BELT LOADER |
| | | ALL AIRCRAFT | TLD |
| | | 4 | Tractor, diesel |
| | | | MULAG |
| | | 14 | Pallet Dolly |
| | | | LOMMA |
| | | 6 | Dolly/Container Dolly turntable LD4 |
| | | | TCR |
| | | 10 | Baggage Cart left side open |
| | | | TCR |
| | | 1 | 7T FMC loader (15000 lbs.) 125 inches |
| | | | Commander 15W |
| | | 1 | 7T loader (15000 lbs.) 96 inches |
| | | | Commander 15W |
| | | 1 | High loader 40K |
| | | | |
| | | 1 | Loader/40,000lbs |
| | | | |
| | | 2 | Tow bar/Lock pin type |
| | | Airbus 310, 130 | CLYDE |
| | | 1 | Tow bar |
| | | A318, 319, 320, 321 | CLYDE |
| | | 1 | Tow bar |
| | | B737 | CLYDE |
| | | 1 | Tow bar |
| | | B747 | CLYDE |
| | | 1 | Tow bar |
| | | B767-777 | CLYDE |
| | | 1 | Pushback |
| | | | |
| | | 1 | Ramp Ops truck |
| | | | Suzuki |
| | | 2 | Follow me |
| | | | Hilux |
| | | 1 | Specialized Water truck |
| | | | Vestergaard |
| | | 1 | Specialized Toilet |
| | | | Vestergaard |
| | | | |

| | | |
|----|---|---|
| 2. | Fuel Types | Civil: Jet A1, TC1, TS1 |
| 3. | Fueling facilities and capacity Civil: | KAM Oil Office No. +93 (0) 79 9444715 National Fuel +93(0)795000004 |
| 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 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|--|
| 1. | Hotels | In the town |
| 2. | Restaurant | Available in Terminal |
| 3. | Transportation | Taxi |
| 4. | Medical facilities | Mazar e Sharif Hospital branch available in Terminal |
| 5. | Bank and Post Office | Bank: Da Afghanistan Bank branch available in Terminal Ghazanfar Bank ATM available in Terminal Post Office: In the town |
| 6. | Tourist office | In the town |
| 7. | Remarks | Nil |

OAMS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---------------------------------------|---|
| 1. | Aerodrome category for firefighting | ICAO Cat 8 For Firefighting |
| 2. | Rescue equipment | Crash Tender FAUN 8000L Crash Tender FAUN 3500L Crash Tender Rosen Bauer 4X4 6000L Crash Tender Rosen Bauer 6X6 12000L 3500 L Crash Tender OSHKOSH P90 3500L Crash Tender OSHKOSH P90 3500L Crash Tender MK-10 2500L 18500L Water Tanker BENZ Tools Truck Rosen Bauer |
| 3. | apabilityfor removal of disabled ACFT | NIL |
| 4. | Remarks | NIL |

OAMS AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|---|
| 1. | Types of clearing equipment | Available |
| 2. | Clearance priorities | Information on snow clearance published by SNOWTAM |
| 3. | Remarks | Nil |

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

| | | | |
|----|--------------------------------------|--------------|---|
| 1. | Surface and strength of aprons | Ramp D | 75m x 60m (246.1ft x 196.8ft) Asphalt PCN: 26 F/A/W/T |
| | | ISAF Ramp | 135m x 995m (442.9ft x 3 264.4ft) Concrete/Asphalt PCN – 75 |
| | | Ramp Z | 192m x 475m (625ft x 1545ft) Concrete PCN: 124 R/B//W/T |
| | | Ramp L | 115m x 170m (377.3ft x 557.7ft) Asphalt PCN—21 |
| | | Ramp K | 115m x 60m (377.3ft x 196.8ft) Asphalt PCN – Nil |
| | | Ramp O | 55m x 90m (180.4ft x 295.3ft) Asphalt PCN – 60 |
| | | Panther Ramp | 274.5m x 274.5m (900.6 ft x 900.6 ft) Concrete PCN – Nil |
| 2. | Width, surface, and strength of TWYs | TWY E | 599m x 22.5m (965.2ft x 73.8ft) Concrete PCN—78 |
| | | TWY F | 599m x 15m (965.2ft x 49.2ft) Concrete PCN—78 |
| | | TWY P | 3289m x 44.5m (10790.7 ft x 146 ft) Asphalt PCN – 60 TWY P east of TWY E is closed for fixed wing aircraft. Contact tower for special use. TWY P west of TWY A is an uncontrolled movement area. Aircraft on TWY P west of A, taxi is uncontrolled. Taxi with caution due to uncontrolled ground movements. |
| | | TWY S | 210m x 15m (689ft x 49.2ft) Asphalt LCN—75 |
| | | TWY A | 150m x 25m (492.1ft x 82ft) Asphalt PCN – Nil Not usable |
| | | TWY B | 150m x 25m (492.1ft x 82ft) Asphalt PCN: 86 F/B/W/T |

| | | | |
|----|--|--|---|
| | | TWY C1 | 85m x 22m (278.9ft x 72.2ft) Asphalt PCN – Nil |
| | | TWY C2 | 85m x 25m (278.9ft x 82ft) Asphalt PCN—Nil |
| | | TWY G | 325m x 38m (1066.3ft x 124.7ft) Concrete PCN 122/R/A/W/T |
| | | TWY H | 295m x 38m (967.8ft x 124.7ft) Concrete PCN 92/R/B/W/T |
| 3. | Location and elevation of altimeter checkpoints | N/A | |
| 4. | Location of VOR checkpoints | N/A | |
| 5. | Position of INS checkpoints | N/A | |
| 6. | Remarks | <p>Risk of flooding on RWY and TWY</p> <p>Ramp K only to be used by HEL (MTOW 19to).</p> | |

**OAMS AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|--|---|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Follow-Me, Marshaller TWY lines on TWY E and India Ramp allow the required minimum safety adhere to Follow-Me. No wing walking required by aircrew. |
| 2. | RWY and TWY markings and lights | Precision Approach Category I Lighting System RWY edge lights white unidirectional Threshold lights RWY end lights TWY edge lights blue unidirectional Movement Area north of RWY 06 / 24 does not meet ICAO standards. |
| 3. | Stopbars | Nil |
| 4. | Remarks | Aircraft using RWY 06/24 must use the RWY 06/24 Hammerheads for turnarounds. 180 degree turn arounds are only allowed at the hammerheads of RWY 06/24 (except code A and B acft). All aircraft using RWY Turn Pad One shall conduct a clockwise 180-degree turn. No counter clockwise turns permitted. |

OAMS AD 2.10 AERODROME OBSTACLES

| RWY Area affected | | In approach/take off Areas | |
|-------------------|-----------|---------------------------------------|---|
| | | Obstacle type / Elevation Markings | Location Direction (GEO) Distance(M) |
| 1. | DEP RWY06 | Main gate | 078° 2416m |
| | ARR RWY24 | 1298ft | FM ARP |
| | DEP RWY06 | Main gate | 077° 2451m |
| | ARR RWY24 | 1300ft | FM ARP |
| 2. | DEP RWY24 | 3 hangars | 238° 2350m |
| | ARR RWY06 | 1 368ft | FM ARP |
| | DEP RWY24 | Rampart | 232° 1567m |
| | ARR RWY06 | 1315ft | FM ARP |
| | DEP RWY24 | Rampart | 232° 1591m |
| | ARR RWY06 | 1314ft | FM ARP |
| | DEP RWY24 | Transformer | 077° 2077m |
| | ARR RWY06 | 1268ft | FM ARP |

2.10.1 Power line towers are erected 2 NM south of the airport extending east and west within the OAMS CTR. Elevation 446 meters (1,464 feet) MSL and height 54 meters (177 feet) AGL. The power line towers are night marked.

OAMS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|---|---|
| 1. | Associated MET Office | OAMS MET OFFICE Contact by telephone Cell: +93 (0) 792254897 Civil MET Station: METAR and SPECI and TAF. |
| 2. | Hours of operation | 0030Z-1730Z |
| 3. | Office responsible for TAF preparation, Periods of validity | Nil |
| 4. | Type of landing forecast, Interval of issuance | Nil |
| 5. | Type of observations Interval of issuance Type of observations Interval of issuance | METAR Hourly: between 50 and on the hour SPECI In case of significant weather changes |
| 6. | Briefing /consultation provided | N/A |
| 7. | Flight documentation and other information available for briefing or consultation Language used | METAR, SPECI, 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 |

| | | |
|-----|------------------------|---|
| 11. | Additional information | Use station code OAMS: http://adds.aviationweather.noaa.gov/metars |
|-----|------------------------|---|

OAMS AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 06 | 24 |
|------------|--|---|---|
| 1. | BRG True | 065.98° T | 245.98° T |
| 2. | RWY Dimensions | 2 998m x 45m (9 836ft x 148ft) | |
| 3. | PCN | 69 F/C/W/T Asphalt | |
| 4. | THR Coordinates | 364203.00N 0671203.31E | 364242.59N 0671353.65E |
| 5. | THR Elevation Highest elevation of TDZ of precision APP RWY | THR 1 287ft TDZE 1 287ft | THR 1 267ft TDZE 1 269ft |
| 6. | Slope of RWY | -0.6% / -0.0% / -0.4% 800 m / 1 978 m / 220 m (2 625 ft. / 6 489 ft. / 722 ft.) | 0.4% / 0.0% / 0.6% 220 m / 1 978 m / 800 m (722 ft. / 6 489 ft. / 2 625 ft.) |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | 275 m x 150 m (902 ft. x 492 ft.) | 275 m x 150 m (902 ft. x 492 ft.) |
| 9. | Strip Dimensions | 3 118m x 300m (10 230ft x 984ft) | 3 118m x 300m (10 230ft x 984ft) |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | ACFT Arresting Systems | Nil | Nil |
| 12. | Remark | Overruns, asphalt, RWY shoulder asphalt, both sides 3m, PCN 54/R/C/W/T Turn Pad One (1) south side of RWY 06 / 24 begins at 308m (1010.5 ft) from RWY 06 threshold. Turn Pad One (1) size is 80m x 30m (262.5ft x 98.4ft). See Airfield Diagram at 2.24.2 | Overruns, asphalt, RWY shoulder asphalt, both sides 3m, PCN 54/R/C/W/T Turn Pad One (1) south side of RWY 06 /24 begins at 2536.5m (8321.9ft) from RWY 24 threshold. Turn Pad One (1) size is 80m x 30m (262.5ft x 98.4ft). See Airfield Diagram at 2.24.2. |

OAMS AD 2.13 DECLARED DISTANCES

| RWY | | 06 | 24 |
|------------|---------|-------------------|-------------------|
| 1. | TORA | 2 998m (9 836ft) | 2 998m (9 836ft) |
| 2. | TODA | 3 273m (10 738ft) | 3 273m (10 738ft) |
| 3. | ASDA | 2 998m (9 836ft) | 2 998m (9 836ft) |
| 4. | LDA | 2 998m (9 836ft) | 2 998m (9 836ft) |
| 5. | Remarks | Nil | Nil |

OAMS AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 06 | 24 |
|------------|--|---|---|
| 1. | Type, length, and intensity of approach lighting | Precision Approach Category I Lighting System 900m | Precision Approach Category I Lighting System 900m |
| 2. | Threshold lights, colours, and wing bars | Green — No Wing bar | Green — No Wing bar |
| 3. | Type of visual approach slope indicator system | PAPI | PAPI |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | 2 998 m — 60 m White | 2 998 m — 60 m White |
| 7. | Colour of RWY end lights and wing bars | Red — No Wing bars | Red — No Wing bars |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAMS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|--|
| 1. | Aerodrome Beacon | Green/White |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | TWY edge lights only |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | No blue edge lights on TWY P beginning 200 meters east of TWY C2 to Oscar Ramp |

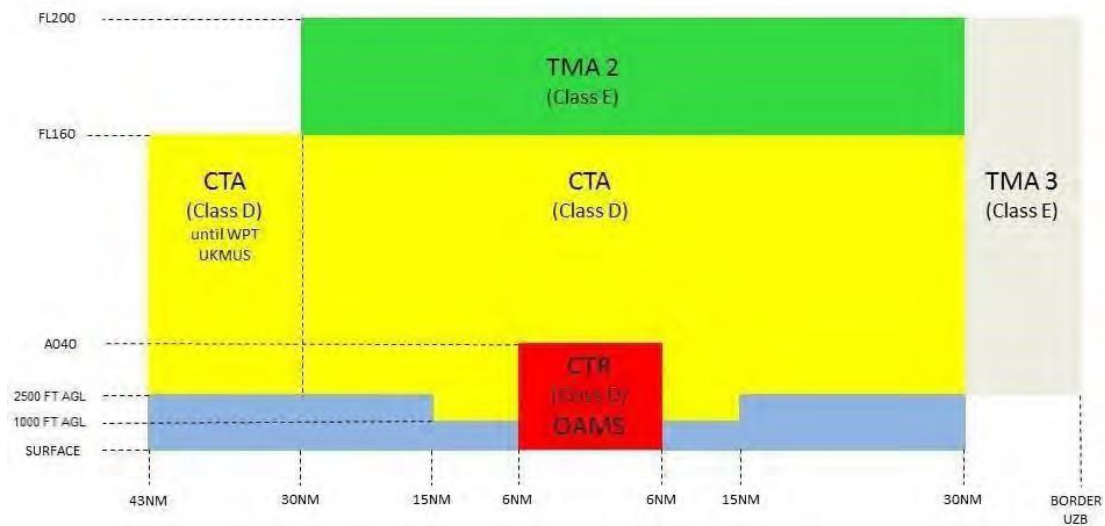
OAMS AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|------------|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) Geoid undulation | Nil Nil |
| 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 | Nil |

OAMS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | CTR: 6NM circle centered on the ARP |
| 2. | Vertical limits | CTR: Surface to 4000ft AMSL. |
| 3. | Airspace Classification | CTR: Class G |
| 4. | Air Traffic Services unit call sign | CTR: Mazar Tower |
| | Language | English |
| 5. | Remarks | ATS conforms to ICAO regulations and procedures. |

OAMS ATS AIRSPACE STRUCTURE



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 | 0030Z 1730Z | |
| GROUND | Nil | Nil | Nil | |
| AFG TRAFFIC | ADVISORY FREQUENCY | 125.20 | 0030Z 1730Z | |
| MILITARY | BACK UP FREQUENCY | 133.275 | 0030Z 1730Z | |

OAMS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19.1. In case of jamming of tower frequencies, DVOR (AMS) may indicate failure.

MAZAR Tower shall broadcast a jamming warning on all possible frequencies.

| Facility | Ident (emission) | Frequency | Hours | Coordinates | DME antenna Elevation | Remarks |
|------------------------|---------------------|------------------------|----------------------------|-------------------------|-----------------------------|----------------------|
| DVOR/DME (4° /2013) | AMS | CH 115X 116.800 MHz | H24 | 364207.6N 0671240.5E | 1 294ft | Nil |
| ILS 06 CAT 1 | | | Unserviceable (Expired) | | | |
| | | | | | 1 298ft | * Ghost Frequency |
| ILS 24 CAT 1 | | | Unserviceable (Expired) | | | |
| | | | | | | Nil |
| | | | | | | Nil |
| | | | | | 1 274ft | * Ghost Frequency |

OAMS AD 2.20 LOCAL TRAFFIC REGULATIONS

- 220.1.** When operating in OAMS Class G airspace, aircrews are responsible for their own terrain clearance at all times and must ensure that own separation is maintained.

Exemption: In case of emergencies, e.g. MEDEVAC or QRF flights with blocked RWY, deviations may be approved.

220.2 Taxi Procedures

- 220.2.1. All ACFT shall adhere to ATC and Follow–Me/Marshaller taxiing instructions.
- 220.2.2. TWY Foxtrot-South is only useable for ACFT C-130/C-160 or smaller. Follow instructions by ATC.
- 220.2.3. Low wing ACFT with heavy wake turbulence category shall shut down outer engines to prevent FOD and soiling while taxiing on TWY E, F.
- 220.2.4. TWY Caution – Dogs and jackals within the vicinity of all taxiways
- 220.2.5. Large aircraft exercise caution during taxi operations on TWY P between TWY F and TWY E due to large surface irregularities. Aircraft use caution on TWY P between TWY B and TWY E due to poor pavement conditions.

- 2.20.2.6. The intersection of TWY P and TWY B is identified as a Hot Spot. TWY P west of TWY B is also identified as a Hot Spot. Possible uncontrolled movement of vehicles and towed aircraft in these areas

OAMS AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Over flight of MAZAR–E SHARIF noise abatement zone (NAZ) shall be avoided at altitudes below 4 000ft AMSL. MAZAR–E SHARIF TOWN NAZ is defined by a circle and radius 1.4 NM centered at 364240N 0670636E.

OAMS AD 2.22 FLIGHT PROCEDURES

- 2.22.1. Departing ACFT is to contact MAZAR TOWER before Start up.
- 2.22.2. All ACFT operating within the OAMS CTR shall operate on local QNH during the hours of ATC operation.
- 2.22.3. **Weather Minima:**
- 2.22.4. **VFR**
 - 2.22.4.1. VFR Weather minima within OAMS CTR are 5000m visibility, 1500ft ceiling.
- 2.22.5. **Special VFR (SVFR)**
 - 2.22.5.1. Below VFR Minima all departing and arriving flights are subject to a Special VFR (SVFR) approval on pilot's request, else an IFR clearance.
 - 2.22.5.2. Special VFR (SVFR) may be approved if the following conditions are met:
 - a) FW – Minimum 1500 m ground visibility, ceiling not below 1500 ft AGL
 - b) RW – Minimum 800 m ground visibility, clear of clouds
- 2.22.6. **IFR**
 - 2.22.6.1. IFR approach minima apply in accordance with the published instrument approach procedures.

2.22.7. No Radio (NORDO) Procedures

2.22.7.1. If a communication failure precludes compliance with ICAO ANNEX 2 – Rules of the Air, the ACFT shall comply with the voice communication failure procedures of ICAO ANNEX 10, Volume II, and with the applicable following procedure.

2.22.8.1.1 NORDO ACFT shall attempt to (re-) establish communications with MAZAR TWR or using all other available means and set transponder to Code 7600. In addition, ACFT participating as AD traffic at OAMS have to follow the instructions given by visual signals.

2.22.8.1.2. All ACFT should avoid flying over Mazar-e-Sharif city

2.22.7.2. In visual meteorological conditions (VMC) under VFR or IFR

2.22.8.2.1. ACFT shall continue flying in VMC:

- a) Continue approach for the RWY in use (indicated by APP lights in use or according to ATIS information);
- b) Fly RWY heading along TWY P at 3,000 ft MSL with gear down, showing landing lights and flashing all available ACFT lighting;
- c) At the end of the TWY P turn north for a northern closed traffic pattern at or above 3,000 ft MSL and in the absence of a red light or flare – land on the RWY in use.

2.22.7.3. Only in instrument meteorological conditions (IMC) and under IFR

- a) ACFT in OAMS controlled airspace shall maintain the last assigned altitude and airspeed or minimum safe altitude (MSA) of 12,000 ft MSL whichever is higher. Hold altitude and airspeed for 20 minutes. Thereafter, adjust altitude and airspeed in accordance with the filed flight plan.

- b) Proceed according to flight plan route to instrument approach fix of a published instrument approach at OAMS.
- c) If required to descent for the approach prior to the approach fix, given approach time or estimated time of arrival (ETA), enter holding and descent in the holding.
- d) If you are unable to comply with the published instrument approach at OAMS, unable to comply with estimated approach time (ETA) or ACFT in an emergency: squawk 7700 and comply with c.
- e) Land, if possible, within 30 minutes after the ETA or the last acknowledged ETA whichever is later.
- f) If landing cannot be performed, execute the published missed APCH procedure, re-enter the appropriate holding, climb to at least FL160 within the holding and divert to the alternate aerodrome.
- g) Ensure RWY is clear and in the absence of a red light or flare (as a visual signal), land on the RWY in use. Be prepared to initiate “go around” due to conflicting traffic or a blocked RWY.
- h) ACFT that are experiencing NORDO after clearance to land has been issued:
- i) Proceed for landing in the absence of red light or flare. Once safely on the ground, NORDO ACFT shall follow the below procedures

2.22.7.4. NORDO after Landing

2.22.7.4.1 NIL

2.22.7.4.2 After Landing–Civil ACFT

Civil ACFT destined for Lima Ramp shall vacate the RWY via the next available TWY, then stop and wait for Ground assistance.

2.22.7.5. NORDO on the ground

2.22.7.5.1. NORDO ACFT prior takeoff while taxiing

The ACFT shall stop, hold position on the TWY, keep engines running and wait for Follow-Me. Expect to return to the parking position.

2.22.7.5.2. 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 2.22.8.4.2.

2.22.8. Acknowledgment by an ACFT

2.22.8.1. 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.

2.22.8.2. 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.

OAMS AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. Due to intensive bird activity in the airport area between March and October, it is recommended to avoid low–level tactical departures (below 30ft AGL).
- 2.23.2. Practice approaches for non-home-based aircraft are permitted on a case-by-case basis. Coordinate all requests with ATC when inbound for practice approach availability.
- 2.23.3. Remaining Distance Markers (RDM) located on the north side only. RDMs are not illuminated.
- 2.23.4. VFR hold lines are not collocated with mandatory holding position signs at all Taxiways.
- 2.23.5. Dogs, jackals, and Birds observed on all parts of the movement area. Aircrews use extreme caution during takeoff, landing and taxiing.
- 2.23.6. Braking action values will be given as 'RWY condition code.
- 2.23.7. All traffic shall use caution on taxiway P between E and F due event surfaces.

2.23.8. De-icing of aircraft

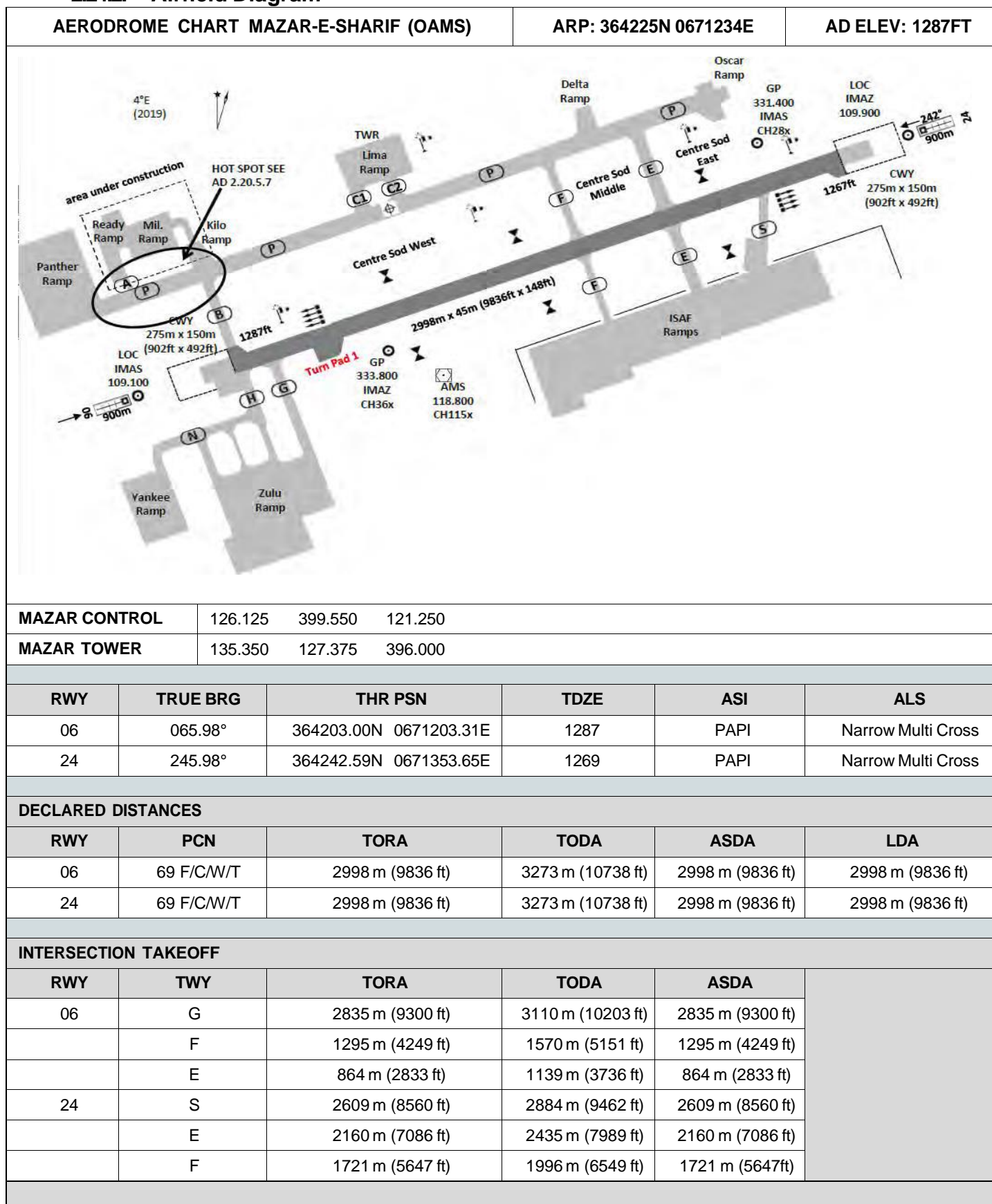
- 2.23.8.1. At OAMS airport there are no defined de-icing areas. De-icing will be performed on the parking positions or on taxiway P.
- 2.23.8.2 Requests for de-icing shall be addressed to:
- 2.23.8.3. De-icing requests will be handled generally on a first-come-first-serve basis to internal priority list.

OAMS AD 2.24 CHARTS RELATED TO THE AERODROME

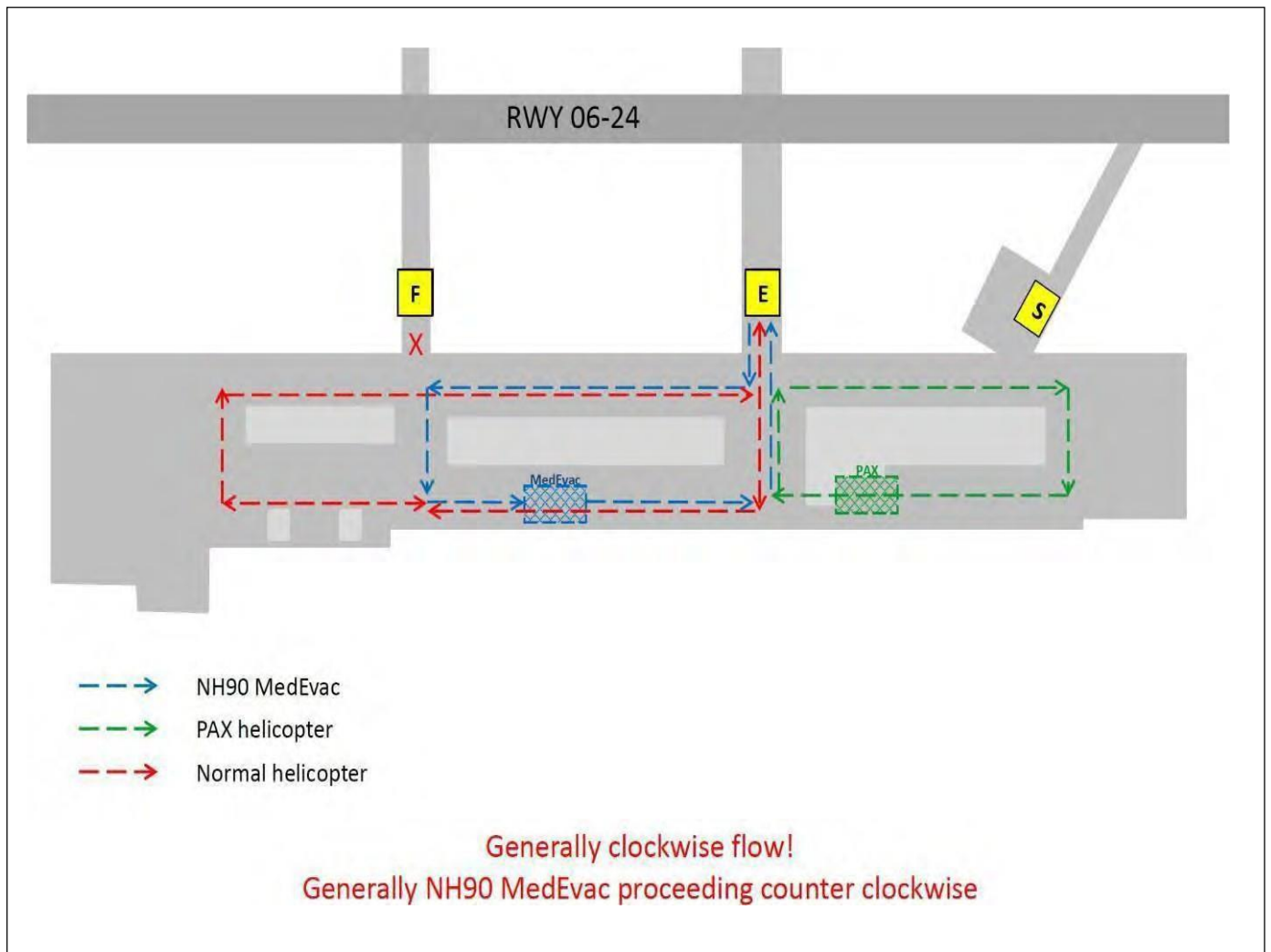
| ICAO Charts for Mazar-e Sharif Airport | | |
|---|---|-----------------------|
| 1 | Aerodrome Chart – ICAO | Produced – see 2.24.2 |
| 2 | ACFT Parking/Docking Chart – ICAO | Not produced |
| 3 | Aerodrome Ground Movement Chart – ICAO | Not produced |
| 4 | Precision Approach Terrain Chart – ICAO | Not produced |
| 5 | Aerodrome Obstacle Chart – ICAO Type A | Not produced |
| 6 | Area Chart – ICAO (departure and transit routes) | Not produced |
| 7 | Standard Departure Chart – Instrument – ICAO | Produced – see 2.24.1 |
| 8 | Area Chart – ICAO (arrival and transit routes) | Not produced |
| 9 | Standard Arrival Chart – Instrument – ICAO | Not produced |
| 10 | Instrument Approach Chart – ICAO | Produced – see 2.24.1 |
| 11 | Visual Approach Chart | Not produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not produced |

2.24.1. Instrument approach and departure procedures are designed in accordance with US TERPS.

2.24.2. Airfield Diagram



224.3. Helicopter Taxi Circuit on ISAF Ramp



OANZ – NIMROZ

OANZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OANZ– NIMROZ

OANZ AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|----|---|---|
| 1. | Aerodrome Reference Point (ARP) Coordinates and its site | 305748N0620338E |
| 2. | Distance and direction from city | 17 km East of Zaranj city |
| 3. | Elevation and Reference Temperature | 1581ft. (482m(AMSL |
| 4. | Geoids Undulation | Not determined |
| 5. | Magnetic Variation / Annual Change | Not determined |
| 6. | Aerodrome Administration Telephone Email | Mr. Ahmad Naweem Azami +93-(0)-707072340 +93-(0)-749814929 naweem.azami1366@gmail.com siar.khan.1392@gmail.com |
| 7. | Types of Traffic Permitted | VFR only |
| 8. | Remarks | Nimroz uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Zaranj Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OANZ on 118.1 This is not a control service, but advisory information only. |

OANZ AD 2.3 OPERATION HOURS

| | | |
|----|--------------------------|-------|
| 1. | Aerodrome Administration | SR-SS |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | Nil |

| | | |
|-----|-------------------|--------------------------------|
| 8. | Fuelling | Nil |
| 9. | Handling | Nil |
| 10. | Security | ABP (Afghan Border Police) H24 |
| 11. | De-Icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Nil |
| 14. | PPR Procedures | Nil |

OANZ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|-----|
| 1. | Cargo Handling Facilities | Nil |
| 2. | Fuel and Oil Types | Nil |
| 3. | Fuelling Facilities and Capacity | Nil |
| 4. | De-Icing Facilities | Nil |
| 5. | Hangar Space for Visiting ACFT | Nil |
| 6. | Repair Facilities for Visiting ACFT | Nil |
| 7. | Remarks | Nil |

OANZ AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-------------|
| 1. | Hotels | In the city |
| 2. | Restaurant | In the city |
| 3. | Transportation | Nil |
| 4. | Medical Facilities | In the city |
| 5. | Bank and Post Office | In the city |
| 6. | Tourist Office | Nil |
| 7. | Remarks | Nil |

OANZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|----|--------------------------------------|-----|
| 1. | Aerodrome Category for Fire Fighting | Nil |
| 2. | Rescue Equipment | Nil |

OANZ AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of Clearing Equipment | Nil |
| 2. | Clearance Priorities | Nil |

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

| | | |
|----|---|------------------|
| 1. | Surface, Strength, and Size of Apron | 100 x 50 Asphalt |
| 2. | Width, Surface, and Strength of TWY | 100 x 30 Asphalt |
| 3. | Location and Elevation of Altimeter Checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

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

| | | |
|----|---|--|
| 1. | Use of ACFT Stand Identification Signs, TWY Guide Lines and Visual Docking/Parking Guidance System at ACFT Stands | Nil |
| 2. | RWY and TWY Markings and Lights | RWY, TWY, Threshold and Touchdown Zone marking available |
| 3. | Stopbars | Nil |
| 4. | Remarks | |

OANZ AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|-------------|
| 1. | RWY 14 | No Obstacle |
| 2. | RWY 32 | No Obstacle |
| 3. | Remarks | Nil |

OANZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|-----|
| 1. | Associated MET Office | Nil |
| 2. | Hours of Operation | 8H |
| 3. | Office Responsible for TAF Preparation | Nil |

| | | |
|-----|--|------------|
| | Periods of Validity | |
| 4. | Type of Landing Forecast Interval of Issuance | Nil |
| 5. | Briefing / Consultation Provided | Nil |
| 6. | Flight Documentation Language(s) used | 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 | Zaranj TWR |
| 10. | Additional Information | Nil |

OANZ AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 14 | 32 |
|-----|--------------------|------------------------|-----------------------|
| 1. | BRG True and Mag | MAGN 135 ° / TRUE 133° | MAGN 315° / TRUE 313° |
| 2. | RWY Dimensions | 2740m x 45m Asphalt | |
| 3. | PCN | 78F/C/X/P | |
| 4. | THR Coordinates | 305821N0620305E | 305714N0620412E |
| 5. | THR Elevation | 482M | 481.5M |
| 6. | Slope of RWY / SWY | Nil | Nil |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | Nil | |
| 10. | Obstacle Free Zone | Nil | Nil |
| 11. | Lateral Clearances | Nil | |

| | | |
|-----|-------------------|-----|
| 12. | Transverse Grades | Nil |
| 13. | Remarks | Nil |

OANZ AD 2.13 DECLARED DISTANCES

| RWY | | 14 | 32 |
|-----|---------|-----------------|-----------------|
| 1. | TORA | 2740M 8989FT | 2740M 8989FT |
| 2. | TODA | 2740M 8989FT | 2740M 8989FT |
| 3. | ASDA | 2740M 8989FT | 2740M 8989FT |
| 4. | LDA | 2740M 8989FT | 2740M 8989FT |
| 5. | Remarks | Nil | Nil |

OANZ AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 14 | 32 |
|-----|---|-----|-----|
| 1. | Type, Length, and Intensity of Approach Lighting | Nil | Nil |
| 2. | Threshold Lights, Colours, and Wing Bars | Nil | Nil |
| 3. | Type of Visual Approach Slope Indicator System/Approach Angle | Nil | Nil |
| 4. | Length of RWY Touchdown Zone Indicator Lights | Nil | Nil |
| 5. | Length, Spacing, Colour, and Intensity of RWY CL Lights | Nil | Nil |
| 6. | Length, Spacing, Colour, and Intensity of RWY Edge Lights | Nil | |
| 7. | Colour of REIL and Wing Bars | Nil | |
| 8. | Length and Colour of Stop Way Lights | Nil | |
| 9. | Remarks | Nil | |

OANZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|------------------|-----|
| 1. | Aerodrome Beacon | Nil |
|----|------------------|-----|

| | | |
|----|---|-----|
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | Nil |

OANZ AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|---|-----|
| 1. | Coordinates, Touchdown and Lift-Off Point (TLOF) or Threshold of Final Approach and Take-Off (FATO) | Nil |
| 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 | Nil |

OANZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---------|
| 1. | Airspace Designation and Lateral Limits | Nil |
| 2. | Vertical Limits | Nil |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services Unit Callsign Language | Nil |
| 5. | Remarks | Nil |

OANZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency | Hours of Operation | Remarks |
|---------------------|-----------|-----------|--------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| TWR | | | | CTAF |

| | | | | |
|---|------------|-------|-----|--|
| GROUND | Zaranj TWR | 118.1 | 8H | |
| ATIS | Nil | Nil | Nil | |
| Aerodrome Flight Information Service (AFIS) | Nil | Nil | Nil | |

OANZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OANZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OANZ AD 2.21 NOISE ABATEMENT PROCEDURES / NO FLY AREAS

2.21.1. Nil

OANZ AD 2.22 FLIGHT PROCEDURES

2.22.1. Nil

OANZ AD 2.23 ADDITIONAL INFORMATION AND HAZARDS

2.23.1. Nil

OANZ AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Nimroz | | |
|------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. **Airfield Diagram (Not Available)**

OAQA – QALAT

OAQA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAQA – Qalat (Kalat, Qelat, Kalaat, Kelat)

OAQA AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|----|--|---|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 320802N0665356E The geographic center of the airfield |
| 2. | Distance and direction from city | 2 miles north west of the town of Qalat |
| 3. | Elevation and Reference temperature | 5383ft AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | 2° E / Not determined |
| 6. | Aerodrome Administration Telephone Tele-fax Telex Email AFS Address | CTZ Brigade Aviation Element VOSIP: 718-551-5679 or 718-551-5532 DSN 303-551-5679 Nil Nil Nil Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Nil |

OAQA AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|-----|
| 1. | Aerodrome Administration | Nil |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | H24 |
| 8. | Fueling | Nil |
| 9. | Handling | Nil |
| 10. | Security | Nil |
| 11. | De-icing | Nil |
| 12. | Overnight Parking | Nil |

| | | |
|-----|----------------|--|
| 13. | PPR procedures | Contact Battlespace owner for deconfliction if flights are not recorded on the "hard-frag" or "latest and greatest." |
| 14. | Remarks | Call VOSIP 718-551-5679 or DSN 303-551-5679 to coordinate arrangements for airfield security. Security can be provided by CTZ (FOB Apache) on a non-interference basis and if coordinated in advance. (Recommend 24-48hrs advance notice). |

OAQA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|--|--|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity Military ACFT Civil ACFT | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | There is no MHE immediately available; however, with coordination, the use of two extended boom forklifts in FOB Apache may be possible. |

OAQA AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-----|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OAQA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|--|
| 1. | Aerodrome category for firefighting | CFR (crash/fire/rescue) located on FOB Apache. |
| 2. | Rescue equipment | Nil |
| 3. | Capability for removal of disabled ACFT | Nil |

OAQA AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|--|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | The airfield will be unusable during or following rain. Call VOSIP 718–551–5679 or DSN 303–551–5679 for update. |

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

| | | |
|----|---|--|
| 1. | Surface and strength of aprons | Compacted Dirt |
| 2. | Width, surface, and strength of TWYs | Nil |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Qalat LZ is maintained by the Afghanistan Ministry of Transportation (MOT), and airfield grading and compacting are performed regularly by a contractor hired by the MOT |

OAQA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|----|--|-----|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | Nil |
| 3. | Stopbars | Nil |
| 4. | Remarks | Nil |

OAQA AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|--|
| 1. | RWY 02 | <p>RWY 02 FOB Apache and ANA Compound are in approach/departure clearance zone.</p> <p>Major penetrations are:</p> <ul style="list-style-type: none"> – 58ft Silos on west side of ANA compound – 42ft Antenna in center of ANA compound – 50ft Platform and Antenna on the west side of FOB Apache <p>FOB Apache and the ANA compound is located 500ft from the threshold of RWY 02.</p> <p>This violates the criteria for the glide slope (ETL 04–7, Table 7) and the Accident Potential Zone (ETL 04–7, Table 8).</p> <p>FOB Apache and the ANA compound are well lit and may affect ACFT operations at night unless coordinated to have them turned off</p> <p>Approx. one-foot mound borders graded portions of LZ in the clear zone, and the edge of the hammerhead.</p> <p>Approx. one-foot deep ditch located behind mound bordering LZ and hammerhead.</p> |
| 2. | RWY 20 | <p>Approx. 18ft high concrete barriers line back a third of hammerhead; approx. 10ft beyond hammerhead.</p> <p>Large mounds on both East and West side of RWY 20 exceed max gradient slope.</p> <p>The entire length of East side of RWY 20 has +7–11% gradient slope the first 5ft of the maintained area.</p> <p>From the approach end to 1000ft on West side of RWY 20 has a +7% gradient slope the last 10ft of the graded area.</p> <p>West side of RWY 20 midfield has a +11% gradient slope the last 20ft of the graded area.</p> <p>900ft southwest of the hammerhead, FOB Apache has a PTDS that extends from the surface to 2,000ft AGL. PTDS tether has flags, and the balloon itself has a visible light for night operations.</p> |
| 3. | Remarks | <p>Helicopters are not to overfly ingress and egress any construction or living areas associated with FOB Apache.</p> <p>Ensure go-around via RWY 20 include an immediate climbing left turn, from the departure end; to the EAST IOT avoid the PTDS.</p> |

OAQA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|-----|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | Nil |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing /consultation provided | Nil |

| | | |
|-----|---|-----|
| 6. | Flight documentation Language(s) used | Nil |
| 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 | Nil |
| 10. | Additional information | Nil |

OAQA AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 02 | 20 |
|-----|--------------------|---|-----------------|
| 1. | BRG True and Mag | 024.8T / 022.8M | 204.8T / 202.8M |
| 2. | RWY Dimensions | 4 925ft x 113ft | |
| 3. | PCN | PCN not determined — Sandy / Clay/ Pea Gravel | |
| 4. | THR Coordinates | 320740N0665344E | 320824N0665408E |
| 5. | THR Elevation | 5 369ft | 5 383ft |
| 6. | Slope of RWY/SWY | +0.30 | –0.30 |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | Unknown | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | Nil | Nil |

OAQA AD 2.13 DECLARED DISTANCES

| RWY | | 02 | 20 |
|-----|---------|---------|---------|
| 1. | TORA | Unknown | Unknown |
| 2. | TODA | Unknown | Unknown |
| 3. | ASDA | Unknown | Unknown |
| 4. | LDA | Unknown | Unknown |
| 5. | Remarks | Nil | Nil |

OAQA AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 02 | 20 |
|-----|--|-----|-----|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |

| | | | |
|----|--|-----|-----|
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAQA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | Nil |

OAQA AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-----|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 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 | Nil |

OAQA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | ATZ: 4NM radius centered on 320802N 0665357E |
| 2. | Vertical limits | SFC to 2500ft AGL |
| 3. | Airspace Classification | Class G |

| | | |
|----|---|---|
| 4. | Air Traffic Services unit call sign Language | Apache Tower |
| 5. | Remarks | Qalat Tower services are currently provided from the old Lagman Tower and will be moving across to the new Qalat Tower facility in the near future. |

OAQA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|-----------------------|-----------|------------------|--------------------|--|
| 1. | 2. | 3. | 4. | 5. |
| TWR | Apache | 119.875 235.7 | H24 | Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz |
| GROUND, LZ/PZ Control | LZSO | 125.200 | On Request | |
| ATIS | Nil | Nil | Nil | |
| AIR OPERATIONS | Apache | 119.875 235.7 | H24 | |

OAQA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OAQA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil.

OAQA AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Nil.

OAQA AD 2.22 FLIGHT PROCEDURES

2.22.1. Recommended to land RWY 20 and depart RWY 02.

OAQA AD 2.23 ADDITIONAL INFORMATION

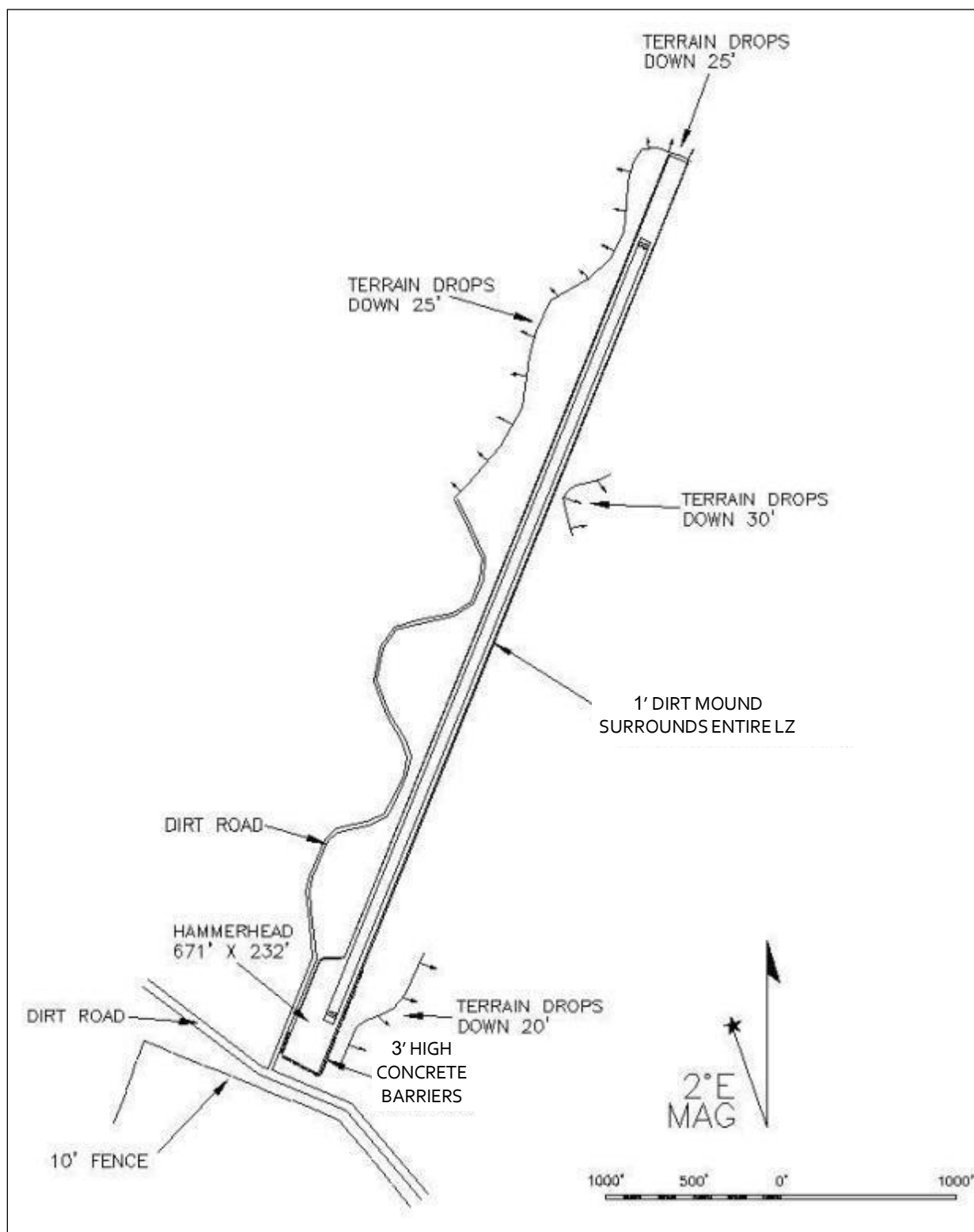
2.23.1. Nil.

OAQA AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Qalat Airport | | |
|-------------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |

| | | |
|----|---|--------------|
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram (not to scale)



OAQN – QALA-I-NAW

OAQN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAQN– Qala-I-Naw (Qalanou, Qal’ah–ye Now)

OAQN 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 | 345909N0630704E The geographic center of the airfield |
| 2. | Distance and direction from city | One mile west of the Qala-I-Naw town center |
| 3. | Elevation and Reference temperature | 2 968ft AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | 3° E / Not determined |
| 6. | Civil Aerodrome Administration Telephone Tele-fax Telex Email AFS Address | +93 (0) 799415228 +93 (0) 795010390 Nil Nil Nil |
| 7. | Military Aerodrome Administration | Nil |
| 8. | Types of traffic permitted | VFR only |
| 9. | Remarks | Qala-I-Naw is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF:243.0 preferably, 121.5 if VHF capable only) in addition to Qala-I-Naw Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OAQN on 118.1. This is not a control service, but advisory information only. |

OAQN AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|---------------|
| 1. | Aerodrome Administration | 0330Z – 1600Z |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |

| | | |
|-----|----------------------|--|
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | Certified ATC. |
| 8. | Fueling | Nil |
| 9. | Handling | NIL |
| 10. | Security | Airfield perimeter and RWY security will be provided by ANSF forces. |
| 11. | De-icing | Nil |
| 12. | Overnight Parking | Due to reduced ramp availability, overnight parking can only be approved as an exception, and it has to be requested by PPR or due to emergency or ACFT malfunction. |
| 13. | PPR procedures | Nil |
| 14. | Remarks | Nil |

OAQN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|-----|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OAQN AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|--|
| 1. | Hotels | In town |
| 2. | Restaurant | In town |
| 3. | Transportation | Nil |
| 4. | Medical facilities | In town |
| 5. | Bank and Post Office | In town |
| 6. | Tourist office | Nil |
| 7. | Remarks | Passengers handling at civilian terminal |

OAQN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|--------------|
| 1. | Aerodrome category for firefighting | Nil |
| 2. | Fire Fighting Equipment | Extinguisher |
| 3. | Rescue equipment | Nil |
| 4. | Capability for removal of disabled ACFT | Nil |

OAQN AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|------------|
| 1. | Types of clearing equipment | Glider |
| 2. | Clearance priorities | RWY, Apron |
| 3. | Remarks | Nil |

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

| | | |
|----|---|---|
| 1. | Surface and strength of aprons | <p>Civ. Apron (Platform A) located in the middle of the RWY at east side dimensions 89 x 65m. In addition, for helicopters, there are gravel surfaces available next to both sides of the apron (GRAVEL NORTH / GRAVEL SOUTH).</p> <p>Civ. Apron (Platform B) located between Kandak and RWY. Dimensions 163 x 54m. Limits with access to the inner platform. In addition, for helicopters, there is a gravel surface north of platform B.</p> <p>Inner platform. Access through sliding doors. Dimensions 180 x 54m. Use of inner platform restricted to Kandak Commander's authorization. ACFT must exercise extreme caution when taxiing into the inner platform. Sliding doors must be open to operate.</p> <p>8" thick concrete.</p> <p>Further detail in 2.24.2</p> |
| 2. | Width, surface, and strength of TWYs | Nil |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | There is no specific ammunition arming/de-arming zone. |

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

| | | |
|----|--|-----|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking/ parking guidance system at ACFT stands | Nil |
| 2. | RWY and TWY markings and lights | Nil |
| 3. | Stopbars | Nil |
| 4. | Remarks | Nil |

OAQN AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|---|
| 1. | RWY 04 | OAQN Obstacle Chart not published |
| 2. | RWY 22 | OAQN Obstacle Chart not published |
| 3. | Remarks | Kite flying activity in the vicinity of the airfield 100ft AGL and below. A Little forest of undetermined height located along west side RWY 04. Trees located 250 meters apart of RWY 22 approach. Several houses are surrounding RWY 22. First 500M of RWY 04 has 1M high Fences 15M each side from RWY edge. |

OAQN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|-------|
| 1. | Associated MET Office | NIL |
| 2. | Hours of operation | SR-SS |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |

| | | |
|-----|--|--|
| 4. | Type of observations Interval of issuance Type of observations Type of observations Interval of issuance Type of observations Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Interval of issuance Type of observations Type of landing forecast | NIL NIL Rain Gauge NIL NIL Wind direction Nil Nil Nil Nil Nil Nil Nil Nil |
| 5. | Briefing /consultation provided | Nil |
| 6. | Flight documentation Language(s) used | METAR, SPECI, for departure, destination, and enroute airports 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 | Nil |
| 10. | Additional information | Nil |

OAQN AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 04 | 22 |
|-----|------------------|--|-----------------------|
| 1. | BRG True and Mag | 037 M | 217 M |
| 2. | RWY Dimensions | (2000m x 25) 6561ft x 82ft | |
| 3. | PCN | Theoretic value 35/R/A/Y/U — 8" thick concrete | |
| 4. | THR Coordinates | 345843.82N 0630638.64E | 345933.60N0630728.80E |
| 5. | THR Elevation | 3 014ft | 2 968ft |
| 6. | Slope of RWY/SWY | –0'912 | 0'912 |
| 7. | SWY Dimensions | Nil | Nil |

| RWY | | 04 | 22 |
|-----|--------------------|-----------------------------|-----------------------------|
| 8. | CWY Dimensions | Nil | Nil |
| 9. | Strip Dimensions | Nil | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | L/Z 4 000ft–1 360ft overrun | L/Z 4 000ft–1 200ft overrun |

OAQN AD 2.13 DECLARED DISTANCES

| RWY | | 04 | 22 |
|-----|---------|--------|--------|
| 1. | TORA | 6560ft | 6560ft |
| 2. | TODA | 6560ft | 6560ft |
| 3. | ASDA | 6560ft | 6560ft |
| 4. | LDA | 5360ft | 5200ft |
| 5. | Remarks | Nil | Nil |

OAQN AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 04 | 22 |
|-----|--|-----|-----|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OAQN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |

| | | |
|----|---|-----|
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | Nil |

OAQN AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-----|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Nil |
| 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 | Nil |

OAQN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---|
| 1. | Airspace designation and lateral limits | ATZ: 5NM radius centered on ARP |
| 2. | Vertical limits | SFC to 3 000ft AGL |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign Language | Nil |
| 5. | Remarks | Qala-I-Naw is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Qala-I-Naw Common Traffic Advisory Frequency (CTAF) 118.1. Possible traffic and/or weather information may be provided within 5NM OASN on 118.1. This is not a control service, but advisory information only. |

OAQN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|------------------|-----------------|--------------------|----------------|
| 1. | 2. | 3. | 4. | 5. |
| CIVILIAN TRAFFIC | QALA I NAW TOWER | 118.1 | Unknown | Not manned yet |

| | | | | |
|------------------|-----|-----|-----|-----|
| MILITARY TRAFFIC | Nil | Nil | | Nil |
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | Nil | |
| AIR OPERATIONS | Nil | Nil | Nil | |

OAQN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OAQN AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. For traffic deconfliction, ALL TRAFFIC proceeding to and departing from OAQN will monitor 118.1 MHZ.
- 2.20.2. Aircraft landing at OAQN shall be aware that there is a risk of RWY 04/22 incursion by vehicles, local pedestrians, and/or animals. For security reasons, it is mandatory that pilots perform at least two low flight passes before landing in order to clear the RWY. Once the RWY transversal crossovers are closed, the Airfield Director will transmit in the blind (118.1 MHZ): "QALA I NAW RWY IS SECURE." The crossovers will remain closed until the aircraft has landed and is safely parked.
- 2.20.3. All ACFT require permission for a start-up approval.
- 2.20.4. Both military and civilian apron, land, and park at your own risk.
- 2.20.5. No ACFT will be authorized for practice approaches or Touch-and-Go.
- 2.20.6. Primary RWY will be RWY04 unless weather conditions prohibit.

OAQN AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. Nil

OAQN AD 2.22 FLIGHT PROCEDURES

- 2.22.1. Nil

OAQN AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. ACFT up to the size of a C-130/AN-12 can operate into OAQN.
- 2.23.2. Airfield security activation and safety inspections require thirty minutes before ETA.
- 2.23.3. A boundary fence is incomplete. ACFT landing at OAQN shall be aware that there is a risk of RWY 04/22 incursion by local pedestrians, vehicles and/or animals.

OAQN AD 2.24 CHARTS RELATED TO THE AERODROME

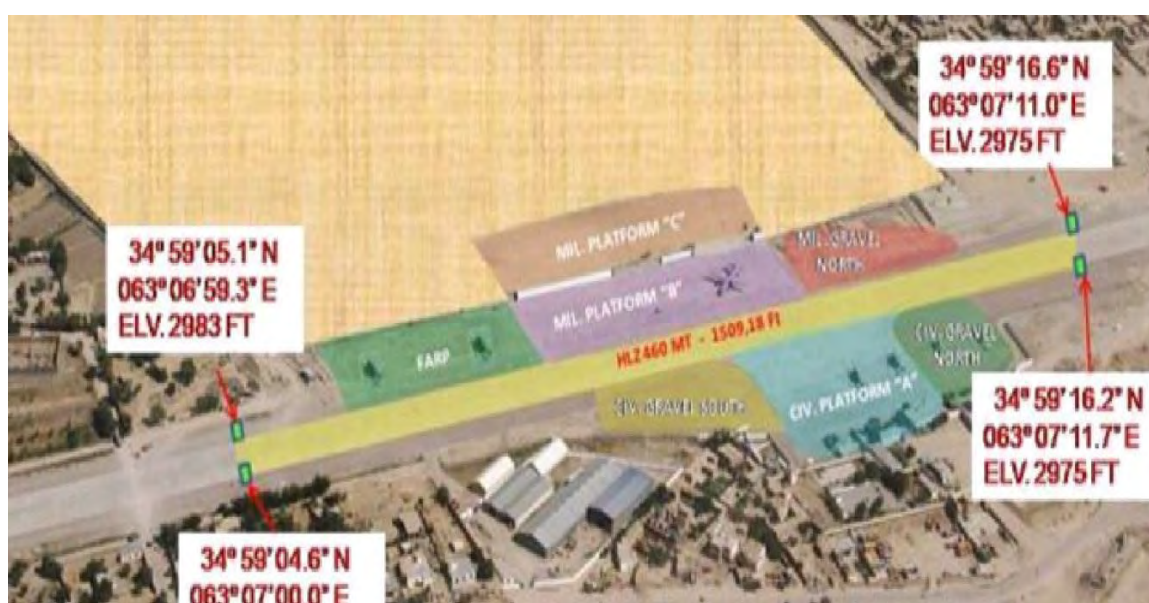
| ICAO Charts for Qala-I-Naw | | |
|----------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking/Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |

| | | |
|----|---|--------------|
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram and Platform Detail (Not to scale)



2.24.2. HLZ Diagram and platform detail.



OASL – SALERNO

OASL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASL– Salerno

OASL 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 | 332149N0695719E The geographic center of the airfield |
| 2. | Distance and direction from city | 2NM north east of Khost |
| 3. | Elevation and Reference temperature | 3831 ft. AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | Not determined |
| 6. | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Mr. Mustafa Kamal +93 (0) 799684156 Nil Nil Nil Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Salerno is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Salerno Common Traffic Advisory Frequency (CTAF) 130.0. Possible traffic and/or weather information may be provided within 5NM OASL on 130.0. This is not a control service, but advisory information only. |

OASL AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|---|
| 1. | Aerodrome Administration | Not determined |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | Certified ATC. Traffic information may be provided on frequency 130.0. Hours unknown. |

| | | |
|-----|-------------------|---------------------|
| 8. | Fueling | JP8 |
| 9. | Handling | Nil |
| 10. | Security | H24 – National Army |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Nil |
| 14. | PPR procedures | Nil |

OASL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|--|---|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity Military ACFT Civil ACFT | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | All transient FW aircrew are required to remain in close proximity of their ACFT and are not permitted to leave the flight line for any reason. No unloading/loading capability exists for AN-26, AN-32, AN-72 and AN-74 ACFT; unloading ACFT via crane is not permitted. The exception is for Supreme Aviation AN-72 ACFT only. |

OASL AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-----|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OASL AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|-----|
| 1. | Aerodrome category for firefighting | Nil |
| 2. | Rescue equipment | Nil |
| 3. | Capability for removal of disabled ACFT | Nil |

OASL AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | |
|----|---|---------|
| 1. | Surface and strength of aprons | Unknown |
| 2. | Width, surface, and strength of TWYs | Unknown |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

OASL AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|----|---|---------|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands | Unknown |
| 2. | RWY and TWY markings and lights | Nil |
| 3. | Stopbars | Nil |
| 4. | Remarks | Nil |

OASL AD 2.10 AERODROME OBSTACLES

| | | |
|----|--------|--|
| 1. | RWY 27 | OASL Obstacle Chart not published 8ft high fence, tree and barrier (unlit) located 800ft east of RWY27. Estimated 40ft tall tree 965ft from runway 27 threshold on the extended runway centerline. |
|----|--------|--|

| | | |
|----|---------|---|
| 2. | Remarks | Concrete jersey barriers (unlit) located NW side of RWY at midfield 183ft from the center line. 8ft high fence (unlit) located 90ft south side of the landing zone. 120ft tower located between Salerno and Khost/Chapman. Caution. No taxi lines or wing tip clearance lines exist on East ACFT parking Hammerhead. All rotary and FWACFT must ensure at least 50ft setback from most Eastern V-17 Threshold marker panel. |
| 3. | Remarks | Salerno ATC Tower LOC BTW Salerno and Khost/Chapman airfields 120ft AGL |

OASL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|-----|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | Nil |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing / consultation provided | Nil |
| 6. | Flight documentation Language(s) used | Nil |
| 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 | Nil |
| 10. | Additional information | Nil |

OASL AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 09 | 27 |
|-----|------------------|---|------------------------|
| 1. | BRG True and MAG | 087 | 267 |
| 2. | RWY Dimensions | 1219m x 27m (4000ft x 90ft) | |
| 3. | PCN | PCN not determined – Gravel RWY (sand and clay compacted daily) | |
| 4. | THR Coordinates | 332147.66N 0695657.95E | 332148.81N 0695745.13E |
| 5. | THR Elevation | 3 826ft | 3 754ft |

| | | | |
|-----|--------------------|---|-------|
| 6. | Slope of RWY/SWY | –1.80 | +1.80 |
| 7. | SWY Dimensions | Nil | Nil |
| 8. | CWY Dimensions | 700ft | 300ft |
| 9. | Strip Dimensions | Unknown | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | When RWY is wet and closed, rotary landings authorized. | |

OASL AD 2.13 DECLARED DISTANCES

| RWY | | 09 | 27 |
|-----|---------|---------|---------|
| 1. | TORA | Unknown | Unknown |
| 2. | TODA | Unknown | Unknown |
| 3. | ASDA | Unknown | Unknown |
| 4. | LDA | Unknown | Unknown |
| 5. | Remarks | Nil | Nil |

OASL AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 09 | 27 |
|-----|--|-----|-----|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | Nil |

OASL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |

| | | |
|----|---|-----|
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch–over time | Nil |
| 5. | Remarks | Nil |

OASL AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|---------|
| 1. | Coordinates touchdown and lift–off point (TLOF) or threshold of final approach and take–off (FATO) | Unknown |
| 2. | TLOF and/or FATO area elevation | Unknown |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4. | True and MAG BRG of FATO | Unknown |
| 5. | Declared distance available | Unknown |
| 6. | Approach and FATO lighting | Nil |
| 7. | Remarks | Nil |

OASL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---|
| 1. | Airspace designation and lateral limits | ATZ:5 NM radius centered on ARP |
| 2. | Vertical limits | Surface to 6400ft AMSL |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign Language | Salerno TWR English |
| 5. | Remarks | Salerno is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Salerno Common Traffic Advisory Frequency (CTAF) 130.0. Possible traffic and/or weather information may be provided within 5NM OASL on 130.0. This is not a control service, but advisory information only. |

OASL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---|--------------------|-----------------|--------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| Aerodrome Flight Information Service (AFIS) | Salerno Operations | 130.0 | Nil | CTAF |
| GROUND | Nil | | | |
| ATIS | Nil | | | |

OASL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OASL AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Not available.

OASL AD 2.21 NOISE ABATEMENT PROCEDURES

2.20.2. Nil

OASL AD 2.22 FLIGHT PROCEDURES

2.20.3. Not available.

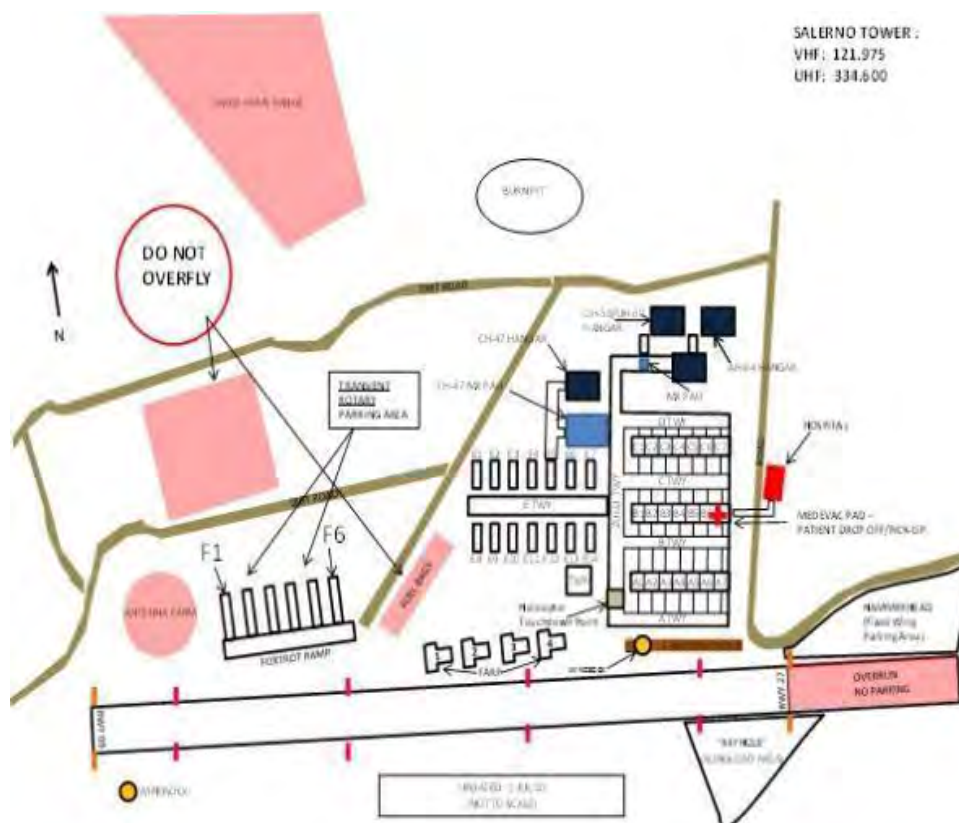
OASL AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. All aircrews use caution for bird activity. Large flocks of birds from the surface to 500ft, extremely prevalent \pm 1-hour SR/SS. Inform Salerno Tower of any observed bird activity.
- 2.23.2. Use Caution Khost (OAKS)/ Chapman airfield RWY 06/24, located 1.75NM S-SW of Salerno. Tower LOC BTW Chapman and Salerno 120ft AGL.
- 2.23.3. Parallel drainage ditches approx. 2 – 4ft deep, on both sides of RWY. Ditches are approximately 60ft either side of RWY centerline.
- 2.23.4. In the event of inclement weather, the airfield manager makes the determination whether the runway is opened or closed due to standing water.
- 2.23.5. Approximate drop off 3–6 inches at the end of overrun and the beginning of AM–2 matting and again at the end of 652ft of AM–2 matting and beginning of RWY 09.
- 2.23.6. Use caution due to excessive rubber build up on AM2 matting located first 652 ft approach end RWY 09, possible braking action could be reduced when AM2 matting is wet, and gravel RWY is dry and open.
- 2.23.7. Use caution RWY 09/27 has numerous large rocks up to and including 12 inches in diameter exposed at the surface of RWY due to erosion and deterioration of RWY sub-base.
- 2.23.8. All FW ACFT are not to execute 180 degree turns on AM2 matting, only execute 180 degree turns in West over run.

OASL AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Salerno | | |
|-------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24. Airfield Diagram (not to scale)



OASH – SHANK/CAMP DAHLKE

OASH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1 OASH – SHANK/CAMP DAHLKE

OASH AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|---|---|---|
| 1 | Aerodrome Reference Point (ARP) coordinates and its site | 335519N0690441E The geographic center of the airfield. |
| 2 | Distance and direction from the city | 7NM east of Baraki Barak, Logar |
| 3 | Elevation and Reference temperature | 6614 ft. AMSL / 50° |
| 4 | Geoids undulation | N/A |
| 5 | Magnetic variation/Annual change | 2.5°E |
| 6 | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Nil Nil Nil Nil Nil Nil |
| 7 | Types of traffic permitted | VFR / IFR Recovery / Emergency |
| 8 | Remarks | Nil |

OASH AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|--|
| 1 | Aerodrome Administration | Nil |
| 2 | Customs and Immigration | Nil |
| 3 | Health and Sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | Air Traffic Services | Nil |
| 8 | Fueling | H24 |
| 9 | Handling | Nil |
| 10 | Security | On request |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |
| 13 | Overnight Parking | On request |
| 14 | PPR procedures | RFF AIP GEN 4.1 Reference NOTAM for additional changes. |

OASH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|--|
| 1. | Cargo handling facilities | Fixed Wing: 1x 25K (K-Loaders) , 1 x 10K Forklifts, 1 x 6K Forklift Rotary Wing: 1 x 25K (K-Loaders), 1 x 10K Forklift, 1 x 6K Forklift |
| 2. | Fuel and oil types | JP8 |
| 3. | Fueling facilities and capacity | UNKNOWN |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Required to make prior arrangements. |

OASH AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|--|
| 1. | Hotels | No Hotels, VIP Tents are available as well as Compound Accommodations for MIL and Civilians. |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | UNKNOWN |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OASH AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|--|
| 1. | Aerodrome category for firefighting | NFPA Cat 8 |
| 2. | Rescue equipment | “Jaws of Life”; Hooligan Tool Set; Air chisels & Sawzall |
| 3. | Capability for removal of disabled ACFT | |

OASH AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|---|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | FW RWY 16L/34R, Dust off ACFT, AWT ACFT |
| 3. | Remarks | Nil |

OASH AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

| | | |
|----|---|---|
| 1. | Surface and strength of aprons | North Apron – Concrete, PCN 78 R/B/W/Y West Apron – Concrete, PCN 78 R/B/W/Y South Apron – Concrete, PCN 78 R/B/W/Y |
| 2. | Width, surface, and strength of TWYs | F/W TWY A – 60ft / 18.3m, PCN 78 R/B/W/Y. F/W TWY B – 60ft / 18.3m, PCN 78 R/B/W/Y. F/W TWY C – 25ft / 7.6m, PCN 78 R/B/W/Y. F/W TWY D – 75ft / 22.8m PCN 78 R/B/W/Y. F/W TWY E – 36ft / 10.9m (Dirt/Gravel). |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

**OASH AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM, AND
MARKINGS**

| | | |
|----|--|---|
| 1. | Use of ACFT stand identification signs, TWY guidelines and visual docking/parking guidance system at ACFT stands | <p><u>FWRWY 16L/34R (Concrete Airstrip)</u></p> <p>Cargo ramp only; Mandatory hold lines on all TWYs; DO NOT BLOCK THE ACCESS TO THE CARGO YARD WITH ACFT.</p> <p><u>RW RWY: 16R/34L (Concrete Airstrip)</u></p> |
| 2. | RWY and TWY markings and lights | <p><u>FWRWY 16L/34R (Concrete Airstrip)</u></p> <p>Solar Aviation Wireless Lights (SAWL) system; new lighting lines approximately 1/4 of the South end of RWY, extended center line, threshold, and TWYs. Lighting is capable of covert (primary) or overt operations. TWYs have a yellow center line and yellow edge markings. TWYs have standard VFR Hold lines <u>DO NOT FOLLOW TAXIWAY LINES INDEFINITELY</u></p> <p><u>.RW RWY 16R/34L (Concrete Airstrip)</u></p> <p>OTS</p> |
| 3. | Stopbars | Nil |
| 4. | Remarks | <p>RWRWY 16R/34L and FW RWY 16L/34R run parallel.</p> <p>FW RWY 16L/34R center point N 335519.09N 0690440.88E</p> |

OASH AD 2.10 AERODROME OBSTACLES

| | | |
|----|--------------------------|---|
| 1. | RWY 34R (Fixed-Wing) | 35' Control Tower on West side of RWY, 387' from the centerline and 2690' from RWY Threshold. 12' HESCO wall surrounding FOB; 20' Guard Tower 915' @ 185° from RWY threshold |
| 2. | Crane (RTCH) | During daytime (HJ) aircrews should use extreme caution when overflying FOB due to the possibility of unscheduled crane/RTCH activity up to 90ft AGL. |
| 3. | Tethered Balloons (PTDS) | Marked with IR strobe lights located 0.50 NM E of departure end runway 16L. 335539N0690413E(MGRS:42S WC 06500 54120) ROZ 2000 AGL, 1000 FT Radius |
| 4. | Antenna | 85 FT antenna marked at the middle and top with red obstruction light, located 0.47 NM NNW of runway 34R departure end. |

OASH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|---|--|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | Nil |
| 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 changes |
| 5. | Briefing / consultation provided | Nil |
| 6. | Flight documentation Language(s) used | ENGLISH |
| 7. | Charts and other information available for briefing or consultation | AFGHAN Sig WX/ log sig WX/ RTE Forecasts/ Area Forecasts/ Airfield WX Warnings |
| 8. | Supplementary equipment available for providing information | Nil |
| 9. | ATS unit provided with information | SHANK AERODROME (OASH) FLIGHT INFORMATION SERVICES |
| 10. | Additional information | Nil |

OASH AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | RWY 16L | RWY 34R | RWY 16R | RWY34L |
|-----|--------------------|---|----------------------------|---|---------------------------|
| 1. | BRG True and Mag | 167.38°T 164.80°M | 347.38°T 344.8°M | 164.70°M | 344.7°M |
| 2. | RWY Dimensions | 6870ft x 90ft | | 2,002ft x 75ft | |
| 3. | PCN | 78 R/B/W/T – Concrete | | 78 R/B/W/T–Concrete | |
| 4. | THR Coordinates | 335552.75N 0690431.76E | 335446.457N 0690449.55E | 335512.96N 0690434.01E | 335453.69N 0690439.21E |
| 5. | THR Elevation | 6691ft | 6804ft | N/A | N/A |
| 6. | Slope of RWY/SWY | +1.5% | –1.5% | N/A | N/A |
| 7. | SWY Dimensions | 300ft x 90ft | 240ft x 90ft | N/A | N/A |
| 8. | CWY Dimensions | N/A | N/A | N/A | N/A |
| 9. | Strip Dimensions | 7415ft x 90ft | 7415ft x 90ft | N/A | N/A |
| 10. | Obstacle free zone | 500ft | 500ft | N/A | N/A |
| 11. | Remarks | Known as FW RWY. Left/right clear zone of 35ft and no shoulder available. | | RW ACFT only (STOL ACFT–emergency only). No shoulder available. | |

| RWY | | RWY 17 (SHANK FLS) | RWY 35 (SHANK FLS) |
|-----|--------------------|--------------------|--------------------|
| 1. | BRG True and Mag | Nil | Nil |
| 2. | RWY Dimensions | Nil | |
| 3. | PCN | Nil | |
| 4. | THR Coordinates | Nil | Nil |
| 5. | THR Elevation | Nil | Nil |
| 6. | Slope of RWY/SWY | Nil | Nil |
| 7. | SWY Dimensions | N/A | N/A |
| 8. | CWY Dimensions | N/A | N/A |
| 9. | Strip Dimensions | N/A | N/A |
| 10. | Obstacle-free zone | N/A | N/A |
| 11. | Remarks | RW ACFT only | |

OASH AD 2.13 DECLARED DISTANCES

| RWY | | RWY 16L | RWY 34R | RWY 16R | RWY 34L |
|------------|---------|-------------------------------|-------------------------------|----------------|----------------|
| 1. | TORA | 7110ft | 6870ft | N/A | N/A |
| 2. | TODA | 7110ft | 6870ft | N/A | N/A |
| 3. | ASDA | 7170ft | 7110ft | N/A | N/A |
| 4. | LDA | 6870ft | 6870ft | N/A | N/A |
| 5. | Remarks | Nil | Nil | N/A | N/A |
| RWY | | RWY 17 (SHANK FLS) | RWY 35 (SHANK FLS) | | |
| 1. | TORA | 1313ft | 1313ft | | |
| 2. | TODA | 1313ft | 1313ft | | |
| 3. | ASDA | 1313ft | 1313ft | | |
| 4. | LDA | 1313ft | 1313ft | | |
| 5. | Remarks | Mats edge to edge | Mats edge to edge | | |

OASH AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | RWY 16L | RWY 34R | RWY 16R | RWY 34L |
|-----|---|---|--------------------|--|--------------------|
| 1. | Type, length, and intensity of approach lighting | Solar Aviation Wireless Light (SAWL) Medium/Single Intensity; both overt & covert lighting available. | | Nil | |
| 2. | Threshold lights, colours, and wing bars | Solar Aviation Wireless Light (SAWL) Medium/Single Intensity; both overt & covert lighting available. | | Nil | |
| 3. | Type of visual approach slope indicator system | Information N/A | Information N/A | Information N/A | Information N/A |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY centerline lights | Nil | Nil | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | (Currently partial OTS) (A702) SAWL White MIRL, Only available on the south end of RWY Last 1000' feet Amber | | Nil | |
| 7. | Colour of RWY end lights and wing bars | IR Lights (A702) | | 2 ea. evenly spaced green approach side/ red departure side lighting | |

| | | | | |
|----|--------------------------------------|---------------------------------|-----|-----------------------------------|
| 8. | Length and colour of stop way lights | Nil | Nil | 1000ft / 305m amber / covert (IR) |
| 9. | Remarks | <u>New lighting is on order</u> | | New lighting is on order |

OASH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|--|
| 1. | Aerodrome Beacon | N/A |
| 2. | Location and lighting of anemometer and landing direction indicator | N/A |
| 3. | TWY edge and centerline lighting | Blue /covert (IR) lighting along TWYs and ramp area for RWY 16L/34R. |
| 4. | Secondary power supply including switchover time | N/A |
| 5. | Remarks | Airfield is continuously being improved. |

OASH AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|--|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | N/A |
| 2. | TLOF and/or FATO area elevation | N/A |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | N/A |
| 4. | True and MAG BRG of FATO | N/A |
| 5. | Declared distance available | N/A |
| 6. | Approach and FATO lighting | N/A |
| 7. | Remarks | Landing authorized at Whiskey Ramp with prior arrangements mostly direct approaches from the South for sling loads |

OASH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | N/A |
| 2. | Vertical limits | N/A |
| 3. | Airspace Classification | Class G - UNCONTROLLED |
| 4. | Air Traffic Services unit call sign Language | Shank Aerodrome Flight Information Services - English |
| 5. | Remarks | Nil |

OASH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Frequency (MHz) | Hours of operation | Remarks |
|--------------------------------------|---------------------------|----------------------------|-------------------------------|---|
| 1. | 2. | 3. | 4. | 5. |
| FIS/CTAF | AFIS | 122.80/ 340.975 | H24 | Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz |
| ATIS | N/A | N/A | N/A | |
| AIR OPERATIONS | N/A | N/A | N/A | |
| PAX TERMINAL MATERIAL HANDLERS | DAHLKE AIR (East only) | 129.05 | H24 | |

OASH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|-----------------|--------------|-------------|------------|--------------------|------------------|----------------|
| Nil | Nil | Nil | Nil | Nil | Nil | Nil |

OASH AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 N/A

OASH AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1 Flights over the LSA/RSOI (Domestic Areas) are prohibited. Avoid overflight of AEROSANDE UAS at grid coordinates: 335518.90N 0690436.63E.

OASH AD 2.22 FLIGHT PROCEDURES

2.22.1 **Arrival procedures.** Military aircraft will establish two-way communications with Dahlke Fires Net prior to the 10NM ring (20NM for fixed-wing ACFT) to receive updated airspace picture. The fires net will advise ACFT of ROZ and UAS status. Recommend all ACFT contact Shank AFIS prior to 10NM for the advisory of which corridor to enter to Shank area of operation. Due to the presence of invisible hazards (including artillery fires); failure to contact Dahlke Fires or Shank AFIS prior to airspace entry may place arriving ACFT at significant risk. The minimum initial call must include:

1. Callsign
2. Type of ACFT
3. Distance from the airfield
4. Direction from the center of the airfield (use tactical TAD)
5. Intentions at an airfield (FARP, MCT Pad, RWY 16L/34R, RWY 16R/34L)

2.22.2 **Traffic Pattern.** Standard R/W Traffic pattern is East at an altitude of 500–900ft AGL (7200-7700 MSL) for all operations within the CTR. Avoid overflight of LSA, AEROSANDE at coordinates: 335519N 0690437E and Wings FARP, UAS launch and recovery strip located east of the RWY16L/34R. All rotary and fixed-wing ACFT will drop off passengers at the MCT located at the East Apron. Fox/Whiskey Ramp.

2.22.3 **Departure procedures.** ACFT will contact AFIS for recommended departure sector. AFIS will issue advisory information for ROZ and UAS status. ACFT must notify AFIS when exiting Shank AO.

- 2.22.4 UAS are launched and recovered at Camp Dahlke. Use extreme caution when operating within Shank Airspace. UAS systems operate at low altitudes around Shank Class G. Recommend all ACFT contact Shank FIS prior to 20NM for the issue of recommended inbound instructions.
- 2.22.5 Potential congestion between fixed-wing and rotary-wing aircraft Fox/ Oscar Ramp. No follow-me services are available. Pilots assume separation; this is a non-controlled area. Parking suggestions can be received from the tower

OASH AD 2.23 ADDITIONAL INFORMATION

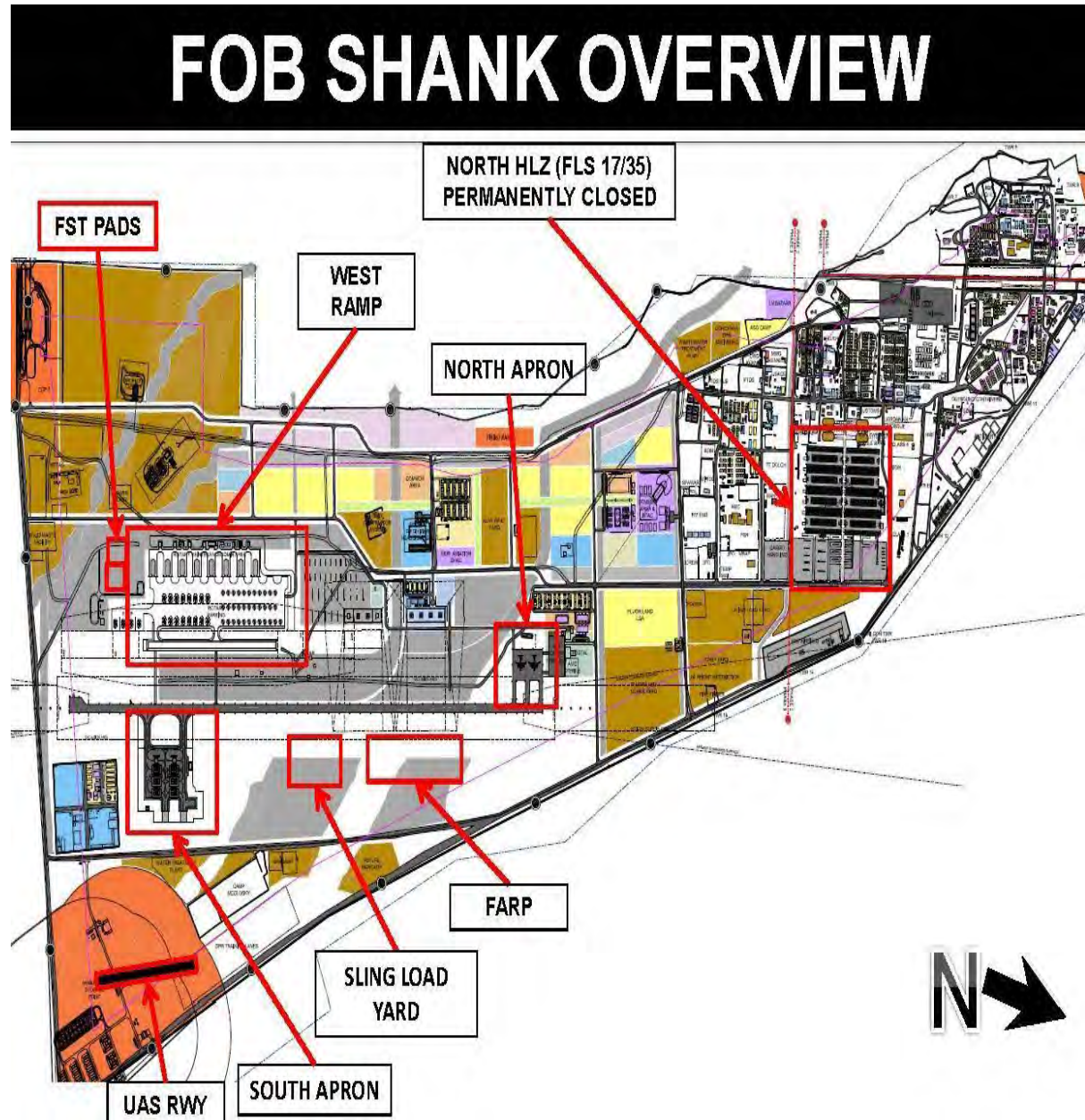
- 2.23.1 For fuel services, request Dahlke Air and then from Shank FIS.
- 2.23.2 FOB is still under construction. Avoid landing in the vicinity of construction equipment and personnel.
- 2.23.3 During night, ACFT will display visible position and landing lights during all ground movements.
- 2.23.4 FW Operations are to be conducted ONLY at the Concrete RWY 16L/34R. RW Operations are authorized at all active landing areas on the airfield. Traffic patterns to the FW RWY 16L/34R are authorized for RWACFT. Rotary-wing operations will be terminated as soon as fixed-wing ACFT reports inbound.
- 2.23.5 RW Concrete RWY 16R/34L is restricted to RW ACFT use only. It is located Approx. 375ft west of RWY 16L/34R.
- 2.23.6 A significant number of expeditious flights (MEDEVAC, DELIBERATE OPERATIONS, etc....) take place at Shank AF. Rotary-wing ACFT participating in these events will have "right of way" at all times. NO fixed-wing ACFT is to participate in these events.
- 2.23.7 For more information about all airfield constructions, please contact ATC Managers
- 2.23.8 NOTAMS for Camp Dahlke Airfield can be found by visiting <https://www.notams.jcs.mil/dinsQueryWeb/>. Please type the airfield identifier "OASH" in the NOTAM Retrieval Box and click on "View NOTAMs."
- 2.23.9 A 1,400ft Unmanned Aerial System (UAS) RWY located 054.NME of RWY 34R approach end at a heading of 330° and 165°. AVOID overflight of the UAS RWY.
- 2.23.10 Multiple UAS Arrival/Departure areas- parallel runway 16L/34R approximately 1500 feet from centerline to the east. AVOID overflight of UAS area.
- 2.23.11 Use caution while on west/east ramp. Current lines on TWY 's do not account for barriers on the ramp. Taxi lines are not lined up with parking spaces.
- 2.23.12 Potential congestion between fixed and rotary wing planes on Fox/Oscar Ramp. No follow-me services are available. Pilots assume separation, take parking instructions from the tower.
- 2.23.13 C-17 and smaller Fixed-Wing ACFT are authorized to land at RWY 16L/34R ONLY for passenger/cargo Operations. All operations at the FW RWY require PPR through Airfield Manager.

No Airfield Manager on site.

OASH AD 2.24 CHARTS RELATED TO THE AERODROME

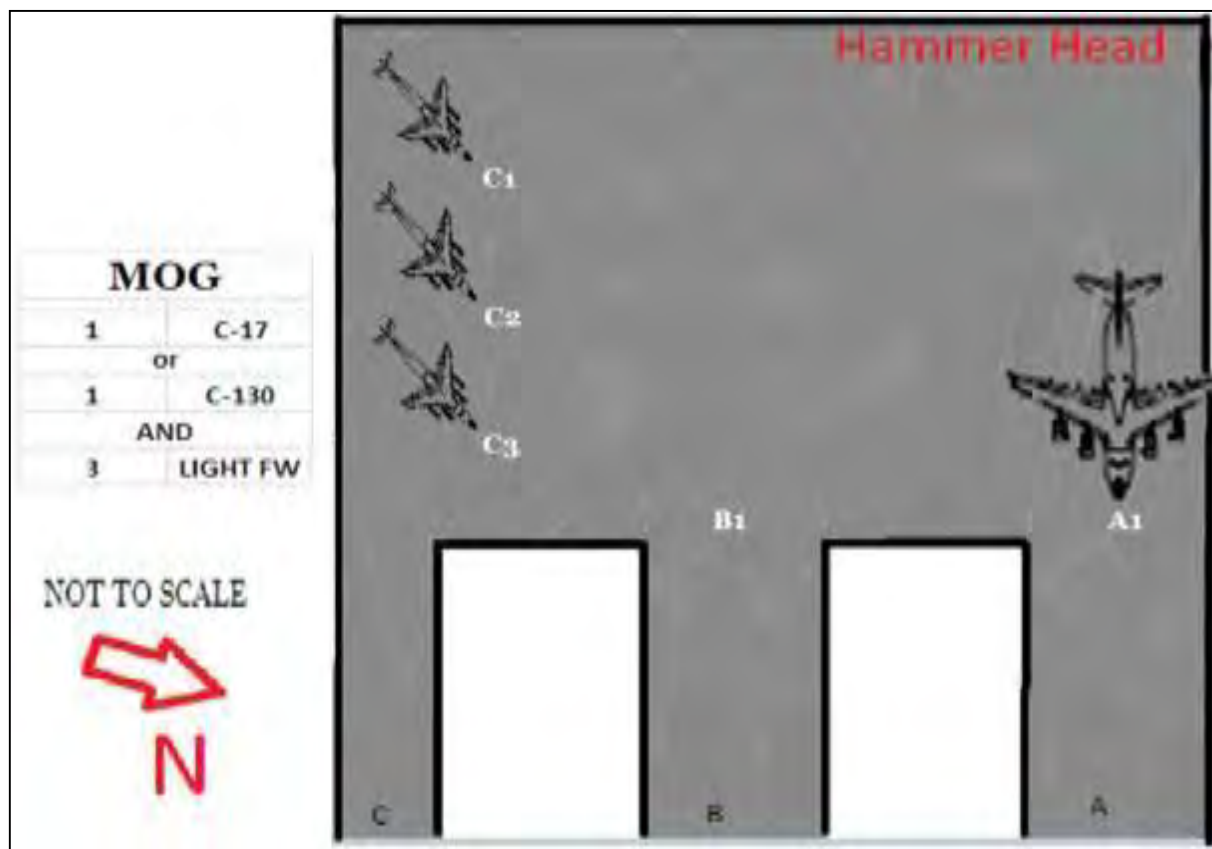
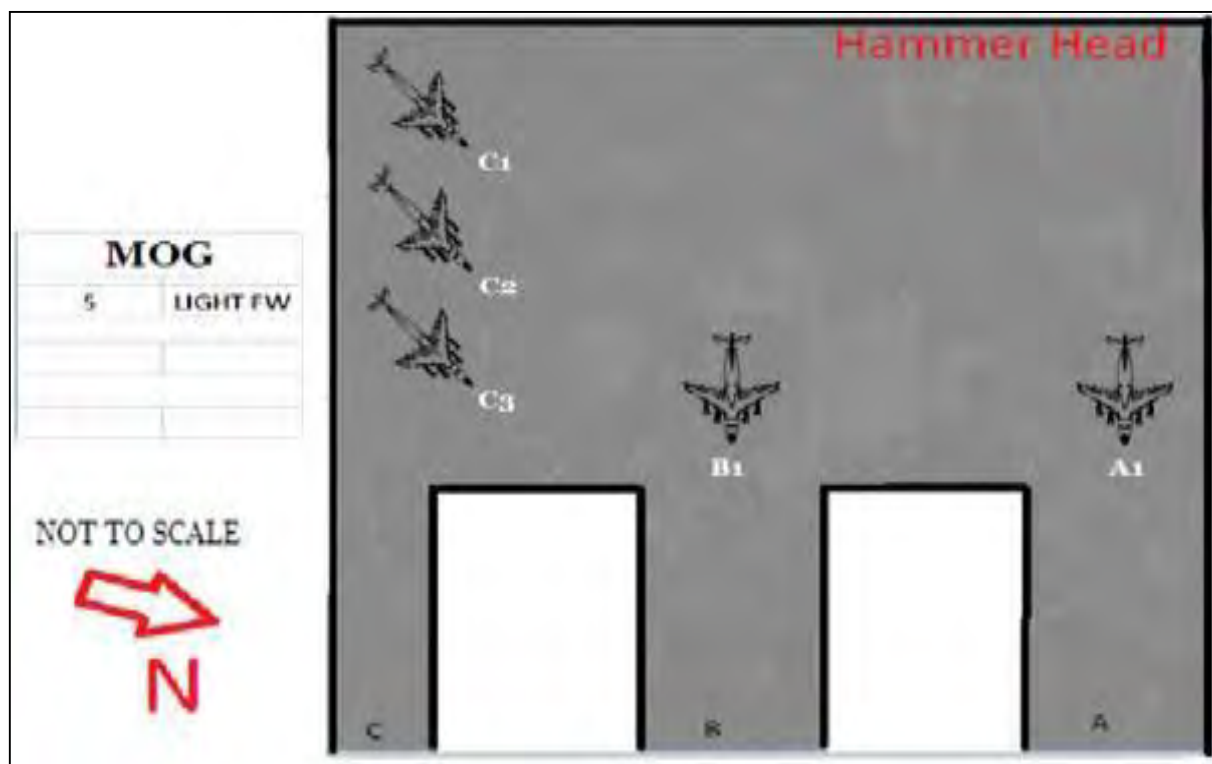
| ICAO Charts for Shank | | |
|-----------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

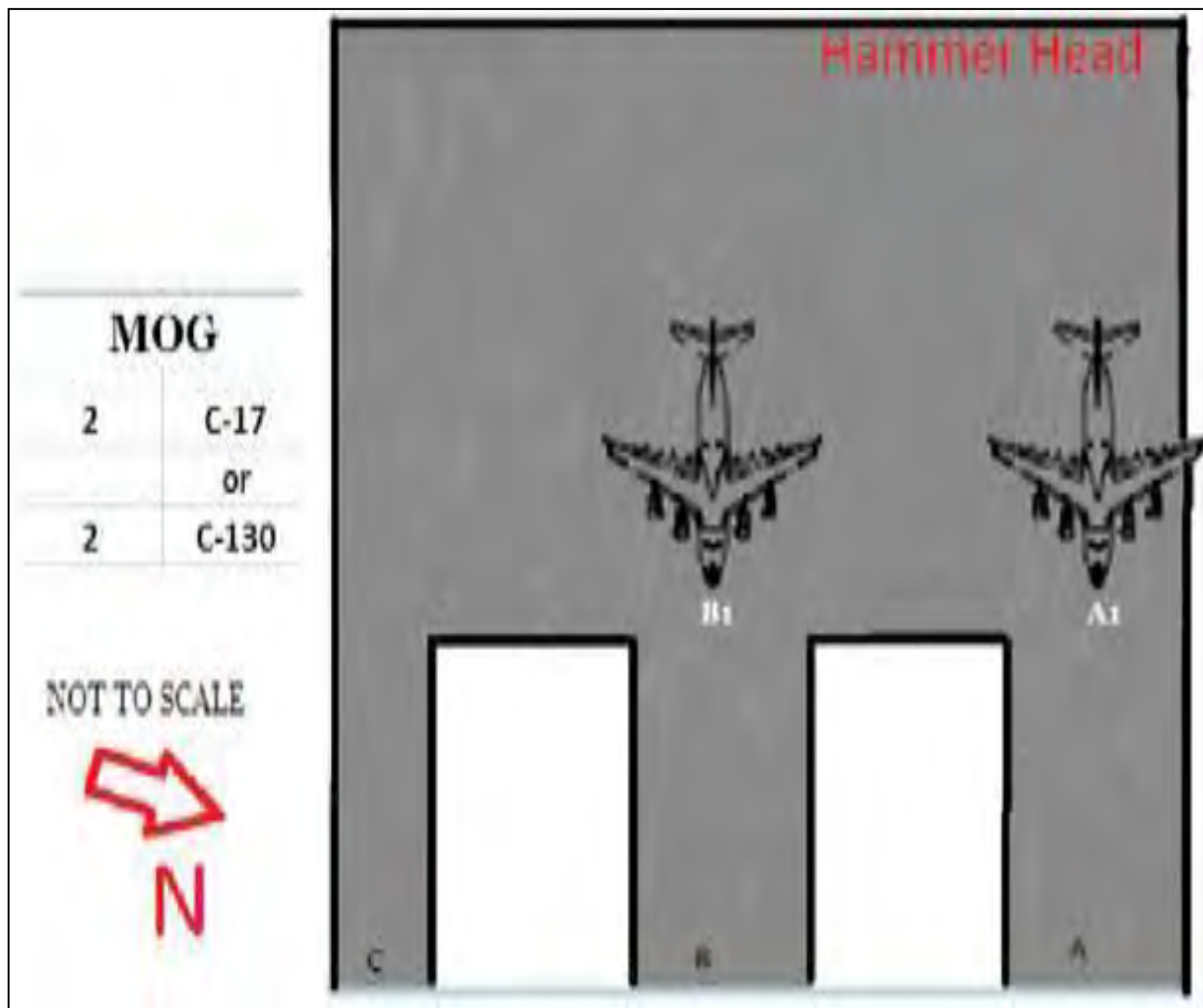
2.24.1 Airfield Diagrams



FOB SHANK/CAMP DAHLKE North HLZ

2.24.2 Airfield Diagrams





OASA- SHARANA

OASA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASA – Sharana

OASA AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|----|---|---|
| 1. | Aerodrome Reference Point (ARP) coordinates and its site | 330733N0685019E The geographic center of the RWY. |
| 2. | Distance and direction from city | 4km southeast of the city of Zahar Sharan |
| 3. | Elevation and Reference temperature | 7435ft |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | |
| 6. | Aerodrome Administration Telephone Telephone Telex Email AFS Address | Mr. Abdulmalik katwazi +93 (0) 790131870 +93 (0) 776363657 Nil paktika.civil.avation@gmail.com Nil |
| 7. | Types of traffic permitted | VFR |
| 8. | Remarks | Nil |

OASA AD 2.3 OPERATIONAL HOURS

| | | |
|-----|--------------------------|--|
| 1. | Aerodrome Administration | 0330Z-1130Z |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | Certified ATC. Traffic information may be provided on frequency. |
| 8. | Fueling | Nil |
| 9. | Handling | Nil |
| 10. | Security | Islami Emarat police |

| | | |
|-----|-------------------|-----|
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Nil |
| 14. | PPR procedures | Nil |

OASA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|-------------------------------------|-----|
| 1. | Cargo handling facilities | Nil |
| 2. | Fuel and oil types | Nil |
| 3. | Fueling facilities and capacity | Nil |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OASA AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|-----|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | Nil |
| 4. | Medical facilities | Nil |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |
| 7. | Remarks | Nil |

OASA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|---|-----|
| 1. | Aerodrome category for firefighting | Nil |
| 2. | Rescue equipment | Nil |
| 3. | Capability for removal of disabled ACFT | Nil |

OASA AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

OASA AD 2.8 APRONS, TAXIWAYS CHECK LOCATION / POSITIONS DATA

| | | |
|----|---|---------------------|
| 1. | Surface and strength of aprons | Concrete 60 R/B/W/T |
| 2. | Width, surface, and strength of TWYs | Concrete width 16m |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

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

| | | |
|----|---|--|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands | Yellow TWY lines |
| 2. | RWY and TWY markings and lights | Nil |
| 3. | Stopbars | Nil |
| 4. | Remarks | Use caution when landing RWY 14 due to the slope and a 25ft sloped drop off 480ft behind RWY 14 threshold. |

OASA AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|--|
| 1. | RWY 14 | Nil |
| 2. | RWY 32 | Nil |
| 3. | Remarks | 25-200ft drop offs on both sides of RWY shoulders. 300ft past dep end of RWY 32, ground drops off 25ft. 775ft past dep end RWY 14, ground drops off 250ft. All ACFT landing RWY 14/32 must make 180° turnarounds at the overruns only. No RWY hold short lines on parking ramp or taxiing lines from RWY to parking ramp. |

OASA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|--|-----|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | Nil |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing / consultation provided | Nil |
| 6. | Flight documentation Language(s) used | Nil |
| 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 | Nil |
| 10. | Additional information | Nil |

OASA AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 14 | 32 |
|-----|--------------------|------------------------|------------------------|
| 1. | BRG True and MAG | Nil | Nil |
| 2. | RWY Dimensions | 4265ft x 62ft | |
| 3. | PCN | ASP PCN 50 F/AW/T | |
| 4. | THR Coordinates | 330749.98N 0685004.45E | 330715.54N 0685033.23E |
| 5. | THR Elevation | 7 195ft | 7 305ft |
| 6. | Slope of RWY/SWY | 2.725% | 2.725% |
| 7. | SWY Dimensions | NIL | NIL |
| 8. | CWY Dimensions | NIL | NIL |
| 9. | Strip Dimensions | UNK | |
| 10. | Obstacle free zone | NIL | NIL |
| 11. | Remarks | NIL | NIL |

OASA AD 2.13 DECLARED DISTANCES

| RWY | | 14 | 32 |
|------------|---------|-----------|-----------|
| 1. | TORA | UNKNOWN | UNKNOWN |
| 2. | TODA | UNKNOWN | UNKNOWN |
| 3. | ASDA | UNKNOWN | UNKNOWN |
| 4. | LDA | UNKNOWN | UNKNOWN |
| 5. | Remarks | NIL | NIL |

OASA AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 14 | 32 |
|------------|--|-----------|-----------|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | Nil | Nil |
| 3. | Type of visual approach slope indicator system | Nil | Nil |
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour, and intensity of RWY edge lights | Nil | Nil |
| 7. | Colour of RWY end lights and wing bars | Nil | Nil |
| 8. | Length and colour of stop way lights | Nil | Nil |
| 9. | Remarks | Nil | |

OASA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|-----|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | Nil |
| 4. | Secondary power supply including switch–over time | Nil |
| 5. | Remarks | Nil |

OASA AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-----|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | UNK |
| 2. | TLOF and/or FATO area elevation | UNK |
| 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 | Nil |

OASA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|--|
| 1. | Airspace designation and lateral limits | ATZ:5NM radius from the ARP |
| 2. | Vertical limits | SFC up to and including 2500ft AGL (9918ft AMSL) |
| 3. | Airspace Classification | Class G |
| 4. | Air Traffic Services unit call sign Language | Nil |
| 5. | Remarks | NIL |

OASA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---|--------------------|-----------------|--------------------|---------|
| 1. | 2. | 3. | 4. | 5. |
| TWR | Nil | Nil | Nil | CTAF |
| GROUND | N/A | N/A | N/A | |
| ATIS | NIL | NIL | NIL | |
| Aerodrome Flight Information Service (AFIS) | Sharana Operations | N/A | 0330Z-1130Z | |

OASA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OASA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. 2.20.1 Not available

OASA AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Unless requested or special assistance is required, avoid overflight of the base.

OASA AD 2.22 FLIGHT PROCEDURES

2.22.1. Not available

OASA AD 2.23 ADDITIONAL INFORMATION

2.23.1. Nil.

OASA AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Sharana | | |
|-------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

2.24.1. Airfield Diagram



OASD – SHINDAND

OASD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OASD– Shindand

OASD 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 | 332332N0621540E The geographic center of the RWY |
| 2. | Distance and direction from city | 7 miles northeast of Shindand |
| 3. | Elevation and Reference temperature | 3 780ft AMSL |
| 4. | Geoids undulation | Not determined |
| 5. | Magnetic variation/Annual change | E 2.4 ° |
| 6. | Aerodrome Administration Telephone Telefax Telex Email AFS Address | Nil Nil Nil Nil Nil |
| 7. | Types of traffic permitted | IFR/ VFR Operations |

OASD AD 2.3 OPERATIONAL HOURS

| | | |
|----|--------------------------|-----|
| 1. | Aerodrome Administration | H24 |
| 2. | Customs and Immigration | Nil |
| 3. | Health and Sanitation | Nil |
| 4. | AIS Briefing Office | Nil |
| 5. | ATS Reporting Office | Nil |

| | | |
|-----|----------------------|--|
| 6. | MET Briefing Office | Nil |
| 7. | Air Traffic Services | VFR |
| 8. | Fueling | 1 MOG up to 4K gals (26.8K lbs. fuel) per aircraft Check NOTAM for refueling restrictions |
| 9. | Handling | 1 10K A/T Forklifts, 2 NGSL K-loaders and 1-60K Loader for cargo upload/download |
| 10. | Security | H24 |
| 11. | De-icing | Nil |
| 12. | Remarks | Nil |
| 13. | Overnight Parking | Not Authorized |
| 14. | PPR procedures | Nil |

OASD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|----|--|---|
| 1. | Cargo handling facilities | Limited cargo downloads capabilities exist for MIL missions only. Do not send more than one "pallet train" on an ACFT. No refrigeration capability. |
| 2. | Fuel and oil types | JP-8 |
| 3. | Fueling facilities and capacity Military ACFT Civil ACFT | 5x Commercial trucks (3000 gals each) Check NOTAMs for refueling restrictions |
| 4. | De-icing facilities | Nil |
| 5. | Hangar space for visiting ACFT | Nil |
| 6. | Repair facilities for visiting ACFT | Nil |
| 7. | Remarks | Nil |

OASD AD 2.5 PASSENGER FACILITIES

| | | |
|----|----------------------|---------|
| 1. | Hotels | Nil |
| 2. | Restaurant | Nil |
| 3. | Transportation | UNKNOWN |
| 4. | Medical facilities | ROLE 2+ |
| 5. | Bank and Post Office | Nil |
| 6. | Tourist office | Nil |

| | | |
|----|---------|-----|
| 7. | Remarks | Nil |
|----|---------|-----|

OASD AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|----|--|---|
| 1. | Aerodrome category for firefighting | NFPA Category 8 |
| 2. | ACFT Rescue/Firefighting Equipment | 4 x T3000 |
| 3. | Structural Firefighting and Technical Rescue Equipment | 3 x Pierce Contenders, 1 x Heavy Rescue |
| 4. | Firefighting and Rescue Manpower | 46 personnel assigned |
| 5. | Capability for removal of disabled ACFT | Nil |

OASD AD 2.7 SEASONAL AVAILABILITY

| | | |
|----|-----------------------------|-----|
| 1. | Types of clearing equipment | Nil |
| 2. | Clearance priorities | Nil |
| 3. | Remarks | Nil |

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

| | | |
|----|---|---|
| 1. | Surface and strength of aprons | India Ramp (3150ft x 162ft) CON 14 R/B/W/T North Ramp (508' x 715', 370' x 1381') CON 40 R/B/W/T STRAT Ramp (624' x 705') CON 58/R/C/W/T ISR Ramp (524' x 1103', 312' x 220' (665,851 Sq ft.)) CON134 R/B/W/T South Ramp (577' x 443' x 114') CON 23/R/B/W/T Rotary Ramp (1,301' x 968') CON 35 R/B/W/T SOF Ramp (665' x 539') CON 142 R/B/W/T TX Pad x 3pads (200' x 100') CON Unk Contractor Ramp (925' x 456') Rock/Dirt |
| 2. | Width, surface, and strength of TWYs | A1 (820ft x 47ft) CON 20 R/B/W/T A2 (2259ft x 76ft) CON 129 R/B/W/T B (820ft x 47ft) CON 43 R/B/W/T C (820ft x 47ft) CON 15 R/B/W/T D1 (820ft x 47ft) CON 17 R/B/W/T D2 (2316ft x 75ft) CON 50 R/B/W/T E (820ft x 47ft) CON 19 R/B/W/T F (7710ft x 47ft) CON 23R/B/W/T |
| 3. | Location and elevation of altimeter checkpoints | Nil |
| 4. | Location of VOR checkpoints | Nil |
| 5. | Position of INS checkpoints | Nil |
| 6. | Remarks | Nil |

OASD AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

| | | |
|----|---|--|
| 1. | Use of ACFT stand identification signs, TWY guide lines and visual docking / parking guidance system at ACFT stands | India Ramp is not authorized for transient ACFT parking. |
| 2. | RWY and TWY markings and lights | RWY markings: Precision Approach. |
| 3. | Stopbars | Nil |
| 4. | Remarks | Mandatory and informational airfield signage limited |

OASD AD 2.10 AERODROME OBSTACLES

| | | |
|----|---------|--|
| 1. | RWY 18 | OASD Obstacle Chart not published |
| 2. | RWY 36 | OASD Obstacle Chart not published |
| 3. | Remarks | <p>Unlit antenna 80ft AGL, located approximately 6 520ft due west of RWY 36 threshold.</p> <p>Unlit tower 107ft AGL erected approximately 2500ft south of RWY36 threshold by 1640ft west of RWY centerline.</p> <p>Four lighting towers 89ft AGL located East of STRAT Ramp</p> <p>Seven lighting towers 98ft AGL located on North Ramp</p> <p>Numerous obstructions/obstacles exist in the infield between the RWY and TWYs in the form of concrete debris, wreckage, ungraded ground, etc.</p> <p>Lit antenna 65ft AGL, located approximately 2 200ft due east of RWY 18 threshold.</p> <p>Lit antenna 64ft AGL, located approximately 1 600ft due east of runway midfield.</p> |

OASD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|-----|---|---|
| 1. | Associated MET Office | Nil |
| 2. | Hours of operation | H24 |
| 3. | Office responsible for TAF preparation Periods of validity | Nil |
| 4. | Type of landing forecast Interval of issuance | Nil |
| 5. | Briefing / consultation provided | Nil |
| 6. | Flight documentation Language(s) used | TAF, METAR, SPECI English |
| 7. | Charts and other information available for briefing or consultation | Airfield weather watches/warnings/advisories, climatic statistics, TAF and METAR. |
| 8. | Supplementary equipment available for providing information | Nil |
| 9. | ATS unit provided with information | Nil |
| 10. | Additional information | Nil |

OASD AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 18 | 36 |
|-----|------------------|-----------------------------|-----|
| 1. | BRG True and Mag | 182 | 002 |
| 2. | RWY Dimensions | 7933ft x 92ft (2417m x 28m) | |

| | | | |
|-----|--------------------|---|------------------------|
| 3. | PCN | 50 R/B/W/T | |
| 4. | THR Coordinates | 332411.18N 0621541.34E | 332252.98N 0621538.27E |
| 5. | THR Elevation | 3780ft (1152m) | 3701ft (1128m) |
| 6. | Slope of RWY/SWY | -1.00 | +1.00 |
| 7. | SWY Dimensions | 300ft (92m) | 300ft (92m) |
| 8. | CWY Dimensions | 654ft (200m) | 200ft (61m) |
| 9. | Strip Dimensions | 8533ft (2600m) | |
| 10. | Obstacle free zone | Nil | Nil |
| 11. | Remarks | <p>Aircrews are to check NOTAMs for current airfield construction updates.</p> <p>DTHR first 300ft RWY 18</p> <p>DTHR first 957ft RWY 36</p> <p>Heavy category ACFT shall execute 180-degree turns at TWY A or D intersections. The RWY is marked adjacent to TWYs A and D for a heavy turnaround. These locations have 180-degree turn markings.</p> <p>Heavy ACFT landing RWY 36 performing 180-degree turns will make right turns only at dep end.</p> | |

OASD AD 2.13 DECLARED DISTANCES

| RWY | | 18 | 36 |
|-----|---------|----------------|----------------|
| 1. | TORA | 7933ft (2417m) | 7933ft (2417m) |
| 2. | TODA | 8890ft (2709m) | 8294ft (2528m) |
| 3. | ASDA | 8233ft (2509m) | 8233ft (2509m) |
| 4. | LDA | 7933ft (2417m) | 7933ft (2417m) |
| 5. | Remarks | CWY paved | CWY not paved |

OASD AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 18 | 36 |
|-----|--|-----------------|-----------------|
| 1. | Type, length, and intensity of approach lighting | Nil | Nil |
| 2. | Threshold lights, colours, and wing bars | 10Green (Solar) | 10Green (Solar) |
| 3. | Type of visual approach slope indicator system | Nil | Nil |

| | | | |
|----|--|--|---|
| 4. | Length of RWY touchdown zone indicator lights | Nil | Nil |
| 5. | Length, spacing, colour, and intensity of RWY center line lights | Nil | Nil |
| 6. | Length, spacing, colour and intensity of RWY edge lights | 200ft / White/ last 1 000ft Yellow/ MIRL (Solar) | 200ft / White/ last 2000ft Yellow/ MIRL (Solar) |
| 7. | Colour of RWY end lights and wing bars | 10Red (Solar) | 10Red (Solar) |
| 8. | Length and colour of stop way lights | 957ft / Blue | 300ft / Blue |
| 9. | Remarks | IR RWY lighting not available | IR RWY lighting not available |

OASD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|----|---|--|
| 1. | Aerodrome Beacon | Nil |
| 2. | Location and lighting of anemometer and landing direction indicator | Nil |
| 3. | TWY edge and center line lighting | TWY Edge: Blue (Solar) Centerline Lighting: Nil |
| 4. | Secondary power supply including switch-over time | Nil |
| 5. | Remarks | TWY lighting selected on HN. |

OASD AD 2.16 HELICOPTER LANDING AREA

| | | |
|----|--|-------------------------------|
| 1. | Coordinates touchdown and lift-off point (TLOF) or threshold of final approach and take-off (FATO) | Unknown |
| 2. | TLOF and/or FATO area elevation | Unknown |
| 3. | TLOF and FATO area dimensions, surface, strength, marking | Unknown |
| 4. | True and MAG BRG of FATO | Unknown |
| 5. | Declared distance available | 1 275ft x 75ft CON 30/R/A/W/T |
| 6. | Approach and FATO lighting | Nil |
| 7. | Remarks | Nil |

OASD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|----|---|---|
| 1. | Airspace designation and lateral limits | CTR: 5NM radius centered on ARP CTA: 25NM radius centered on ARP |
| 2. | Vertical limits | CTR: Surface to 7 500ft AMSL CTA: Surface up to but not including FL160 (Excluding Class D) |
| 3. | Airspace Classification | CTR: Class D CTA: Class E |
| 4. | Air Traffic Services unit call sign Language | CTR: Shindand Tower CTA: Shindand GCA English |
| 5. | Remarks | ATS conforms to ICAO regulations and procedures. IFR arrival and departure procedures N/A when Aerostat aloft. |

OASD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency (MHz) | Hours of operation | Remarks |
|---------------------|-----------------|--|--------------------|--|
| 1. | 2. | 3. | 4. | 5. |
| TWR | Shindand Tower | VHF: 134.750(P) UHF: 265.650 | H24 | Emergency/ Guard Frequencies 121.500 MHz 243.000 MHz |
| APP | Shindand GCA | VHF: 120.275 (P) VHF:129.900 (S) UHF: 344.00 | H24 | |
| GROUND | Shindand Ground | VHF: 128.4 | H24 | |
| METRO | Shindand Metro | VHF: 127.425 | H24 | |
| ATIS | Nil | Nil | Nil | |
| AIR OPERATIONS | Nil | Nil | Nil | |

OASD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|--------------------|-----------|---------|
| TACAN | ASD | Ch48 | H24 | 332326N 621546E | 3 734ft | |

OASD AD 2.20 LOCAL TRAFFIC REGULATIONS

- 2.20.1. Shindand is a controlled airfield; multiple platforms utilize the airfield; flight advisory services are provided for safety purposes.
- 2.20.2. All are arriving or transiting ACFT must contact Shindand GCA prior to passing 25NM from the airfield via Primary frequency. Upon contact with ATC, ACFT should pass the following information: Callsign, Altitude, Sector (If known), ETA or current position, and desired pattern or tracking intentions.
- 2.20.3. If unable to contact ATC on primary by 15NM, attempt secondary frequency. ACFT unable to establish contact with ATC should conduct over flight of RWY expect light signals from the TWR.
- 2.20.3.1. **Traffic Pattern Direction.** Conduct all patterns east of the RWY. Do not overfly populated areas east and west of the RWY.
- 2.20.3.2. **CAUTION:** Active firing range located approximately 1.5 miles west of the airfield; contact ATC for status and transit instructions. See Enroute section for details.
- 2.20.4. Six Test Fire Areas (TFA) exist in and around Shindand airspace. Contact Shindand Tower/Approach on frequencies listed in Para 2.18 for the status of TFAs. The following coordinates represent the center mass of each TFA with avoidance distances:

| TFA | Latitude (Centre Mass) | Longitude (Centre Mass) | Hours of Operation | Avoidance Distances | Upper Limit |
|------------|-----------------------------------|------------------------------------|-------------------------------|--------------------------------|--------------------|
| 1 | N 33 29.17 | E 062 07.68 | As Required | 8 NM | 3500 AGL |
| 2 | N 33 37.29 | E 062 27.75 | As Required | 8 NM | 3500 AGL |
| 3 | N 33 01.59 | E 062 16.15 | As Required | 8 NM | 3500 AGL |
| 4 | N 33 22.71 | E 062 07.46 | As Required | 8 NM | 3500 AGL |
| 5 | N 33 23.38 | E 062 28.72 | As Required | 8 NM | 3500 AGL |
| 6 | N 33 17.90 | E 062 24.60 | As Required | 8 NM | 3500 AGL |
| Willy | N 33 29.95 | E 062 20.75 | As Required | 8 NM | 3500 AGL |

Note: TFA upper limit of 15,999 AMSL available through coordination with Shindand GCA

OASD AD 2.21 NOISE ABATEMENT PROCEDURES

- 2.21.1. Nil

OASD AD 2.22 FLIGHT PROCEDURES

- 2.22.1. Nil

OASD AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. With the exception of TWYs A2, B and D2, all TWY surfaces are in poor condition. The surface has many FOD producing spalls. Surface also has multiple aging repairs/crater repairs, which cause elevation differences. ACFT with low clearance requirements, i.e., under body antenna or low propellers, should use extreme caution.

- 2.23.2. Paved shoulders only on TWYs A2, B and D2. Numerous areas exist on the TWYs where there is a 6-inch or greater drop off between the TWY edge and the adjacent earth. Aircrew must maintain situational awareness

OASD AD 2.24 CHARTS RELATED TO THE AERODROME

| ICAO Charts for Shindand | | |
|--------------------------|---|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

- 2.24.1. **Published Instrument Charts.** The following charts are available for use on the ACAA website at <http://acaa.gov.af/aip-aeronautical-information-publication>. These charts have been endorsed for use by Airfield Authorities however variation may exist in the design criteria used to create them. Aircrew should use the procedures subject to their own risk assessment and always refer to NOTAM for up to date information.

| Instrument Procedure | Instrument Procedure |
|----------------------|----------------------|
| NIL | NIL |

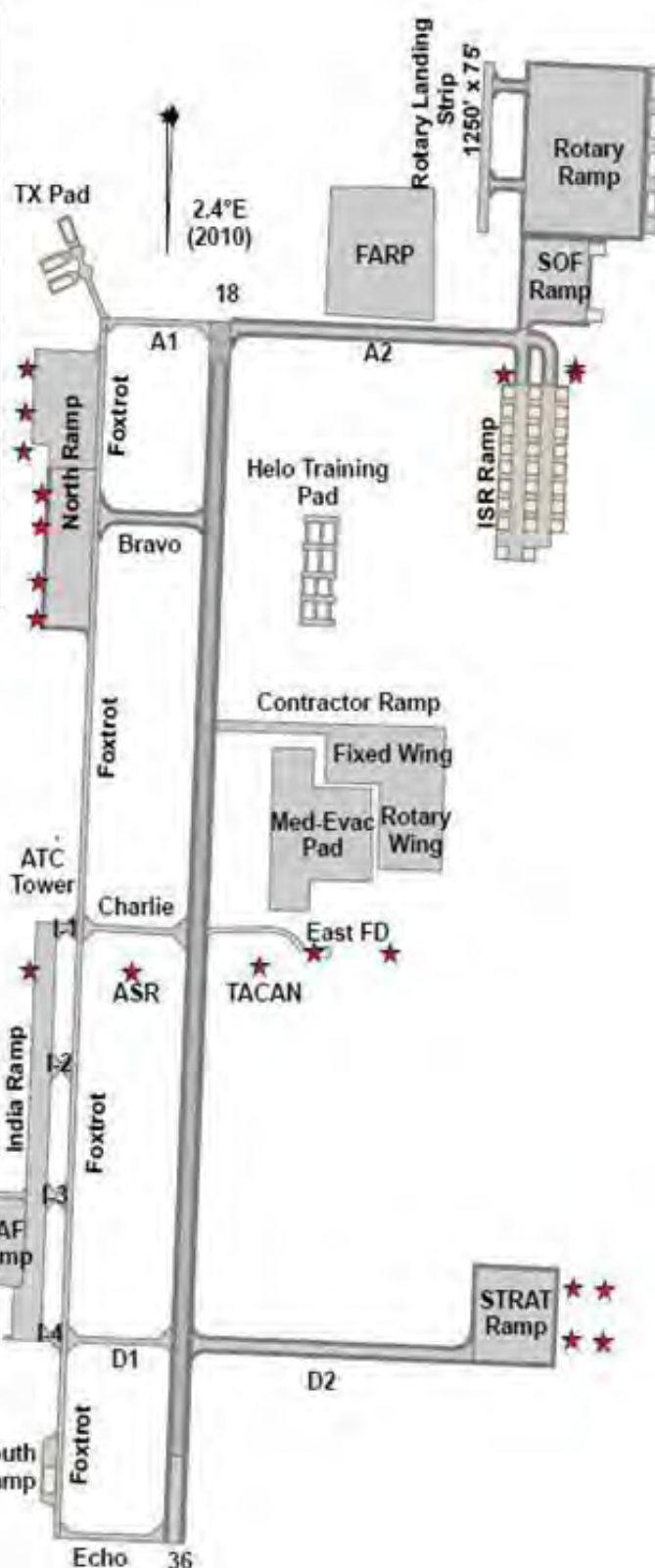
2.24.2. Airfield Diagram

| RWY | 18 | 36 |
|--------------------|--|----------------------------|
| 1 BRG True and Mag | 182 | 2 |
| 2 RWY Dimensions | 7,933ft x 92ft (2417m x 28m) | |
| 3 PCN | 50 R/B/W/T | |
| 4 THR Coordinates | 332411.183N 621541.338 E | 332252.979N 621538.225E |
| 5 THR Elevation | 3780' (1152m) | 3701' (1128m) |
| 6 Slope of RWY/SWY | -1.00 | +1.00 |
| 7 SWY Dimensions | 300ft (92m) | 300ft (92m) |
| 8 CWY Dimensions | 654ft (200m) | 200ft (61m) |
| 9 Strip Dimensions | 8,533ft (2600m) | |
| 10 Remarks | Aircrews are to check NOTAMs for current airfield construction updates | |

| RWY | 18 | 36 |
|-----------|--------------------|--------------------|
| 1 TORA | 7,933ft (2417m) | 7,933ft (2417m) |
| 2 TODA | 8,890ft (2709m) | 8,294ft (2528m) |
| 3 ASDA | 8,233ft (2509m) | 8,233ft (2509m) |
| 4 LDA | 7,933ft (2417m) | 7,933ft (2417m) |
| 5 Remarks | CWY Paved | CWY not Paved |

| Taxiways and Aprons | | |
|---------------------|---|--|
| 1 | Surface and Strength of Aprons | India Ramp (3150' x 142') |
| | | North Ramp (706' x 715' and 370' x 1,381') |
| | | South Ramp (777[B1] x 443[B2] x 114[B3]) (Dispersal) |
| | | STRAT RAMP (624' x 705') |
| | | Rotary Ramp (1,301' x 968') |
| | | SOF Ramp (665' x 539') |
| | | ISR Ramp (524' x 1,103' and 312' x 220') |
| | | TX Pad (200' x 100') and Contractor Ramp (925' x 456') |
| 2 | Width, Surface and Strength of Taxiways | A1 (820' x 47') |
| | | A2 (2259' x 76') |
| | | B (820' x 47') |
| | | C (820' x 47') |
| | | D1 (820' x 47') |
| | | D2 (2316' x 73') |
| | | E (820' x 47') (CLOSED) |
| | | F (9190' x 47') |
| 3 | Remarks | |

Current as of: 16 Sept 2013



OATN – TEREEN/TARIN KOWT (TK)

OATN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OATN– Tereen/Tarin Kowt

OATN AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

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

| | | |
|---|---|--|
| 1 | Aerodrome Reference Point (ARP) Coordinates and its site | 323618N0655150E The geographic center of the airfield |
| 2 | Distance and direction from city | One mile South of the city of Tarin Kowt |
| 3 | Elevation and Reference Temperature | 4 477ft / Not Determined |
| 4 | Geoids Undulation | Not Determined |
| 5 | Magnetic Variation / Annual Change | 2°E / Not Determined |
| 6 | Aerodrome Administration Telephone Email | Tarin Kowt Airport Manager Mr. Abdul Wali Mobile: +93 (0) 700756649 +93 (0) 704809535 abdulwaliabid123@gmail.com |
| 7 | Types of Traffic Permitted | VFR only |
| 8 | Remarks | Tarin Kowt is uncontrolled Class G airspace All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Tarin Kowt Common Traffic Advisory Frequency (CTAF) 128.000 Possible traffic and/or weather information may be provided within 5NM OATN on 128.0. This is not a control service, but advisory information only. |

OATN AD 2.3 OPERATION HOURS

| | | |
|---|--------------------------|---|
| 1 | Aerodrome Administration | 0800 – 1600 LT |
| 2 | Customs and Immigration | Nil |
| 3 | Health and Sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office | Tarin Kowt Tower (via Airport Manager) |

| | | |
|----|----------------------|---|
| 6 | MET Briefing Office | Available |
| 7 | Air Traffic Services | Certified ATC. Traffic information may be provided on frequency 128.00. Hours HJ, or can be H24 on request. |
| 8 | Fuelling | H24. Specifically, by request - Fuel is available for military, civilian and rotary wing aircraft |
| 9 | Handling | No dedicated handling assets |
| 10 | Security | Nil |
| 11 | De-Icing | Nil |
| 12 | Remarks | Nil |
| 13 | Overnight Parking | Overnight parking on request. |
| 14 | PPR Procedures | Nil |

OATN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-------------------------------------|-----------|
| 1 | Cargo Handling Facilities | Nil |
| 2 | Fuel and Oil Types | TC1, GAP1 |
| 3 | Fueling Facilities and Capacity | Nil |
| 4 | De-Icing Facilities | Nil |
| 5 | Hangar Space for Visiting ACFT | Nil |
| 6 | Repair Facilities for Visiting ACFT | Nil |
| 7 | Remarks | Nil |

OATN AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurant | Nil |
| 3 | Transportation | Nil |
| 4 | Medical Facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |

| | | |
|---|---------|-----|
| 7 | Remarks | Nil |
|---|---------|-----|

OATN AD 2.6 RESCUE AND FIREFIGHTING SERVICES

| | | |
|---|-------------------------------------|--|
| 1 | Aerodrome Category for Firefighting | CATEGORY 8 - Equipment/Unmanned |
| 2 | Rescue Equipment | 3 x Titan ARFF 3 – 3170 GALS, 400-GAL foam 1 – 4000-GAL Tanker 1 – 500-GAL Engine |

OATN AD 2.7 SEASONAL AVAILABILITY

| | | |
|---|-----------------------------|---------------------------------|
| 1 | Types of Clearing Equipment | Snow/Ice removal/Unmanned |
| 2 | Clearance Priorities | RWYs, TWYs, Golf and Kilo Ramps |

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

| | | |
|---|---|---|
| 1 | Surface, Strength, and Size of Aprons | Kilo Ramp Concrete PCN 55 R/B/W/T Golf Ramp Concrete PCN 68 R/B/W/T New Ramp Build Concrete P C C calling Charlie |
| 2 | Width, Surface, and Strength of TWYs | All taxiways are 15.24m (50ft) wide Golf 1, 2, and 3 taxiways concrete PCN 68 R/B/W/T Kilo 1 and 2 taxiways concrete PCN 55 R/B/W/T |
| 3 | Location and Elevation of Altimeter Checkpoints | Nil |
| 4 | Location of VOR checkpoints | Nil |
| 5 | Position of INS checkpoints | Nil |
| 6 | Remarks | Nil |

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

| | | |
|---|---|-----|
| 1 | Use of ACFT Stand Identification Signs, TWY Guide Lines and Visual Docking/Parking Guidance System at ACFT Stands | Nil |
|---|---|-----|

| | | |
|---|---------------------------------|--|
| 2 | RWY and TWY Markings and Lights | Approach end RWY 12 has four lights to create a box 500FT from the threshold. Departure end RWY 12 has two lights at the threshold. Note –Serviceability of lights unknown. |
| 3 | Stopbars | Nil |
| 4 | Remarks | Nil |

OATN AD 2.10 AERODROME OBSTACLES

| | | |
|---|---------|--|
| 1 | RWY 12 | A HESCO perimeter wall exists in the approach zone to RWY 12, 125m from THR 12 and at an angle of inclination of 0°. Two guard towers are on the edge of the RWY 12 approach zone splay at a distance of 125m from THR 12 and at an angle of inclination of 1°. An airfield access road follows the inside of the HESCO perimeter wall inside the RWY 12 approach zone. An external road used by local nationals follows the outside of the HESCO perimeter wall in the RWY 12 approach zone. A concrete batching plant with two 50ft tall silos exists within the base perimeter to the north of the RWY 12 approach zone. It is recommended to fly a 3° or greater approach path for RWY 12. |
| 2 | RWY 30 | 30m high hill at approach end. |
| 3 | Remarks | Several radio antennae contained within the built-up areas on Tarin Kowt. OATN Obstacle Chart not published. Permanent drainage ditches exist within the flight strip approximately 45m off center line either side of the RWY and at the western end of the THR 12 under run. Stockpiles up to a 4m high are 45–70m north and south of the RWY centerline. |

OATN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|--|--|
| 1 | Associated MET Office | MET Information may be provided by Tarin Kowt Tower 9H at day. |
| 2 | Hours of Operation | Nil |
| 3 | Office Responsible for TAF Preparation Periods of Validity | Nil |
| 4 | Type of Landing Forecast Interval of Issuance | Nil |
| 5 | Briefing / Consultation Provided | Nil |
| 6 | Flight Documentation Language(s) used | Nil |
| 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 | Nil |
| 10 | Additional Information | Nil |

OATN AD 2.12 RWY PHYSICAL CHARACTERISTICS

| RWY | | 12 | 30 |
|-----|--------------------|---|---------------------------------|
| 1 | BRG True and Mag | 121° T / 123° M | 301° T / 303° M |
| 2 | RWY Dimensions | 2225m (7300ft) x 27.5m (90ft) | |
| 3 | PCN | Rigid Concrete pavement – PCN 68/R/B/W/T | |
| 4 | THR Coordinates | 323637.15N 0655109.60E | N/A |
| 5 | THR Elevation | 4356ft AMSL | N/A |
| 6 | Slope of RWY / SWY | 1.79% up slope | 1.79% down slope |
| 7 | SWY Dimensions | 100m (330ft) Unsealed at THR 12 | 100m (330ft) Unsealed at THR 30 |
| 8 | CWY Dimensions | 152m (500ft) | 152m (500ft) |
| 9 | Strip Dimensions | 7 300ft x 90ft (2225m x 27.5m) | |
| 10 | Obstacle Free Zone | 152 Meters / 1° CWY | 152 Meters / 1° CWY |
| 11 | Lateral Clearances | <p>Clear to ground within the runway edges. Temporary obstacle beyond. All fixed objects are at a minimum of 50m from the center line.</p> <p>NOTE: Parallel drains run alongside the RWY outside the runway lights.</p> | |
| 12 | Transverse Grades | <p>Grade on RWY is 1.5% either side of CL for drainage. There is a 5–8% drop either side of the maintained area to the drain.</p> | |
| 13 | Remarks | RWY is uphill from THR 12 to THR 30 with an average grade of 1.79%. | |

OATN AD 2.13 DECLARED DISTANCES

| RWY | | 12 | 30 |
|------------|---------|---------------------------------|---------------------------------|
| 1 | TORA | N/A | 2225m (7300ft) |
| 2 | TODA | N/A | 2682m (8800ft) |
| 3 | ASDA | N/A | 2325m (7628ft) |
| 4 | LDA | 1920m (6300ft) | N/A |
| 5 | Remarks | Approach/Departure gradient 3°. | Approach/Departure gradient 3°. |

OATN AD 2.14 APPROACH AND RWY LIGHTING

| RWY | | 12 | 30 |
|------------|---|--|-----------|
| 1 | Type, Length, and Intensity of Approach Lighting | Nil | Nil |
| 2 | Threshold Lights, Colours, and Wing Bars | Nil | Nil |
| 3 | Type of Visual Approach Slope Indicator System/Approach Angle | Nil | Nil |
| 4 | Length of RWY Touchdown Zone Indicator Lights | Nil | Nil |
| 5 | Length, Spacing, Colour, and Intensity of RWY CL Lights | Nil | Nil |
| 6 | Length, Spacing, Colour, and Intensity of RWY Edge Lights | Nil | |
| 7 | Colour of REIL and Wing Bars | Nil | |
| 8 | Length and Colour of Stop Way Lights | Nil | |
| 9 | Remarks | AMP 3 modified lighting for RWY 12 will have a light on each side of the runway at the threshold, another light on each side of the runway 500 feet from the threshold, and one light on each side of the runway at the departure end of RWY 12. | |

OATN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|-----|
| 1 | Aerodrome Beacon | Nil |
| 2 | Location and lighting of anemometer and landing direction indicator | Nil |

| | | |
|---|---|-----|
| 3 | TWY edge and center line lighting | Nil |
| 4 | Secondary power supply including switch-over time | Nil |
| 5 | Remarks | Nil |

OATN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|-----|
| 1 | Coordinates Touchdown and Lift-Off Point (TLOF) or Threshold of Final Approach and Take-Off (FATO) | Nil |
| 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 | Nil |

OATN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|---|--|--|
| 1 | Airspace Designation and Lateral Limits | ATZ: 10NM radius centered on ARP – Glass G |
| 2 | Vertical Limits | Surface to 10000ft AMSL |
| 3 | Airspace Classification | Class G |
| 4 | Air Traffic Services Unit Call sign Language | Nil (Traffic on Tarin Kowt TWR) |
| 5 | Remarks | <p>Tarin Kowt is uncontrolled Class G airspace</p> <p>All VFR ACFT should monitor Guard (UHF/243.0 preferably, 121.5 if VHF capable only) in addition to Tarin Kowt Common Traffic Advisory Frequency (CTAF) 128.0.</p> <p>Possible traffic and/or weather information may be provided within 5NM OATN on 128.0. This is not a control service, but advisory information only.</p> |

OATN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Frequency | Hours of Operation | Remarks |
|---|-----------------------|-----------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Nil | Nil | Nil | CTAF |
| GROUND | Nil | Nil | Nil | |
| ATIS | Nil | Nil | Nil | |
| Aerodrome Flight Information Service (AFIS) | Tarin Kowt Operations | 128.00 | HJ | |

OATN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Facility | Ident | Freq | Hrs | Coordinates | Elevation | Remarks |
|----------|-------|------|-----|-------------|-----------|---------|
| Nil | | | | | | |

OATN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Nil

OATN AD 2.21 NOISE ABATEMENT PROCEDURES / NO FLY AREAS

- 2.21.1. **No Fly Areas.** There are several no-fly areas in and around Tarin Kowt; avoid over flight of the built up areas on the north and south side of the RWY below 1 000ft AGL / 5 500ft AMSL. Do not over fly the village of TK at a low level. Helicopter traffic shall not over fly any buildings, personnel, equipment or ACFT parked in the aprons. Helicopters should remain out of ground effect while moving around the airfield.
- 2.21.2. **Noise Abatement.** West-southwest of the town of Tarin Kowt, there have been several incidents of local populace firing at ACFT during the hours of darkness if ACFT is flying too low.

OATN AD 2.22 FLIGHT PROCEDURES

- 2.22.1. **Departure Procedures.** Avoid over flight of populated areas at a low level.

OATN AD 2.23 ADDITIONAL INFORMATION AND HAZARDS

- 2.23.1. **Heavy weapons range.** The Tarin Kowt combined weapons range OA/R 203, impact area and aerial gunnery range is located 0.5NM southeast of the airfield (approximate extended center line of RWY 12). Unmanned.

OATN AD 2.24 CHARTS RELATED TO THE AERODROME

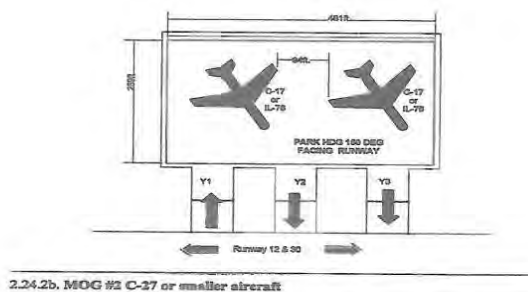
| ICAO Charts for Tarin Kowt | | |
|----------------------------|--|--------------|
| 1 | Aerodrome Chart — ICAO | Not Produced |
| 2 | ACFT Parking / Docking Chart — ICAO | Not Produced |
| 3 | Aerodrome Ground Movement Chart — ICAO | Not Produced |

| | | |
|----|---|--------------|
| 4 | Precision Approach Terrain Chart — ICAO | Not Produced |
| 5 | Aerodrome Obstacle Chart — ICAO Type A | Not Produced |
| 6 | Area Chart — ICAO (departure and transit routes) | Not Produced |
| 7 | Standard Departure Chart — Instrument – ICAO | Not Produced |
| 8 | Area Chart — ICAO (arrival and transit routes) | Not Produced |
| 9 | Standard Arrival Chart — Instrument – ICAO | Not Produced |
| 10 | Instrument Approach Chart — ICAO | Not Produced |
| 11 | Visual Approach Chart | Not Produced |
| 12 | Bird concentration in the vicinity of the aerodrome | Not Produced |

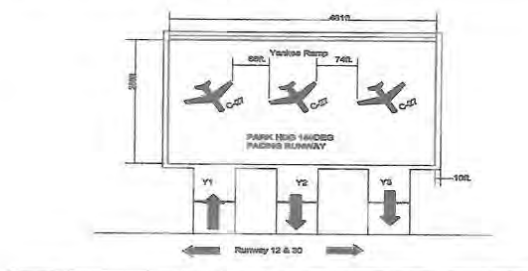
2.24.1. Airfield Diagram (Not to Scale)

2.24.2. Golf Ramp Required Parking Plan. Due to the current maximum on ground (MOG) aircraft parking at OATN for Golf Ramp, the following parking diagrams have been created to ensure safe operations of aircraft and load teams. For C-17 (or equivalent) aircraft the MOG is 2 aircraft. For C-130 (or equivalent) and smaller aircraft the MOG is 3 aircraft. All aircraft should park on a heading of 150 degree facing the RWY. Please listen to ATC instructions for parking guidance. Pilot is responsible for safe operation of aircraft and compliance with ATC instructions.

2.24.2a. MOG #1 C-17 or larger aircraft



2.24.2b. MOG #2 C-17 or smaller aircraft



AD 3 HELIPORTS

3. There are no heliports currently listed in AIP.