



ISLAMIC EMIRATE OF AFGHANISTAN

MINISTRY OF TRANSPORT AND AVIATION

AIRAC AIP AMENDMENT

NUMBER 004/2025

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AERONAUTICAL INFORMATION PUBLICATION		
AIRAC AMDT Number	PUBLICATION DATE	EFFECTIVE DATE
004/2025	02 OCT 2025	30 OCT 2025
PART I GENERAL		AMENDMENTS
PART II ENROUTE		AMENDMENTS
PART III AERODROMES		OAFZ, OAKB, OAMS,

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL (GEN)

PART I

AIP AIRAC AMDT 004/25

EFFECTIVE DATE: 30 OCT 2025

NEXT AIP AIRAC AMDT 005/25 EFF-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	0.4-2	AMDT- LIST OF EFF PAGES.
GEN	0.4-3,4,5	AMDT- LIST OF EFF PAGES.
GEN	2.5-1	AMDT- LIST OF RADIO NAV AIDS.

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ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR	1.2-4	AMDT- VFR REPORTING PONTS.
ENR	1.9-1	AMDT- AIR TRAFFIC FLOW MANAGEMENT.
ENR	1.10-3	AMDT- APPROVAL PRIOR TO FPL SUBMISION
ENR	1.14-2	DELETED- ACAA.
ENR	1.14-3	AMDT- AIR TRAFFIC INCIDENT REP FORM.
ENR	2.1-1	AMDT-AIR TRAFFIC AIRSPACE/FRQ.
ENR	2.1-2	AMDT-AIR TRAFFIC AIRSPACE/FRQ.
ENR	2.1-4	AMDT-ADD OR AMDTs TO AFG ATS AIRSPACE
ENR	3.1-1	AMDT- LOWER ATS ROUTES.

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OAFZ	2.1-7	AMDT- ATS COMM FACILITIES.
OAKB	2.1-20	AMDT-ADITIONAL INFO.
OAKB	2.1-21	AMDT- RWY PHEICAL CHARACTERISTICS.
OAKB	2.1-30	AMDT- ATS COMM FACILITIES/HRs OF OPS.
OAKB	2.1-39	AMDT-HOT REFUELING/DEFUELING.
OAMS	2.1-1	AMDT- AD ADMINISTRATION/ADD.
OAMS	2.1-25	AMDT- ENGINE TEST.

GEN 0.4 LIST OF EFFECTIVE PAGES
GENERAL
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GEN 0	
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0.1-2	16 JUN 22
0.1-3	16 JUN 22
0.1-4	26 MAY 16
0.2-1	26 MAY 16
0.3-1	09 SEP 21
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0.4-1	30 OCT 25
0.4-2	30 OCT 25
0.4-3	30 OCT 25
0.4-4	30 OCT 25
0.4-5	30 OCT 25
0.5-1	26 MAY 16
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2.2-3	26 MAY 16
2.2-4	26 MAY 16

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
2.2-17	26 MAY 16
2.2-18	26 MAY 16
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2.2-20	26 MAY 16
2.2-21	26 MAY 16
2.2-22	26 MAY 16
2.2-23	26 MAY 16
2.2-24	26 MAY 16
2.2-25	26 MAY 16
2.2-26	26 MAY 16
2.2-27	26 MAY 16
2.2-28	26 MAY 16
2.2-29	26 MAY 16
2.2-30	26 MAY 16
2.2-31	26 MAY 16
2.2-32	26 MAY 16
2.2-33	26 MAY 16
2.2-34	26 MAY 16
2.2-35	26 MAY 16
2.2-36	26 MAY 16
2.2-37	26 MAY 16
2.2-38	26 MAY 16
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2.2-40	26 MAY 16
2.2-41	26 MAY 16
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OAIX 2.1-17	05 NOV 20		OAZI 2.1-22	05 NOV 20		OAFZ 2.1-1	20 MAR 25
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OAIX 2.1-19	05 NOV 20		OAZI 2.1-24	05 NOV 20		OAFZ 2.1-3	20 MAR 25
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OAIX 2.1-22	05 NOV 20		OABT 2.1-1	16 JUN 22		OAFZ 2.1-6	20 MAR 25
OAIX 2.1-23	05 NOV 20		OABT 2.1-2	19 JUL 18		OAFZ 2.1-7	30 OCT 25
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OAIX 2.1-25	16 JUN 22		OABT 2.1-4	16 JUN 22		OAFZ 2.1-9	26 MAY 16
OAIX 2.1-26	28 JAN 21		OABT 2.1-5	26 MAY 16		OAFZ 2.1-10	26 MAY 16
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OAHR 2.1-24	18 MAY 23
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OAHR 2.1-27	18 MAY 23
OAHR 2.1-28	18 MAY 23
OAHR 2.1-29	07 SEP 23
OAHR 2.1-30	07 SEP 23
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OAHR 2.1-33	07 SEP 23
OAHR 2.1-34	07 SEP 23
OAHR 2.1-35	07 SEP 23
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OAJL 2.1-8	05 NOV 20
OAJL 2.1-9	05 NOV 20
OAJL 2.1-10	05 NOV 20
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OAJL 2.1-16	05 NOV 20
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OAJL 2.1-18	05 NOV 20
OAJL 2.1-19	05 NOV 20
OAJL 2.1-20	07 SEP 23
OAJL 2.1-21	07 SEP 23
OAJL 2.1-22	05 NOV 20
OAJL 2.1-23	05 NOV 20
OAJL 2.1-24	05 NOV 20
OAJL 2.1-25	05 NOV 20
OAJL 2.1-26	05 NOV 20
OAJL 2.1-27	05 NOV 20
OAJL 2.1-28	05 NOV 20
OAJL 2.1-29	05 NOV 20
OAJL 2.1-30	05 NOV 20
OAJL 2.1-31	05 NOV 20
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OAKB 2.1-2	04 SEP 25
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OAKB 2.1-7	20 MAR 25
OAKB 2.1-8	15 MAY 25
OAKB 2.1-9	16 JUN 22
OAKB 2.1-10	20 MAY 21
OAKB 2.1-11	03 OCT 24
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
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
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OAKB 2.1-22	05 NOV 20
OAKB 2.1-23	05 NOV 20
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OAKB 2.1-25	23 JAN 25
OAKB 2.1-26	04 SEP 25
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OAKB 2.1-28	16 JUN 22
OAKB 2.1-29	11 AUG 22
OAKB 2.1-30	30 OCT 25
OAKB 2.1-31	18 MAY 23
OAKB 2.1-32	04 SEP 25
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
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OAKB 2.1-40	05 NOV 20
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OAKB 2.1-42	28 NOV 24
OAKB 2.1-43	07 SEP 23
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OAKB 2.1-45	22 FEB 24
OAKB 2.1-46	01 DEC 22
OAKB 2.1-47	22 FEB 24
OAKB 2.1-48	05 NOV 20
OAKB 2.1-49	03 OCT 24
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	04 SEP 25
OAKB 2.1-57	07 SEP 23
OAKB 2.1-58	18 APR 24
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	05 NOV 20
OAKB 2.1-65	05 NOV 20
OAKB 2.1-66	05 NOV 20
OAKB 2.1-67	05 NOV 20
OAKB 2.1-68	05 NOV 20
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OAKN	
OAKN 2.1-1	13 JUN 24
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OAKN 2.1-15	16 JUN 22
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OAKN 2.1-17	22 FEB 24
OAKN 2.1-18	25 MAR 21
OAKN 2.1-19	18 MAY 23
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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	20 MAR 25
OAUZ 2.1-3	28 NOV 24
OAUZ 2.1-4	28 NOV 24
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 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION NAME	FACILITY	PURPOSE (AD/ENR)	STATUS
BGM	BAGRAM	VORTAC	A (MIL USE)	(NIL)
I-BAG	BAGRAM	ILS	A	(NIL)
HRT	HERAT	NDB	AE	UNSERVICEABLE
AHR	HERAT	DVOR/DME	AE	UNSERVICEABLE
KBL	KABUL	DVOR/DME	AE	SERVICEABLE
IAKW	KABUL	ILS/DME	AE	SERVICEABLE
KBL	KABUL	PAPI	AE	SERVICEABLE
KDR	KANDAHAR	DVOR/DME	AE	UNSERVICEABLE
KAF	KANDAHAR	TACAN	AE (MIL USE)	(UNSERVICEABLE)
I-OKN	KANAHAR	ILS/DME	A	UNSERVICEABLE NO DME
OAKN	KANDAHR	PAPI	A	05 SERVICEABLE 23 SERVICEABLE
AMS	MAZAR E SHARIF	DVOR/DME	AE	SERVICEABLE
IMAS	MAZAR-E-SHARIF	ILS/DME RWY 24	A	UNSERVICEABLE
IMAZ	MAZAR-E-SHARIF	ILSDME RWY 06	A	UNSERVICEABLE
	MAZAR-E-SHARIF	PAPI	A	06 SERVICEABLE 24 SERVICEABLE

AERONAUTICAL INFORMATION PUBLICATION



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

ENROUTE(ENR)

PART II

AIP AIRAC AMDT 004/25

EFFECTIVE DATE-30 OCT 2025

6. Change to Instrument Flight Rules (IFR)

6.1 An ACFT operating VFR that wishes to change to IFR shall:

- a. If a flight plan was submitted, communicate the necessary changes to be affected to its current flight plan, or
- b. Submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

7. Special Visual Flight Rules (SVFR)

7.1 SVFR may be approved under certain conditions at some airfields throughout Afghanistan. Pilots are to refer to the Aerodrome (AD) section, of this document, to acquire information on SVFR for individual AD.

8. VFR Reporting Points

8.1 To increase situational awareness and assist in identifying potential conflicts within the Kabul FIR, Pilots in Class G airspace are to make position reports using the VFR reporting points and transmitting on the TIBA 125.2 MHz

8.2 The pilot in command (PIC) is to ensure that reports are made within 6NM of the VFR reporting point. Direct over-flight of the VFR reporting point should be avoided.

8.3 The direction of flight shall be referenced using the phonetic alphabet. The following is an example of phraseology to be used:

“Afghanistan Traffic, Call sign [aircraft identification], vicinity [VFR reporting point] / North West [cardinal direction].”

8.4 ACFT transmitting should avoid using number and type of ACFT unless there is potential for conflict with other traffic. If other traffic is identified within the vicinity, the PIC may pass information that will assist in ACFT deconfliction, such as a number of ACFT and altitude.

8.5 The Afghanistan VFR Waypoint structure is contained in a separate document titled **“Visual Flight Rules Reporting Points Afghanistan”** and is accessible via the **MOTA** website. <http://acaa.gov.af/aip-aeronautical-information-publication/> This document is under revision and may not be accurate.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. General Requirements**1.1 Flight Permissions:**

- 111 The civil and military operator expects the Afghan air force who intends to operate a Flight from, into or through Kabul FIRs must obtain flight permission from the Ministry of Transport and Aviation (MOTA).
- 112 To obtain landing permission for Afghanistan aerodromes or overflight permission for Kabul FIR, Flight permission request shall be addressed to below contact details:
E-mail: flightpermissions.aaaa@gmail.com, flightpermissions.atm@mota.gov.af
Mobile: +93 (0) 701696259
- 113 ACAA flight permission form is available on the Alternate ACAA webpage <https://www.afgais.com/>.

3. Approval Prior to Flight Plan Submission

- 3.1 Operators are to contact Airfield Management for prior approval to fly into destinations within Afghanistan. PPR application and ACAA landing and overfly approval form are available on the **MOTA** alternate website: <https://www.afgais.com>.

4. Flight Plan Information

- 4.1 Operators should use the appropriate flight plan designation specified for the RNP-10 route flown. The letter R should be placed in Block 10 of the Host Nation International Flight Plan or ICAO International Flight Plan. This indicates that the aircrew has reviewed the planned route of flight to determine RNP-10 requirements and the ACFT and operator have been approved by the appropriate approval authority to operate in areas or on routes where RNP-10 is a requirement for operation.
- 4.2 During flight planning, the flight aircrew should pay particular attention to conditions that may affect operations in RNP-10 airspace (or on RNP-10 routes). These include, but may not be limited to:
- Verifying the ACFT is approved for RNP-10 operations.
 - Verifying the RNP-10-time limit has been accounted for.
 - Verifying the letter R is annotated in Block 10 (Equipment) Host Nation International Flight Plan or ICAO International Flight Plan.
 - Verifying the requirements for GPS, such as FDE, if appropriate for the operation.
 - If required for a specific navigation system, accounting for any operating restriction related to RNP-10 approval/compliance.

5. **Reporting Procedures (including In-Flight Procedures)**

9 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

- a. During the flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other ACFT, to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.
- b. As promptly as possible after landing, submit a completed Air Traffic Incident Report Form for the following reasons:
 - (i) Confirming a report of an incident made initially via air/ground frequency, or for making the initial report on such an incident if it had not been possible to report it by radio.
 - (ii) For reporting an incident that did not require immediate notification at the time of occurrence.

52 An initial report made by radio should contain the following information:

- a. ACFT identification
- b. Type of incident, e.g. AIRPROX
- c. The incident details of sections A, F, I, J, K, L, M, N, and O in the form in section 7 below.
- d. The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to each of the following:
 - (i) flightsafety@mota.gov.af, ghulammaroof1122@gmail.com
shamim@acaa.gov.af
- e. It is also recommended to mail or hand deliver a hard copy of the Incident Report Form to:
 - (i) Safety Department
 - (ii) Civil Aviation Authority
 - (iii) Ansari Watt, Kabul Afghanistan
 - (iv) flightsafety@mota.gov.af
 - (v) Phone: +93 (20) 2923245
- f. To confirm receipt of the Incident Report Form, call the following POCs:
 - (i) Ghulam maroof: +93 (0) 747508526
 - (ii) Shamim Hariwa Shamim: +93 700972077

6. **Purpose of Reporting and Handling of the Form**
- 6.1 The purpose of the reporting of incidents and their investigation is to promote the safety of ACFT. The degree of risk involved in an AIRPROX incident should be determined in the incident investigation and classified as “risk of collision,” “safety not assured,” “and no risk of collision” or “risk to be determined.”
- 6.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.
7. **Air Traffic Incident Report Form**
- 7.1 The Air Traffic Incident Report form is to be used when submitting or receiving a report on an incident. The form is available as a standalone document (pdf format) on the **MOTA** website : <http://acaa.gov.af/aip-aeronautical-information-publication/>.
- 7.2 Shaded boxes contain items to be included in an initial report by radio.

ENR 2 FIR, UIR, TMA, and CTA

ENR 2.1 FLIGHT INFORMATION REGIONS AND TERMINAL CONTROL AREAS

1. Air Traffic Airspace

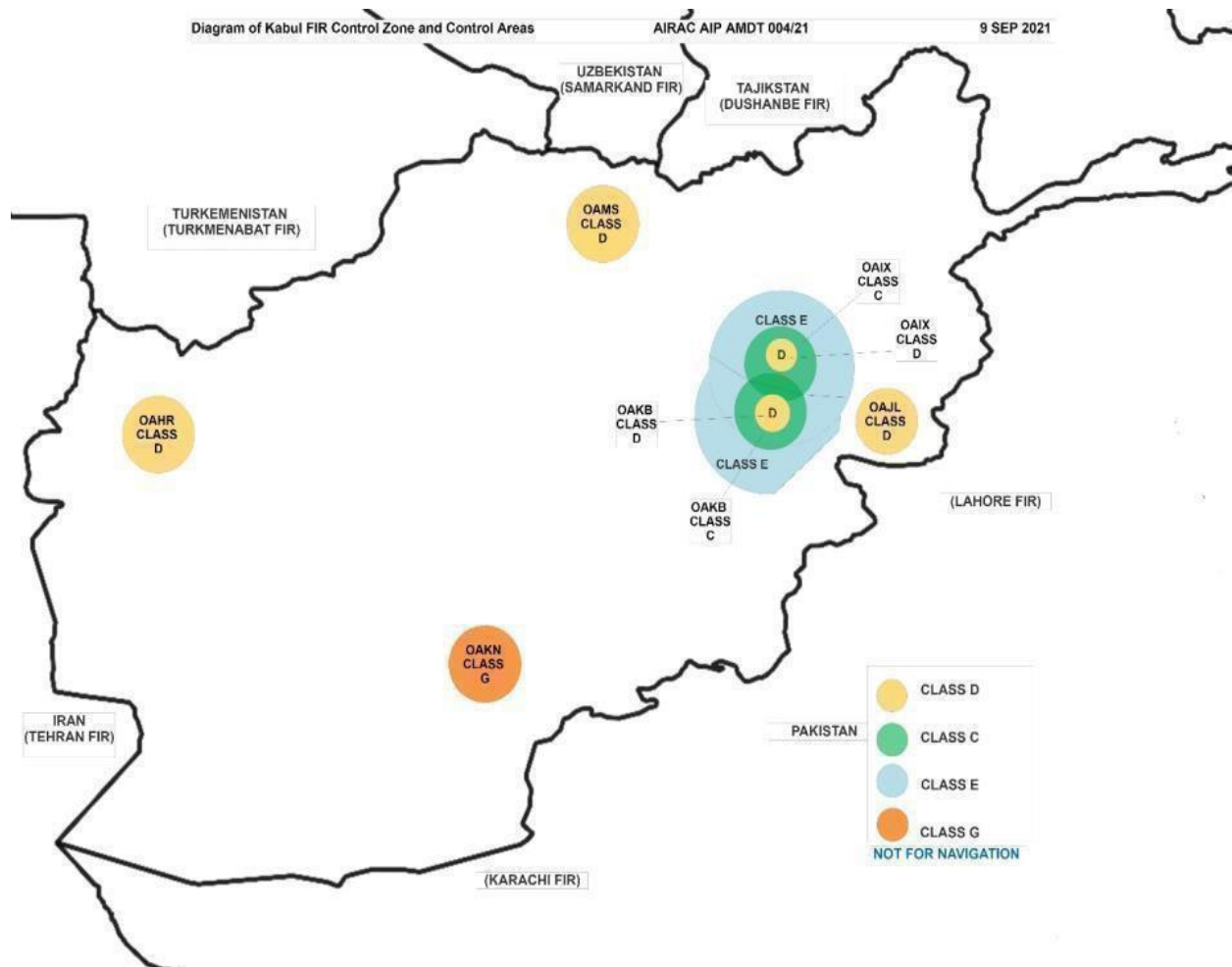
1.1. The Kabul Fir is comprised of the following airspace classification.

Location	Class	Dimensions	Control Agency	Freq (MHz)
KABUL FIR	Multiple See below	The area within the Afghanistan/Iran, Turkmenistan, Uzbekistan, Tajikistan, Pakistan, and China territorial boundary.	See below	See below
Upper Airspace Air Route	G	See ENR 3.2	Kabul Area Control Center	See ENR 3.2
Low Airspace Air Route	G	See ENR 3.2	Kabul Area Control Center	See ENR 3.2
Herat	G Herat CTR	6NM radius centered on ARP Surface to 6000FT AMSL	Herat TWR	123.350
Jalalabad	G Jalalabad CTR	5NM radius centered on ARP Surface up to and including 2 500ft AGL (4400ft AMSL)	JAF TWR	129.700 133.275

Location	Class	Dimensions	Control Agency	Freq (MHz)
Kabul Intl	D Kabul CTR	6NMradius centered on ARP Surface to 9 500ft AMSL	Kabul TWR	120.600 284.275 125.400

Location	Class	Dimensions	Control Agency	Freq (MHz)
Kandahar	G Kandahar FIZ	10NMradius centered on ARP Surface up to 9500FT AGL.	Kandahar AFIS	125.5
MAWLANA JALALUDDIN MUHAMMAD BALKHI	G Mazar-e- Sharif CTR	6NMradius centered on ARP Surface to 4000ft AMSL.	Mazar TWR	135.350 126.125
TIBA	G	All other airspace (See ENR 1.2)	Monitor: TIBA	125.2
* From 2000Z – 2359Z Bagram Class C, and E, Kabul Class C and E airspace upper vertical limit drops to FL270 and below, 10NM either side of air routes A453, N636, M875, and L509 (SeeENR 3.2).				

2. Diagram of Kabul FIR Control Zone and Control Areas



NOTE: Class D is available only for OAKB and class G is available in KBL FIR.

3. Additions or Amendments to Afghanistan Air Traffic Service (ATS) Airspace

3.1. Any requirement to add or amend ATS or SUA within the Kabul FIR is to be submitted on an Airspace Change Request form, to the **MOTA**. Sufficient information and time must be allowed for changes to be created and approved. Changes will normally be incorporated into the standard AIRAC cycle but can be promulgated via NOTAM. **MOTA** is the final approval authority for airspace additions or amendments.

ENR 3.1 LOWER ATS ROUTES**1. RNP-10 Route Structure****11 RNP-10 Lower Airspace route Structure**

- 111 The Lower airspace Route structure are 20NM wide, 10NM either side of the designated track, from FL160 up to and including FL290. Any deviation from the civil air routes and flight levels may cause traffic conflicts with ongoing military operations. Failure to comply with these procedures may result in interception by armed **military** fighter ACFT.
- 112 When entering the Lower airspace route Structure at or below FL290 from the:
- North between LEMOD Waypoint on M696 clockwise to LAJAK Waypoint on M696.
 - South between RIMPA Waypoint on G202 clockwise to RANAH Waypoint on V838,
- 113 All ACFT in contact with ATC, both IFR and VFR, must remain on the assigned ATC frequency until issued a frequency change. All ACFT shall advise ATC if a frequency change to another agency is needed.
- 114 All air routes are identified by latitude and longitude references and utilize modified RNP-10 requirements. ACFT must be capable of maintaining RNP-10 without reliance on ground based navigation aid updates in the Kabul FIR.
- 115 The Lower Airspace ATS Routes with applicable Minimum Obstacle Clearance Altitude (MOCA) and Minimum Radio Reception Altitude (MRA) are listed in Table 1 – RNAV Air Routes below.
- 12 ATS Route planning restrictions**
- 121 Due to military activities, a number of long-term temporary restrictions apply to the Lower ATS Air Routes. See also the Airspace Control Measures Afghanistan' publication available on the ACAA Alternate website <http://www.afgais.com/>.
- 122 When any Very Small Aperture Terminal (VSAT) is out of service in Kabul FIR, G series NOTAM will be published.

AIP AIRAC AMDT 004/2025

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

AERODROMES(AD)

PART III

AIP AIRAC AMDT 004/2025

EFFECTIVE DATE-30 OCT 2025

CHANGES & AMENDMENTS IN RED

5	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.
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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
GUARD Frequency	Feyzabad Tower	121.5	0330Z-1130Z	
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

9	ATS unit provided with information	ATCTWR, AIS
10	Additional information	Use station code OAKB The following emails for receiving the weather services Primary Email: Weatherreport.Meteorology@Mota.gov.af Secondary Email: Weatherreport.meteorology@kia.gov.af Tertiary Kabulmetoffice@gmail.com

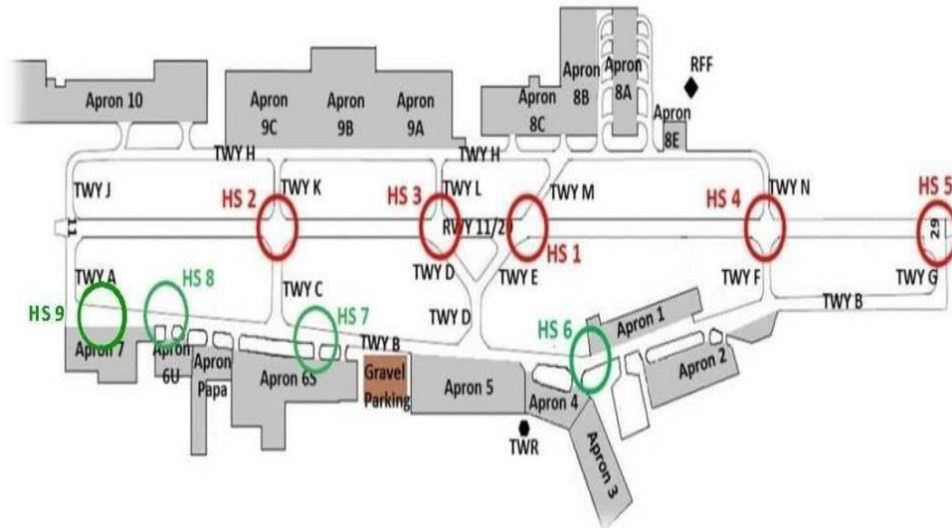
OAKB AD 2.12 RWY PHYSICAL CHARACTERISTICS

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/BW/T	AC/PCC PCN 76 R/BW/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 918 ft)	3600m x 280m (11 811ft x 918 ft)
11.	Obstacle free zone	NIL	NIL
12.	Remarks	RWY paved shoulders – 7.5m wide 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.	
13.	Other	NIL	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	125.4 284.275	2330-1830	Emergency/ Guard Frequencies 121.500 243.000
	Kabul Ground	120.6	2330-1830	
*ATIS	N/A	N/A	N/A	

HOT SPOTS



2.20.12. “HOT” Refueling / Defueling

- 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.

OAMS - MAWLANA JALALUDDIN MUHAMMAD BALKHI

OAMS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

2.1.1. OAMS – Mawlana Jalaluddin Muhammad Balkhi Airport

OAMS AD 2.2 AERODROME GEOGRAPHICAL DATA AND ADMINISTRATIVE DATA

1.	Aerodrome Reference Point (ARP) coordinates and its site	364225N 0671234E Center of TWY P
2.	Distance and direction from city	4.5 NM E from Mazar-e Sharif
3.	Elevation and Reference temperature	1 287ft AMSL / 38.6° C
4.	Geoid undulation	Nil
5.	Magnetic variation/Annual change	4° E (2019) / 0.04° E
6.	Civil Aerodrome Administration	Civil International Airport Management Airport Mawlana Jalaluddin Muhammad Balkhi, Afghanistan Airport President: MAWLAWI MOHEEB ULLAH MOHAMMAD Operational Director: Telephone Email Air Traffic Management (ATM) Telephone Email NASRATULLAH KOTWAL 0093792402606 nasrtzaki@gmail.com
	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.

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

2.20.2.7. Engine Tests shall be preformed on TWY P, Between TWY E and F facing to West And all Aircrafts must be CHOCKED.