

GENERAL**Operational Hours**

Not published.

Airport Information

RFF: CAT 10; Crash Recovery CAT 8

PCN: RWY 03R/21L: 102/R/B/W/T

RWY 03L/21R: 84/R/B/W/T

Customs: HJ

Operation**Traffic Notes**

PPR MNM 24HR.

When no PPR issued, you will be turned away or met by security forces. PPR good for ± 30 min from PPR approval time.

OPS approval required for ACFT with overweight.

ARR / DEP ACFT with overweight must contact Airfield Manager prior DEP.

PAR APCHs are AVBL upon REQ for RWY 03R only. Due to equipment limitations only one ACFT may conduct a PAR APCH at the time.

PAR APCH not authorized when aerostats aloft during IFR conditions, may be conducted at pilots discretion during VFR.

Civil operators must execute IAP from IAF only.

RWY Restriction

RWY CLSD for scheduled MAINT between 2045-2355 1st and 3rd WED each month, except 15min PN for EMERG.

RWY 03R/21L: 180° turns on RWY shall be conducted only on the concrete portion of RWY within 125m / 500ft of THR. DEP RWY 03R make left turn, RWY 21L right turn.

Use caution and do not confuse LDG surfaces.

TWY Restriction

TWY P width 15.2m / 50ft.

TWY A between J and H, TWY H between TWY A and TWY E MAX wingspan 52m / 170ft.

TWY B, TWY C (between J and H), TWY D (access to stand 1), TWY F, TWY G (between H and J) MAX wingspan 52m / 170ft.

TWY E east, M, U (between L and N) MAX wingspan 18m / 58ft.

TWY E west, TWY G (between J and RWY), TWY G1, TWY H (between E and Sierra Ramp stand 5), J, K, L west, MAX wingspan 73m / 240ft.

TWY H (from A to E) MAX wingspan 40m / 133ft.

TWY H, TWY H (from B to C), (from C to D), (between D and E), (from D to G), between Sierra Ramp stand 5 and TWY G MAX wingspan 52m / 170ft.

TWY L east MAX wingspan 20m / 66ft.

TWY P, TWY R MAX wingspan 13m / 43ft.

TWY U (between N and P) MAX wingspan 16m / 54ft.

INT to TWY C, E, F and L remain open.

TWY F prohibited for entering RWY 21L.

GENERAL

Multi-engine ACFT operating on TWY H between TWY A and C are recommended to operate in-board engines only due to FOD potential

ACFT with wingspan greater than 18.3m / 60ft must exit via TWY B.

Taxi/Parking

If unable to execute 180° turns on RWY for line up depart from either INT TWY G or A.

Controlled Movement Area (CMA): The CMA at BAGRAM is defined as the RWY, all TWYs east of H up to the RWY, EXC on TWY B and C the CMA begins east of the B Keyhole road.

Enter/Exit Foxtrot Ramp from south only and follow lead in lines to ensure separation from other ACFT.

TWY A and B shall be used as the primary transient transport ACFT parking areas unless otherwise notified by COMMAND POST or AIRFIELD MANAGEMENT.

Wing-walkers AVBL, O/R by TWR.

For taxi on easternmost N-S taxiway of Mike Ramp wing-walkers required.

ACFT with wingspan 70m / 230ft or above transiting the INT of TWY E and H wing-walkers required.

Do not taxi closer than 7.6m / 25ft from any obstructions without wing-walkers. All parking spots provide at least 10ft of clearance from revetments and T-walls. Request marshaller if needed.

Heavy ACFT shall not use more than normal ENG PWR.

All obstructions allow for adequate wing-tip CLR for wingspan up to 52m / 171ft, EXC MAX wingspan 40m / 131ft on DELTA APN.

Noise Abatement Procedure

Avoid over flying populated areas of the base and local villages below 500ft AGL.

EMERG Safe Alt: 22600ft within 100NM of AD.

Warnings

If AD is under attack, remain at or above FL250 and/or 15NM until directed by ATC. Do not overfly W side of AD below 1000ft AGL.

Use caution as aerostat and small UAS are operating in/around the immediate vicinity of AD.

The northeast aerostat is located 1.5NM southeast of AD and is normally aloft between the surface and 3000ft AGL (7836ft MSL).

The southeast aerostat is located 1.1NM east of RCL and is normally aloft between the surface and 3000ft AGL (7846ft MSL).

Check ATIS for active/inactive status and operating ALT and minimums.

ILS or LOC/DME RWY 03R (ILS Portion), PAR RWY 03R, VOR/DME Z RWY 03R APCH PROC prohibited when either or both aerostats are aloft.

VOR/DME Y RWY 03R and RNAV RWY 03R APCH PROC prohibited when either or both aerostats are aloft above 1500ft AGL.

ATC will advise pilots the PROC will be at pilots own risk.

ACFT unable to arrive/depart VFR when either or both aerostats are above 1500ft AGL.

Any ACFT departing on the KARRY FIVE SID must contact Bagram command post 128.800 no later than 45min prior to ETD for coordination of lowering the aerostats in accordance with wind speed restrictions

East River Range (Combined Live Fire Area) 5.7NM SE of AD. May be activated surface to 17000ft.

EXP mines or unexploded ordinances on all unpaved surfaces.

Mobile Arresting Gear may be in operation.

RWY hold signs missing on TWYs A, A1, G1.

GENERAL

Use caution for FOD due to concrete scaling on APN Alpha East, Alpha West, Charlie West.

Taxilane on DELTA RAMP CLSD behind parking stand 1 due to FOD danger. ACFT must park facing west and reverse taxi out of parking stand.

BGM VOR MAINT: Every MON 0230-0530.

BGM VOR/DME unusable:

- R220-110 beyond 25NM
- R110-R180 beyond 18NM

VOR unusable:

- R330-R110 beyond 25NM
- R220-R330 beyond 5NM

PAPI RWY 03R unusable: Beyond 2.5NM.

Birds in vicinity of AD, specially from 1st SEP - 15th NOV

ARRIVAL**Communication**

Contact APP latest 10min prior to BAGRAM CTA entry.

COM Failure

Try to establish contact with Kabul APCH. If unable to do so continue inbound to the AD as previously cleared. Once established on an approach segment, contact Bagram TWR for further instructions. Monitor Afghanistan Safety FREQ on 125.200.

Arrival Procedure**Arrival Note**

Do not turn on LDG light until past AD perimeter.

Visual APCH

Caution: Rapidly rising terrain north of AD. ACFT executing a go-around after visual APCH can expect to enter a TWR pattern. If unable to comply, inform ATC immediately and execute the following: RWY heading until D4, left turn heading 210°, climb 14000ft. Climb gradient 290ft/NM until 6000ft.

Warnings

Non STD PAPI on east side of RWY 03R.

DEPARTURE**Take-off Minima**

RWY		03R/21L	
All ACFT	ft - m/km	c2400 - 4.8V	Climb in visual conditions

Communication**COM Failure**

Try to establish contact with Kabul Approach and continue on previously assigned route.
Monitor Afghanistan Safety FREQ on 125.200.

Departure Procedure**Start-up/Push-back**

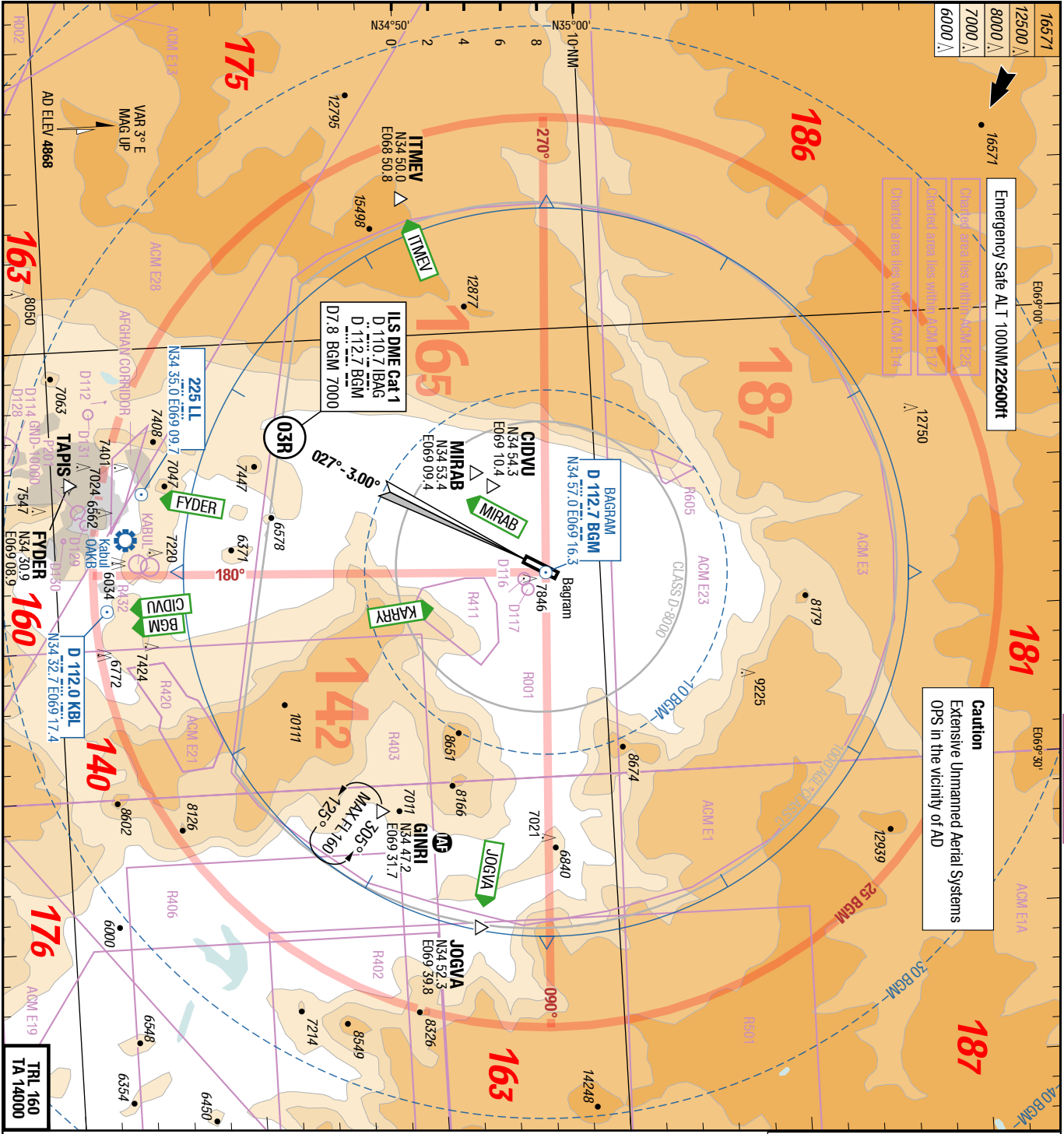
Contact GND prior to taxi.

DEP Note

Diverse DEP authorized. DEP ACFT must comply 290ft / NM climb gradient to 6000ft MSL. Advise ATC if unable to meet climb gradient RESTR.

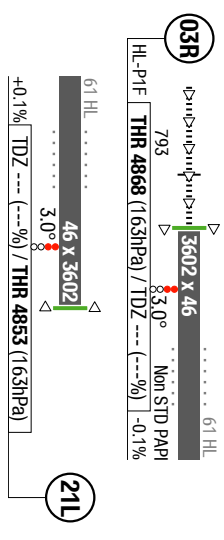
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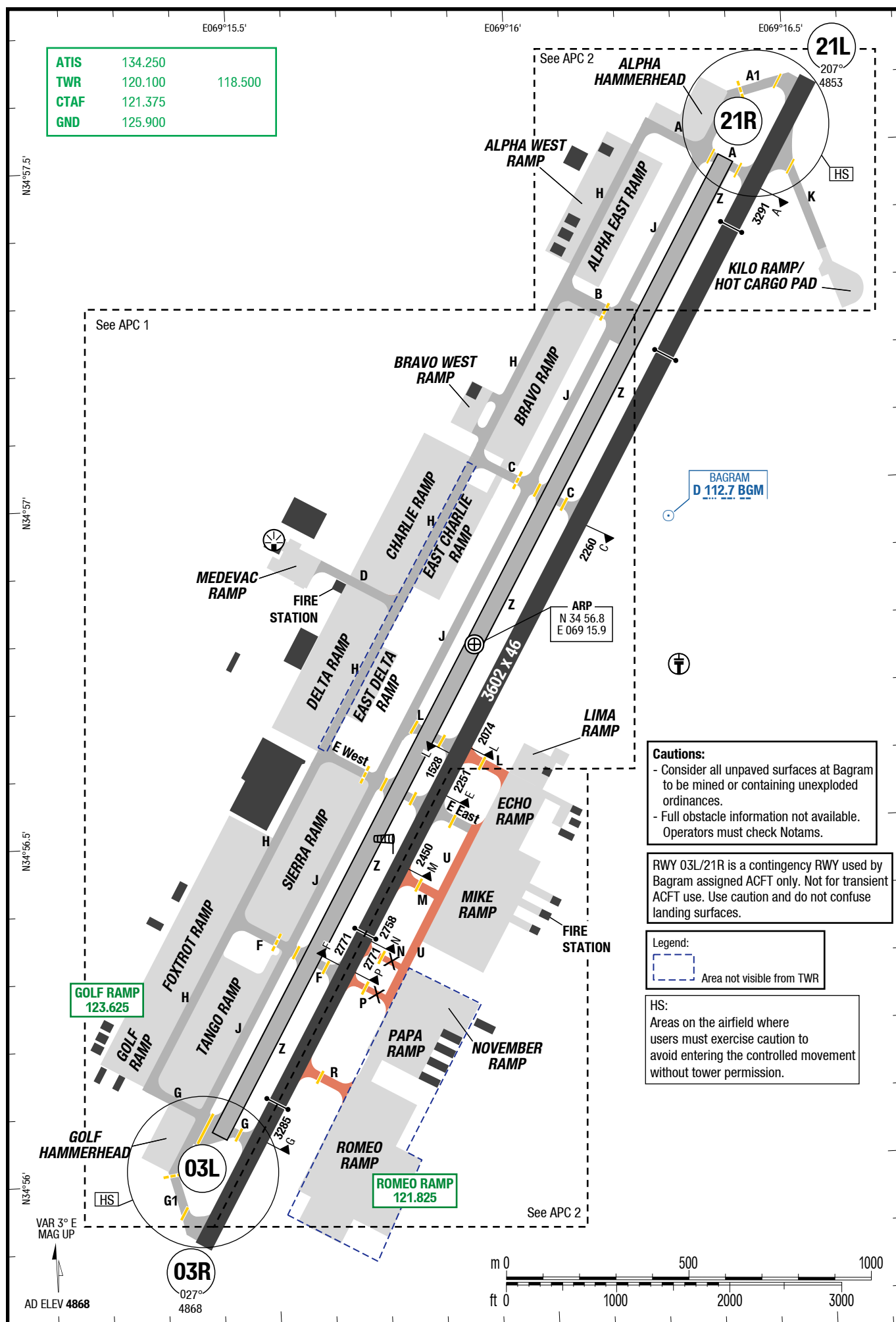
Not AVBL for CIV ACFT.

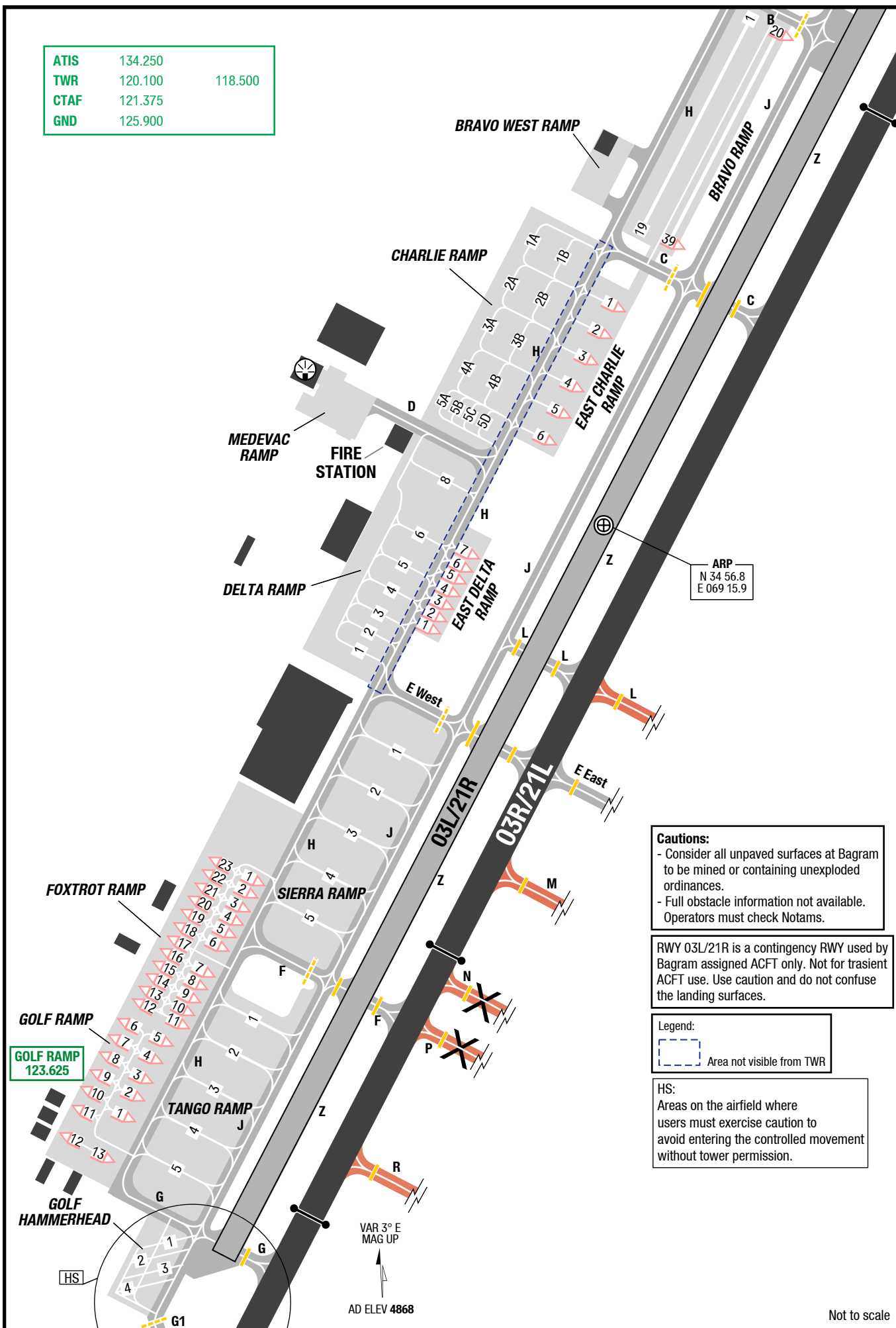


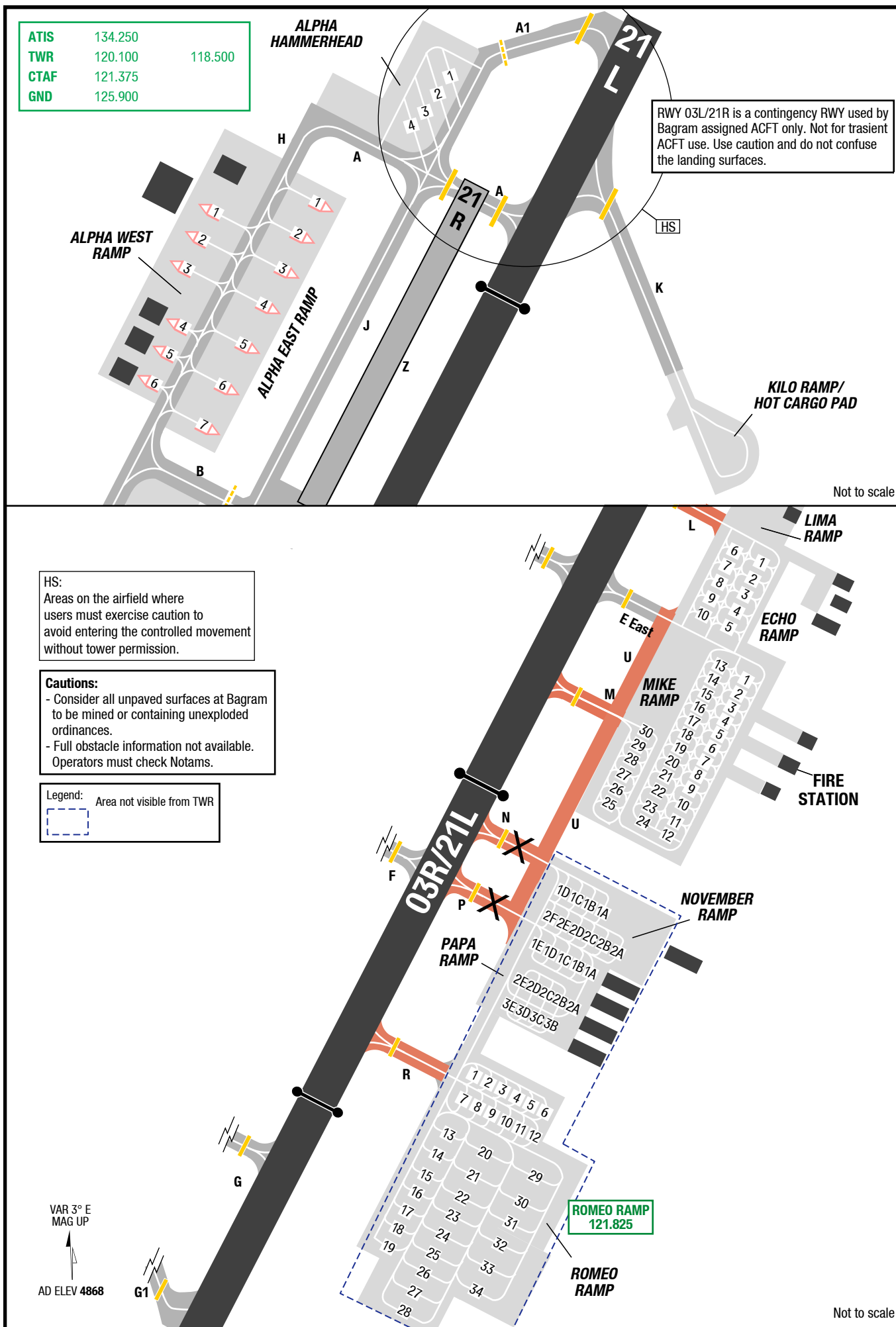
ATIS	134.250
Kabul Center	118.300 (North sector) 120.900 (South sector)
APP	124.800
Kabul APP	131.600 124.800
DEP	124.800
TWR	120.100 118.500
CTAF	121.375
GND	125.900
Ramp	123.625 Galt 121.825 Homeo

Landing RWY system:









24-MAY-2018
OAI-OAX

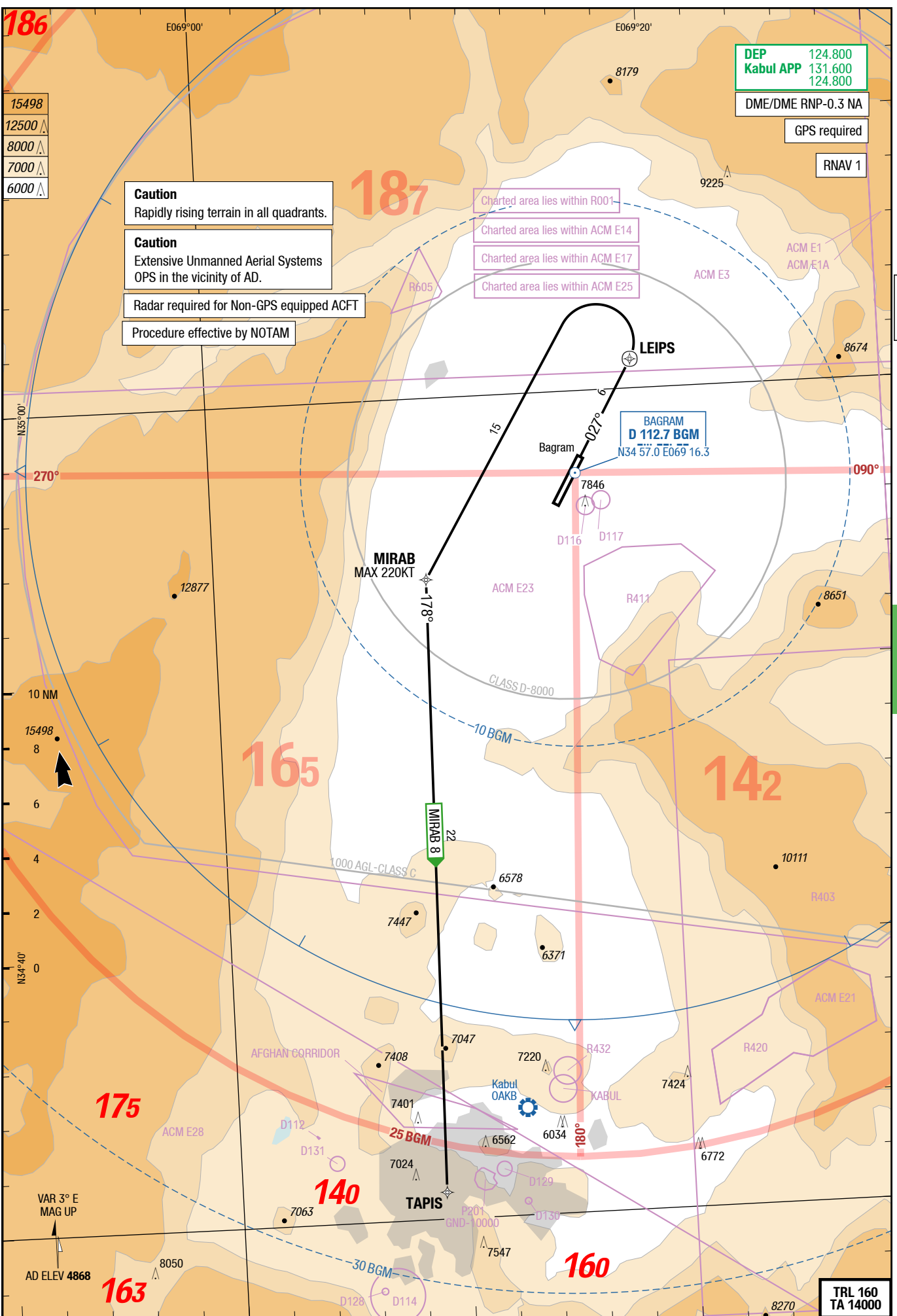
4-10

Afghanistan Bagram
BAGRAM 3
MIRAB 8 RNAV

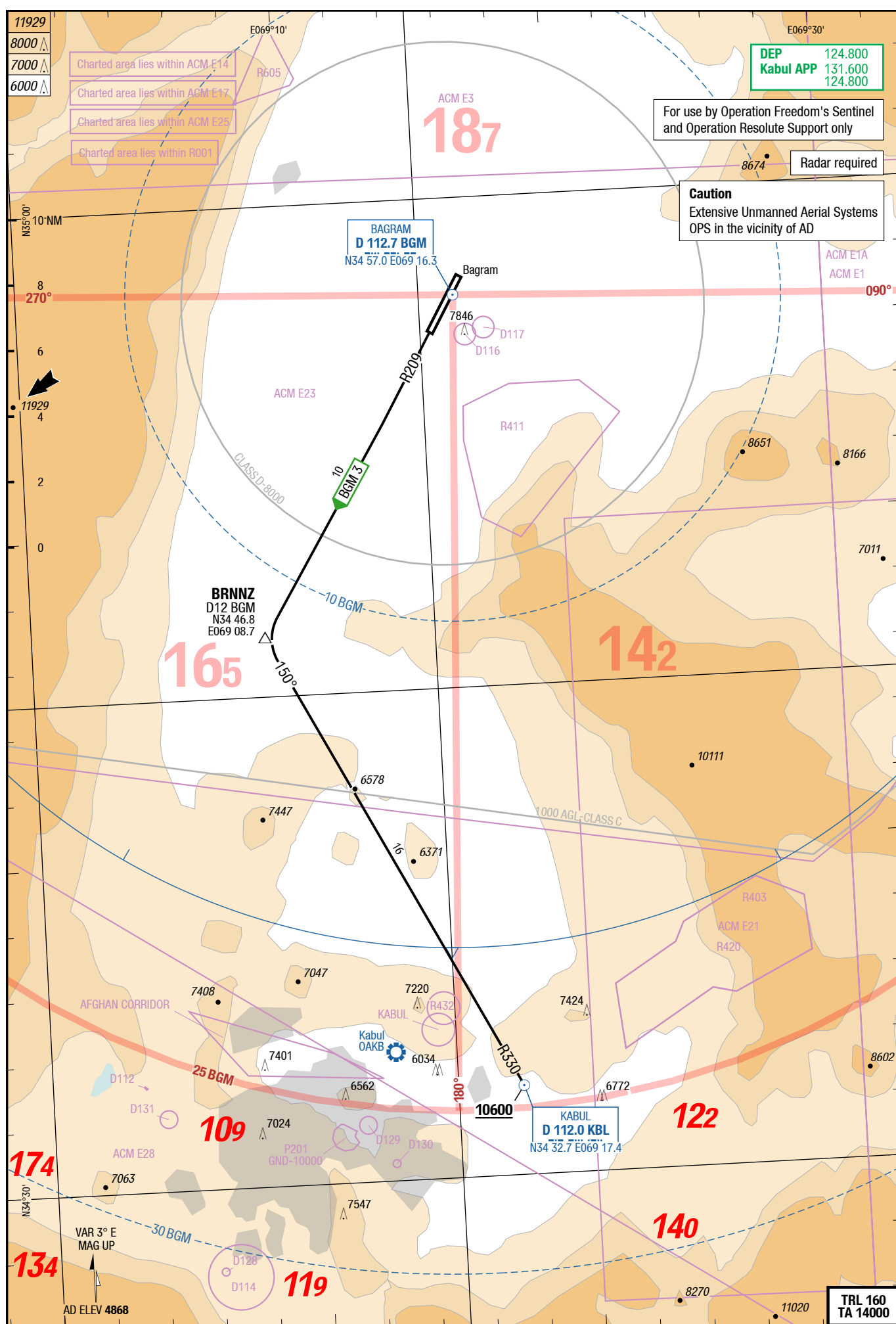
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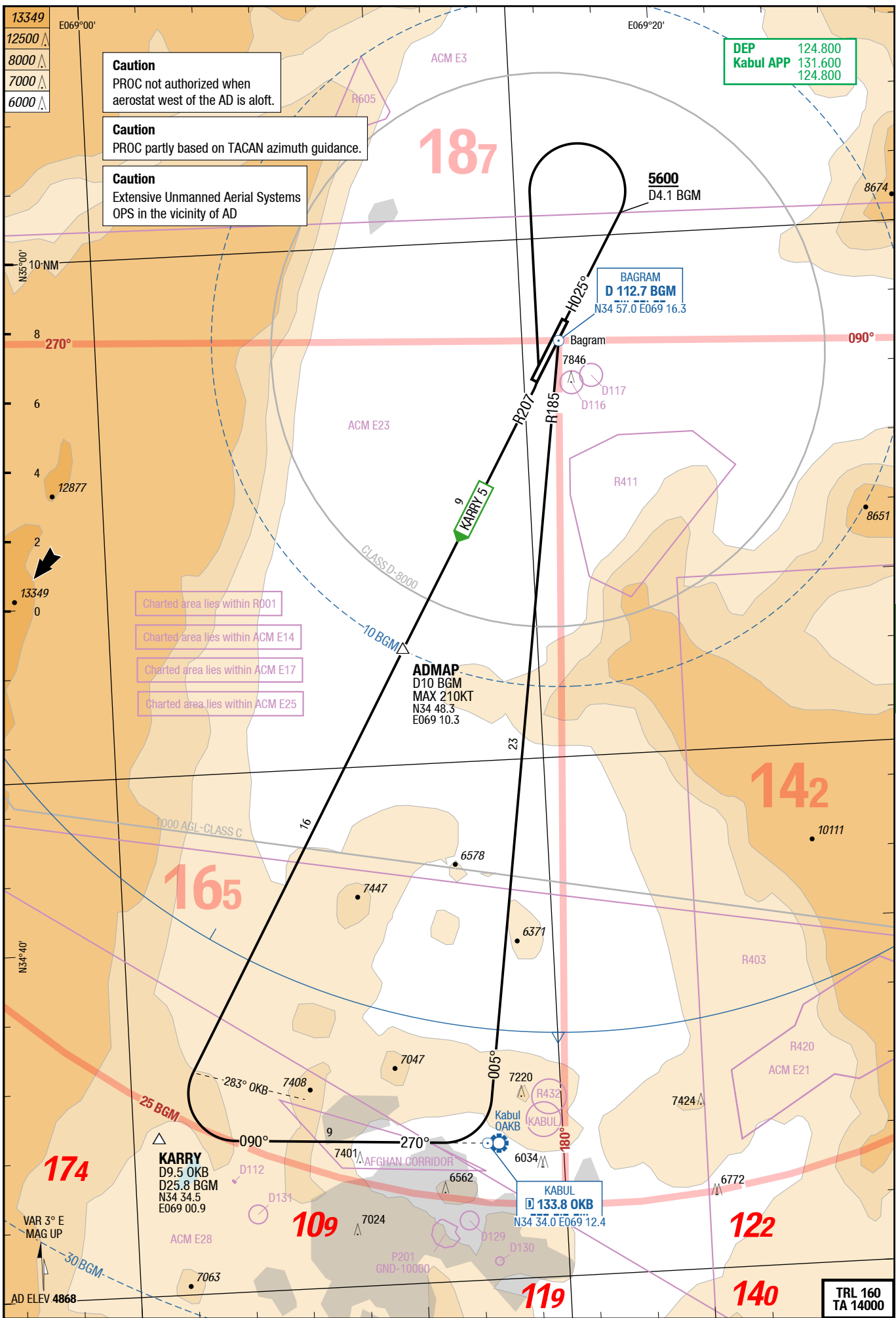
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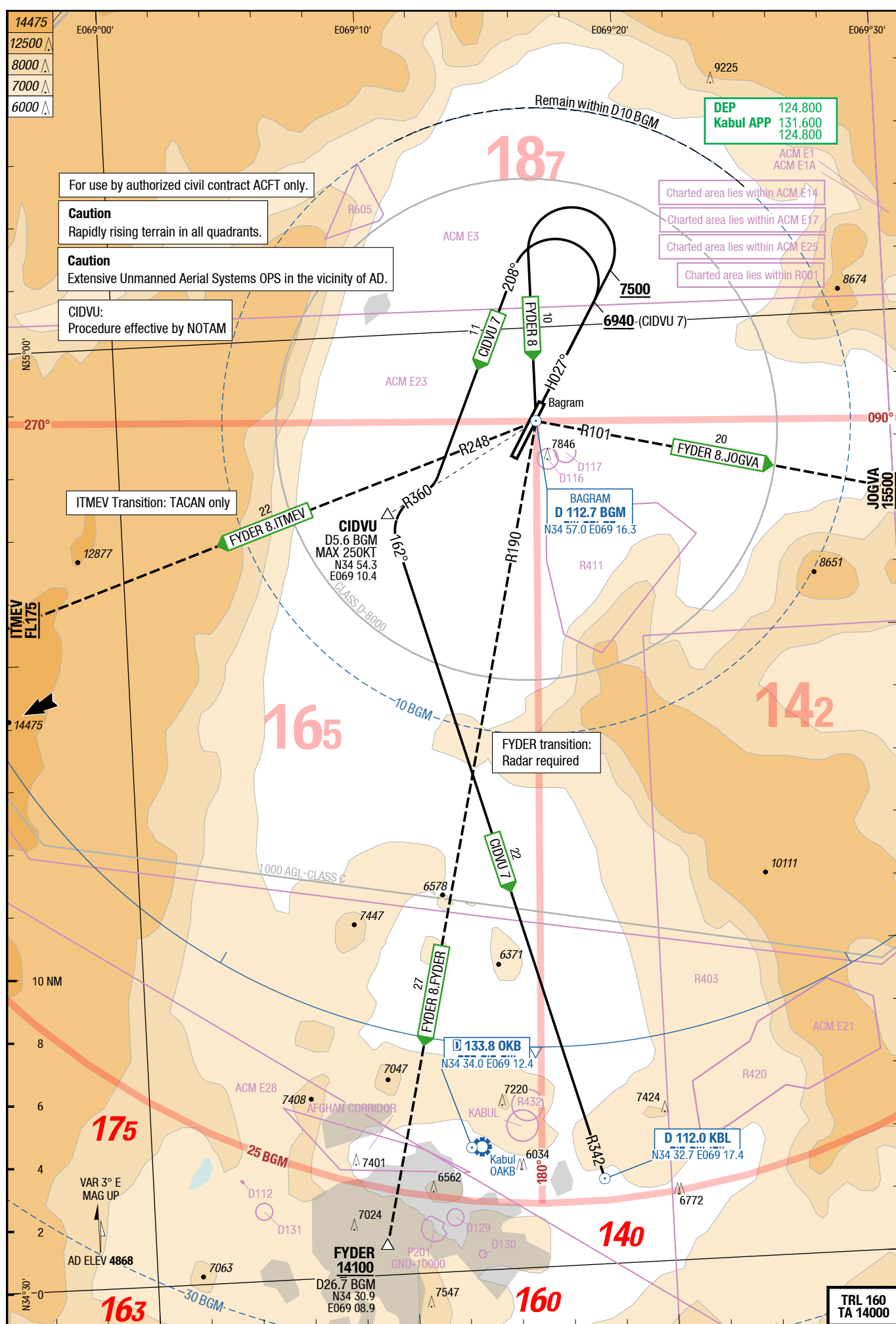
Bagram Afghanistan
BAGRAM 3
MIRAB 8 RNAV



Changes: OBST







29-MAR-2018

Afghanistan **Bagram****OAI-OAIX**

5-10

MIRAB 8 RNAV**SIDPT****MIRAB 8**

RWY 03R (027°)

DESIGNATOR	ROUTING	ALTITUDES
MIRAB 8 124.800 ①	RW03R - <u>LEIPS</u> [L] - DCT MIRAB [K220-]	
	TRANSITION	
	TAPIS MIRAB [K220-] - TAPIS	

① Procedure effective by NOTAM.

Changes: Completely revised

BAGRAM 3

RWY 21L (207°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21L	
BAGRAM 3 3.9% to 10600 (ATC) 124.800 ①	R209 BGM to BRNNZ - LT intercept R330 KBL to KBL	KBL MNM 10600

① For use by Operation Freedom's Sentinel and Operation Resolute Support only.

15-MAR-2018

Afghanistan **Bagram****OAI-OAIX**

5-30

KARRY 5

SIDPT

KARRY 5

RWY 03R (027°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03R	
KARRY 5 124.800 ①②	H025° - at D4.1 BGM LT direct BGM - intercept R207 BGM to ADMAP (MAX 210KT) - KARRY - LT intercept 270° OKB to OKB - LT intercept R185 BGM to BGM - then as directed by ATC	D4.1 BGM MNM 5600

① Procedure partly based on TACAN azimuth guidance.

② Procedure effective by NOTAM

15-MAR-2018

OAI-OAIX**5-40****DEPARTUREs RWY 03R****CIDVU 7 / FYDER 8**

RWY 03R (027°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03R	
CIDVU 7 7.5% to 13000 124.800 ①	H027 at MNM 6940 LT 208° - RT intercept R238 BGM to CIDVU (MAX 250KT) - LT intercept R342 KBL to KBL - then as directed by ATC	
FYDER 8 7.5% to 9600 (FYDER, JOGVA) to 16600 (ITMEV) 124.800	at MNM 7500 LT (remain within D10 BGM) direct BGM	
	TRANSITION	
	FYDER intercept R190 BGM to FYDER	FYDER MNM 14100
	ITMEV intercept R248 BGM to ITMEV	ITMEV MNM FL175
	JOGVA intercept R101 BGM to JOGVA	JOGVA MNM 15500

① Procedure effective by NOTAM

Changes: PROC, Track, Note, PROC renumbered

Obstacle Departure	
RWY	Routing
03R	Diverse departure not authorized. Obtain ATC approval for VCOA when requesting IFR clearance. (2400-4800m) for climb in visual conditions to cross OAIX MNM 7100 then proceed via R209 BGM to JANVI MNM 9500 BPOC. Remain within D5 BGM during climb in visual conditions.
21L	Diverse departure not authorized. Obtain ATC approval for VCOA when requesting IFR clearance. (2400-4800m) for climb in visual conditions to cross OAIX MNM 7100 then proceed via R209 BGM to JANVI MNM 9500 BPOC. Remain within D5 BGM during climb in visual conditions.
RWY	Notes
03R	4884ft MSL/25ft AGL building, 1177ft from DER, 689ft left of centerline, 4882ft MSL/25ft AGL guard shack, 1183ft from DER, 682ft left of centerline. 4889ft MSL/40ft AGL tower, 623ft from DER, 604ft right of centerline, 4889ft MSL/40ft AGL tower, 758ft from DER, 686ft right of centerline. 4878ft MSL/29ft AGL tower, 1145ft from DER, 589ft right of centerline.
21L	4972ft MSL/120ft AGL tower, 1822ft from DER, 824ft left of centerline. 4983ft MSL/120ft AGL tower, 1626ft from DER, 778ft left of centerline. 4905ft MSL/29ft AGL building, 1827ft from DER, 845ft right of centerline. 4871ft MSL terrain, 41ft from DER, 420ft right of centerline. 4872ft MSL terrain, 48ft from DER, 451ft right of centerline. 4874ft MSL terrain, 0ft from DER, 484ft right of centerline.

15-MAR-2018

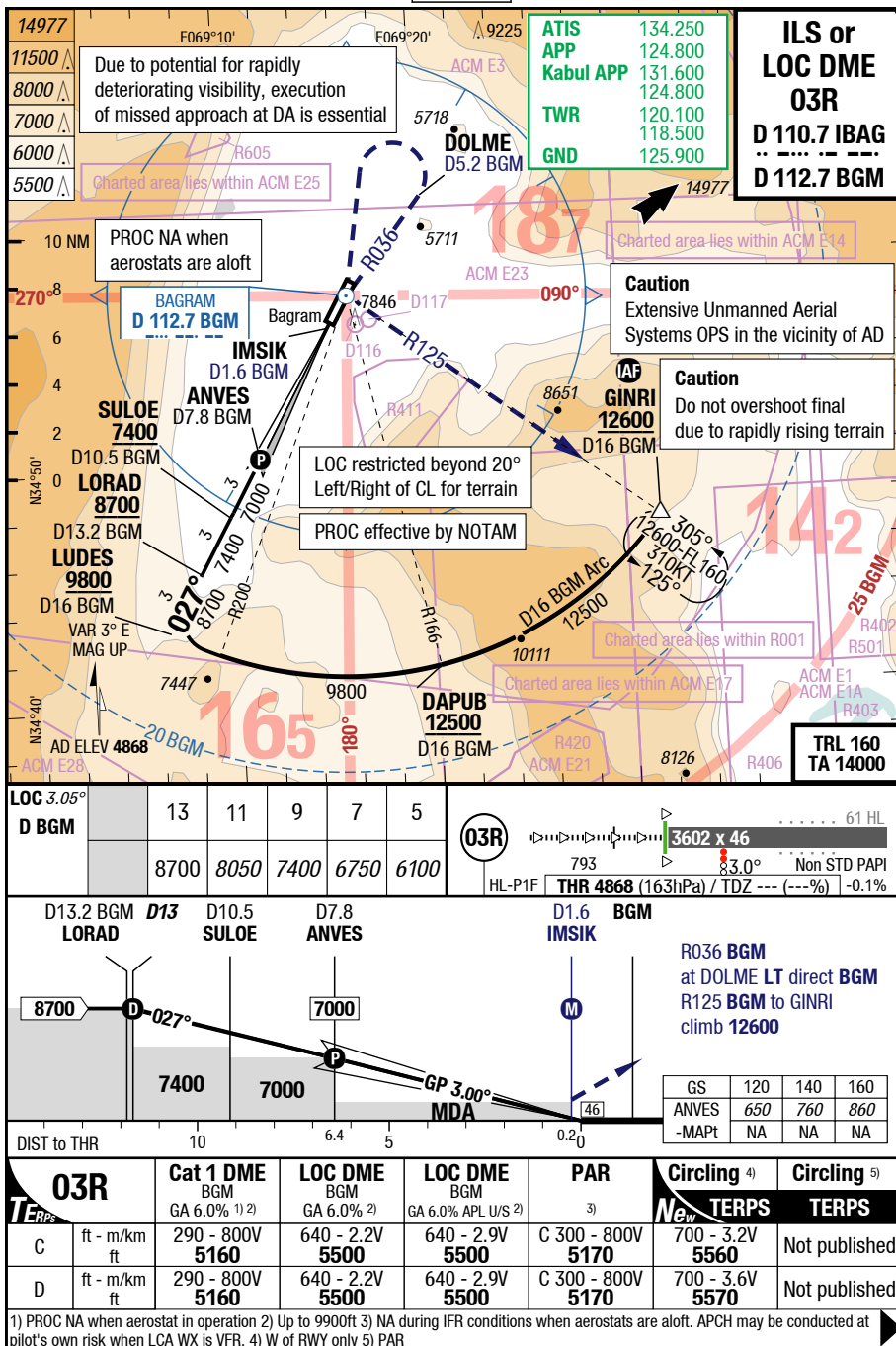
OAI-OAIX

7-10

Afghanistan Bagram

ILS or LOC DME 03R

IAC



Changes: ALT, MAPt, chart title, MIN, Note

24-MAY-2018

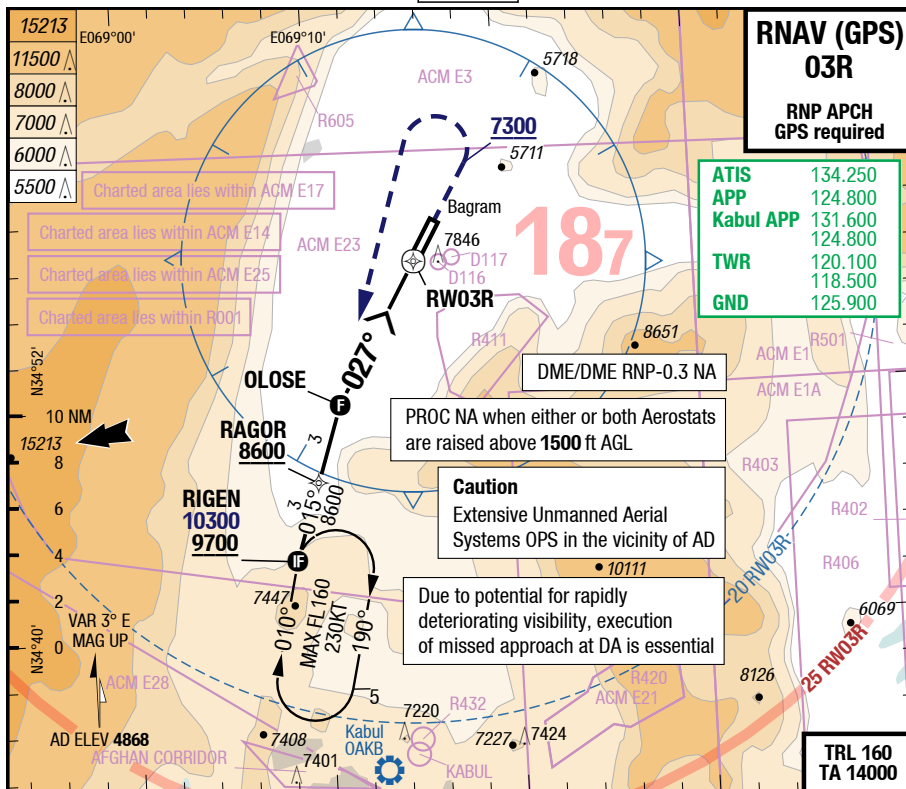
Afghanistan Bagram

IAC

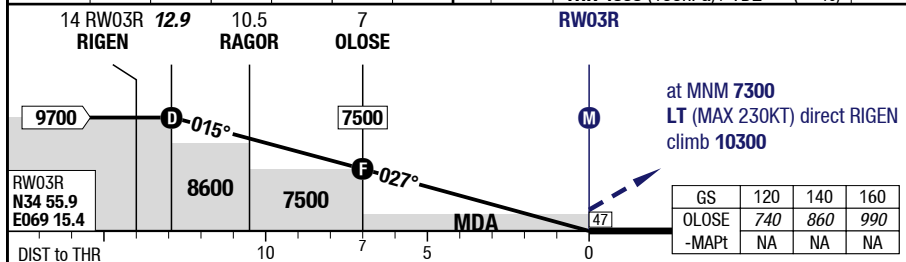
OAI-OAIX

7-30

RNAV (GPS) 03R



3.49° RW03R	12.8	10	8	6	4	2	03R 3602 x 46 793 83.0° Non STD PAPI HL-P1F THR 4868 (163hPa) / TDZ --- (---%) -0.1%
	9700	8640	7890	7140	6400	5660	

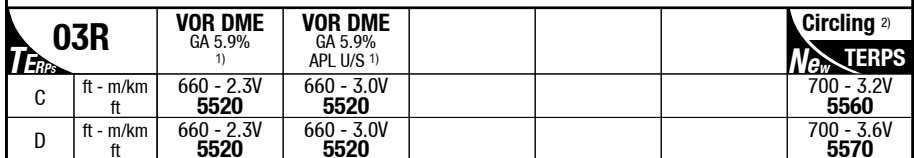


03R		RNAV GPS LNAV 1)					Circling TERPS
C	ft - m/km ft	2030 - 5.0V 6890					2040 - 5.0V 6900
D	ft - m/km ft	2030 - 5.0V 6890					2040 - 5.0V 6900

1) PROC NA when aerostat raised above 1500ft

Changes: MIN, Note, HLDG

VOR DME Z 03R



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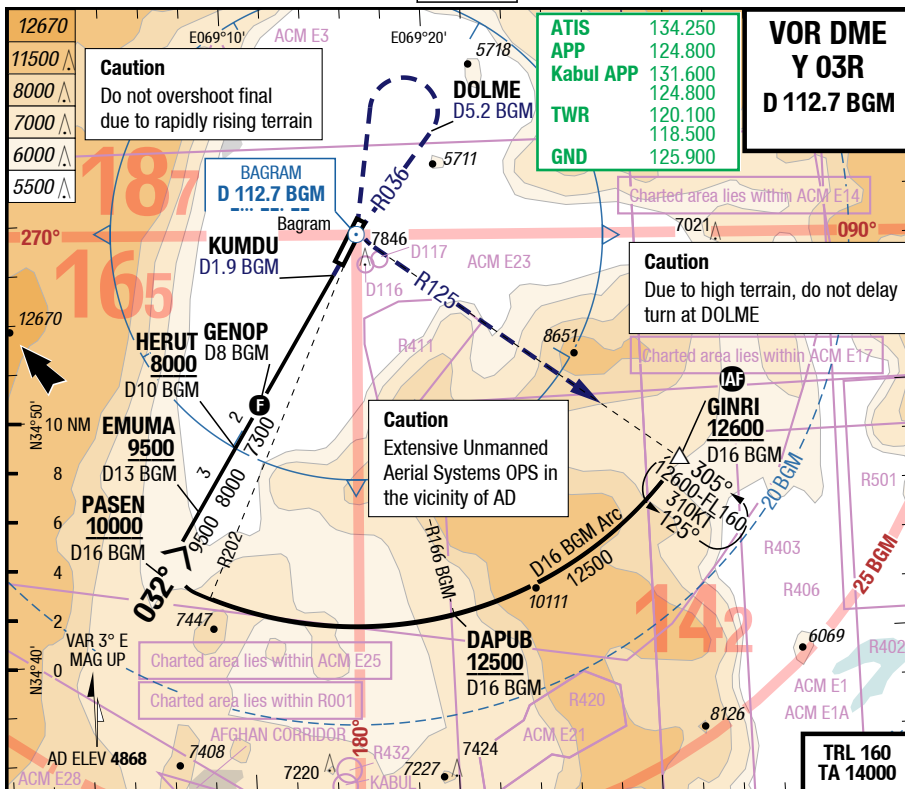
Afghanistan Bagram

IAC

OAI-OAIX

7-60

VOR DME Y 03R



TERPS 03R		PAR					
		APL U/S 1)					
C	ft - m/km ft	C 300 - 1.5V 5170					
D	ft - m/km ft	C 300 - 1.5V 5170					
1) NA during IFR conditions when aerostats are aloft. APCH may be conducted at pilot's own risk when LCA WX is VFR.							