# ISLAMIC EMIRATE OF AFGHANISTAN
# MINISTRY OF TRANSPORT AND AVIATION
# AIRAC AIP AMENDMENT

**NUMBER 002/2026**


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## Issued: 14 MAY 2026

| AERONAUTICAL INFORMATION PUBLICATION | | |
|---|---|---|
| **AIRAC AMDT Number** | **PUBLICATION DATE** | **EFFECTIVE DATE** |
| **002/2026** | **14 MAY 2026** | **11 JUN 2026** |
| **PART I GENERAL** | | **AMENDMENTS** |
| **PART II ENROUTE** | | **AMENDMENTS** |
| **PART III AERODROMES** | | **OAHR, OAKB,AOMS** |

# AERONAUTICAL INFORMATION PUBLICATION (AIP)

# ISLAMIC EMIRATE OF AFGHANISTAN

## Ministry of Transport and Aviation

## GENERAL (GEN)

## PART I

**AIP AIRAC AMDT 002/26**
**EFFECTIVE DATE: 11 JUN 2026**

**CONSULT NOTAM FOR LATEST INFORMATION**

**CHANGES & AMENDMENTS IN RED**

# AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

## SUMMARY OF CHANGES

**1.** The following table provides a summary of notable or significant changes. Changes are correcting spelling mistakes, syntax errors and formatting errors are not listed.

**2.** This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Afghanistan AIP and is not an authoritative document in its own right.

## GENERAL

| Reference | Part, Section, Paragraph | Description of Change |
|---|---|---|
| GEN | 0.4-1 | AMDT- LIST OF EFF PAGES. |
| GEN | 0.4-2 | AMDT- LIST OF EFF PAGES. |
| GEN | 0.4-3 | AMDT- LIST OF EFF PAGES. |
| GEN | 0.4-4 | AMDT- LIST OF EFF PAGES. |
| GEN | 3.5-1 | AMDT- MET OBSERVATION AND REPORTS. |

# AIP AIRAC AMDT 002/2026

## ENROUTE

| Reference | Part, Section, Paragraph | Description of Change |
|---|---|---|
| ENR | 1.10-1 | AMDT- KBL FIR ENTRY/EXIT POINTS. |
| ENR | 1.10-2 | AMDT- KBL FIR ENTRY/EXIT POINTS. |
| ENR | 3.1-2 | AMDT- FLIGHT LEVELS. |
| ENR | 3.1-6 | AMDT- FLIGHT LEVELS. |
| ENR | 3.1-7 | AMDT- FLIGHT LEVELS. |
| ENR | 3.1-8 | AMDT- FLIGHT LEVELS. |
| ENR | 3.1-11 | AMDT- FLIGHT LEVELS. |
| ENR | 3.1-12 | AMDT- FIGHT LEVELS. |
| ENR | 3.1-13 | AMDT- FIGHT LEVELS. |
| ENR | 3.1-18 | AMDT- FIGHT LEVELS. |
| ENR | 3.2-5 | AMDT- FIGHT LEVELS. |
| ENR | 3.2-11 | AMDT- FIGHT LEVELS. |

## AERODROME

| Reference | Part, Section, Paragraph | Description of Change |
|---|---|---|
| OAHR | 2.1-2 | AMDT-OPERATIONAL HOURS. |
| OAHR | 2.1-18 | AMDT- Other Lighting, Secondary power supply. |
| OAHR | 2.1-23 | AMDT- Radio Navigation and Landing Aids. |
| OAHR | 2.1-24 | DELETED ITEMS- Local Traffic Regulations. |
| OAHR | 2.1-28 | AMDT- VFR TWR Traffic Circuits. |
| OAKB | 2.1-1 | AMDT- Aerodrome Administration Address. |
| OAKB | 2.1-2 | AMDT- OPERATIONAL HOURS |
| OAKB | 2.1-30 | AMDT- ATS COM FACILITIES. |
| OAKB | 2.1-32 | AMDT- LOCAL TRAFFIC REGULATIONS. |
| OAKB | 2.1-64, 65, 66, 67, 68 | AMDT- OAKB VFR Compulsory Reporting Points. |
| OAMS | 2.1-1 | AMDT- Aerodrome Administration Address. |
| OAMS | 2.1-4 | AMDT- HANDLING SRVs AND FACILITIES. |
| | | |

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| 0.1-3 | 16 JUN 22 |
| 0.1-4 | 26 MAY 16 |
| 0.2-1 | 26 MAY 16 |
| 0.3-1 | 09 SEP 21 |
| 0.3-2 | 02 NOV 23 |
| 0.4-1 | 11 JUN 26 |
| 0.4-2 | 11 JUN 26 |
| 0.4-3 | 11 JUN 26 |
| 0.4-4 | 11 JUN 26 |
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| 0.6-1 | 26 MAY 16 |
| 0.6-2 | 10 NOV 16 |
| 0.6-3 | 26 MAY 16 |
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| 1.3-1 | 16 JUN 22 |
| 1.4-1 | 16 JUN 22 |
| 1.5-1 | 16 JUN 22 |
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| 1.4-2 | 02 NOV 23 |
| 1.4-3 | 02 NOV 23 |
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|---|---|
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| OAZI 2.1-9 | 05 NOV 20 |
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| OAHR 2.1-8 | 16 JUN 22 |
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| OAJL 2.1-16 | 05 NOV 20 |
| OAJL 2.1-17 | 05 NOV 20 |
| OAJL 2.1-18 | 05 NOV 20 |
| OAJL 2.1-19 | 05 NOV 20 |
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| OAKB 2.1-11 | 03 OCT 24 |
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| OAKB 2.1-14 | 08 AUG 24 |
| OAKB 2.1-15 | 05 NOV 20 |
| OAKB 2.1-16 | 05 NOV 20 |
| OAKB 2.1-17 | 06 OCT 22 |
| OAKB 2.1-18 | 05 NOV 20 |
| OAKB 2.1-19 | 10 JUL 25 |
| OAKB 2.1-20 | 30 OCT 25 |
| OAKB 2.1-21 | 30 OC T25 |
| OAKB 2.1-22 | 05 NOV 20 |
| OAKB 2.1-23 | 05 NOV 20 |
| OAKB 2.1-24 | 05 NOV 20 |
| OAKB 2.1-25 | 23 JAN 25 |
| OAKB 2.1-26 | 04 SEP 25 |
| OAKB 2.1-27 | 08 AUG 24 |
| OAKB 2.1-28 | 16 JUN 22 |
| OAKB 2.1-29 | 11 AUG 22 |
| OAKB 2.1-30 | 11 JUN 26 |
| OAKB 2.1-31 | 18 MAY 23 |
| OAKB 2.1-32 | 11 JUN 26 |
| OAKB 2.1-33 | 28 DEC 23 |
| OAKB 2.1-34 | 05 NOV 20 |
| OAKB 2.1-35 | 05 NOV 20 |
| OAKB 2.1-36 | 28 NOV 24 |
| OAKB 2.1-37 | 13 JUN 24 |
| OAKB 2.1-38 | 03 OCT 24 |
| OAKB 2.1-39 | 25 DEC 25 |
| OAKB 2.1-40 | 05 NOV 20 |
| OAKB 2.1-41 | 16 JUN 22 |
| OAKB 2.1-42 | 28 NOV 24 |
| OAKB 2.1-43 | 25 DEC 25 |
| OAKB 2.1-44 | 04 SEP 25 |
| OAKB 2.1-45 | 25 DEC 25 |
| OAKB 2.1-46 | 19 FEB 26 |
| OAKB 2.1-47 | 22 FEB 24 |
| OAKB 2.1-48 | 05 NOV 20 |
| OAKB 2.1-49 | 19 FEB 26 |
| OAKB 2.1-50 | 03 OCT 24 |
| OAKB 2.1-51 | 07 SEP 23 |
| OAKB 2.1-52 | 28 DEC 23 |
| OAKB 2.1-53 | 05 NOV 20 |
| OAKB 2.1-54 | 28 DEC 23 |
| OAKB 2.1-55 | 05 NOV 20 |
| OAKB 2.1-56 | 25 DEC 25 |
| OAKB 2.1-57 | 07 SEP 23 |
| OAKB 2.1-58 | 19 FEB 26 |
| OAKB 2.1-59 | 18 APR 24 |
| OAKB 2.1-60 | 05 NOV 20 |
| OAKB 2.1-61 | 05 NOV 20 |
| OAKB 2.1-62 | 05 NOV 20 |
| OAKB 2.1-63 | 05 NOV 20 |
| OAKB 2.1-64 | 11 JUN 26 |
| OAKB 2.1-65 | 11 JUN 26 |
| OAKB 2.1-66 | 11 JUN 26 |
| OAKB 2.1-67 | 11 JUN 26 |
| OAKB 2.1-68 | 11 JUN 26 |
| OAKB 2.1-69 | 05 NOV 20 |
| **OAKN** | |
| OAKN 2.1-1 | 13 JUN 24 |
| OAKN 2.1-2 | 18 MAY 23 |
| OAKN 2.1-3 | 18 MAY 23 |
| OAKN 2.1-4 | 18 MAY 23 |
| OAKN 2.1-5 | 22 FEB 24 |
| OAKN 2.1-6 | 18 MAY 23 |
| OAKN 2.1-7 | 28 DEC 23 |
| OAKN 2.1-8 | 23 MAR 23 |
| OAKN 2.1-9 | 13 JUL 23 |
| OAKN 2.1-10 | 25 MAR 21 |
| OAKN 2.1-11 | 25 MAR 21 |
| OAKN 2.1-12 | 18 MAY 23 |
| OAKN 2.1-13 | 01 DEC 22 |
| OAKN 2.1-14 | 18 MAY 23 |
| OAKN 2.1-15 | 16 JUN 22 |
| OAKN 2.1-16 | 25 MAR 21 |
| OAKN 2.1-17 | 22 FEB 24 |
| OAKN 2.1-18 | 25 MAR 21 |
| OAKN 2.1-19 | 18 MAY 23 |
| OAKN 2.1-20 | 18 MAY 23 |
| OAKN 2.1-21 | 18 MAY 23 |
| OAKN 2.1-22 | 18 MAY 23 |
| OAKN 2.1-23 | 18 APR 24 |
| OAKN 2.1-24 | 18 MAY 23 |
| OAKN 2.1-25 | 01 DEC 22 |
| OAKN 2.1-26 | 07 SEP 23 |
| OAKN 2.1-27 | 25 MAR 21 |
| OAKN 2.1-28 | 18 MAY 23 |
| OAKN 2.1-29 | 25 MAR 21 |
| OAKN 2.1-30 | 25 MAR 21 |
| OAKN 2.1-31 | 07 SEP 23 |
| **OAKS** | |
| OAKS 2.1-1 | 01 DEC 22 |
| OAKS 2.1-2 | 07 SEP 23 |
| OAKS 2.1-3 | 07 SEP 23 |
| OAKS 2.1-4 | 07 SEP 23 |
| OAKS 2.1-5 | 22 FEB 24 |
| OAKS 2.1-6 | 16 JUN 22 |
| OAKS 2.1-7 | 16 JUN 22 |
| OAKS 2.1-8 | 15 JUL 21 |
| OAKS 2.1-9 | 15 JUL 21 |
| OAKS 2.1-10 | 18 APR 24 |
| OAKS 2.1-11 | 07 SEP 23 |
| OAKS 2.1-12 | 15 JUL 21 |
| OAKS 2.1-13 | 15 JUL 21 |
| OAKS 2.1-14 | 15 JUL 21 |
| OAKS 2.1-15 | 15 JUL 21 |
| OAKS 2.1-16 | 07 SEP 23 |
| OAKS 2.1-17 | 18 APR 24 |
| OAKS 2.1-18 | 07 SEP 23 |
| OAKS 2.1-19 | 15 JUL 21 |
| OAKS 2.1-20 | 15 JUL 21 |
| OAKS 2.1-21 | 15 JUL 21 |
| OAKS 2.1-22 | 15 JUL 21 |
| OAKS 2.1-23 | 15 JUL 21 |
| **OAUZ** | |
| OAUZ 2.1-1 | 03 OCT 24 |
| OAUZ 2.1-2 | 25 DEC 25 |
| OAUZ 2.1-3 | 28 NOV 24 |
| OAUZ 2.1-4 | 25 DEC 25 |
| OAUZ 2.1-5 | 03 JAN 19 |
| OAUZ 2.1-6 | 16 JUN 22 |
| OAUZ 2.1-7 | 05 DEC 19 |
| OAUZ 2.1-8 | 13 JUL 23 |
| **OAMN** | |
| OAMN 2.1-1 | 26 MAY 16 |
| OAMN 2.1-2 | 26 MAY 16 |
| OAMN 2.1-3 | 26 MAY 16 |
| OAMN 2.1-4 | 26 MAY 16 |
| OAMN 2.1-5 | 26 MAY 16 |
| OAMN 2.1-6 | 26 MAY 16 |
| OAMN 2.1-7 | 26 MAY 16 |
| OAMN 2.1-8 | 26 MAY 16 |
| **OAMS** | |
| OAMS 2.1-1 | 11 JUN 26 |
| OAMS 2.1-2 | 28 DEC 23 |
| OAMS 2.1-3 | 23 JAN 25 |
| OAMS 2.1-4 | 11 JUN 26 |
| OAMS 2.1-5 | 23 JAN 25 |

| | |
|---|---|
| OAMS 2.1-6 | 07 SEP 23 |
| OAMS 2.1-7 | 20 MAR 25 |
| OAMS 2.1-8 | 07 SEP 23 |
| OAMS 2.1-9 | 07 SEP 23 |
| OAMS 2.1-10 | 23 JAN 25 |
| OAMS 2.1-11 | 23 JAN 25 |
| OAMS 2.1-12 | 07 SEP 23 |
| OAMS 2.1-13 | 28 DEC 23 |
| OAMS 2.1-14 | 07 SEP 23 |
| OAMS 2.1-15 | 07 SEP 23 |
| OAMS 2.1-16 | 07 SEP 23 |
| OAMS 2.1-17 | 28 DEC 23 |
| OAMS 2.1-18 | 07 SEP 23 |
| OAMS 2.1-19 | 07 SEP 23 |
| OAMS 2.1-20 | 28 DEC 23 |
| OAMS 2.1-21 | 07 SEP 23 |
| OAMS 2.1-22 | 23 JAN 25 |
| OAMS 2.1-23 | 07 SEP 23 |
| OAMS 2.1-24 | 28 DEC 23 |
| OAMS 2.1-25 | 30 OCT 25 |
| OAMS 2.1-26 | 07 SEP 23 |
| OAMS 2.1-27 | 28 DEC 23 |
| OAMS 2.1-28 | 28 DEC 23 |
| OAMS 2.1-29 | 07 SEP 23 |
| OAMS 2.1-30 | 07 SEP 23 |
| OAMS 2.1-31 | 22 FEB 24 |
| OAMS 2.1-32 | 22 FEB 24 |
| OAMS 2.1-33 | 18 APR 24 |
| OAMS 2.1-34 | 18 APR 24 |
| OAMS 2.1-35 | 18 APR 24 |
| **OANZ** | |
| OANZ 2.1-1 | 16 JUN 22 |
| OANZ 2.1-2 | 16 JUN 22 |
| OANZ 2.1-3 | 13 SEP 18 |
| OANZ 2.1-4 | 16 JUN 22 |
| OANZ 2.1-5 | 10 SEP 20 |
| OANZ 2.1-6 | 27 APR 17 |
| OANZ 2.1-7 | 16 JUN 22 |
| **OAQA** | |
| OAQA 2.1-1 | 26 MAY 16 |
| OAQA 2.1-2 | 26 MAY 16 |
| OAQA 2.1-3 | 26 MAY 16 |
| OAQA 2.1-4 | 26 MAY 16 |
| OAQA 2.1-5 | 26 MAY 16 |
| OAQA 2.1-6 | 26 MAY 16 |
| OAQA 2.1-7 | 26 MAY 16 |
| OAQA 2.1-8 | 26 MAY 16 |
| OAQA 2.1-9 | 26 MAY 16 |
| **OAQN** | |
| OAQN 2.1-1 | 16 JUN 22 |
| OAQN 2.1-2 | 18 MAY 23 |
| OAQN 2.1-3 | 27 APR 17 |
| OAQN 2.1-4 | 11 AUG 22 |
| OAQN 2.1-5 | 18 MAY 23 |
| OAQN 2.1-6 | 26 MAY 16 |
| OAQN 2.1-7 | 26 MAY 16 |
| OAQN 2.1-8 | 26 MAY 16 |
| OAQN 2.1-9 | 26 MAY 16 |
| OAQN 2.1-10 | 26 MAY 16 |

| **OASL** | |
|---|---|
| OASL 2.1-1 | 26 MAY 16 |
| OASL 2.1-2 | 26 MAY 16 |
| OASL 2.1-3 | 26 MAY 16 |
| OASL 2.1-4 | 26 MAY 16 |
| OASL 2.1-5 | 26 MAY 16 |
| OASL 2.1-6 | 26 MAY 16 |
| OASL 2.1-7 | 26 MAY 16 |
| OASL 2.1-8 | 26 MAY 16 |
| **OASH** | |
| OASH 2.1-1 | 16 JUN 22 |
| OASH 2.1-2 | 16 JUN 22 |
| OASH 2.1-3 | 16 JUN 22 |
| OASH 2.1-4 | 16 JUN 22 |
| OASH 2.1-5 | 16 JUN 22 |
| OASH 2.1-6 | 05 NOV 20 |
| OASH 2.1-7 | 05 NOV 20 |
| OASH 2.1-8 | 05 NOV 20 |
| OASH 2.1-9 | 05 NOV 20 |
| OASH 2.1-10 | 16 JUN 22 |
| OASH 2.1-11 | 05 NOV 20 |
| OASH 2.1-12 | 05 NOV 20 |
| OASH 2.1-13 | 05 NOV 20 |
| OASH 2.1-14 | 05 NOV 20 |
| OASH 2.1-15 | 16 JUN 22 |
| OASH 2.1-16 | 05 NOV 20 |
| OASH 2.1-17 | 05 NOV 20 |
| OASH 2.1-18 | 16 JUN 22 |
| OASH 2.1-19 | 05 NOV 20 |
| OASH 2.1-20 | 05 NOV 20 |
| OASH 2.1-21 | 05 NOV 20 |
| OASH 2.1-22 | 05 NOV 20 |
| OASH 2.1-23 | 05 NOV 20 |
| OASH 2.1-24 | 05 NOV 20 |
| OASH 2.1-25 | 05 NOV 20 |
| OASH 2.1-26 | 16 JUN 22 |
| OASH 2.1-27 | 05 NOV 20 |
| OASH 2.1-28 | 05 NOV 20 |
| OASH 2.1-29 | 05 NOV 20 |
| OASH 2.1-30 | 05 NOV 20 |
| **OASA** | |
| OASA 2.1-1 | 16 JUN 22 |
| OASA 2.1-2 | 26 MAY 16 |
| OASA 2.1-3 | 26 MAY 16 |
| OASA 2.1-4 | 26 MAY 16 |
| OASA 2.1-5 | 26 MAY 16 |
| OASA 2.1-6 | 01 DEC 22 |
| OASA 2.1-7 | 26 MAY 16 |
| OASA 2.1-8 | 26 MAY 16 |
| **OASD** | |
| OASD 2.1-1 | 16 JUN 22 |
| OASD 2.1-2 | 16 JUN 22 |
| OASD 2.1-3 | 26 MAY 16 |
| OASD 2.1-4 | 26 MAY 16 |
| OASD 2.1-5 | 16 JUN 22 |
| OASD 2.1-6 | 26 MAY 16 |
| OASD 2.1-7 | 26 MAY 16 |
| OASD 2.1-8 | 26 MAY 16 |
| OASD 2.1-9 | 26 MAY 16 |
| OASD 2.1-10 | 19 JUL 18 |
| OASD 2.1-11 | 26 MAY 16 |

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

# GEN 3.5 METEOROLOGICAL SERVICES

## 1. Responsible Service

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

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

## 2. Area of Responsibility

2.1. Meteorological service is provided within Kabul FIR.

## 3. Meteorological Observations and Reports

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

| | |
|---|---|
| KABUL | OAKB |
| KANDAHAR | OAKN |
| BAGRAM | OAIX |
| HERAT | OAHR |
| MAZAR-E SHARIF | OAMS |
| JALALABAD | OAJL |
| DWYER | OADY |
| GARDIZ | OAGZ |
| CHAKHCHARAN | OAQZ |
| NORT SALANG | OANS |
| SHEBERGHAN | OASG |
| SOUTH SALANG | OASS |
| BAMYAN | OABN |
| FAIZABAD | OAFZ |
| JABUL SARAJ | OAJS |
| MAIMANA | OAMM |
| ZARANJ | OAZR |
| TALIKAN | OATQ |
| LASHKARGHA | OALK |
| KUNDUZ | OAUZ |
| LAGHMAN | OALG |
| FARAH | OAFR |
| LOGAR | OALG |
| GHAZNI | OAGN |
| TIRNKOT | OATN |
| MOKUR | OAMQ |

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

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

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

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

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

## 4. Types of Services

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

4.2. At all the Meteorological Offices the pilot – in command or his designated representative is given personal briefing.

4.3. All the enroute information are being supplied to all airlines in the form of Prog charts which contain information about significant weather upper winds and temperatures.

## 5. Notification Required from Operators

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

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

# AERONAUTICAL INFORMATION PUBLICATION


## ISLAMIC EMIRATE OF AFGHANISTAN

## Ministry of Transport and Aviation

## ENROUTE

## PART II

**AIP AIRAC AMDT 002/26**

**EFFECTIVE DATE-11 JUN 2026**

## ENR 1.10 FLIGHT PLANNING

### 1. General

1.1. Civil flights authorized to operate in the Kabul FIR must file an ICAO flight plan in accordance with ICAO Rules of the Air Annex 2, if possible.

1.2. ICAO flight plans are unavailable; ACFT must file a flight plan including at least the following:

a. Call sign.
b. Type.
c. Departure point.
d. Destination.
e. Altitude.
f. Route of Flight.
g. Estimated time of arrival.

1.3. Civil and military aircraft arriving and departing or alternate aerodrome as Kabul International Airport is mandatory to submit ICAO flight plan (except QRF, SAR, and MEDEVAC).

### Procedures applicable to Operators/Pilots

2. The levels at which a flight is to be conducted shall be specified in a flight plan as follows:

2.1

a. In terms of “flight levels” if the flight is to be conducted at or above the transition level.

b. In terms of “altitude” if the flight is to be conducted in the vicinity of an aerodrome at or below the transition altitude.

2.2. Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

2.3 ACFT may enter and exit the Kabul FIR, only via the following points, and must flight planaccordingly. The hours of available flight level and restrictions refer ENR 3.2 for Lower and Upper airspace ATS route.

**Table 1 – Kabul FIR Entry/Exit points**

| COUNTRY (TO/FROM) | REPORTING POINT | LAT/LONG | AIRWAY | HIGH/LOW ATS ROUTE | LEVELS |
|---|---|---|---|---|---|
| Pakistan | GADER | 294100N0612800E | G206 | LOW | FL160– FL290 |
| | GADER | 294100N0612800E | A453 | LOW | FL160 – FL290 |
| | SERKA | 295101N0661501E | V390 | LOW | FL190 – FL290 |

| COUNTRY (TO/FROM) | REPORTING POINT | LAT/LONG | AIRWAY | HIGH/LOW ATS ROUTE | LEVELS |
|---|---|---|---|---|---|
| Pakistan | SERKA | 295101N0661501E | UL333 | HIGH | FL320 – FL510 |
| | ASLUM | 310112N0663712E | P628 | HIGH | FL320 – FL510 |
| | RIMPA | 312600N0673600E | G202 | LOW | FL160 – FL290 |
| | BIROS | 314000N0690000E | L750 | HIGH | FL320 – FL510 |
| | DOBAT | 325200N0692600E | N644 | HIGH | FL320 – FL510 |
| | LAJAK | 335559N0702959E | M696 | LOW | FL180 – FL290 |
| | LAJAK | 335559N0702959E | L509 | HIGH | FL300 – FL510 |
| | MOTMO | 362759N0713758E | P500 | HIGH | FL300 – FL510 |
| Tajikistan | PINAX | 371500N0690600E | V848 | LOW | FL230 – FL290 |
| | FIRUZ | 364012N0713748E | P500 | HIGH | FL300 – FL510 |
| Uzbekistan | AMDAR | 371230N0672036E | A454 | LOW | FL190 – FL290 |
| | AMDAR | 371230N0672036E | M875 | HIGH | FL300 – FL510 |
| Turkmenistan | DAVET | 365739N0644715E | P173 | HIGH | CLOSED |
| | LEMOD | 361000N0641730E | M696 | LOW | FL220 – FL290 |
| | LEMOD | 361000N0641730E | N644 | HIGH | FL320 – FL510 |
| | RANAH | 353500N0631200E | L750 | HIGH | FL320 – FL510 |
| Iran | PAMTU | 351006N0610806E | V390 | LOW | FL160 – FL290 |
| | PAMTU | 351006N0610806E | N636 | HIGH | CLOSED |
| | SOKAM | 331316N0603754E | UL333 | HIGH | FL320 – FL510 |
| | RANRU | 300115N0610048E | Z627 | LOW | FL260 – FL290 |

## 2. RNAV Air Route

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Lateral Limit (NM) | | | Remarks |
| | MAG Bearing ↓/↑ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Remark s |
| A453 {RNP 10} | Route availability H24 TAPIS-LAJAK UNUSABLE | | 10NM EITHERSIDE OF CENTERLINE | | | KABUL FIC |
| ▲ GADER (FIR BDR Y) | 294100N 0612800E | | | | | For continuation see AIP Pakistan |
| | 061/241 | 98 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ OGOGO | 302457N 0630904E | | | | | |
| | 061/241 | 41 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ VACUK | 304244N 0635119E | | | | | |
| | 064/244 | 34 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ ADLOR | 305643N 0642742E | | | | | |
| | 064/244 | 31 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ LOVIT | 310904N 0650026E | | | | | |
| | 064/244 | 50 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ PAROD | 312900N 0655400E | | | | | |
| | 044/224 | 50 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ KUNAN | 320334N 0663627E | | | | | |
| | 043/223 | 61 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ DUDEG | 324630N 0672700E | | | | | |
| | 044/224 | 67 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ PATOX | 333254N 0682512E | | | | | |
| | 030/210 | 23 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ NOLEX | 335204N 0683936E | | | | | |
| | 029/209 | 46 NM | FL290 / FL170 | Odd | Even | [Class G] |
| △ TAPIS | 343100N 0690900E | | | | | |
| | ~~092/272~~ | ~~53 NM~~ | ~~FL410~~ / ~~FL160~~ | ~~Odd~~ | ~~Even~~ | TAPIS-LAJAK UNUSABLE |
| ~~△ PEGTO~~ | ~~342650N 0701240E~~ | | | | | |
| | ~~092/272~~ | ~~13 NM~~ | ~~FL410~~ / ~~FL160~~ | ~~Odd~~ | ~~Even~~ | TAPIS-LAJAK UNUSABLE |
| ~~△ RAMSO~~ | ~~342548N 0702830E~~ | | | | | |
| | 175/355 | 30 NM | ~~FL410~~ / ~~FL250~~ | Odd | Even | TAPIS-LAJAK UNUSABLE |
| ~~▲ LAJAK~~ (FIR BDR Y) | ~~335559N 0702959E~~ | | | | | For continuation see AIP Pakistan |

**ROUTE REMARKS**

GADER –OGOGO FL170-FL290 OGOGO-NOLEX FL170 – FL350, NOLEX- TAPIS: FL170 - FL290

**TAPIS-LAJAK CLOSED.**

~~TAPIS - RAMSO: FL160 – FL290 RAMSO – LAJAK: FL250 FL290~~

**CAUTIONS**

**MOCAs:**
DUDEG to PATOX 16300FT PATOX to RAMSO 16500FT

~~RAMSO to LAJAK 16900FT~~ **MRAs:**

KUNAN to DUDEG 17000FT DUDEG to PATOX 23000F T

PATOX to NOLEX 17000FT NOLEX to R~~AMSO~~ 16500F T

~~RAMSO to LAJAK 25000FT~~

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Remark s |
| | | | Lower limit | | | |
| G202 {RNP 10} | Route availability H24 KAMAR-PA R OD UNUSABLE | | 10NM EITHERSIDE OF CENTERLINE | | | |
| ▲ ~~KAMAR (FIR BDRY)~~ | ~~323900N 0604400E~~ | | | | | ~~For continuation see AIP Iran~~ |
| | ~~100/280~~ | ~~74 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R -P A R OD UNUSA B L E [~~Class E~~] |
| ~~△ FARAH~~ | ~~322200N 0620930E~~ | | | | | |
| | ~~097/277~~ | ~~64 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R -P A R OD UNUSA B L E [~~Class E~~] |
| ~~△ DILAM~~ | ~~321030N 0632400E~~ | | | | | |
| | ~~105/285~~ | ~~16 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R -P A R OD UNUSA B L E [~~Class E~~] |
| ~~△ MIKED~~ | ~~320537N 0634213E~~ | | | | | |
| | ~~105/285~~ | ~~51 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R-P A R O D UNUSA B L E [~~Class E~~] |
| ~~△ DOLAN~~ | ~~315030N 0643900E~~ | | | | | |
| | ~~106/286~~ | ~~18 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R-P A R O D UNUSA B L E [~~Class E~~] |
| ~~△ NABID~~ | ~~314452N 0645827E~~ | | | | | |
| | ~~106/286~~ | ~~50 NM~~ | ~~FL290~~ FL160 | ~~Odd~~ | ~~Even~~ | KAMA R-P A R O D UNUSA B L E [~~Class E~~] |
| △ PAROD | 312900N 0655400E | | | | | |
| | 091/271 | 50 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ VUSIP | 312556N 0665220E | | | | | |
| | 088/268 | 37 NM | FL320 FL160 | Odd | Even | [Class G] |
| ▲ RIMPA (FIR BDR Y) | 312600N 0673600E | | | | | For continuation see AIP Pakistan |

**REMARKS**

KAMAR-PA R OD CLOSED.

**Cautions:**

**MRAs:**

~~KAMAR to DILAM 26000FT DILAM to DOLAN 21000FT~~

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Lateral Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class} Remarks |
| G206 {RNP 10} | Route availability H24 | | 10NM EITHERSIDE OF CENTERLINE | | | KABUL ACC |
| ▲ GADER (FIR BDRY) | 294100N 0612800E | | | | | For continuation see AIP Pakistan |
| | ~~031/211~~ | ~~355 NM~~ | FL290 / FL170 | ~~Odd~~ | ~~Even~~ | ~~[Class G]~~ |
| △ BUDBO | 301044N 0615030E | | | | | |
| | 031/211 | 47.5 NM | FL290 / FL180 | Odd | Even | [Class G |
| △ ORPUD | 305038N 0622111E | | | | | |
| | 031/211 | 46 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ NABKA | 312900N 0625107E | | | | | |
| | 032/212 | 50 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ DILAM | 321030N 0632400E | | | | | |
| | 061/241 | 46.1 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ SELPI | 323132N 0641233E | | | | | |
| | ~~061/241~~ | ~~13 NM~~ | FL290 / FL180 | ~~Odd~~ | ~~Even~~ | ~~[Class G]~~ |
| △ BURTA | 323730N 0642630E | | | | | |
| | 061/241 | 113 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ RIKAD | 332742N 0662730E | | | | | |
| | 062/242 | 73 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ NEVIV | 335848N 0674700E | | | | | |
| | 062/242 | 29 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ SIBLO | 341132N 0681840E | | | | | |
| | 062/242 | 46 NM | FL290 / FL180 | Odd | Even | [Class G] |
| △ TAPIS | 343100N 0690900E | | | | | |
| | ~~058/238~~ | ~~52 NM~~ | ~~FL410~~ / ~~FL270~~ | ~~Odd~~ | ~~Even~~ | [Class G] |
| ~~△ GULNI~~ | ~~345637N 0700403E~~ | | | | | |
| | ~~058/238~~ | ~~20 NM~~ | ~~FL410~~ / ~~FL290~~ | Odd | ~~even~~ | ~~20 NM~~ |
| ~~△ SURVI~~ | ~~350606N 0702512E~~ | | | | | |
| | ~~057/238~~ | ~~62 NM~~ | ~~FL410~~ / ~~FL290~~ | | ~~057/238~~ | ~~62 NM~~ |
| ▲ DUGIN (FIR BDRY) | 353659N 0713058E | | | | | For continuation see AIP Pakistan |

**REMARKS**

TAPIS-DUGIN CLOSED. SIBLO - TAPIS FL180-FL290

**Caution:**

**MOCA:**

DILAM to RIKAD 14700FT RIKAD to TAPIS 17900FT TAPIS to SURVI 16500FT SURVI to DUGIN 20100FT

**MRA:**

NABKA to BURTA 21000FT BURTA to RIKAD 20000FT RIKAD to NEVIV 27000FT NEVIV to SIBLO 23000FT SIBLO to TAPIS 18000FT TAPIS to GULNI 16500FT GULNI to SURVI 21000FT SURVI to DUGIN 29000FT

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class} Remarks |
| **M375 {RNP 10}** | **Route availability H24** | | **10NM EITHERSIDE OF CENTERLINE** | | | KABUL ACC |
| **▲DAVER (FIR BDRY)** | 293412N | 0644048E | | | | For continuation see AIP Pakistan |
| | ~~028/208~~ | ~~46 NM~~ | ~~FL290~~ / ~~FL160~~ | ~~Odd~~ | ~~Even~~ | ~~[Class E]~~ |
| ~~△ EMERO~~ | ~~301424N~~ | ~~0650619E~~ | | | | |
| | ~~027/207~~ | ~~35 NM~~ | ~~FL290~~ / ~~FL160~~ | ~~Odd~~ | ~~Even~~ | ~~[Class E]~~ |
| ~~△ ULOSA~~ | ~~304509N~~ | ~~0652547E~~ | | | | |
| | ~~027/207~~ | ~~50 NM~~ | ~~FL290~~ / ~~FL160~~ | ~~Odd~~ | ~~Even~~ | ~~[Class E]~~ |
| △ PAROD | 312900N | 0655400E | | | | |
| | 011/191 | 50 NM | FL290 / FL170 | Odd | Even | [Class G |
| △ DARUS | 321744N | 0660737E | | | | |
| | 011/191 | 72 NM | FL290 / FL200 | Odd | Even | [Class G |
| △ RIKAD | 332742N | 0662730E | | | | |
| | 017/197 | 69 NM | FL290 / FL200 | Odd | Even | [Class G |
| △ VUVEN | 343230N | 0665530E | | | | |
| | 010/190 | 43 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ SERGO | 351429N | 0670718E | | | | |
| | 014/194 | 64 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ BOTAN | 361610N | 0673040E | | | | |
| | 014/194 | 28 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ KHOLM | 364300N | 0674100E | | | | |

**REMARKS**

NIL

**Caution:**

**MOCAs:**

PAROD to RIKAD 15400FT RIKAD to SERGO

16900FT **MRAs:**

PAROD to DARUS 15400FT DARUS to VUVEN

20000FT

VUVEN to KHOLM Unknown

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Rem arks |
| V338 {RNP 10} | Route availability H24 SOKAM-SAKU X UNUSABLE | | 10NM EITHERSIDE OF CENTERLINE | | | KABUL ACC |
| ~~▲ SOKAM (FIR BDRY)~~ | ~~331316N 0603754E~~ | | | | | For continuation see AIP Iran |
| | ~~050/231~~ | ~~70NM~~ | ~~FL290~~ / ~~FL170~~ | Odd | Even | SOKA M-SA K U X UNUSABL E [~~Class E~~] |
| △ ~~LATUN~~ | ~~335449N 0614443E~~ | | | | | |
| | ~~050/230~~ | ~~30 NM~~ | ~~FL290~~ / ~~FL170~~ | Odd | Even | SOKA M-SA K U X UNUSABL E [~~Class E~~] |
| △ SAKUX | 341236N 0621318E | | | | | |
| | 079/260 | 30 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ SARSA | 341632N 0624934E | | | | | |
| | 079/260 | 104 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ VELDT | 343000N 0645400E | | | | | |
| | 086/266 | 100 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ VUVEN | 343230N 0665530E | | | | | |
| | 088/268 | 64 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ KULTA | 343144N 0681214E | | | | | |
| | 088/268 | 47 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ TAPIS | 343100N 0690900E | | | | | |

**REMARKS**

SOKA M-SA K U X UNUSAB L E

**Cautions:**

**MOCAs:**

SAKUX to VUVEN 16900FT

VUVEN to TAPIS 18600FT

**MRAs:**

~~SOKAM to SAKUX 16000FT~~

SAKUX to VELDT 16900FT

VELDT to KULTA Unknown

KULTA to TAPIS 19000FT

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Lateral Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class} Rem arks |
| V390 {RNP 10} | Route availability H24 | | 10NM EITHERSIDE OF CENTERLINE | | | KABUL ACC |
| ▲ PAMTU (FIR BDR Y) | 351006N 0610806E | | | | | For continuation see AIP Iran |
| | 133/313 | 49 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ ALENA | 343420N 0614846E | | | | | |
| | 133/313 | 29 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ SAKUX | 341236N 0621318E | | | | | |
| | 127/307 | 30 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ RUTAB | 335257N 0624049E | | | | | |
| | 127/307 | 116 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ BURTA | 323730N 0642630E | | | | | |
| | 131/311 | 51 NM | FL290 / FL190 | Odd | Even | [Class G |
| △ TOTSI | 320220N 0651013E | | | | | |
| | 129/309 | 50 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ PAROD | 312900N 0655400E | | | | | |
| | 168/348 | 50 NM | FL290 / FL190 | Odd | Even | [Class G] |
| △ SODAS | 303938N 0660402E | | | | | |
| | 167/347 | 49 NM | FL290 / FL190 | Odd | Even | [Class G] |
| ▲ SERKA (FIR BDR Y) | 295101N 0661501E | | | | | For continuation see AIP Pakistan |

**REMARKS NIL**

**Cautions:**

**MOCAs:**

SAKUX to BURTA 15600FT

**MRAs:**

SAKUXto BURTA 26000FT BURTA to TOTSI18000FT

| Route designator {RNP type} | [Route usage notes ] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airs p a c e class } Remarks |
| V717 (RNP10) | Route availability H24 | | CENTERLINE 10NM EITHER SIDE OF | | | KABUL ACC |
| ~~△ SIGSI~~ | 310530N 0615300E | | | | | |
| | ~~008/188~~ | ~~78 NM~~ | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| ~~△ FARAH~~ | 322200N 0620930E | | | | | |
| | ~~002/182~~ | ~~37 NM~~ | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| ~~△ MIKON~~ | 325831N 0621317E | | | | | |
| | ~~002/182~~ | ~~25 NM~~ | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| ~~△ LABUS~~ | 332312N 0621550E | | | | | |
| | ~~357/177~~ | ~~19 NM~~ | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| ~~△ TAMEX~~ | 334234N 0621450E | | | | | |
| | ~~355/175~~ | ~~30 NM~~ | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| △ SAKUX | 341236N 0621318E | | | | | |
| | 041/221 | 30 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ KALOT | | | | | | |
| | 039/220 | 34 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ DAXUP | 345900N 0630630E | | | | | |
| | 051/231 | 33 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ ENRON | 351800N 0633900E | | | | | |
| | 052/232 | 66 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ SADAM | 355530N 0644612E | | | | | |
| | 064/244 | 84 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ UKMUS | 362700N 0662248E | | | | | |
| | 065/245 | 46 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ XARDO | 364348N 0671530E | | | | | |
| | 089/269 | 21 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ KHOLM | 364300N 0674100E | | | | | |
| | 089/269 | 60 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ SOTRI | 364000N 0685500E | | | | | |
| | 065/245 | 24 NM | FL290 FL160 | Odd | Even | [Class G] |
| △ OLDEX | 364748N 0692300E | | | | | |
| | 068/248 | 57 NM | ~~FL290~~ FL160 | Odd | Even | [Class G] |
| ~~△ NIPIR~~ | 370530N 0703000E | | | | | |

**REMARKS** NIL **CAUTIONS**

**MOCAs:**

SOTRI to NIPIR 14000FT

**MRAs:**

~~FARAH to LABUS 22000FT~~ ENRON to SADAM 29000FT SADAM to UKMUS 24000FT SOTRI to OLDEX 14000FT OLDEX ~~to NIPIR 22000FT~~

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Rem arks |
| **Z627 (RNP 10)** | **Route availability H24** | | **10NM EITHERSIDE OF CENTERLINE** | | | KABUL ACC |
| **▲ RANRU (FIR BDRY)** | 300115N 0610048E | | | | | For continuation see the AIP Iran |
| | 074/255 | 44 NM | FL290 FL260 | Odd | Even | [Class G up ~~to FL290~~], [~~Class A above FL290~~], MSA FL260 ~~and Above~~ |
| △ BUDBO | 301044N 0615030E | | | | | |
| | 075/256 | 69 NM | FL290 FL260 | Odd | Even | [Class G ~~up to FL290~~], [~~Class A above FL290~~], MSA FL260 ~~and above~~ |
| ~~△ OGOGO~~ | ~~302457N 0630904E~~ | | | | | ~~For continuation see AIP Afghanistan ENR 3.2 - A453 ATS Route~~ |

**REMARKS** NIL **CAUTION**

MINIMUM SAFE ALTITUDE

FL 260 AND ABOVE

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Later al Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit / Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Rem arks |
| **L509 {RNP 10}** | **Route availability H24** | | **10NM EITHER SIDE OF CENTERLINE** | | | KABUL ACC |
| △ TAPIS | 343100N 0690900E | | | | | |
| | 114/295 | 44 NM | FL510 / FL300 | Odd | Even | [Class G], MAA FL490 |
| △ GIDOG | 341035N 0695647E | | | | | |
| | 115/295 | 31 NM | FL510 / FL300 | Odd | Even | [Class G], MAA FL490 |
| ▲ **LAJAK** (FIR BDR Y) | 335559N 0702959E | | | | | For continuation see AIP Pakistan |

**REMARKS**

MAA FL490

**Caution:**

**MRA:**

GIDOG to LAJAK is 25000FT

| Route designator {RNP type} | [Route usage notes] | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant point Coordinates | | Lateral Limit (NM) | | | Remarks |
| | MAG Bearing ↑/↓ | DIST NM | Upper limit Lower limit | FL series ↓ | FL series ↑ | Controlling unit {Airspace class } Remarks |
| ~~P173 {RNP 10}~~ | Route availability H24 | | 10NM EITHERSIDE OF CENTERLINE | | | KABUL ACC |
| ~~△ TAPIS~~ | ~~343100N 0690900E~~ | | | | | |
| | ~~122/303~~ | ~~55 NM~~ | ~~FL350 FL280~~ | ~~Odd~~ | ~~Even~~ | ~~[Class G], MAA FL430~~ |
| ~~△ BUDMI~~ | ~~350304N 0681458E~~ | | | | | |
| | ~~121/301~~ | ~~25 NM~~ | ~~FL350 FL280~~ | ~~Odd~~ | ~~Even~~ | ~~[Class G], MAA FL430~~ |
| ~~△ GUNKO~~ | ~~351723N 0674935E~~ | | | | | |
| | ~~121/301~~ | ~~54 NM~~ | ~~FL350 FL280~~ | ~~Odd~~ | ~~Even~~ | ~~[Class G], MAA FL430~~ |
| ~~△ URGER~~ | ~~354755N 0665530E~~ | | | | | |
| | ~~121/301~~ | ~~45 NM~~ | ~~FL350 FL280~~ | ~~Odd~~ | ~~Even~~ | ~~[Class G, MAA FL430~~ |
| ~~△ NOMAM~~ | ~~361312N 0660957E~~ | | | | | |
| | ~~119/300~~ | ~~80 NM~~ | ~~FL350 FL280~~ | ~~Odd~~ | ~~Even~~ | ~~[Class G, MAA FL430~~ |
| ~~▲ DAVET (FIR BDR Y)~~ | ~~365739N 0644715E~~ | | | | | ~~For continuation see AIP Turkmenistan~~ |

**REMARKS:**

**P173 IS CLOSED.**

~~MAA FL430~~

~~FL280 FL290 ARE AVAILABLE BETWEEN 2000Z – 2359Z.~~

~~**Caution:**~~

~~**MRA:**~~

~~GUNKO to DAVET 30000FT~~

AIP AIRAC AMDT 002/2026

# AERONAUTICAL INFORMATION PUBLICATION (AIP)


## ISLAMIC EMIRATE OF AFGHANISTAN

## Ministry of Transport and Aviation

## AERODROMES(AD)

## PART III

**AIP AIRAC AMDT 002/2026**

**EFFECTIVE DATE-11 JUN 2026**

CHANGES & AMENDMENTS IN RED

## OAHR AD 2.3 OPERATIONAL HOURS

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

## 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 3 windsocks are internally lit.

- East side of RWY 18, abeam touchdown zone; internally lit.
- East side of RWY 18, abeam North Apron; internally lit.
- East side of RWY 36, abeam threshold; internally lit.

## 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 | VOR unsurvivable. DME operating for ground test only; flight check required. Not available for operational use. |
| V0R/DME | AHR | CH109X 116.200 MHz | H24 Needs Flight Check | 341225.0N 0621358.0E | 3322.8ft | TX1 unserviceable. TX2 in bypass with abnormal parameters and warnings. Signal unreliable. Flight inspection required. Not available for operational use. |
| PAPI | NIL | NIL | H24 Needs Flight Check | 341153.2N 0621333.3E | TBD | Flight check required. Not available for operational use. |

## OAHR AD 2.20 LOCAL TRAFFIC REGULATIONS

**AFIS is provided at OAHR. Operations are restricted to VFR flights only. Pilots remain responsible for separation; standard AFIS procedures and services apply.**

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 shall contact HERAT INFORMATION TWR for engine start-up approval.

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 opposite to TWY E and is limited to light and medium aircraft only.

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 and Aprons**

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 permanently CLSD.

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, and RWY portion of TWY S.

2.20.6. Each airline is responsible to provide marshaling 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.

2.22.2. **VFR Tower Traffic Circuits**

a) Fixed-Wing Aircraft: Standard VFR circuit for fixed-wing aircraft is to the EAST of the runway at 5000 ft AMSL, unless otherwise advised by HERAT INFORMATION.

b) Rotary-Wing Aircraft: Standard VFR circuit for rotary-wing aircraft is to the EAST of the runway at 4500 ft AMSL, unless otherwise advised by HERAT INFORMATION.

C) Firing Ranges: Three firing ranges are located in the vicinity of OHAR; RTC, Camp Al-Farooq, and New Dune. When active, pilots shall avoid overflying these areas and shall obtain activation status from HERAT INFORMATION. (See 2.24.1.)

d) RTC: Centered on 341254N 0621431E, 0.5 NM radios, SFC to 8300 ft AMSL.

e) Camp Al-Farooq: Located 4 NM SE of OAHR, 340824N 0621325E / 340850N 0621630E / 340504N 0621835E / 340345N 0621435E / 340644N 0621319E, SFC to 8300 ft AMSL.

f) New Dune: Located 5 NM SW of OAHR, centered on 340747N 0620910E, 1.5 NM radios, SFC to 9000 ft AMSL. (See 2.24.2.)

**Note:**

Overflight of the western part of the field is forbidden (Unless otherwise advised/ approved by HERAT INFORMATION).

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

| Holding And Entry Points Table | | |
|---|---|---|
| NAME | COORDINATES | Distance (NM from ARP) |
| KORT | 341350N0621930E | 5.0 NM NE of ARP |
| RABAT | 340740N0621845E | 6.5 NM NE of ARP |
| ZIARAT | 341130N0620740E | 5.1 NM NE of ARP |
| GOSH | 341620N0620925E | 5.1 NM NE of ARP |

## 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<br>Geographic coordinates (Latitude, Longitude) |
| 2. | Distance and direction from city | 1 km Northeastern edge of Kabul city |
| 3. | Orthmetric height and Reference temperature | 1791.20m (5877ft) AMSL / 32.1º C |
| 4. | Geoids undulation | From RWY11 THR to ARP – 2 m<br>From ARP to RWY29 THR – 1 m |
| 5. | Magnetic variation/Annual change | 2.92º E (2010) / + 0.04º E |
| 6. | Aerodrome Administration Address<br>Telephone<br><br><br><br>Telephone<br>Telefax<br>Telex<br>Email<br>AFS Address | Mr. Mawlawi Abdul Hadi Mohammad<br>General Director of Kabul International Airport<br>+93(0)703447303<br><br>Bashir Ahmad Raufi<br>Deputy Director General for Technical and Operation<br>+93 (0) 773 50 00 64<br>NIL<br>NIL<br>bashir.rauffi@gmail.com<br>OAKBYAYX |
| 7. | Types of traffic permitted | IFR and VFR |
| 8. | Remarks | Kabul International Airport complies with Aerodrome Reference Code 4E requirements, pending certification in accordance with ICAO Annex 14. |

## OAKB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1. | Aerodrome Administration | 0330 - 1130 UTC |
| 2. | Customs and Immigration | H24 |
| 3. | Health and Sanitation | H24 |
| 4. | AIS Briefing office (OAKB)<br><br>E-mail | H24<br><br>Mobile number:0093(0) 781325565/0796266091<br>ais.oakb12@gmail.com, Hemat.ib99@gmail.com |
| 5. | ATS Reporting office (ARO) | |
| 6. | MET Briefing office | H24 |
| 7. | ATS | H24 |
| 8. | Fueling | H24 |
| 9. | Handling | H24 |
| 10. | Security | H24 |
| 11. | De-icing | H24 |
| 12. | Remarks | Kabul International Airport is open 2230-1830 UTC for MIL and Civilian flights.<br>**Civil Flight Permissions Office**:<br>Tel: N/A<br>Mobile: +93 (0) 701696259<br>Email: flightpermissions.atm@mota.gov.af<br>flightpermissions.acaa@gmail.com<br>AFTN: NIL |

## 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<br>284.275 | 2230-1830 | Emergency/ Guard Frequencies<br>121.500<br>243.000 |
| | Kabul Ground | 120.6 | 2230-1830 | |
| *ATIS | N/A | N/A | N/A | |

## OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

### 2.20.1. Air Traffic Control (ATC) at Kabul Airport

- **Class D Airspace**: The only ATC service available is within the Control Zone (CTR), categorized as Class D airspace.
- **Contact Procedures for Landing**: Aircraft intending to land at Kabul Airport should contact Kabul TWR preferably upon entering the Controlled Area (CTA) but not later than 30 NM from the RWY.

### 2.20.2. Traffic Information from TWR

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

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

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

2.20.5. 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

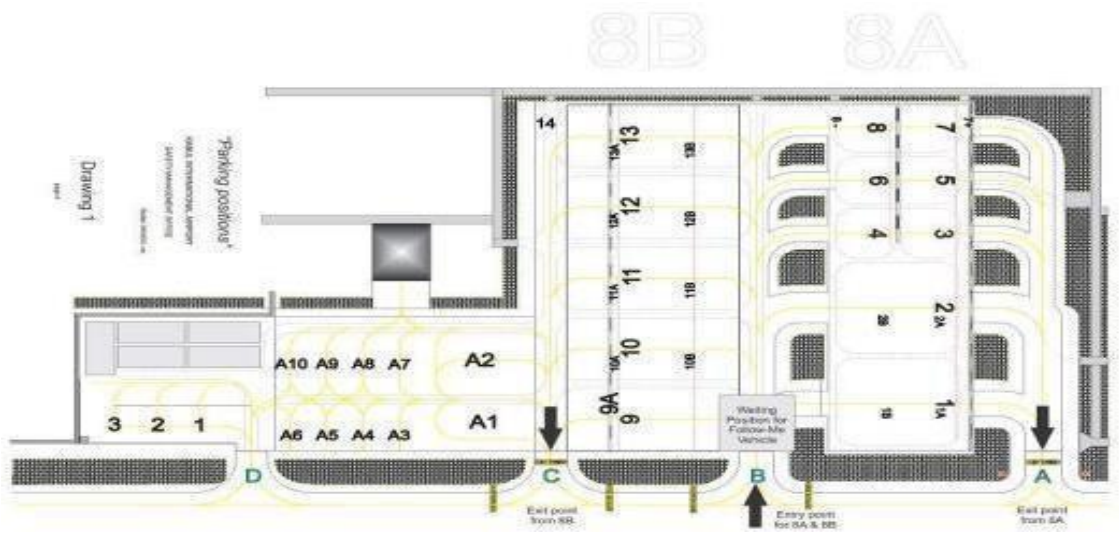
b. Airfield Safety Management
Office Phone number:
E-mail: oakbflightsafety@gmail.com

2.20.6. Preferred RWY: RWY 29 is the primary instrument runway and will be used for all movements when the tailwind component is < 10kts sustained. Aircrew should plan their operations for the runway in use.

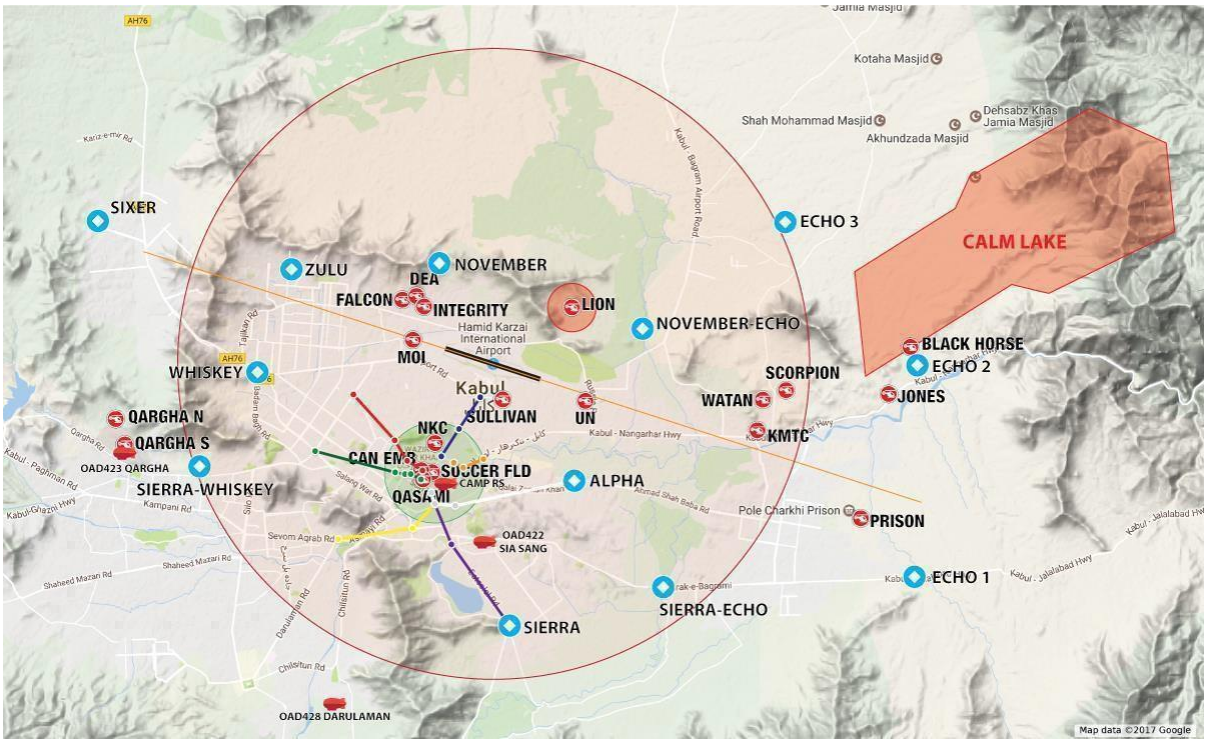
2.20.7. Fixed wing ACFT and helicopters may experience delays of up to 30 minutes, for departures and/or arrivals, due to Diplomatic/ VVIP flights and/or SVFR operations.

2.20.8. **Preferred Taxi routes:**

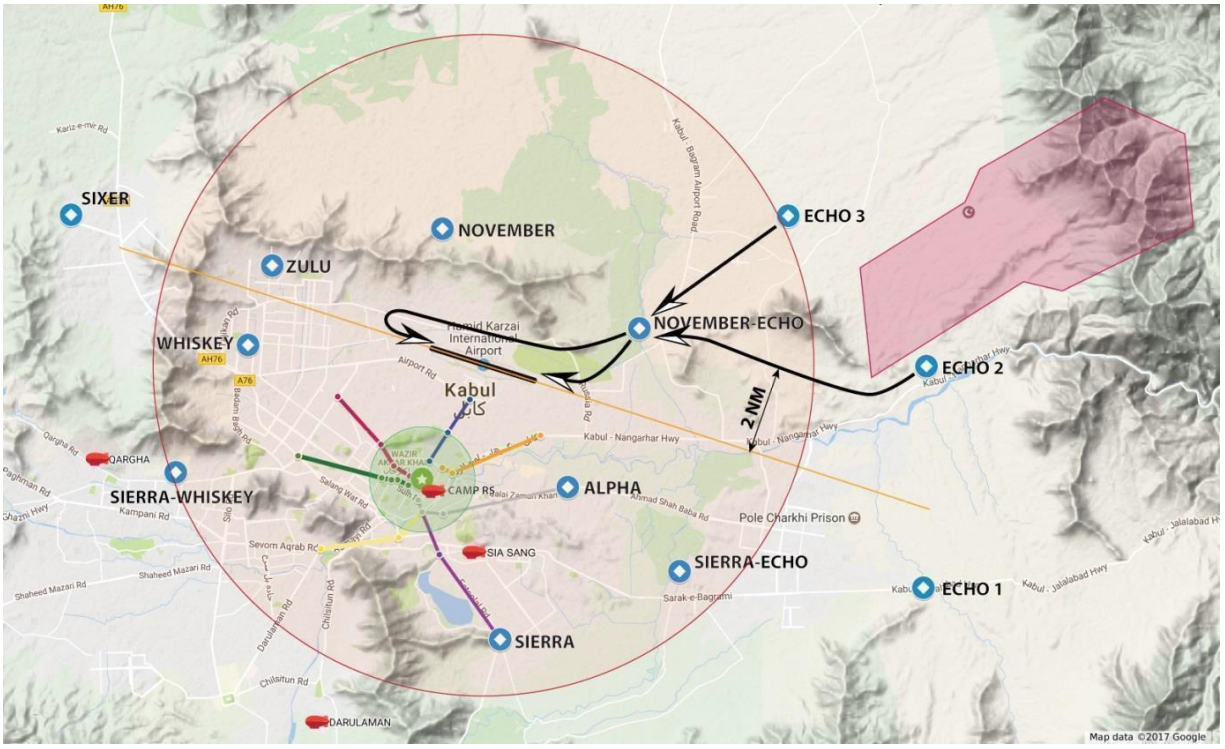
1) For aircraft arriving to, or departing from, the North side of the runway (Aprons 8, 9, 10), the preferred taxi route is via taxiway Hotel to the appropriate connecting taxiway (N, M, L, K).



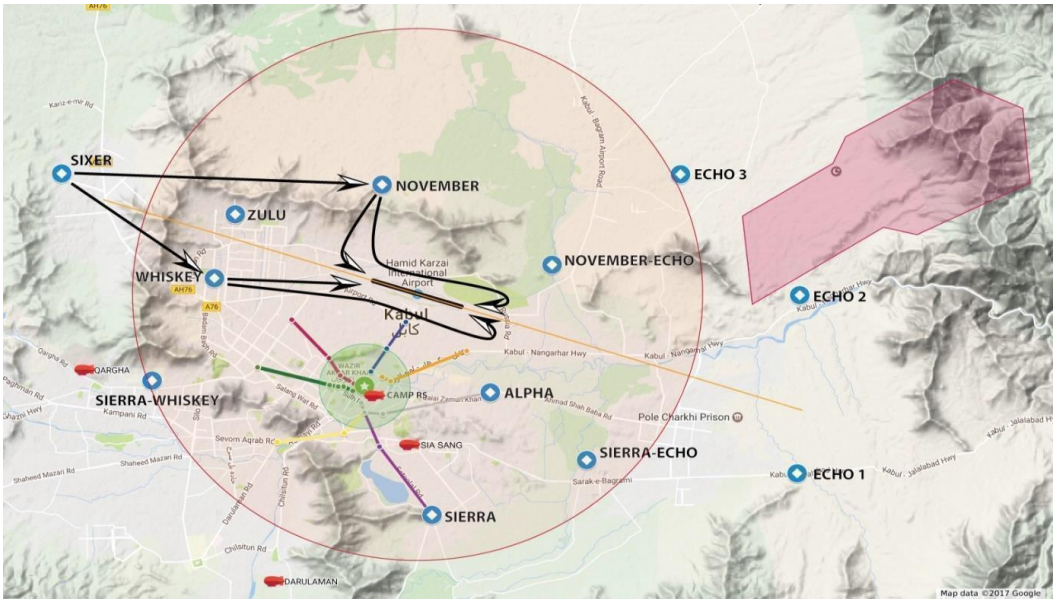

## 2.24.4 OAKB VFR Compulsory Reporting Points (NOT FOR NAVIGATION)



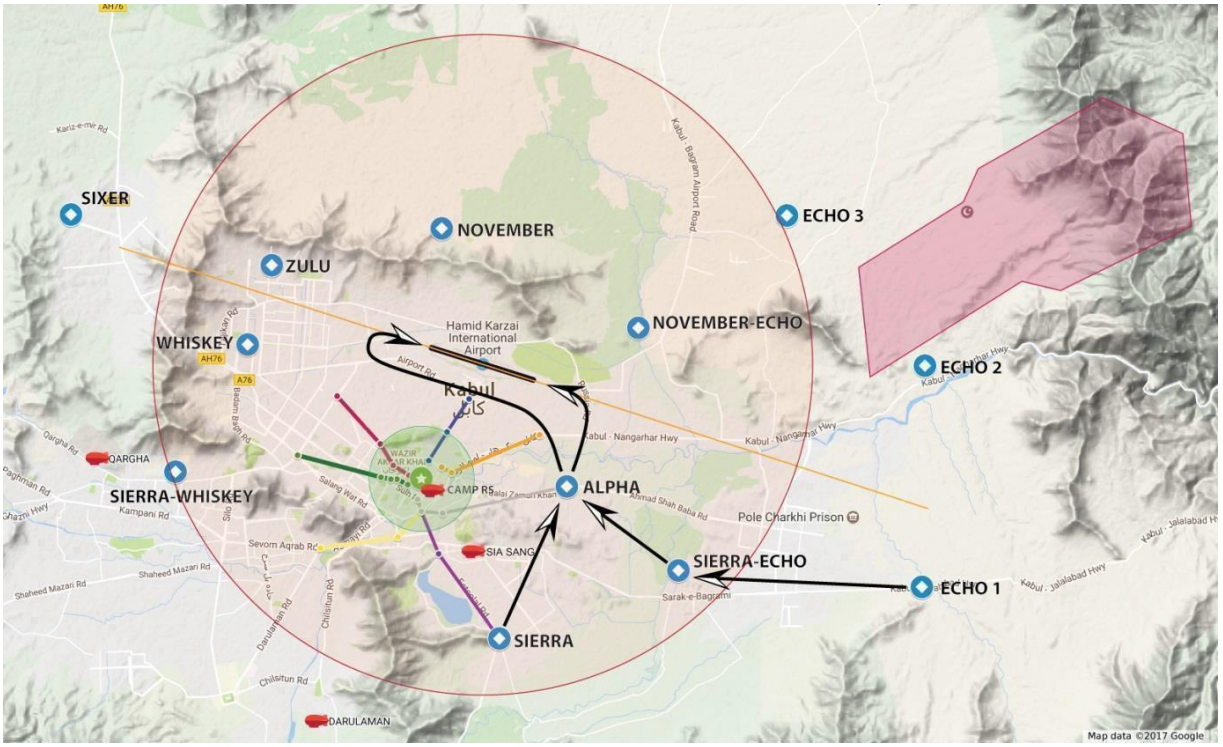

## 2.24.4.1 OAKB ECHO 2 and ECHO 3 helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)



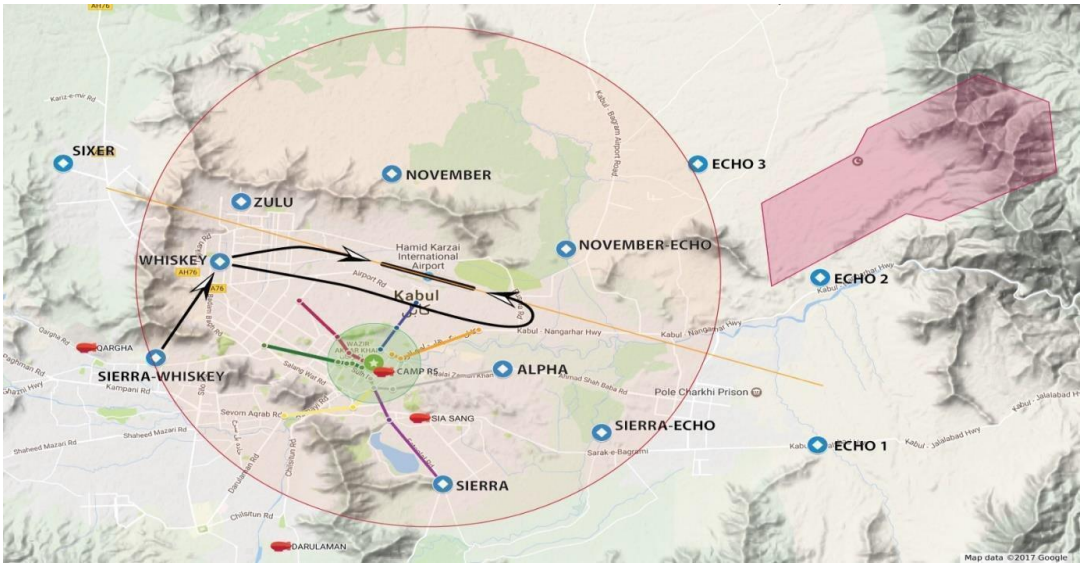

**2.24.4.2** OAKB SIXER and SIERRA helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION



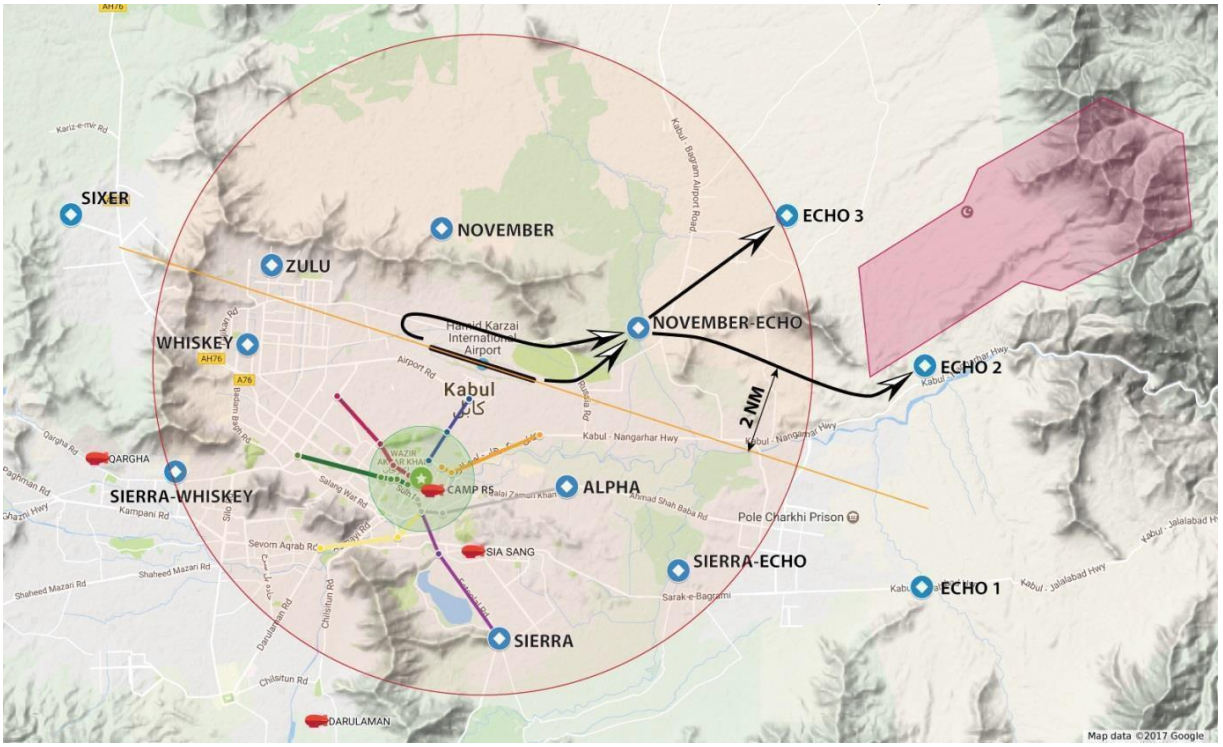

**2.24.4.3** OAKB ECHO 1 and SIERRA Helicopter VFR Arrival Corridors. (NOT FOR NAVIGATION)



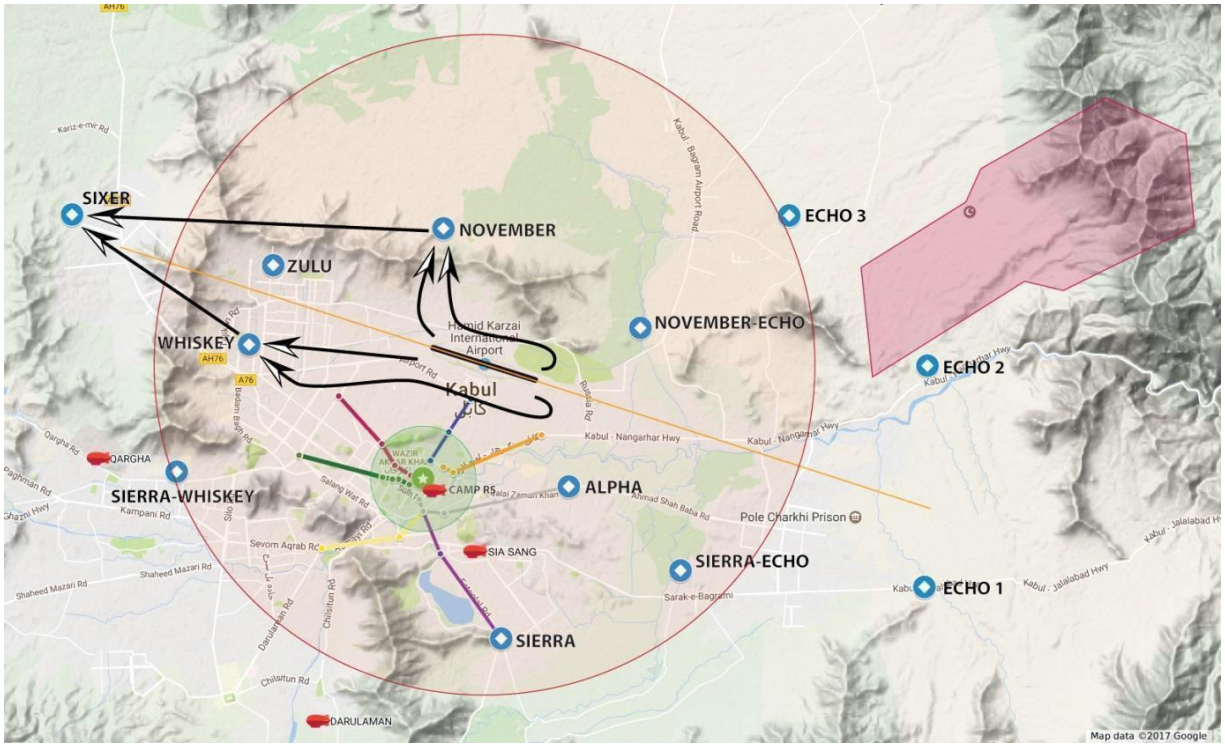

**2.24.4.4** OAKB SIERRA-WHISKEY Helicopter VFR Arrival Corridors (NOT FOR NAVIGATION)



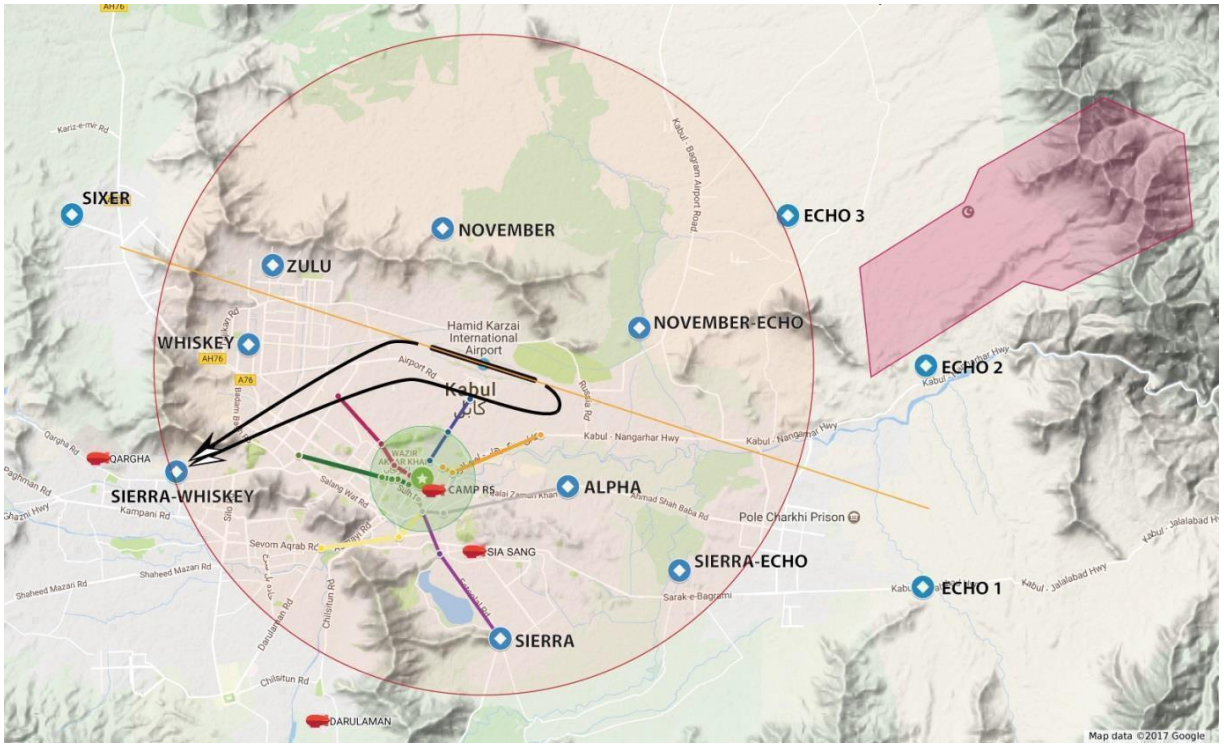

**2.24.4.5** OAKB NOVEMBER-ECHO Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



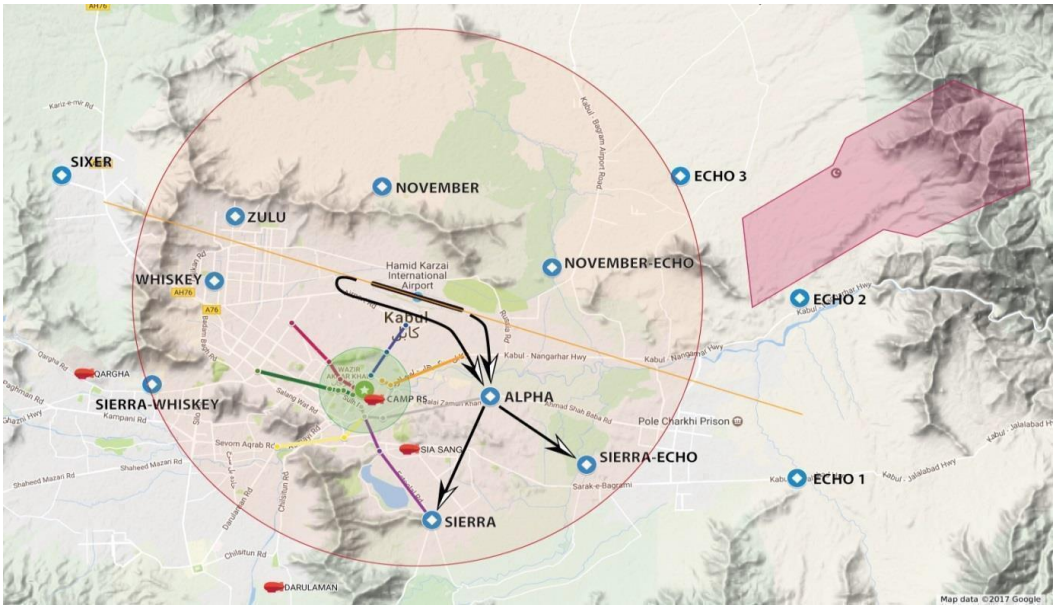

OAKB SIXER Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)




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




## 2.24.4.7 OAKB ALPHA Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)



## 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<br>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 / 38.6º C |
| 4. | Geoid undulation | Nil |
| 5. | Magnetic variation/Annual change | 4° E (2019) / 0.04° E |
| 6. | Civil Aerodrome Administration<br><br><br><br><br>Operational Director:<br>Telephone<br>Email<br><br>Air Traffic Management (ATM)<br>Telephone<br>Email | Civil International Airport Management<br>Airport Mawlana Jalaluddin Muhammad Balkhi, Afghanistan<br>Airport President: MAWLAWI MOHEEB ULLAH MOHAMMAD<br>ENG. MIRWAIS SERAJI<br>Official Office No: 00937777278249<br>khaledikhtyari@gmail.com<br><br>ZAKIRULLAH HASHAMI<br>0093775797670<br>zakirkhanpukhtoon7@gmail.com |
| | Aeronautical Information Services<br><br>Telephone<br><br>E-mail<br><br>AFS Address | Civil AIS Office : FAISAL DAWLATZAI<br><br>0093781834934<br><br>Oams.ais.office@gmail.com<br>faisaldawlatzai111@gmail.com<br><br>Nil |
| 7. | Types of traffic permitted | VFR / IFR / SVFR |
| 8. | Remarks | All transient ACFT must submit a PPR request no earlier than 7 days in advance of proposed flight and no later than 24 HR prior to landing.<br>Approved ETA. |

## OAMS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1. | Cargo handling facilities | For Civil Only:<br>Balkh Air Service: Provides all ground handling services<br>BAS Ops Manager office no: +93 (0) 702020525<br>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 | SpecializedWater truck | | Vestergaard |
| 1 | Specialized Toilet | | Vestergaard |
| 1 | ACCU01 | ALL CIV ACFT | VOLVO |
| 1 | HIACE | ALL CIV ACFT | |
| 3 | PASSENGER BUS | | BENZ |