



ISLAMIC EMIRATE OF AFGHANISTAN

MINISTRY OF TRANSPORT AND AVIATION

AIRAC AIP AMENDMENT

NUMBER 005/2025

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
005/2025	27 NOV 2025	25 DEC 2025
PART I GENERAL		AMENDMENTS
PART II ENROUTE		NIL
PART III AERODROMES		OAFZ, OAKB, OAUZ,

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL (GEN)

PART I

AIP AIRAC AMDT 005/25

EFFECTIVE DATE: 25 DEC 2025

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	0.4-3	AMDT- LIST OF EFF PAGES.
GEN	0.4-4	AMDT- LIST OF EFF PAGES.
GEN	4.2-1	AMDT- AIR NAV CHARGES/TEL NO.

ENROUTE

[illegible]

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OAFZ	2.1-1	AMDT- ADMINISTRATION ADD.
OAKB	2.1-6,7	AMDT-RESQUE EQUIPPMENT,REMARKS.
OAKB	2.1-10	AMDT- APRON AND TXWs.
OAKB	2.1-32	DELETED- LOCAL TRAFFIC REGULATIONS.
OAKB	2.1-39	AMDT- REFUELING/DEFUELING.
OAKB	2.1-43,45	DELETED- FLIGHT PROCEDURES.
OAKB	2.1-56	AMDT- ADDITIONAL INFORMATION.
OAKB	2.1-64,65,66,67,68	AMDT- CHARTS RELATED TO THE AD.
OAUZ	2.1-2	AMDT- ATS TELEPHONE NO.
OAUZ	2.1-4	AMDT- MET INFO PROVIDED.

GEN 0.4 LIST OF EFFECTIVE PAGES

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0.2-1	26 MAY 16
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0.4-2	30 OCT 25
0.4-3	25 DEC 25
0.4-4	25 DEC 25
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2.2-2	26 MAY 16
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2.2-5	26 MAY 16
2.2-6	26 MAY 16
2.2-7	26 MAY 16
2.2-8	26 MAY 16
2.2-9	26 MAY 16
2.2-10	26 MAY 16
2.2-11	26 MAY 16
2.2-12	26 MAY 16
2.2-13	26 MAY 16
2.2-14	26 MAY 16
2.2-15	26 MAY 16
2.2-16	26 MAY 16
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2.2-18	26 MAY 16
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2.2-21	26 MAY 16
2.2-22	26 MAY 16
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2.2-24	26 MAY 16
2.2-25	26 MAY 16
2.2-26	26 MAY 16
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2.2-29	26 MAY 16
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2.2-33	26 MAY 16
2.2-34	26 MAY 16
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2.2-41	26 MAY 16
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OAJL 2.1-7	16 JUN 22
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OAJL 2.1-9	05 NOV 20
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OAJL 2.1-19	05 NOV 20
OAJL 2.1-20	07 SEP 23
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OAJL 2.1-22	05 NOV 20
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OAJL 2.1-24	05 NOV 20
OAJL 2.1-25	05 NOV 20
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OAJL 2.1-27	05 NOV 20
OAJL 2.1-28	05 NOV 20
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OAJL 2.1-30	05 NOV 20
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OAKB 2.1-7	25 DEC 25
OAKB 2.1-8	15 MAY 25
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OAKB 2.1-12	08 AUG 24
OAKB 2.1-13	05 NOV 20
OAKB 2.1-14	08 AUG 24
OAKB 2.1-15	05 NOV 20
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OAKB 2.1-21	30 OCT 25
OAKB 2.1-22	05 NOV 20
OAKB 2.1-23	05 NOV 20
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OAKB 2.1-28	16 JUN 22
OAKB 2.1-29	11 AUG 22
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OAKB 2.1-31	18 MAY 23
OAKB 2.1-32	25 DEC 25
OAKB 2.1-33	28 DEC 23
OAKB 2.1-34	05 NOV 20
OAKB 2.1-35	05 NOV 20
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OAKB 2.1-37	13 JUN 24
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OAKB 2.1-40	05 NOV 20
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OAKB 2.1-50	03 OCT 24
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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
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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	25 DEC 25
OAKB 2.1-65	25 DEC 25
OAKB 2.1-66	25 DEC 25
OAKB 2.1-67	25 DEC 25
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OAKN 2.1-5	22 FEB 24
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OAKN 2.1-11	25 MAR 21
OAKN 2.1-12	18 MAY 23
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OAKN 2.1-19	18 MAY 23
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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	30 OCT 25
OAMS 2.1-2	28 DEC 23
OAMS 2.1-3	23 JAN 25
OAMS 2.1-4	28 DEC 23
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 4.2 AIR NAVIGATION SERVICES CHARGES

1. AIR NAVIGATION CHARGES

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

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

2. METHOD OF PAYMENT

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

Mr. Azimullah Kamran
Revenue Director

Afghan Civil Aviation Authority

Mobile: +93 (0) 747-53-52-90

E-mail: kamranazimullah38@gmail.com

Mr. Mohammad Aman Motahari Head of
Aviation Revenue

Ministry of Transport

and Aviation Mobile: +93 (0) 702-29-21-32

E-mail: aviationrevenue.head@mota.gov.af

/a.motahari1988@gmail.com

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

Correspondent Bank Details:	
1-Bank Name:	CITIBANK. NA, NEW YORK, NY US
Bank Account:	DA AFGHANISTAN BANK
Account:	10920169
Currency:	USD
SWIFT Code:	CITIUS33
2- Bank Name:	
DEUTCHEBANK AG	
Bank Account:	DA AFGHANISTAN BANK
Account:	10095013130000
Currency:	EURO
Swift Code:	DEUTDEFF
For Further Credit to:	
3- Bank Name:	DA AFGHANISTAN BANK, KABUL, AFGHANISTAN
Bank Account:	Afghanistan Civil Aviation Authority (BNF)
Account:	3000208122440
Currency	AFN
Swift Code:	AFGBAFKA

Note:

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

AIP AIRAC AMDT 005/2025

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

AERODROMES(AD)

PART III

AIP AIRAC AMDT 005/2025

EFFECTIVE DATE-25 DEC 2025

CHANGES & AMENDMENTS IN RED

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 obaidullahobaid1380@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

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>Crash 7 6x6 panther vehicle with:</u> • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 • 2X Ladders <u>Crash 11 6x6 Panther vehicle with:</u> • 11400L of water • 1400L of AFFF foam • 250 kg Dry powder • 1x Ladder <u>Crash 5 6x6 Panther vehicle with:</u> • 12 500 L of water • 1 500 L of AFFF foam • 225 kg Dry powder • 90 kg CO2 • Circular saw Crash 5 • Hydraulic tools Crash 5 • Airbags for lifting Crash 5 • 2 x Ladders

3.	Removal of disabled ACFT	NIL
4.	Remarks	Duty Phone: +93(0) 794 53 35 40

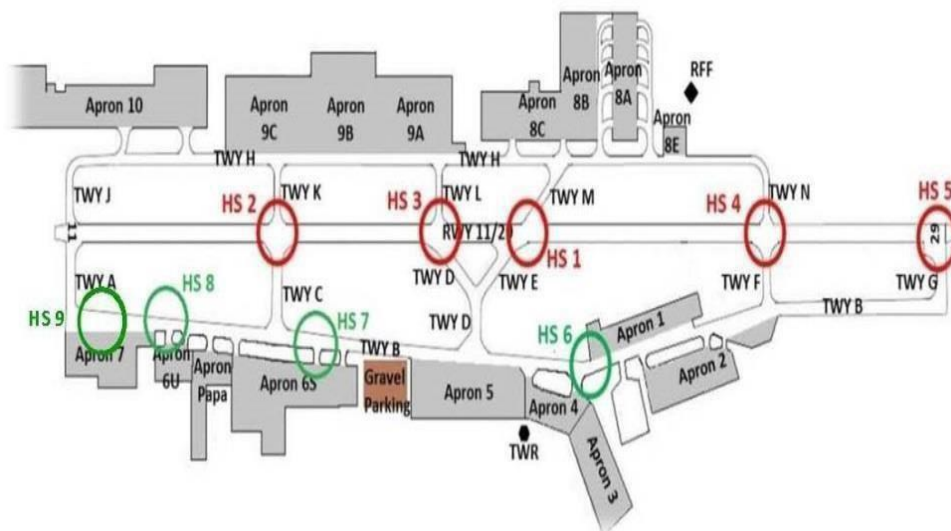
		Apron 8B	PCC PCN: 48 R/B/W/T Surface: Concrete
		Apron 8C	AC PCN: 34 R/B/W/T Surface: Concrete
		Apron 8E	PCN UNK Surface: Concrete
		Apron 9A	PCC PCN: 49 R/A/W/T Surface: Concrete
		Apron 9B	PCC PCN: 63 R/A/W/T Surface: Concrete
		Apron 9C	PCC PCN: 63 R/A/W/T Surface: Concrete
		Apron 10	PCC PCN: 60 R/A/W/T Surface: Concrete
		Apron 6 P	PCC PCN 82R/B/W/T on Concrete surface AC PCN 38/F/A/W/T on Asphalt surface Surface Asphalt and Concrete
		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

OAKB AD 2.20 LOCAL TRAFFIC REGULATIONS

ALL AIRCRAFT ENTERING KABUL 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).

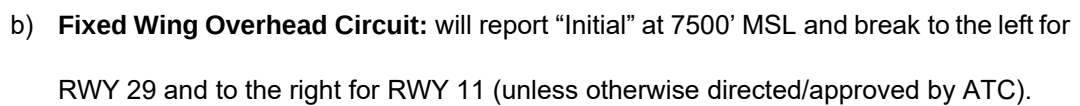
HOT SPOTS



2.20.12. Refueling / Defueling **Restrictions**

- a) Refueling is authorized under specific conditions specified in the standard operating procedure (SOP) 008 fueling with passenger onboard.
- b) Defueling with passengers embarking, disembarking, or on board is prohibited.
Airport.

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



Afghanistan Civil Aviation Authority

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.

222.12. 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.

OAKB AD 2.23 ADDITIONAL INFORMATION

2231 ACFT suffering a bird strike within the Kabul CTR must immediately report it to the appropriate **Tower** unit.

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

2232 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:

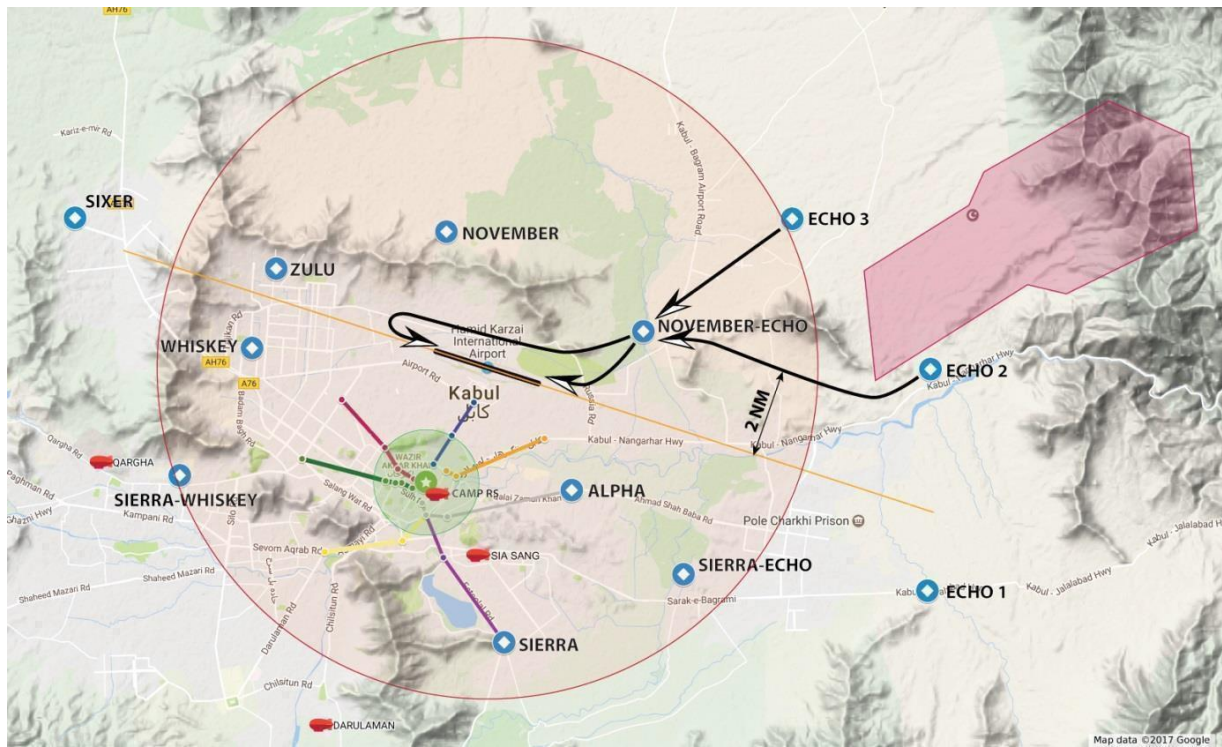
		Small birds (Swallow, Sparrow, Wagtail)	Medium-Sized Birds (Plover, Gull, Crow)	Large Birds (Stork, Vulture, Goose)
			76 - 700 grams  	701 grams + 
	Large / Very large numbers or flocks	MODERATE High probability of birdstrike Possibly damaging	SEVERE High probability of multiple birdstrike. Likely to 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.

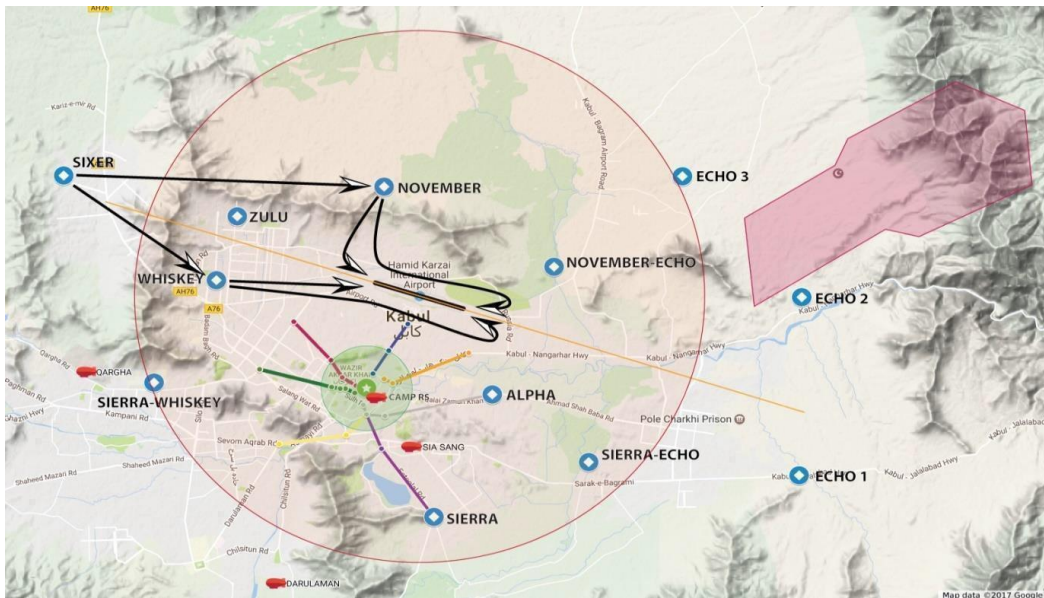
*****CAUTION***** During **BWC SEVERE**, practice approaches are not permitted.

2233 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.

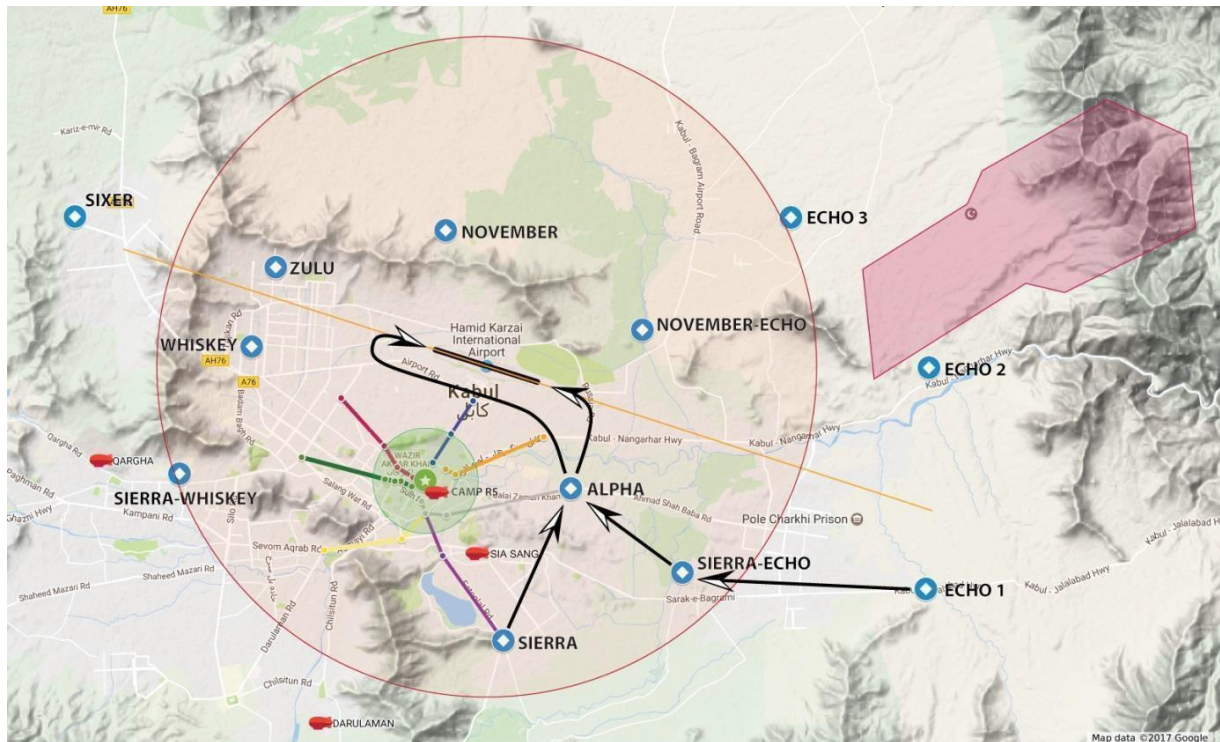




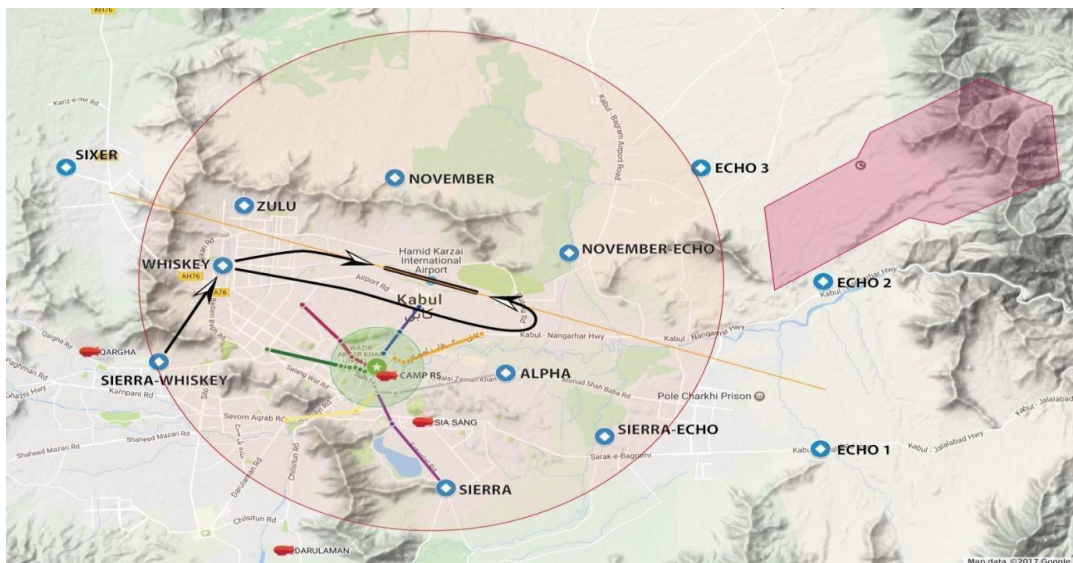
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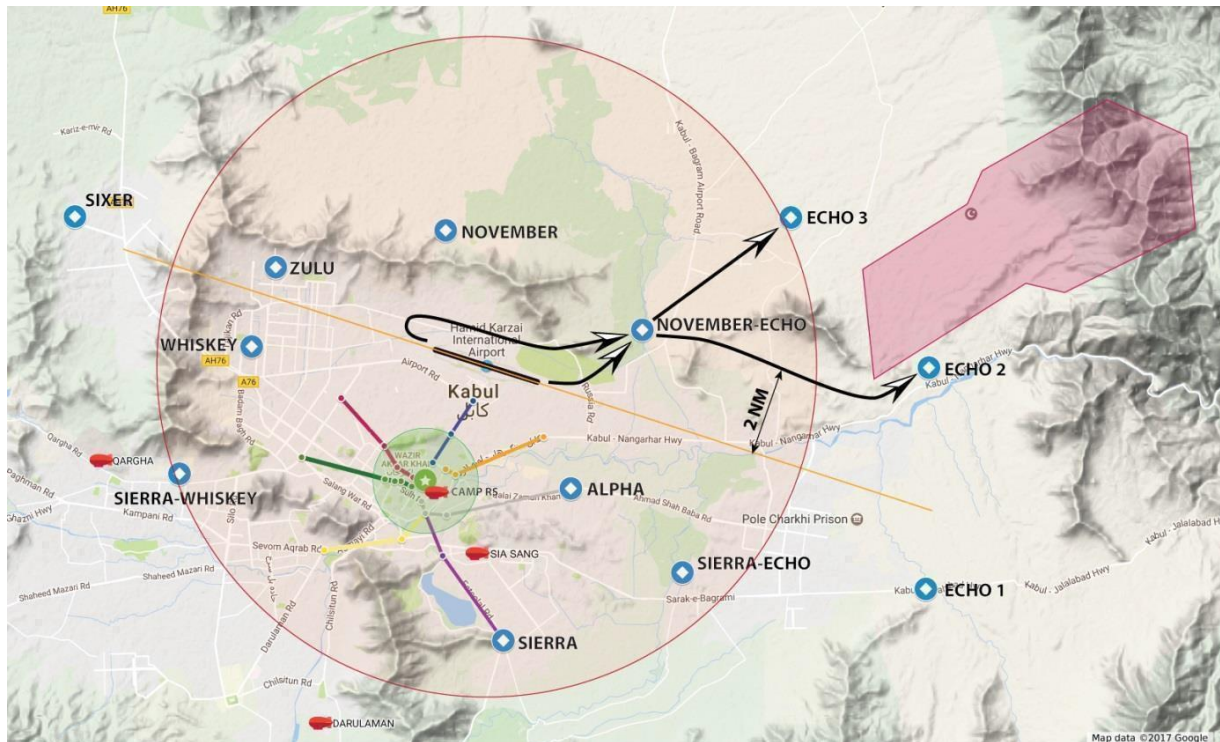
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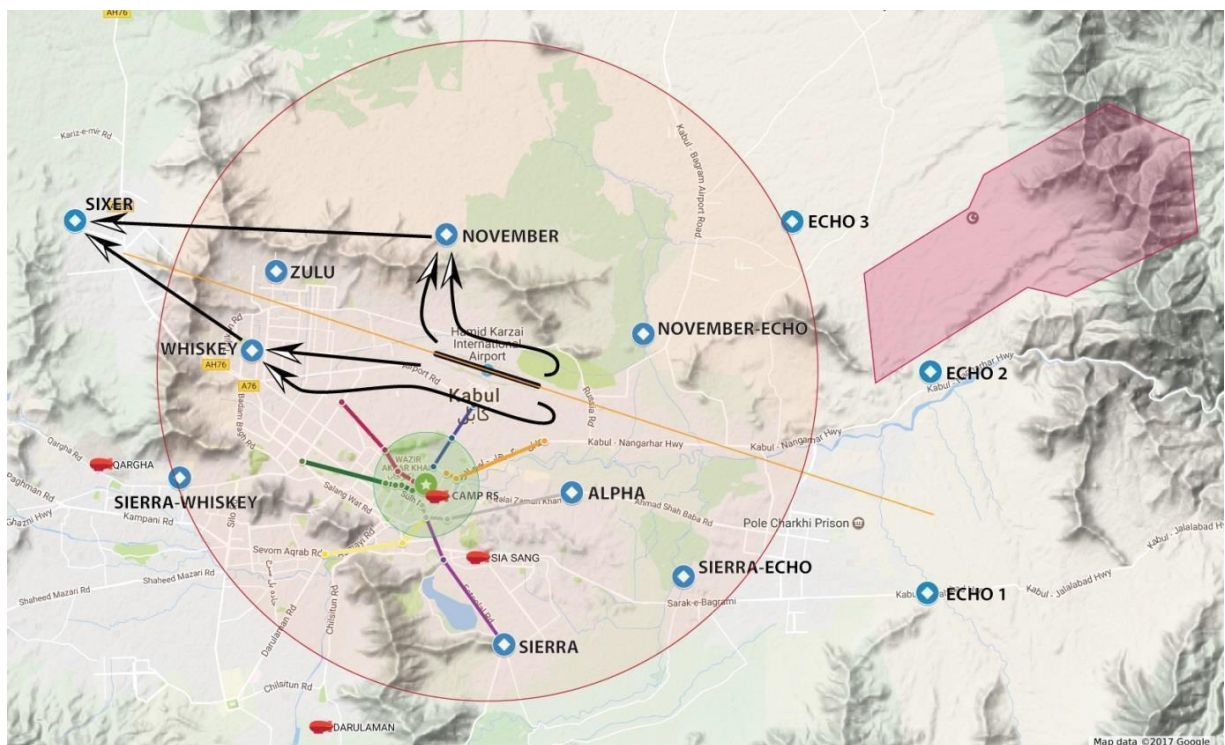
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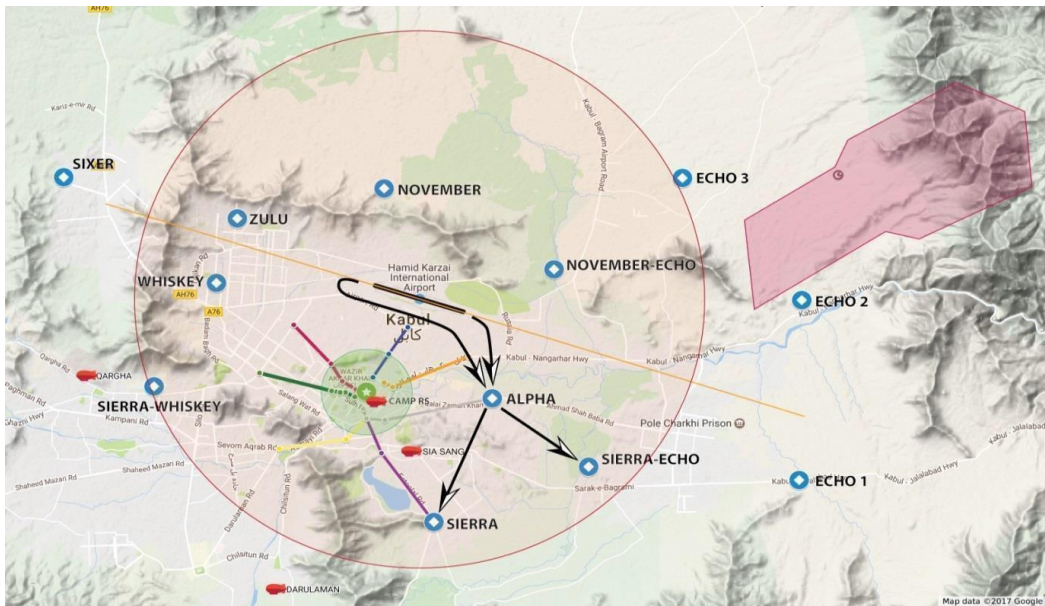


22445



OAKB SIXER Helicopter VFR Departure Corridors (NOT FOR NAVIGATION)





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) 792941602 +93 (0) 791835806 Faizmohammadyadgar8@gmail.com
8.	Fueling	N/A
9.	Handling	N/A
10.	Security	H24 TEL: +93 (0) 796570575
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 2.10 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	Khal Mohammad Muradi G. Manager of MET Office Phone: 0797012003
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