



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

February 2, 2015

### **Attachment 4 – Dispatch Release**

# **OPERATIONAL FACTORS**

**DCA13MA081**

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A. Bagram to Dubai Dispatch Release

NAVTECH, INC.

PLEASE HOLD FOR NATIONAL AIRLINES CAPTAIN HASLER B  
TRIP NUMBER: 2861

THIS FLIGHT PLAN HAS PASSED FAULT DETECTION AND EXCLUSION (FDE) CHECKS,  
AND COMPLIES WITH ALL FAA NOTICES

ALMANAC WEEK 714  
ROUTE SPACING 30.00 NM  
SATELLITES EXCLUDED 27 30  
MAXIMUM OUTAGE OF FAULT DETECTION 0 HRS 0 MIN  
0.00 NM  
MAXIMUM OUTAGE OF FAULT EXCLUSION 0 HRS 0 MIN  
0.00 NM

////////////////////////////////////  
// OAIX REQUIRES PILOT TO MEET THE QUALIFICATIONS OF 121.445 //  
////////////////////////////////////

ORIGIN	OAI/OAIX	BAGRAM	N34568E069159
DESTINATION	DWC/OMDW	DUBAI/DUBAI WORLD CE	N24551E055105
ALTERNATE	SHJ/OMSJ	SHARJAH INTL	N25198E055310

NCR102 /29APR OAIX/OAI TO OMDW/DWC B747 400 LRC IFR 04/28/13  
COMPUTED 2220Z FOR ETD 0500Z PROGS 290600Z N949CA KGS

	FUEL	CORR	TIME	DIST	ARRIVE	TAKEOFF	LAND	AV PLD
POA OMDW	31408	. . . .	3:01	1205	0816Z	300640	269232	93000
ALT OMSJ	2611	. . . .	0:14	54	0827Z			
HLD	4255	. . . .	0:30					
RES	2932	. . . .	0:18	NAM	1339		OEW	164540
ADD	0	. . . .	0:00					
REQ	41206	. . . .	4:03				RTE	MAN
XTR	1894	. . . .	0:12		REQUIRED FOR ETP	0		
TXI	900	. . . .	0:10					
TOT	44000	. . . .	4:25					

MEL-CDL / ACFT NOTES  
COI-- / EXPIRES DD-MM 01-01 / DMI# 1297  
CARRY OVER ITEM  
HYD PUMP REMOVED FROM FAK  
DUE WHEN PART REPLACED

FUEL CHANGE REASON . . . . .

ALL UNITS OF MEASURE CONTAINED IN THE FLIGHT PLAN ARE PROVIDED IN  
KILOGRAMS, AND IN IAW 121.689(A)(6), THE REQUIRED FUEL FOR THIS  
FLIGHT IS 90844 POUNDS / 41206 KILOGRAMS

THIS FLIGHT IS BEING RELEASED IN COMPLIANCE WITH REGULATION 121.441  
AND 121.443

CAPT: HASLER B CAPT SIGNATURE .....

FUEL BURN ADJUSTMENT FOR 2000 KGS DECREASE IN TAKEOFF WT 159 KGS

-N0478F280 DCT TAPIS G206 RIKAD M375 PAROD N636 BARBI/N0492F310  
N636 KALAT/N0495F320 G325 PG T385 TAPDO A454 PASOV B540 BUBIN  
BUBIN1Z

-----  
-----

WIND M046 MKSH 5/SERKA

CAPT: HASLER B  
F.O.: LIPKA J  
ACM: BROKAW J  
ACM: SUMMAN R  
ACM: SHEETS M (LM)  
ACM: GARRETT T (MX)  
ACM: STOCKDALE G (MX)  
ACM:  
J.S1:  
J.S2:

--- FLIGHT LEVEL CALCULATION ---

	FL	BURN	ETE
PLAN	280	31408	03:01
2ND	260	31754	03:02
3RD	240	32272	03:04

ACTUAL	FUEL
IN ..... ON .....	TAKEOFF .....KGS
OUT ..... OFF .....	LANDING .....KGS
BLOCK ..... FLIGHT .....	FLT BURN .....KGS
	UPLIFT .....GAL/LITER

(CIRCLE ONE)

SLIP NO. ....

--- CREW T/O LAND ---

TAKEOFF BY ..... LANDING .....

DISPATCHER : TREVOR MCCLINTOCK

NAVTECH, INC.

NATIONAL AIRLINES BRIEF PAGE 3 OF 17

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		UPLIFT	GAL/LITER
		SLIP NO.	(CIRCLE ONE)

--- CREW T/O LAND ---

TAKOFF BY ..... LANDING .....

DISPATCHER : TREVOR MCCLINTOCK

ELEV	04895FT	WPT	MC	TAS	TDV/S	MACH	XD	ZT	TTM	TLRM	SCORE
TO	FL	MH	GS	WIND	IAS	TTL	ETA	ETA	ACRM	TM/FU	
N34568E069159						CIRCUIT	07	07			
CAIX	DCT								431		
N34310E069090			189	369	.../2	...	26	004	011	383	
TAPIS	DCT	...	190	353	20018	...	26	...	...	.../..	
		TAPIS									
TOC	G206	...	242	469	.../3	...	1	000	011	383	
		...	241	419	23052	...	27	...	...	.../..	
N34115E068187			242	478	P04/3	798	45	007	018	372	

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SIBLO	G206	...	280	241	417	24062	315	72	....	....	..	/..
SIBLO												
N33277E066275				241	478	P04/2	796	103	014	032	345	
RIKAD	G206	...	280	243	411	25067	315	175	....	....	..	/..
RIKAD												
N32177E066076				192	477	P05/3	795	71	010	042	328	
DARUS	M375	...	280	199	444	26072	314	246	....	....	..	/..
DARUS												
N31290E065540				191	477	P06/3	793	51	007	049	316	
PAROD	M375	...	280	199	442	26074	313	297	....	....	..	/..
PAROD												
N29510E066150				168	477	P07/4	791	99	013	102	294	
SERKA	N636	...	280	176	468	26070	313	396	....	....	..	/..
SERKA												
N29510E066150										102	----	..
OPKR										....	....	..
OPKR												
N29210E066280				157	477	P08/4	789	32	004	106	287	
BARBI	N636	...	280	165	477	25064	311	428	....	....	..	/..
BARBI												
N29020E066350				160	492	P07/1	827	20	002	108	281	
KALAT	N636	...	310	168	487	25066	308	448	....	....	..	/..
KALAT												
N26573E064075				225	495	P06/2	835	181	025	133	238	
PG 114.30	G325	...	320	228	436	26066	304	629	....	....	..	/..
PANJGUR												
N24240E061200				224	493	P08/3	831	215	029	202	188	
TAPDO	T385	...	320	227	441	26059	302	844	....	....	..	/..
TAPDO												
N24239E061194										202	----	..
COMM										....	....	..
COMM												
N23557E059082				256	493	P08/4	828	123	017	219	161	
VUSET	A454	...	320	256	446	25047	302	967	....	....	..	/..
VUSET												
N24240E061200				288	491	P08/3	826	120	016	235	134	
TOD	A454	...	320	285	444	26054	300	1087	....	....	..	/..
TOD												
N24387E056506				288	473	.../2	...	13	002	237	133	
PASOV	A454	...	...	286	438	25041	...	1100	....	....	..	/..
PASOV												
N24517E056270										241	----	..
CMAE										....	....	..
CMAE												
N24518E056268				300	431	.../3	...	25	004	241	132	
KUPMA	B540	...	...	298	392	28043	...	1125	....	....	..	/..
KUPMA												

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N24577E056067      287 384 .../2 ... 19 003 244 131
HUBIN      B540    ... 286 362 28024 ... 1144 ... .. /..
                HUBIN
-----
N25023E055574      298 363 P12/2 560 10 002 246 130
SODAD      DCT    ... 100 296 350 26016 310 1154 ... .. /..
                SODAD
-----
N24524E055493      215 393 P13/1 602 12 002 248 127
LOROT      DCT    ... 100 216 382 25013 333 1166 ... .. /..
                LOROT
-----
N24464E055300      249 364 .../1 ... 19 003 251 123
BONUN      DCT    ... 249 351 25012 ... 1185 ... .. /..
                BONUN
-----
N24466E055227      270 287 .../3 ... 6 002 253 122
GEXIK      DCT    ... 270 282 26005 ... 1191 ... .. /..
                GEXIK
-----
N24477E055207      299 281 .../2 ... 2 000 253 122
REVUL      DCT    ... 299 281 34001 ... 1193 ... .. /..
-----
N24551E055105      307 273 .../3 ... 12 008 301 117
CMDW      DCT    ... 309 276 07012 ... 1205 ... .. /..
-----
ELEV 00170FT
    
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ALTERNATE DATA

TO	WPT	MC		TAS		TDV/S		MACH	ZD	ZT	TIM	TLRM	SCORE
		FL	MH	GS	WIND	IAS	TTL						
N2519.8E055310	CMSJ												117
N24512E054576	MIADA			250	260	...	4	...	12	003	003	103	
				250	278	07015			12				.. /..
				MIADA									
TOC	DCT			045	279	...	3	...	4	000	003	99	
				045	277	06003			16				.. /..
TOD	DCT			045	282	P11/3	428		8	002	005	97	
				070	044	283	27002	248	24				.. /..
N25198E055310	CMSJ			045	268	...	3	...	30	009	014	91	
				045	257	07009			54				.. /..

ELEV 00116FT

FIRS OPKR/0602 OMM/0702 OMAE/0741

WAYPOINT	FL100	F180	F240	F300	F340	F380
SIBLO	137/006	201/029	231/050	241/068	242/075	245/069
RIKAD	182/007	233/024	251/058	253/073	249/077	248/070
DARUS	270/008	273/040	263/061	259/078	256/081	254/066



PAROD	266/016	272/043	262/062	258/080	257/088	252/070
SERKA	277/024	269/036	260/054	255/078	257/084	251/071
BARBI	290/026	265/033	258/049	251/071	255/073	248/072
KALAT	300/023	260/030	257/048	250/065	257/069	247/072
PG	301/019	261/028	257/047	252/064	258/069	248/070
TAPDO	285/007	259/025	253/043	255/054	256/065	257/064
VUSET	269/021	264/035	252/040	252/040	251/054	263/063
OMDW	258/012	278/026	283/042	263/065	255/080	264/070

(FPL-NCR102-IN  
 -B744/H-SDPQHWRWXYJ3J5/LB1D1G1  
 -OAIK0500  
 -N0478F280 DCT TAPIS G206 RIKAD M375 PAROD N636 BARBI/N0492F310  
 N636 KALAT/N0495F320 G325 PG T385 TAPDO A454 PASOV B540 BUBIN  
 BUBINIZ  
 -CMDW0301 CMSJ  
 -PHN/AIC1D1L101S2 NAV/RNVDI2A1 RNP 04 DOF/130429 REG/N949CA  
 EET/OPKR0102 COMM0202 OMAE0241  
 SEL/DGCM CODE/AD2ECA RMK/TCAS EQUIPPED PAKISTAN OVF MCN 925 DATE  
 OF ISSUE 23APR OMAN OVF DGMAN/DATS/001/30MAR2013 CMDW LND CON 9028)

PERMITS:

PAKISTAN OVF MCN 925 DATE OF ISSUE 23APR  
 OMAN OVF DGMAN/DATS/001/30MAR2013  
 CMDW LND CON 9028

N949CA DEPARTING LFLX ON APRIL 28TH AT 1530Z  
 CHECK IN 1400Z/APRIL 28TH  
 PLANNED DUTY 16 HOURS AND 05 MINUTES  
 MAX DUTY 30 HOURS  
 DROP DEAD TIME 1930Z/ APRIL 29TH

\*\*\*ATTENTION UNTIL FURTHER NOTICE\*\*\*  
 \*\*\*WHEN SELECTING AN APPROACH, SID OR STAR PROCEDURE FROM THE NAV DATABASE,  
 VERIFY EACH WAYPOINT AGAINST CURRENT PUBLICATIONS.\*\*\*

OAIK-

PER NATIONAL AIRLINES OPERATIONS SPECIFICATIONS A010.A.(3), US  
 DEPARTMENT OF DEFENSE AERONAUTICAL WEATHER DATA IS APPROVED FOR  
 THE CONTROL OF FLIGHT OPERATIONS. KQSA IS THE STATION CODE  
 USED TO DISSEMINATE COALITION FORCES AERONAUTICAL DATA FOR  
 OAIK AIRFIELD.

FAK WEIGHTS

NO SPK  
 FWD BELLY  
 MAIN DECK POS 1A 460.8KGS  
 APT BELLY P44 0 KGS  
 APT BELLY BULK 52/53 535 KGS  
 APT BELLY BULK 54 736 KGS

NAL B747-400 COMPUTERIZED WEIGHT AND BALANCE REVISION E  
 DATED 19 FEB 2013  
 SPECIAL INSTRUCTIONS

IF NO MCECHANIC RIDING WITH AIRCRAFT, CREW IS TO CALL MX CONTROL  
 UPON ARRIVAL AND ADVISE MX STATUS

MX CONTROL PHONE 407-283-6246  
 PHONE NUMBERS

OPERATIONS CONTROL DIRECT PHONE 407-283-6293

MX CONTROL DIRECT PHONE 407-283-6246

PLEASE WRITE TRIP NUMBER ON MX LOG PAGE

DEPARTURE  
NO METAR REPORTS FOUND FOR OAIX

NO TAF REPORTS FOUND FOR OAIX

- OAIX A0122/13 21JAN1022-09MAY2359  
TWY HOTEL BTM TWY BRAVO AND TWY CHARLIE  
LIMITED TO ACFT WITH WINGSPAN 60FT OR LESS
- OAIX A0355/13 01MAR0001-31MAY2359  
BAGRAM AIR BASE IS IN BASH PHASE II (1 MAR - 31 MAY) DUE TO  
INCREASED BIRD ACT ASSOCIATED WITH MIGRATORY SEASONS. AIRCREW  
SHOULD BE AWARE OF INCREASED BIRD STRIKE POTENTIAL.
- OAIX A0453/13 03MAR1550-03JUN2359  
MVT AREA LIMITED TO: ROMEO RAMP LDG ZONE 2 LIMITED  
TO DAYTIME USE ONLY.
- OAIX A0478/13 07MAR0935-20JUN0001  
1ST AND 3RD WED 2200-00:01.  
RWY 03/21 CLSD FOR SCHEDULED MX EVERY 1ST AND 3RD WED.
- OAIX A0546/13 17MAR1010-13JUN2359  
DEMING IN PROGRESS 1400 FT AND 5,880 FT EAST/SOUTH EAST OF  
DVORTAC. ACFT AVOID OR CROSS THESE AREAS AT OR ABV 200 FT AGL.
- OAIX A0697/13 04APR1030-03JUL2359  
WIP: MEN AND EQPT TRANSITING TWY ALPHA 1.  
ACFT EXITING RWY 03/21 AT TWY ALPHA 1 PROCEED WITH  
CTN
- OAIX A0729/13 07APR0835-07JUL2359  
DUE TO CONST WIP TWY 'LIMA WEST' IS CLSD.
- OAIX A0737/13 09APR0330-07JUL2359  
DUE TO CONST: TAXIWAYS ALPHA AND CHARLIE WEST OF RWY 03/21  
AND EAST OF TWY JULIET ARE CLSD
- OAIX A0745/13 10APR0030-11MAY1530  
RWY WIP: USE CTN FOR MEN AND EQPT  
OPR 1,300 FT SOUTH OF THE APCH END OF RWY 03 FM  
SUNRISE TO SUNSET.
- OAIX A0794/13 18APR1930-02MAY2330  
1930-2330  
RWY CLSD FOR RUBBER REMOVAL LANDINGS  
AUTHORIZED FOR EMERGENCY ACFT ONLY. SOF MAY OPEN RWY FOR HIGH  
PRIORITY LAUNCHES. STOL ACFT MAY CONDUCT DEPARTURES FM TWY ECHO  
AND LIMA BASED ON CONTRACTORS LOCATION ON THE RWY.
- OAIX V0067/13 27FEB0714-27MAY2359  
[DOD PROCEDURAL NOTAM] MIRAB TWO DEPARTURE (RNAV) UNUSABLE
- OAIX V0106/13 01APR0635-30JUN2359  
[DOD PROCEDURAL NOTAM] BAGRAM SIX DEPARTURE MINIMUM CLIMB  
GRADIENT 235 FT/NM TO 10,700 DUE TO AEROSTAT SOUTHWEST OF KABUL  
INT'L.
- OAIX V0111/13 03APR0640-27JUN2359  
[DOD PROCEDURAL NOTAM] KARRY FOUR DEPARTURE (OBST) - DO NOT  
EXCEED 250 KIAS UNTIL COMPLETING INITIAL TURN.
- OAIX V0121/13 10APR0721-09JUL2359  
[DOD PROCEDURAL NOTAM] RNAV (GPS) RWY 03 DUE TO AEROSTAT  
LOCATED N34-32-11.00/E069-04-20.00, HOLDING AT RIGEN NOT  
AUTHORIZED.

OTHER  
METAR KQSA 282155Z 02004KT 9999 SCT090 BKN130 BKN200 13/05 A3004  
RMK SLPNO 55005

TAF AMD KQSA 2818/2921 VRB06KT 9999 SCT100 BKN120 QNH2997INS TEMPO  
2818/2820 25015G25KT 8000 -TSRA BKN050CB BECMG 2900/2901 24006KT  
9999 BKN060 BKN100 QNH3003INS BECMG 2907/2908 35009KT 9999 VCSH

BKN050 QNH3004INS TEMPO 2910/2915 35010G15KT 8000 -SHRA VCTS  
 BKN030CB OVC070 T22/2910Z T09/2901Z AMD 281800  
 TAF KQSA 2815/2921 VRB06KT 9999 SCT100 BKN120 QNH2997INS TEMPO  
 2815/2816 25010G15KT BECMG 2900/2901 24006KT 9999 BKN060 BKN100  
 QNH3003INS BECMG 2907/2908 35009KT 9999 VCSH BKN050 QNH3004INS  
 TEMPO 2910/2915 35010G15KT 8000 -SHRA VCTS BKN030CB OVC070  
 T22/2910Z T09/2901Z

- KQSA: STATION NOT SUPPORTED, PLEASE CONTACT NAVTECH SUPPORT

ARRIVAL

METAR OMDW 282200Z 25003KT 210V270 CAVOK 22/19 Q1013 NOSIG

TAF OMDW 281659Z 2818/2924 VRB02KT 8000 FEW040 PROB30 TEMPO  
 2818/2924 4500 -SHRA BECMG 2908/2910 31012KT BECMG 2916/2918  
 16005KT PROB30 TEMPO 2918/2924 VRB20G35KT 3000 TSRA SCT030CB  
 TAF OMDW 281056Z 2812/2918 30010KT 8000 FEW040 PROB30 TEMPO  
 2812/2912 VRB15G35KT 3000 TSRA SCT030CB BECMG 2816/2818 VRB02KT  
 BECMG 2908/2910 29010KT BECMG 2916/2918 18005KT

- OMDW A0117/13 17FEB0500-11MAY0800  
 SAT 0300-0800  
 TRAINING FLIGHTS NOT PERMITTED.

OTHER

METAR OMSJ 282200Z 21003KT 190V250 CAVOK 24/19 Q1012

TAF OMSJ 281659Z 2818/2924 VRB02KT 8000 FEW040 PROB30 TEMPO  
 2818/2924 4500 -SHRA BECMG 2908/2910 31010KT BECMG 2916/2918  
 15005KT  
 TAF OMSJ 281056Z 2812/2918 30010KT 8000 FEW040 PROB30 TEMPO  
 2812/2912 VRB15G35KT 3000 TSRA SCT030CB BECMG 2816/2818 VRB02KT  
 BECMG 2908/2910 29010KT BECMG 2916/2918 06005KT

- OMSJ A0268/13 04APR0345-30MAY0001  
 AMDT TO UAE AIP CHART OMSJ AD 2-21 AS FLW:  
 IN DECLARED DIST TABLE LDA RWY 30 TO READ AS 3763 INSTEAD  
 OF 3764  
 IN CHART DRAWING AMD TORA FOR TKOF INTERSECTIONS ACCORDINGLY:  
 FOR RWY 12  
 TWY B TO READ AS 3856 INSTEAD OF 3969  
 TWY C TO READ AS 2474 INSTEAD OF 2485  
 TWY D TO READ AS 1274 INSTEAD OF 1285  
 FOR RWY 30  
 TWY E TO READ AS 3554 INSTEAD OF 3672  
 TWY D TO READ AS 2815 INSTEAD OF 2825  
 TWY C TO READ AS 1617 INSTEAD OF 1628  
 - OMSJ A0304/13 17APR0530-PERM  
 AMDT TO UAE (UNITED ARAB EMIRATES) AIP SECN OMSJ AD 2.6.1 AD  
 CAT FOR FIRE FIGHTING TO READ AS CAT9, UPGRADABLE TO CAT 10  
 WITH ONE HOUR FN  
 NO SIGMET REPORTS FOUND WITHIN TIME SPECIFIED  
 NO AIRMET REPORTS FOUND WITHIN TIME SPECIFIED  
 NO PIREP REPORTS FOUND WITHIN TIME SPECIFIED  
 - OAKX A0646/13 28MAR1126-26JUN2359  
 STANDARD LONGITUDINAL SEPARATION SHALL BE APPLIED BTN  
 ACFT FLYING AT THE SAME FLT LEVEL ON THE SAME ATS RTE OF  
 EIGHTY (80) NAUTICAL MILES (NM) OR TEN (10) MINUTES ON THE FLWG  
 ATS ROUTES: L750, N644, M875, (A466), AMDAR TO SITAX. REDUCED  
 HORIZONTAL SEPARATION (50) NAUTICAL MILES (NM) MAY BE APPLIED ON

ATS  
RTE M875 (A466) AMDAR-TAPIS L509 LAJAK FM 2000 TO 2359 ONLY.  
REDUCED HORIZONTAL SEPARATION FIFTY (50) NAUTICAL MILES (NM) MAY  
ALSO  
BE APPLIED ON ATS RTE UL333 AND P628/N636.  
(FL270 UP TO FL510)  
FL270 / FL510

- OAKX A0752/13 10APR1500-10JUL2359  
ATS RTE L509 'TAPIS' TO 'LAJAK' AVBL BTN 1500-2359 AT  
FL310 AND ABV, EXC FL330 NOT AVBL FM 1800-0245.  
FL290 / FL510
- OAKX A0753/13 10APR1800-10JUL0245  
FL330 NOT AVBL FOR CIVIL OVERFLIGHTS ENTERING THE KABUL  
FIR BTN 1800Z - 0245Z DLY. AFFECTED ATS ROUTES UL333 SOKAM -  
SERKA, N636 CHARN - SERKA, P628 CHARN - ASLUM, L750 RANAH - ROSIE,  
N644 LEMOD - PAVLO, M875 (A466) AMDAR - SITAX, L509 TAPIS - LAJAK,  
M881 EGPAN - LAJAK, 1800Z - 0245Z DLY.  
FL330 / FL330
- OAKX A0754/13 10APR0800-10JUL2359  
ALL ENROUTE OVERFLIGHT ACFT ENTERING THE KABUL FIR ON ATS  
ROUTES L750, N636, P628 AND UL333 CONTACT KABUL ACC  
ON FREQ 126.32MHZ.  
FL280 / FL510
- OAKX A0755/13 10APR0800-10JUL2359  
ALL ACFT ENTERING KABUL FIR ON THE LOW AMY STRUCTURE  
AT OR BLW FL290 FM THE WEST BTN SOKAM WAYPOINT ON V338  
CLOCKWISE TO RANAH WAYPOINT ON V838 CONTACT KABUL ACC ON  
FREQ 121.725.  
SFC / FL290
- OASA A0777/13 13APR0700-12JUL2359  
OVERFLYING OF PROHIBITED TO: HEL OPNS IN AND AROUND  
HELICOPTER LDG ZONE ARE NOT AUTHORIZED TO OVERFLY THE ASA/ATHP  
AND ISA. ALL APPROACHING AND DEPARTING HELICOPTERS WILL PROCEED  
SOUTH AND WEST OF PTDS.
- OAZI A1009/12 21APR0703-23APR0703 EST  
BASTION NDB BSN FREQ HAS CHANGED TO 423 KHZ.
- OAKH A0859/13 24APR1054-25MAY2359  
KABUL TACAN OKH CH65X UNUSABLE: TACAN APCH UNUSABLE
- OAKH A0860/13 24APR1055-24MAY2359  
KABUL VOR KBL FREQ 112.0MHZ U/S: VOR APCH UNUSABLE
- OPKR A0839/11 17NOV0001-PERM  
WEST-BOUND RVSM FL300 WILL NOT BE AVBL WITHIN LAHORE/KARACHI  
FIR(S)

FOR FLT TRANSITING TO KABUL FIR AT UNDER MENTIONED TRANSFER OF  
CONTROL POINTS (TCP) DUE TO NON-AVBL OF FL300 IN KABUL FIR.  
AFGHANISTAN AIP SUPPLEMENT (SUP) 03/11 DATED 21ST SEPTEMBER 2011  
REFERS.

INTERNATIONAL ATS ROUTES	TCP
-----	---
N636	SERKA
P628	ASLUM
L750	ROSIE
N644	PAVLO
A466	SITAX
M881/L509	LAJAK
P500	PADDY
FL300 / FL300	

- OPKR A0906/11 15DEC0001-PERM  
REF AIP SUP S-06/11 DATED 19TH MAY, 2011 REGARDING IMPLEMENTATION  
OF 50NM REDUCED HORIZONTAL SEPARATION (RHS) IMPLEMENTATION BASED

CN  
 RNF10 ON ATS RTE P628 AND N636. 50NM RBS WILL BE APPLIED ON ATS  
 RTE P628 AND N636.  
 - OPKR A0951/12 12NOV0000-PERM  
 (I) FLT PLAN SUBMISSION FM 0000 UTC 12TH NOVEMBER 2012, BY  
 AIRLINE OPERATORS WILL BE ACCEPTED IN EITHER PRESENT FORMAT  
 OR  
 NEW FORMAT FM 0000UTC 12TH NOVEMBER 2012 UNTIL 0000 UTC 15TH  
 NOVEMBER 2012.  
 (II) AFTER 0000 UTC ON 15TH NOVEMBER 2012, FLT PLANS SUBMITTED BY  
 AIRLINE OPERATORS SHALL BE IN NEW FORMAT.  
 (III) FLT PLANS IN THE NEW FORMAT MAY BE SUBMITTED UP TO (24 HR)  
 PRIOR TO THE ESTIMATED OFF BLOCK TIME (EOBT).  
 - OPKR A1081/12 15DEC0800-30JUN2359 2013 EST  
 1. FL410 AND ABV NOT ABVL IN KARACHI FIR.  
 2. FM FL160 TO FL180 AND FL230 TO FL260 (BOTH INCLUSIVE)  
 ARE NOT ABVL IN KARACHI FIR ON FLW ATS RTE SEGMENT:  
 A) BTN PARET TO PANJGUR ON ATS RTE G208  
 B) BTN PANJGUR TO DOSTI ON ATS RTE G210  
 C) BTN PANJGUR TO ASVIB ON ATS RTE G665  
 D) BTN ALPOR TO LATEM ON ATS RTE G216  
 E) BTN PARET TO TAPDO ON ATS RTE A454  
 - OPKR A0147/13 12FEB1900-16MAY0300 EST  
 DLY 1900-0300  
 EAST-BOUND RVSM LEVEL FL330 WILL NOT BE ABVL FOR FLIGHTS  
 ENTERING KARACHI/LAHORE FIRS FM KABUL FIR ON RTE SEGMENTS  
 OF UNDER MENTIONED ATS ROUTES.  
 INTERNATIONAL ATS ROUTES                                 RTE SEGMENT  
 -----  
           N636   SERKA-KALAT  
           P628   ASLUM-AMBER  
           L750   ROSIE-ZHOB  
           N644   PAVLO-PARAK  
           A466   SITAX-SAJAN  
           M881   LAJAK-ADINA  
           L509   LAJAK-HANGU  
 FL330 / FL330  
 - OPKR A0332/13 01APR0400-30APR1700  
 01-05 08-12 15-19 22-26 29-30 0400-1700  
 OPD-110 (AREA BRAVO) ACT  
 SFC / FL400  
 - OPKR A0333/13 01APR0200-30APR1200  
 DLY BTN 0200-0900 AND 1000-1200 EXC SUN AND HOL  
 SONMIANI ARMY PROOF RANGE WILL REMAIN ACT WI COOR :  
 251044N 664608E 251048N 664355E  
 251025N 664215E 251553N 663706E  
 251900N 663300E 252030N 663730E  
 252110N 663758E 251943N 664100E  
 251553N 664255E.  
 SFC / FL250  
 - OPKR A0496/13 26APR0001-15MAY2100  
 REF TO OUR NOTAM A0477/13 AND A0478/13. FLW SIDE AND STARS  
 MELOM TWO ALPHA, MELOM TWO BRAVO DEPARTURES FM  
 RWY 25L/25R, MELOM TWO DELTA, MELOM TWO ECHO DEPARTURES FM  
 RWY 07R/07L, DOSTI TWO ALPHA, DOSTI TWO BRAVO, LOTAT TWO ALPHA  
 AND LOTAT TWO BRAVO ARRIVALS WILL NOT BE ABVL DURATION OF EACH  
 ACT APPROXIMATELY WILL BE 15 MINUTES. ACFT SHALL EXP RADAR  
 VECTORS OR OTHER ATC PROCEDURES TO AVOID EXER AREA.  
 DLY 0001, 0300, 0430, 0600, 0730, 0900, 1030, 1200, 1600, 1800 AND  
 2100  
 - OPKR A0494/13 25APR1200-02MAY1400  
 VOR IDENT 'KC' FREQ 112.1 Mhz WILL REMAIN ON TEST BASIS.

PAGE 13 OF 17

- OPBW A0510/13 27APR1445-30JUN2359 EST  
 NDB IDENT 'BW' FREQ 332 KHZ INSTALLED AT NEW LOCATION  
 (292059.47N 714234.48E) AND IN OPR SINCE 18TH MAY 2012.  
 NDB INST APCH PROCEDURES(IAP) PUBLISHED IN AIP  
 PAGE AD-2. OPBW-7 AND AD-2. OPBW-9 WILL REMAIN SUSPENDED  
 FOR REDESIGN. ANTENNA HEIGHT 50FT AGL).
- COMM A0417/12 15NOV0000-PERM  
 REGARDING AMDT 1 TO THE 15 EDITION OF PANS-ATM (DOC4444), ICAO NEW  
 FPL AND ASSOCIATED MESSAGES WILL BE IMPLEMENTED IN MUSCAT FIR. ALL  
 STATES, OPERATORS, AIRLINES AND ORGANIZATIONS ARE REQUESTED TO  
 SUBMIT FLT PLANS IN THE NEW ICAO FORMAT.
- COMM A0476/12 31DEC0600-31DEC2359 2013  
 PROVISION OF ATS,FIS AND ALERTING SERVICES ON ANY UL425 AND  
 N315,UL425 AND BTN ASPUX AND BOVOS,N315 BTN ASPUX AND KUTVI  
 IS DELEGATED TO MUSCAT ACC.  
 TFC WESTBOUND ON UL425 AND N315 SHALL CONTACT MUSCAT CONTROL  
 ON FREQ 123.95MHZ AT POSITION ASPUX STOP
- COMM A0105/13 13MAR1150-PERM  
 AIP SUPPLEMENT 0001/13 IS NO LONGER VALID
- COMM A0117/13 04APR0001-02MAY0001  
 NIL AIRAC AIP AMENDMENT EFFECTIVE DATE 2 MAY 2013
- COMM A0122/13 03APR0630-05JUN2359  
 DUE TO THE HIGH DENSITY TFC IN THE COMM FIR AT CERTAIN TIMES,  
 FLOW CONTROL MEASURES HAVE BEEN IMPLEMENTED FOR UAE DEPARTURES  
 AS FOLLOWS :  
 UAE DEPARTURES :  
 A) FM 3 APR TO 5 JUN 2013 BTN 0630/0730 ON TRIAL BASIS:  
 5 MIN LONGITUDINAL SEPARATION BTN ANY 2 SUCCESSIVE DEPARTURES  
 ENTERING THE COMM FIR PSN LABRI OR TARDI (TARDI AND LABRI  
 SHALL BE CONSIDERED AS A COMMON POINT) EXCLUDING TFC LDG AT  
 MUSCAT INTERNATIONAL AP.  
 B) FM 1700-2359 UTC:  
 7 MIN LONGITUDINAL SEPARATION BTN ANY 2 SUCCESSIVE DEPARTURES  
 ENTERING THE COMM FIR PSN LABRI OR TARDI (TARDI AND LABRI  
 SHALL BE CONSIDERED AS A COMMON POINT) EXCLUDING TFC LDG AT  
 MUSCAT INTERNATIONAL AP.  
 C) FM 1700-2359 UTC :  
 20NM LONGITUDINAL SEPARATION BTN ANY 2 SUCCESSIVE UAE  
 DEPARTURES ENTERING THE COMM FIR VIA LALDO OR GOMTA (LALDO  
 GOMTA SHALL BE CONSIDERED AS A COMMON POINT.)  
 NOTE: DEPARTURES FM OOMS LDG AT ANY UAE AP AND ALL UAE DEPARTURES  
 LDG OOMS ARE EXEMPTED FM THESE RESTRICTIONS STOP
- COMM A0135/13 20APR0330-15MAY1100  
 APR 20-24 28-30 AND MAY 01 04-08 11-15 0330-1100  
 DANGER AREA OOD37 ACT (TAHR RANGE)  
 SFC / FL210
- COMM A0136/13 20APR0330-15MAY1100  
 APR 20-24 28-30 AND MAY 01 04-08 11-15 0330-1100  
 TEMPO DANGER AREA ESTABLISHED WI AREA BOUND BY THE FLW CO-ORDS:  
 2448N05740E  
 2431N05840E  
 2400N05839E  
 2418N05740E (EXTENSION TO TAHR RANGE)  
 SFC / FL210
- COMM A0138/13 20APR0330-15MAY1100  
 20-24 28-30 0330-1100, MAY 01 04-08 11-15 0330-1100  
 RESTRICTED AREA OOR96 ACT (BUR ZAMAN TRAINING AREA)
- OOMS A0416/12 12NOV1400-PERM  
 THE NEW MUSCAT DVOR/DME IS ON COMMISSION  
 IDENT: MCT  
 FREQ: 114.500 MHZ

DME: CH92X  
 COORDINATES:  
 A. DVOR: 233528.04N0581536.48E ELEVATION 66FT MSL  
 B. DME: 233528.452N0581536.44E ELEVATION 74FT MSL

- OMAE A0787/12 08OCT1100-PERM  
 DUE TO HIGH TPC DENSITY WI THE EMIRATES FIR REMOTELY PILOTEED ACFT  
 SHALL NOT OPR WI CONTROLLED AIRSPACE.

- OMAE A0205/13 07MAR0630-06JUN0800 EST  
 DLY 0100-0800  
 FLOW CTL PROC ACT FOR UAE DEPARTURES EXITING THE EMIRATES FIR VIA  
 KITAP, TANSU AND ALPEK.  
 ACFT AFFECTED SHALL REQ DEP SLOT TIME NOT EARLIER THAN 2 HRS PRIOR  
 TO  
 THE REALISTIC AIRBORNE TIME IF BTN 0300 AND 0800 FM THE FLW:  
 OMAA: DELIVERY FREQ 125.100 MHZ OR +971(0)2 599 8744  
 OMAD: TWR FREQ 119.900 MHZ OR +971(0)2 444 7546  
 OMAL: GND FREQ 129.150 MHZ OR +971(0)3 709 2047  
 OMAM: TWR FREQ UHF 240.900 OR VHF 122.150 MHZ OR +971(0)2 503 3320  
 OMDB: DELIVERY FREQ 120.350 MHZ OR +971(0)4 216 6459  
 OMDW: TWR FREQ 118.625 MHZ OR +971(0) 4 813 3501  
 OMFJ: TWR FREQ VHF 124.600 MHZ OR +971(0) 9 224 1166  
 OMRK: TWR FREQ 118.250 MHZ OR +971(0)7 244 9016  
 OMSJ: TWR FREQ 118.600 MHZ OR +971(0)6 508 4615

- OMAE A0219/13 12MAR0400-12JUN2359 EST  
 0300-0800  
 ATS RTE G783 GIDIS TO TANSU AND M318 MIADA TO KITAP ONLY AVBL TO  
 UAE DEPARTURES WITH CRUISING SPEED OF MACH 0.77 OR MORE.

- OMAE B0026/13 31MAR0300-30APR1900  
 DLY 0300-1900  
 LIVE FRNG EXER AT AL HAMRA JABEL BARAKKA AREA  
 BOUNDED BY FLW COORD:  
 240630N 0522250E  
 240210N 0522550E  
 235800N 0521512E  
 240525N 0521512E  
 240025N 0521546E  
 240024N 0521708E  
 235855N 0521628E  
 235811N 0521612E  
 SFC / FL500

- OMAE A0270/13 04APR1030-05JUN2359 EST  
 0430-0730 1500-2359  
 FLOW CTL PROC ACT REF COMM NOTAM A0122/13.  
 DEP ACFT AFFECTED SHALL REQ DEP SLOT TIME NOT EARLIER THAN 2 HRS  
 PRIOR TO THE REALISTIC AIRBORNE TIME IF BTN 0630 - 0730 AND  
 1700-2359 FM THE FLW:  
 OMAA: DELIVERY FREQ 125.100 MHZ OR +971(0)2 599 8744  
 OMAD: TWR FREQ 119.900 MHZ OR +971(0)2 444 7546  
 OMAL: GND FREQ 129.150 MHZ OR +971(0)3 709 2047  
 OMAM: TWR FREQ UHF 240.900 OR VHF 122.150 MHZ OR +971(0)2 503 3320  
 OMDB: DELIVERY FREQ 120.350 MHZ OR +971(0)4 216 6459  
 OMDW: TWR FREQ 118.625 MHZ OR +971(0) 4 813 3501  
 OMRK: TWR FREQ 118.250 MHZ OR +971(0)7 244 9016  
 OMSJ: TWR FREQ 118.600 MHZ OR +971(0)6 508 4615

- OMAE A0274/13 07APR0800-07JUL2359 EST  
 PILOTS TO EXER CTN DUE TO HIGH CONCENTRATION OF OPR UNDER DUE  
 REGARD WI EMIRATES FIR.

- OMAE A0279/13 08APR0630-30MAY0000  
 AMDT TO UAE AIP SECN ENR 1.9.5 FOR TFC ARRIVING AT OMAA AND  
 OMAD FM OIKB AND POINTS BEYOND TO HEAD AS DARAX M318 MAXIMO  
 Y911 TANGA INSTEAD OF DARAX M318 ATBOR DCT TANGA.



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- OMAE A0314/13 23APR0410-29MAY2359 EST  
DUE TO CHANGES IN THE TEHRAN FIR THE FLW ATS RTE WI EMIRATES FIR  
CLSD:  
1) L519 BTN LUDER AND KUMUN  
2) P574 BTN TUKLA AND KUMUN  
3) ALL SIDS EXITING THE EMIRATES FIR TO JOIN PAPAR IN TEHRAN FIR  
TFC NORMALLY ROUTING KUMUN-PAPAR SHALL PPL TO EXIT THE EMIRATES  
FIR VIA BALUS

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NATIONAL AIRLINES BRIEF PAGE 17 OF 17

STATION COMPANY NOTAMS: NIL  
ROUTE COMPANY NOTAMS: NIL  
FIR COMPANY NOTAMS: NIL

ADMIN COMPANY NOTAMS: NIL  
RELEASE COMPANY NOTAMS: NIL

N949CA COMPANY NOTAMS: NIL  
BQUIP COMPANY NOTAMS: NIL

## B. Bastion to Bagram Dispatch Release

NAVTECH, INC. NATIONAL AIRLINES BRIEF PAGE 1 OF 15

PLEASE HOLD FOR NATIONAL AIRLINES CAPTAIN HASLER B  
TRIP NUMBER: 2861

THIS FLIGHT PLAN HAS PASSED FAULT DETECTION AND EXCLUSION (FDE) CHECKS,  
AND COMPLIES WITH ALL FAA NOTICES

ALMANAC WEEK 714  
ROUTE SPACING 30.00 NM  
SATELLITES EXCLUDED 27 30  
MAXIMUM OUTAGE OF FAULT DETECTION 0 HRS 0 MIN  
0.00 NM  
MAXIMUM OUTAGE OF FAULT EXCLUSION 0 HRS 0 MIN  
0.00 NM

////////////////////////////////////  
// OAIX REQUIRES PILOT TO MEET THE QUALIFICATIONS OF 121.445 //  
////////////////////////////////////

ORIGIN XXX/OAZI BASTION N31514E064133  
DESTINATION OAI/OAIX BAGRAM N34568E069159  
ALTERNATE DWC/OMDW DUBAI/DUBAI WORLD CE N24551E055105

NCR102 /29APR OAZI/XXX TO OAIX/OAI B747 400 LRC IFR 04/28/13  
COMPUTED 2217Z FOR ETD 0235Z PROG 290000Z N949CA KGS

	FUEL	CORR	TIME	DIST	ARRIVE	TAKOFF	LAND	AV	PLD
POA OAIX	11594	. . . .	1:00	393	0400Z	305640	294046		93000
ALT OMDW	29281	. . . .	2:55	1205	0642Z				
HLD	4228	. . . .	0:30						
RES	1062	. . . .	0:06	NAM	328			OEW	164540
ADD	0	. . . .	0:00						
REQ	46165	. . . .	4:31					RTE	001
XTR	1935	. . . .	0:11	REQUIRED FOR ETP	0				
TXI	900	. . . .	0:10						
TOT	49000	. . . .	4:52						

MEL-CDL / ACFT NOTES  
COI-- / EXPIRES DD-MM 01-01 / DMI# 1297  
CARRY OVER ITEM  
HYD PUMP REMOVED FROM FAK  
DUE WHEN PART REPLACED

FUEL CHANGE REASON . . . . .

ALL UNITS OF MEASURE CONTAINED IN THE FLIGHT PLAN ARE PROVIDED IN  
KILOGRAMS, AND IN IAW 121.689(A)(6), THE REQUIRED FUEL FOR THIS  
FLIGHT IS 101776 POUNDS / 46165 KILOGRAMS

THIS FLIGHT IS BEING RELEASED IN COMPLIANCE WITH REGULATION 121.441  
AND 121.443

CAPT: HASLER B CAPT SIGNATURE .....

FUEL BURN ADJUSTMENT FOR 2000 KGS DECREASE IN TAKEOFF WT 54 KGS

-N0488F290 DCT DILAM G206 TAPIS DCT

WIND P068 MXSH 4/TOC

CAPT: HASLER B  
F.O.: LIPKA J  
ACM: BROKAW J  
ACM: SUMMAN R  
ACM: SHEETS M (LM)  
ACM: GARRETT T \*(MX)  
ACM: STOCKDALE G (MX)  
ACM:  
J.S1:  
J.S2:

--- FLIGHT LEVEL CALCULATION ---

	FL	BURN	ETE
PLAN	290	11594	01:00
2ND	270	11726	01:01
3RD	250	11908	01:02

IN .....	ON .....	TAKEOFF .....	KGS
OUT .....	OFF .....	LANDING .....	KGS
BLOCK .....	FLIGHT .....	FLT BURN .....	KGS
		UPLIFT .....	GAL/LITER
			(CIRCLE ONE)
		SLIP NO. ....	

--- CREW T/O LAND ---

TAKEOFF BY ..... LANDING .....

DISPATCHER : TREVOR MCCLINTOCK

NAVTECH, INC.

NATIONAL AIRLINES BRIEF PAGE 3 OF 15

PLEASE HOLD FOR NATIONAL AIRLINES CAPTAIN HASLER B  
TRIP NUMBER: 2861

THIS FLIGHT PLAN HAS PASSED FAULT DETECTION AND EXCLUSION (FDE) CHECKS,  
AND COMPLIES WITH ALL FAA NOTICES

ALMANAC WEEK	714
ROUTE SPACING	30.00 NM
SATELLITES EXCLUDED	27 30
MAXIMUM OUTAGE OF FAULT DETECTION	0 HRS 0 MIN
	0.00 NM
MAXIMUM OUTAGE OF FAULT EXCLUSION	0 HRS 0 MIN
	0.00 NM

////////////////////////////////////  
 // OAIX      REQUIRES PILOT TO MEET THE QUALIFICATIONS OF 121.445 //  
 //////////////////////////////////////

ORIGIN	XXX/OAZI	BASTION	N31514E064133
DESTINATION	OAI/OAIX	BAGRAM	N34568E069159
ALTERNATE	DWC/OMDW	DUBAI/DUBAI WORLD CE	N24551E055105

NCR102 /29APR OAZI/XXX TO OAI/OAI B747 400 LRC IFR 04/28/13  
 COMPUTED 2217Z FOR ETD 0235Z PROG 290000Z N949CA KGS

	FUEL	CORR	TIME	DIST	ARRIVE	TAKEOFF	LAND	AV	PLD
POA OAI	11594	. . . .	1:00	393	0400Z	305640	294046		93000
ALT OMDW	29281	. . . .	2:55	1205	0642Z				
HLD	4228	. . . .	0:30						
RES	1062	. . . .	0:06	NAM	328			OEW	164540
ADD	0	. . . .	0:00						
REQ	46165	. . . .	4:31					RTE	001
XTR	1935	. . . .	0:11	REQUIRED FOR ETP	0				
TXI	900	. . . .	0:10						
TOT	49000	. . . .	4:52						

MEL-CDL / ACFT NOTES  
 COI-- / EXPIRES DD-MM 01-01 / DMI# 1297  
 CARRY OVER ITEM  
 HYD PUMP REMOVED FROM FAK  
 DUE WHEN PART REPLACED

FUEL CHANGE REASON . . . . .

ALL UNITS OF MEASURE CONTAINED IN THE FLIGHT PLAN ARE PROVIDED IN  
KILOGRAMS, AND IN IAW 121.689(A)(6), THE REQUIRED FUEL FOR THIS  
FLIGHT IS 101776 POUNDS / 46165 KILOGRAMS

THIS FLIGHT IS BEING RELEASED IN COMPLIANCE WITH REGULATION 121.441  
AND 121.443

CAPT: HASLER B                      CAPT SIGNATURE .....

FUEL BURN ADJUSTMENT FOR 2000 KGS DECREASE IN TAKEOFF WT 54 KGS

-N0488F290 DCT DILAM G206 TAPIS DCT

WIND P068 MKSH 4/TOC

CAPT: HASLER B  
F.O.: LIPKA J  
ACM: BROKAW J  
ACM: SUMMAN R  
ACM: SHEETS M (LM)  
ACM: GARRETT T \*(MX)  
ACM: STOCKDALE G (MX)  
ACM:  
J.S1:  
J.S2:

--- FLIGHT LEVEL CALCULATION ---

FL BURN ETE  
PLAN 290 11594 01:00  
2ND 270 11726 01:01  
3RD 250 11908 01:02

ACTUAL ON TAKEOFF KGS  
OUT OFF LANDING KGS  
BLOCK FLIGHT FLT BURN KGS  
UPLIFT GAL/LITER  
SLIP NO. (CIRCLE ONE)

--- CREW T/O LAND ---

TAKEOFF BY LANDING

DISPATCHER : TREVOR MCCLINTOCK

ELEV 02917FT WPT MC TAS TDV/S MACH ZD ZT TTM TLRM SCORE  
TO FL MH GS WIND IAS TTL ETA ETA ACRM TM/PU  
ATA  
N31514E064133 CIRCUIT 03 03  
OAZI DCT 481  
N32105E063240 293 357 .../2 ... 46 008 011 432  
DILAM DCT ... 293 321 30038 ... 46 ... ..  
DILAM  
061 471 .../4 ... 14 001 012 426  
TOC G206 ... 056 532 27069 ... 60 ... ..  
N32315E064125 060 488 P04/4 817 32 004 016 420  
SELPI G206 ... 290 055 553 27074 317 92 ... ..  
SELPI

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N34115E068187      060 487 P04/3  814 229 025 041 376
SIBLO G206 ... 290 058 555 26071 316 321 ..... .. /..
      SIBLO
-----
N34310E069090      062 485 P05/3  812  11 001 042 374
TOD G206 ... 290 062 560 24075 314 332 ..... .. /..
-----
N34310E069090      062 435 .../3    35 004 046 373
TAPIS G206 ... .. 062 497 24060 ... 367 ..... .. /..
      TAPIS
-----
N34568E069159      009 380 .../2    26 014 100 365
OAX DCT ... .. 010 398 16010 ... 393 ..... .. /..
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ELEV 04895FT

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ALTERNATE DATA

TO	WPT	MC	TAS	TDV/S	MACH	ZD	ZT	TTM	TIRM	SCORE
FL	MH	GS	WIND	IAS	TTL	ETA	ATA	ACRM	TM/FU	
N2455.1E055105										
CMDW	DCT								365	
N34310E069090		189	305	.../2	...	26	005	005	339	
TAPIS	DCT	...	189	308	10004	...	26	...	...	.. /..
	TAPIS									
TOC	DCT	...	242	432	.../3	...	36	006	011	319
		...	240	394	22036	...	62	...	...	.. /..
N33277E066275		243	473	P04/3	789	113	016	027	290	
RIKAD	DCT	...	280	244	406	25068	311	175	...	.. /..
	RIKAD									
N32177E066076		192	472	P05/3	786	71	010	037	274	
DARUS	M375	...	280	199	439	26072	310	246	...	.. /..
	DARUS									
N31290E065540		191	472	P06/3	784	51	007	044	262	
FAROD	M375	...	280	199	436	26074	310	297	...	.. /..
	FAROD									
N29510E066150								057	----	.. /..
OPKR										
N29510E066150		168	472	P07/4	782	99	013	057	240	
SERKA	N636	...	280	176	463	26070	309	396	...	.. /..
	SERKA									
N29210E066280		157	472	P08/4	781	32	004	101	233	
BARBI	N636	...	280	165	472	25064	308	428	...	.. /..
	BARBI									
N29020E066350		160	498	P05/1	853	20	002	103	225	
KALAT	N636	...	350	168	496	26070	292	448	...	.. /..
	KALAT									
N26573E064075		225	499	P06/1	857	181	025	128	184	

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PG	114.30	G325	...	360	228	435	26071	287	629	....	....	....	..	/..
		PANJGUR												
N24240E061200				224	498	P06/2	856	215	030	158	137			
TAPDO	T385	...	360	228	439	26068	286	844	....	....	....	..	/..	
		TAPDO												
N24239E061194										158	----	..	/..	
COMM														
N23557E059082				256	498	P07/2	855	123	017	215	110			
VUSBT	A454	...	360	256	439	26059	286	967	....	....	....	..	/..	
		VUSBT												
TOD	A454	...	360	285	438	26066	286	1079	....	....	....	..	/..	
N24387E056506				288	472	.../3	...	21	003	233	85			
PASOV	A454	...	...	285	432	26047	...	1100	....	....	....	..	/..	
		PASOV												
N24517E056270										237	----	..	/..	
OMAE														
N24518E056268				300	431	.../3	...	25	004	237	84			
KUPMA	B540	...	...	298	392	28043	...	1125	....	....	....	..	/..	
		KUPMA												
N24577E056067				287	384	.../2	...	19	003	240	83			
HUBIN	B540	...	...	286	362	28024	...	1144	....	....	....	..	/..	
		HUBIN												
N25023E055574				298	363	.../2	...	10	002	242	82			
SODAD	DCT	...	...	296	350	26016	...	1154	....	....	....	..	/..	
		SODAD												
N24524E055493				215	386	.../1	...	12	002	244	79			
LOROT	DCT	...	...	216	375	25013	...	1166	....	....	....	..	/..	
		LOROT												
N24464E055300				249	296	.../2	...	19	004	248	77			
BONUN	DCT	...	...	249	289	24007	...	1185	....	....	....	..	/..	
		BONUN												
N24466E055227				270	271	.../4	...	6	002	250	77			
GEXIK	DCT	...	...	270	279	07009	...	1191	....	....	....	..	/..	
		GEXIK												
N24477E055207				299	266	.../4	...	2	000	250	76			
REVUL	DCT	...	...	301	274	07013	...	1193	....	....	....	..	/..	
N24551E055105				307	261	.../1	...	12	005	255	72			
OMDW	DCT	...	...	304	250	27016	...	1205	....	....	....	..	/..	
ELEV	00170FT													

WAYPOINT	FL100	F180	F240	F300	F340	F380
SELPI	343/026	301/044	276/054	267/078	265/083	262/074
SIBLO	299/002	270/028	262/054	259/074	254/079	253/069
OAIX	051/006	169/028	213/044	236/058	238/065	243/061

(FPL-NCR510-IN  
-B744/H-SDFGHIRMXYJ3J5/LB1D1G1  
-OAZI0235  
-M0488F290 DCT DILAM G206 TAPIS DCT  
-OAIK0100 CMDW  
-PBN/AIC1D1L101S2 NAV/RNVDI2A1 RNP 04 DOF/130429 REG/N949CA  
SEL/DGCM CODE/AD2ECA RMK/TCAS EQUIPPED OPR NATIONAL CARGO)

ISF95AQ

CAIX PPR WW 637-13119APPROVED SLOT 0400 0600Z  
SQUAWK 0473  
FILED AS NCR510

N949CA DEPARTING LFLX ON APRIL 28TH AT 1530Z  
CHECK IN 1400Z/APRIL 28TH  
PLANNED DUTY 16 HOURS AND 05 MINUTES  
MAX DUTY 30 HOURS  
DROP DEAD TIME 1930Z/ APRIL 29TH

\*\*\*ATTENTION UNTIL FURTHER NOTICE\*\*\*  
\*\*\*WHEN SELECTING AN APPROACH, SID OR STAR PROCEDURE FROM THE NAV DATABASE,  
VERIFY EACH WAYPOINT AGAINST CURRENT PUBLICATIONS.\*\*\*

OAZI NIGHT OPERATIONS APPROVED BY D.O.

OAZI-  
PER NATIONAL AIRLINES OPERATIONS SPECIFICATIONS A010.A.(3), US  
DEPARTMENT OF DEFENSE AERONAUTICAL WEATHER DATA IS APPROVE FOR  
THE CONTROL OF FLIGHT OPERATIONS. EQBH IS THE STATION CODE USED  
TO DISSEMINATE COALITION FORCES AERONAUTICAL DATA FOR OAZI  
AIRFIELD.

CAIX-  
PER NATIONAL AIRLINES OPERATIONS SPECIFICATIONS A010.A.(3), US  
DEPARTMENT OF DEFENSE AERONAUTICAL WEATHER DATA IS APPROVED FOR  
THE CONTROL OF FLIGHT OPERATIONS. KQEA IS THE STATION CODE  
USED TO DISSEMINATE COALITION FORCES AERONAUTICAL DATA FOR  
CAIX AIRFIELD.

FAK WEIGHTS

NO SPK  
FWD BELLY  
MAIN DECK POS 1A 460.8KGS  
AFT BELLY P44 0 KGS  
AFT BELLY BULK 52/53 535 KGS  
AFT BELLY BULK 54 736 KGS

NAL B747-400 COMPUTERIZED WEIGHT AND BALANCE REVISION E  
DATED 19 FEB 2013  
SPECIAL INSTRUCTIONS

IF NO MCECHANIC RIDING WITH AIRCRAFT, CREW IS TO CALL MX CONTROL  
UPON ARRIVAL AND ADVISE MX STATUS

MX CONTROL PHONE 407-283-6246  
PHONE NUMBERS

OPERATIONS CONTROL DIRECT PHONE 407-283-6293

MX CONTROL DIRECT PHONE 407-283-6246

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NATIONAL AIRLINES SHIP PAGE 9 OF 15

PLEASE WRITE TRIP NUMBER ON MX LOG PAGE  
MEL/CDL OVERFLOW



DEPARTURE

NO METAR REPORTS FOUND FOR OAZI

NO TAF REPORTS FOUND FOR OAZI

- OAZI A0208/13 04FEB0001-03MAY2359  
CHANGE OF VHF FREQUENCIES. OAZI DEPARTURES VHF FREQ NOW  
120.500, OAZI ATIS VHF FREQ NOW 128.750.
- OAZI A0236/13 05FEB0719-04MAY2359  
AD PRIOR PERMISSION REQUIRED (PPR): DUE TO ON GOING  
CONST WORK ON THE MAIN OPR SURFACES PPR TIMES MUST BE  
STRICTLY ADHERED TO. FAILURE TO MAKE PPR SLOT TIMES MAY RESULT IN  
ACFT BEING TURNED AWAY FM BASTION.
- OAZI A0237/13 05FEB0721-04MAY2359  
ALL 4 ENGINED ACFT ARE TO TAXI TO THEIR PARKING SLOT  
USING ONLY THE INBOARD ENGINES. THIS IS TO PREVENT FOD ISSUES.
- OAZI A0341/13 24FEB0910-24MAY2359  
WHEN FLYING BLW FL160 ALL US FLAG COMMERCIAL CARRIERS  
TRANSITIONING OAZI SHOULD AVOID THE SECTOR DEFINED BY FLW  
COORD TO THE MAX EXTENT POSSIBLE:  
320605N/0643822E 320144N/0650156E  
311243N/0641458E 312622N/0635704E.  
BASTION ATC WILL MAKE EVERY EFFORT TO ENSURE THIS RESTRICTION  
IS ENFORCED HOWEVER THIS WILL BE DEPENDENT ON THE TACTICAL  
SITUATION AT THE TIME.  
SFC / FL160
- OAZI A0472/13 15MAR0001-06JUN2359  
CHANGE TO BSN COMMS FAIL PROC.  
ALL ACFT TYPES:  
SQUAWK 7600, CONT TO MAKE BLIND CALLS WHEN RECOVERING IN CASE  
TRANSMIT IS STILL WORKING. ATC WILL ALSO MAKE BLIND CALLS AT EACH  
STAGE OF THE RECOVERY.  
ON FINAL APCH, CHECK ATC TOWER. ATC WILL CONFIRM LDG  
CLEARANCE WITH A GREEN LGT. IF A RED LGT IS SEEN, BREAK OFF THE  
APCH AND JOIN DOWNWIND FOR THE LAST KNOWN RWY IN USE. IF  
UNABLE TO MAINTAIN VISUAL CONTACT WITH THE AD, EXECUTE MISSED  
APCH PROC. IF NO LAMP SIGNAL IS SEEN, LAND AT PILOT S  
DISCRETION.  
FIXED WING ACFT V OR IFR:  
RTE TO 10NM FINAL OF THE LAST KNOWN RWY IN USE. LAND, TAXI OFF  
THE MAIN RWY AND HOLD SHORT OF NOVEMBER OR PAPA TAXIWAYS UNTIL A  
FLW ME VEHICLE ARRIVES.  
ROTARY WING, USING MAIN RWY V OR IFR AND JAG IFR:  
RTE TO 5NM FINAL OF LAST-KNOWN RWY IN USE. LAND, TAXI OFF THE  
MAIN RWY AND HOLD SHORT OF NOVEMBER OR PAPA TAXIWAYS UNTIL A  
FLW ME VEHICLE ARRIVES.  
RUSSIAN CREWS OF CIVILIAN HELICOPTERS ARE TO BE NOT ABV 500 FT  
AGL, AND ARE TO RTE VIA 10KM FINAL.  
JAG VFR:  
RTE TO 5NM FINAL OF LAST-KNOWN RWY IN USE. BREAK OFF AT  
AD BOUNDARY FOR LAST-KNOWN HALS IN USE. AC CAPTAINS ARE TO  
MAINTAIN LOOKOUT FOR MERT BW RECOVERING TO NIGHTINGALE OR VHR AC  
DEPARTING AND GIVE WAY. ONCE LANDED, TAXI TO PARKING.  
HOOK EQUIPPED AC REQUIRING ARRESTED LDG:  
OVERFLY LAST-KNOWN RWY IN USE NOT BLW ALT 4000 FT,  
WAGGLING WINGS, FLG LGTS, WITH ARRESTOR HOOK DOWN, THEN  
PROCEED TO TACAN HOLD AT ALT 6500 FT AND COMPLETE 3 HOLDS.  
FLY TACAN APCH AND LAND. PILOTS REQUIRING OVERRUN (DEPARTURE END)  
ENGAGEMENT ARE TO BE AWARE THAT BOTH RHAGS WILL BE UP
- OAZI A0477/13 07MAR0833-07JUN2359  
TO PREVENT THE BUILD-UP OF RUBBER DEPOSITS ON THE RWY,  
PILOTS ARE TO REFRAIN FM EXCESSIVE BRAKING PARTICULARLY FOR EARLY

- EXIT FM THE RWY.
- OAZI A0486/13 08MAR0734-30JUN2359  
 REMINDER TO ACFT CAPTAINS FLYING PERFORMANCE LIMITED FLOW  
 ACFT OF HIGH GND TO THE NORTH/ NORTH WEST. ACFT CAPTAINS ARE  
 TO ENSURE THEY HAVE SUFFICIENT PERFORMANCE TO EXCEED PUBLISHED  
 TERRAIN SAFE LEVELS IN ORDER TO AVOID HIGH GND TO THE NORTH/NORTH  
 WEST WHEN DEPARTING ON RW01. TERRAIN SAFE LEVELS ARE THE LOWEST  
 ALTITUDES AT WHICH ATC CAN PROVIDE AN IFR SVC. CREWS ARE TO  
 CONSULT THE OAZI RADAR VECTOR CHART FOR PUBLISHED TERRAIN SAFE  
 LEVELS.
- OAZI A0654/13 29MAR0745-29JUN2359  
 CAPTIVE BALLOON OR KITE: OWING TO THE POSITIONING OF A  
 CAPTIVE BALLOON, ALL ACFT REQUIRING A SRA SVC FOR RWY 19 ARE  
 REQUIRED TO GIVE ATC 30 MINUTES NOTICE.
- OAZI A0655/13 29MAR0745-29JUN2359  
 AN AEROSTAT WILL BE FLOWN AT POSITION 3150.36N/06411.01E  
 WITH A 550M RADIUS.
- OAZI A0708/13 04APR0634-03JUL2359  
 CHANGE OF VHF FREQ. OAZI TOWER VHF FREQ NOW 121.000
- OAZI A0731/13 07APR0837-07JUL2359  
 MANDATORY AVOIDANCE: OVERFLIGHT OF THE MSA SITUATED TO THE  
 NORTH WESTERN EDGE OF THE AD IS PROHIBITED BLW 500FT AGL FOR  
 FIXED WING ACFT UNDER THE POSITIVE CONTROL OF ATC. ALL OTHER AC,  
 INCLUDING ALL ROTARY WING, ARE PROHIBITED TO OVERFLY BLW 2000FT  
 AGL. COORDINATES FOR THE MSA ARE:  
 AREA A  
 POINT 1 315241N 641257E  
 POINT 2 315341N 641258E  
 POINT 3 315342N 641338E  
 POINT 4 315322N 641339E  
 POINT 5 315321N 641320E  
 POINT 6 315242N 641319E  
 AREA B  
 POINT 1 315131N 641258E  
 POINT 2 315141N 641258E  
 POINT 3 315141N 641252E  
 POINT 4 315208N 641251E  
 POINT 5 315207N 641311E  
 POINT 6 315141N 641311E  
 POINT 7 315141N 641306E  
 POINT 8 315131N 641306E
- OAZI A0732/13 07APR0839-07JUL2359  
 REMINDER TO AIRCREW TO AVOID THE SIGNIFICANT RISK OF COLLISION  
 ALL CREWS ARE TO SET THEIR LTS AS FOLLOWS:  
 AT 7NM (CTR BOUNDRY), MINIMUM, COVERT LIGHTING IS TO BE ON.  
 INSIDE 3NM NORMAL LIGHTING IS TO BE SWITCHED ON. IF TACTICAL  
 SITUATION DICTATES, COVERT LIGHTING MAYBE MAINTAINED.  
 CREWS ARE REQUESTED TO INFORM ATC PRIOR TO 3NM IN ORDER TO ENABLE  
 DECONFLICTION WITH OTHER ACFT.
- OAZI A0837/13 25APR0859-25JUL2359  
 AN AEROSTAT WILL BE FLOWN AT POSITION N3141.65 E06413.40  
 WITH A 0.5NM RADIUS. POSITION IS APPROX 1.5NM EAST OF RWY 01  
 CL AT 8.3NM FINAL.  
 SFC / FL057
- OAZI A0850/13 23APR0908-23JUL0859  
 ILS: ILS RWY 19/01 MAY BE UNREL AWAITING CLER  
 FLT. PILOT FEEDBACK INDICATES NORMAL OPR TO RWY 19/LOC ONLY  
 RWY 01.
- OAZI A0875/13 27APR0930-27JUL2359  
 THE SRA/ASR TO RWY 19 WILL TERMINATE AT 2NM DUE TO MTI  
 LIMITATIONS.
- OAZI A0876/13 27APR0930-27JUL2359

ALL AIRCREW ARE TO NOTE THE FLWG INFORMATION WITH  
REGARDS TO OPNS AT CAMP BASTION AD (BNAF) :

1. BNAF IS NOT TO BE HELD AS A WEATHER DIVERSION UNLESS THROUGH  
PRIOR AGREEMENT WITH THE AP OPR AUTHORITY (AOA). ACFT IN AN  
EMERGENCY WILL BE ACCEPTED.
2. ALL NON-BNAF BASED ACFT (RW AND FW) REQUIRE A PPR NUMBER TO  
LAND AT THE AD. AUTHORISED SLOT TIMES ARE VALID FOR +/- 15  
MINS. AC ARRIVING OUTSIDE THIS SLOT MAY BE DIVERTED. ALL OPERATORS  
ARE TO CONTACT AIR OPNS TO REQUEST A NEW SLOT TIME IF ARRIVING  
/ DEPARTING OUTSIDE PPR AND NOTIFY AIR OPS IF THEIR MISSION HAS  
CNL.
3. ALL VISITING AC MUST ARRANGE AN AD APPROVED HANDLING AGENT  
TO HANDLE THEM PRIOR TO SUBMITTING PPR. AC WHO DO NOT HAVE AN  
APPROVED HANDLER WILL BE REFUSED PPR. THOSE ACFT WHICH CALL ATC  
WITHOUT A VALID PPR ARE LIABLE TO BE REFUSED PERMISSION TO LAND  
AND  
WILL NOT BE GIVEN CLEARANCE TO ENTER THE ATZ. CREWS ARE TO PASS  
ALL  
FLT DETAILS NO EARLIER THAN 5 DAYS PRIOR TO ARRIVAL (7 DAYS FOR  
NAA PRIORITY FLIGHTS) TO BASTION AIR OPNS, WHICH SUPPLY PPRS ON  
4. EROS AT BNAF ARE BY EXCEPTION ONLY AND WITH PRIOR AGREEMENT  
THROUGH AIR OPNS. ERO REQUESTS ARE TO BE INCLUDED IN PPR  
REQUESTS IF REQUIRED. EROS WILL ONLY BE ALLOCATED ON A PRIORITY  
BASIS  
AND CANNOT BE GUARANTEED. EROS MAY BE AUTHORIZED WHEN  
OPERATIONALLY  
ESSENTIAL OR A TRAINING REQUIREMENT IS IDENTIFIED.)

OTHER

METAR EQBH 282150Z 25013KT 9999 FEW250 17/M10 Q1014 BLU NOSIG RMK  
A2994 PA2889 DA3853

TAF EQBH 281630Z 2818/2918 29012G22KT 9999 SCT280 PROB40 2818/2819  
29018G28KT 6000 BLDU TEMPO 2821/2901 30010KT SKC BECMG 2903/2906  
28020G30KT 6000 BLDU TEMPO 2903/2913 3000  
TAF EQBH 281030Z 2812/2912 28020G30KT 6000 BLDU FEW120 TEMPO  
2812/2815 4000 PROB40 TEMPO 2812/2814 3000 BECMG 2815/2817  
30012KT 9999 NSW SKC BECMG 2907/2909 28020G30KT 5000 BLDU TEMPO  
2909/2912 3000

- EQBH: STATION NOT SUPPORTED, PLEASE CONTACT NAVTECH SUPPORT

ARRIVAL

NO METAR REPORTS FOUND FOR OAIX

NO TAF REPORTS FOUND FOR OAIX

- OAIX A0122/13 21JAN1022-09MAY2359  
TWY HOTEL BTN TWY BRAVO AND TWY CHARLIE  
LIMITED TO ACFT WITH WINGSPAN 60FT OR LESS
- OAIX A0355/13 01MAR0001-31MAY2359  
BAGRAM AIR BASE IS IN BASH PHASE II (1 MAR - 31 MAY) DUE TO  
INCREASED BIRD ACT ASSOCIATED WITH MIGRATORY SEASONS. AIRCREW  
SHOULD BE AWARE OF INCREASED BIRD STRIKE POTENTIAL.
- OAIX A0453/13 03MAR1550-03JUN2359  
MVT AREA LIMITED TO: ROMEO RAMP LDG ZONE 2 LIMITED  
TO DAYTIME USE ONLY.
- OAIX A0478/13 07MAR0935-20JUN0001  
1ST AND 3RD WED 2200-00:01.

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- RWY 03/21 CLSD FOR SCHEDULED MX EVERY 1ST AND 3RD WED.
- OAIK A0546/13 17MAR1010-13JUN2359  
DEMINEING IN PROGRESS 1400 FT AND 5,880 FT EAST/SOUTH EAST OF DVORTAC. ACFT AVOID OR CROSS THESE AREAS AT OR ABV 200 FT AGL.
- OAIK A0697/13 04APR1030-03JUL2359  
WIP: MEN AND EQPT TRANSITING TWY ALPHA 1.  
ACFT EXITING RWY 03/21 AT TWY ALPHA 1 PROCEED WITH CTN
- OAIK A0729/13 07APR0835-07JUL2359  
DUE TO CONST WIP TWY 'LIMA WEST' IS CLSD.
- OAIK A0737/13 09APR0330-07JUL2359  
DUE TO CONST: TAXIWAYS ALPHA AND CHARLIE WEST OF RWY 03/21 AND EAST OF TWY JULIET ARE CLSD
- OAIK A0745/13 10APR0030-11MAY1530  
RWY WIP: USE CTN FOR MEN AND EQPT  
OPR 1,300 FT SOUTH OF THE APCH END OF RWY 03 FM SUNRISE TO SUNSET.
- OAIK A0794/13 18APR1930-02MAY2330  
1930-2330  
RWY CLSD FOR RUBBER REMOVAL LANDINGS  
AUTHORIZED FOR EMERGENCY ACFT ONLY. SOF MAY OPEN RWY FOR HIGH PRIORITY LAUNCHES. STOL ACFT MAY CONDUCT DEPARTURES FM TWY ECHO AND LIMA BASED ON CONTRACTORS LOCATION ON THE RWY.
- OAIK V0067/13 27FEB0714-27MAY2359  
[DOD PROCEDURAL NOTAM] MIRAB TWO DEPARTURE (RNAV) UNUSABLE
- OAIK V0106/13 01APR0635-30JUN2359  
[DOD PROCEDURAL NOTAM] BAGRAM SIX DEPARTURE MINIMUM CLIMB GRADIENT 235 FT/NM TO 10,700 DUE TO AEROSTAT SOUTHWEST OF KABUL INT'L.
- OAIK V0111/13 03APR0640-27JUN2359  
[DOD PROCEDURAL NOTAM] KARRY FOUR DEPARTURE (OBST) - DO NOT EXCEED 250 KIAS UNTIL COMPLETING INITIAL TURN.
- OAIK V0121/13 10APR0721-09JUL2359  
[DOD PROCEDURAL NOTAM] RNAV (GPS) RWY 03 DUE TO AEROSTAT LOCATED N34-32-11.00/E069-04-20.00, HOLDING AT RIGEN NOT AUTHORIZED.

OTHER

METAR KQSA 282155Z 02004KT 9999 SCT090 BKN130 BKN200 13/05 A3004  
RMK SLPNO 55005

TAF AMD KQSA 2818/2921 VRB06KT 9999 SCT100 BKN120 QNH2997INS TEMPO  
2818/2820 25015G25KT 8000 -TSRA BKN050CB BECMG 2900/2901 24006KT  
9999 BKN060 BKN100 QNH3003INS BECMG 2907/2908 35009KT 9999 VCSH  
BKN050 QNH3004INS TEMPO 2910/2915 35010G15KT 8000 -SHRA VCTS  
BKN030CB OVC070 T22/2910Z T09/2901Z AMD 281800

TAF KQSA 2815/2921 VRB06KT 9999 SCT100 BKN120 QNH2997INS TEMPO  
2815/2816 25010G15KT BECMG 2900/2901 24006KT 9999 BKN060 BKN100  
QNH3003INS BECMG 2907/2908 35009KT 9999 VCSH BKN050 QNH3004INS  
TEMPO 2910/2915 35010G15KT 8000 -SHRA VCTS BKN030CB OVC070  
T22/2910Z T09/2901Z

- KQSA: STATION NOT SUPPORTED, PLEASE CONTACT NAVTECH SUPPORT

OTHER

METAR OMDW 282200Z 25003KT 210V270 CAVOK 22/19 Q1013 NOSIG

TAF OMDW 281659Z 2818/2924 VRB02KT 8000 FEW040 PROB30 TEMPO  
2818/2924 4500 -SHRA BECMG 2908/2910 31012KT BECMG 2916/2918  
16005KT PROB30 TEMPO 2918/2924 VRB20G35KT 3000 TSRA SCT030CB

TAF OMDW 281056Z 2812/2918 30010KT 8000 FEW040 PROB30 TEMPO  
 2812/2912 VRB15G35KT 3000 TSRA SCT030CB BECMG 2816/2818 VRB02KT  
 BECMG 2908/2910 29010KT BECMG 2916/2918 18005KT

- OMDW A0117/13 17FEB0500-11MAY0800  
 SAT 0300-0800  
 TRAINING FLIGHTS NOT PERMITTED.  
 NO SIGMET REPORTS FOUND WITHIN TIME SPECIFIED  
 NO AIRMET REPORTS FOUND WITHIN TIME SPECIFIED  
 NO PIREP REPORTS FOUND WITHIN TIME SPECIFIED
- OAKX A0646/13 28MAR1126-26JUN2359  
 STANDARD LONGITUDINAL SEPARATION SHALL BE APPLIED BTN  
 ACFT FLYING AT THE SAME FLT LEVEL ON THE SAME ATS RTE OF  
 EIGHTY (80) NAUTICAL MILES(NM) OR TEN (10) MINUTES ON THE FLWG  
 ATS ROUTES: L750, N644, M875, (A466), AMDAR TO SITAX. REDUCED  
 HORIZONTAL SEPARATION (50) NAUTICAL MILES (NM) MAY BE APPLIED ON  
 ATS  
 RTE M875 (A466) AMDAR-TAPIS L509 LAJAK FM 2000 TO 2359 ONLY.  
 REDUCED HORIZONTAL SEPARATION FIFTY (50) NAUTICAL MILES (NM) MAY  
 ALSO  
 BE APPLIED ON ATS RTE UL333 AND P628/N636.  
 (FL270 UP TO FL510)  
 FL270 / FL510
- OAKX A0752/13 10APR1500-10JUL2359  
 ATS RTE L509 'TAPIS' TO 'LAJAK' AVBL BTN 1500-2359 AT  
 FL310 AND ABV, EXC FL330 NOT AVBL FM 1800-0245.  
 FL290 / FL510
- OAKX A0753/13 10APR1800-10JUL0245  
 FL330 NOT AVBL FOR CIVIL OVERFLIGHTS ENTERING THE KABUL  
 FIR BTN 1800Z - 0245Z DLY. AFFECTED ATS ROUTES UL333 SOKAM -  
 SERKA, N636 CHARN - SERKA, P628 CHARN - ASLUM, L750 RANAH - ROSIE,  
 N644 LEMOD - PAVLO, M875 (A466) AMDAR - SITAX, L509 TAPIS - LAJAK,  
 M881 EGPAK - LAJAK, 1800Z - 0245Z DLY.  
 FL330 / FL330
- OAKX A0754/13 10APR0800-10JUL2359  
 ALL ENROUTE OVERFLIGHT ACFT ENTERING THE KABUL FIR ON ATS  
 ROUTES L750, N636, P628 AND UL333 CONTACT KABUL ACC  
 ON FREQ 126.32MHZ.  
 FL280 / FL510
- OAKX A0755/13 10APR0800-10JUL2359  
 ALL ACFT ENTERING KABUL FIR ON THE LOW ANY STRUCTURE  
 AT OR BLW FL290 FM THE WEST BTN SOKAM WAYPOINT ON V338  
 CLOCKWISE TO RANAH WAYPOINT ON V838 CONTACT KABUL ACC ON  
 FREQ 121.725.  
 SFC / FL290
- OASA A0777/13 13APR0700-12JUL2359  
 OVERFLYING OF PROHIBITED TO: HEL OPNS IN AND AROUND  
 HELICOPTER LDG ZONE ARE NOT AUTHORIZED TO OVERFLY THE ASA/ATHP  
 AND LSA. ALL APPROACHING AND DEPARTING HELICOPTERS WILL PROCEED  
 SOUTH AND WEST OF PTDS.
- OAZI A1009/12 21APR0703-23APR0703 EST  
 BASTION NDB BEN FREQ HAS CHANGED TO 423 KHZ.
- OAKB A0859/13 24APR1054-25MAY2359  
 KABUL TACAN OKB CH65X UNUSABLE: TACAN APCH UNUSABLE
- OAKB A0860/13 24APR1055-24MAY2359  
 KABUL VOR KHL FREQ 112.0MHZ U/S: VOR APCH UNUSABLE

STATION COMPANY NOTAMS: NIL  
ROUTE COMPANY NOTAMS: NIL  
FIR COMPANY NOTAMS: NIL

ADMIN COMPANY NOTAMS: NIL  
RELEASE COMPANY NOTAMS: NIL

N949CA COMPANY NOTAMS: NIL  
EQUIP COMPANY NOTAMS: NIL

### C. Takeoff Performance

NATIONAL AIRLINES		RPM REV DATE:	VALID UNTIL		BAGRAM, AFGHANISTAN				
ELEV. 4895 FT			BT DRR 18		BAGRAM AB				
MAX TEMP 45 C			BT DRR 18		CFE-80C2BTF				
CFE-80C2B1F			BT DRR 18		AIX				
ENGINES		TAKE OFF PERFORMANCE - KGS				BAGRAM AB			
		DRY THRUST - A/C PACKSON				BAGRAM, AFGHANISTAN			
C	N18	03	03	03	21	21	21	CLIMB	F
LMF	T	TR	XA	T	TR	XG	LIMIT		
-25	105.8	367.1	367.1	0.0	364.9	364.9	0.0	412.4	-13
-15	102.7	362.2	362.2	0.0	360.1	360.1	0.0	412.2	5
-10	103.6	359.8	359.8	0.0	357.7	357.7	0.0	412.2	14
-5	104.6	357.5	357.5	0.0	355.3	355.3	0.0	412.1	23
0	105.5	355.1	355.1	0.0	353.0	353.0	0.0	412.1	32
5	106.5	352.7	352.7	0.0	350.6	350.6	0.0	412.0	41
10	107.4	350.5	350.5	0.0	348.1	348.1	0.0	412.0	50
15	108.3	348.0	348.0	0.0	345.5	345.5	0.0	411.9	59
20	109.3	345.4	345.4	0.0	343.1	343.1	0.0	411.5	68
21	109.4	343.6	343.6	0.0	341.2	341.2	0.0	409.2	70
22	109.3	341.7	341.7	0.0	339.5	339.5	0.0	406.8	72
23	109.1	339.8	339.8	0.0	337.6	337.6	0.0	404.5	73
24	109.0	337.9	337.9	0.0	335.8	335.8	0.0	401.8	75
25	108.8	336.2	336.2	0.0	334.0	334.0	0.0	399.1	77
26	108.7	334.5	334.5	0.0	332.4	332.4	0.0	396.4	79
27	108.5	332.8	332.8	0.0	330.8	330.8	0.0	393.8	81
28	108.4	331.3	331.3	0.0	329.2	329.2	0.0	391.1	82
29	108.2	329.7	329.7	0.0	327.4	327.4	0.0	388.4	84
30	108.0	328.0	328.0	0.0	325.8	325.8	0.0	385.7	86
31	107.8	326.3	326.3	0.0	324.1	324.1	0.0	383.1	88
32	107.6	324.7	324.7	0.0	322.7	322.7	0.0	380.2	90
33	107.4	322.7	322.7	0.0	320.7	320.7	0.0	376.6	91
34	107.3	320.6	320.6	0.0	318.6	318.6	0.0	373.1	93
35	107.1	318.4	318.4	0.0	316.5	316.5	0.0	369.5	95
36	106.9	316.4	316.4	0.0	314.5	314.5	0.0	366.0	97
37	106.7	314.3	314.3	0.0	312.5	312.5	0.0	362.5	99
38	106.5	312.4	312.4	0.0	310.5	310.5	0.0	358.9	100
39	106.3	310.5	310.5	0.0	308.7	308.7	0.0	355.4	102
40	105.9	307.8	307.8	0.0	305.9	305.9	0.0	351.9	104
41	105.6	304.8	304.8	0.0	303.0	303.0	0.0	347.6	106
42	105.2	301.9	301.9	0.0	300.1	300.1	0.0	342.9	108
43	104.8	299.0	299.0	0.0	297.2	297.2	0.0	338.2	109
44	104.4	296.3	296.3	0.0	294.5	294.5	0.0	333.4	111
45	104.0	293.7	293.7	0.0	291.9	291.9	0.0	329.4	113

  

ROWWAY LENGTH	11819	11819	0	11819	11819	0	-----
ROWWAY SLOPE	-0.13	-0.13		0.13	0.13		-----
HEADWIND CORR	494	494	0	498	498	0	-----
TAILWIND CORR	-2226	-2226	N/A	-2214	-2214	N/A	-----
WGS/.1" Ng<29.92	908	908	0	898	898	0	799
WGS/.1" Ng<29.92	-1348	-1348	-45359	-1344	-1344	-45359	-1556
LEVEL OFF INT	5895	5895	0	6257	6257	0	-----
LIMITED BY							-----
ENG ANT-I-ICE RG							-3400
WET RWY WGS/INT	-240/-16	-240/-16	N/A/N/A	-253/-16	-253/-16	N/A/N/A	-----
1/4 SLOSH WGS/INT	-49375/-45	-49375/-45	N/A/N/A	-42078/-45	-42078/-45	N/A/N/A	-----
1/2 SLOSH WGS/INT	-71772/-45	-71772/-45	N/A/N/A	-71436/-45	-71436/-45	N/A/N/A	-----
APFD-TO-PACK RG	1900	1900	1900	1900	1900	1900	6600
APFD-SECT WGS/INT	-17690/-43	-17690/-43	N/A/N/A	-17690/-43	-17690/-43	N/A/N/A	-----
<b>DRY INT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB OUTBOUND ON BAG LOC.							
AT D/S BAG DME, BEGIN HOLD.							
LEFT TURN AND 1 MIN LEGS.							
USE 15 DEG BANK IN ALL TURNS.							
<b>DRY INT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB RWY HEADINGS DIRECT TO LEGS.							
TURN LEFT DIRECT TO MRAB.							
COMMENCE HOLD, D/S RADIAL MRAB, RIGHT TURN.							
1 MIN LEGS, MAX SPEED 160 KTS.							
MAX 15 DEG BANK IN TURNS, RWAY REQUIRED.							
<b>DRY INT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB ON BAG LOC BACK COURSE.							
AT D/S BAG DME, BEGIN HOLD.							
RIGHT TURN AND 1 MIN LEGS.							
USE 15 DEG BANK ANGLE IN ALL TURNS.							
<b>DRY INT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB RWY HEADINGS DIRECT TO MRAB.							
COMMENCE HOLD, D/S RADIAL MRAB, RIGHT TURN.							
1 MIN LEGS, MAX SPEED 160 KTS.							
MAX 15 DEG BANK ANGLE IN TURNS, RWAY REQUIRED.							



AIRPORT DATA DATE: 17-Mar-2013

NATIONAL AIRLINES RPM REV DATE: VALID UNTIL 01 APR 96 5/28/2013 BAGRAM, AFGHANISTAN BAGRAM AB

ELEV. 4895 FT	CF6-80C2B1F ENGINES		TAKE OFF PERFORMANCE - KGS DRY THRUST - A/C PACKSON						BAGRAM, AFGHANISTAN	
	C	N14	03	03	03	21	21	21	CLIMB	F
MAX TEMP 45 C	LMFT	T	TR	XA	T	TR	XG	LMFT		
-25	100.8	382.0	382.0	0.0	373.4	370.9	0.0	392.8	-13	
-15	102.7	375.9	375.9	0.0	373.4	370.9	0.0	392.7	5	
-10	103.6	373.1	373.1	0.0	370.7	370.7	0.0	392.7	14	
-5	104.6	370.4	370.4	0.0	367.9	367.9	0.0	392.7	23	
0	105.5	367.6	367.6	0.0	365.1	365.1	0.0	392.6	32	
5	106.5	364.9	364.9	0.0	362.5	362.5	0.0	392.6	41	
10	107.4	362.2	362.2	0.0	359.9	359.9	0.0	392.5	50	
15	108.3	359.7	359.7	0.0	357.5	357.5	0.0	392.5	59	
20	109.3	357.3	357.3	0.0	355.2	355.2	0.0	392.4	68	
21	109.4	356.9	356.9	0.0	354.7	354.7	0.0	391.9	70	
22	109.3	355.3	355.3	0.0	353.1	353.1	0.0	389.7	72	
23	109.1	353.6	353.6	0.0	351.4	351.4	0.0	387.3	73	
24	109.0	351.7	351.7	0.0	349.5	349.5	0.0	384.8	75	
24	109.8	349.9	349.9	0.0	347.5	347.5	0.0	382.3	77	
26	108.7	347.9	347.9	0.0	345.5	345.5	0.0	379.7	79	
27	108.5	346.0	346.0	0.0	343.7	343.7	0.0	377.2	81	
28	108.4	344.1	344.1	0.0	341.9	341.9	0.0	374.7	82	
29	108.2	342.3	342.3	0.0	340.1	340.1	0.0	372.2	84	
30	108.0	340.6	340.6	0.0	338.3	338.3	0.0	369.7	86	
31	107.8	338.8	338.8	0.0	336.7	336.7	0.0	367.1	88	
32	107.6	337.0	337.0	0.0	334.9	334.9	0.0	364.1	90	
33	107.4	334.8	334.8	0.0	332.8	332.8	0.0	360.9	91	
34	107.3	332.7	332.7	0.0	330.8	330.8	0.0	357.7	93	
35	107.1	330.7	330.7	0.0	328.6	328.6	0.0	354.5	95	
36	106.9	328.5	328.5	0.0	326.4	326.1	0.0	351.4	97	
37	106.7	326.4	326.4	0.0	324.3	323.1	0.0	348.2	99	
38	106.5	324.3	324.3	0.0	322.2	320.0	0.0	345.0	100	
39	106.3	322.3	322.3	0.0	320.2	317.1	0.0	341.8	102	
40	105.9	319.8	319.8	0.0	317.6	314.3	0.0	337.4	104	
41	105.6	316.1	316.1	0.0	314.2	311.4	0.0	332.8	106	
42	105.2	312.8	312.8	0.0	311.0	308.3	0.0	328.1	108	
43	104.8	309.7	309.7	0.0	307.9	304.8	0.0	323.0	109	
44	104.4	306.6	306.6	0.0	304.8	301.1	0.0	318.0	111	
45	104.0	304.2	304.2	0.0	302.4	297.1	0.0	313.8	113	

RUNWAY LENGTH	11819	11819	0	11819	11819	0	-----
RUNWAY SLOPE	-0.13	-0.13	0.13	0.13	0.13	0	-----
HEADWIND CORR	496	496	0	126	131	0	-----
TAILWIND CORR	-2385	-2385	N/A	-2270	-2265	N/A	-----
KGS/.1" Hg>29.92	927	927	0	901	901	0	718
KGS/.1" Hg<29.92	-1403	-1403	-45359	-1389	-1247	-45359	-1823
LEVEL OFF HT	5895	5895	0	6336	6601	0	-----
LIMITED BY	RIMY	RIMY	RIMY	RIMY	RIMY	RIMY	-----
ENG AWT-ICE KG	-2404	-2404	0	-8163	-7920	0	-3450
WET RWY HG/KT	-2024/-15	-2024/-15	N/A/N/A	-579/-16	-299/-15	N/A/N/A	-----
1/4 STOP HG/KT	-56623/-36	-56623/-36	N/A/N/A	-42884/-34	-41148/-34	N/A/N/A	-----
1/2 STOP HG/KT	-74556/-36	-74556/-36	N/A/N/A	-72734/-34	-72321/-34	N/A/N/A	-----
ASFD-TO-BRCD	1900	1900	1900	1900	1900	1900	5900
AWT-EXCD HG/KT	-18915/-35	-18915/-35	N/A/N/A	-19142/-35	-13880/-34	N/A/N/A	-----
<u>RWY 21T - ENGINE FAILURE TURN PROCEDURE</u>	<u>RWY 21T - LANDING ONLY</u>	<u>RWY 21T - ENGINE FAILURE TURN PROCEDURE</u>	<u>RWY 21T - LANDING ONLY</u>	<u>RWY 21T - ENGINE FAILURE TURN PROCEDURE</u>	<u>RWY 21T - LANDING ONLY</u>	<u>RWY 21T - ENGINE FAILURE TURN PROCEDURE</u>	<u>RWY 21T - LANDING ONLY</u>
CLIMB OUTBOUND ON BAG LOC.	LANDING FROM THRESHOLD TO	CLIMB ON BAG LOC BACKCOURSE.	LANDING FROM THRESHOLD TO	CLIMB RPT HEADING DIRECT TO MRAB.	LANDING FROM THRESHOLD TO	CLIMB ON BAG LOC BACKCOURSE.	LANDING FROM THRESHOLD TO
AT DTZ BAG DME, BEGIN HOLD.	TURNOFF INTERSECTION A.	AT DELB BAG DME, BEGIN HOLD.	TURNOFF INTERSECTION G.	COMMENCE HOLD, 025 RADIAL MRAB, RIGHT TURN.	AT DTZ BAG DME, BEGIN HOLD.	RIGHT TURN AND 1 MIN LEGS.	TURNOFF INTERSECTION G.
LEFT TURN AND 1 MIN LEGS.		RIGHT TURN AND 1 MIN LEGS.		1 MIN LEGS, MAX SPEED 190 KTS.	LEFT TURN AND 1 MIN LEGS.	MAX 15 DEG BANK ANGLE IN ALL TURNS.	TURNOFF INTERSECTION G.
USE 15 DEG BANK IN ALL TURNS.		USE 15 DEG BANK ANGLE IN ALL TURNS.		RNAV REQUIRED.	USE 15 DEG BANK IN TURNS, RNAV REQUIRED.		



NATIONAL AIRLINES RPM REV DATE: VALID UNTIL 5/28/2013 BAGRAM, AFGHANISTAN BAGRAM AB

ELEV. 4895 FT	TAKE OFF PERFORMANCE - KGS										CLIMB LIMIT
	CF6-80C2B1F										
MAX TEMP 45 C	CF6-80C2B1F										CF6-80C2B1F
ENGINES TO1	ENGINES TO1										AIX
C	W1	03	03	TR	XA	T	21	TR	21	XG	F
-25	98.54	355.3	355.3	0.0	353.4	353.4	0.0	389.6	-13		
-15	100.4	350.9	350.9	0.0	349.0	349.0	0.0	389.5	5		
-10	101.4	348.8	348.8	0.0	346.7	346.7	0.0	389.5	14		
-5	102.3	346.5	346.5	0.0	344.5	344.5	0.0	389.4	23		
0	103.3	344.2	344.2	0.0	342.2	342.2	0.0	389.3	32		
5	104.1	341.9	341.9	0.0	339.9	339.9	0.0	389.3	41		
10	105.0	339.8	339.8	0.0	337.5	337.5	0.0	389.2	50		
15	105.9	337.3	337.3	0.0	335.0	335.0	0.0	389.2	59		
20	106.7	334.8	334.8	0.0	332.6	332.6	0.0	388.8	68		
21	106.8	333.1	333.1	0.0	330.9	330.9	0.0	386.6	70		
22	106.8	331.3	331.3	0.0	329.1	329.1	0.0	384.4	72		
23	106.7	329.5	329.5	0.0	327.4	327.4	0.0	382.2	73		
24	106.5	327.7	327.7	0.0	325.6	325.6	0.0	379.7	75		
25	106.4	326.0	326.0	0.0	323.9	323.9	0.0	377.2	77		
26	106.3	324.3	324.3	0.0	322.3	322.3	0.0	374.7	79		
27	106.2	322.7	322.7	0.0	320.7	320.7	0.0	372.2	81		
28	106.0	321.2	321.2	0.0	319.1	319.1	0.0	369.7	82		
29	105.9	319.7	319.7	0.0	317.5	317.5	0.0	367.2	84		
30	105.8	318.0	318.0	0.0	315.8	315.8	0.0	364.7	86		
31	105.7	316.4	316.4	0.0	314.2	314.2	0.0	362.2	88		
32	105.5	314.9	314.9	0.0	312.9	312.9	0.0	359.5	90		
33	105.4	312.9	312.9	0.0	310.9	310.9	0.0	356.2	91		
34	105.2	310.8	310.8	0.0	308.9	308.9	0.0	352.9	93		
35	105.0	308.8	308.8	0.0	306.9	306.9	0.0	349.6	95		
36	104.9	306.8	306.8	0.0	304.9	304.9	0.0	346.3	97		
37	104.7	304.8	304.8	0.0	303.0	303.0	0.0	343.0	99		
38	104.5	302.9	302.9	0.0	301.1	301.1	0.0	339.6	100		
39	104.3	301.0	301.0	0.0	299.2	299.2	0.0	336.3	102		
40	104.0	298.4	298.4	0.0	296.6	296.6	0.0	332.9	104		
41	103.7	295.5	295.5	0.0	293.7	293.7	0.0	328.9	106		
42	103.3	292.7	292.7	0.0	290.9	290.9	0.0	324.5	108		
43	103.0	289.9	289.9	0.0	288.2	288.2	0.0	320.0	109		
44	102.7	287.3	287.3	0.0	285.6	285.6	0.0	315.5	111		
45	102.4	284.7	284.7	0.0	283.0	283.0	0.0	311.8	113		

RUNWAY LENGTH	11819	11819	0	11819	11819	0	-----
RUNWAY SLOPE	-0.13	-0.13	0.13	0.13	0.13	0	-----
HEADWIND CORR	479	479	0	483	483	0	-----
TAILWIND CORR	-2152	-2152	N/A	-2140	-2140	N/A	-----
HGS / 1" Hg>29.92	821	821	0	825	825	0	748
HGS / 1" Hg<29.92	-1307	-1307	-45359	-1303	-1303	-45359	-1469
LEVEL OFF HT	5895	5895	0	6257	6257	0	-----
LIMITED BY	RNMY	RNMY	RNMY	RNMY	RNMY	RNMY	-----
ENG ANTI-ICE KG	-2106	-2106	0	-2038	-2038	0	-3183
WET RWY Hg/FT	-233/-16	-233/-16	N/A/N/A	-245/-16	-245/-16	N/A/N/A	-----
1/4 SLUSH Hg/FT	-3970/-47	-3970/-47	N/A/N/A	-3952/-47	-3952/-47	N/A/N/A	-----
1/2 SLUSH Hg/FT	-6971/-47	-6971/-47	N/A/N/A	-6967/-47	-6967/-47	N/A/N/A	-----
ASP-TO-PACK KG	1900	1900	1900	1900	1900	1900	6600
ANTI-SKID Hg/FT	-17146/-45	-17146/-45	N/A/N/A	-17146/-45	-17146/-45	N/A/N/A	-----
<del>RNMY INT - ENGINE FAILURE TURN PROCEDURE</del>							
<del>RNMY INT - ENGINE FAILURE TURN PROCEDURE</del>							
<del>RNMY INT - ENGINE FAILURE TURN PROCEDURE</del>							

CLIMB OUT/CLIMB ON BAG LOC. CLIMB ON BAG LOC. BEGIN HOLD. CLIMB ON BAG LOC. BACKCOURSE. CLIMB ON BAG LOC. BACKCOURSE. CLIMB ON BAG LOC. BACKCOURSE. CLIMB ON BAG LOC. BACKCOURSE.

AT DTG BAG CME, BEGIN HOLD. AT DTG BAG CME, BEGIN HOLD. AT DTG BAG CME, BEGIN HOLD. AT DTG BAG CME, BEGIN HOLD.

LEFT TURN AND 1 MIN LEGS. LEFT TURN AND 1 MIN LEGS. LEFT TURN AND 1 MIN LEGS. LEFT TURN AND 1 MIN LEGS.

USE 15 DEG BANK IN ALL TURNS. USE 15 DEG BANK ANGLE IN ALL TURNS. USE 15 DEG BANK ANGLE IN ALL TURNS. USE 15 DEG BANK ANGLE IN ALL TURNS.

MAX 15 DEG BANK IN TURNS. RNMY REQUIRED. MAX 15 DEG BANK ANGLE IN ALL TURNS. RNMY REQUIRED. MAX 15 DEG BANK ANGLE IN ALL TURNS. RNMY REQUIRED.

ASAP AIRPORT DATA DATE: 17-Mar-2013

NATIONAL AIRLINES RPM REV DATE: VALID UNTIL 5/28/2013 BAGRAM, AFGHANISTAN BAGRAM AB

ELEV. 4895 FT	TAKE OFF PERFORMANCE - KGS DRY THRUST - A/C PACKS ON										BAGRAM AB	
	C	N14 LMT	03 T	03 TR	03 XA	21 T	21 TR	21 XG	CLIMB F	F	LIMIT	
-25 98.54		368.8	368.8	0.0	366.5	366.5	0.0	371.4	-13			
-15 100.4		363.3	363.3	0.0	361.1	361.1	0.0	371.3	5			
-10 101.4		360.7	360.7	0.0	358.6	358.6	0.0	371.2	14			
-5 102.3		358.3	358.3	0.0	356.1	356.1	0.0	371.2	23			
0 103.3		355.8	355.8	0.0	353.6	353.6	0.0	371.1	32			
5 104.1		353.3	353.3	0.0	351.2	351.2	0.0	371.1	41			
10 105.0		350.9	350.9	0.0	348.9	348.9	0.0	371.1	50			
15 105.9		348.6	348.6	0.0	346.5	346.5	0.0	371.0	59			
20 106.7		346.4	346.4	0.0	344.2	344.2	0.0	371.0	68			
21 106.8		345.9	345.9	0.0	343.8	343.8	0.0	370.5	70			
22 106.8		344.4	344.4	0.0	342.3	342.3	0.0	368.4	72			
23 106.7		342.7	342.7	0.0	340.6	340.6	0.0	366.2	73			
24 106.5		340.9	340.9	0.0	338.8	338.8	0.0	363.8	75			
25 106.4		339.2	339.2	0.0	336.9	336.9	0.0	361.5	77			
26 106.3		337.2	337.2	0.0	335.0	335.0	0.0	359.2	79			
27 106.2		335.4	335.4	0.0	333.2	333.2	0.0	356.8	81			
28 106.0		333.6	333.6	0.0	331.4	331.4	0.0	354.4	82			
29 105.9		331.9	331.9	0.0	329.7	329.7	0.0	352.1	84			
30 105.8		330.2	330.2	0.0	328.0	328.0	0.0	349.7	86			
31 105.7		328.5	328.5	0.0	326.4	326.4	0.0	347.4	88			
32 105.5		326.7	326.7	0.0	324.8	324.8	0.0	344.5	90			
33 105.4		324.6	324.6	0.0	322.7	322.7	0.0	341.6	91			
34 105.2		322.6	322.6	0.0	320.7	320.7	0.0	338.5	93			
35 105.0		320.6	320.6	0.0	318.6	318.6	0.0	335.5	95			
36 104.9		318.6	318.6	0.0	316.5	316.5	0.0	332.5	97			
37 104.7		316.5	316.5	0.0	314.4	314.4	0.0	329.4	99			
38 104.5		314.4	314.4	0.0	312.4	312.4	0.0	326.5	100			
39 104.3		312.3	312.3	0.0	310.5	310.5	0.0	323.4	102			
40 104.0		309.8	309.8	0.0	307.9	307.9	0.0	319.3	104			
41 103.7		306.5	306.5	0.0	304.7	304.7	0.0	314.9	106			
42 103.3		303.3	303.3	0.0	301.5	301.5	0.0	310.5	108			
43 103.0		300.3	300.3	0.0	298.5	298.5	0.0	305.8	109			
44 102.7		297.3	297.3	0.0	295.5	295.5	0.0	301.1	111			
45 102.4		294.9	294.9	0.0	293.2	293.2	0.0	297.4	113			

RUNWAY LENGTH	11819	11819	0	11819	11819	0	-----
RUNWAY SLOPE	-0.13	-0.13		0.13	0.13		-----
HEADWIND CORR	482	482	0	488	318	0	-----
TAILWIND CORR	-2161	-2161	N/A	-2144	-2144	N/A	-----
KGS / 1" Hg @ 29.92	894	894	0	871	871	0	670
KGS / 1" Hg @ 29.92	-1361	-1361	-45359	-1348	-1348	-45359	-1707
LEVEL OFF HT	5895	5895	0	6336	6601	0	-----
LIMITED BY	R09WY	R09WY	R09WY	R09WY	R09WY	R09WY	-----
ENG AMP 1-ICE IG	-2111	-2111	0	-2008	-2079	0	-3217
WET RWY IG/NT	-601/-15	-601/-15	N/A/N/A	-562/-15	-562/-15	N/A/N/A	-----
1/4 SLUSH IG/NT	-4337/-38	-4337/-38	N/A/N/A	-40753/-38	-40753/-38	N/A/N/A	-----
1/2 SLUSH IG/NT	-72025/-38	-72025/-38	N/A/N/A	-71678/-38	-71678/-38	N/A/N/A	-----
ASP-TO-PACK IG	1900	1900	1900	1900	1900	1900	5900
ASCT-GRD IG/NT	-18325/-37	-18325/-37	N/A/N/A	-18552/-37	-18552/-37	N/A/N/A	-----
<b>RWY HT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB OUTBOUND ON BAG LOC.							
AT 0.7 BAG OME, BEGIN HOLD.							
LEFT TURN AND 1 MIN LEGS.							
USE 15 DEG BANK IN ALL TURNS.							
<b>RWY HT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB PRRY HEADING DIRECT TO MRAB.							
AT 0.7 BAG OME, BEGIN HOLD.							
LEFT TURN AND 1 MIN LEGS.							
MAX 15 DEG BANK ANGLE IN TURNS.							
PRWV REQUIRED.							
<b>RWY HT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB ON BAG LOC BACKCOURSE.							
AT 0.8 BAG OME, BEGIN HOLD.							
RIGHT TURN AND 1 MIN LEGS.							
USE 15 DEG BANK ANGLE IN ALL TURNS.							
<b>RWY HT - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB PRRY HEADING DIRECT TO MRAB.							
LANDING FROM THRESHOLD TO							
TURNOFF INTERSECTION G.							

NATIONAL AIRLINES RPM REV DATE: VALID UNTIL 9/28/2013 BAGRAM, AFGHANISTAN BAGRAM AB

ELEV.	MAX TEMP	CFR-80C2B1F	ENGINES		TO2		TAKE OFF PERFORMANCE - KGS						CFR-80C2B1F	AUX	BAGRAM AB	AFGHANISTAN
			C	N14	O3	O3	O3	O3	O3	O3	O3	O3				
4895 FT	45 C		LIMIT	T	TR	XA	T	TR	XG	LIMIT						
-25	94.46		332.1		332.1	0.0	330.3	330.3	0.0	348.1	-13					
-15	96.29		327.9		327.9	0.0	326.1	326.1	0.0	348.0	5					
-10	97.21		326.0		326.0	0.0	324.1	324.1	0.0	348.0	14					
-5	98.13		323.9		323.9	0.0	322.0	322.0	0.0	347.9	23					
0	99.04		321.8		321.8	0.0	319.9	319.9	0.0	347.9	32					
5	99.87		319.7		319.7	0.0	317.9	317.9	0.0	347.8	41					
10	100.7		317.7		317.7	0.0	315.7	315.7	0.0	347.8	50					
15	101.5		315.5		315.5	0.0	313.4	313.4	0.0	347.7	59					
20	102.3		313.3		313.3	0.0	311.3	311.3	0.0	347.4	68					
21	102.5		311.7		311.7	0.0	309.6	309.6	0.0	345.4	70					
22	102.4		310.1		310.1	0.0	308.1	308.1	0.0	343.5	72					
23	102.4		308.4		308.4	0.0	306.4	306.4	0.0	341.5	73					
24	102.3		306.7		306.7	0.0	304.8	304.8	0.0	339.3	75					
25	102.2		305.1		305.1	0.0	303.2	303.2	0.0	337.1	77					
26	102.2		303.5		303.5	0.0	301.7	301.7	0.0	334.9	79					
27	102.1		302.1		302.1	0.0	300.2	300.2	0.0	332.7	81					
28	102.0		300.7		300.7	0.0	298.8	298.8	0.0	330.4	82					
29	101.9		299.3		299.3	0.0	297.2	297.2	0.0	328.2	84					
30	101.8		297.7		297.7	0.0	295.7	295.7	0.0	326.0	86					
31	101.7		296.2		296.2	0.0	294.2	294.2	0.0	323.8	88					
32	101.6		294.8		294.8	0.0	293.0	293.0	0.0	321.4	90					
33	101.5		293.0		293.0	0.0	291.2	291.2	0.0	318.5	91					
34	101.4		291.0		291.0	0.0	289.3	289.3	0.0	315.5	93					
35	101.3		289.2		289.2	0.0	287.4	287.4	0.0	312.6	95					
36	101.1		287.3		287.3	0.0	285.6	285.6	0.0	309.6	97					
37	101.0		285.5		285.5	0.0	283.9	283.9	0.0	306.7	99					
38	100.9		283.8		283.8	0.0	282.1	282.1	0.0	303.7	100					
39	100.7		282.1		282.1	0.0	280.5	280.5	0.0	300.9	102					
40	100.5		279.6		279.6	0.0	278.0	278.0	0.0	298.0	104					
41	100.2		277.0		277.0	0.0	275.4	275.4	0.0	294.5	106					
42	99.92		274.4		274.4	0.0	272.8	272.8	0.0	290.6	108					
43	99.62		271.8		271.8	0.0	270.2	270.2	0.0	286.8	109					
44	99.32		269.4		269.4	0.0	267.8	267.8	0.0	282.9	111					
45	98.99		267.0		267.0	0.0	265.4	265.4	0.0	279.6	113					

RUNWAY LENGTH	11819	11819	0	11819	11819	0	-----
RUNWAY SLOPE	-0.13	-0.13	0	0.13	0.13	0	-----
HEADWIND CORR	445	445	0	451	451	0	-----
TAILWIND CORR	-1980	-1980	N/A	-1969	-1969	N/A	-----
IGSS / 1" Hg @ 29.92	770	770	0	768	768	0	664
IGSS / 1" Hg @ 29.92	-1218	-1218	-45359	-1221	-1221	-45359	-1267
LEVEL OFF HT	5895	5895	0	6257	6223	0	-----
LIMITED BY	RNMY	RNMY	RNMY	RNMY	RNMY	RNMY	-----
ENG AHT - ICE HG	-1917	-1917	0	-1855	-1855	0	-2826
WET RWY HG/KT	-213/-15	-213/-15	N/A/N/A	-225/-15	-225/-15	N/A/N/A	-----
1/4 STOP HG/KT	-37544/-50	-37544/-50	N/A/N/A	-37371/-50	-37371/-50	N/A/N/A	-----
1/2 STOP HG/KT	-63955/-50	-63955/-50	N/A/N/A	-63584/-50	-63584/-50	N/A/N/A	-----
AFC-TO-PACK HG	1900	1900	1900	1900	1900	1900	6600
AHTI - SXTD HG/KT	-15966/-47	-15966/-47	N/A/N/A	-15921/-47	-15921/-47	N/A/N/A	-----
<b>RNMY 17R - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB RHWY HEADING DIRECT TO LEIPS.							
TURN LEFT DIRECT TO MIRAB.							
COMMENCE HOLD, QDS RADIAL, MIRAB, RIGHT TURN.							
1 MIN LEGS. MAX SPEED 200 KTS.							
MAX 15 DEG BANK IN TURN. RNMY REQUIRED.							
<b>RNMY 21L - ENGINE FAILURE TURN PROCEDURE</b>							
CLIMB ON ISAG LOC BACKCOURSE.							
AT QDS ISAG DME, BEGIN HOLD.							
RIGHT TURN AND 1 MIN LEGS.							
USE 15 DEG BANK ANGLE IN ALL TURN.							
<b>RNMY 23R - LANDING ONLY</b>							
LANDING FROM THRESHOLD TO							
TURNOFF INTERSECTION G.							

NATIONAL AIRLINES RPM REV DATE: VALID UNTIL 5/28/2013 BAGRAM, AFGHANISTAN BAGRAM AB

- QNH - ELEV. 4895FT MAX TEMP 45 C CFE-80CZB1F	- 4895FT 45 C	FI & RR 2R B747-400										CFE-80CZB1F - AIX -	
		TAKE OFF PERFORMANCE - KGS DRY THRUST - A/C PACKS ON										BAGRAM AB BAGRAM, AFGHANISTAN	
C	N14 LMT	03	03	03	21	21	21	21	21	XG	CLIMB LIMIT	F	
	T	TR	XA	T	TR	TR	TR	TR	TR	TR			
-25	94.46	344.6*	344.6*	0.0	342.6*	342.6*	0.0	331.9	-13				
-15	96.29	339.6*	339.6*	0.0	337.5*	337.5*	0.0	331.8	5				
-10	97.21	337.2*	337.2*	0.0	335.2*	335.2*	0.0	331.8	14				
-5	98.13	334.9*	334.9*	0.0	332.8*	332.8*	0.0	331.8	23				
0	99.04	332.5*	332.5*	0.0	330.4	330.4	0.0	331.7	32				
5	99.87	330.3	330.3	0.0	328.2	328.2	0.0	331.7	41				
10	100.7	327.9	327.9	0.0	326.0	326.0	0.0	331.6	50				
15	101.5	325.8	325.8	0.0	323.9	323.9	0.0	331.6	59				
20	102.3	323.7	323.7	0.0	321.8	321.8	0.0	331.6	68				
21	102.5	323.3	323.3	0.0	321.4	321.4	0.0	331.1	70				
22	102.4	321.9	321.9	0.0	320.1	320.1	0.0	329.3	72				
23	102.4	320.5	320.5	0.0	318.5	318.5	0.0	327.3	73				
24	102.3	318.8	318.8	0.0	316.8	316.8	0.0	325.2	75				
25	102.2	317.2	317.2	0.0	315.1	315.1	0.0	323.1	77				
26	102.2	315.5	315.5	0.0	313.4	313.4	0.0	321.1	79				
27	102.1	313.8	313.8	0.0	311.8	311.8	0.0	319.0	81				
28	102.0	312.2	312.2	0.0	310.2	310.2	0.0	316.9	82				
29	101.9	310.6	310.6	0.0	308.6	308.6	0.0	314.7	84				
30	101.8	309.0	309.0	0.0	307.0	307.0	0.0	312.7	86				
31	101.7	307.5	307.5	0.0	305.5	305.5	0.0	310.6	88				
32	101.6	305.9	305.9	0.0	304.0	304.0	0.0	308.0	90				
33	101.5	303.9	303.9	0.0	302.1	302.1	0.0	305.4	91				
34	101.4	302.0	302.0	0.0	300.2	300.2	0.0	302.8	93				
35	101.3	300.1	300.1	0.0	298.3	298.3	0.0	300.1	95				
36	101.1	298.2*	298.2*	0.0	296.3	296.3	0.0	297.6	97				
37	101.0	296.3*	296.3*	0.0	294.4	294.4	0.0	294.9	99				
38	100.9	294.4*	294.4*	0.0	292.5*	292.5*	0.0	292.3	100				
39	100.7	292.6*	292.6*	0.0	290.8*	290.8*	0.0	289.7	102				
40	100.5	290.1*	290.1*	0.0	288.4*	288.4*	0.0	286.2	104				
41	100.2	287.1*	287.1*	0.0	285.4*	285.4*	0.0	282.4	106				
42	99.92	284.2*	284.2*	0.0	282.5*	282.5*	0.0	278.6	108				
43	99.62	281.4*	281.4*	0.0	279.7*	279.7*	0.0	274.5	109				
44	99.32	278.6*	278.6*	0.0	277.0*	277.0*	0.0	270.4	111				
45	98.99	276.5*	276.5*	0.0	274.9*	274.9*	0.0	267.0	113				

ROWAY LENGTH	11819	11819	0	11819	11819	0	-----
ROWAY SLOPE	-0.13	-0.13	0	0.13	0.13	0	-----
HEADWIND CORR	442	442	0	448	448	N/A	-----
TAILWIND CORR	-2017	-2017	N/A	-2000	-2000	N/A	-----
WGS/1" Hg@29.92	820	820	0	802	802	0	593
WGS/1" Hg@29.92	-1248	-1248	-45359	-1239	-1239	-45359	-1476
LEVEL OFF HT	5895	5895	0	6336	6601	0	-----
LIMITED BY	RWY	RWY	RWY	RWY	RWY	RWY	-----
ENG ANT1-ICE KG	-1961	-1961	0	-1883	-1883	0	-2850
WPT RWY WGS/HT	-551/-14	-551/-14	N/A/N/A	-515/-14	-515/-14	N/A/N/A	-----
1/4 STOP WGS/HT	-38709/-37	-38709/-37	N/A/N/A	-38316/-38	-38316/-38	N/A/N/A	-----
1/2 STOP WGS/HT	-68330/-37	-68330/-37	N/A/N/A	-68012/-38	-68012/-38	N/A/N/A	-----
APD-TO-PACK KG	1900	1900	1900	1900	1900	1900	5900
ANT1-SKID WGS/HT	-37100/-35	-37100/-35	N/A/N/A	-17373/-36	-17373/-36	N/A/N/A	-----
<b>RWY 21L - ENGINE FAILURE TURN PROCEDURES</b>							<b>RWY 21R - ENGINE FAILURE TURN PROCEDURES</b>
CLIMB OUTBOUND ON BAG LOC.			LANDING FROM THRESHOLD TO				CLIMB RWY HEADING DIRECT TO MIRAL.
AT DT 7 BAG OME, BEGIN HOLD.			TURN OFF INTERSECTION A.				COMMENCE HOLD, 025 RADIAL MIRAL, RIGHT TURN.
LEFT TURN AND 1 MIN LEGS.							1 MIN LEGS, MAX SPEED 190 KTS.
USE 15 DEG BANK ANGLE IN ALL TURNS.							MAX 15 DEG BANK ANGLE IN TURNS.
							RNAV REQUIRED.
<b>RWY 21R - ENGINE FAILURE TURN PROCEDURES</b>							<b>RWY 21R - LANDING ONLY</b>
CLIMB RWY HEADING DIRECT TO LEPS.			CLIMB ON BAG LOC BACKCOURSE.				LANDING FROM THRESHOLD TO
TURN LEFT DIRECT TO MIRAL.			AT DT 8 BAG OME, BEGIN HOLD.				TURN OFF INTERSECTION G.
COMMENCE HOLD, 025 RADIAL MIRAL, RIGHT TURN.			RIGHT TURN AND 1 MIN LEGS.				
1 MIN LEGS, MAX SPEED 200 KTS.			USE 15 DEG BANK ANGLE IN ALL TURNS.				
MAX 15 DEG BANK IN TURNS, RNAV REQUIRED.							

**NATIONAL AIRLINES** RPM REV DATE: 5/28/2013 VALID UNTIL 5/28/2013 **BAGRAM, AFGHANISTAN**  
**BAGRAM AB** **BAGRAM AB**  
**BAGRAM, AFGHANISTAN** **FLAPS 25** **BT47-400** **8747-400-BTF**  
**- OAX -** **LANDING PERFORMANCE - KGS** **- OAX -**  
**AIRPLANE LIMITS** **CF6-80C2B1F ENGINES**  
**A/C PACKS ON** **ELEV. 4895 FT**  
**MAX TEMP 45 C**

**CLIMB LIMITS**  
 TEMPERATURE 7 C 10 C 20 C 30 C 40 C 45 C  
 WEIGHT KGS 408894 408862 408747 378976 345124 318440

**RUNWAY LIMITS** FOR HEADWIND CORRECTION ADD KGS/KT  
 EFF LENGTH FT ZERO WIND LANDING WEIGHT WITH TAILWIND - KGS  
 03 T WET 11819 324455 314702 305948 297829 288938 281182  
 03 TR WET 11819 324455 314702 305948 297829 288938 281182  
 03 XA WET 10796 305993 296876 287714 279413 271747 261178  
 21 T WET 11819 324455 314702 305948 297829 288938 281182  
 21 TR WET 11819 324455 314702 305948 297829 288938 281182  
 21 XG WET 10779 305721 296559 287396 279141 271475 260680  
 03 T DRY 11819 355662 342825 332937 324409 316018 308806  
 03 TR DRY 11819 355662 342825 332937 324409 316018 308806  
 03 XA DRY 10796 335159 324636 315655 307082 299326 291025  
 21 T DRY 11819 355662 342825 332937 324409 316018 308806  
 21 TR DRY 11819 355662 342825 332937 324409 316018 308806  
 21 XG DRY 10779 334797 324319 315337 306810 299008 290662

**RUNWAY** **EFF LENGTH** **MANUAL SPOILERS** **ANTI-SKID -ON-** **ANTI-SKID**  
**FT** **SERO-W TAIL-W** **TWO BRAKES DEACT.** **SERO-W TAIL-W** **INOPERATIVE**  
**SERO-W TAIL-W**  
 03 T WET 11819 315065 0 MTS 304134 0 MTS NA NA  
 03 TR WET 11819 315065 0 MTS 304134 0 MTS NA NA  
 03 XA WET 10796 296150 0 MTS 288485 0 MTS NA NA  
 21 T WET 11819 315065 0 MTS 304134 0 MTS NA NA  
 21 TR WET 11819 315065 0 MTS 304134 0 MTS NA NA  
 21 XG WET 10779 295833 0 MTS 288213 0 MTS NA NA  
 03 T DRY 11819 345320 0 MTS 329399 0 MTS NA NA  
 03 TR DRY 11819 345320 0 MTS 329399 0 MTS NA NA  
 03 XA DRY 10796 324409 0 MTS 312797 0 MTS NA NA  
 21 T DRY 11819 345320 0 MTS 329399 0 MTS NA NA  
 21 TR DRY 11819 345320 0 MTS 329399 0 MTS NA NA  
 21 XG DRY 10779 324046 0 MTS 312480 0 MTS NA NA

NA = NOT AUTHORIZED SUBTRACT -10000 LBS PER 10KNOT ABOVE THE LIMITING TAILWIND

**MAXIMUM QUICK TURN AROUND WEIGHTS**  
 TEMPERATURE -10C 0C 10C 20C 30C 40C 45C  
 WEIGHT KGS 284831 279256 274095 269124 264718 260312 258109  
 ADD 721 KGS/KT HEADWIND, SUBTRACT -2313 KGS/KT TAILWIND

**RMY NO** 03 03 03 21 21 21  
**T** **TR** **XA** **T** **TR** **XG**  
**SLOPE CORR** -492 -492 -503 415 415 425

FOR TWO BRAKES DEACTIVATED, REDUCE MAX QUICK TURN AROUND WT BY -17250 KGS

 **ASA P**

AIRPORT DATA DATE: 17-Mar-2013

**NATIONAL AIRLINES**      **RPM REV DATE:**      **VALID UNTIL**  
**5/28/2013**      **FLAPS 30**      **BAGRAM, AFGHANISTAN**  
**B747-400**      **BAGRAM AB**  
**B747-400-B7F**  
**-- AIX --**      **-- OAX --**  
**BAGRAM AB**      **LANDING PERFORMANCE - KGS**      **ELEV. 4895 FT**  
**BAGRAM, AFGHANISTAN**      **AIRPLANE LIMITS**      **MAX TEMP 45 C**  
**CFB-80C2B1F ENGINES**

**CLIMB LIMITS**  
**TEMPERATURE**      7 C      10 C      20 C      30 C      40 C      45 C  
**WEIGHT KGS**      408894      408862      408747      378976      345124      318440

**FOR HEADWIND CORRECTION ADD**      **KGS/KT**  
**EFF LENGTH**      **ZERO WIND LANDING WEIGHT WITH TAILWIND - KGS**  
**FT**      **WEIGHT**      **3 KTS**      **6 KTS**      **9 KTS**      **12 KTS**      **15 KTS**  
**03 T**      **WET**      **11819**      **346681**      **335658**      **326496**      **317878**      **308760**      **300233**  
**03 TR**      **WET**      **11819**      **346681**      **335658**      **326496**      **317878**      **308760**      **300233**  
**03 XA**      **WET**      **10796**      **326341**      **317106**      **307853**      **299053**      **290390**      **279594**  
**21 T**      **WET**      **11819**      **346681**      **335658**      **326496**      **317878**      **308760**      **300233**  
**21 TR**      **WET**      **11819**      **346681**      **335658**      **326496**      **317878**      **308760**      **300233**  
**21 XG**      **WET**      **10779**      **326178**      **316744**      **307490**      **298736**      **290027**      **279095**  
**03 T**      **DRY**      **11819**      **377842**      **366412**      **355843**      **345093**      **335704**      **328038**  
**03 TR**      **DRY**      **11819**      **377842**      **366412**      **355843**      **345093**      **335704**      **328038**  
**03 XA**      **DRY**      **10796**      **358157**      **346499**      **336293**      **327494**      **319012**      **310484**  
**21 T**      **DRY**      **11819**      **377842**      **366412**      **355843**      **345093**      **335704**      **328038**  
**21 TR**      **DRY**      **11819**      **377842**      **366412**      **355843**      **345093**      **335704**      **328038**  
**21 XG**      **DRY**      **10779**      **357794**      **346136**      **335976**      **327176**      **318739**      **310121**

**MANUAL**      **ANTI-SKID - ON -**      **ANTI-SKID**  
**EFF LENGTH**      **SPOILERS**      **TWO BRAKES DEACT.**      **INOPERATIVE**  
**FT**      **ZERO-W TAIL-W**      **ZERO-W TAIL-W**      **ZERO-W TAIL-W**  
**03 T**      **WET**      **11819**      **336611**      **0MTS**      **325135**      **0MTS**      **NA**      **NA**  
**03 TR**      **WET**      **11819**      **336611**      **0MTS**      **325135**      **0MTS**      **NA**      **NA**  
**03 XA**      **WET**      **10796**      **316471**      **0MTS**      **308443**      **0MTS**      **NA**      **NA**  
**21 T**      **WET**      **11819**      **336611**      **0MTS**      **325135**      **0MTS**      **NA**      **NA**  
**21 TR**      **WET**      **11819**      **336611**      **0MTS**      **325135**      **0MTS**      **NA**      **NA**  
**21 XG**      **WET**      **10779**      **316109**      **0MTS**      **308171**      **0MTS**      **NA**      **NA**  
**03 T**      **DRY**      **11819**      **369133**      **0MTS**      **352532**      **0MTS**      **NA**      **NA**  
**03 TR**      **DRY**      **11819**      **369133**      **0MTS**      **352532**      **0MTS**      **NA**      **NA**  
**03 XA**      **DRY**      **10796**      **346862**      **0MTS**      **334434**      **0MTS**      **NA**      **NA**  
**21 T**      **DRY**      **11819**      **369133**      **0MTS**      **352532**      **0MTS**      **NA**      **NA**  
**21 TR**      **DRY**      **11819**      **369133**      **0MTS**      **352532**      **0MTS**      **NA**      **NA**  
**21 XG**      **DRY**      **10779**      **346499**      **0MTS**      **334161**      **0MTS**      **NA**      **NA**

**NA = NOT AUTHORIZED**      **SUBTRACT -10000 LBS PER 100FT**  
**ABOVE THE LIMITING TAILWIND**

**MAXIMUM QUICK TURN AROUND WEIGHTS**  
**TEMPERATURE**      -10C      0C      10C      20C      30C      40C      45C  
**WEIGHT KGS**      302468      296699      291162      286023      281034      276445      274140  
**ADD**      797KGS/KT HEADWIND,      **SUBTRACT**      -2551 KGS/KT TAILWIND

**RPM NO**      03      03      03      21      21      21  
**T**      **TR**      **XA**      **T**      **TR**      **XG**  
**SLOPE CORR**      -574      -574      -586      420      420      430

**FOR TWO BRAKES DEACTIVATED, REDUCE MAX QUICK TURN AROUND WT BY -17250 KGS**



**AIRPORT DATA DATE:**      17-Mar-2013