

## List of pages in this Trip Kit

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Revision Letter For Cycle 18-2021

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## General Information

Location: KANDAHAR AFG  
ICAO/IATA: OAKN / KDH  
Lat/Long: N31° 30.35', E065° 50.87'  
Elevation: 3338 ft

Airport Use: Military  
Daylight Savings: Not Observed  
UTC Conversion: -4:30 = UTC  
Magnetic Variation: 2.0° E

Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0119 Z  
Sunset: 1348 Z

## Runway Information

Runway: 05  
Length x Width: 10497 ft x 180 ft  
Surface Type: asphalt  
TDZ-Elev: 3314 ft  
Lighting: Edge, REIL

Runway: 23  
Length x Width: 10497 ft x 180 ft  
Surface Type: asphalt  
TDZ-Elev: 3338 ft  
Lighting: Edge, ALS, REIL

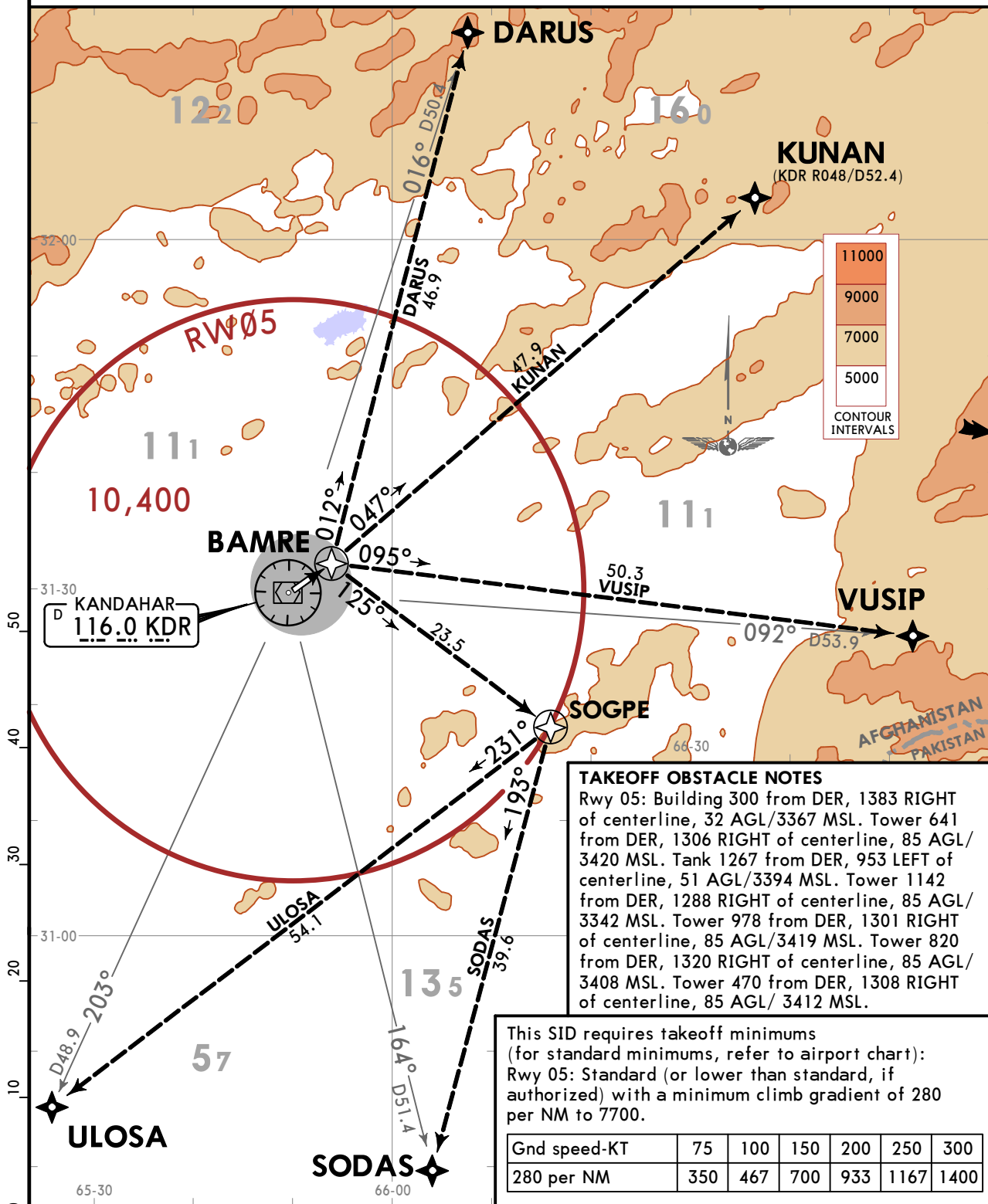
## Communication Information

**OAKN/KDH**  
KANDAHAR

**JEPPESEN KANDAHAR, AFGHANISTAN**  
23 AUG 19 **10-3** **RNAV SID**

KANDAHAR Departure <b>121.1</b>	Apt Elev <b>3338</b>	Trans alt: 14000 1. GPS required. 2. RNAV 1. 3. DME/DME RNP -0.3 not authorized.
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**BAMRE 2 RNAV DEPARTURE**  
(RWY 05)



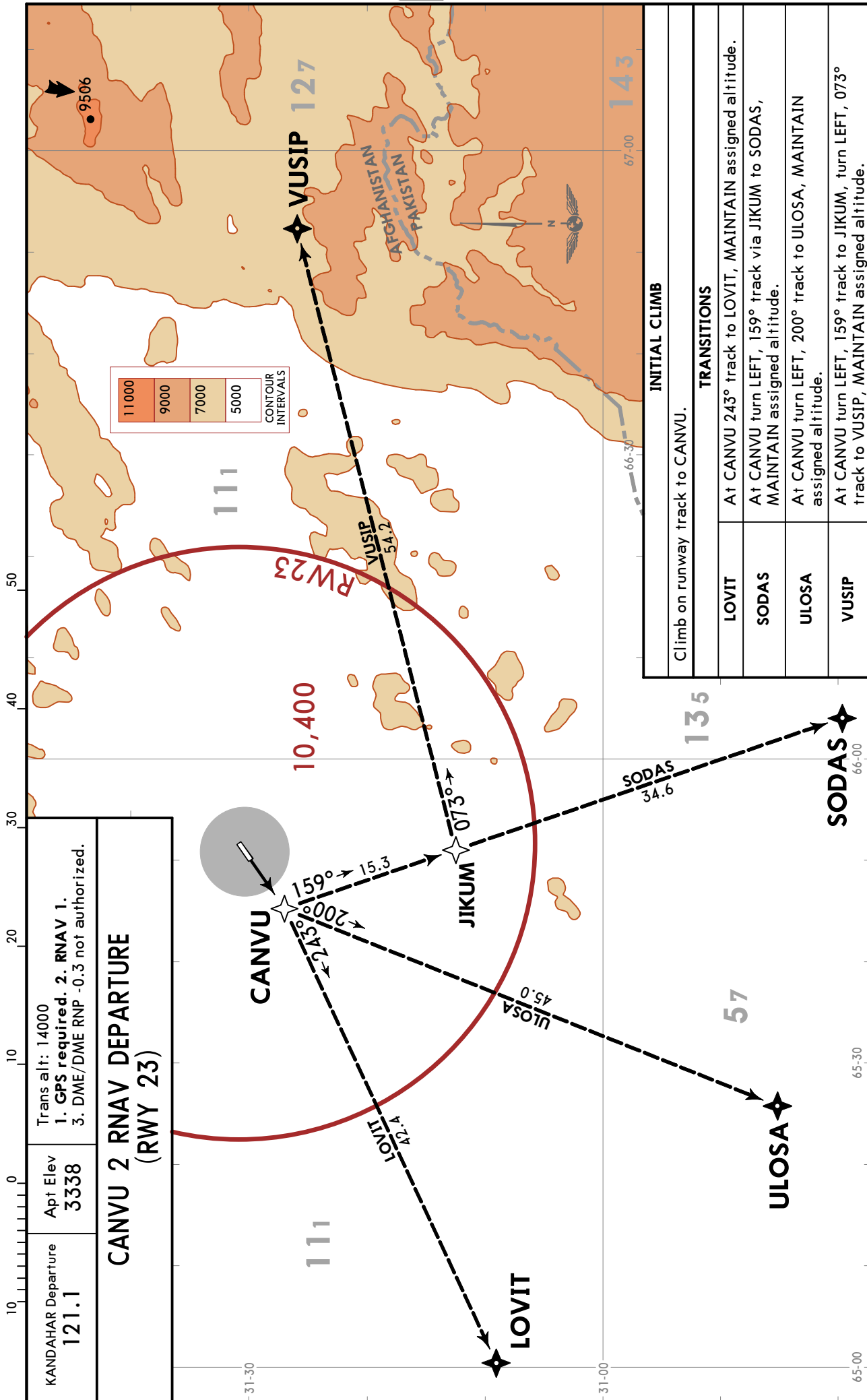
<b>INITIAL CLIMB</b>	
Climb to BAMRE.	
<b>TRANSITIONS</b>	
<b>DARUS</b>	At BAMRE turn LEFT, 012° track to DARUS, MAINTAIN assigned altitude.
<b>KUNAN</b>	At BAMRE 047° track to KUNAN, MAINTAIN assigned altitude.
<b>SODAS</b>	At BAMRE turn RIGHT, 125° track to SOGPE, turn RIGHT, 193° track to SODAS, MAINTAIN assigned altitude.
<b>ULOSA</b>	At BAMRE turn RIGHT, 125° track to SOGPE, turn RIGHT, 231° track to ULOSA, MAINTAIN assigned altitude.
<b>VUSIP</b>	At BAMRE turn RIGHT, 095° track to VUSIP, MAINTAIN assigned altitude.

OAKN/KDH  
KANDAHAR

JEPPesen  
23 AUG 19 (10-3A)

KANDAHAR, AFGHANISTAN

RNAV SID



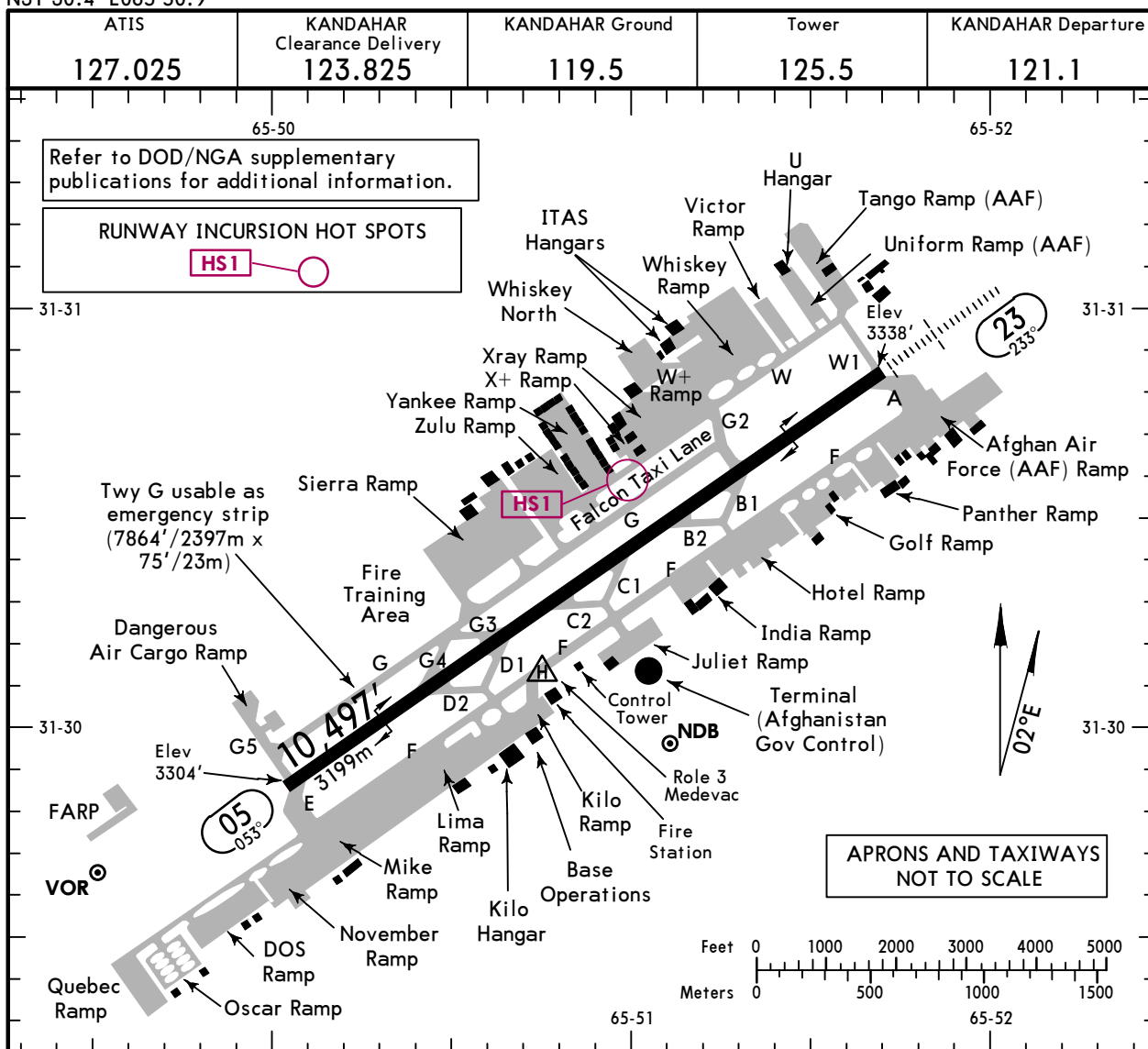
# OAKN/KDH

Apt Elev **3338'**  
N31 30.4 E065 50.9

# JEPPESEN KANDAHAR, AFGHANISTAN

20 SEP 19 **(10-9)**

**KANDAHAR**



ADDITIONAL RUNWAY INFORMATION					
RWY	HIGHLIGHTS		USABLE LENGTHS		
	Threshold	Landing Beyond	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (90m)	REIL PAPI			180'
23	HIRL (90m)	ALSF-I SFL REIL PAPI		9493' 2893m	55m

**RUNWAY INCURSION HOT SPOTS** **HSI**

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

**HSI** Aircraft with wingspan larger than 90' (27m) may not taxi southwest past X-Ray ramp. Aircraft with wingspan larger than 76' (22m) may not taxi southwest past Yankee ramp.

Military TAKE-OFF & DEPARTURE PROCEDURE					
	Rwy 05		Rwy 23		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	For Climb in Visual Conditions
1 & 2 Eng	400m	1600m	400m	1600m	ceil 4100'-4800m
3 & 4 Eng		800m		800m	

**DEPARTURE PROCEDURE:** Rwy 05, climb on a heading between 074° clockwise 095° from departure end of rwy. Rwy 23, climb on a heading between 254° clockwise to 280° from departure end of runway or obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross OAKN airport at or above 7300' MSL before proceeding on course.

**TAKE-OFF OBSTACLES:** Rwy 05, Pylon 2698' from DER 784' right of centerline, 35' AGL/3369' MSL. Pylon 2650' from DER 1187' right of centerline, 35' AGL/3365' MSL. Pylon 2848' from DER 772' left of centerline, 35' AGL/3372' MSL. Pylon 2906' from DER 1201' left of centerline, 35' AGL/3379' MSL. Rwy 23, Tower 3770' from DER 1105' left of centerline, 115' AGL/3412' MSL. Antenna mast 3765' from DER 1152' left of centerline, 107' AGL/3427' MSL. Building 23' from DER 456' left of centerline, 23' AGL/3309' MSL. West bypass road 162' from DER 419' right of centerline, 0' AGL/3312' MSL.

A M E N D O

OAKN/KDH



**Standard**  
KANDAHAR, AFGHANISTAN  
KANDAHAR

STRAIGHT-IN RWY		A	B	C	D
<b>05</b>	LNAV ①	<b>3820'</b> (506') <b>1600m</b>	<b>3820'</b> (506') <b>1600m</b>	<b>3820'</b> (506') <b>2400m</b>	<b>3820'</b> (506') <b>2400m</b>
<b>23</b>	LNAV ①	<b>3840'</b> (502') <b>1500m</b>	<b>3840'</b> (502') <b>1500m</b>	<b>3840'</b> (502') <b>1600m</b>	<b>3840'</b> (502') <b>1600m</b>
	ALS out	1600m	1600m	2400m	2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	90 KT	120 KT	140 KT	165 KT
② After RNAV (GPS) 23	<b>3840'</b> (502') 1600m	<b>3860'</b> (522') 1600m	NOT AUTHORIZED	NOT AUTHORIZED
② After RNAV (GPS) 05	<b>3820'</b> (482') ① 1600m	<b>3860'</b> (522') 1600m	NOT AUTHORIZED	NOT AUTHORIZED

① Or higher minimums of preceding straight-in approach.

② Not authorized southeast of Rwy 05-23.

**TAKE-OFF**

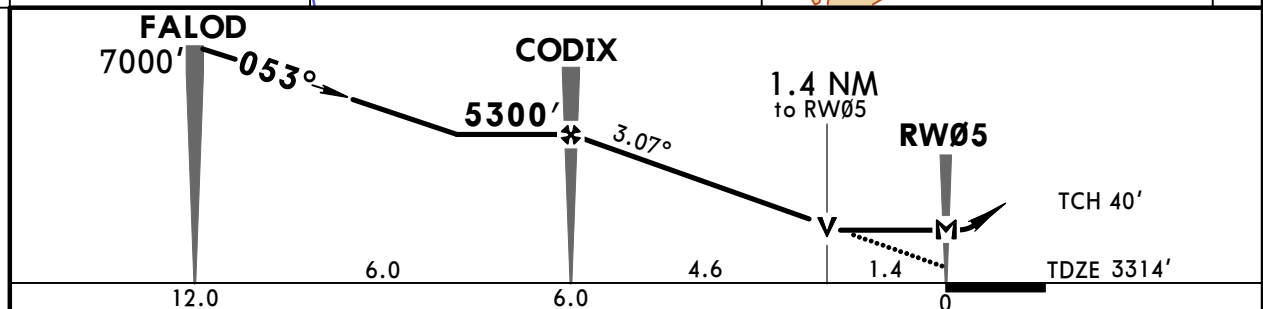
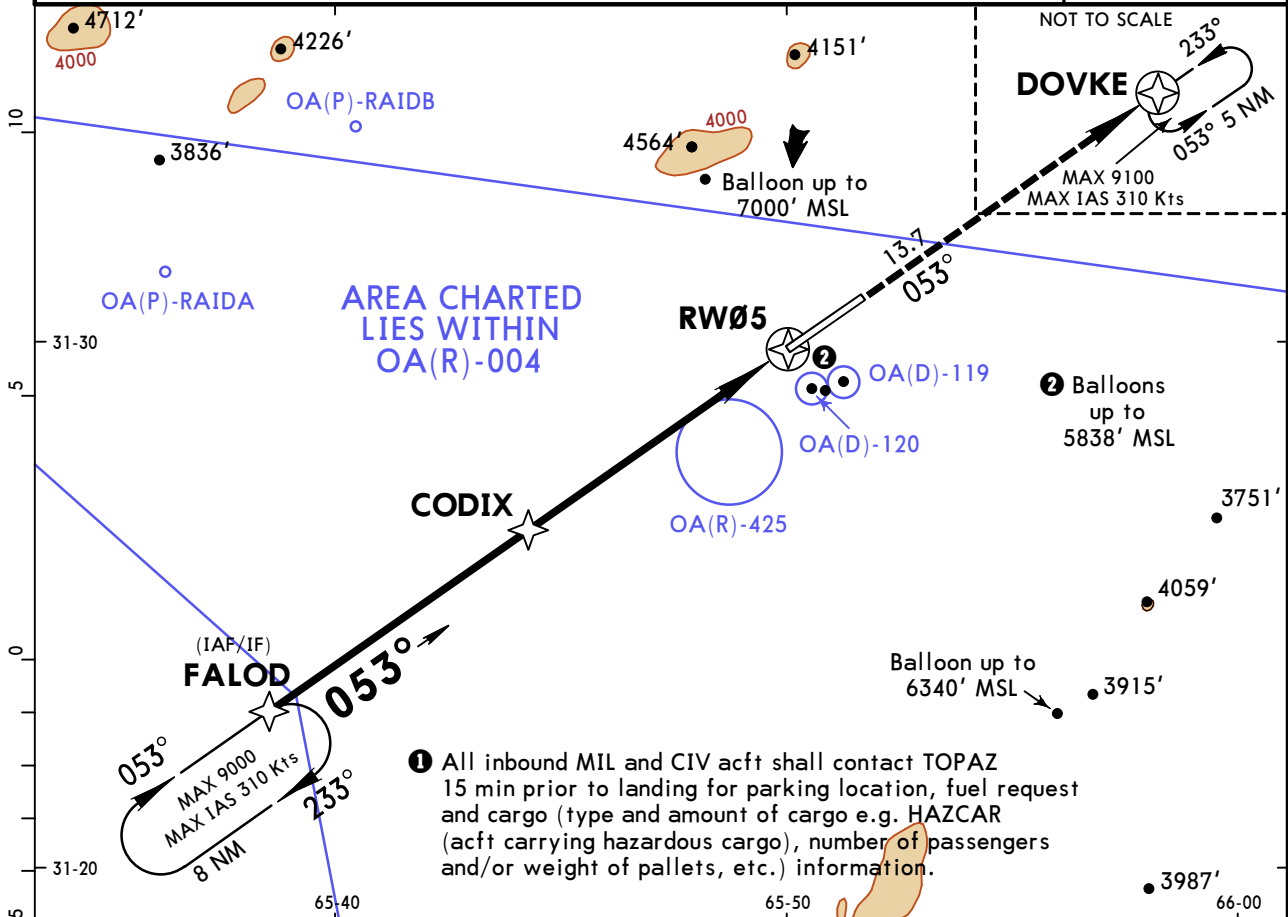
	Rwy 05		Rwy 23		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	For Climb in Visual Conditions
1 & 2 Eng	400m	1600m	400m	1600m	ceil 4100'-4800m
3 & 4 Eng		800m		800m	

CHANGES: Minimums.

# OAKN/KDH KANDAHAR

# JEPPESEN KANDAHAR, AFGHANISTAN 19 MAR 21 (12-1) Eff 25 Mar RNAV (GPS) Rwy 05

ATIS 127.02	TOPAZ 120.1	KANDAHAR Arrival (Contact 30 NM out) 121.1	KANDAHAR Approach 124.02	KANDAHAR Tower 125.5	Ground 119.5
RNAV	Final Apch Crs <b>053°</b>	<b>CODIX</b> 5300' (1986')	LNAV MDA(H) <b>3820'</b> (506')	Apt Elev 3338' TDZE 3314'	10,400  MSA RW05
<b>MISSED APCH:</b> Climb to 8500' direct to DOVKE and hold, continue climb in holding to 8500'.					
Alt Set: hPa    Thr Elev: 115 hPa    Trans level: FL 160    Trans alt: 14000' 1. EMERG SAFE ALT 100 NM 15800'. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 64'). 4. Procedure not authorized when aerostats aloft.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI	8500'	D	DOVKE
Descent Angle	3.07°	380	489	543	652	760				
MAP at RW05										

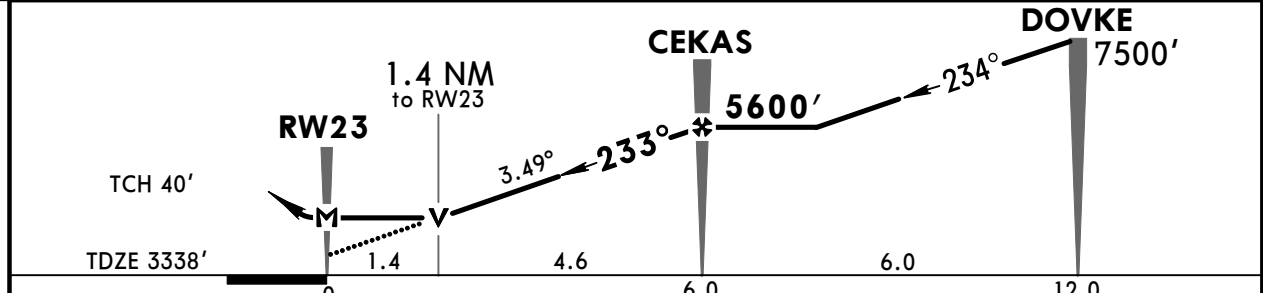
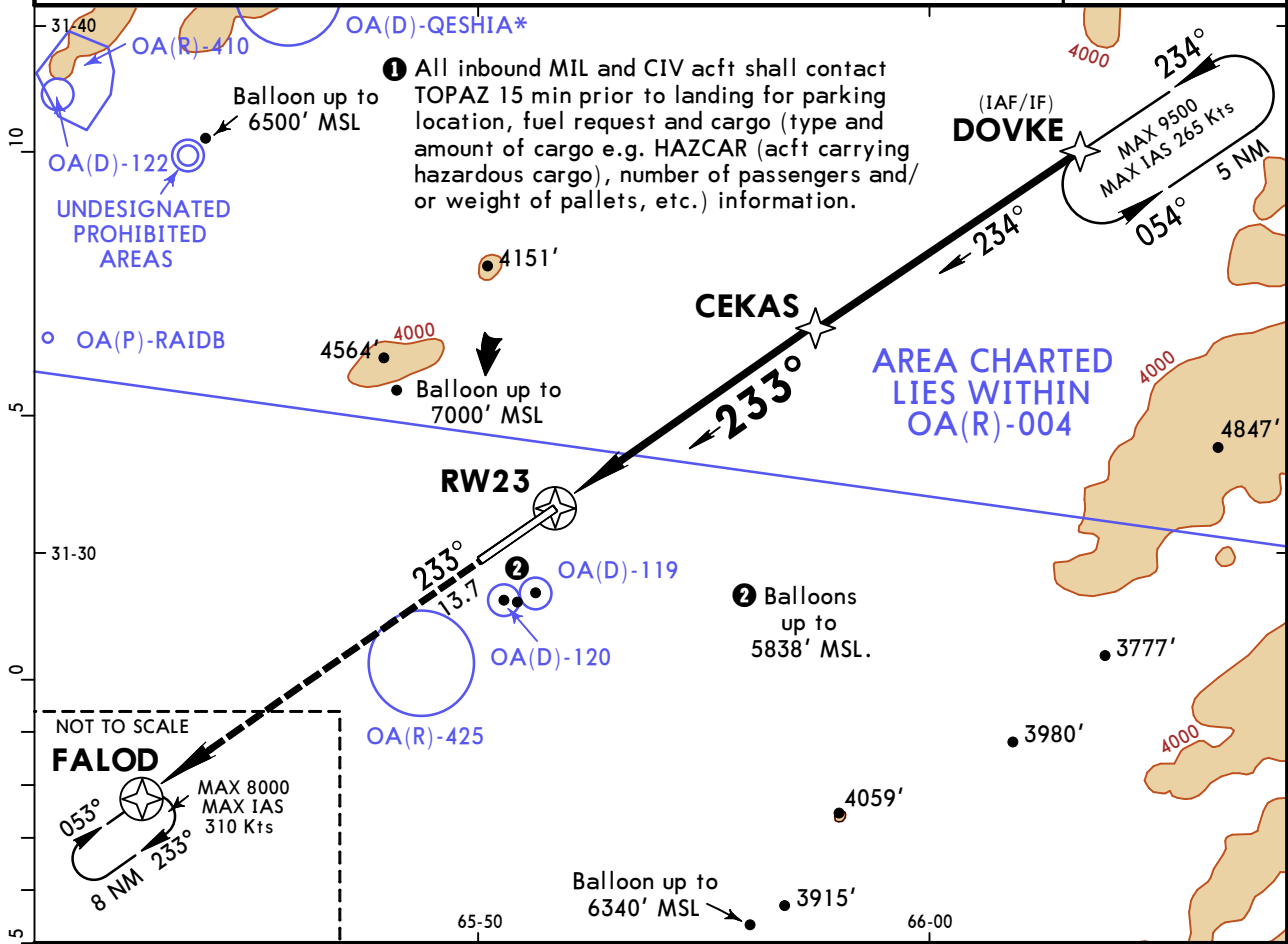
<b>Military</b>			STRAIGHT-IN LANDING RWY 05			CIRCLE-TO-LAND Not Authorized Southeast of Rwy 05-23			
LNAV			MDA(H) <b>3820'</b> (506')			Max Kts			
A	1600m			90			3820' (482')-1600m		
B	2400m			120			3860' (522')-1600m		
C				C			NOT AUTHORIZED		
D				D					

TERPS

# OAKN/KDH KANDAHAR

# JEPPESEN KANDAHAR, AFGHANISTAN 19 MAR 21 (12-2) Eff 25 Mar RNAV (GPS) Rwy 23

ATIS 127.02	TOPAZ 120.1	KANDAHAR Arrival (Contact 30 NM out) 121.1	KANDAHAR Approach 124.02	KANDAHAR Tower 125.5	Ground 119.5
RNAV	Final Apch Crs <b>233°</b>	CEKAS <b>5600'</b> (2262')	LNAV MDA(H) <b>3840'</b> (502')	Apt Elev 3338' TDZE 3338'	10,400  MSA RW23
<b>MISSED APCH: Climb to 6100' direct to FALOD and hold.</b>					
Alt Set: hPa Thr Elev: 116 hPa Trans level: FL 160 Trans alt: 14000'					
1. EMERG SAFE ALT 100 NM 15800'. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 69'). 4. Procedure not authorized when aerostats aloft. 5. LNAV visibility reduction by helicopters not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI REIL	6100'	D	FALOD
Descent Angle	3.49°	432	556	618	741	865				
MAP at RW23										

TERPS	<b>Military</b>		<b>STRAIGHT-IN LANDING RWY 23</b>		<b>CIRCLE-TO-LAND</b>	
			<b>LNAV</b>		Not authorized Southeast of Rwy 05-23	
			MDA(H) <b>3840'</b> (502')		MDA(H)	
			ALS out		Max Kts	
A	1200m	1600m		90	<b>3840'</b> (502')-1600m	
B	1600m	2400m		120	<b>3860'</b> (522')-1600m	
C				C	NOT AUTHORIZED	
D				D	NOT AUTHORIZED	



## Chart changes since cycle 17-2021

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**KANDAHAR, (KANDAHAR - OAKN)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OAKN