GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: 0030-1630

Airport Information

RFF: CAT 9, CAT 10 AVBL O/R
PCN: RWY 06/24: 63/F/C/W/T

Operation

Traffic Notes
PPR no earlier than 7 days in advance and no later than 24HRs prior LDG.
PPR time must be adhered to, if arriving outside +/- 15min landing CLR could be refused.

RWY Restriction
All ACFT using RWY 06/24 must use turnpads for 180° turn.

TWY Restriction
TWY C1 width 22m / 72ft.
TWY F, S width 15m / 49ft.

TWY F, S MAX wingspan 40m / 132ft, instr. by ATC.

TWY P east of TWY E CLSD to fixed wing ACFT.

Taxi
Taxi on Ramp D counter clockwise only .

Noise Abatement Procedure
Overflight of Mazar-e Sharif Town to be avoided below 4000ft.

Warnings

AMS DVOR/DME: In case of jamming of FREQs, TWR shall broadcast jamming warning on all possible FREQs.

Aeronautical PROCs are not sourced from State AIP, the information AVBL may be out of date.

Overflight of MIL camps below 4000ft AMSL is prohibited.

All RWY and TWYs uneven surfaces and FOD.

Large ACFT exercise caution during taxing on:
- TWY P between TWY F and TWY E due to large surface irregularities.
- TWY P between TWY A and TWY B due to very poor surface conditions

Due to risk of flooding on RWY 06/24, be prepared for short notice diversion.

4-ENG heavy ACFT shutdown outer ENG to prevent FOD hazard while taxiing on TWYs E, F and MIL APN.

Tempo raised tethered balloon up to 2000ft from GND. Position 131° 1.1NM from AD. Balloon is transponder equipped, therefore TCAS should give TA or RA.

Possible traffic from pedestrians and animals.

UAV activity in vicinity of AD.

Dogs and jackals within the vicinity of all TWYs.

Birds in vicinity of AD (intensive activity MAR-OCT).

ARRIVAL

Communication

CTC Mazar-e Sharif latest 5min prior entering TMA.

COM Failure

- Abort the APCH
- Hold outside TMA and continue to attempt to contact MAZAR APP or TWR. If no contact can be established try to contact Kabul ACC.

If diverting not possible due to any type of constraint (low fuel, WX conditions, etc) apply the following PROC and squawk A7700:

In VMC:

- Continue approaching the airfield for RWY in use.
- Fly over the airfield on RWY HDG along TWY P at 1000ft AGL with gear down, showing LDG lights and flashing all other AVBL lights.
- After overflight, turn to the north for a closed TFC circuit at or above 1000ft AGL. All ACFT should avoid flying over Mazar-e Sharif City.

In IMC:

- Maintain current speed and LVL and proceed via current FPL route or as cleared to the latest air navigation fix.
- If an ATC CLR has been given by OAMS ATC for a instrument APCH at OAMS AD prior to losing radio contact, ACFT shall enter published HLDG and commence descent as close as possible to the EAT received. If no EAT has been given start descent as close as possible to the EAT resulting from the current flight plan.
- If no ATC CLR has been given by OAMS ATC for a published instrument APCH at OAMS AD prior to losing radio contact, proceed to AMS VOR at the last ALT/FL cleared. However do not fly below an ALT of 12000ft due to mountainous terrain which may cause a re-climb to 12000ft ALT. Upon reaching AMS enter the published HLDG and descend within the HLDG to the lowest published ALT at the IAF. When reaching that ALT commence the published instrument APCH (VOR/ILS).
- If unable to comply with instrument APCH PROC, proceed to AMS VOR at the last ALT/FL cleared to. However do not fly below an ALT of 12000ft due to mountainous terrain which may cause a re-climb to 12000ft ALT. Upon reaching AMS enter the published HLDG and descend within the HLDG to the lowest published ALT at the IAF. When reaching that ALT commence the published instrument APCH (VOR/ILS).
- If a LDG cannot be performed execute the published MISAP, re-enter the appropriate HLDG, climb to at least FL160 within the HLDG and divert to ALTN AD.

In the absence of VIS signals during the APCH, having ensured that the RWY is clear, pilots may decide to land at their own discretion, but must be prepared to initiate"go around" due to conflicting TFC or a blocked RWY.

After LDG civil ACFT going to Ramp L shall vacate RWY via next suitable TWY, and proceed to PRKG via TWY P.

ACFT experiencing NORDO after a LDG CLR has been issued

- Proceed in accordance with the CLR issued on absence of red light and/or flares. After LDG, vacate RWY via next suitable TWY, then stop and wait for follow-me.

DEPARTURE

Take-off Minima

RWY		06/24	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Departure Procedure

Contact TWR for taxi instructions.

Communication

COM Failure

Whilst taxiing for DEP

Hold current PSN, expect to return to PRKG, keep ENG running and wait for follow-me or observe light signals from TWR.

When line-up for DEP

If line-up on RWY, taxi down the RWY, vacate at the earliest opportunity, then stop on TWY and wait for follow-me.

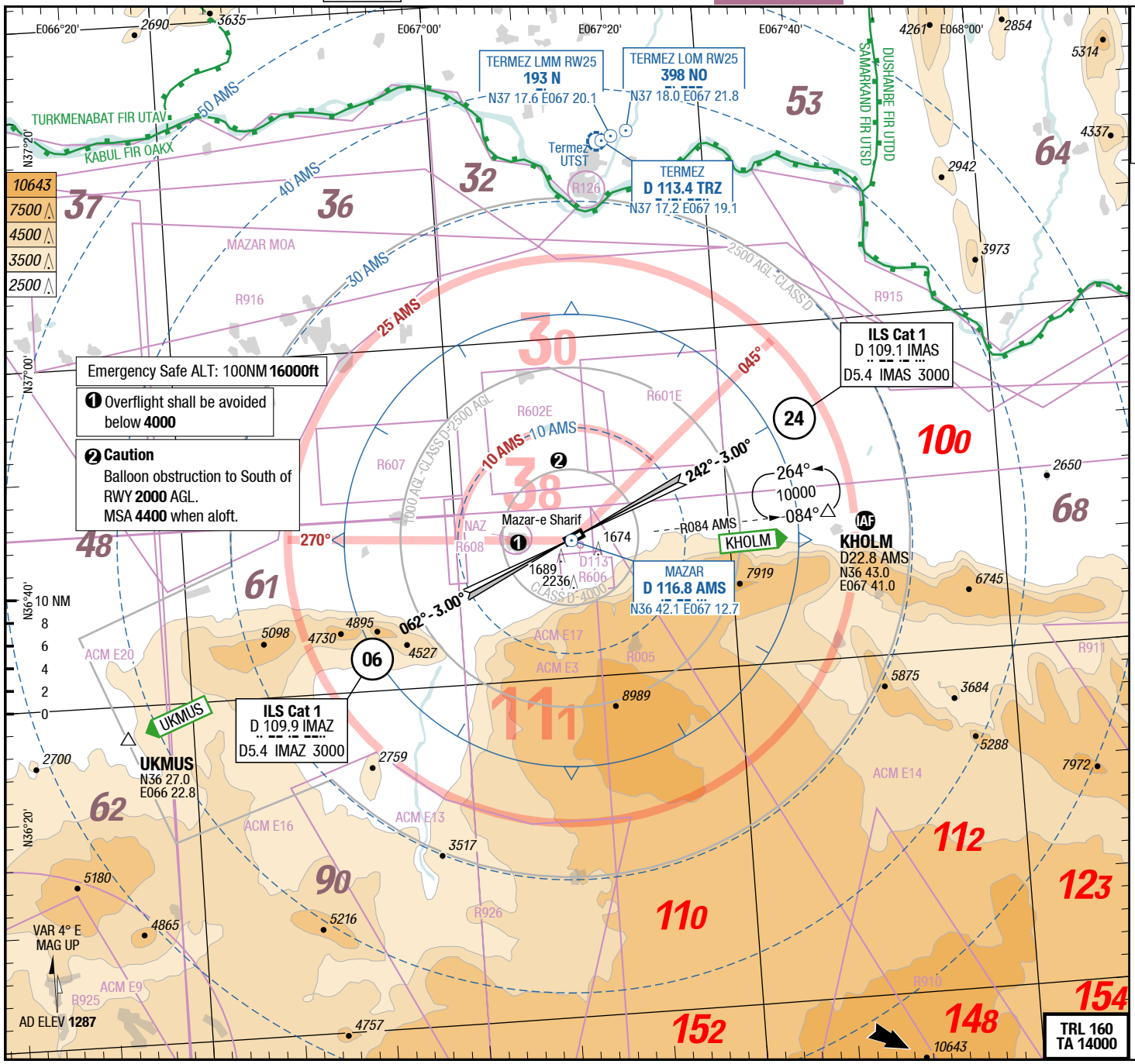
De-Icing

O/R

Afghanistan **Mazar-e Sharif** Mawlana Jalaluddin Muhammad Balkhi
AGC
AFC

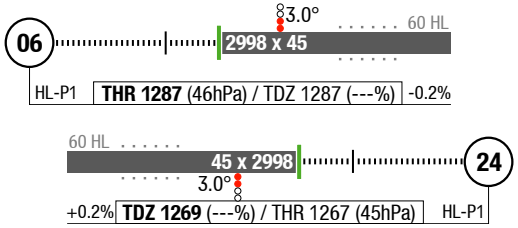
AFC AFC

Mawlana Jalaluddin Muhammad Balkhi **Mazar-e Sharif** Afghanistan
AGC
AFC

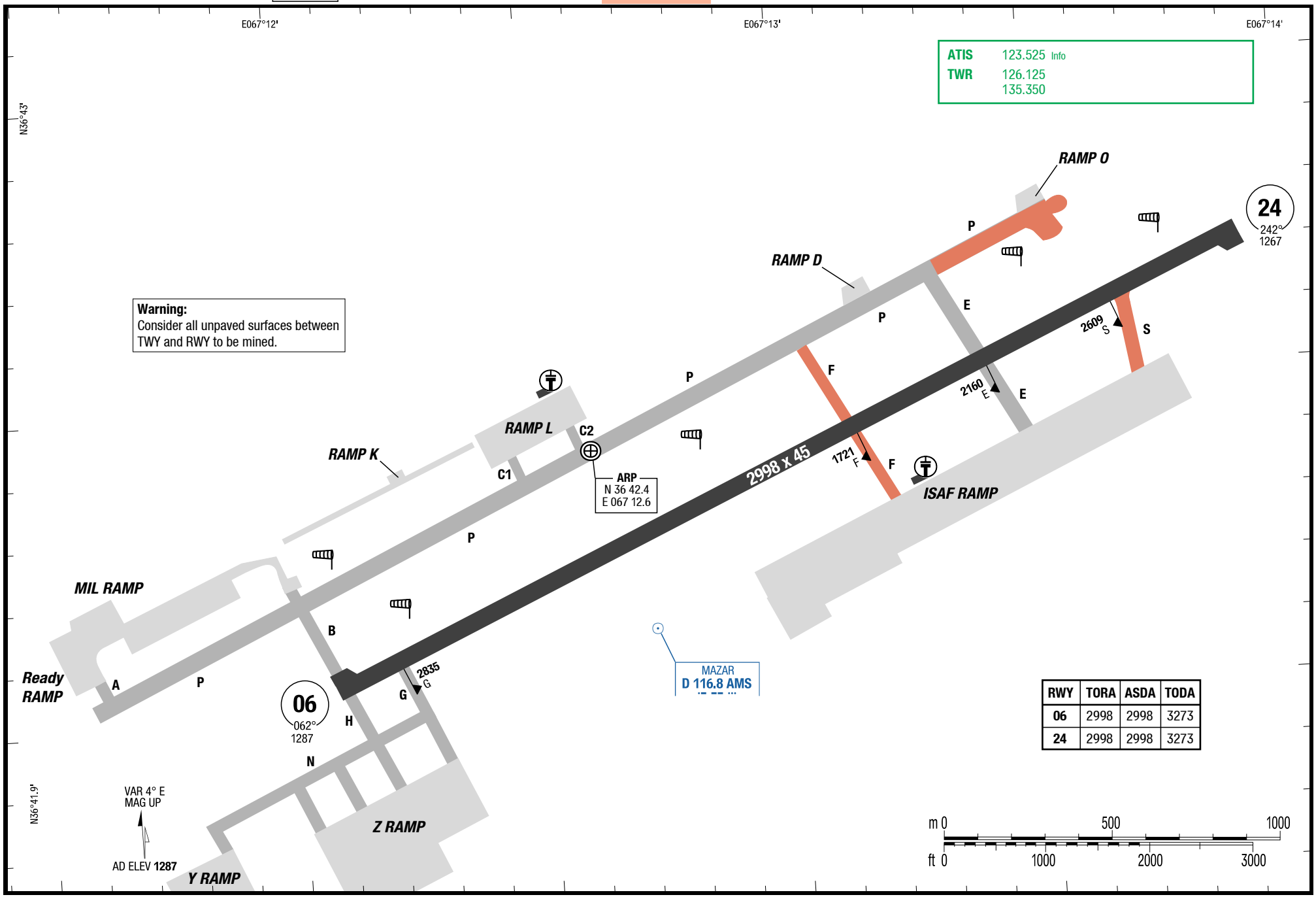


ATIS	123.525	Info
Kabul Center	118.300 126.325	North
APP	121.250 127.375	
TWR	126.125 135.350	

Landing RWY system:

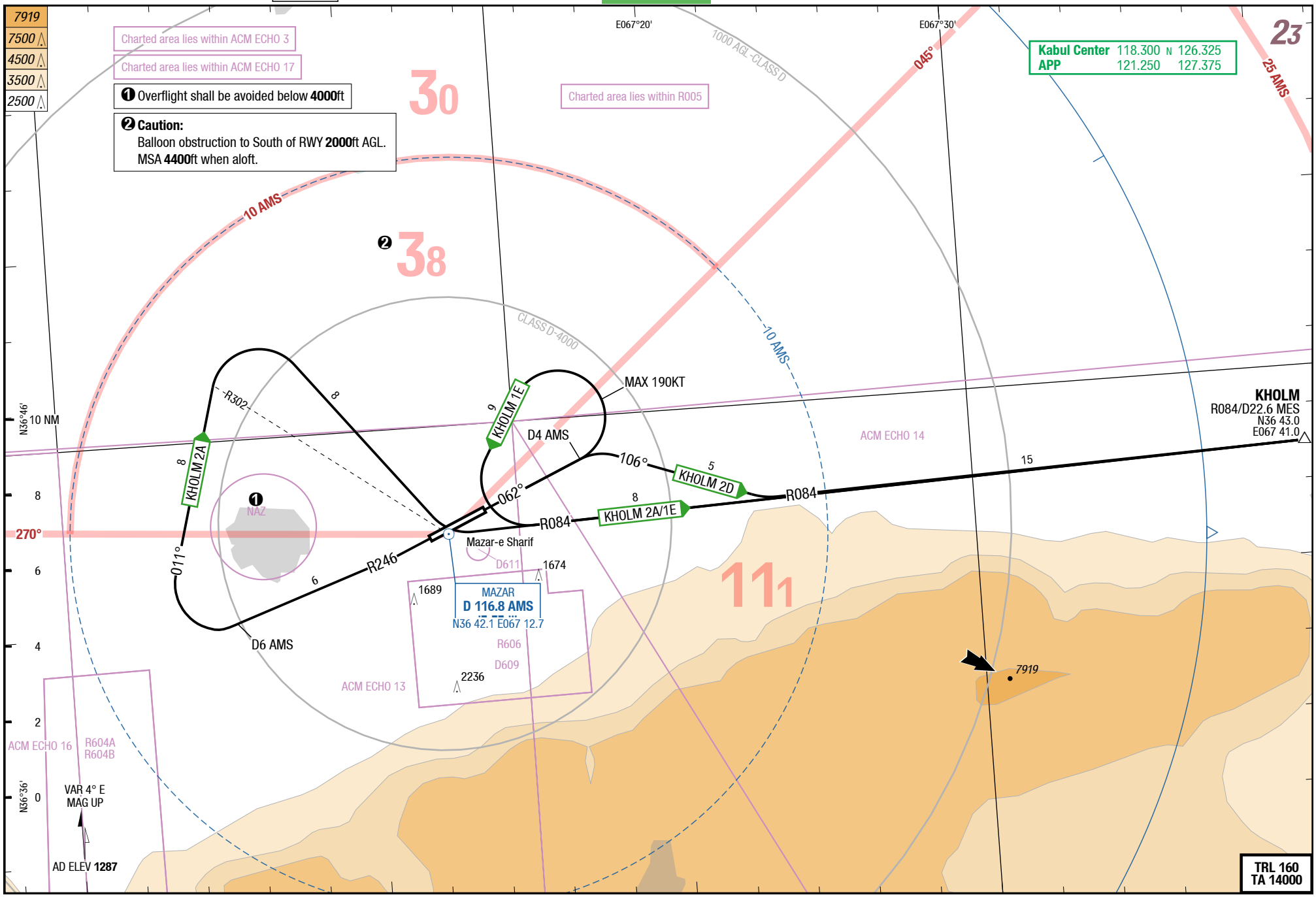


Changes: ASP, IAF, SUAs



RWY	TORA	ASDA	TODA
06	2998	2998	3273
24	2998	2998	3273

Changes: Nil

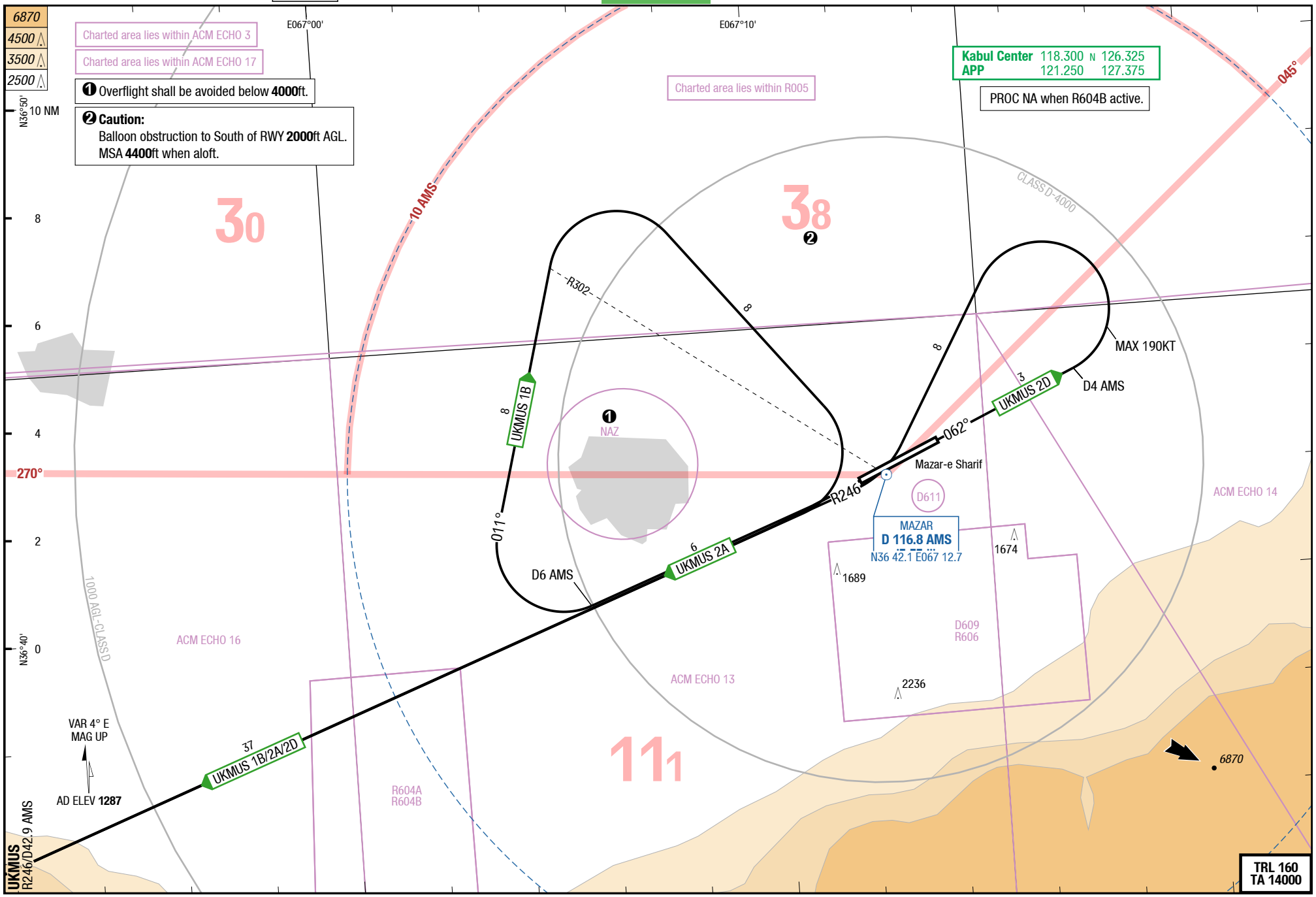


Changes: FREQ

MZR-OAMS

SIDs UKMUS

SIDs UKMUS



Changes: FREQ

KHOLM 1E / KHOLM 2D / KHOLM 2A

RWYs 06 (062°) / 24 (242°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
KHOLM 1E 5.4% to AMS **126.325** **118.300** (N) ②	at D4 **AMS LT** (MAX 190KT) direct **AMS** - **LT** intercept R084 **AMS** to KHOLM	initial climb **FL160**
KHOLM 2D 4.1% to 5000 **126.325** **118.300** (N) ①	at D4 **AMS RT** 106° - **LT** intercept R084 **AMS** to KHOLM	initial climb **FL160**
	Runway 24	
KHOLM 2A **126.325** **118.300** (N)	intercept R246 **AMS** - at D6 **AMS RT** 011° - crossing R302 **AMS RT** direct **AMS** - **LT** intercept R084 **AMS** to KHOLM	initial climb **FL160**

① If unable to comply with climb gradient, file KHOLM 1E DEP.
② When MSA is raised, climb gradient is 5.4% until passing AMS.

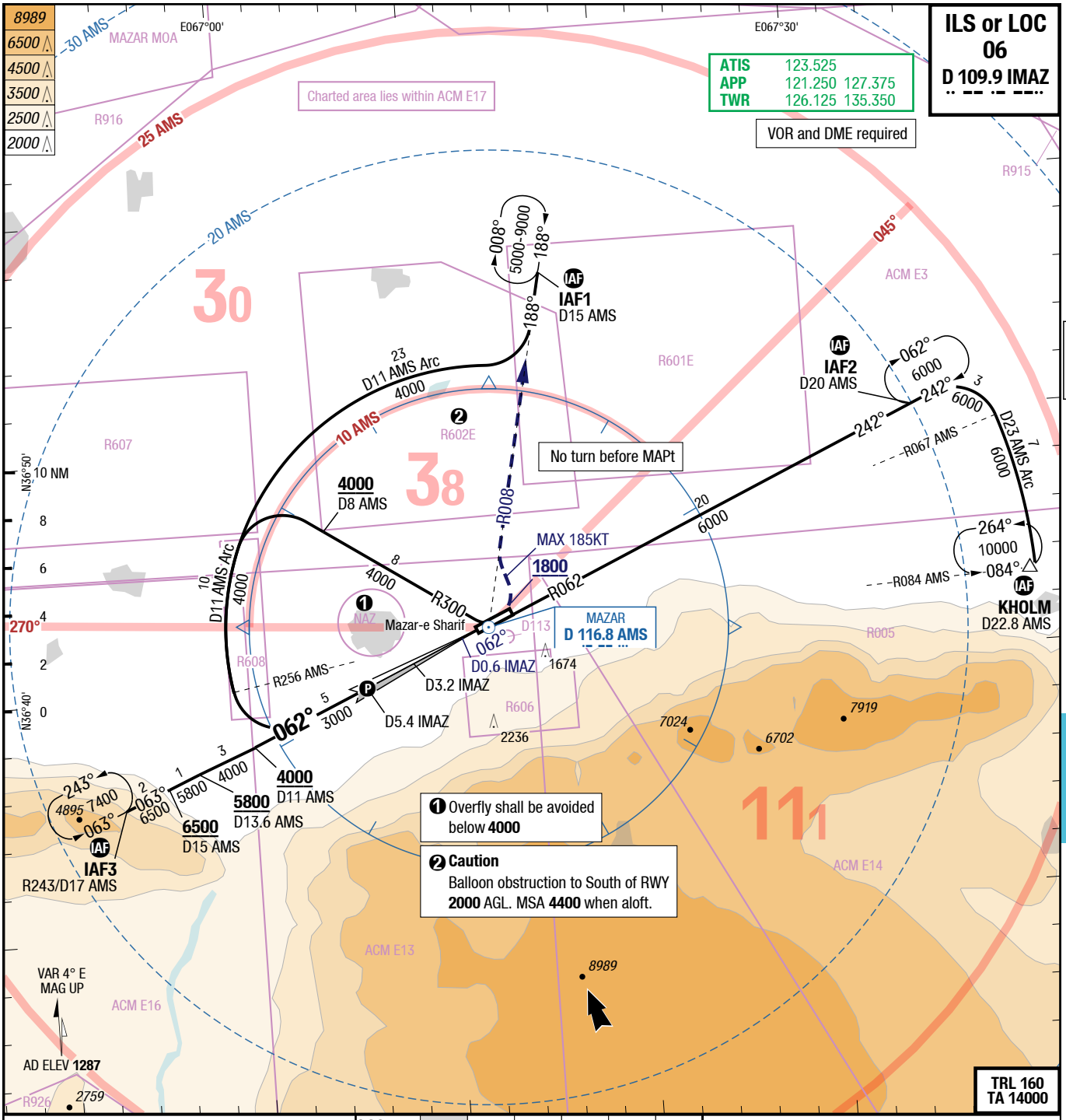
UKMUS 2D / UKMUS 1B / UKMUS 2A

RWYs 06 (062°) / 24 (242°)

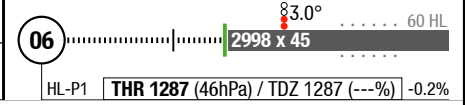
	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

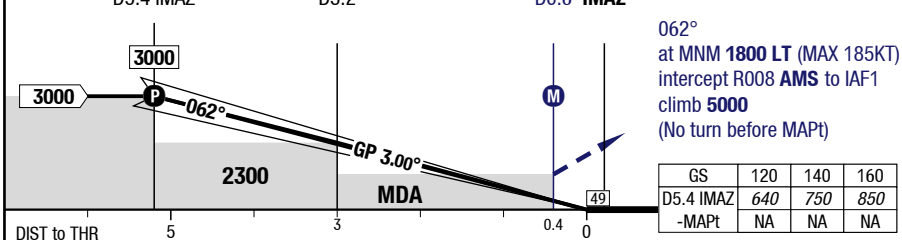
DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
UKMUS 2D 5.4% to AMS **126.325** **118.300** (N) ①③	at D4 **AMS LT** (MAX 190KT) direct **AMS** - **RT** intercept R246 **AMS** to UKMUS	Initial climb **FL160**
	Runway 24	
UKMUS 1B **126.325** **118.300** (N) ①	intercept R246 **AMS** - at D6 **AMS RT** 011° - crossing R302 **AMS RT** direct **AMS** - **RT** intercept R246 **AMS** to UKMUS	Initial climb **FL160**
UKMUS 2A 4.1% to 5900 6.1% to 4300 (ATC) **126.325** **118.300** (N) ①②	intercept R246 **AMS** to UKMUS	Initial climb **FL160**

① PROC NA when R604B active.
② If unable to comply file UKMUS 1B DEP.
③ When MSA is raised, climb gradient is 5.4% until passing AMS.



LOC 3.02° D IMAZ		5.4	5	4	3	2
		3000	2880	2550	2230	1910



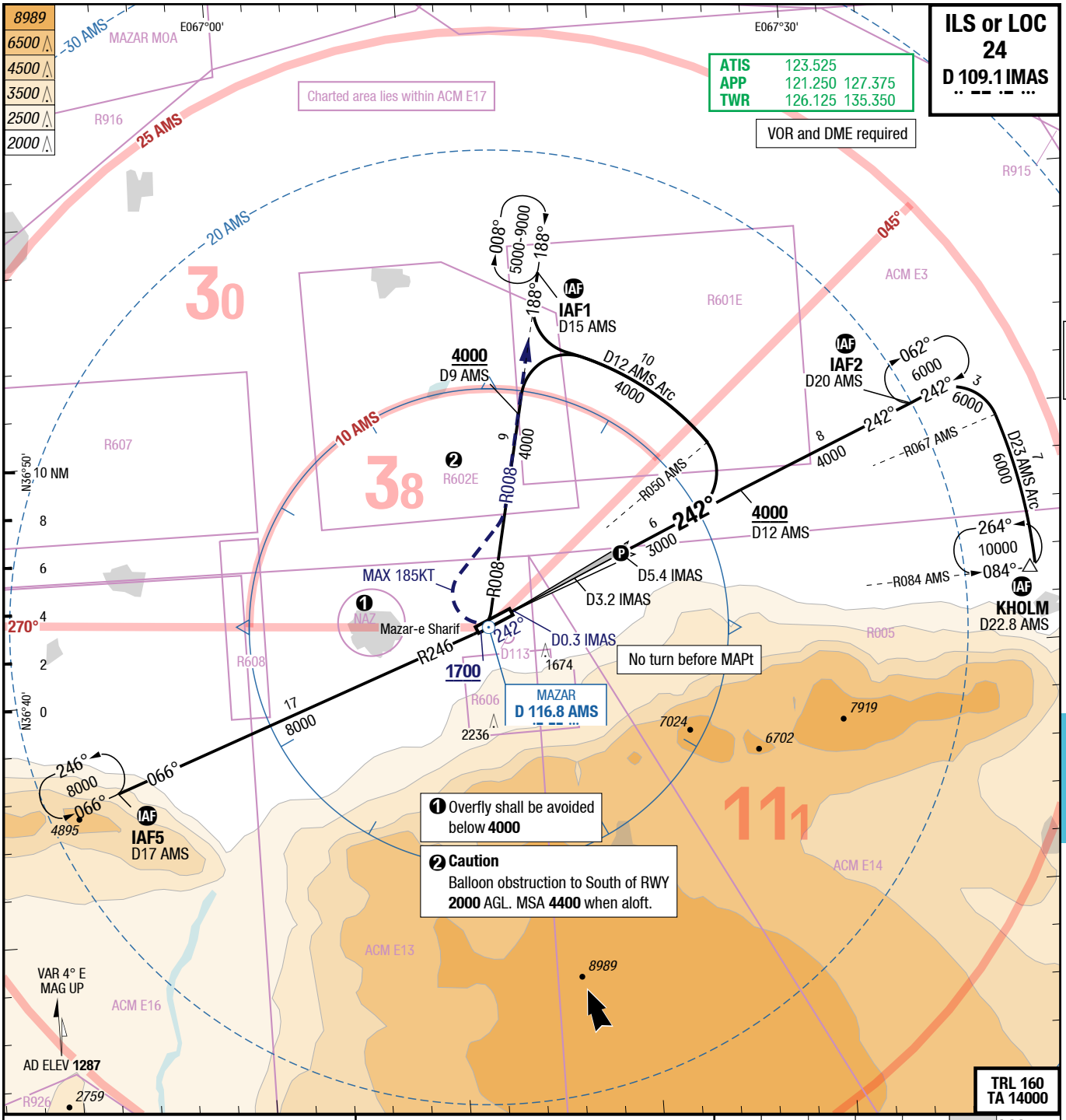


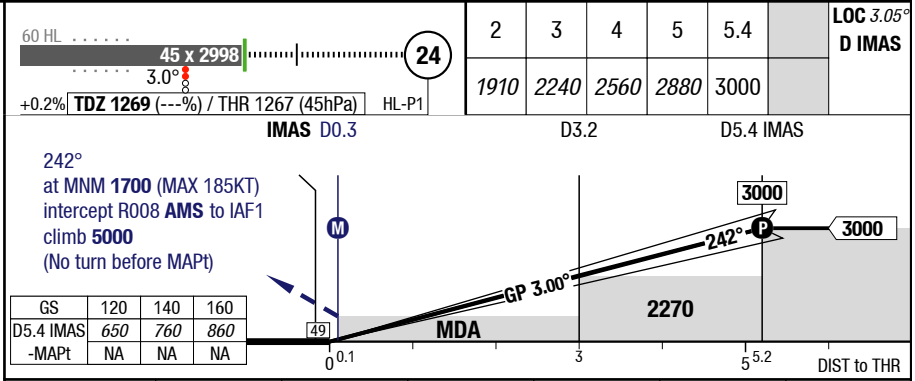
062°
at MNM **1800 LT** (MAX 185KT)
intercept R008 **AMS** to IAF1
climb **5000**
(No turn before MAPt)

GS	120	140	160
D5.4 IMAZ	*640*	*750*	*850*
-MAPt	NA	NA	NA

06		Cat 1 DME 1)	LOC DME				Circling N of RWY only
C	ft - m/km ft	200 - 550 **1490**	540 - 1.7 **1820**				770 - 3.6V **2050**
D	ft - m/km ft	200 - 550 **1490**	540 - 1.7 **1820**				780 - 3.6V **2060**

1) FD or AP or HGS to DA required, else use 750m RVR





24		Cat 1 DME 1)	LOC DME				Circling N of RWY only
C	ft - m/km ft	240 - 550 **1510**	410 - 1.2 **1670**				770 - 3.6V **2050**
D	ft - m/km ft	250 - 550 **1520**	410 - 1.2 **1670**				780 - 3.6V **2060**

1) FD or AP or HGS to DA required, else use 750m RVR

VOR 06
D 116.8 AMS

ATIS	123.525
APP	121.250 127.375
TWR	126.125 135.350

DME required

8989
6500
4500
3500
2500
2000

30 AMS
MAZAR MOA
E067°00'
E067°30'
Charted area lies within ACM E17
R916
25 AMS
20 AMS
10 AMS
R915
045°
ACM E3
R601E
R602E
R607
R608
R606
R005
ACM E14
ACM E13
ACM E16
R926
2759
N36°50'
N36°40'
10 NM
8
6
4
2
0
270°

IAF1
D15 AMS
008°
188°
5000-9000

IAF2
D20 AMS
062°
6000
242°
3
D23 AMS Arc
7
R067 AMS
264°
10000
084°
R084 AMS
KHOLM
D22.8 AMS

22
D11 AMS Arc
4000
10
D11 AMS Arc
4000
4000
D8 AMS
MAX 180KT
8
4000
R300
R008
1800
R062
20
6000
No turn before MAPt

NAZ
Mazar-e Sharif
D113
MAZAR
D 116.8 AMS
068°
D1.2 AMS
1674
D2.6 AMS
D5.7 AMS
R259 AMS
5
068°
3000
1
3
4000
2
068°
6500
248°
7400
068°
1
5800
4000
5800
D13.6 AMS
6500
D15 AMS
IAF7
4895
R248/D17 AMS

2236
7024
6702
7919
8989

3 8 1 1

❶ Overfly shall be avoided below **4000**

❷ **Caution**
Balloon obstruction to South of RWY **2000** AGL. MSA **4400** when aloft.

VAR 4° E
MAG UP
AD ELEV **1287**

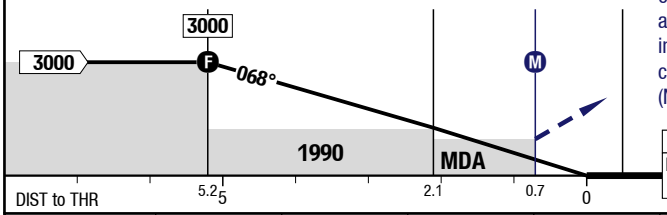
TRL 160
TA 14000

3.01°			5.7	5	4	3
D AMS						
068°			3000	*2780*	*2460*	*2140*
RWY 062°						

06 — 3.0° — 60 HL — 2998 x 45

HL-P1 **THR 1287** (46hPa) / TDZ 1287 (---%) -0.2%

D5.7 AMS — D2.6 — D1.2 — **AMS**



068°
at MNM **1800 LT** (MAX 185KT)
intercept R008 **AMS** to IAF1
climb **5000**
(No turn before MAPt)

GS	120	140	160
D5.7 AMS	*640*	*750*	*850*
-MAPt	NA	NA	NA

06		VOR DME					Circling N of RWY only
C	ft - m/km ft	560 - 1.8V **1840**					770 - 3.6V **2050**
D	ft - m/km ft	560 - 1.8V **1840**					780 - 3.6V **2060**

VOR 24
D 116.8 AMS

ATIS	123.525
APP	121.250 127.375
TWR	126.125 135.350

DME required

Charted area lies within ACM E17

8989
6500
4500
3500
2500
2000

E067°00' E067°30' N36°50' N36°40'

MAZAR MOA 30 AMS 25 AMS 20 AMS 10 AMS

R916 R915 R607 R608 R601E R602E R606 R005 ACM E3 ACM E13 ACM E14 ACM E16

10 NM 8 6 4 2 0

270° 045°

008° 5000-9000 188° 188°
IAF **IAF1** D15 AMS

4000 D9 AMS

D12 AMS Arc 10 4000

IAF **IAF4** R058/D20 AMS
058° 238° 3 6000

238° 8 4000 R064 AMS

D23 AMS Arc 8 6000

R049 AMS 238° 4000 D12 AMS

R008 9 4000

5 5000 F D6.5 AMS

MAX 185KT R008 D3.6 AMS

NAZ 1 Mazar-e Sharif 238° D1.7 AMS

R246 1700 D113 1674

MAZAR D 116.8 AMS 2236

17 8000

246° 8000 066° 066° IAF **IAF5** R246/D17 AMS 4895

264° 10000 084° R084 AMS IAF **KHOLM** D22.8 AMS

No turn before MAPt

7024 6702 7919 8989 2759

❶ Overfly shall be avoided below **4000**

❷ **Caution**
Balloon obstruction to South of RWY **2000** AGL. MSA **4400** when aloft.

VAR 4° E MAG UP

AD ELEV **1287**

TRL 160
TA 14000

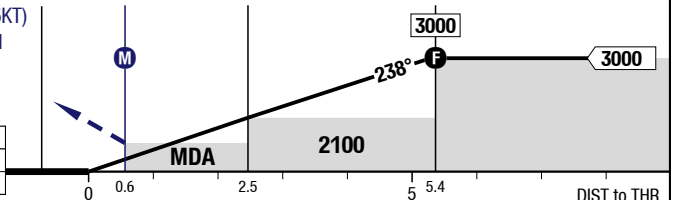
60 HL
45 x 2998
3.0°
24
+0.2% **TDZ 1269** (---%) / THR 1267 (45hPa) HL-P1

3	4	5	6	6.5		3.00° D AMS 238° RWY 242°
1910	2230	2550	2870	3000		

AMS D1.7 D3.6 D6.5 AMS

238°
at MNM **1700 RT** (MAX 185KT)
intercept R008 **AMS** to IAF1
climb **5000**
(No turn before MAPt)

GS	120	140	160
D6.5 AMS	*640*	*740*	*850*
-MAPt	NA	NA	NA



24		VOR DME	VOR DME APL U/S				Circling N of RWY only
C	ft - m/km ft	460 - 1.4V **1720**	460 - 2.4V **1720**				770 - 3.6V **2050**
D	ft - m/km ft	460 - 1.4V **1720**	460 - 2.4V **1720**				780 - 3.6V **2060**