

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** PPR. Refuelling/Defueling with PAX on board during embarking/disembarking or on board prohibited. Fuelling with engines operating not authorized.**PCN:** RWY 11/29: 76/R/B/W/T**Operation****Communication**

All ACFT must contact TWR for INFO and deconfliction with UAV or explosives ordinance disposal activities.

**Traffic Note**

In Kabul Class D airspace no radar service AVBL; therefore Mode 3/A/C transponder is required.

ACFTs entering Low ALT Structure shall contact Kabul AAC 10min prior crossing Kabul FIR BDRY.

In case that COM cannot be established with AAC IFR service will be terminated at Kabul FIR BDRY.

After passing Kabul FIR BDRY and COM is not established adjust ALT to VFR ALT, when COM is re-established IFR CLR can be requested but ACFT must maintain VFR until CLR is received.

TFC should at any time be prepared to enter a HLDG pattern or divert.

Expect delays up to 30min due to diplomatic, VIP FLTs and SVFR OPS.

**Preferential RWY:** RWY 29: TKOF/LDG up to 10KT tailwind

**RWY Restriction**

180° turns on RWY is not allowed for HEAVY and MEDIUM ACFT.

Vacate RWY in use after LDG at TWY A or G (depending on RWY in use) and wait for follow-me or Light-Gun signal.

Complete 180° turns prior to RWY 29 designator markings due to THR failing.

**TWY Restriction**

TWY A, B, C, D, E, F width 20m / 66ft.

TWY Z between TWY F and E for MIL OPS only.

DEP and ARR traffic shall follow the direction of TWY B or RWY accordingly till abeam DEP end prior initiating turn.

**Hot Spots**

HOT SPOT No.	DESCRIPTION
HS 1	RWY crossing by vehicles between TWY M and E.
HS 2	RWY crossing by vehicles and ACFT under tow between TWY K and C.
HS 3	RWY crossing by vehicles and ACFT between TWY L and D.
HS 4	RWY crossing by ACFT from TWY N to TWY F.
HS 5	Potential for RWY incursion due to interference in communications with ATC.

**GENERAL****Preferred Taxi Routes**

ACFT arriving to, or departing from the North of side of the RWY (APNs 8, 9, 10), taxi via H to the appropriate connecting TWY (N, M, L, K, J).

ACFT with ACN equal or greater than 33 arriving or departing Apron 8 and 9 shall minimize the use of TWY H. On first contact with AD Control prior landing or when requesting taxi instructions, pilot shall report when the ACFT is exceeding TWY H PCN (PCN 29/F/B/W/T). Overweight ACFT shall expect taxi routes as follows:

- LDG RWY 29 to park on Apron 8: Vacate RWY via TWY C or A, taxi via TWY B to TWY E, cross RWY to TWY M and cross H onto Apron 8.
- LDG RWY 11 to park on Apron 8: Vacate RWY via TWY F or G, taxi via TWY B to TWY E, cross RWY to TWY M and cross H onto Apron 8.
- LDG RWY 29 to park on Apron 9: Vacate RWY via TWY C or A, taxi via TWY B to TWY D, cross RWY to TWY L and cross H onto Apron 9.
- LDG RWY 11 to park on Apron 9: Vacate RWY via TWY F or Golf, taxi via TWY B to TWY D, cross RWY to TWY L and cross H onto Apron 9.
- Exiting Apron 8 to DEP RWY 29: Exit Apron 8 to TWY M, cross RWY to TWY E and taxi on TWY B to TWY F or G as required. Also expect taxi via TWY H to TWY N.
- Exiting Apron 8 to DEP RWY 11: Exit Apron 8 to TWY M, cross RWY to TWY E and taxi on TWY B to TWY A or C as required.
- Exiting Apron 9 to DEP RWY 29: Exit the Apron to the closest TWY (L or K), cross RWY to TWY D or C as applicable and taxi on TWY B to TWY F or Golf as required.
- Exiting Apron 9 to DEP RWY 11: Exit the Apron to the closest TWY (L or K), cross RWY to TWY D or C as applicable and taxi on TWY B to TWY A or C as required.

ACFT arriving to, or departing from the south of the RWY (APNs 1-7), taxi via TWY B to the appropriate connecting TWY (A, C, D, E, F, G).

**Taxi/Parking**

ENG must be shut down if ACFT is not ready or expected to taxi within 15min of being parked.

Taxiing speed MAX 16KT. Further decrease taxi speed if contamination on the surface deteriorates braking action.

Turn on ACFT lights during taxi.

TWY J limited wingtip CLR.

APN 3 between SS and SR tow follow-me and marshaller required.

Wide bodied, multi-engine ACFT are strongly recommended to taxi with inboard ENGs only.

No overnight parking without Chief Air Operations permission. State REQ on PPR.

ACFT parked on military APNs are recommended to set position lights to "ON" between sunset and sunrise.

Jet ACFT with CLR to RWY 29 via TWY F shall hold short of F on the parallel (main) TWY in order not to expose the people, vehicles working and the cargo stored at the area to jet blast. Holding short of F, ACFT are to contact TWR and request line-up CLR from that PSN.

Intermediate HLDG PSN are established on TWY B at INT G and on TWY H at INT N. Medium and heavy ACFT cannot taxi beyond these PSNs unless cleared by TWR.

Maneuvering with running engines on APN 3 and 4A prohibited. To enter/exit stands on these APNs, enter the APNs on CL and stop to be towed into/out of parking stand.

Non ISAF operators must also ensure they are to operate in/out of Juliet Ramp, at CIV terminal.

Entrance of APN 1, 2, 7, 8 and TWY C, F without follow-me guidance prohibited.

## GENERAL

## APN 2:

- ENG running on APN 2 prohibited.
- Towing to and from TWY B mandatory.
- ENG shut down and ENG start-up only on TWY B.

## APN 8:

Unescorted passenger and crew movements are strictly prohibited on APN 8.  
For transportation/escort contact Eagle Ops 123.400 MHz.

## Arriving ACFT:

All ACFT must establish radio contact with Eagle Ops on 123.400 MHz and follow the marshaller car when entering APN 8. It is strictly prohibited to enter APN 8 without marshaller guidance and without radio contact with Eagle Ops. Exception from this rule is only for home based ACFT on APN 8E and RW ACFT based on APN 8C.

All military and Resolute Support Mission contracted flights intending to use APN 8 shall:

- Have a valid PPR to use APN 8;
- Establish contact with Eagle OPS on 123.400 MHz at least 5 minutes prior estimated time of landing and report:
  - Arrival Advisory as per ATP3343 (Para405C)
  - Requested ground services, to include number of passengers and specific assistance for cargo off-loading, fuel and Ground Power Units;
  - Transport of Dangerous Cargo (NEQ for Class and Division 1.1, 1.2 and 1.3 explosives is mandatory);
  - Information of front cargo door (aircraft nose) to be used for off-loading;
  - Any changes to initial approved PPR.
- Hold at the entry of APN 8 until the arrival of a follow-me vehicle. Entrance on APN 8 requires the assistance of follow-me or marshaller unless otherwise directed by Air OPS;
- Monitor Eagle OPS 123.400 MHz for the duration of their ground operations;
- Inform Eagle OPS if ACFT is to be left unattended for any period of time and leave contact information;

## Departing ACFT:

- Monitor Eagle OPS 123.400 MHz until the time they leave APN 8.
- Inform Eagle OPS prior starting engines and request ground support for the engine start procedure and ground equipment removal. Crews are not allowed to remove any ground equipment. Removal of wheel chocks is allowed provided the chocks belong to ACFT;
- Inform Eagle OPS when ready for taxi and request for marshalling service if needed. It is mandatory for all flight crews of heavy ACFT parked on stands 1 and 2 to use marshaller assistance when leaving APN 8. Notify ATC TWR if intending to exit APN 8 via exit/entrance of APN 8B. There is a danger of damaging elevated TWY lights and tires;
- Coordinate with Eagle OPS any movement inside APN 8. Stand re-positioning or taxi reverse requires the presence of follow-me crews. AIP AD

On and off loading of ACFT with running ENG prohibited unless approved by Eagle OPS.

## Be aware:

- Eagle OPS FREQ is monitored H24. Non-compliance with Afghanistan AIP (APN 8 OPS) will trigger an Incident Report and lead to denial of APN 8 use.
- It is mandatory for all flight crews of wide body ACFT to ask for marshaller assistance when leaving APN 8.
- Overnight parking is AVBL PPR only.

**Engine Run-up Area:** There is no designated spot at AD. All ENG test must be coordinated with TWR.

**GENERAL****Warnings**

**OKB DME** unusable: R345-R042 beyond 10NM.

**PAPI RWY 29** unusable: beyond 5° right of RWY CL.

Several uncharted OBST near APCH path RWY 29.

Kite activity in close vicinity of AD up to 1200ft ACFT.

Short notice explosives ordinance disposal activities taking place in vicinity of OAKB.

VFR traffic separation and wake turbulence separation in responsibility by pilots.

Wind shear on final APCH to both RWYs.

Be aware that not all vehicles are under control of the ATC.

MIL controllers may re-route or deny airspace entry.

Be aware of unexploded ordinance on unpaved surfaces.

Mountainous terrain within and around Kabul CTR on R102 at D12 from KBL VOR. 5.5NM to south high terrain up to 11125ft.

Overflight of MIL Camps prohibited.

Prohibited area CDS/KAMARI 0.8NM around PSN N 34 28.3 E069 19.9 (GND up to 12500ft AGL), used for ammunition demolition, for advisories contact TWR.

Heavy and concentrated helicopter OPS within the Kabul CTR.

Restricted Overflying Zones (ROZ) radius 0.5NM:

1. PSN N 34 31.7 E069 10.8, 2. PSN N 34 31.4 E069 10.8 and 3. PSN N 34 32.0 E069 11.3, operating within ROZ must be approved by CFC-C3-AIR and coordinated with KABUL TWR. The only exemptions will be approved are for classified/special operations flights and inbound/outbound traffic of Kabul AD.

Overflying prohibited within N 34 32.5 E069 18.3, N 34 32.1 E069 69.3, N 34 32.1 E069 17.7, due to high power radiation surface to 1500ft.

There is a danger of FOD (Foreign Object Damage) on RWY and TWY shoulders. Multi-ENG ACFT are strongly recommended to taxi with outer ENG shut down.

Overflying N of DEP end RWY 29 between TWY A and C and near TWY D and E strictly prohibited.

MET balloon launched daily at 1130 and 2330, up to 50000ft AGL.

Industrial activity, including controlled explosions, is on-going in the close vicinity of the AD in the 0.5NM radius around PSN N 34 34.6 E069 14.4. Crews are advised to avoid the area from ground up to 500ft AGL.

Large number of rotary wing OPS to/from TWYs H and B.

Use caution due to WIP every FRI 1030-1230 south of RWY, abeam touchdown area of RWY 29.

Unmanned Air Vehicle traffic within OAKB ACC, contact TWR for ADZ.

RWY Braking Action: On the first third of RWY 29, RWY braking action decreases to medium/poor values due to rubber contamination, especially on wet RWY conditions.

Birds in vicinity of AD; it is strongly advised to switch all LGTs on when operating below 1000ft AGL.

## ARRIVAL

## Communication

**COM Failure**

- Join the traffic circuit at a 45° angle to the downwind leg.
- Rock wings and/or flash landing lights, and look for light gun signal from ATC TWR.
- 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 north traffic pattern.
- When turning base leg or short final look for light signal for full stop landing or go around.
- Vacate RWY in use after landing at TWY A/J or G (depending on RWY in use.)
- Do not enter TWY B/H without TWR CLR via radio FREQ, light signal or follow-me guidance.

**IFR ARR**

If unable to make contact with APP or TWR squawk 7600 and continue to monitor guard FREQs.

In the event of two-way communication failure, rock wings (day time) or flash landing lights (night time) and proceed to a full stop landing at pilot's discretion on last assigned RWY, vacate the RWY expeditiously and look to TWR for light gun signals.

**Prior entering Kabul CTR:** If no COM established before entering, remain outside CTR and do not make APCH to Kabul AD.

**After entering Kabul CTR:** Squawk 7600 and try to contact Kabul ATC on any of the published FREQ or on EMERG FREQ.

**Before LDG CLR is given:** CONT APCH to RWY in use. Overfly AD on RWY HDG at or above 500ft AGL, look for TWR light signal and "flash landing lights" advising a COM-Failure. Then join the TWR (north) traffic pattern. When turning base leg or short final look out for light gun signal for full stop landing or go around.

**After LDG CLR received:** CONT according CLR. After LDG vacate RWY at TWY A/J or G (depending on RWY in use). Do not enter TWY B/H without ATC CLR, light gun signal or follow-me guidance.

## Arrival Procedure

**Visual APCH:** All civilian ACFT, including those contracted by NATO, executing visual approaches under IFR between SS and SR will be vectored to and established on final approach prior to visual approach clearance being issued.

**VFR Traffic Pattern**

Report initial at 7500ft and break to the left for RWY 29 and to the right for RWY 11

**DEPARTURE****Take-off Minima**

RWY		11	
1+2 ENG	ft - m/km	0 - 1.6V	MNM climb gradient 6.5% up to 10900
3+4 ENG		0 - 800V	
All ACFT		c4300 - 4.8V	climb in visual conditions
RWY		29	
1+2 ENG	ft - m/km	0 - 1.6V	MNM climb gradient 7.4% up to 9400
3+4 ENG		0 - 800V	
All ACFT		c4300 - 4.8V	climb in visual conditions

**Communication****COM Failure**

**When taxiing for DEP:** Hold PSN on the TWY, expect to return to parking PSN, keep ENG running and wait for follow-me.

**When lined up for DEP:** Taxi down the RWY, vacate at the earliest opportunity, stop on the TWY and wait for follow-me.

**IFR DEP**

Contact Kabul ARR FREQ. If no reply, attempt contact Kabul APP. If no reply, squawk 7600 and continue to monitor Guard FREQs, execute the DEP PROC to LOBRE, hold south of LOBRE on Kabul R195 for 15min, 10NM legs, right turns, maintain 14000ft. Climb to FL170 then proceed DCT WEBRO and execute the ILS RWY 29 and attempt to contact Kabul TWR.

If executing TAPIS ONE DEP, proceed TAPIS direct to LOBRE on R195, maintain 14000ft, hold for 15min, then proceed as directed above.

**Departure Procedure**

DEP on directions opposite to RWY in use are prohibited.

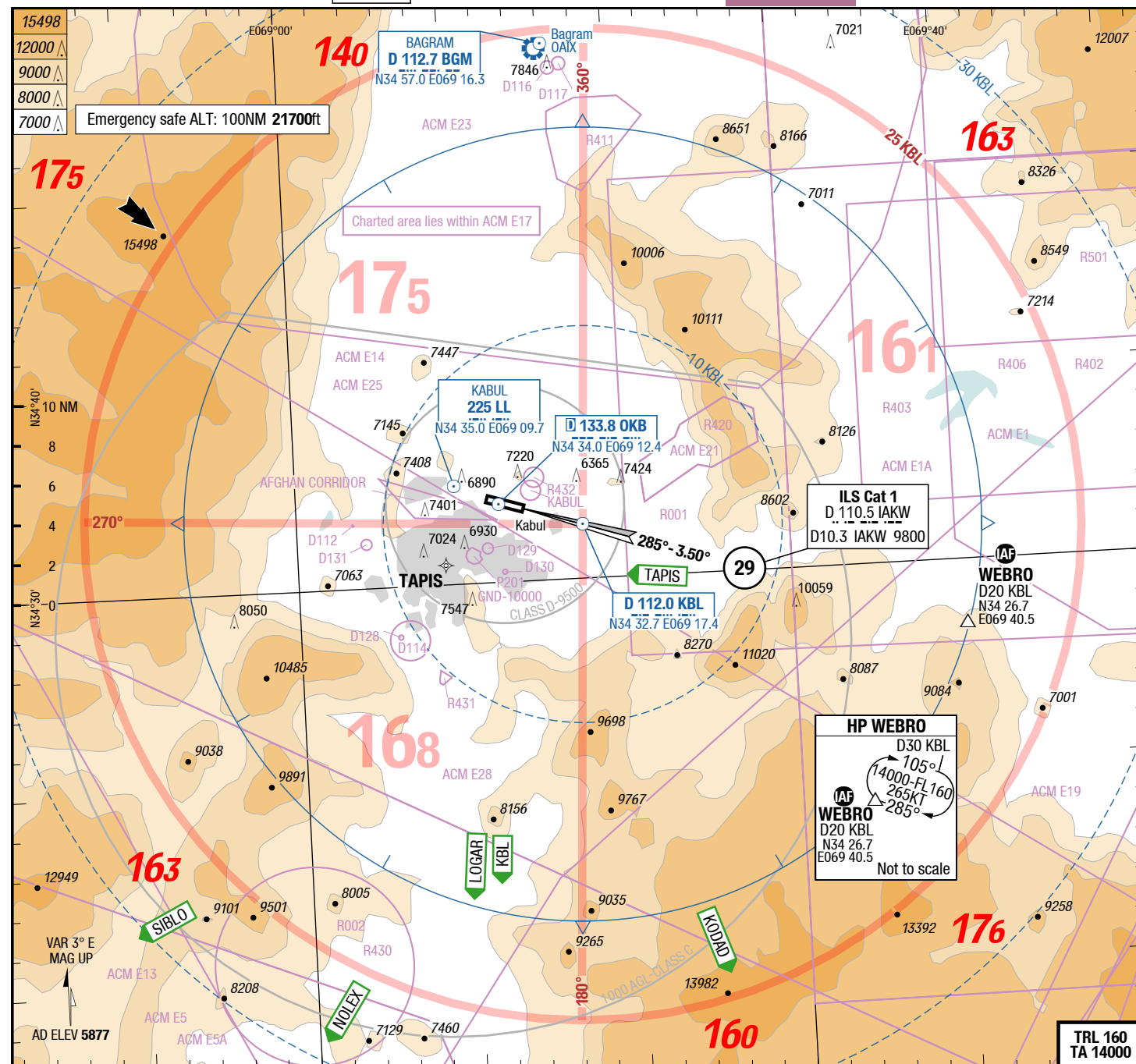
**Push-back**

If push-back is required, be ready to taxi within 5min EOBT.

**ATC Slot, Clearance**

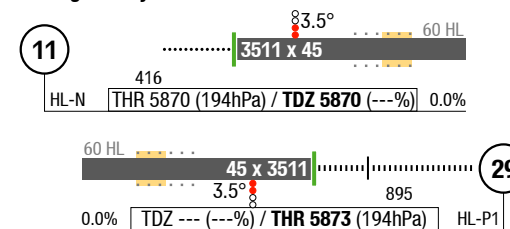
Check ATIS for active CLR Delivery FREQ. From 0830±-0230±, CLR Delivery will be provided by GND. After ATIS information is received, request start-up CLR from DLV/GND.

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ATIS	130.150	
ARR	132.500	0330-1330
RAD	131.600	
Center	128.500	High East
	126.320	High West
	118.300	North
	120.900	South
	121.725	West
Kandahar Base Ops Center	124.020	
APP	131.600	
Bagram APP	127.925	
DEP	132.500	0330-1330
TWR	120.600	
GND	125.400	
DLV	128.100	0130-0730
Eagle OPS	123.400	Air Operations

**Landing RWY system:**



Effective 01-FEB-2018

25-JAN-2018

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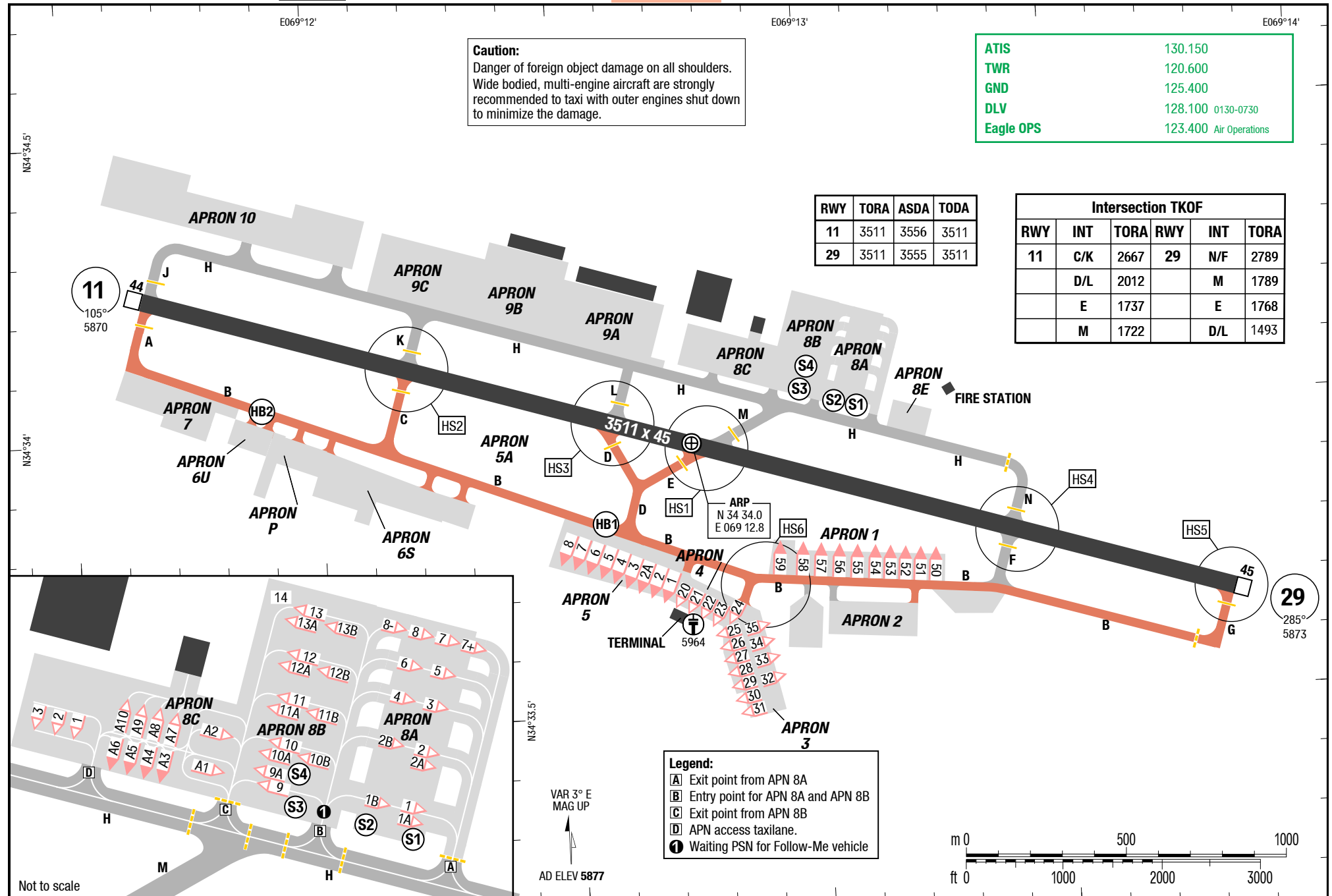
**Caution:**

Danger of foreign object damage on all shoulders.  
Wide bodied, multi-engine aircraft are strongly  
recommended to taxi with outer engines shut down  
to minimize the damage.

ATIS	130.150
TWR	120.600
GND	125.400
DLV	128.100 0130-0730
Eagle OPS	123.400 Air Operations

RWY	TORA	ASDA	TODA
11	3511	3556	3511
29	3511	3555	3511

Intersection TKOF					
RWY	INT	TORA	RWY	INT	TORA
11	C/K	2667	29	N/F	2789
	D/L	2012		M	1789
	E	1737		E	1768
	M	1722		D/L	1493



Changes: TKOF INT



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25-JAN-2018

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Afghanistan **Kabul** Hamid Karzai Intl

Taxi Routes RWY 29

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Taxi Routes RWY 11

AGC

AGC

Hamid Karzai Intl **Kabul** Afghanistan

Taxi Routes RWY 29

Taxi Routes RWY 11

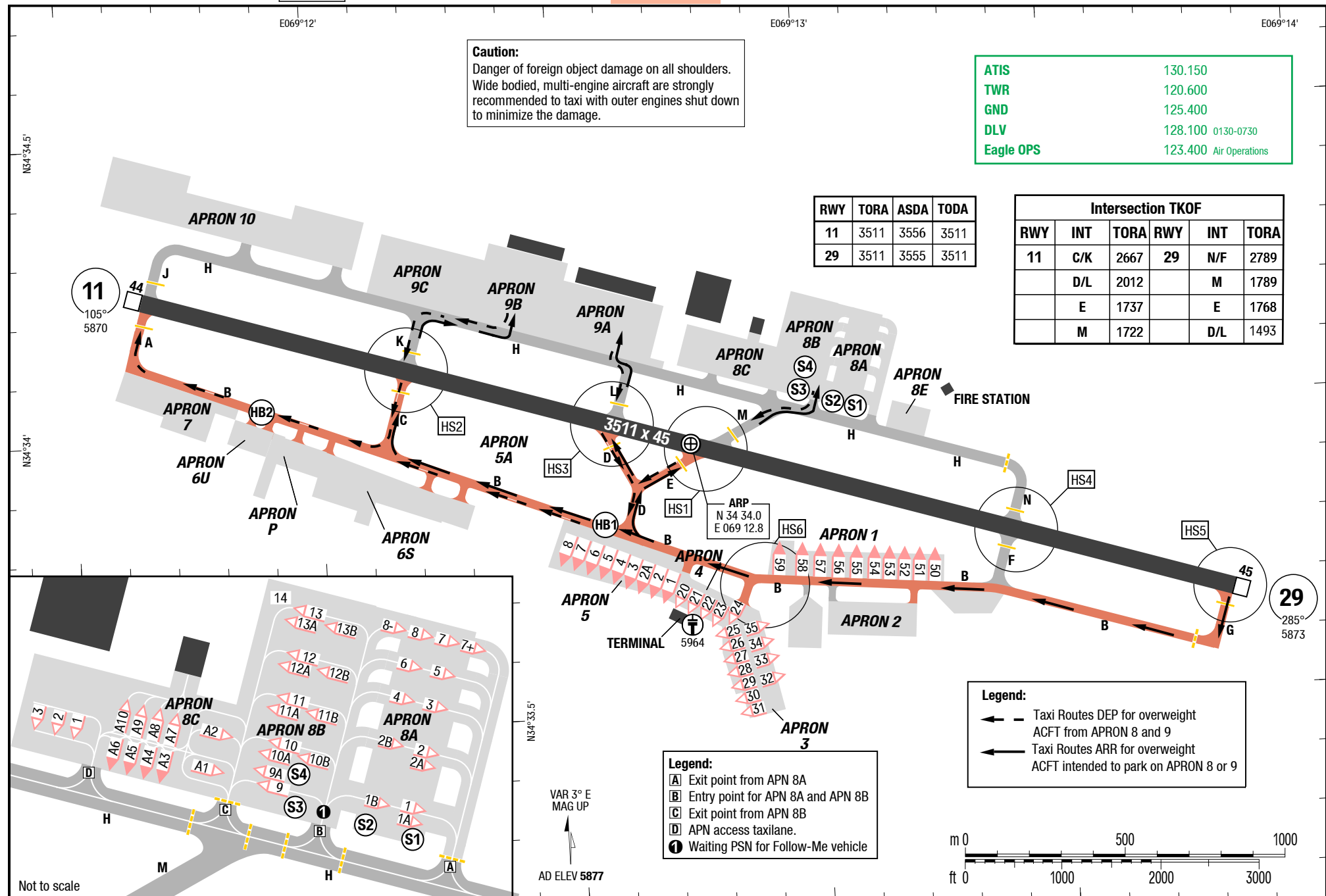
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ATIS	130.150
TWR	120.600
GND	125.400
DLV	128.100 0130-0730
Eagle OPS	123.400 Air Operations

RWY	TORA	ASDA	TODA
11	3511	3556	3511
29	3511	3555	3511

Intersection TKOF					
RWY	INT	TORA	RWY	INT	TORA
11	C/K	2667	29	N/F	2789
	D/L	2012		M	1789
	E	1737		E	1768
	M	1722		D/L	1493



Changes: New

Effective 01-FEB-2018

25-JAN-2018

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Afghanistan **Kabul** Hamid Karzai Intl

AGC

AGC

Hamid Karzai Intl **Kabul** Afghanistan

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Taxi Routes RWY 29

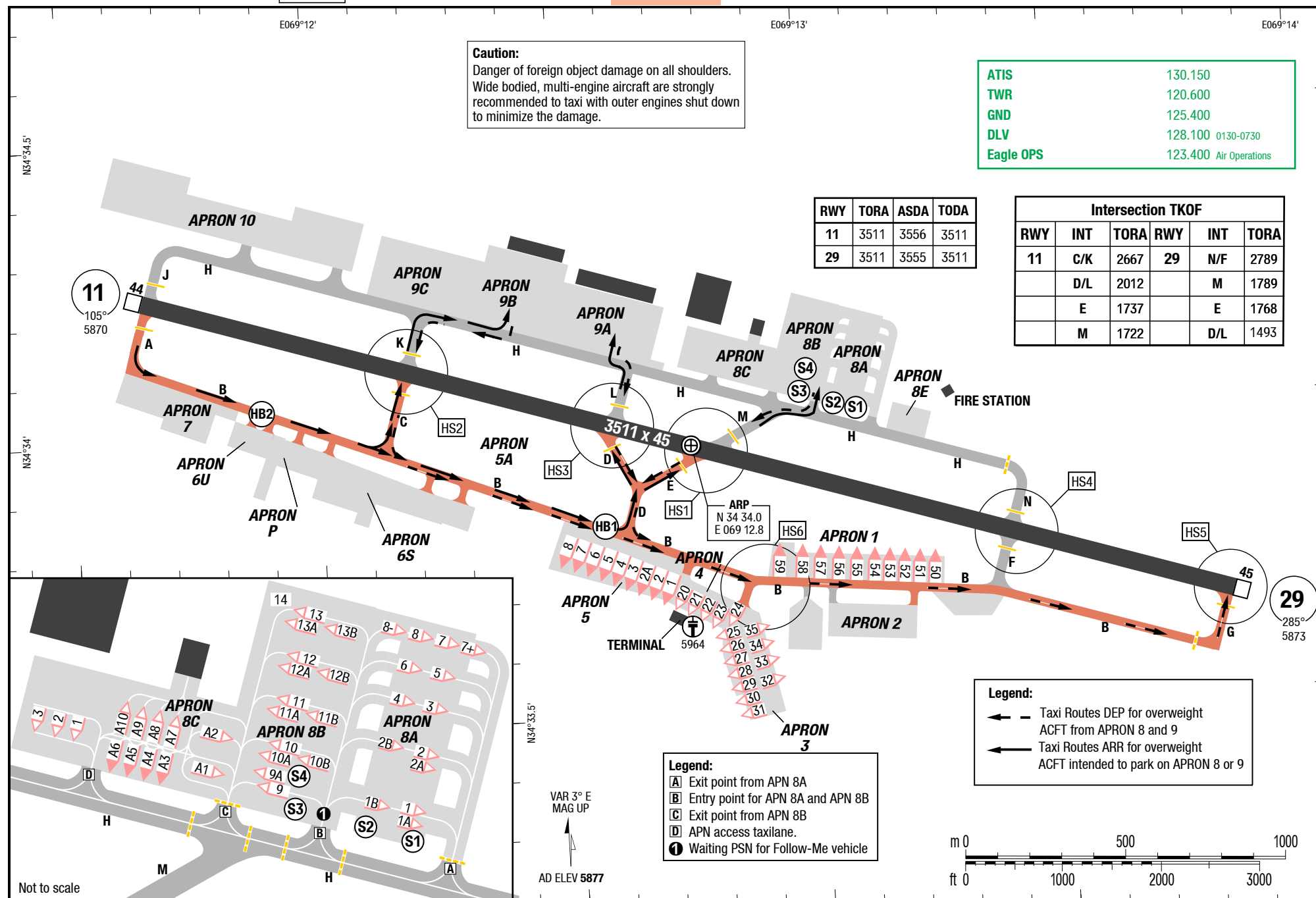
Taxi Routes RWY 29

**Caution:**  
Danger of foreign object damage on all shoulders.  
Wide bodied, multi-engine aircraft are strongly  
recommended to taxi with outer engines shut down  
to minimize the damage.

ATIS	130.150
TWR	120.600
GND	125.400
DLV	128.100 0130-0730
Eagle OPS	123.400 Air Operations

RWY	TORA	ASDA	TODA
11	3511	3556	3511
29	3511	3555	3511

Intersection TKOF					
RWY	INT	TORA	RWY	INT	TORA
11	C/K	2667	29	N/F	2789
	D/L	2012		M	1789
	E	1737		E	1768
	M	1722		D/L	1493



Changes: New

Effective 12-OCT-2017

05-OCT-2017

KBL-OAKB

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LOGAR 3 RNAV

TAPIS 2 RNAV

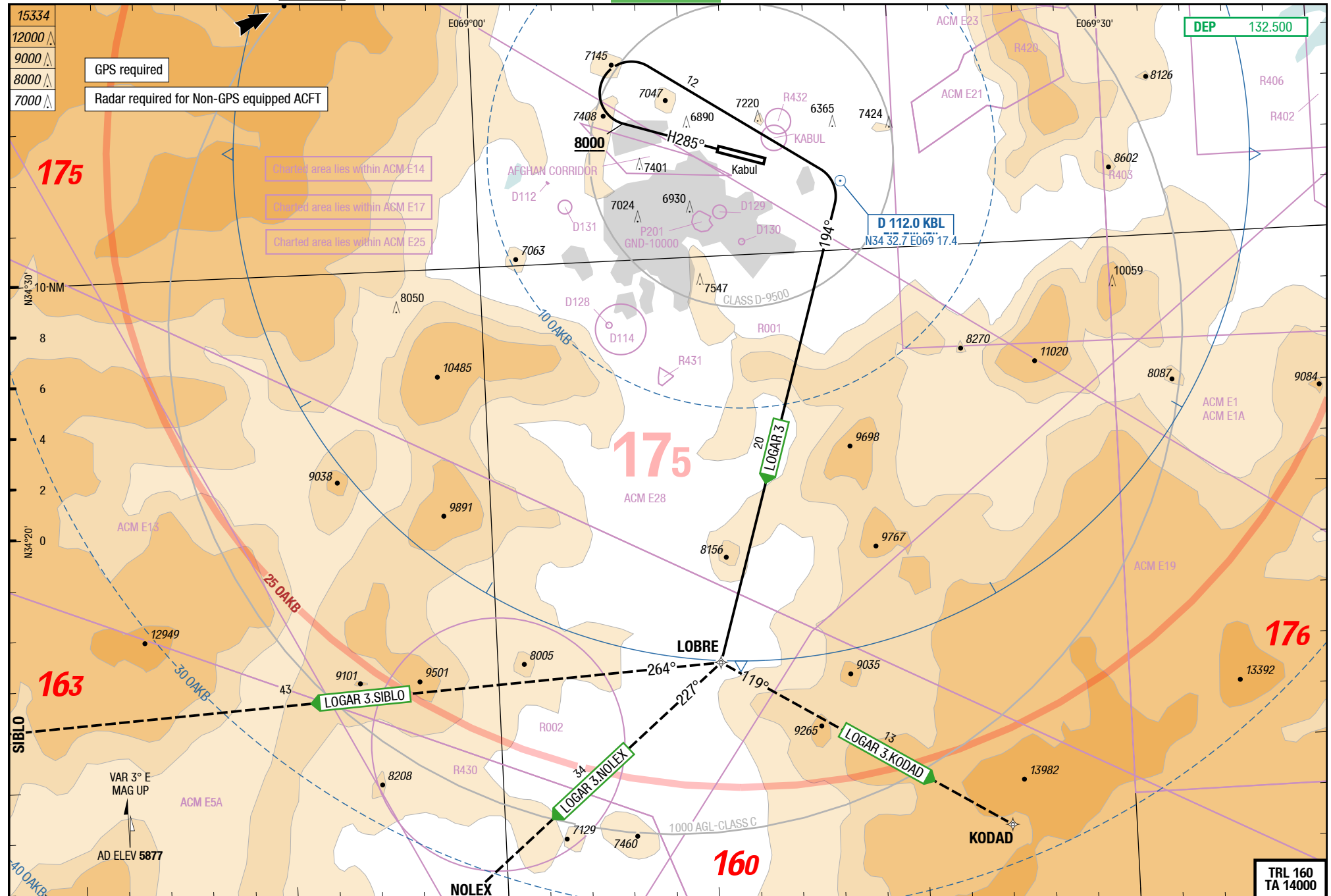
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Hamid Karzai Intl Kabul Afghanistan

TAPIS 2 RNAV

LOGAR 3 RNAV



Changes: SUAs

05-OCT-2017

Afghanistan **Kabul** Hamid Karzai Intl

Hamid Karzai Intl **Kabul** Afghanistan

**KBL-OAKB**

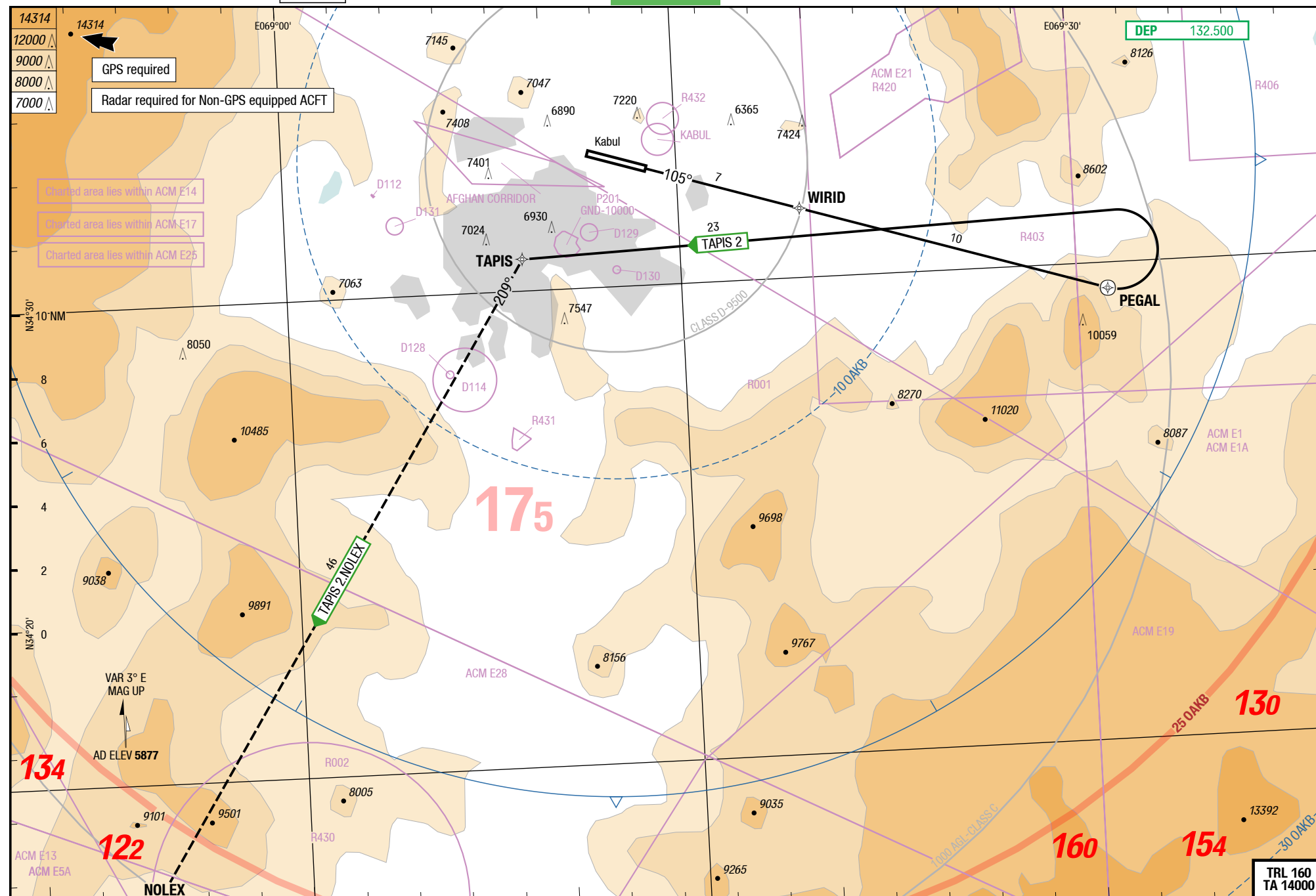
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## TAPIS 2 RNAV

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## TAPIS 2 RNAV



Changes: SUAs

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Effective 12-OCT-2017

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NIL

KABUL 4

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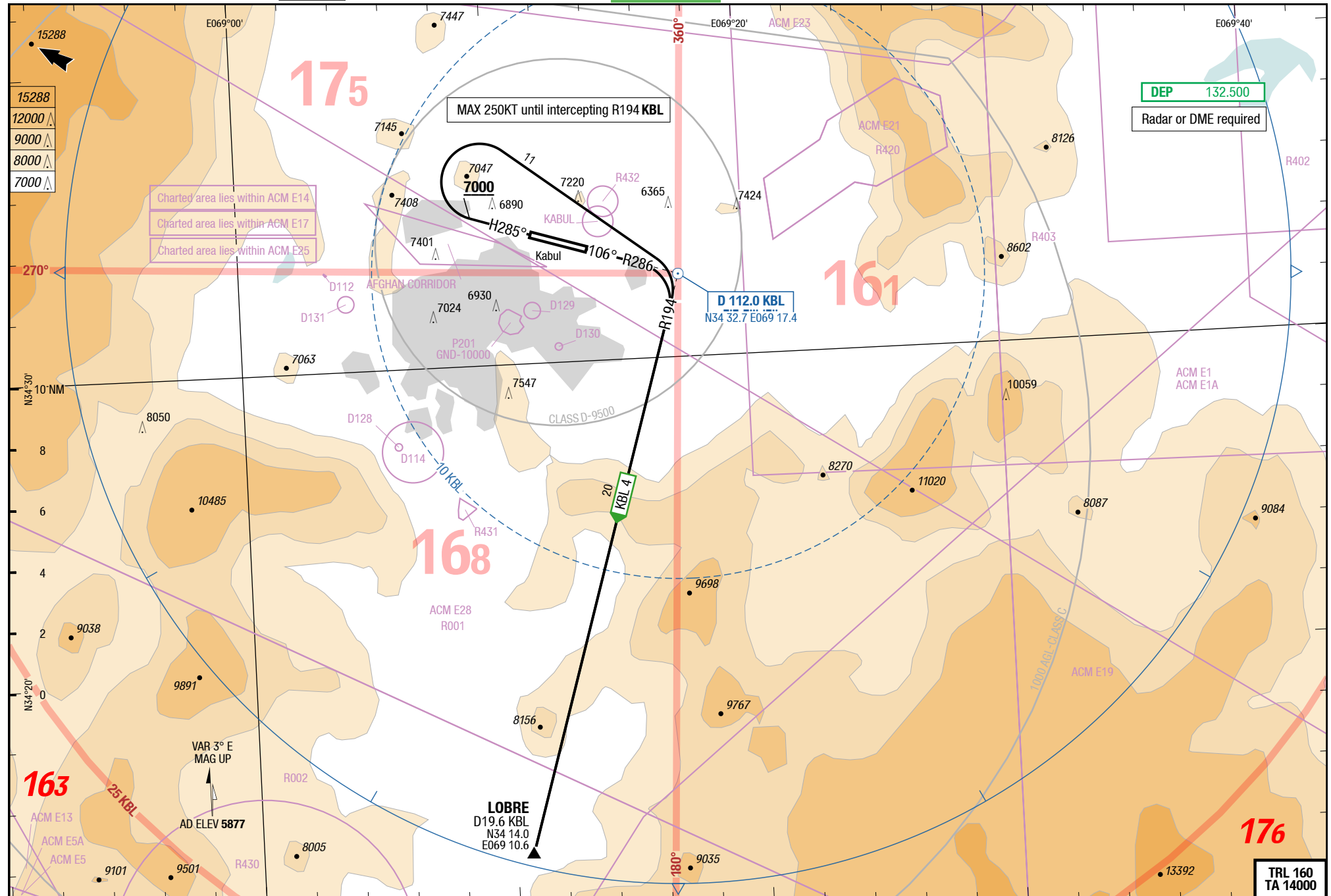
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NIL

KABUL 4

4-30



Changes: SUAs

**LOGAR 3**

RWY 29 (285°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>LOGAR 3</b> 7.4% to 12000 <b>132.500</b>	at MNM <b>8000 RT</b> direct <b>KBL - RT 194°</b> to LOBRE	
	<b>TRANSITION</b>	
	<b>KODAD</b> LOBRE - KODAD	
	<b>NOLEX</b> LOBRE - NOLEX	
	<b>SIBLO</b> LOBRE - SIBLO	

**TAPIS 2**

RWY 11 (105°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>TAPIS 2</b> 5.5% to 12200 <b>132.500</b>	direct WIRID - PEGAL - LT direct TAPIS	
	<b>TRANSITION</b>	
	<b>NOLEX</b> TAPIS - NOLEX	

**KABUL 4**

RWYs 11 (105°) / 29 (285°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>KABUL 4</b> <b>KBL 4</b> 6.5% to 11000 <b>132.500</b> ①	intercept R286 <b>KBL</b> to <b>KBL</b> - R194 <b>KBL</b> to LOBRE - proceed via assigned route	
	<b>Runway 29</b>	
<b>KABUL 4</b> <b>KBL 4</b> 7.4% to 9900 <b>132.500</b> ①	at MNM 7000 RT direct <b>KBL</b> - R194 <b>KBL</b> to LOBRE - proceed via assigned route	

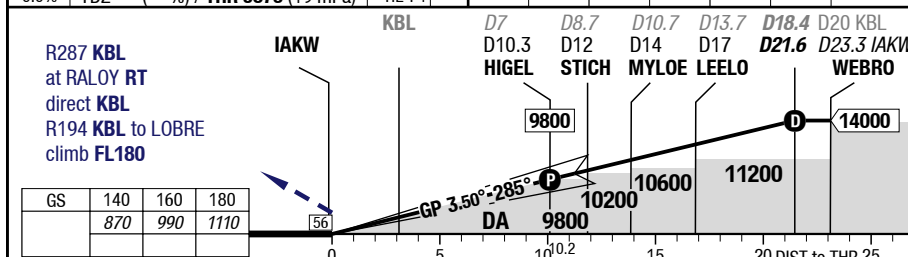
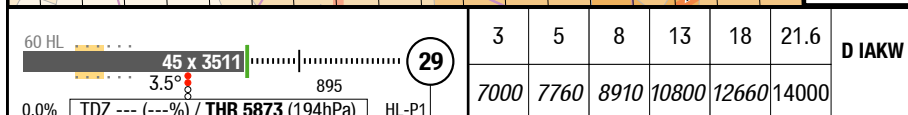
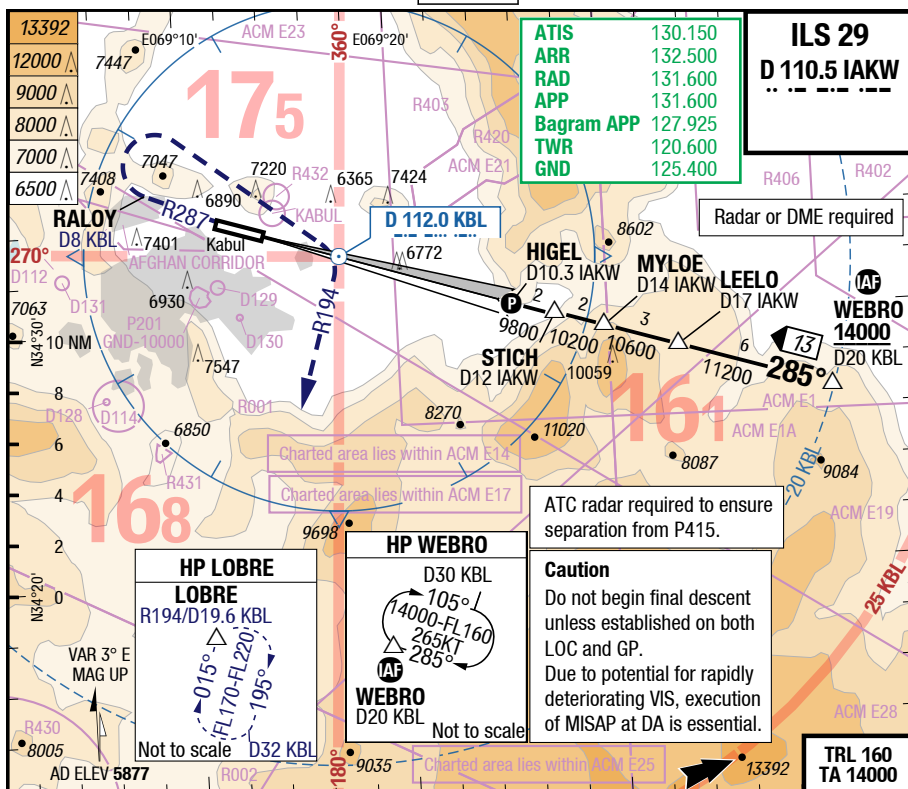
① MAX 250KT until intercepting R194 KBL



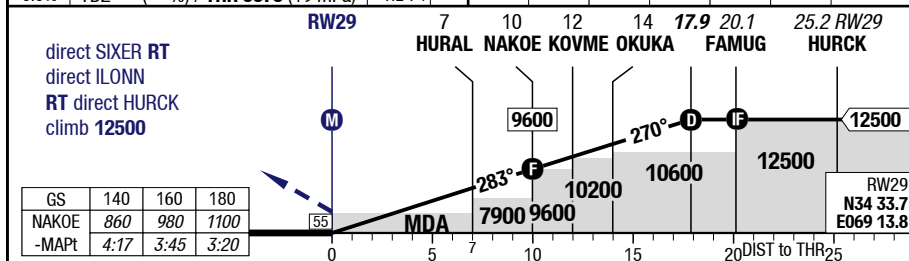
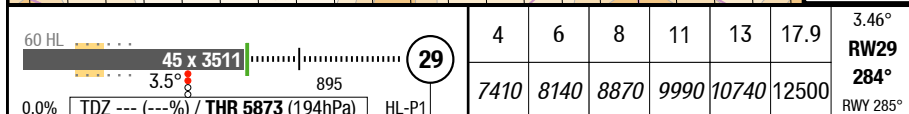
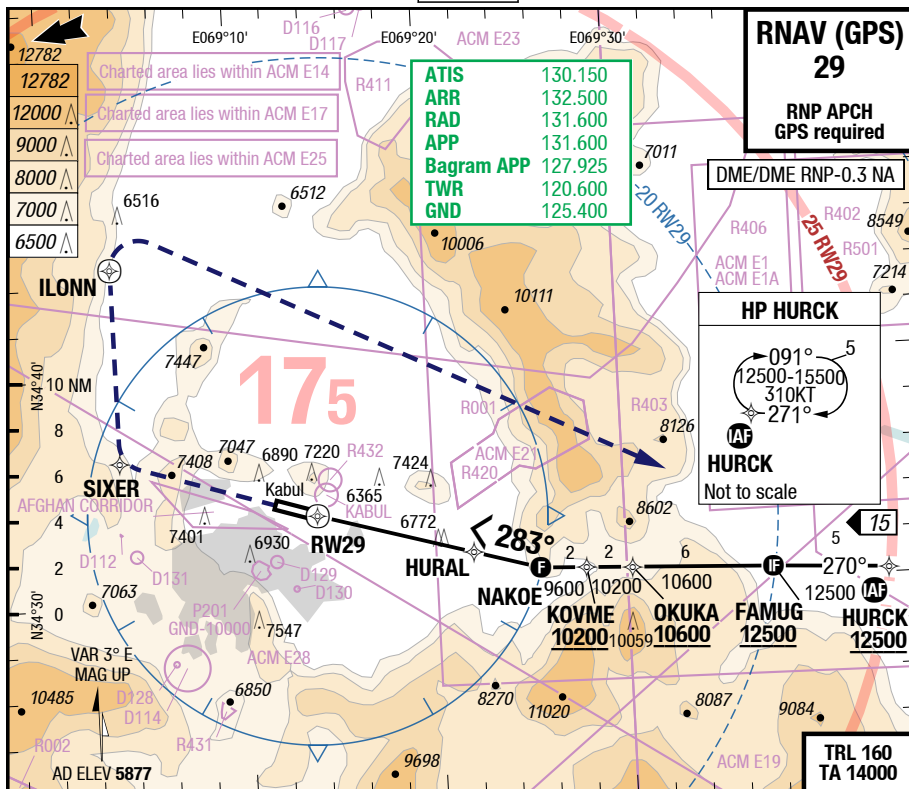
<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>11</b>	<b>Visual</b> For climb in visual conditions, remain within 5.2NM of OAKB airport, cross <b>KBL</b> at MNM <b>10000</b> intercept R195 <b>KBL</b> to LOBRE.
<b>29</b>	<b>Visual</b> For climb in visual conditions, remain within 5.2NM of OAKB airport, cross <b>KBL</b> at MNM <b>10000</b> intercept R195 <b>KBL</b> to LOBRE.
<b>RWY</b>	<b>Notes</b>
<b>11</b>	Tower 2805ft from DER, 1114ft right of centerline, 86ft AGL/5951ft MSL. Terrain 41ft from DER, 500ft left of centerline, 5876ft MSL. Terrain 46ft from DER, 512ft left of centerline, 5876ft MSL.
<b>29</b>	Power line 1824ft from DER, 1334ft right of centerline, 115ft AGL/5977ft MSL. Building 895ft from DER, 461ft left of centerline, 10ft AGL/5887ft MSL. Pylon 2437ft from DER, 1039ft right of centerline, 98ft AGL/5959ft MSL. Power line 3652ft from DER, 566ft right of centerline, 115ft AGL/5977ft MSL. Disabled ACFT 667ft from DER, 308ft left of centerline, 29ft AGL/5899ft MSL. Power line 1826ft from DER, 1303ft left of centerline, 115ft AGL/5984ft MSL. Terrain 0ft from DER, 500ft left of centerline, 5873ft MSL. Terrain 8ft from DER, 109ft right of centerline, 5873ft MSL. Terrain 0ft inward from DER, 500ft right of centerline, 5873ft MSL. Tower 925ft from DER, 476ft left of centerline, 25ft AGL/5892ft MSL. Power line 3752ft from DER, 323ft right of centerline, 98ft AGL/5967ft MSL.

**KBL-OAKB**

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**ILS 29**

29		Cat 1 DME GA 5.8%	Cat 1 DME GA 3.3%	Cat 1 DME GA 3.3% APL U/S	LOC	Circling TERPS
C	ft - m/km ft	320 - 800V 6200	1180 - 4.9V 7060	1180 - 5.6V 7060	Not authorized	Not authorized
D	ft - m/km ft	320 - 800V 6200	1180 - 4.9V 7060	1180 - 5.6V 7060	Not authorized	Not authorized

**KBL-OAKB****7-30****RNAV (GPS) 29**

29	RNAV GPS LNAV	RNAV GPS LNAV APL U/S	Circling 1)
<b>TERPS</b>			<b>TERPS</b>
C	ft - m/km ft	1170 - 4.6V 7040	1670 - 5.0V 7540
D	ft - m/km ft	1170 - 4.6V 7040	1670 - 5.0V 7540

1) N of RWY, to RWY 11 HJ only

Changes: APL, SUAS, OBST

12-APR-2018

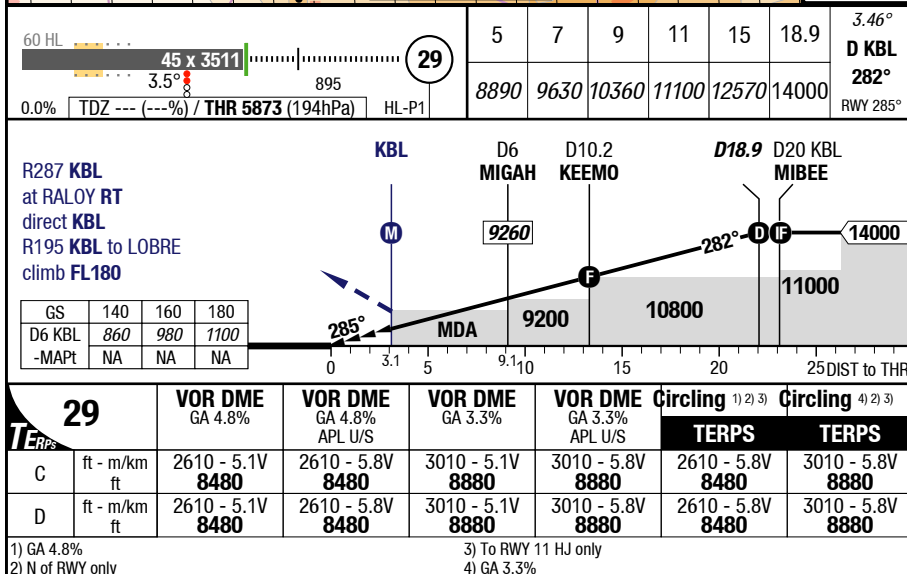
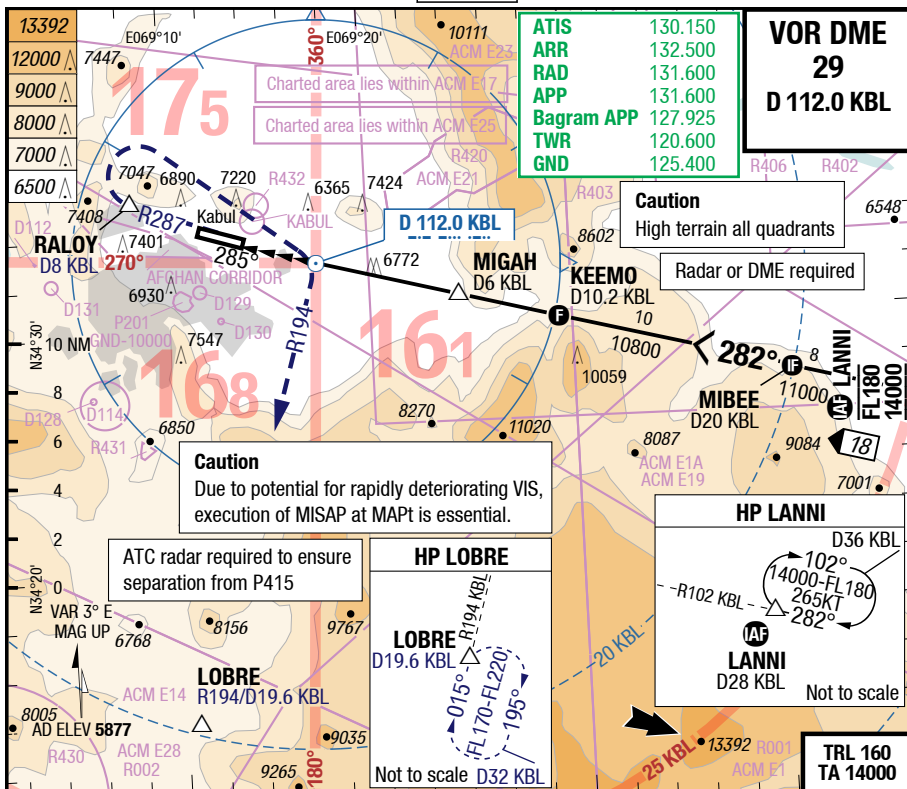
KBL-OAKB

Afghanistan **Kabul** Hamid Karzai Intl

IAC

7-50

VOR DME 29



Changes: Note