

## GENERAL

## Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

## Airport Information

**RFF:** CAT 9, CAT 10 O/R

**Fuel:** JP-8, MAX fuel for CIV ACFT 10567 GALS.

Contract with SUPREME Card or sufficient cash to pay for fuel necessary.

**PCN:** RWY 05/23: 74/R/B/W/T

## Operation

**Traffic Notes:** OAKN is PPR. All MIL and CIV ACFT must submit a PPR form not later than 24HRs prior to their ETA and not earlier than 5 days in advance. All PPR must be submitted not later than 2100 for the next day. All slot times have a window +/-30min. When not meeting the slot time, ACFT may be subject to lengthy airborne delay or turned away.

It is mandatory to display NAV or STROBE lights when operating on AD and within Class D airspace from SR-SS.

When carrying hazardous cargo coordinate with AD management at least 48HRs prior to ARR. HAZCAR INFO must be annotated in the PPR.

For ACFT with APU U/S, PPR via Base OPS Center (TOPAZ) required.

Do not leave the immediate vicinity of your ACFT EXC to visit the Base OPS Center.

Technical stops for CIV ACFT utilizing MIL ramps are prohibited.

**RWY Restriction**

ARR/DEP prohibited on RWY 05/23 from 21st through 28th of each month during HRs published by NOTAM; except inflight EMERG. TWY G AVBL as emergency LDG strip for C130 and smaller ACFT.

RWY 05/23 CLSD for MAINT 21st-26th each month. Specific hours will be published by NOTAM.

**TWY Restriction**

TWY A restricted OPS first 61m / 200ft E of RWY edge-line due to asphalt deterioration.

TWY F between K RAMP east entry and TWY A, TWY W1, Juliet Ramp MAX wingspan 52m / 170ft.

TWY A (access to RWY), B2, C1 and C2 CLSD to C-17 and larger ACFT types.

TWY B2 AVBL only for C-130 and smaller ACFT types.

TWY F AVBL for ACFT up to AN-124 size.

TWY G AVBL as EMERG strip.

**Taxi/Parking**

Follow-me AVBL O/R.

Contact base OPS (TOPAZ) prior to engine start/taxi for ACFT conducting loading OPS with ENG running.

Use MNM PWR when taxiing on TWY F turning onto TWY E due to proximity to parked rotary wing ACFT.

4-ENG ACFT taxi with outboard ENG on idle on TWY G.

Do not taxi closer than 8m / 25ft from any obstruction without wing-walkers. ENG must be shut down and towed if the DIST becomes less than 8m / 25ft. It is Pilots or wing-walkers responsibility to determine safe DIST are met.

TWY A is the only AVBL parking stand for hazardous cargo.

K-Parking Ramp must be used as the primary transient transport parking area, unless otherwise instructed by TOPAZ.

Avoid taxiing on the non-load bearing shoulders of TWY A and E throats to the RWY. Follow TWY CL.

**GENERAL**

Taxi with caution on TWY F particularly in the near of medical helipad. HEL traffic frequently land on TWY F with little warning.

Use only inboard ENG at low PWR while taxiing in/out of stand on Ramp A for loading/unloading .

Due to poor conditions of TWYs and ramps and the numerous very small ACFT operating at AD all ACFT are to taxi at a conservative speed.

**Warnings**

Due to potential interference to ACFT avionics, avoid the RAD, located on the NW side of AD, by not below 152m / 500ft laterally and vertically whilst airborne. Surface movements are not restricted.

Due to sporadic loss of radio communications with ATC, expect airborne and ground delays at OAKN or origination airfield.

Arresting gear may be in operation. Markers are not standard and unlit.

RWY, TWYs and many ramps lay within explosive safety arcs.

Numerous firing ranges exist in the vicinity of AD. Do not deviate south when conducting APCH or DEP southwest of AD.

Aerostat balloon 1NM south of RWY up to 2500ft AGL. RNAV, VOR/DME, SRA RWY 23 and RNAV, SRA RWY 05 not authorized. Circling south of AD not authorized. Balloon is lowered when cloud base below 3000ft AGL or VIS below 5000m. There are no restrictions when aerostat is fully lowered.

MET balloon launched daily at 1130 and 2330, up to 5000ft AGL.

Non-standard markings on TWYs A, E and F and non-standard CLL on TWYs B1, B2, C1, C2, D1.

Use caution taxiing in vicinity of WHISKEY and UAE Ramps, due to extensive rotary wing operations.

Be alert of increased FOD (WHISKEY, TWY G2 or G) potential, contact ATC for assistance.

Large ruts on southwest feeder TWY to ZULU RAMP, avoid taxiing 3ft either side of CL.

Use caution due to close-in obstacles.

AD has active Unmanned Aerial Vehicle OPS H24.

Ground blazing hazard exists within Kandahar airspace including APCH and DEP paths and over Kandahar city.

Birds in vicinity of AD.

**ARRIVAL****Communication**

Notify TOPAZ on initial inbound call when having hazardous cargo on board.

All inbound TFC must contact TOPAZ 15min prior to LDG for parking, location, fuel or hazardous cargo, number of PAX and/or weight and number of pallets INFO.

Immediately report any firing to ATC and to TOPAZ upon arrival.

**COM Failure**

Continue inbound to AD and once established on the APCH contact TWR. In case of total COM-Failure, look out for light signals.

COM Failure when CLR via PAROD received: If unable to establish contact, enter HLDG at PAROD.

If COM Failure occurs while on vectors for APCH, proceed to respective IAF, execute a procedure-turn and continue APCH.

**ARRIVAL****Arrival Procedure****Non-standard GP intercept position on RWY 23**

GP intercepts RWY 23 at 308m / 1011ft after landing threshold.  
Remaining LDG DIST beyond GP is 2892m / 9487ft.

**Warnings**

ILS RWY 23 autopilot coupled APCHs not authorized below 425ft AGL.

While on ARR to RWY 05, delay turning inbound from S or SE until 2.5NM from APCH end of RWY. Remain W or S of the small arms range by a MNM of 2.7NM or 5000ft AGL at all times.

**ILS RWY 23:** Remote status indicator not monitored by ATC.

After LDG on full length braking action estimated fair to poor when condition reported wet due combination of water patches and rubber build up.

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

RWY		05	
1+2 ENG	ft - m/km	0 - 1.6V	-
3+4 ENG		0 - 800V	-
RWY		23	
1+2 ENG	ft - m/km	0 - 1.6V	-
3+4 ENG		0 - 800V	-
All ACFT		c4100 - 4.8v	climb in visual conditions

**Communication****COM Failure**

In case of COM Failure on GND: Contact TOPAZ and provide a controlled departure time (CDT). TOPAZ will advise ATC. ACFT shall be at the appropriate Hold Line at the CDT and flash landing light at the TWR. ATC will provide the appropriate light gun signal for DEP.

In case of COM Failure after DEP: Continue on previously assigned routing and contact Kabul ACC.

**Departure Procedure****Departure Notes**

No INT DEP for ACFT above 136t / 299829lbs.

DEP RWY 05/23: For climb in VIS COND remain within 7.1NM from AD, cross AD at NMN 5900ft before proceeding on course. MAX IAS 250KT during VIS climb.

DEP RWY 23: Delay turning S or E until 2.5NM past the RWY-end. Remain W or S of the small arms range by a MNM of 2.7NM or 5000ft AGL at all times. The range is active H24.

All departing transient ACFT are required to check in with TOPAZ (Base OPS Center) prior to ENG start-up or taxi for ACFT conducting approved ERO (All Engine Running Offloads). Failure to do so may result in delays and rejection of ATC clearance.

Effective 29-MAR-2018

22-MAR-2018

KDH-OAKN

2-10

Afghanistan Kandahar

AGC

AFC

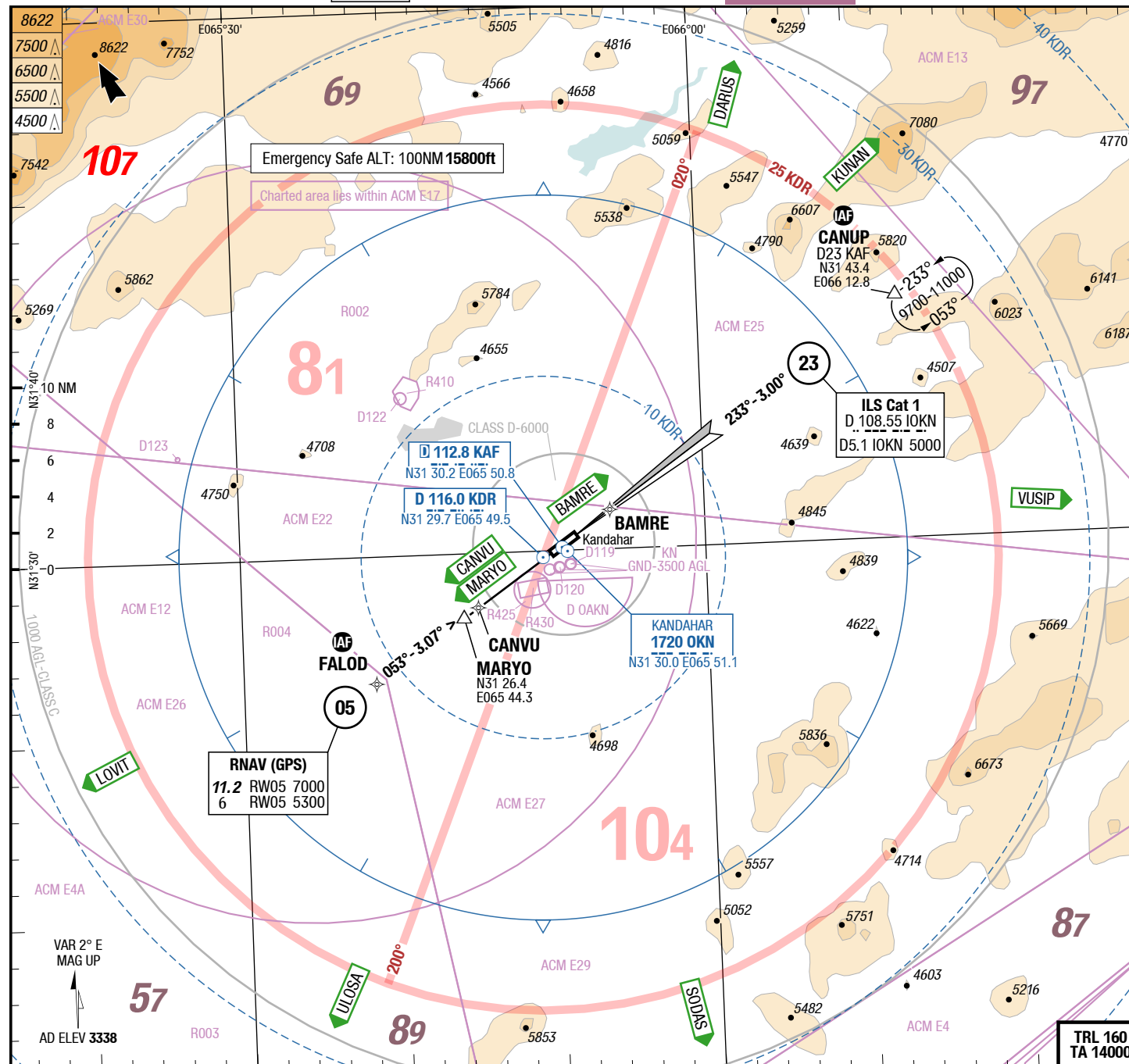
AFC

AFC

Kandahar Afghanistan

AGC

AFC



ATIS 127.025  
APP 121.100 DEP/ARR  
124.025 DEP/ARR  
TOPAZ 120.100 Command Post  
TWR 125.500  
GND 119.500  
DLV 123.825

Landing RWY system:

05 3200 x 55 60 HL  
PAPI PSN unknown  
THR 3304 (114hPa) / TDZ 3314 (---%) +0.3%

23 55 x 3200 60 HL  
PAPI PSN unknown 3.0°  
-0.3% TDZ --- (---%) / THR 3338 (115hPa) HL-SF

Changes: SUAs

Effective 29-MAR-2018

22-MAR-2018

KDH-OAKN

Afghanistan **Kandahar**

AGC

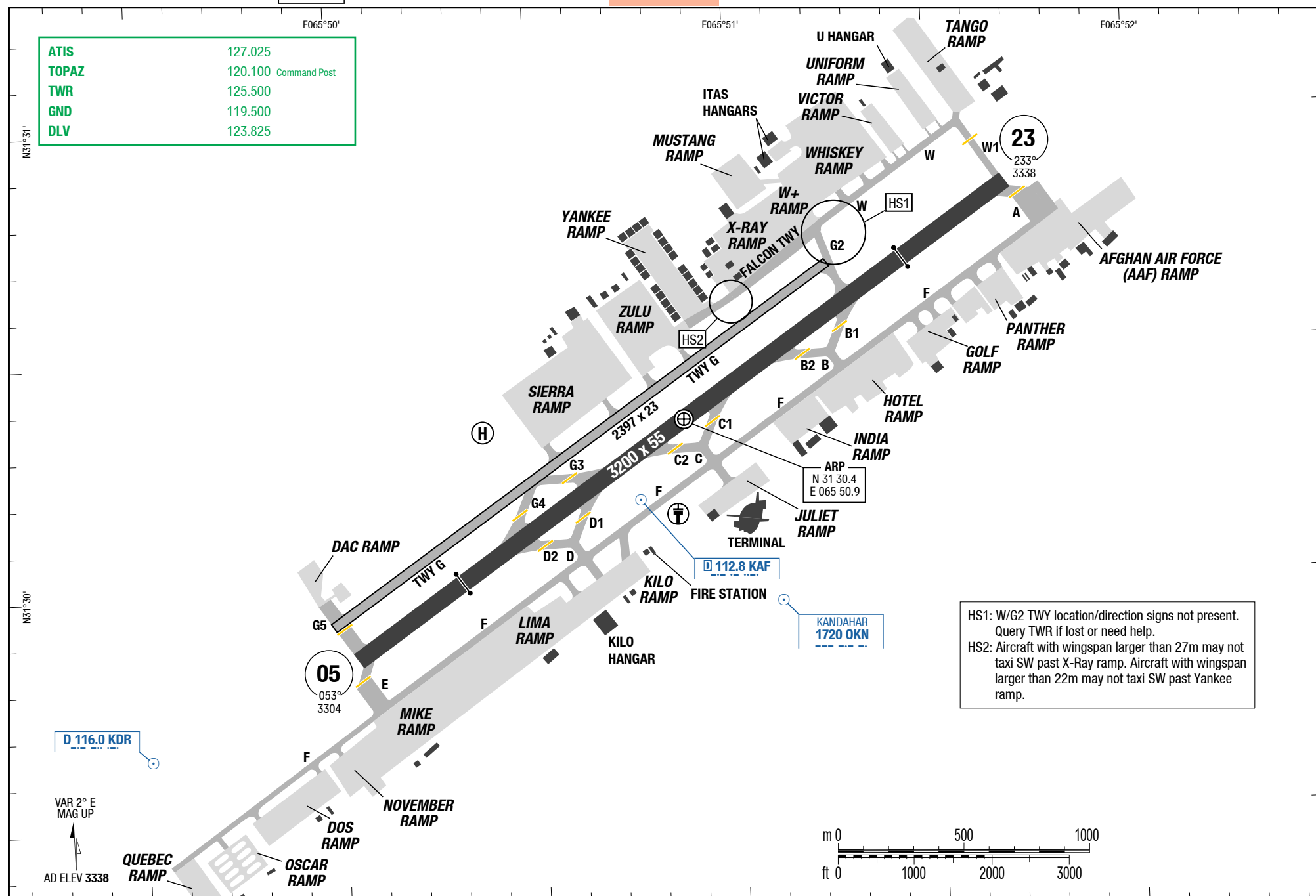
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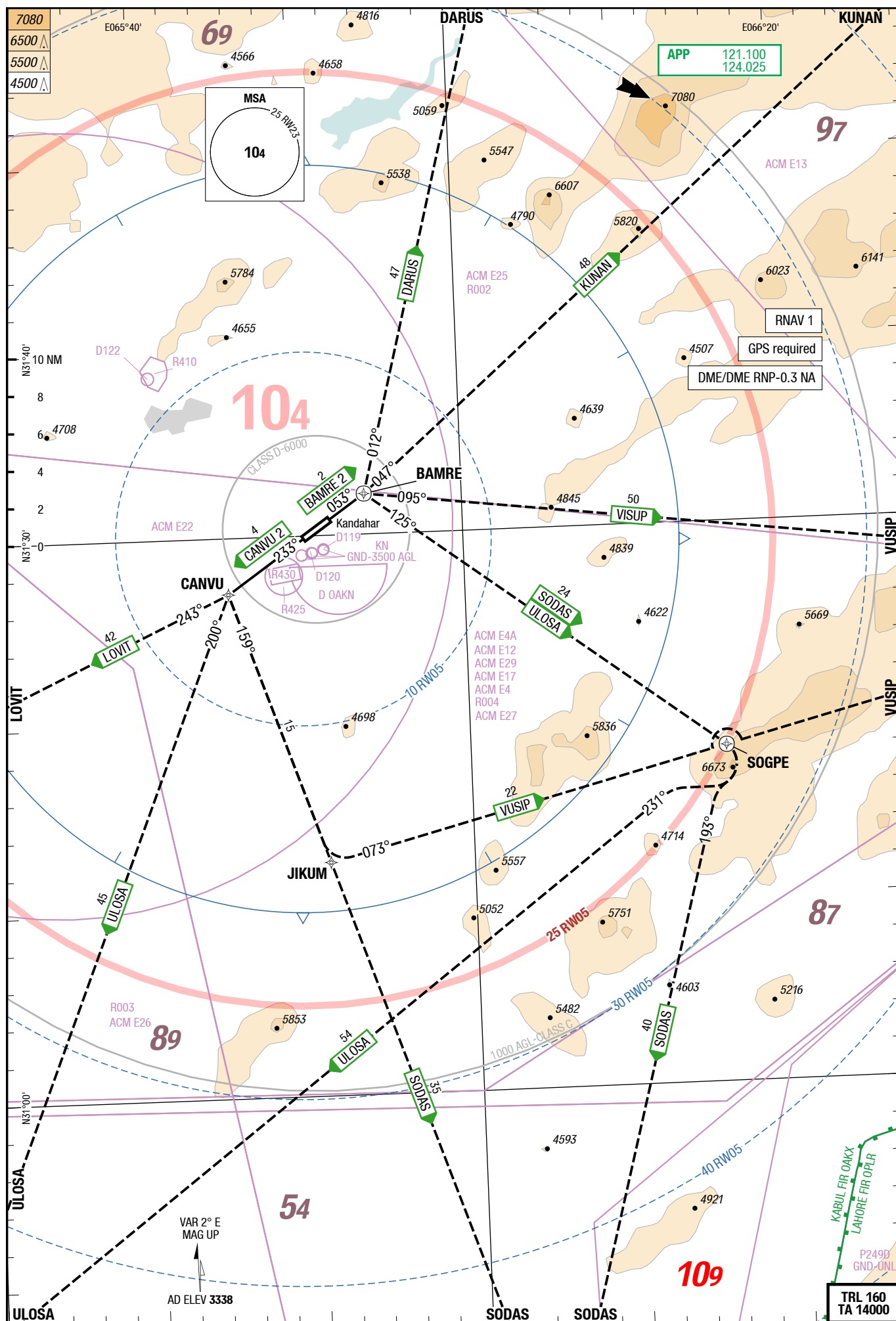
**Kandahar** Afghanistan

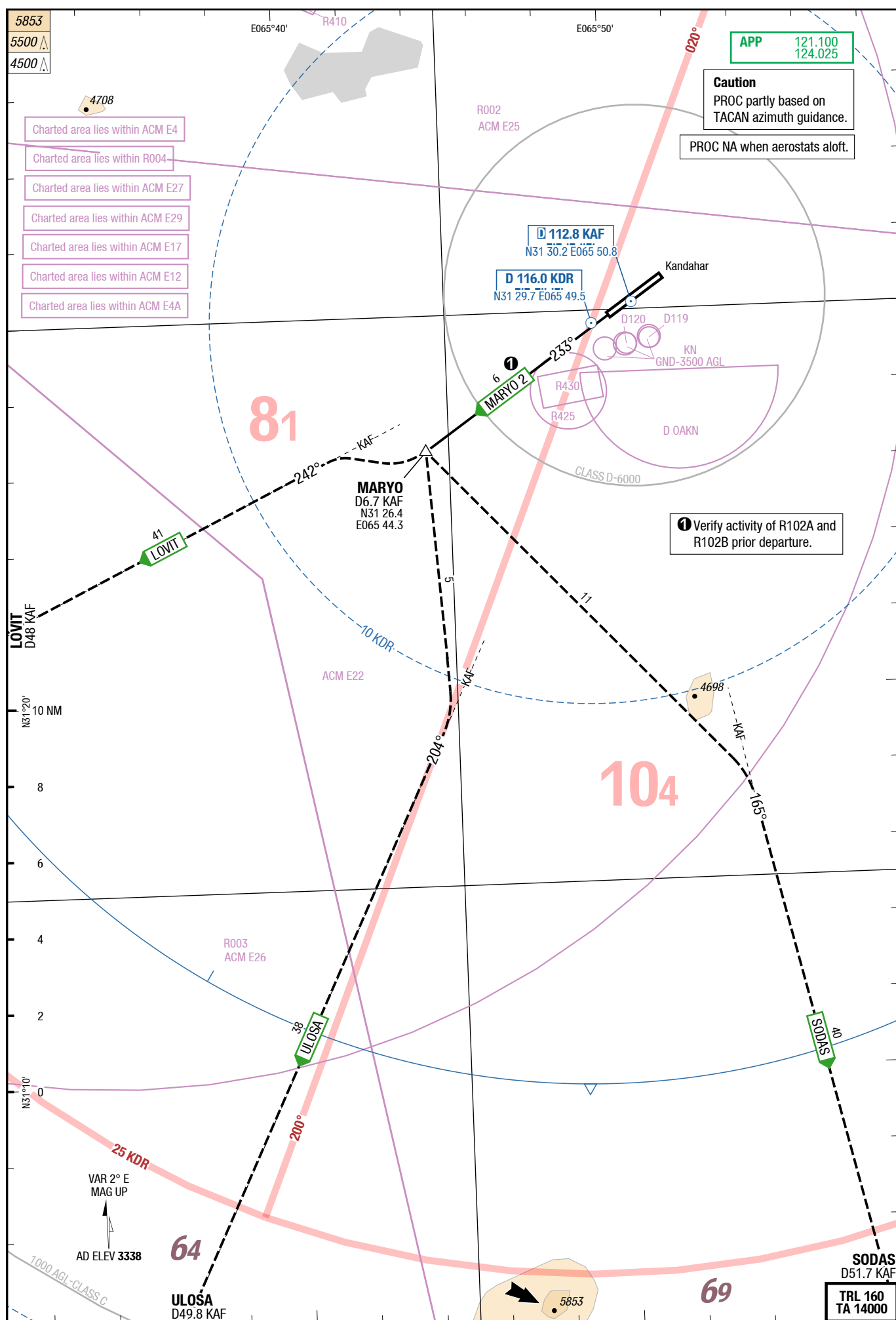
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3-20



Changes: Nil





17-AUG-2017

**KDH-OAKN****5-10****RNAV SIDs BAMRE 2 / CANVU 2****BAMRE 2 / CANVU 2**

RWYs 05 (053°) / 23 (233°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>BAMRE 2 121.100</b>	direct BAMRE	
	<b>TRANSITION</b>	
	<b>DARUS</b> LT 012° to DARUS	maintain assigned altitude
	<b>KUNAN</b> 047° to KUNAN	maintain assigned altitude
	<b>SODAS</b> RT 125° to SOGPE - SODAS	maintain assigned altitude
	<b>ULOSA</b> RT 125° to SOGPE - ULOSA	maintain assigned altitude
	<b>VUSIP</b> RT 095° to VUSIP	maintain assigned altitude
	<b>Runway 23</b>	
<b>CANVU 2 121.100</b>	direct CANVU	
	<b>TRANSITION</b>	
	<b>LOVIT</b> 243° to LOVIT	maintain assigned altitude
	<b>SODAS</b> LT 159° to JIKUM - SODAS	maintain assigned altitude
	<b>ULOSA</b> LT 200° to ULOSA	maintain assigned altitude
	<b>VUSIP</b> LT 159° to JIKUM - VUSIP	maintain assigned altitude

Changes: Note



17-AUG-2017

**KDH-OAKN**

5-20

**MARYO 2**

**MARYO 2**

RWY 23 (233°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
<b>MARYO 2</b> <b>121.100</b> ①②③	direct MARYO	
	TRANSITION	
	<b>LOVIT</b> RT intercept 242° <b>KAF</b> to LOVIT	maintain assigned altitude
	<b>SODAS</b> LT intercept 165° <b>KAF</b> to SODAS	maintain assigned altitude
	<b>ULOSA</b> LT intercept 204° <b>KAF</b> to ULOSA	maintain assigned altitude

- ① Procedure partly based on TACAN azimuth guidance.  
② Verify activity of R102A and R102B prior departure.  
③ PROC NA when aerostats aloft.

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>05</b>	Climb HDG BTN 074° CW 095° from DER.
<b>23</b>	Climb HDG BTN 254° CW to 280° from DER or obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross OAKN at MNM <b>7300</b> BPOC.
<b>RWY</b>	<b>Notes</b>
<b>05</b>	Pylon 2650ft from DER, 1187ft right of centerline, 35ft AGL/3365ft MSL. Pylon 2698ft from DER, 784ft right of centerline, 35ft AGL/3369ft MSL. Pylon 2848ft from DER, 772ft left of centerline, 35ft AGL/3372ft MSL. Pylon 2906ft from DER, 1201ft left of centerline, 35ft AGL/3379ft MSL.
<b>23</b>	Tower 3770ft form DER, 1105ft left of centerline, 115ft AGL/3412ft MSL. Antenna mast 3765ft from DER, 1152ft left of centerline, 107ft AGL/3427ft MSL. Building 23ft from DER, 456ft left of centerline, 23ft AGL/3309ft MSL. West bypass road 162ft from DER, 419ft right of centerline, 3312ft MSL.

10-MAY-2018

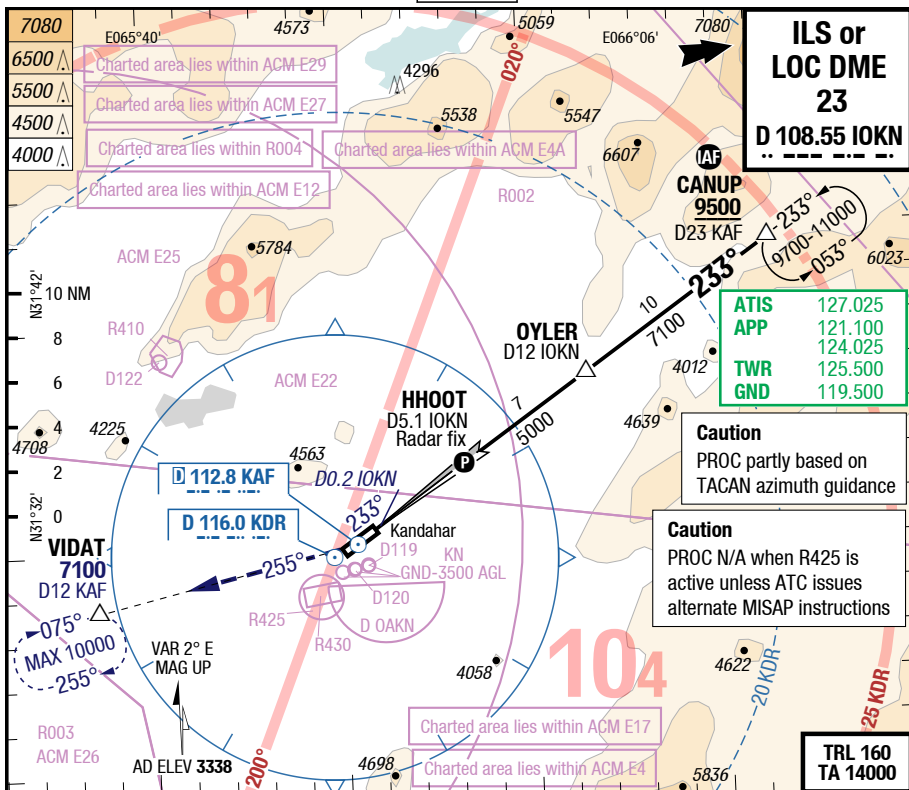
KDH-OAKN

7-10

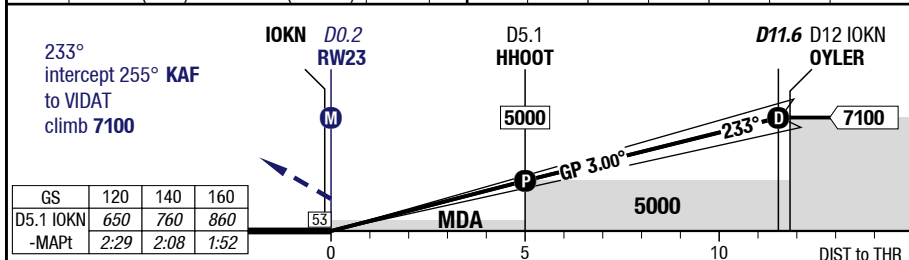
Afghanistan Kandahar

ILS or LOC DME 23

IAC



60 HL	55 x 3200	23	2	4	6	8	10	11.6	LOC 3.05° D IOKN
PAPI PSN unknown 3.0°	640		3990	4630	5280	5930	6570	7100	
-0.3% TDZ --- (---%) / THR 3338 (115hPa)	HL-SF								



23		Cat 1 1)	LOC 1)	PAR	SRA 2)		Circling TERPS
C	ft - m/km ft	200 - 1.2V 3540	470 - 1.5V 3800	200 - 1.2V 3540	470 - 1.5V 3800		Not authorized
D	ft - m/km ft	200 - 1.2V 3540	470 - 1.5V 3800	200 - 1.2V 3540	470 - 1.5V 3800		Not authorized

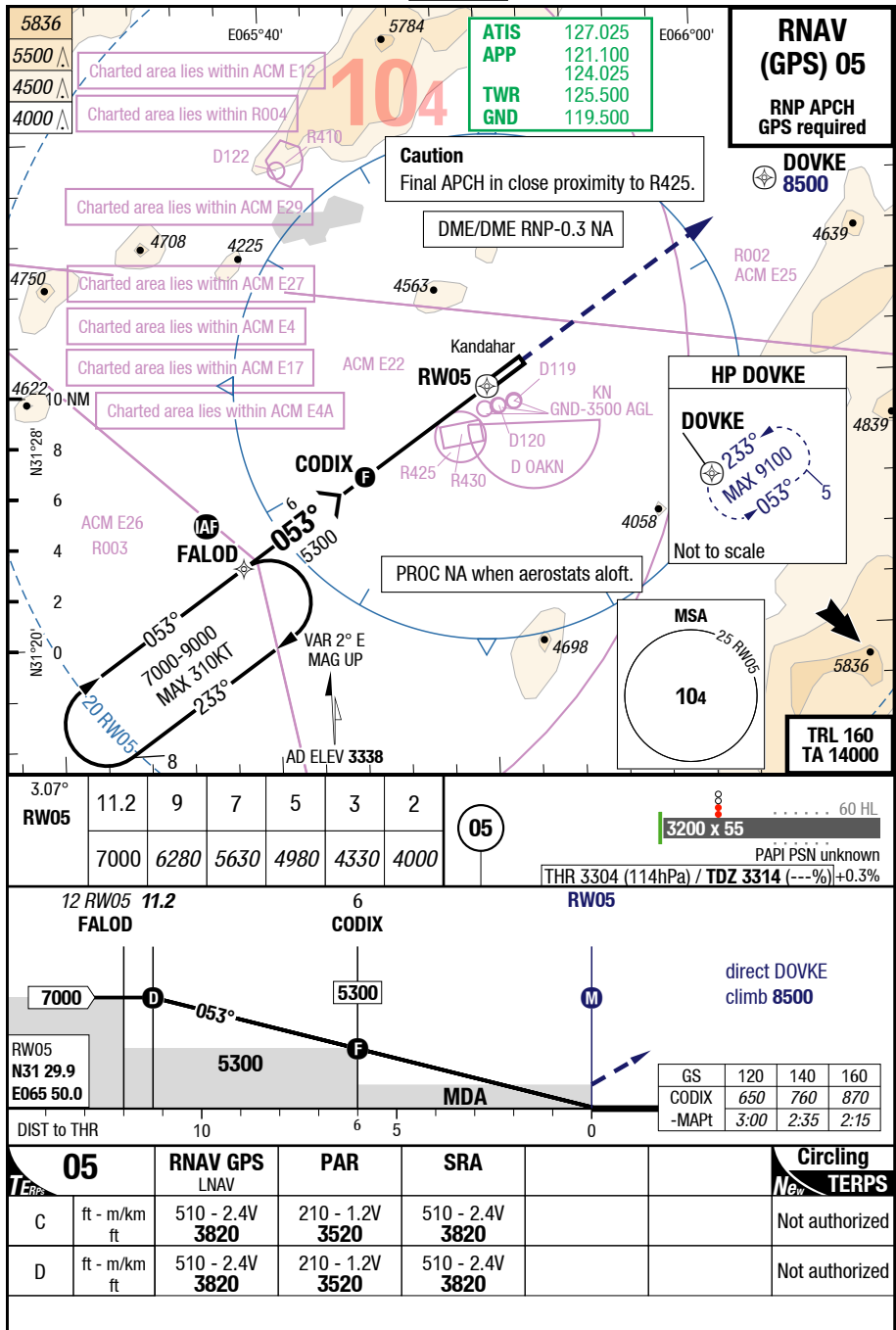
1) Autopilot coupled APCH NA below 3900ft MSL  
2) PROC NA when aerostats aloft

Changes: MIN

## KDH-OAKN

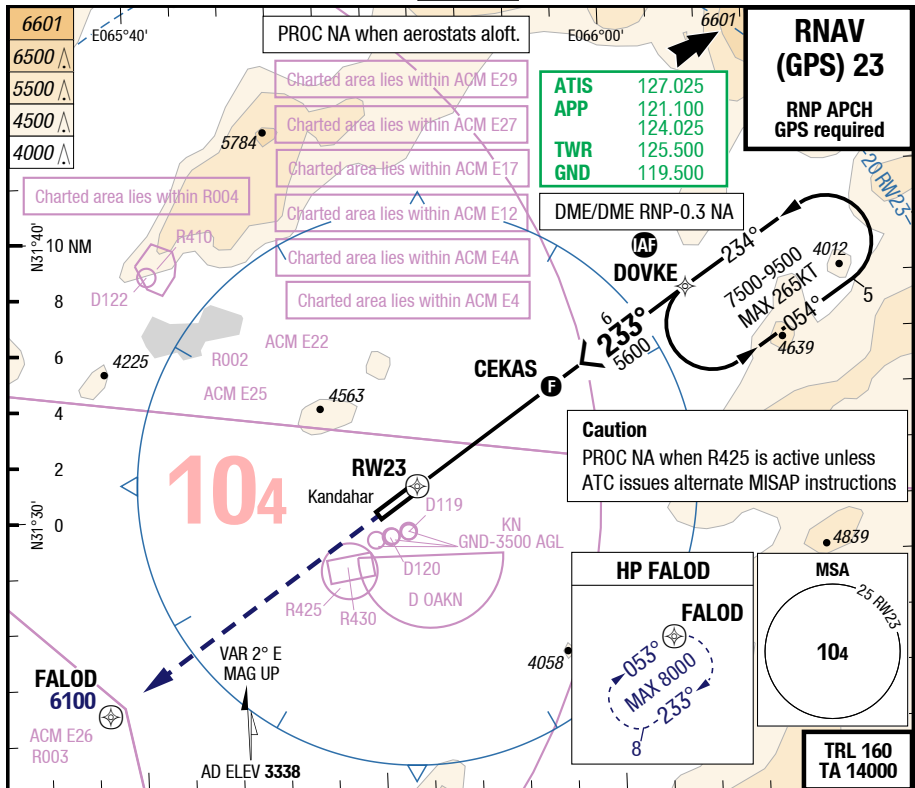
7-30

## RNAV (GPS) 05

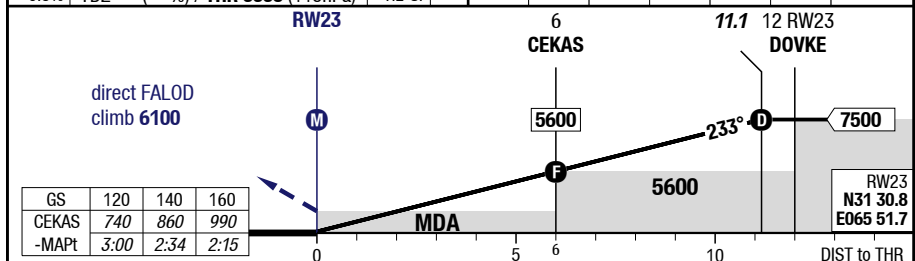


7-40

RNAV (GPS) 23



60 HL	55 x 3200	23	2	3	5	7	9	11.1	3.49°
PAPI PSN unknown 3.0°	640	HL-SF	4120	4490	5230	5980	6720	7500	RW23
-0.3% TDZ --- (---%) / THR 3338 (115hPa)									

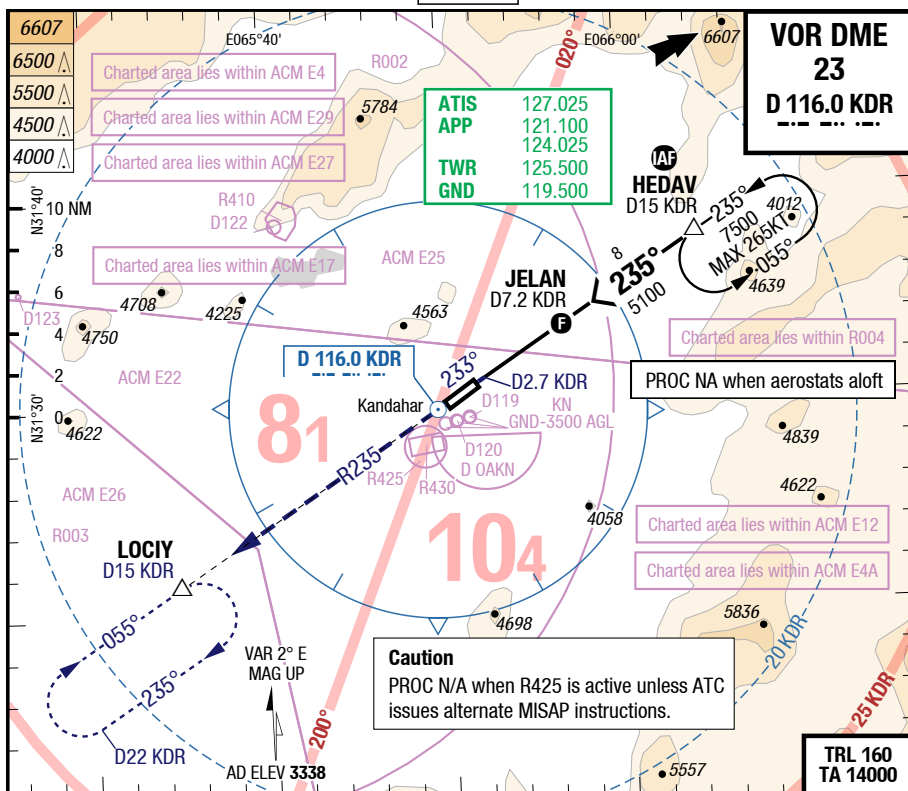




23	RNAV GPS	LNNAV	Circling
C	ft - m/km	510 - 1.6V	Not authorized
D	ft - m/km	510 - 1.6V	Not authorized
		3840	
		3840	

# KDH-OAKN

7-50

## VOR DME 23

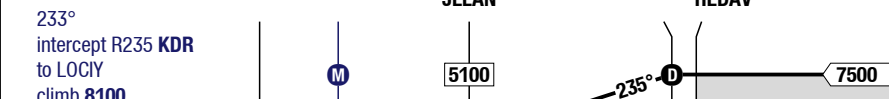


60 HL .....  
**55 x 3200**   
 PAPI PSN unknown 3.0°  640  
 -0.3% TDZ --- (---%) / **THR 3338** (115hPa) HL-SF

23

4	6	8	10	12	14.2	3.25° <b>D KDR</b> <b>235°</b>
4000	4690	5380	6070	6760	7500	RWY 233°

**233°**  
intercept R235 **KDR**  
to LOC1Y  
climb **8100**



GS	120	140	160
D7.2 KDR	690	810	920
-MAPt	2:15	1:56	1:41

**23**

**VOR DME**

C	ft - m/km ft	470 - 1.5V <b>3800</b>				
D	ft - m/km ft	470 - 1.5V <b>3800</b>				

**Circling**  
*New* **TERPS**

Not authorized