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Revision Letter For Cycle 07-2023

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Notebook

General Information

Location: KABUL AFG
ICAO/IATA: OAKB / KBL
Lat/Long: N34° 33.95', E069° 12.75'
Elevation: 5877 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:30 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0053 Z
Sunset: 1354 Z

Runway Information

Runway: 11
Length x Width: 11520 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5870 ft
Lighting: Edge, ALS
Stopway: 148 ft

Runway: 29
Length x Width: 11520 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 5873 ft
Lighting: Edge, ALS
Stopway: 144 ft

Communication Information

ATIS: 130.150
Kabul Tower: 125.400

Kabul Tower: 28.427 Military

Kabul Ground: 120.600

Kabul Approach: 131.600

Kabul Approach: 36.060 Military

Kabul Arrival: 30.195 Military

Kabul Arrival: 132.500

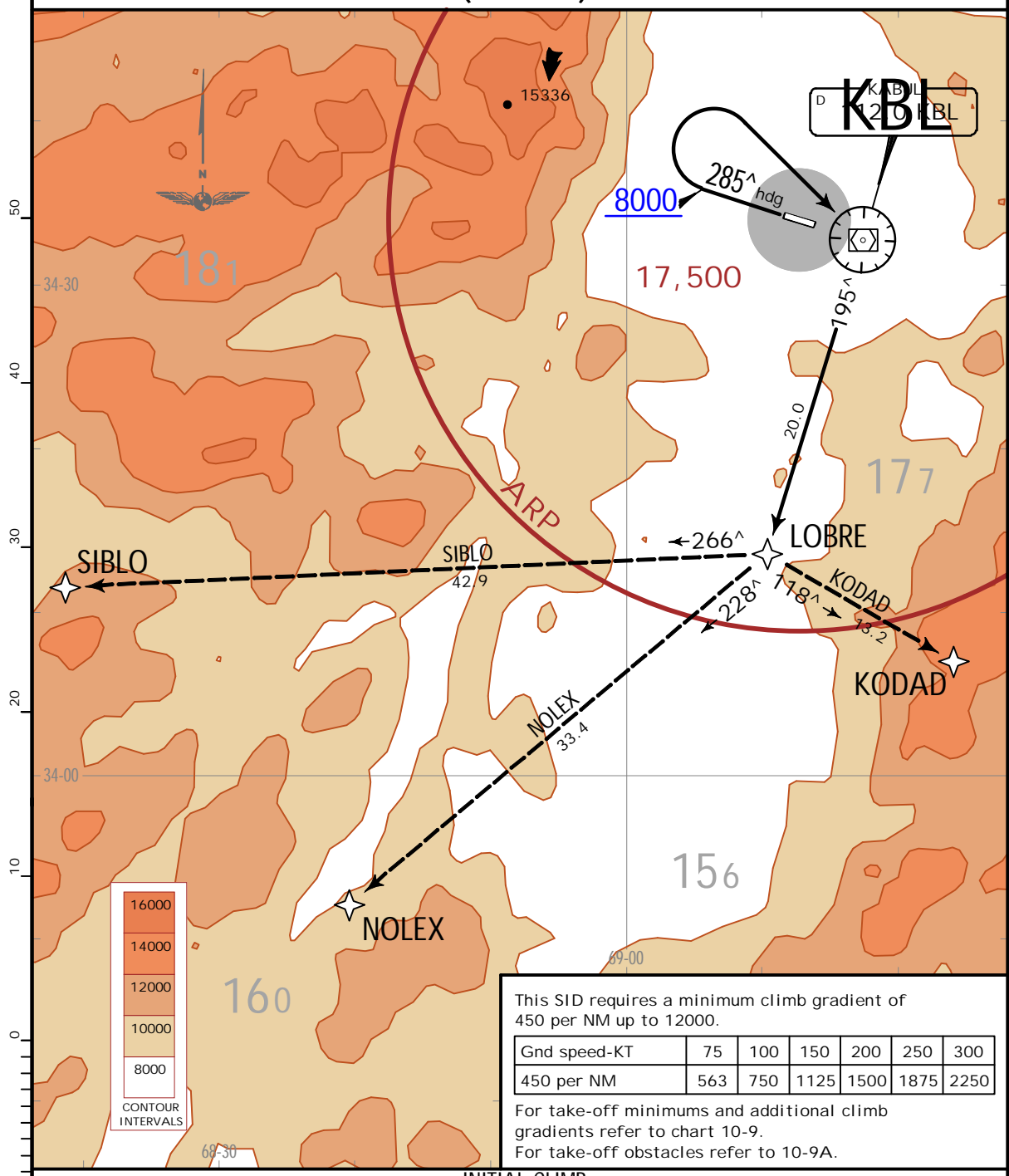
OAKB/KBL
KABUL INTL

JEPPesen
5 AUG 22 (10-3)

KABUL, AFGHANISTAN
.RNAV.SID.

*KABUL Departure 132.500	Apt Elev 5877	Trans alt: 14000
		RNAV 1
1. GPS required. 2. RADAR required for non-GPS equipped aircraft. 3. Emergency safe altitude within 100 NM of Kabul Intl airport 21700.		

LOGAR 3 RNAV DEPARTURE (RWY 29)



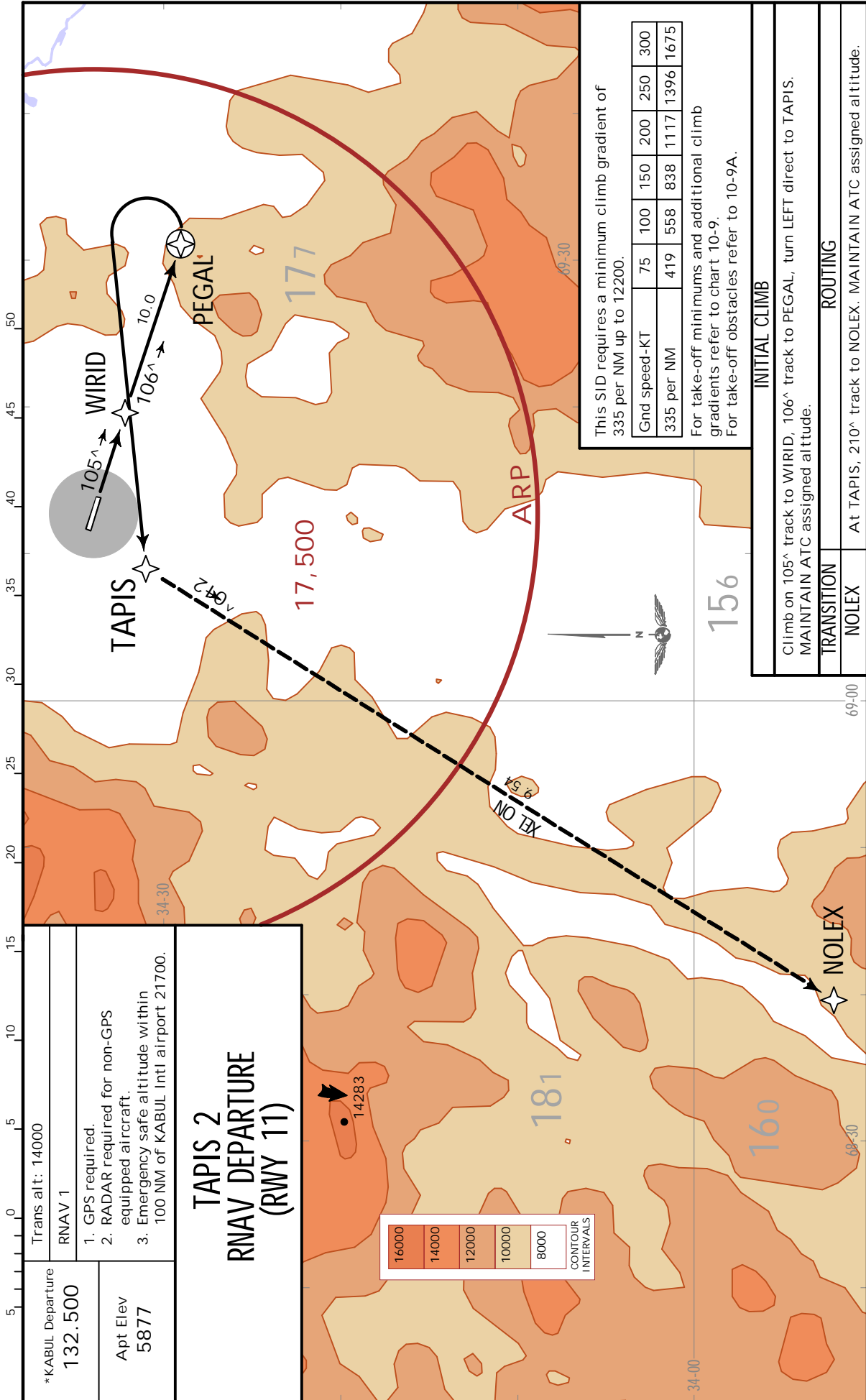
INITIAL CLIMB
Climb on 285° heading to 8000 then turn RIGHT direct to KBL, turn RIGHT 195° track to LOBRE.

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.

OAKB/KBL
KABUL INTL

JEPPESSEN
5 AUG 22 10-3A

KABUL, AFGHANISTAN
.RNAV.SID.



*KABUL Departure
132.500

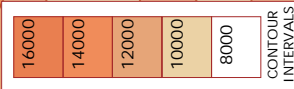
Apt Elev
5877

Trans alt: 14000

RNAV 1

1. GPS required.
2. RADAR required for non-GPS equipped aircraft.
3. Emergency safe altitude within 100 NM of KABUL Intl airport 21700.

**TAPIS 2
RNAV DEPARTURE
(RWY 11)**



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 minima and additional climb gradients refer to chart 10-9.
For take-off obstacles refer to 10-9A.

INITIAL CLIMB	
Climb on 105° track to WIRID, 106° track to PEGAL, turn LEFT direct to TAPIS. MAINTAIN ATC assigned altitude.	
TRANSITION	NOLEX
ROUTING	At TAPIS, 210° track to NOLEX. MAINTAIN ATC assigned altitude.

CHANGES: Airport name.

OAKB/KBL
KABUL INTL

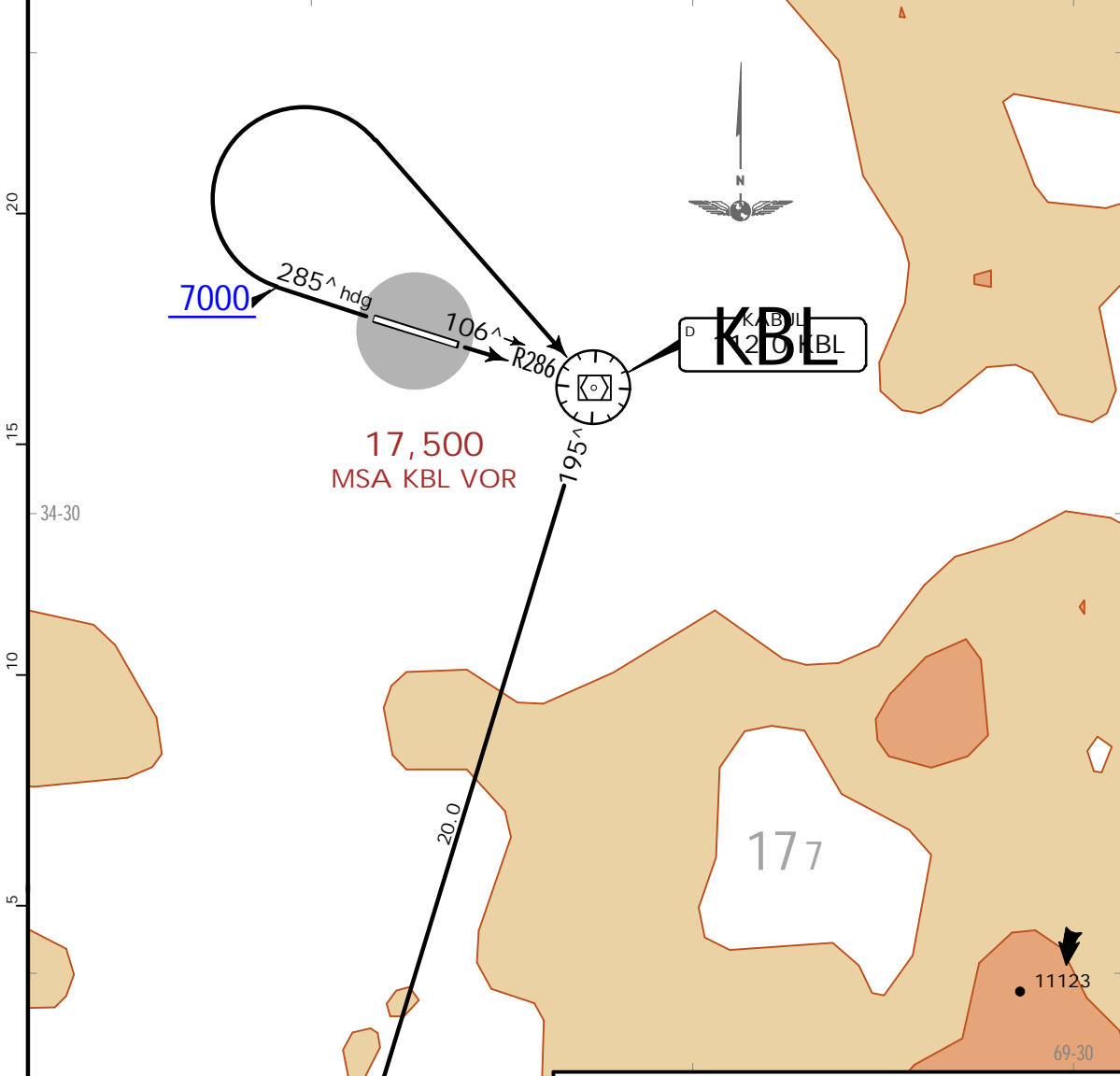
JEPPESEN
5 AUG 22 (10-3B)

KABUL, AFGHANISTAN
.SID.

*KABUL Departure 132.500	Apt Elev 5877	Trans alt: 14000 1. RADAR or DME required. 2. N/A for CAT E acft. 3. Emergency safe altitude within 100 NM of Kabul Intl airport 21700.
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**.OBSTACLE.
KABUL 4
DEPARTURE**

.SPEED: MAX 250 KT BELOW UNTIL ESTABLISHED ON KBL R195

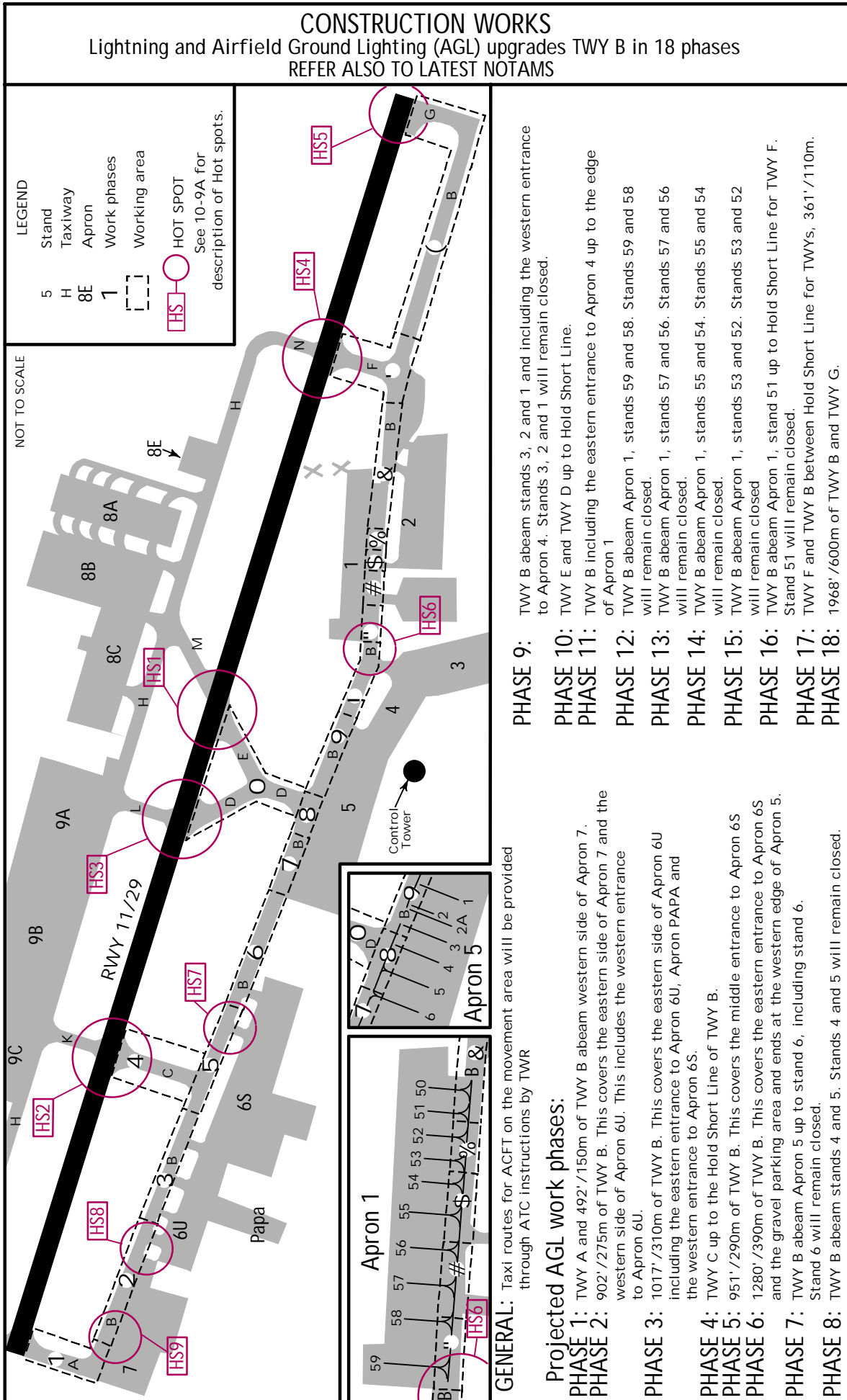


This SID requires minimum climb gradients of
RWY 11: 385 per NM up to 11000;
RWY 29: 444 per NM up to 9900.

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.
For take-off obstacles refer to 10-9A.

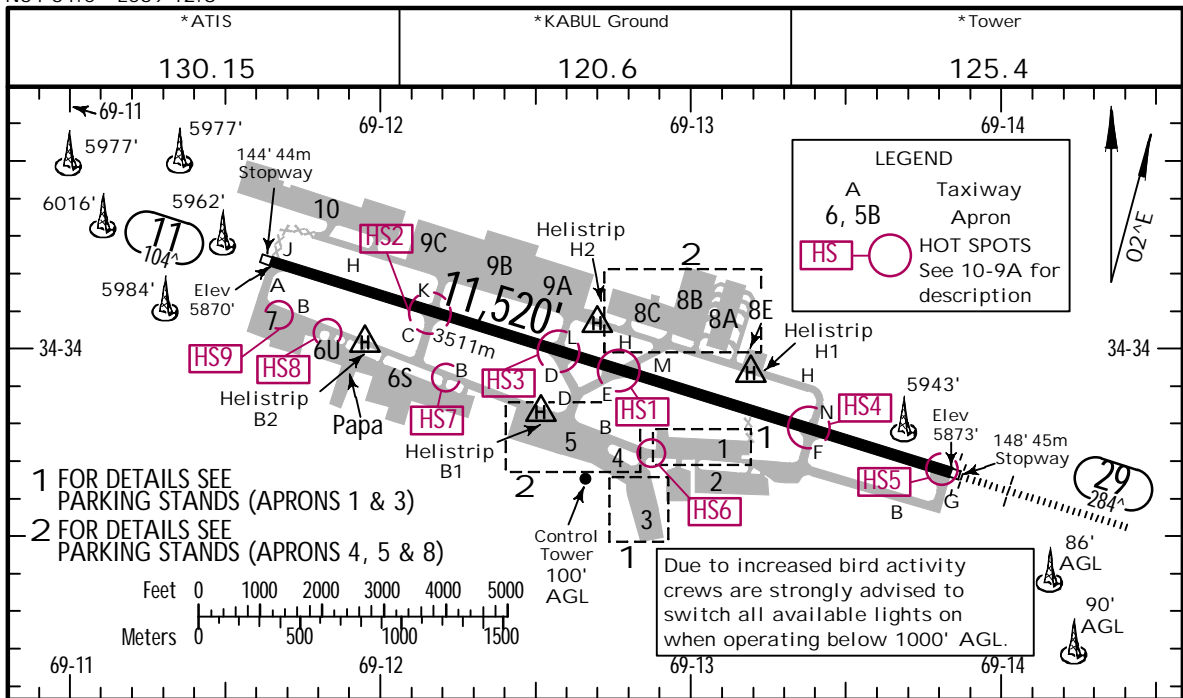
RWY	ROUTING
11	Climb on KBL R286 inbound to KBL, turn RIGHT, KBL R195 to LOBRE. MAINTAIN ATC assigned altitude.
29	Climb on 285^ heading, at or above 7000 turn RIGHT direct to KBL, KBL R195 to LOBRE. MAINTAIN ATC assigned altitude.



OAKB/KBL
 Apt Elev **5877'**
 N34 34.0 E069 12.8

JEPPesen
 20 JAN 23 **(10-9)** .Eff.26.Jan.

KABUL, AFGHANISTAN
KABUL INTL



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	HIALS	PAPI (3.5^)	Threshold	Glide Slope		
11	HIRL (60m)	3	PAPI (3.5^)			6	148' 45m
29	HIRL (60m)	4	PAPI (3.5^)		10,609' 3234m		

3 Configuration unknown. 4 SFL are out of service. 5 Unusable beyond 5^ Right of RCL.

6 TAKE-OFF RUN AVAILABLE

<u>RWY 11:</u>		<u>RWY 29:</u>	
From rwy head	11,520' (3511m)	From rwy head	11,520' (3511m)
twy C/K int	8750' (2667m)	twy N/F int	9150' (2789m)
twy D/L int	6600' (2012m)	twy M int	5850' (1783m)
twy E int	5700' (1737m)	twy E int	5800' (1768m)
twy M int	5650' (1722m)	twy D/L int	4900' (1494m)

PREFERENTIAL RUNWAY

When tailwind component is less than 10 KT sustained use rwy 29.
 Opposite direction departures shall request approval from ATS authority not later than 12 hours prior to scheduled departure time.

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'.

OAKB/KBL


JEPPESSEN

KABUL, AFGHANISTAN

20 JAN 23 (10-9A) .Eff.26.Jan.

KABUL INTL

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** Twy B crossing by vehicles/pedestrians between apron 3 and apron 1.
- HS7** Twy B crossing by vehicles between apron 6S and infield road.
- HS8** Twy B crossing by vehicles between apron 6U and infield road.
- HS9** Twy B crossing by vehicles between apron 7 and infield road.

DEPARTURE PROCEDURE

Obtain ATC approval for VCOA when requesting IFR clearance.

Departing acft on departure roll or immediately after take-off shall not change to Departure frequency until explicitly instructed by ATC TWR.

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 OBSTACLESRwy 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.

DE-ICING PROCEDURE

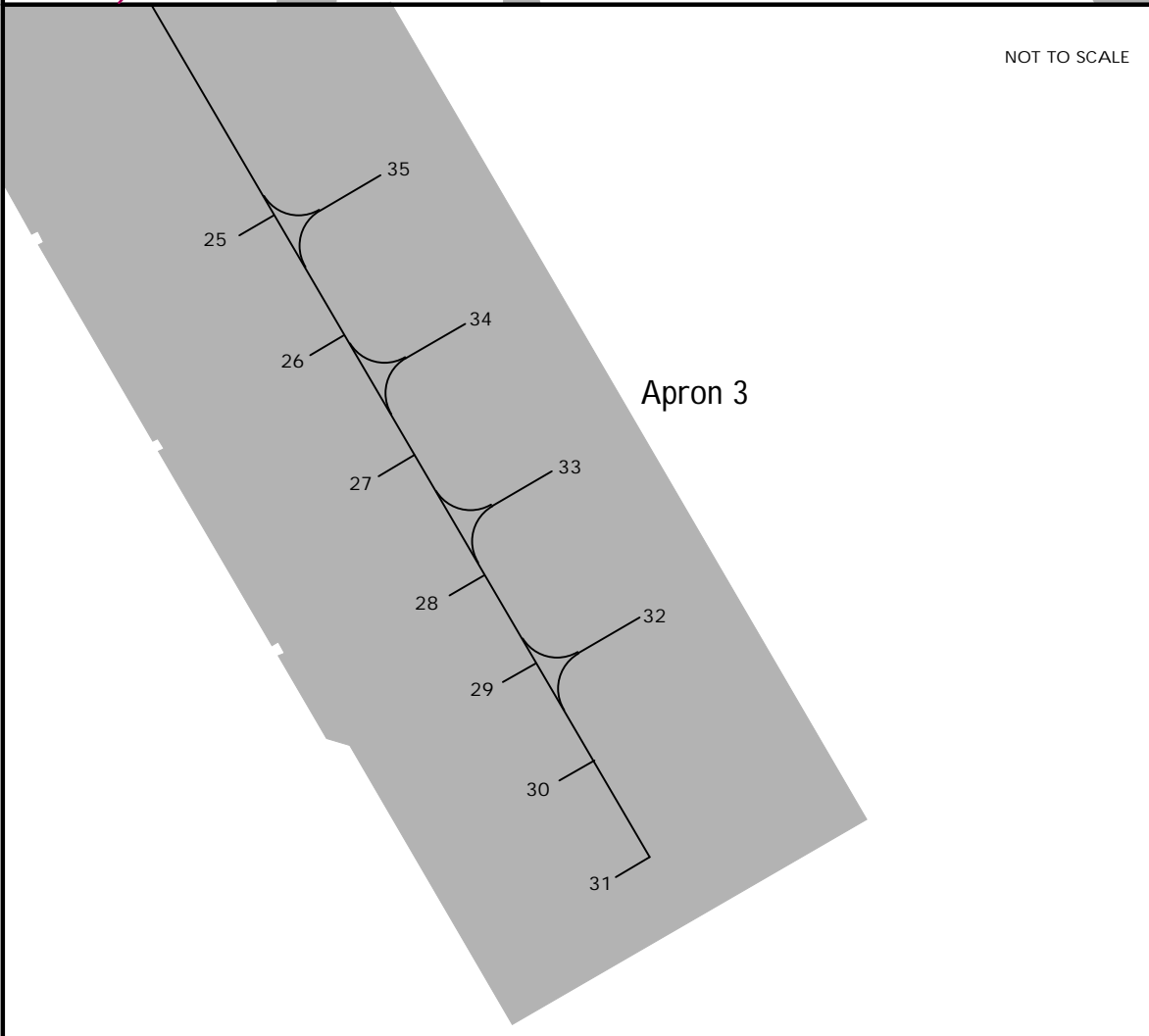
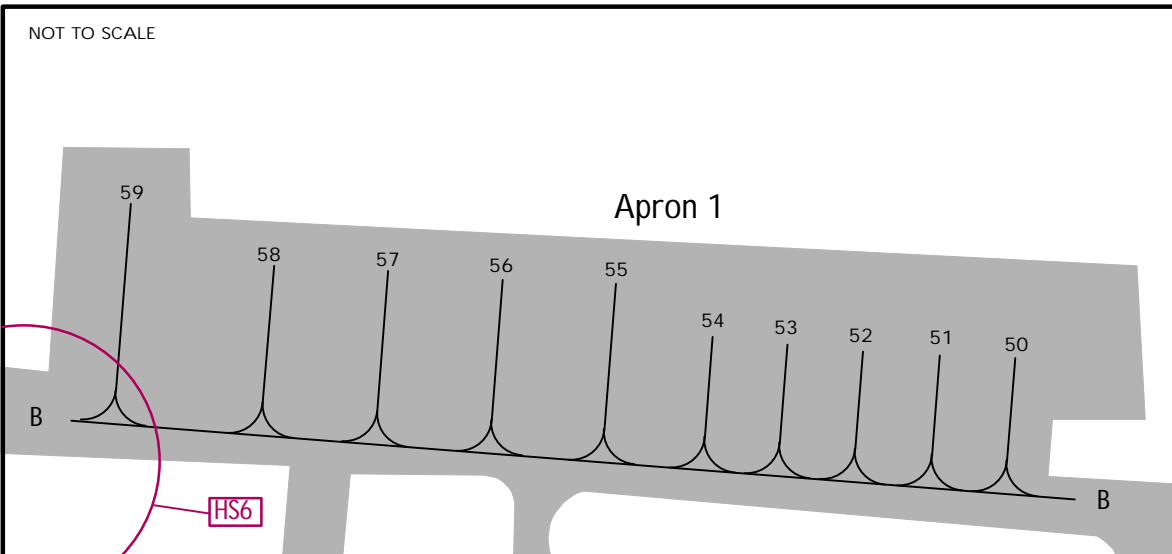
De-icing/anti-icing operations will only be performed on Apron 8.

OAKB/KBL

JEPPESSEN
5 AUG 22 (10-9B)

KABUL, AFGHANISTAN

KABUL INTL



LEGEND

1	Parking stand
B	Taxiway
A-3	Apron
HS	HOT SPOTS
See 10-9A for description	

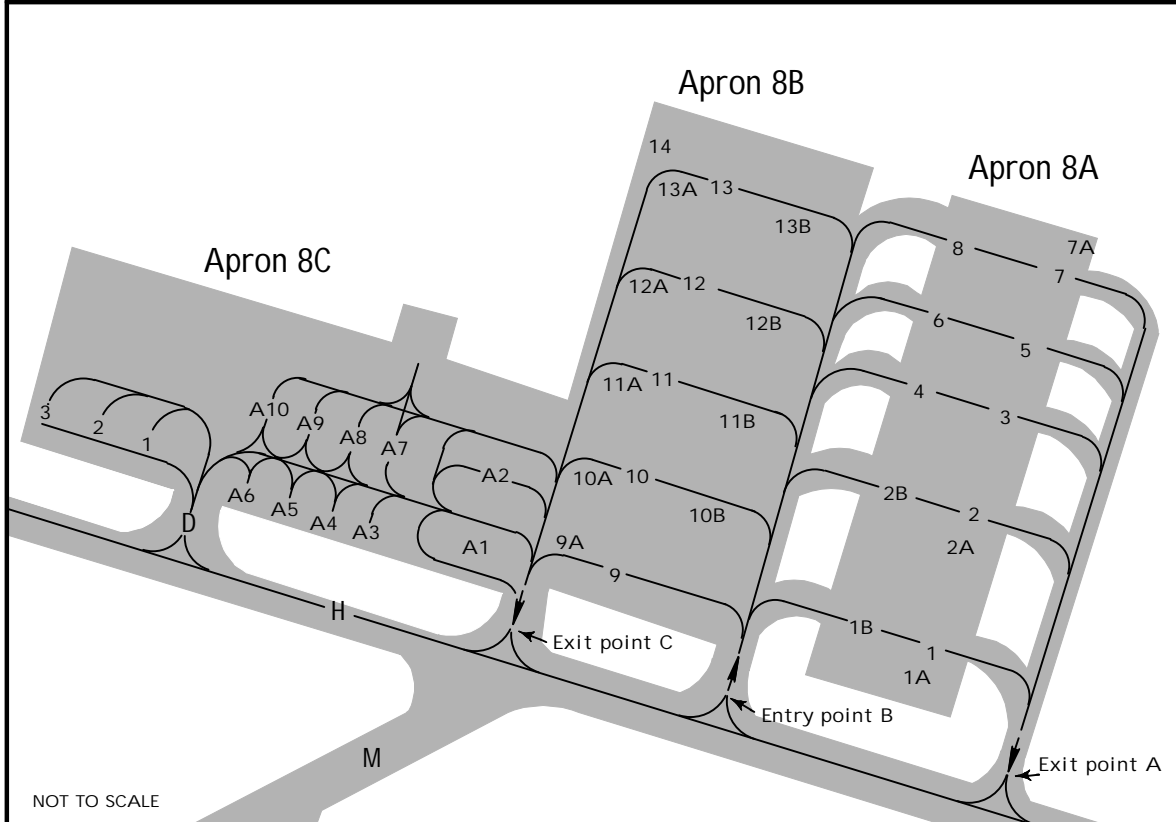
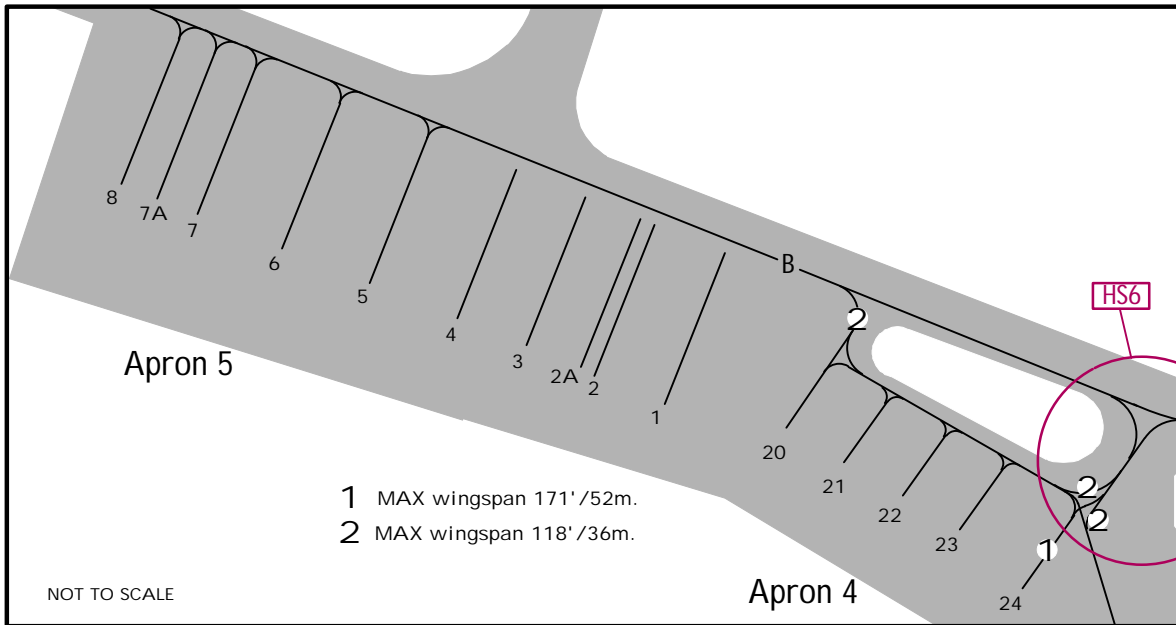
OAKB/KBL

 **JEPPESSEN**



KABUL, AFGHANISTAN

5 AUG 22 (10-9C)

KABUL INTL



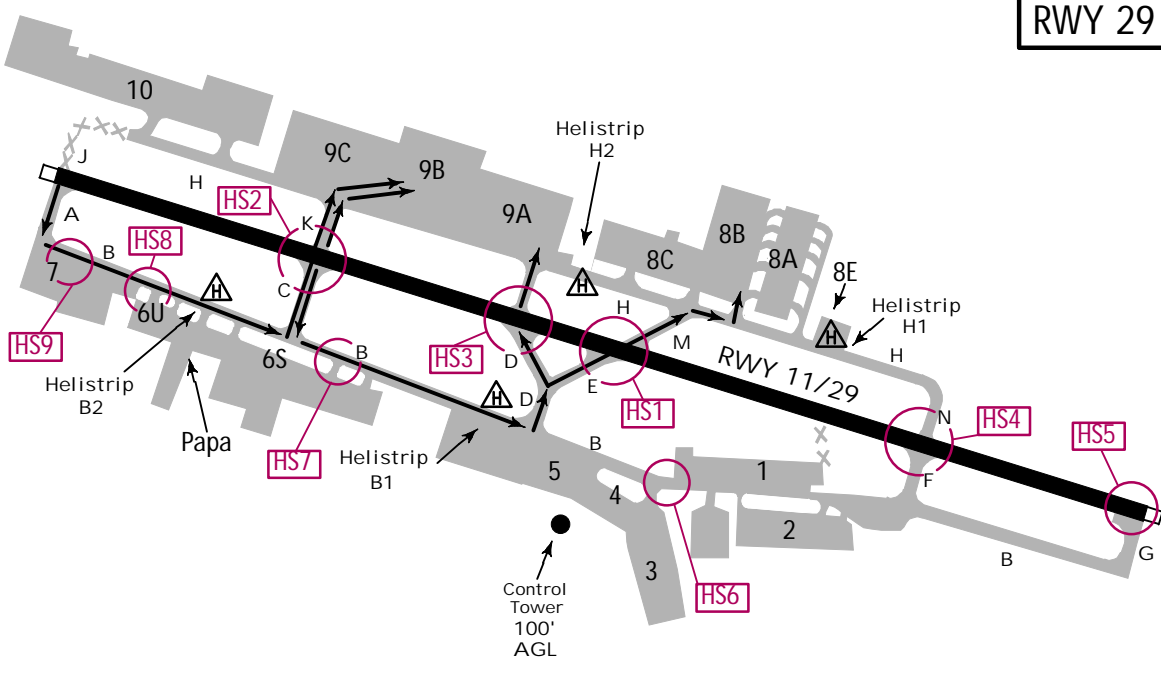
LEGEND

- 1 Parking stand
- B Taxiway
- A-3 Apron
- HOT SPOTS
-  See 10-9A for description
-  One way

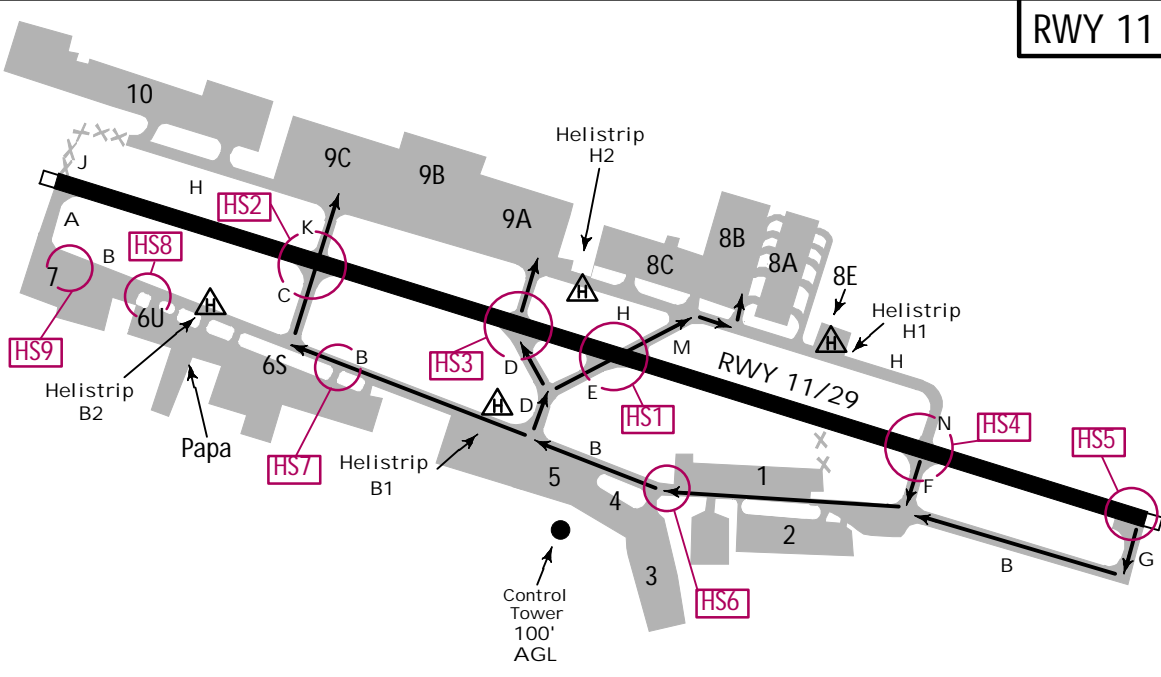
TAXI ROUTES ARRIVAL

MAX taxi speed shall not exceed 16 KT.
On first contact prior landing and after loading on Apron 8 or 9, aircrew shall report when ACFT exceeds TWY H PCN 29. Overweight ACFT expect taxi routes as follows.

RWY 29



RWY 11



LEGEND

HS1 ○ HOT SPOT
See 10-9A for description of Hot spots.

OAKB/KBL

JEPPESEN

KABUL, AFGHANISTAN

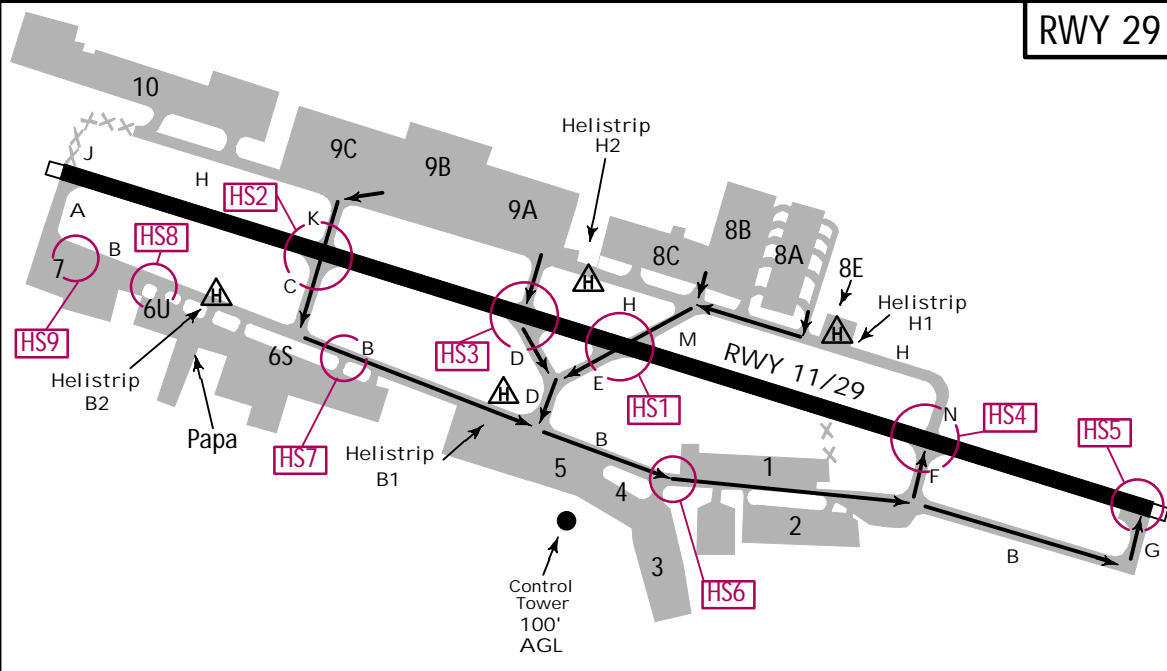
5 AUG 22 10-9E

KABUL INTL

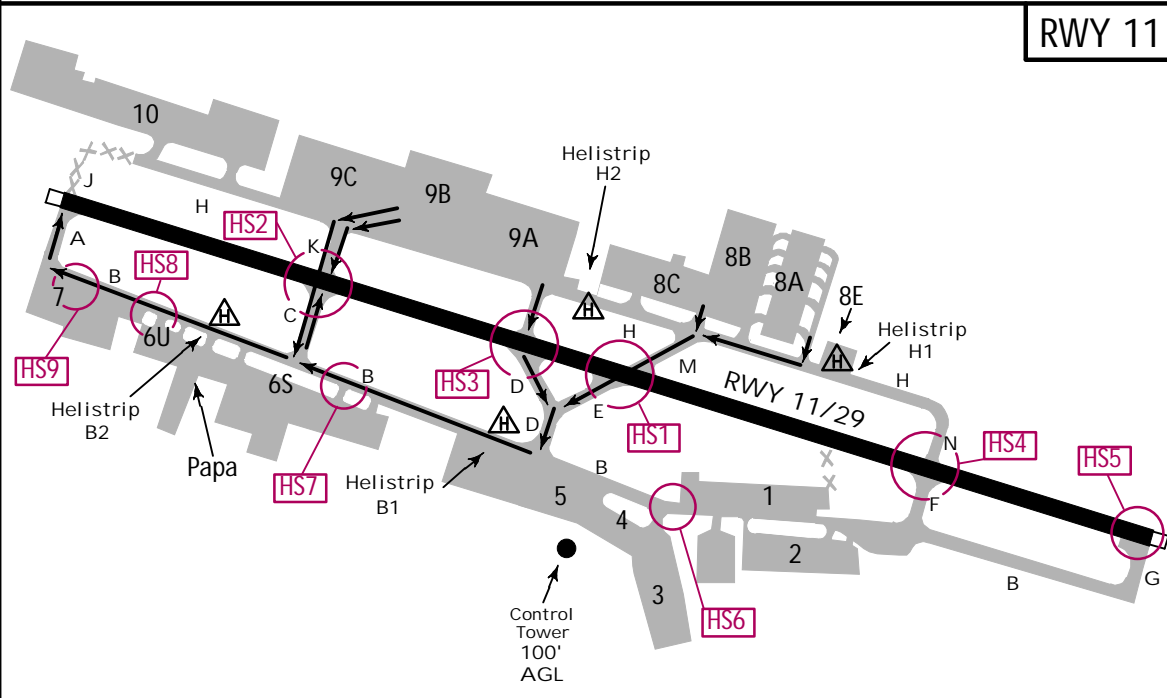
TAXI ROUTES DEPARTURE

MAX taxi speed shall not exceed 16 KT.
On first contact prior landing and after loading on Apron 8 or 9, aircrew shall report when ACFT exceeds TWY H PCN 29. Overweight ACFT expect taxi routes as follows.

RWY 29



RWY 11



LEGEND

HS1 ○ HOT SPOT
See 10-9A for description of Hot spots.

OAKB/KBL



5 AUG 22

10-9S

KABUL, AFGHANISTAN
Standard
KABUL INTL

STRAIGHT-IN RWY		A	B	C	D
29	ILS 1	6193' (320') ceiI 400' - 750m	6193' (320') ceiI 400' - 750m	6193' (320') ceiI 400' - 750m	6193' (320') ceiI 400' - 750m
	ALS out	ceiI 400' - 1400m	ceiI 400' - 1400m	ceiI 400' - 1400m	ceiI 400' - 1400m
	ILS 2	7052' (1179') ceiI 1200' - 4900m	7052' (1179') ceiI 1200' - 4900m	7052' (1179') ceiI 1200' - 4900m	7052' (1179') ceiI 1200' - 4900m
	ALS out	ceiI 1200' - 5600m	ceiI 1200' - 5600m	ceiI 1200' - 5600m	ceiI 1200' - 5600m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV 3	7040' (1167') ceiI 1200' - 1500m	7040' (1167') ceiI 1200' - 1600m	7040' (1167') ceiI 1200' - 4600m	7040' (1167') ceiI 1200' - 4600m
	ALS out	ceiI 1200' - 2000m	ceiI 1200' - 2400m	ceiI 1200' - 5000m	ceiI 1200' - 5000m
	VOR DME 3 4	8480' (2607') ceiI 2700' - 5100m	8480' (2607') ceiI 2700' - 5100m	8480' (2607') ceiI 2700' - 5100m	8480' (2607') ceiI 2700' - 5100m
	ALS out	ceiI 2700' - 5800m	ceiI 2700' - 5800m	ceiI 2700' - 5800m	ceiI 2700' - 5800m
	VOR DME 2 3	8880' (3007') ceiI 3100' - 5100m	8880' (3007') ceiI 3100' - 5100m	8880' (3007') ceiI 3100' - 5100m	8880' (3007') ceiI 3100' - 5100m
	ALS out	ceiI 3100' - 5800m	ceiI 3100' - 5800m	ceiI 3100' - 5800m	ceiI 3100' - 5800m

- 1 Missed apch climb gradient mim 350' /NM to 18000'.
- 2 Missed apch climb gradient mim 200' /NM.
- 3 Continuous Descent Final Approach.
- 4 Missed apch climb gradient mim 290' /NM to 18000'.

CIRCLE-TO-LAND 5 6	90 KT	120 KT	140 KT	165 KT
After RNAV 29	7540' (1663') ceiI 1700' - V2400m	7540' (1663') ceiI 1700' - V2400m	7540' (1663') ceiI 1700' - V5000m	7540' (1663') ceiI 1700' - V5000m
After VOR DME 297	8480' (2603') ceiI 2700' - V5800m	8480' (2603') ceiI 2700' - V5800m	8480' (2603') ceiI 2700' - V5800m	8480' (2603') ceiI 2700' - V5800m
After VOR DME 298	8880' (3003') ceiI 3100' - V5800m	8880' (3003') ceiI 3100' - V5800m	8880' (3003') ceiI 3100' - V5800m	8880' (3003') ceiI 3100' - V5800m

- 5 After ILS rwy 29: NOT AUTHORIZED.
- 6 Not authorized South of rwy. Not authorized to rwy 11 at NIGHT.
- 7 Missed apch climb gradient mim 290' /NM to 18000'.
- 8 Missed apch climb gradient mim 200' /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	ceiI 4300' - 4800m	1600m	ceiI 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'.

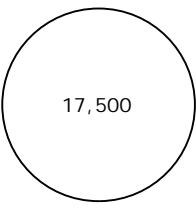
OAKB/KBL

KABUL INTL

20 JAN 23
 .Eff. 26 Jan. (11-1)

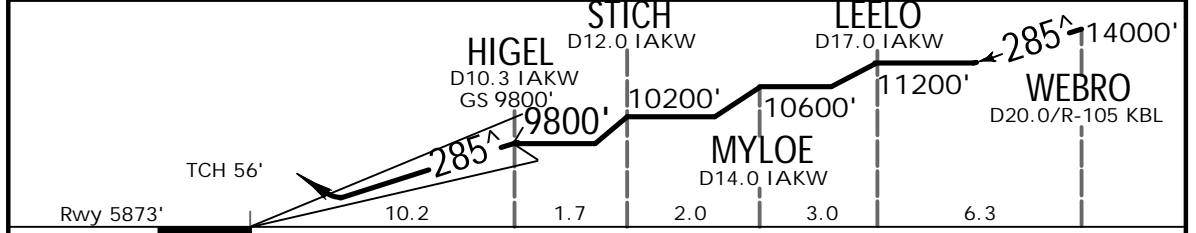
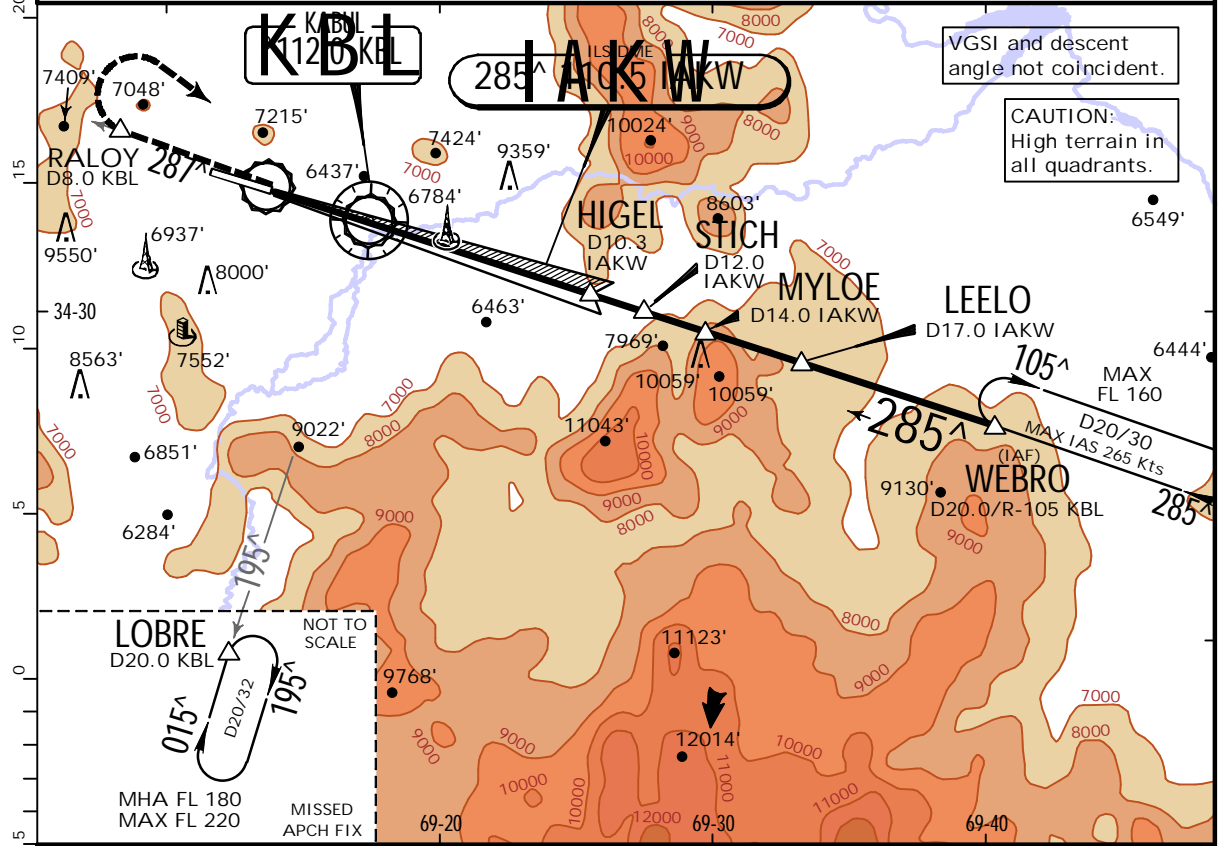
KABUL, AFGHANISTAN


ILS Rwy 29

*ATIS 130.15	*KABUL Arrival 132.5	*KABUL Approach (R) 131.6	*KABUL Tower 125.4	*Ground 120.6	 <p>17,500 MSA KBL VOR</p>
LOC IAKW 110.5	Final Apch Crs 285 [^]	HIGEL 9800' (3927')	ILS DA(H) (CONDITIONAL) 6193' (320')	Apt Elev 5877' 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'.					

Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL160 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.



Gnd speed-Kts	70	90	100	120	140	160	PAPI ALSF-I 	FL 180 via 112.0 R-287	KBL RALOY
GS	3.50 [^]	434	557	619	743	867			

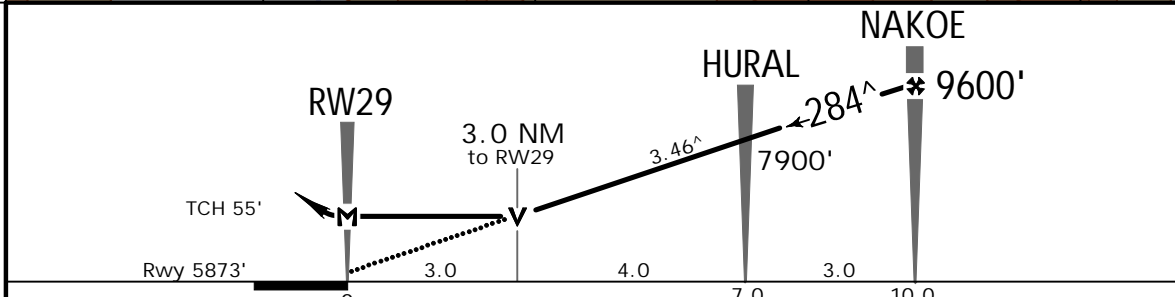
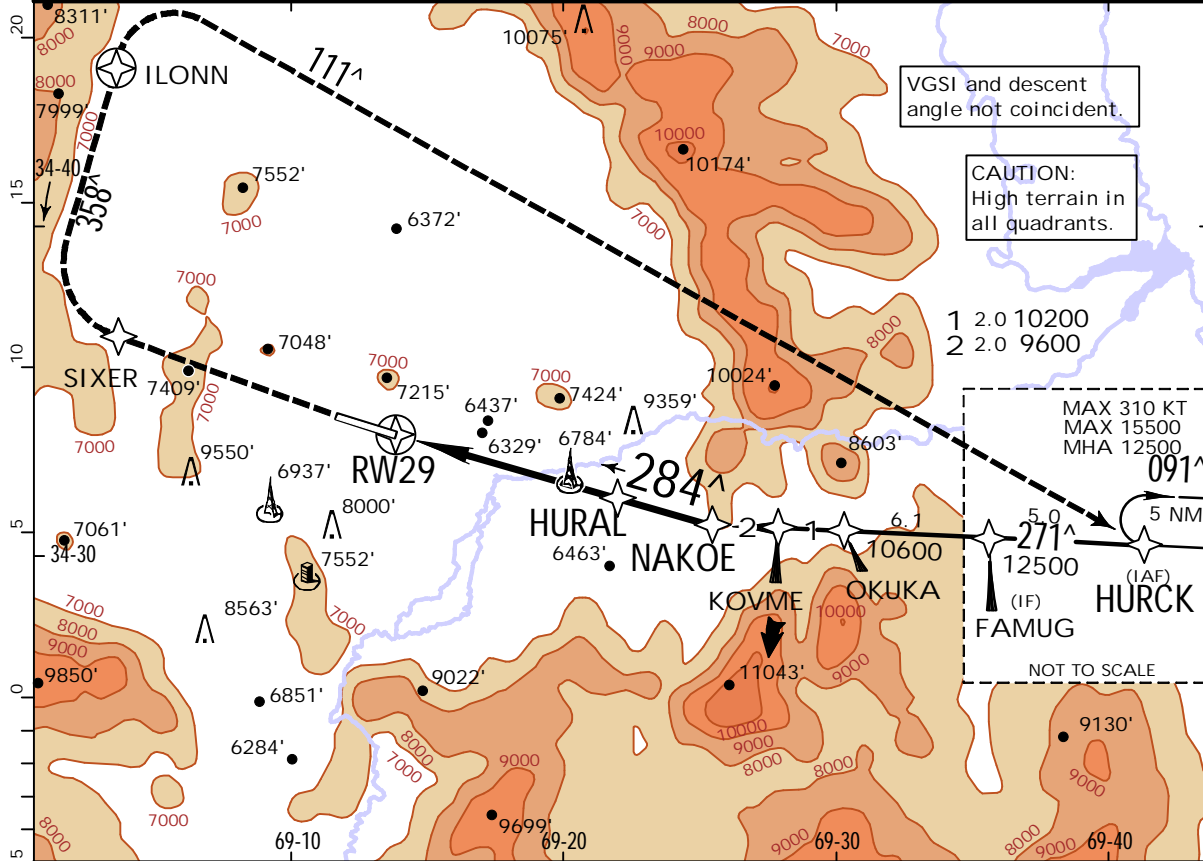
STRAIGHT-IN LANDING RWY 29				CEILING REQUIRED		CIRCLING REQUIRED	
Missed apch climb gradient MIN 350' /NM to 18000' DA(H) 6193' (320')		Missed apch climb gradient MIN 200' /NM DA(H) 7052' (1179')		LOC (GS out)			
FULL		ALS out		FULL		ALS out	
A				NOT AUTHORIZED		A	
B	400' - 750m	400' - 1400m	1200' - 4900m	1200' - 5600m		B	NOT AUTHORIZED
C						C	
D						D	

OAKB/KBL
KABUL INTL

JEPPESSEN
20 JAN 23
Eff. 26 Jan. (12-1)

KABUL, AFGHANISTAN
RNAV (GPS) Rwy 29

*ATIS	*KABUL Arrival	*KABUL Approach (R)	*KABUL Tower	*Ground
130.15	132.5	131.6	125.4	120.6
RNAV	Final Apch Crs 284[^]	Minimum Alt NAKOE 9600' (3727')	LNAV MDA(H) 7040' (1167')	Apt Elev 5877' Rwy 5873'
MISSED APCH: Climb direct to SIXER, then on 358 [^] to ILONN, then on 111 [^] to HURCK climbing to 12500'. Maintain ATC assigned altitude and hold.				17,500 MSA RW29
Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL160 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	PAPI ALSF-I SIXER ↑
Descent Angle 3.46 [^]	429	551	612	735	857	980	
MAP at RW29							

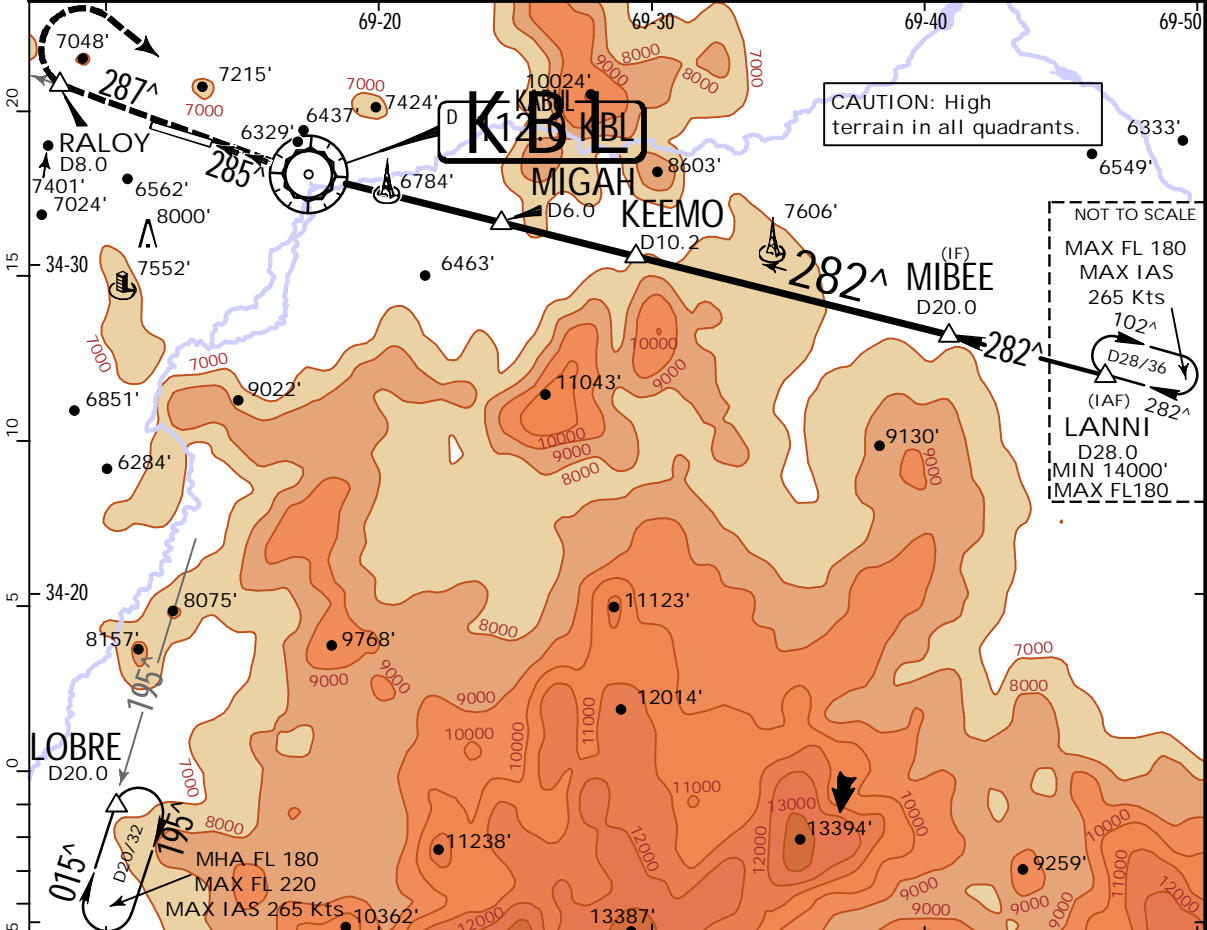
STRAIGHT-IN LANDING RWY 29		CEILING REQUIRED.		CIRCLE-TO-LAND 1	
LNAV MDA(H) 7040' (1167')		ALS out		Not authorized South of rwy	
A	1200' - 1200m	1200' - 2000m	Max Kts 90	MDA(H) 7540' (1663')	CEIL-VIS 1700' - 2400m
B	1200' - 1600m	1200' - 2400m	120	7540' (1663')	1700' - 5000m
C	1200' - 4600m	1200' - 5000m	140		
D			165		

OAKB/KBL
KABUL INTL

JEPPESEN
20 JAN 23
Eff. 26 Jan. (13-1)

KABUL, AFGHANISTAN
VOR DME Rwy 29

*ATIS 130.15	*KABUL Arrival 132.5	*KABUL Approach (R) 131.6	*KABUL Tower 125.4	*Ground 120.6
VOR KBL 112.0	Final Apch Crs 282 [^]	Minimum Alt KEEMO 10800' (4927')	MDA(H) (CONDITIONAL) 8480' (2607')	Apt Elev 5877' Rwy 5873'
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.				17,500 MSA KBL VOR
Alt Set: hPa Rwy Elev: 197 hPa Trans level: FL160 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.				



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

VOR D3.7, TCH 40', Rwy 5873', 3.1, 3.7, 2.3, 4.2, 9.8

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.46 [^]	429	551	612	735	857
MAP at VOR						

PAPI ALSF-1, FL 180 via 112.0 R-287, RALOY

STRAIGHT-IN LANDING RWY 29 .CEILING REQUIRED.		1 CIRCLE-TO-LAND Not authorized South of rwy	
Missed apch climb gradient mim 290'/NM to 18000'	Missed apch climb gradient mim 200'/NM	Missed apch climb gradient mim 290'/NM to 18000'	Missed apch climb gradient mim 200'/NM
MDA(H) 8480' (2607')	MDA(H) 8880' (3007')	MDA(H) _____	MDA(H) _____
ALS out	ALS out	CEIL-VIS	CEIL-VIS
A			
B			
C	2700' - 5100m	2700' - 5800m	3100' - 5800m
D			

TERPS: 1 Not authorized to rwy 11 at NIGHT.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KABUL, (KABUL INTL - OAKB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OAKB

Type: Terminal

Effectivity: Temporary

Begin Date: 20210402

End Date: Until Further Notice

For construction works on aprons and TWYs (based on SUP 005-21) refer to 10-8 chart and latest NOTAMs.