Electronic Chart Alert

!! URGENT !!

Date: **19 March 2017**
Subject: **Kabul, Afghanistan**
Karzai Intl (OAKB)
Missing Terminal Procedure Charts

All Kabul, Afghanistan Terminal Procedure Charts Missing in Electronic Products

All Standard Terminal Procedure Charts for Kabul, Afghanistan (OAKB) are missing in Jeppesen chart revision 6-2017 in all JeppView based electronic products, which includes but may not be limited to the following products:

JeppView 3.7.5
JeppView 5.x
eLink for Windows (non-CDA)
eCharts for Windows
Jetplanner
Milplanner
Electronic Charts displayed on All OEM Devices
Jeppesen Mobile Flight Deck (Consumer version only)

When users update their electronic Jeppview products with revision 6-2017, both current and 30 March 2017 effective charts will be missing.

Both the current and 30 March 2017 effective OAKB terminal procedure charts are attached to this alert and available online at Jeppesen.com under Alerts and Notificiations.

WE STRONGLY URGE YOU TO DOWNLOAD AND DISTRIBUTE COPIES OF THE ATTACHED CHARTS PRIOR TO OPERATING INTO KABUL, AFGHANISTAN (OAKB) FOR THE PRODUCTS LISTED ABOVE.

Applications supporting tailored airway manual coverages, such as FD Pro are not affected by this issue. The terminal charts for OAKB will display correctly in those applications.

The OAKB electronic charts will be available in the 07-2017 (07 April 2017) revision. This Electronic Chart Alert and the respective charts are also posted on the Jeppesen Web site at (http://www.jeppesen.com/company/alerts/aviation-alerts.jsp).

WE STRONGLY URGE YOU TO MAKE THIS INFORMATION AVAILABLE TO APPROPRIATE CREW MEMBERS IMMEDIATELY!

If you have any questions concerning this Chart Alert, please contact Chart Support at:
+01 (303) 328-6776 (Western Hemisphere)
+49 (610) 250-8174 (Eastern Hemisphere)
U.S. Toll Free: 1-800-353-2107, ext 55-6776
E-mail: ChartSupport@jeppesen.com

Electronic Chart Alerts are published to advise users of significant issues with charts displayed in electronic applications which may affect aircraft operations. These alerts are distributed to electronic chart users and are also available on Jeppesen's Web site at www.jeppesen.com.

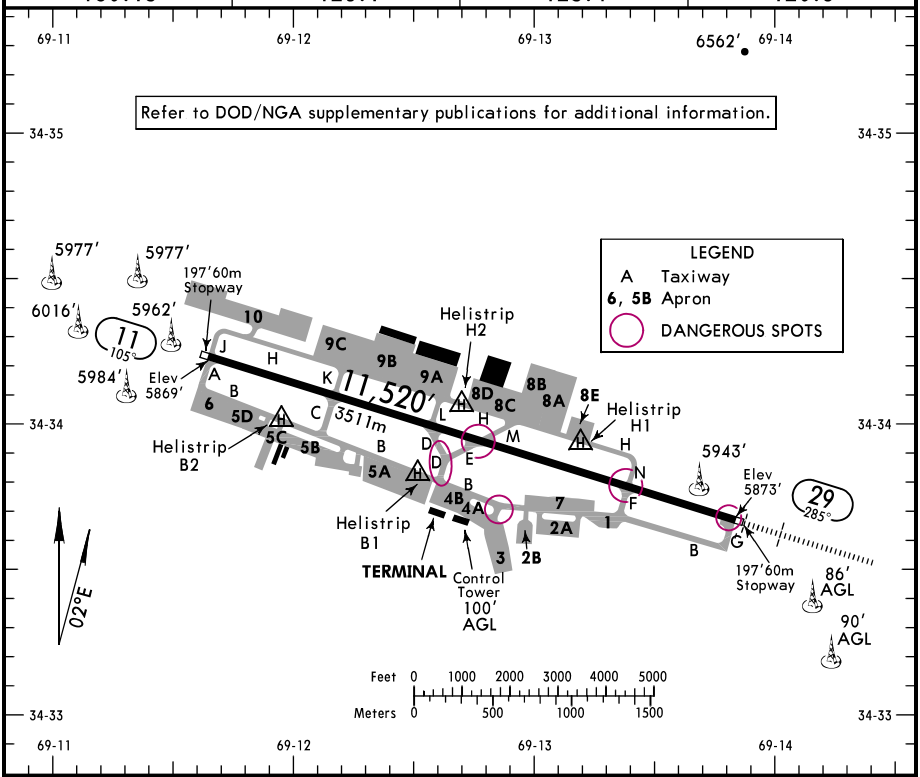
OAKB/KBL

Apt Elev **5877′**
N34 34.0 E069 12.7

JEPPESEN
2 DEC 16 (10-9)

KABUL, AFGHANISTAN
KARZAI INTL

ATIS	*KABUL Delivery	KABUL Ground	Tower
130.15	128.1	125.4	120.6



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL(60m)	HIALS ❶	PAPI				164′ 50m
29	HIRL(60m)	ALSF-I ❷	PAPI ❸		10,609′3234m		

❶ Configuration unknown. ❷ SFL are out of service. ❸ Unusable beyond 5° Right of RCL.

PREFERENTIAL RUNWAY

When tailwind component is less than 10 KT sustained and rwy surface is dry or wet with braking action good, use rwy 29.

TAXI PROCEDURES

For operations between SS and SR on apron 3, Follow-me and marshaller guidance is required.
Max taxi speed shall not exceed 16 KT.
Only after vacating the rwy quickly until the entire acft is clear of holding position, pilot shall immediately report "Rwy vacated".

Military

TAKE-OFF ❶

	Rwy 11		Rwy 29	
	With minimum climb of 385′/NM to 11000′		With minimum climb of 444′/NM to 9900′	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	400m	1600m	400m	1600m
3 & 4 Eng		800m		800m

❶ Diverse departure not authorized.

CHANGES: None.

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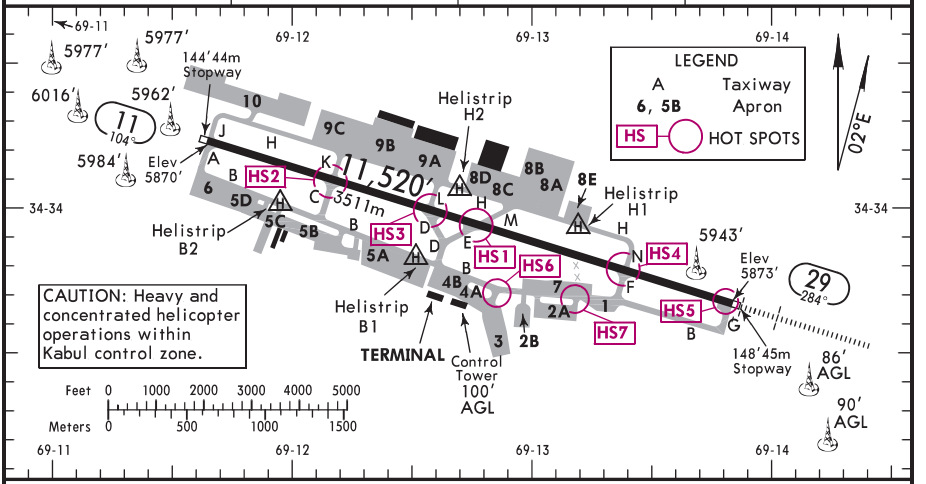
OAKB/KBL

Apt Elev **5877′**
N34 34.0 E069 12.8

JEPPESEN
24 MAR 17 (10-9) Eff 30 Mar

KABUL, AFGHANISTAN
HAMID KARZAI INTL

ATIS	*KABUL Delivery	KABUL Ground	Tower
130.15	128.1	125.4	120.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL (60m) HIALS ❶ PAPI (3.5°)				148′ 45m
29	HIRL (60m) ALSF-I ❷ PAPI (3.5°) ❸		10,609′3234m		

❶ Configuration unknown. ❷ SFL are out of service. ❸ Unusable beyond 5° Right of RCL.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- **HS1** Rwy crossing by vehicles between twy M & E.
- **HS2** Rwy crossing by vehicles and acft under tow between twy K & C.
- **HS3** Rwy crossing by vehicles and acft between twy L & D.
- **HS4** Rwy crossing by acft from twy N to twy F.
- **HS5** Potential for rwy incursion due to interference in communications with ATC.
- **HS6** Potential for twy B incursion by acft and vehicles / ground equipment crossing between Apron 3 & 7.
- **HS7** Potential for twy B incursion by acft and vehicles between Apron 7 & Apron 1 & 2A.

PREFERENTIAL RUNWAY

When tailwind component is less than 10 KT sustained use rwy 29.

TAXI PROCEDURES

Max taxi speed shall not exceed 16 KT.

TAKE-OFF ❶ & DEPARTURE PROCEDURE

	Rwy 11		Rwy 29	
	STD ❷	For climb in Visual Conditions	STD ❸	For climb in Visual Conditions
1 & 2 Eng	1600m	ceil 4300′ - 4800m	1600m	ceil 4300′ - 4800m
3 & 4 Eng	800m		800m	

❶ Diverse departure not authorized. ❷ With minimum climb of 390′/NM to 10900′.
❸ With minimum climb of 450′/NM to 9400′.

DEPARTURE PROCEDURE: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross KBL VOR/DME at or above 10000 then intercept KBL R-195 to LOBRE. Remain within 5.2 NM of OAKB during climb in visual conditions.

TAKE-OFF OBSTACLES: Rwy 11: Tower 2805′ from DER, 1114′ right of centerline, 86′ AGL/5951′ MSL. Terrain 41′ from DER,500′ left of centerline, 5876′ MSL. Terrain 46′ from DER, 512′ left of centerline, 5876′ MSL. Rwy 29: Power line 1824′ from DER, 1334′ right of centerline, 115′ AGL/5977′ MSL. Building 895′ from DER, 461′ left of centerline, 10′ AGL/5887′ MSL. Pylon 2437′ from DER, 1039′ right of centerline, 98′ AGL/5959′ MSL. Power line 3652′ from DER, 566′ right of centerline, 115′ AGL/5977′ MSL. Disabled acft 667′ from DER, 308′ left of centerline, 29′ AGL/5899′ MSL. Power line 1826′ from DER, 1303′ left of centerline, 115′ AGL/5984′ MSL.Terrain 0′ from DER, 500′ left of centerline, 5873′ MSL. Terrain 8′ from DER, 109′ right of centerline, 5873′ MSL. Terrain 0′ inward from DER, 500′ right of centerline, 5873′ MSL. Tower 925′ from DER, 476′ left of centerline, 25′ AGL/5829′ MSL. Power line 3752′ from DER, 323′ right of centerline, 98′ AGL/5967′ MSL.

CHANGES: Hot spots. Notes. Minimums.

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KABUL, AFGHANISTAN
KARZAI INTL

STRAIGHT-IN RWY		A	B	C	D
29	ILS❶	**6193**′(320′) **750m**	**6193**′(320′) **750m**	**6193**′(320′) **750m**	**6193**′(320′) **750m**
	ALS out	1400m	1400m	1400m	1400m
	ILS❷	**7052**′(1179′) **4900m**	**7052**′(1179′) **4900m**	**7052**′(1179′) **4900m**	**7052**′(1179′) **4900m**
	ALS out	5600m	5600m	5600m	5600m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV❸ with stepdown fix	**7040**′(1167′) **1500m**	**7040**′(1167′) **1600m**	**7040**′(1167′) **4600m**	**7040**′(1167′) **4600m**
	ALS out	2000m	2400m	5000m	5000m
	RNAV❸ w/o stepdown fix	**7840**′(1967′) NA	**7840**′(1967′) NA	**7840**′(1967′) **5000m**	**7840**′(1967′) **5000m**
	ALS out	NA	NA	5000m	5000m
	VOR DME ❸❹	**8480**′(2607′) **5100m**	**8480**′(2067′) **5100m**	**8480**′(2607′) **5100m**	**8480**′(2607′) **5100m**
	ALS out	5800m	5800m	5800m	5800m
	VOR DME ❸❺	**8880**′(3007′) **5100m**	**8880**′(3007′) **5100m**	**8880**′(3007′) **5100m**	**8880**′(3007′) **5100m**
	ALS out	5800m	5800m	5800m	5800m
	ASR❻	**6700**′(823′) **3300m**	**6700**′(823′) **3300m**	**6700**′(823′) **3500m**	**6700**′(823′) **3600m**
	ALS out	4000m	4000m	4200m	4400m

❶ Missed apch climb gradient mim 350′/NM to 18000′.
❷ Missed apch climb gradient mim 200′/NM to 18000′.
❸ Continuous Descent Final Approach.
❹ Missed apch climb gradient 290′/NM to 18000′.
❺ Missed apch climb gradient 200′/NM to 18000′.
❻ Missed apch climb gradient mim 5.3% up to 8600′.

CIRCLE-TO-LAND❼❽❾	90 KT	120 KT	140 KT	165 KT
After RNAV 29,	**7200**′(1323′) V2000m	**7540**′(1663′) V2400m	**7540**′(1663′) V5000m	**7540**′(1663′) V5000m
After RNAV 29, w/o stepdown fix	**7840**′(1963′) V2000m	**7840**′(1963′) V2400m	**7840**′(1963′) V5000m	**7840**′(1963′) V5000m
❿ After VOR DME 29,	**8480**′(2603′) V5800m	**8480**′(2603′) V5800m	**8480**′(2603′) V5800m	**8480**′(2603′) V5800m
⓫ After VOR DME 29,	**8880**′(3003′) V5800m	**8880**′(3003′) V5800m	**8880**′(3003′) V5800m	**8880**′(3003′) V5800m

❼ After ILS and ASR rwy 29: NOT AUTHORIZED.
❽ CAUTION: When VGSI inop, rwy 11 at NIGHT: NOT AUTHORIZED.
❾ Not authorized South of rwy.
❿ Missed apch climb gradient 290′/NM to 18000′.
⓫ Missed apch climb gradient 200′/NM to 18000′.

TAKE-OFF

	Rwy 11		Rwy 29	
	With minimum climb of 385′/NM to 11000′		With minimum climb of 444′/NM to 9900′	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	400m	1600m	400m	1600m
3 & 4 Eng		800m		800m

CHANGES: Minimums.

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KABUL, AFGHANISTAN
KARZAI INTL

STRAIGHT-IN RWY		A	B	C	D
29	ILS❶	**6193'**(320')	**6193'**(320')	**6193'**(320')	**6193'**(320')
		ceil 400'- **750m**	ceil 400'- **750m**	ceil 400'- **750m**	ceil 400'- **750m**
	ALS out	ceil 400'- 1400m	ceil 400'- 1400m	ceil 400'- 1400m	ceil 400'- 1400m
	ILS❷	**7052'**(1179')	**7052'**(1179')	**7052'**(1179')	**7052'**(1179')
		ceil 1200'- **4900m**	ceil 1200'- **4900m**	ceil 1200'- **4900m**	ceil 1200'- **4900m**
	ALS out	ceil 1200'- 5600m	ceil 1200'- 5600m	ceil 1200'- 5600m	ceil 1200'- 5600m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV❸	**7040'**(1167')	**7040'**(1167')	**7040'**(1167')	**7040'**(1167')
		ceil 1200'- **1500m**	ceil 1200'- **1600m**	ceil 1200'- **4600m**	ceil 1200'- **4600m**
	ALS out	ceil 1200'- 2000m	ceil 1200'- 2400m	ceil 1200'- 5000m	ceil 1200'- 5000m
	VOR DME ❸❹	**8480'**(2607')	**8480'**(2067')	**8480'**(2607')	**8480'**(2607')
		ceil 2700'- **5100m**	ceil 2700'- **5100m**	ceil 2700'- **5100m**	ceil 2700'- **5100m**
	ALS out	ceil 2700'- 5800m	ceil 2700'- 5800m	ceil 2700'- 5800m	ceil 2700'- 5800m
	VOR DME ❷❸	**8880'**(3007')	**8880'**(3007')	**8880'**(3007')	**8880'**(3007')
		ceil 3100'- **5100m**	ceil 3100'- **5100m**	ceil 3100'- **5100m**	ceil 3100'- **5100m**
	ALS out	ceil 3100'- 5800m	ceil 3100'- 5800m	ceil 3100'- 5800m	ceil 3100'- 5800m

❶ Missed apch climb gradient mim 350'/NM to 18000'.
❷ Missed apch climb gradient mim 150'/NM.
❸ Continuous Descent Final Approach.
❹ Missed apch climb gradient mim 290'/NM to 18000'.

CIRCLE-TO-LAND❺❻	90 KT	120 KT	140 KT	165 KT
After RNAV 29	**7200'**(1323') ceil 1400'- V2000m	**7540'**(1663') ceil 1700'- V2400m	**7540'**(1663') ceil 1700'- V5000m	**7540'**(1663') ceil 1700'- V5000m
After VOR DME 29❼	**8480'**(2603') ceil 2700'- V5800m	**8480'**(2603') ceil 2700'- V5800m	**8480'**(2603') ceil 2700'- V5800m	**8480'**(2603') ceil 2700'- V5800m
After VOR DME 29❽	**8880'**(3003') ceil 3100'- V5800m	**8880'**(3003') ceil 3100'- V5800m	**8880'**(3003') ceil 3100'- V5800m	**8880'**(3003') ceil 3100'- V5800m

❺ After ILS rwy 29: NOT AUTHORIZED.
❻ Not authorized South of rwy. Not authorized to rwy 11 at NIGHT.
❼ Missed apch climb gradient mim 290'/NM to 18000'.
❽ Missed apch climb gradient mim 150'/NM.

TAKE-OFF 1

	Rwy 11		Rwy 29	
	STD 2	For Climb in Visual Conditions	STD 3	For Climb in Visual Conditions
1 & 2 Eng	1600m	ceil 4300' - 4800m	1600m	ceil 4300' - 4800m
3 & 4 Eng	800m		800m	

1 Diverse departure not authorized. 2 With minimum climb of 390'/NM to 10900'.
3 With minimum climb of 450'/NM to 9400'.

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OAKB/KBL
KARZAI INTL

JEPPESEN

2 DEC 16 (11-1)

KABUL, AFGHANISTAN
ILS Rwy 29

BRIEFING STRIP™

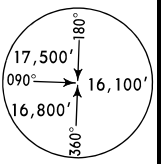
ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

LOC IAKW	Final Apch Crs	GS HIGEL	ILS DA(H) (CONDITIONAL)	Apt Elev 5877′
110.5	285°	9800′(3927′)	6193′(320′)	THR 5873′

MISSED APCH: Climb to FL 180 via KBL R-287 to RALOY, then turn RIGHT direct KBL. Cross KBL and proceed on KBL R-195 to LOBRE and hold. Continue climb-in-hold to FL 180.

CAUTION: Missed Apch Minimum Climb Rate to 18000′ 200′/NM. 350′/NM required for lower DA(H).

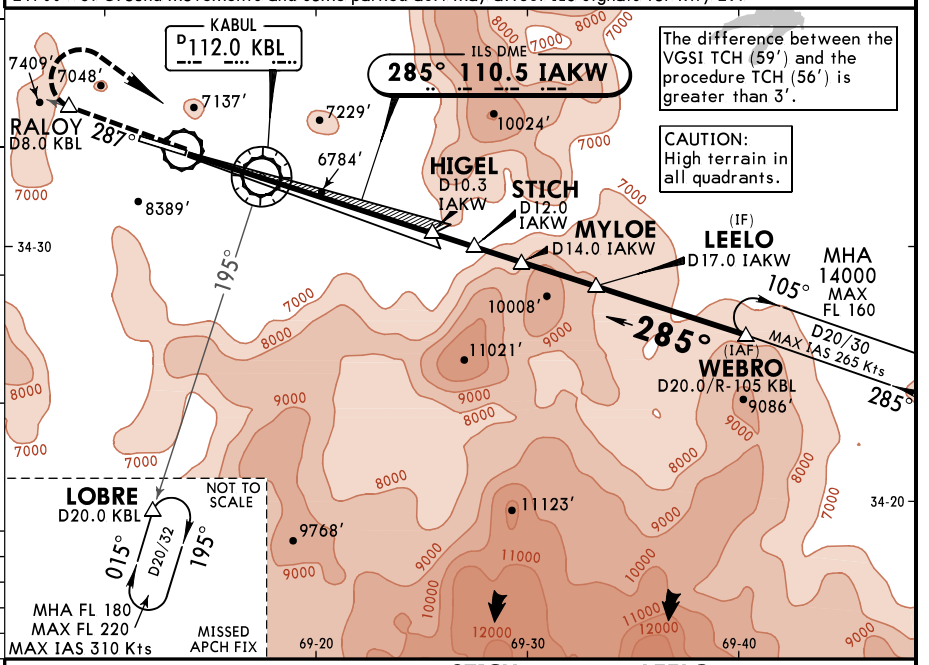
		Gnd speed-Kts	60	120	180	240	300
200′/NM	V/V	fpm	200	400	600	800	1000
350′/NM	V/V	fpm	350	700	1050	1400	1750



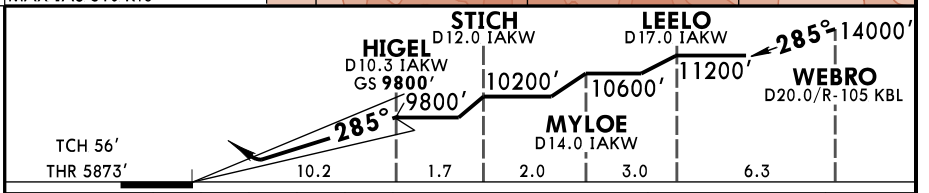
MSA
KBL VOR

Alt Set: hPa THR Elev: 197 hPa Trans level: FL 160 Trans alt:14000′

1. ATC RADAR required. 2. CAUTION: Do not begin descent unless established on both localizer and glidepath. 3. CAUTION: Execution of missed approach at DA(H) is essential. 4. EMERG SAFE ALT 100 NM 21700′ 5. Ground movements and some parked acft may affect ILS signals for Rwy 29.



1 in=7.5 NM



Gnd speed-Kts	70	90	100	120	140	160
GS 3.50°	434	557	619	743	867	991

PAPI
ALSF-I

FL 180 KBL via **112.0 R-287** **RALOY**

Military

STRAIGHT-IN LANDING RWY **29**

ILS				LOC (GS out)	CIRCLE-TO-LAND	
Missed apch climb gradient mim 350′/NM to 18000′ DA(H) **6193′**(320′)		**Missed apch climb gradient mim 200′/NM to 18000′** DA(H) **7052′**(1179′)				
FULL	ALS out	FULL	ALS out			
750m	1400m	4900m	5600m	NOT AUTHORIZED		NOT AUTHORIZED

TERPS AMEND 1

A	750m	1400m	4900m	5600m	NOT AUTHORIZED	A	NOT AUTHORIZED
B						B	
C						C	
D						D	

CHANGES: WEBRO altitude.

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OAKB/KBL
HAMID KARZAI INTL

24 MAR 17
Eff 30 Mar

JEPPESEN

(11-1)

KABUL, AFGHANISTAN
ILS Rwy 29

BRIEFING STRIP™

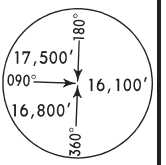
ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

LOC IAKW	Final Apch Crs	GS HIGEL	ILS DA(H) (CONDITIONAL)	Apt Elev 5877′
110.5	**285°**	**9800′**(3927′)	**6193′**(320′)	Rwy 5873′

MISSED APCH: Climb to FL 180 via KBL R-287 to RALOY, then turn RIGHT direct KBL. Cross KBL and proceed on KBL R-195 to LOBRE and hold. Continue climb-in-hold to FL 180.

CAUTION: Missed apch requires minimum climb of 350′/NM to 18000′.

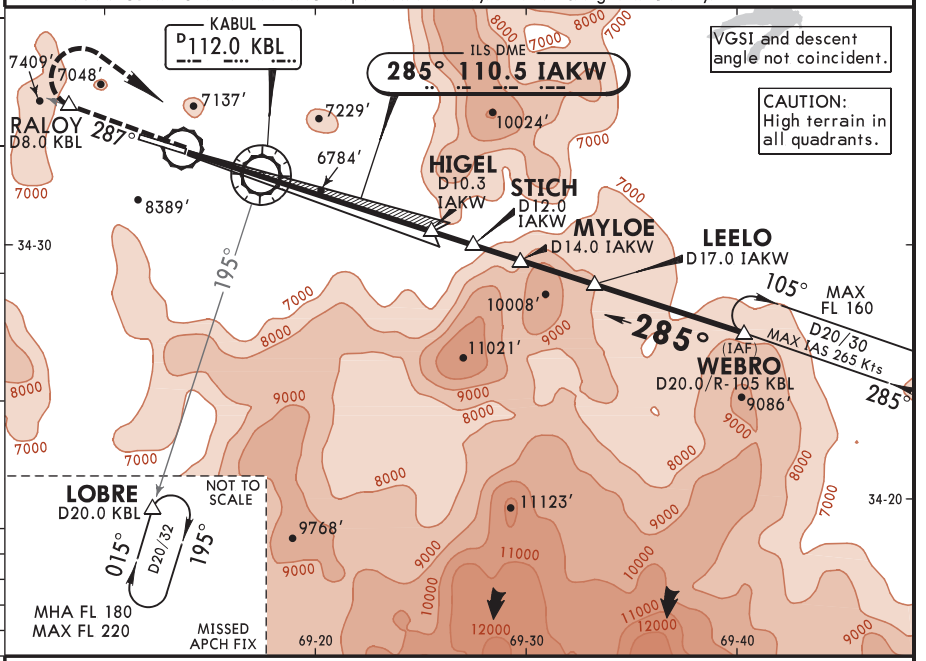
	Gnd speed-Kts	60	120	180	240	300
350′/NM	V/V fpm	350	700	1050	1400	1750



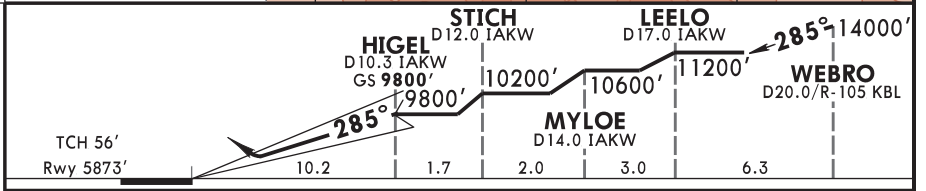
MSA
KBL VOR

Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL 160 Trans alt:14000′

1. ATC RADAR required. 2. CAUTION: Do not begin descent unless established on both localizer and glidepath. 3. CAUTION: Execution of missed approach at DA(H) is essential. 4. EMERG SAFE ALT 100 NM 21700′. 5. Ground movements and some parked acft may affect ILS signals for Rwy 29.



1 in=7.5 NM



Gnd speed-Kts	70	90	100	120	140	160
GS 3.50°	434	557	619	743	867	991

PAPI
ALSF-I

FL 180 KBL via **112.0** **R-287** **RALOY**

STRAIGHT-IN LANDING RWY 29 ILS				CEILING REQUIRED LOC (GS out)	CIRCLE-TO-LAND	
Missed apch climb gradient mim 350′/NM to 18000′ DA(H) **6193′**(320′)		Missed apch climb gradient mim 150′/NM DA(H) **7052′**(1179′)				
FULL	ALS out	FULL	ALS out			
400′ - 750m	400′ - 1400m	1200′ - 4900m	1200′ - 5600m	NOT AUTHORIZED		NOT AUTHORIZED

TERPS: A, B, C, D

CHANGES: Minimums.

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OAKB/KBL
KARZAI INTL

JEPPESEN

21 OCT 16 (12-1)

KABUL, AFGHANISTAN
RNAV (GPS) Rwy 29

BRIEFING STRIP™

ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

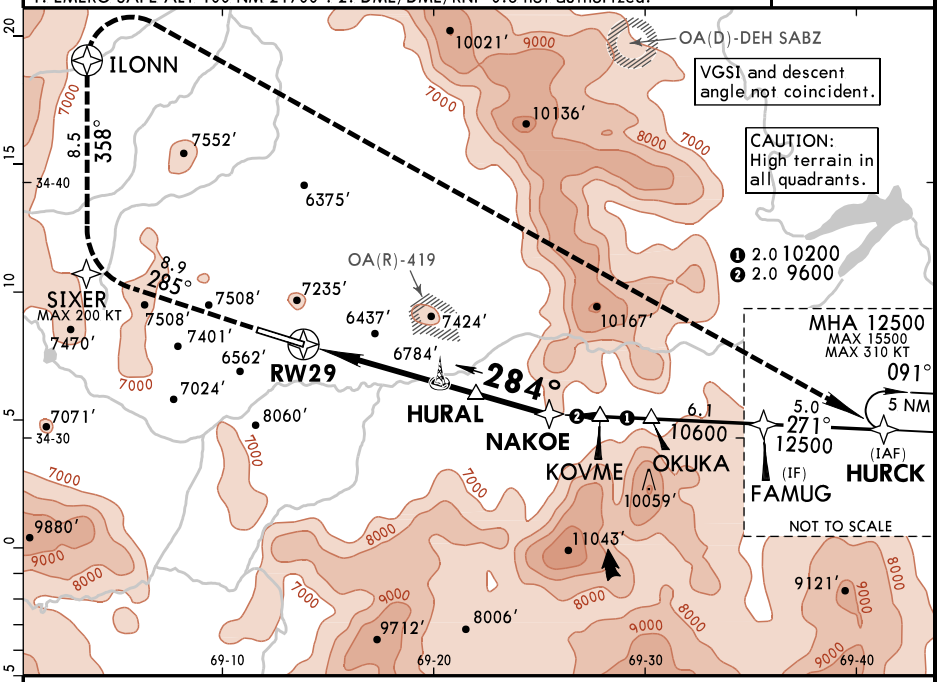
RNAV	*Final Apch Crs* **284°**	Minimum Alt **NAKOE** **9600′**(3727′)	LNAV MDA(H) (CONDITIONAL) **7040′**(1167′)	Apt Elev **5877′** RWY **5873′**

MISSED APCH: Climb to 12500′ direct to SIXER, then turn RIGHT track to ILONN. After ILONN turn RIGHT direct HURCK. Maintain ATC assigned altitude and hold.

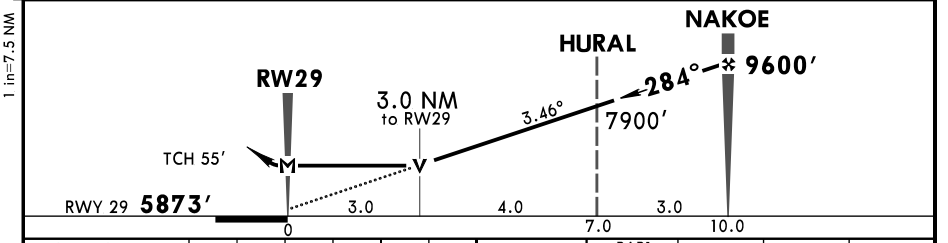
16,500′ MSA RW29

Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL 160 Trans alt: 14000′

1. EMERG SAFE ALT 100 NM 21700′. 2. DME/DME/RNP-0.3 not authorized.



1 in=7.5 NM



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle 3.46°	429	551	612	735	857	980
MAP at RW29						

PAPI ALSF-I **12500′** D SIXER

Military STRAIGHT-IN LANDING RWY **29** LNAV

	with stepdown fix MDA(H) **7040′**(1167′)	ALS out	w/o stepdown fix MDA(H) **7840′**(1967′)	ALS out
A	1200m	2000m	NA	
B	1600m	2400m		
C	4600m	5000m	5000m	
D				

CIRCLE-TO-LAND ❶

Not authorized South of rwy

Max Kts.	MDA(H)	VIS
90	7200′(1323′) ❷	2000m
120	7540′(1663′) ❷	2400m
140	7540′(1663′) ❷	5000m
165		

TERPS — AMDTN

❶ CAUTION: When VGSI inop, rwy 11 at NIGHT: NOT AUTH. ❷ After apch w/o stepdown fix: 7840′(1963′).

CHANGES: None.

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OAKB/KBL
HAMID KARZAI INTL

JEPPESEN

24 MAR 17 (12-1) Eff 30 Mar

KABUL, AFGHANISTAN
RNAV (GPS) Rwy 29

BRIEFING STRIP™

ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

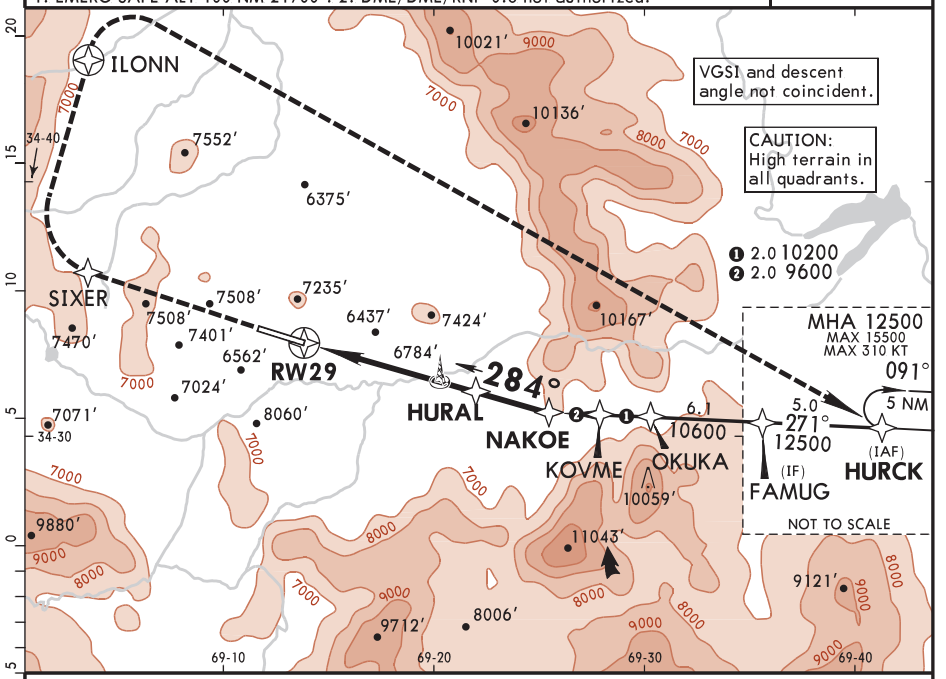
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 5877′
	284°	NAKOE 9600′(3727′)	7040′(1167′)	Rwy 5873′

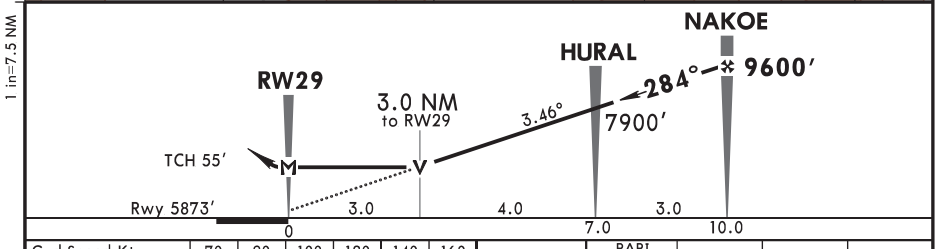
16,500′ MSA RW29

MISSED APCH: Climb to 12500′ direct to SIXER, then turn RIGHT track to ILONN. After ILONN turn RIGHT direct HURCK. Maintain ATC assigned altitude and hold.

Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL 160 Trans alt: 14000′

1. EMERG SAFE ALT 100 NM 21700′. 2. DME/DME/RNP-0.3 not authorized.





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle 3.46°	429	551	612	735	857	980
MAP at RW29						

PAPI ALSF-I | 12500′ | D | SIXER

TERPS

STRAIGHT-IN LANDING RWY 29 — CEILING REQUIRED

LNAV MDA(H) 7040′(1167′)

		ALS out
A	1200′ - 1200m	1200′ - 2000m
B	1200′ - 1600m	1200′ - 2400m
C	1200′ - 4600m	1200′ - 5000m
D		

CIRCLE-TO-LAND ❶

Not authorized South of rwy

Max Kts.	MDA(H)	CEIL-VIS
90	7200′(1323′)	1400′ - 2000m
120	7540′(1663′)	1700′ - 2400m
140 / 165	7540′(1663′)	1700′ - 5000m

❶ Not authorized to rwy 11 at NIGHT.

CHANGES: Minimums.

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OAKB/KBL
KARZAI INTL

JEPPESEN

21 OCT 16 (13-1)

KABUL, AFGHANISTAN
VOR DME Rwy 29

BRIEFING STRIP™

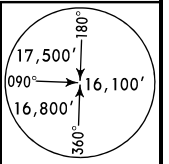
ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

VOR KBL	Final Apch Crs	Minimum Alt KEEMO	MDA(H) (CONDITIONAL)	Apt Elev 5877′ THR 5873′
112.0	282°	10800′(4927′)	8480′(2607′)	

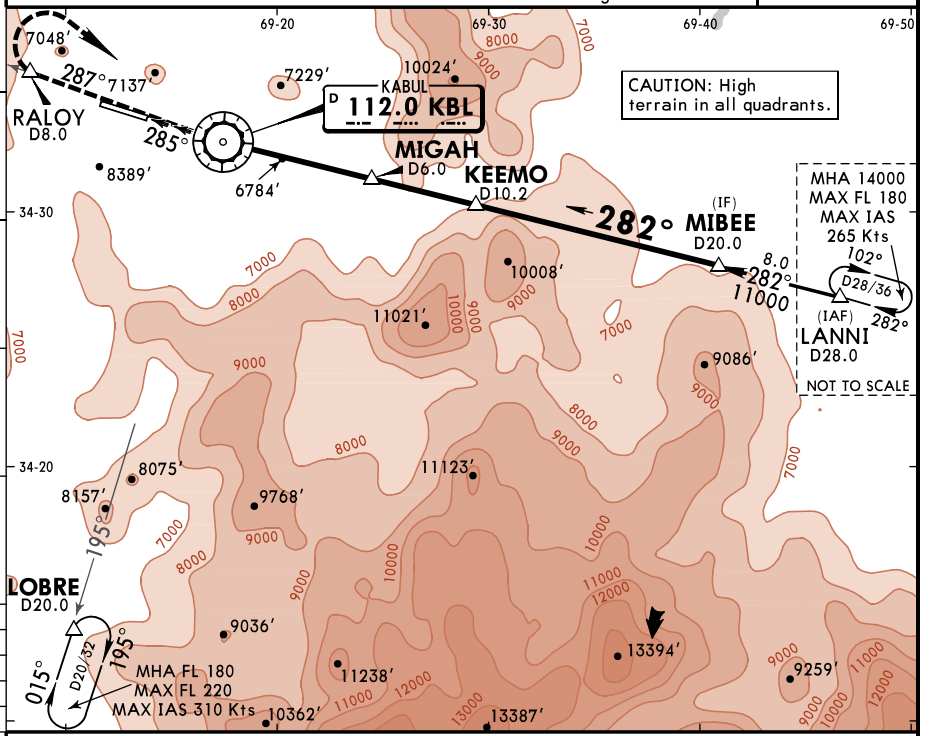
MISSED APCH: Climb to FL 180 via KBL R-287 to RALOY, then turn RIGHT direct KBL. Cross KBL and proceed on KBL R-195 to LOBRE and hold. Continue climb-in-hold to FL 180.

Alt Set: hPa THR Elev: 197 hPa Trans level: FL 160 Trans alt:14000′

1. ATC RADAR required. 2. CAUTION: Execution of missed approach at MAP is essential. 3. EMERG SAFE ALT 100 NM 21700′. 4. VGSI and descent angle not coincident.



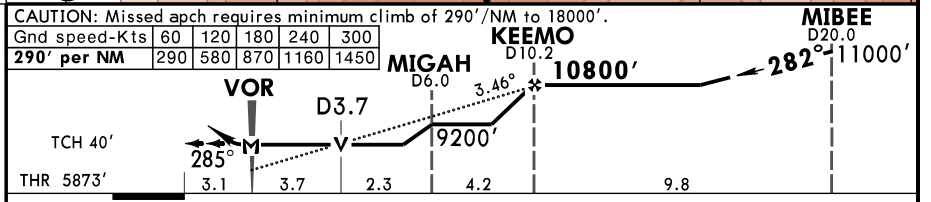
MSA KBL VOR



1 in=7.5 NM

CAUTION: Missed apch requires minimum climb of 290′/NM to 18000′.

Gnd speed-Kts	60	120	180	240	300
290′ per NM	290	580	870	1160	1450



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle 3.46°	429	551	612	735	857	980
MAP at VOR						

PAPI ALSF-I

FL 180 KBL via 112.0 R-287 RALOY

Military STRAIGHT-IN LANDING RWY 29

TERPS	Missed apch climb gradient mim 290′/NM to 18000′ MDA(H) 8480′(2607′)		Missed apch climb gradient mim 200′/NM to 18000′ MDA(H) 8880′(3007′)	
		ALS out		ALS out
AMEND 1 A	5100m	5800m	5100m	5800m
B				
C				
D				

1 CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	Missed apch climb gradient mim 290′/NM to 18000′ MDA(H)	Missed apch climb gradient mim 200′/NM to 18000′ MDA(H)
90	8480′(2603′) 5800m	8880′(3003′) 5800m
120		
140		
165		

1 CAUTION: When Rwy 11 VGSI inop, circling to Rwy 11 not authorized at night.

CHANGES: Transitions, DME arc removed.

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OAKB/KBL
HAMID KARZAI INTL

24 MAR 17 | JEPPESEN | 13-1 | Eff 30 Mar

KABUL, AFGHANISTAN
VOR DME Rwy 29

BRIEFING STRIP™

ATIS	*KABUL Arrival	KABUL Approach (R)	KABUL Tower	Ground
130.15	132.5	131.6	120.6	125.4

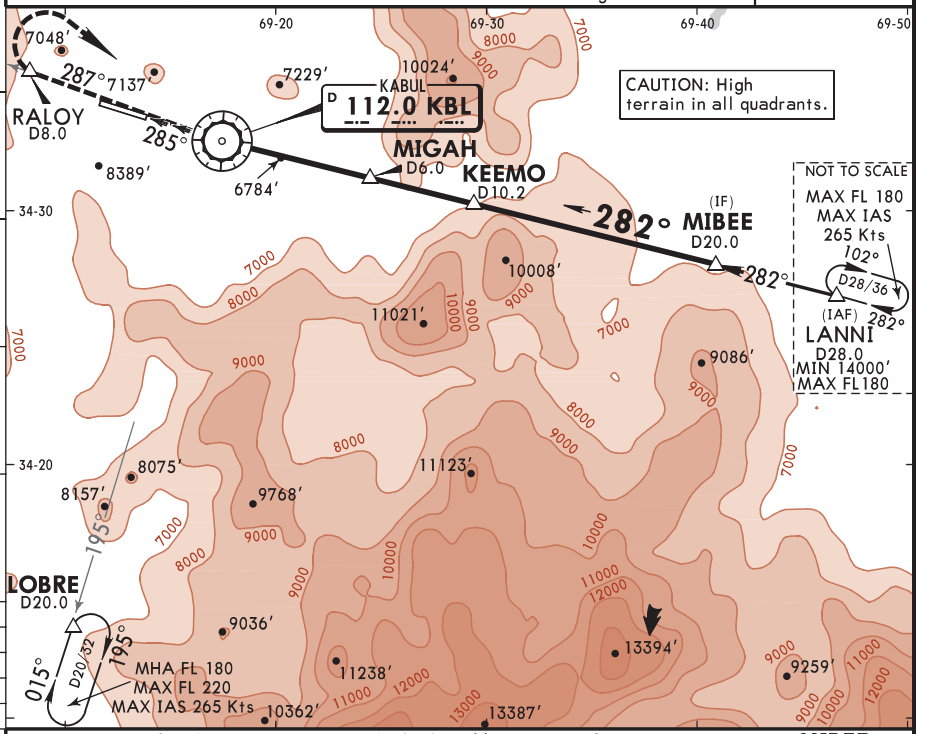
VOR KBL	Final Apch Crs	Minimum Alt KEEMO	MDA(H) (CONDITIONAL)	Apt Elev 5877′ Rwy 5873′
112.0	282°	10800′(4927′)	8480′(2607′)	

MISSED APCH: Climb to FL 180 via KBL R-287 to RALOY, then turn RIGHT to KBL. Cross KBL and proceed on KBL R-195 to LOBRE and hold. Continue climb-in-hold to FL 180.

Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL 160 Trans alt: 14000′

1. ATC RADAR required. 2. CAUTION: Execution of missed approach at MAP is essential. 3. EMERG SAFE ALT 100 NM 21700′. 4. VGSI and descent angle not coincident.

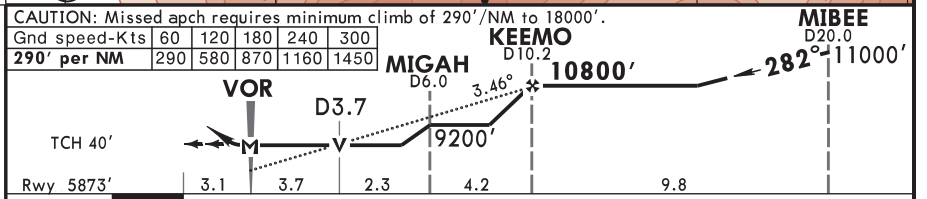
MSA KBL VOR: 180° 17,500′; 090° 16,100′; 360° 16,800′



1 in=7.5 NM

CAUTION: Missed apch requires minimum climb of 290′/NM to 18000′.

Gnd speed-Kts	60	120	180	240	300
290′ per NM	290	580	870	1160	1450



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle 3.46°	429	551	612	735	857	980
MAP at VOR						

PAPI ALSF-I | FL 180 | KBL via 112.0 R-287 | RALOY

TERPS

STRAIGHT-IN LANDING RWY 29 — CEILING REQUIRED

	Missed apch climb gradient mim 290′/NM to 18000′ MDA(H) 8480′(2607′)		Missed apch climb gradient mim 150′/NM MDA(H) 8880′(3007′)	
		ALS out		ALS out
A	2700′ - 5100m	2700′ - 5800m	3100′ - 5100m	3100′ - 5800m
B				
C				
D				

1 CIRCLE-TO-LAND — Not authorized South of rwy

Max Kts	Missed apch climb gradient mim 290′/NM to 18000′ MDA(H)	CEIL-VIS	Missed apch climb gradient mim 150′/NM MDA(H)	CEIL-VIS
90	8480′(2603′)	2700′ - 5800m	8880′(3003′)	3100′ - 5800m
120				
140				
165				

1 Not authorized to rwy 11 at NIGHT.

CHANGES: Minimums.

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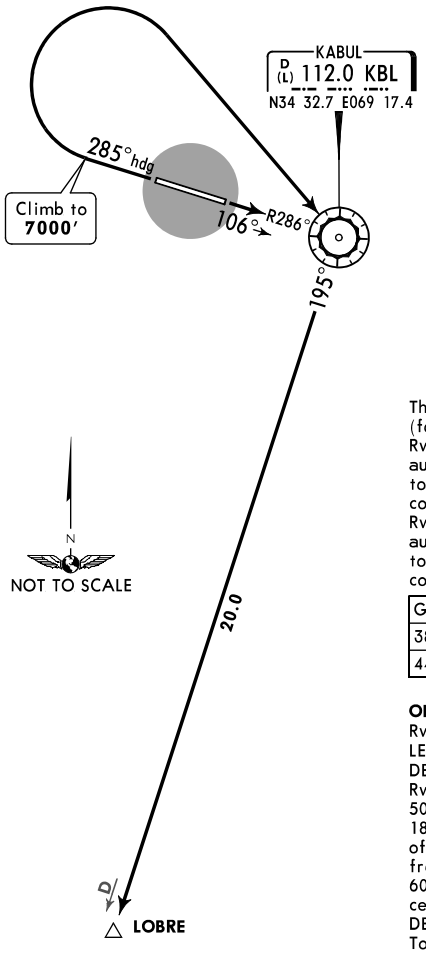
Apt Elev 5877′	Trans level: FL160 Trans alt: 14000′ Procedure not authorized for CAT E aircraft.

OBSTACLE

KABUL 4 DEPARTURE [KABUL4]

SPEED: MAX 250 KT UNTIL ESTABLISHED ON KBL R-195



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 11: Standard (or lower than standard, if authorized) with a minimum climb of 385′ per NM to 11000′ or 4300-4800m for climb in visual conditions.
Rwy 29: Standard (or lower than standard, if authorized) with a minimum climb of 444′ per NM to 9900′ or 4300-4800m for climb in visual conditions.

Gnd speed-KT	75	100	150	200	250	300
385′ per NM	481	642	963	1283	1604	1925
444′ per NM	555	740	1110	1480	1850	2220

OBSTACLES
Rwy 11: Terrain 22′ to 110′ from DER, 500′ to 529′ LEFT of centerline, 5876′ MSL. Tower 2805′ from DER, 1114′ RIGHT of centerline, 86′ AGL/5951′ MSL.
Rwy 29: Terrain 0′ inward to 8′ from DER, 109′ to 500′ RIGHT of centerline, 5873′ MSL. Power lines 1824′ to 3752′ from DER, 1303′ LEFT to 1334′ RIGHT of centerline, up to 115′ AGL/5984′ MSL. Mast 2750′ from DER, 255′ LEFT of centerline, 161′ AGL/6016′ MSL. Building 895′ from DER, 461′ LEFT of centerline, 10′ AGL/5887′ MSL. Pylon 2437′ from DER, 1039′ RIGHT of centerline, 98′ AGL/5959′ MSL. Tower 925′ from DER, 476′ LEFT of centerline, 25′ AGL/5892′ MSL.

RWY	INITIAL CLIMB
11	Climb via R-286 to KBL VOR, then turn RIGHT to intercept R-195 to LOBRE. MAINTAIN ATC assigned altitude. OR For climb in visual conditions remain within 5.2 NM of Karzai Intl airport, cross KBL VOR at or above 10000′ and intercept KBL R-195 to LOBRE.
29	Climb heading 285° to 7000′, then turn RIGHT direct to KBL VOR, proceed outbound on KBL R-195 to LOBRE. MAINTAIN ATC assigned altitude. OR For climb in visual conditions remain within 5.2 NM of Karzai Intl airport, cross KBL VOR at or above 10000′ and intercept KBL R-195 to LOBRE.

CHANGES: None.

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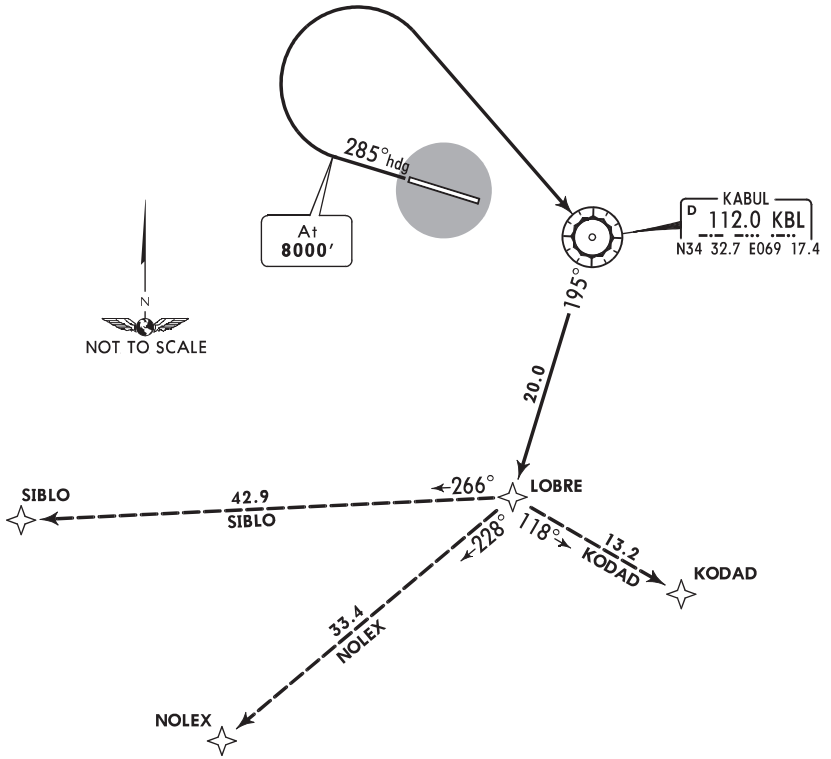
Apt Elev 5877′	Trans level: FL160 Trans alt: 14000′ **1. RNAV 1.** **2. GPS required.** **3. RADAR required for non-GPS equipped aircraft.** 4. EXPECT close-in obstacles. 5. Emergency safe altitude within 100 NM of Hamid Karzai Intl airport 21700′.

17,500′
MSA ARP

LOGAR 3 [LOGAR3]
RWY 29 RNAV DEPARTURE



This SID requires a minimum climb gradient of
450′ per NM up to 12000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

For take-off minimums and additional climb gradients refer to chart 10-9.

INITIAL CLIMB

Climb on 285° heading to 8000′ then turn RIGHT direct to KBL, turn RIGHT 195° track to LOBRE.

TRANSITION	ROUTING
KODAD	At LOBRE turn LEFT, 118° track to KODAD. MAINTAIN assigned altitude.
NOLEX	At LOBRE turn RIGHT, 228° track to NOLEX. MAINTAIN assigned altitude.
SIBLO	At LOBRE turn RIGHT, 266° track to SIBLO. MAINTAIN assigned altitude.

CHANGES: Chart reindexed.

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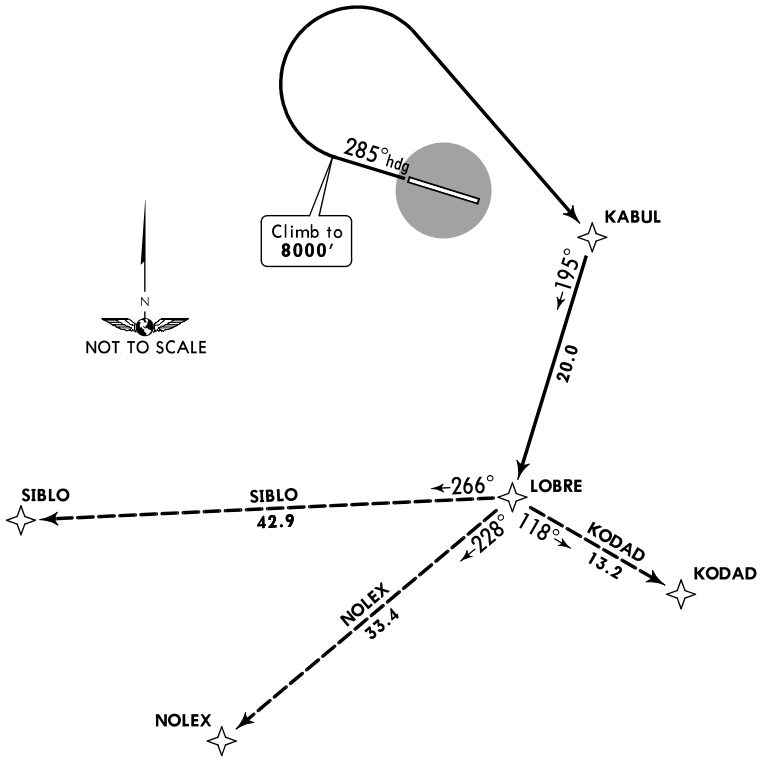
Apt Elev 5877′	Trans level: FL160 Trans alt: 14000′ **1. GPS required.** **2. RADAR required for non-GPS equipped aircraft.** 3. For use by /E, /G and /R (RNP 1.0) equipped aircraft only. /G aircraft with selectable course deviation indicator (CDI) must set CDI to 1 NM terminal sensitivity. Aircraft without selectable CDI must use flight director. 4. DME/DME RNP -0.3 not authorized. 5. Emergency safe altitude within 100 NM of Karzai Intl airport 21700′.	17,500′ MSA ARP

LOGAR 3 RNAV DEPARTURE [LOGAR3] (RWY 29)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

OBSTACLES
Rwy 29: Terrain 0′ inward to 8′ from DER, 500′ LEFT to 484′ RIGHT of centerline, 5873′ MSL. Power lines 1824′ to 3752′ from DER, 1303′ LEFT to 1334′ RIGHT of centerline, up to 115′ AGL/5984′ MSL. Mast 2750′ from DER, 255′ LEFT of centerline, 161′ AGL/6016′ MSL. Building 895′ from DER, 461′ LEFT of centerline, 10′ AGL/5887′ MSL. Pylon 2437′ from DER, 1039′ RIGHT of centerline, 98′ AGL/5959′ MSL. Tower 925′ from DER, 476′ LEFT of centerline, 25′ AGL/5892′ MSL.

INITIAL CLIMB

Climb heading 285° to 8000′ then turn RIGHT direct to KABUL, turn RIGHT 195° track to LOBRE.

TRANSITION	ROUTING
KODAD	At LOBRE turn LEFT, 118° track to KODAD. MAINTAIN assigned altitude.
NOLEX	At LOBRE turn RIGHT, 228° track to NOLEX. MAINTAIN assigned altitude.
SIBLO	At LOBRE turn RIGHT, 266° track to SIBLO. MAINTAIN assigned altitude.

CHANGES: Notes.

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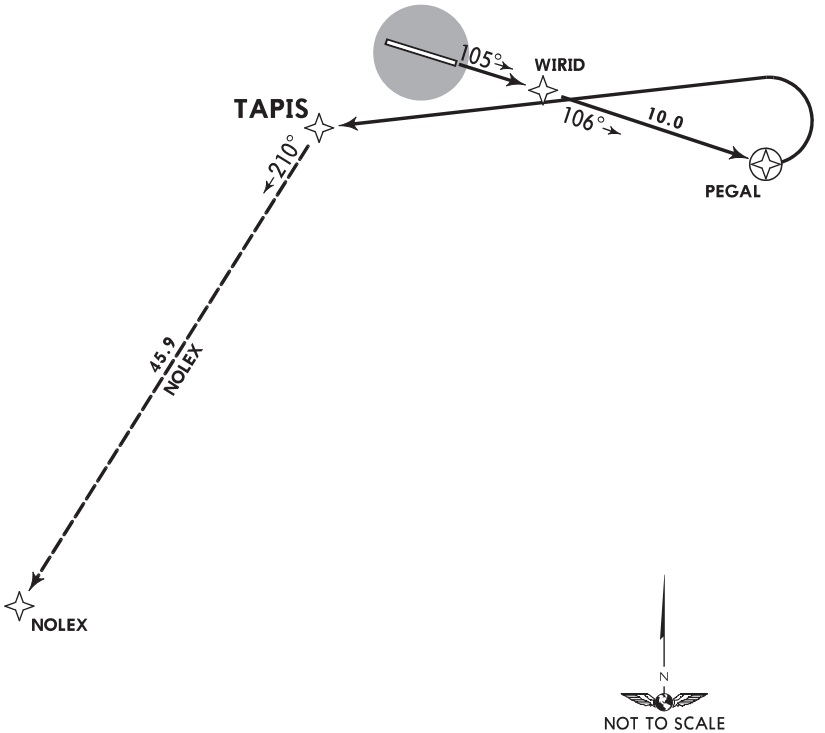
Apt Elev 5877′	Trans level: FL160 Trans alt: 14000′ **1. RNAV 1.** **2. GPS required.** **3. RADAR required for non-GPS equipped aircraft.** 4. EXPECT close-in obstacles. 5. Emergency safe altitude within 100 NM of Hamid Karzai Intl airport 21700′.

17,500′
MSA ARP

TAPIS 2 [TAPIS2]
RWY 11 RNAV DEPARTURE



This SID requires a minimum climb gradient of
335′ per NM up to 12200′.

Gnd speed-KT	75	100	150	200	250	300
335′ per NM	419	558	838	1117	1396	1675

For take-off minimums and additional climb gradients refer to chart 10-9.

INITIAL CLIMB

Climb on 105° track to WIRID, 106° track to PEGAL, turn LEFT direct to TAPIS.
MAINTAIN ATC assigned alttude.

TRANSITION	ROUTING
NOLEX	At TAPIS, 210° track to NOLEX. MAINTAIN ATC assigned altitude.

CHANGES: Chart reindexed.

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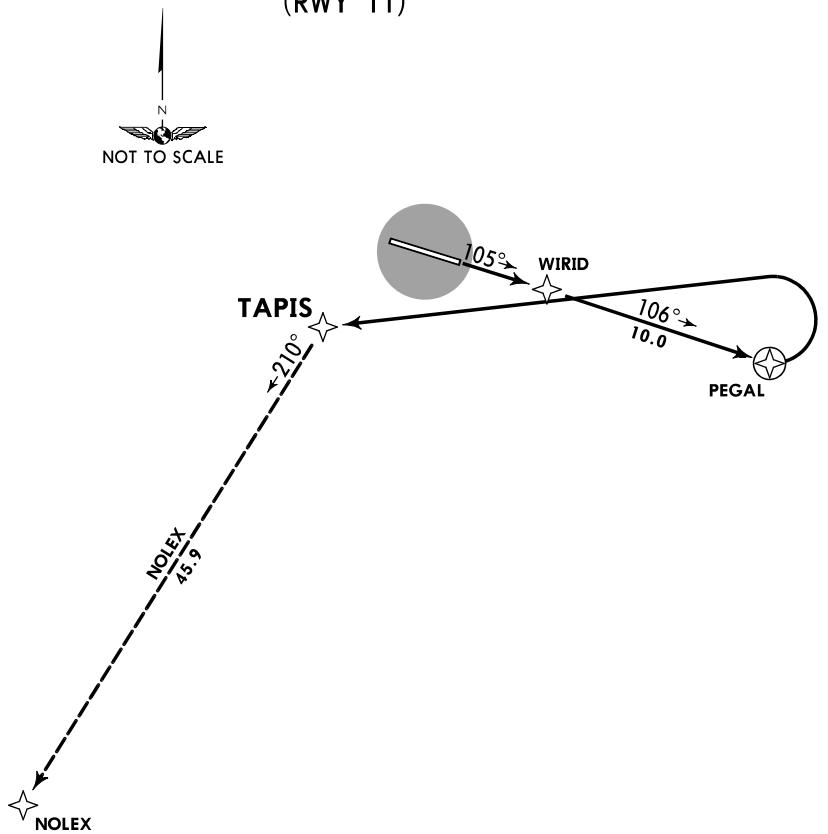
Apt Elev 5877′	Trans level: FL160 Trans alt: 14000′ **1. GPS required.** **2. RADAR required for non-GPS equipped aircraft.** 3. For use by /E, /G and /R (RNP 1.0) equipped aircraft only. /G aircraft with selectable course deviation indicator (CDI) must set CDI to 1 NM terminal sensitivity. Aircraft without selectable CDI must use flight director. 4. DME/DME RNP -0.3 not authorized. 5. Emergency safe altitude within 100 NM of Karzai Intl airport 21700′.	17,500′ MSA ARP

TAPIS 2 RNAV DEPARTURE [TAPIS2] (RWY 11)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 11: Standard (or lower than standard, if authorized) with a minimum climb of 335′ per NM to 12200′.

Gnd speed-KT	75	100	150	200	250	300
335′ per NM	419	558	838	1117	1396	1675

OBSTACLES
Rwy 11: Terrain 21′ to 110′ from DER, 500′ to 529′ LEFT of centerline, 5876′ MSL. Tower 2805′ from DER, 1114′ RIGHT of centerline, 86′ AGL/5951′ MSL.

INITIAL CLIMB

Climb via 105° track direct to WIRID, then 106° track to PEGAL, turn LEFT direct to TAPIS. MAINTAIN ATC assigned altitude.

TRANSITION	ROUTING
NOLEX	Depart TAPIS on 210° track to NOLEX. MAINTAIN ATC assigned altitude.

CHANGES: Notes.

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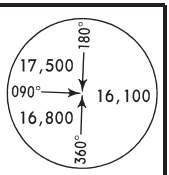
Apt Elev	
5877′	Trans level: FL160 Trans alt: 14000′ **1. RADAR or DME required.** 2. EXPECT close-in obstacles. 3. Emergency safe altitude within 100 NM of Hamid Karzai Intl airport 21700′.

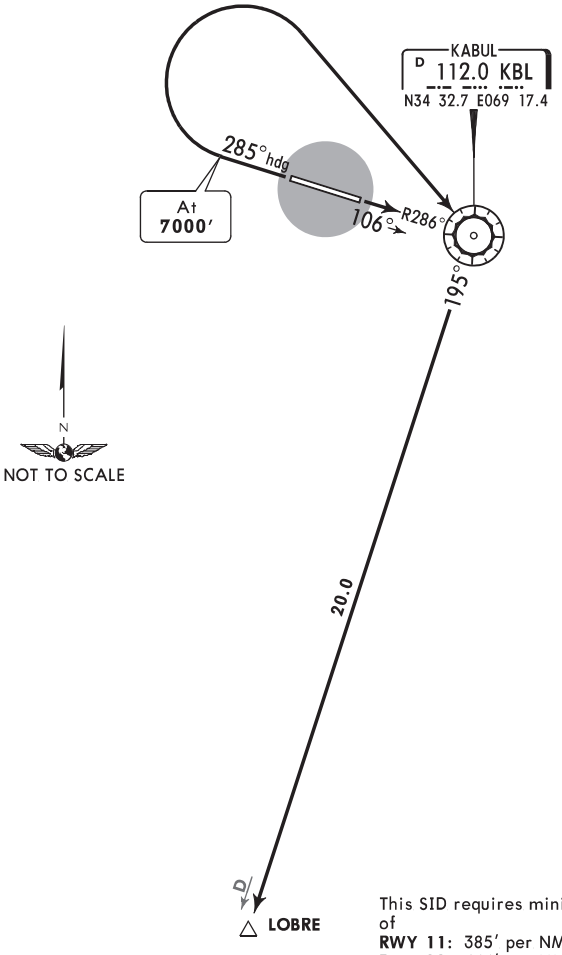


MSA KBL VOR

OBSTACLE

KABUL 4 [KABUL4] DEPARTURE

SPEED: MAX 250 KT UNTIL ESTABLISHED ON KBL R-195



This SID requires minimum climb gradients of
RWY 11: 385′ per NM up to 11000′;
RWY 29: 444′ per NM up to 9900′.

Gnd speed-KT	75	100	150	200	250	300
385′ per NM	481	642	963	1283	1604	1925
444′ per NM	555	740	1110	1480	1850	2220

For take-off minimums and additional climb gradients refer to chart 10-9.

RWY	ROUTING
11	Climb on KBL R-286 inbound to KBL, turn RIGHT, KBL-195 to LOBRE. MAINTAIN ATC assigned altitude.
29	Climb on 285° heading to 7000′, turn RIGHT direct to KBL, KBL R-195 to LOBRE. MAINTAIN ATC assigned altitude.

CHANGES: Chart reindexed.

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OAKB/KBL
KARZAI INTL

JEPPESEN 29 JUL 16 (18-1)

KABUL, AFGHANISTAN
ASR Rwy 29

MISSED APCH CLIMB GRADIENT MIM 5.3%

BRIEFING STRIP™

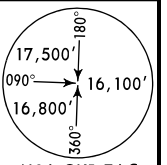
ATIS	*KABUL Arrival	KABUL Approach (R)	BAGRAM Approach	KABUL Tower	Ground
130.15	132.5	131.6	124.8	120.6	125.4

RADAR	*Final Apch Crs* 285°	Minimum Alt 6.0 NM RADAR FIX 8300′(2423′)	MDA(H) 6700′(823′)	Apt Elev 5877′

MISSED APCH: Climb on heading 275° to 10000′, when leaving 8600′ turn RIGHT on heading 078° and expect radar vectors.

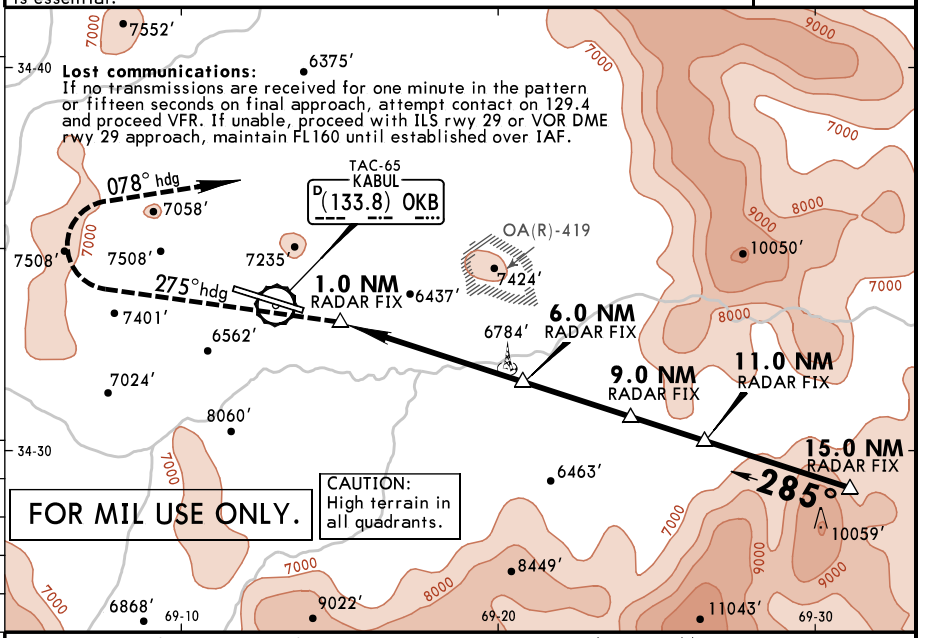
Alt Set: hPa Apt Elev: 198 hPa Trans level: FL 160 Trans alt: 14000′

1. CAUTION: Execution of missed approach at MAP is essential. 2. EMERG SAFE ALT 100 NM 21700′.



MSA OKB TAC

Lost communications: If no transmissions are received for one minute in the pattern or fifteen seconds on final approach, attempt contact on 129.4 and proceed VFR. If unable, proceed with ILS rwy 29 or VOR DME rwy 29 approach, maintain FL160 until established over IAF.

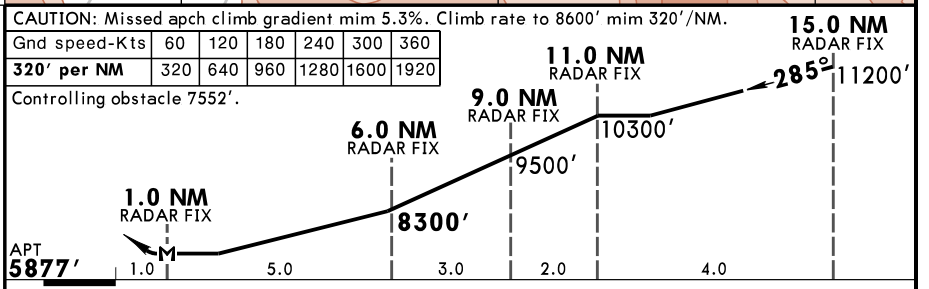


CAUTION: Missed apch climb gradient mim 5.3%. Climb rate to 8600′ mim 320′/NM.

Gnd speed-Kts	60	120	180	240	300	360
320′ per NM	320	640	960	1280	1600	1920

Controlling obstacle 7552′.

1 in=5 NM



Gnd speed-Kts		70	90	100	120	140	160
Descent angle from 11.0 NM to 6.0 NM	3.77°	467	601	667	801	934	1068
MAP at 1.0 NM from threshold							

ALSF-I PAPI LT 8600′ on hdg 275°

Military STRAIGHT-IN LANDING RWY 29

Missed apch climb gradient mim 5.3% up to 8600′

MDA(H) 6700′(823′)

		ALS out
A	1200m	2000m
B		
C	3200m	4000m
D	3600m	4400m

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	
D	

TERPS AMEND 2

CHANGES: Airport name.

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