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PAKISTAN
 PAKISTAN CIVIL AVIATION AUTHORITY
 AERONAUTICAL INFORMATION MANAGEMENT (AIM)
 (ISO 9001:2015 CERTIFIED)
 HEADQUARTERS TERMINAL # 1,
 JINNAH INTERNATIONAL AIRPORT
 KARACHI – 75200.

AIP AMENDMENT
NR - 01/21
11TH FEBRUARY, 2021

EFFECTIVE DATE: 25TH MARCH 2021

- After amending the AIP, record entry of amendment on page GEN 0.2-1. The checklist (GEN 0.4-1 to GEN 0.4-7) gives a list of pages that are current in the AIP after incorporation of this amendment. Amended text has been identified by a vertical line (|), or an arrow (←) in the margins of replaced pages.
- The significant Information and changes of amendment are as follows:

S. No.	Amendments/Changes
i.	GEN 4.1 revised as per PANS-AIM template.
ii.	Re-Aligned Area of Responsibility of Karachi & Lahore Area Control Centers (ACCs).
iii.	Establishment of Transfer of Control Points i.e BILIP, ATRIS, BIREX, IDVID, ELKEB, ALBOP, DALTI & REKOR on various ATS Routes.
iv.	Revised ENR 6-1A, ENR 6-1B, ENR 6-3 & ENR 6-9.
v.	Implemented 50NM Horizontal (Longitudinal) Separation within Karachi and Lahore FIRS (OPKR/OPLR) Reference AIP Supplement S-28/16 dated 8 th September, 2016.
vi.	Procedure for Urumqi Area Control Centre and Lahore Area Control Center for ATS Route G325.
vii.	Aerodrome Certification list updates.
viii.	Revision in Aerodrome Data of Gwadar, Multan, Quetta & Skardu Airport.
ix.	Information regarding Maneuvering Area Visibility at Benazir Bhutto Int'l Airport / BBIAP (OPRN) available in AD Data OPRN.
x.	Information of Heliports Abbottabad & Bhurban available in OPIS Aerodrome Data. (Reference AIP Supplement S-02/96 dated 1 st January, 1996).
xi.	Presence of open Water Drain Around RWY Strip-Rawalakot (OPRT) .(Reference AIP Supplement S-09/97 dated 1 st May, 1997)..
xii.	Aerodrome Elevation corrected for Chitral Airport.
xiii.	AD2.10 (Obstacle Data) of OPIS revised. (APP/TAKE OFF Obstacles only).
xiv.	Installation of DVOR Hut Quetta Int'l Airport (OPQT).
xv.	Obstacle Antenna Mast Towards West Primary RWY-36R/18L (OPLA).
xvi.	Obstacle Antenna Mast Towards on the Primary RWY-36R (OPLA).
xvii.	Obstacle Glide Slope Antenna and Transmitting Hut in Between Both RWY-36R/L (OPLA).
xviii.	Obstacle LLZ Antenna and Transmitting Hut in Between Both RWY-36R (OPLA).
xix.	Revision of Aerodrome Obstacles (AD2.10) of OPBN, OPBW, OPCH, OPDB, OPDG, OPDI, OPFA, OPGD, OPGT, OPMJ, OPPG, OPPS, OPMT, OPNH, OPQT, OPPI, OPRK, OPSD, OPSK, OPSS, OPST, OPTU & OPKD, are revised using surface analysis tools.
xx.	Rehabilitation of Abandoned Runway Faisalabad International Airport.
xxi.	Renaming Instrument Approach Chart- ICAO ILS or LOC Y/Z RWY-03 of Faisalabad International Airport (OPFA).
xxii.	Renaming Instrument Approach Chart- ICAO NDB & RNP RWY-03/21 of Faisalabad International Airport (OPFA).
xxiii.	Establishment of Instrument Approach Chart-ICAO RWY-03L/21R of Faisalabad International Airport (OPFA).
xxiv.	Revised RNP Standard Departure / Arrival / Instrument Chart (SIDs, STARs,)-ICAO of Faisalabad International Airport (OPFA).
xxv.	DVOR / DME Elevation depicted on aerodrome charts of various airports.
xxvi.	Availability of Turn Pad RWY-18R of OPLA.

3. This AIRAC Amendment incorporates information contained in the following AIP Supplements and NOTAMs, which are cancelled with effect from 25th March, 2021:

Year AIP SUPPLEMENTS

1996 : S02/96 & S03/96.

1997 : S02/97.

2003 : S15/03 & S16/03.

2006 : S18/06.

2007 : S10/07.

2010 : S04/10, S06/10 & S08/10.

2016 : S28/16, S36/16 & S44/16.

2018 : S23/18, S24/18, S25/18, S26/18 & S36/18.

2019 : S29/19, S31/19 & S32/19.

2020 : S26/20, S27/20, S28/20, S29/20, S30/20, S31/20, S32/20, S33/20, S34/20, S35/20 & S36/20.

NOTAM-A SERIES

2019 : A0718/19 & A0719/19.

2020 : A0666/20, A0670/20, A0688/20, A0689/20, A0774/20, A0797/20, A0804/20, A0808/20, A0844/20, A0855/20, A0857/20, A0862/20, A0867/20, A0872/20, A0884/20, A0905/20, A0918/20, A0938/20, A0945/20, A0950/20, A0972/20, A0978/20, A0997/20 & A1019/20.

2021 : A0015/21, A0016/21, A0035/21, A0041/21, A0068/21, A0081/21, A0125/21 & A0127/21.

NOTAM-C SERIES

2020 : C0175/20, C0220/20, C0221/20, C0222/20 & C0223/20.

2021 : C0031/21.

4. The revised pages shall be inserted in the AIP on the effective date.

GEN 0.2 RECORD OF AIP AMENDMENTS	
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	4.1.7	Fire and Rescue Facility Charges	GEN 4.1-3
	4.1.8	Noise related Item	GEN 4.1-3
	4.1.9	Aircraft Power Supply System Charge	GEN 4.1-3
	4.1.10	Exemptions and reductions	GEN 4.1-3
	4.1.11	Method of payment	GEN 4.1-3
	GEN 4.2 Air Navigation Service Charges		GEN 4.2-1
	4.2.1	Air Navigation Facility Charges for Flights overflying the territory of Pakistan, International flight landing in Pakistan.	GEN 4.2-1
	4.2.2	Terminal Navigation Charges	GEN 4.2-1
	4.2.3	Reduction	GEN 4.2-1
	4.2.4	Exemption	GEN 4.2-1
	4.2.5	Methods of Payment	GEN 4.2-1

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX-1 PERSONAL LICENSING (12th Edition):

Reference Difference

Chapter 1

- 1.2.5.2 Validity period of Medical Assessment is 24 months for Private Pilot, Student Pilot, Glider Pilot & Free Balloon Pilot license.
- 1.2.5.3 Validity period of Medical Assessment is 12 months for the Air Traffic Controller Licenses.
- 1.2.5.2.4 Validity period of Medical Assessment after 40th birthday shall be reduced to 12 months for Private Pilot, Student Pilot, Glider Pilot & Free Balloon Pilot Licenses.

Chapter 2

- 2.1.3 Class Ratings are not issued, only Type Ratings are issued.
- 2.6.1.3.1 ATPL (A&H) skill test is conducted on a multi-engine aircraft, not on multi-engine multi-crew aircraft.

Chapter 3

- 3.2 Flight Navigator Licenses are not issued in Pakistan.

Chapter 4

- 4.6 Terminology "Flight Operations Officer" is used Flight dispatcher is not used.

PROCEDURES FOR AIR NAVIGATION SERVICES TRAINING (PANS/TRG DOC 9868): NIL

2. ANNEX 2 - RULES OF THE AIR (10th edition):

Reference Difference

Chapter 3

- 3.2.2.4 An overtaking aircraft is an aircraft which is approaching another aircraft from a position to rear of a line through the aircraft being overtaken, at right angles to its line of flight, and shall continue to be an overtaking aircraft until it is well clear of the aircraft being overtaken.
Compliance by 31st December, 2021.

3.3.1.4 Submission of a flight plan before departure.

Flight plan will be accepted within 2 hours prior to departure. However, flight plans for IFR flights or International VFR operation should be submitted at least 30 minutes before departure. In the event of a delay of one hour in excess of:

- i) The proposed departure time or
- ii) The EET to be spent on the ground at an intermediate stop;
- a new flight plan, should be submitted and the old flight plan canceled.

- the pilot-in-command of an aircraft who intends to operate a flight which will be provided with air traffic control management or air traffic advisory service shall submit a flight plan at least 30 minutes before departure.
Compliance by 31st December, 2021.

Chapter 4

- 4.4 No aircraft shall operate under visual Flight Rules;
- i) Above FL150 except under the authority issued by DGCAA for flights operating in the Northern Areas of Gilgit, Skardu and Chitral.
 - ii) Over the sea, where more than 16kms from land for more than 1 hour.
- 4.6 (a) The pilot-in-command of an aircraft complying with Visual Flight Rules shall not fly over the congested areas of cities, towns or settlements or over an open air assembly of persons, or in the vicinity of an aerodrome, at a height less than 2000ft above the highest terrain or obstacle within a radius of 01 kilometer from the aircraft.
- 4.7 The pilot-in-command of an aircraft complying with Visual Flight Rules at a height more than 3000ft may fly at another flight level (not appropriate to the track) if this is made necessary by the flight conditions encountered.

PROCEDURES FOR AIR NAVIGATION SERVICES AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444)

Reference Difference

- 16.4 Use of Repetitive Flight plan (RPLs)
- 16.4.1.3 The provision of RPL shall be subject to bilateral agreement. RPL system is available between Pakistan- Singapore and Pakistan-Saudi Arabia.

DOC 7030 - REGIONAL SUPPLEMENTARY PROCEDURES

The supplementary procedures in force are given in their entirety at ENR 1.8.

3. ANNEX 3 - METEOROLOGY (20th edition): NIL

4. ANNEX 4 - AERONAUTICAL CHARTS (11th edition):

Reference Difference

Chapter-2

- 2.18.2 Geoid undulation is not yet introduced in Pakistan. It will be complied by 31st December, 2021.

Chapter-4

- 4.2.1 Aerodrome Obstacle Chart ICAO Type-B is not produced / published.

Chapter-7

- 7.9.3.1.1 b. DME Elevations are available in AIP Pakistan section AD 2. Compliance by 30th June 2021.

Chapter-8

- 8.9.4.1.1 DME Elevations are available in AIP Pakistan section AD 2. Compliance by 30th June 2021.

Chapter-13

- 13.6.1 (c) Geoid undulation is not yet introduced in Pakistan. Compliance date is 31st December, 2021.

Chapter-14

- 14.2 Aerodrome Ground Movement chart is not published. Data is available in Aerodrome Chart - ICAO.

Chapter-16

- 16.2.1 World Aeronautical Chart ICAO Scale 1:1000 000 is published by the Federal Government Department. Survey of Pakistan (SoP)

Chapter-17

- 17.2 World Aeronautical Chart ICAO Scale 1:500 000 is published by the Federal Government Department Survey of Pakistan (SoP).

Chapter-18

- 18.2 Aeronautical Navigation Chart – ICAO small scale is not produced.

Chapter-19

- 19.2 Plotting Chart – ICAO is not published. Data available in En-route chart - ICAO.

5.ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (5th edition): NIL

6.ANNEX 6-OPERATION OF AIRCRAFT Part-I (11th edition):

Reference Difference

Chapter-1

Definition: **General Aviation Operations**
Pakistan define these as "Private Operations".

Chapter-13

- 13.2.3 (b) Some of the aircraft do not have the monitoring devices from either pilots station to observe the entire door area. Implementation is likely by 31st December 2021 due to economic constraints of operators.
- 13.6.1 Pakistan does not currently prescribe that specialized means of attenuating and directing the blast should be provided for use in least risk bomb location.
(Pakistan does not have aircraft design change capabilities. No implementation plan in near future.)
- 13.6.2 Passengers are not permitted to carry weapons on board.

6.ANNEX 6-OPERATION OF AIRCRAFT Part – II (10th edition):

Reference Difference

Chapter-1.1

Definition: **Aerial work** means flight operations other than charter, or regular public transport, or private operations, for which hire or reward is given or promised to the pilot, the owner, or the operator of the aircraft in respect of the flight or the purpose of the flight, and any reference to "aerial work" has a corresponding meaning. Aerial work operations include specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc

Alternate aerodrome means an aerodrome specified in a flight plan to which a flight may proceed when it becomes either impossible or inadvisable to land at the aerodrome of intended landing. Alternate aerodrome include the following:

Take-off alternate: An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

En-route alternate: An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.

Destination alternate: An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Commercial air transport operation: Flight operations other than a private operation which involves the transport of passengers, cargo or mail for remuneration or hire.

Dangerous goods: Any articles or substances which are capable of posing a significant risk to health, safety or property when transported by air and which are included in the classes of dangerous goods specified in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905) as amended from time to time, hereafter referred to in these rules as the Technical Instructions.

Decision altitude (DA) or decision height (DH): The minimum altitude or height specified by an operator in his operations manual at which an approach to landing, utilizing an Instrument Landing System or Precision Approach Radar must be discontinued if the required visual reference to continue the approach has not been established;

Flight crew member means a licensed crew member charged with duties essential to the operation of an aircraft during flight duty period and any reference to "flight crew" has a corresponding meaning.

Flight manual: A manual or other documents issued by the manufacturer of an aircraft and approved by the Director General stating the limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.

Flight time – The period of time from the moment at which an aeroplane first moves under its own power preparatory to take-off until the moment at which it comes to rest after landing.

Instrument Meteorological Conditions (IMC) meteorological conditions in terms of visibility and cloud amount worse than those that will permit compliance with the Visual Flight Rules.

Maintenance means:

1:In relation to an aircraft:

- 1.1 the doing of any work (including a modification or repair) on the aircraft that may affect the safety of the aircraft or cause the aircraft to become a danger to person or property; or
- 1.2 the making of a test or an inspection for the purpose of ascertaining whether the aircraft is in a fit state for flying; or

2:In relation to an aircraft component or aircraft material:

- 2.1 The doing of any work (including a modification or repair) on the aircraft component or aircraft material that may affect the safety of the aircraft or cause the aircraft to become a danger to a person or property; or

- 2.2 The making of a test or an inspection for the purpose of ascertaining whether the aircraft component or aircraft material is sound or functioning correctly.

Meteorological information: All classes of meteorological reports, analysis, forecasts, warnings, advises and revisions or amendments thereto which may be required in connection with the operation of air routes.

Minimum descent altitude (MDA) or Minimum descent height (MDH): The minimum height or altitude specified by an operator in his operations manual at which an approach to landing which has been carried out by means of a non-precision approach aid must be discontinued if the required visual reference to continue the approach has not been established.

Runway visual range (RVR). The distance that the pilot of an aircraft on the center line of a runway can see the markings or the lights delineating the runway, and in the case of an aircraft in flight, the distance communicated to the pilot-in-command of that aircraft by the Air Traffic Service unit at an aerodrome shall be taken to be the runway visual range at that aerodrome.

Private operations means flight operations, other than aerial work, charter or regular public transport, in which no remuneration, hire or reward is given to the pilot, the owner or the operator of the aircraft in respect of that flight or the purpose of that flight.

Chapter 2.2

Reference Difference

2.2.3

FLIGHT PREPARATION

A flight shall not be commenced until the pilot-in- command is satisfied that:

- The aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;
- the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- any necessary maintenance has been performed in accordance with paras 31 to 34 of ANO 91.022;
- the mass of the aeroplane and center of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;

- any load carried is properly distributed and safely secured;
- the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.
- maps and charts required for that flight are available;
- the certificate of airworthiness has been issued in respect of that aircraft;
- the certificate of maintenance is issued in respect of that aircraft;
- the aircraft Flight Manual or equivalent certification document are current; and
- the licenses issued in respect of the radio equipment installed in the aircraft.

2.2.4.4.2 **En route.** All flight crew members required to be on flight deck duty shall remain at their stations, except when their absence is necessary for the performance of duties in connection with the operation of the aeroplane or for physiological needs, provided at least one qualified flight crew member is at the control.

2.2.5.2(a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance or by a period of fasting;

CHAPTER 2.4

2.4.11.2 Pakistan does not enforce compliance of GPWS which has forward looking terrain avoidance function on turbine-engine aeroplanes of maximum certified take off mass of 5700 kg or less and authorized to carry more than five but not more than nine passengers.

Compliance by 31st December 2021.

2.4.11.3 Pakistan does not enforce compliance of GPWS which has forward looking terrain avoidance function on piston engine aeroplanes of maximum certified take off mass in excess of 5700 kg or authorized to carry more than nine passengers.

Compliance by 31st December 2021.

6. ANNEX 6-OPERATION OF AIRCRAFT Part – III (9th edition):

Reference Difference

Chapter-4

4.3.1.1.3 All helicopters of a maximum certified takeoff mass of over 3175kg upto and including 7000kg should be equipped with type V FDR.

Compliance by 31st December 2021.

4.3.1.1.5 All helicopters of a maximum certificated takeoff mass of over 3175kg shall be equipped with V FDR.

Compliance by 31st December 2021.

4.3.2.1.2 All helicopters of a maximum certificated take off mass of over 7000kg should be equipped with a CVR. For helicopter not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.

Compliance by 31st December 2021

4.4.4 A helicopter when operating in accordance with IFR & which has a maximum certified take off mass in excess of 3175kg or a maximum passenger seating configuration of more than 9 should be equipped with a GPWS which has a forward looking terrain avoidance function.

Compliance by 31st December 2021

7. ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS (6th edition): NIL

8. ANNEX 8 – AIRWORTHINESS OF AIRCRAFT (12th edition): NIL

9. ANNEX 9 – FACILITATION: (15th edition):

Reference Differences

2.6 Passenger manifest is a Government requirement and cannot be dispensed with.

2.8 The establishment of electronic data processing system is not feasible at present; we have no objection if the manifest is presented in the standard format

2.12 Three copies of General Declaration

2.13 Forms are required

2.23 Disinsection of aircraft is not acceptable; spraying on the ground is not required provided a spray certificate from the point of origin is carried on the aircraft.

2.25 Provided disinsection is performed under supervision of Health Staff.

2.27 Provided the aircraft is Disinsected at the port of origin with W.H.O. prescribed method and material.

- 2.34.35 Non-Schedule flights are not permitted to operate Non Stop across the territory of Pakistan. All non-schedule flights are required to make technical landing at any of the airport referred at GEN 1.2 para
- 1.5. For such flights the operator shall apply to Director-General of Civil Aviation Authority for permission not less than 96 hours in advance of the intended landing and obtain his prior approval.
- 3.7 This is constantly under review by the Government of Pakistan.
- 3.8.2 At present two types of visas are issued by Government of Pakistan viz. (i) Single journey visas and (ii) multiple journey visas, Single journey visas are granted for 3 months valid for utilization up to 6 months from the date of issue.
- Multiple journey visas are granted to bona fide business people valid for 6 journeys in a calendar year, allowing 3 months stay in Pakistan on each visit.
- 3.10 In addition to the format set forth in Appendix-3 (Embarkation / Disembarkation card) the following information is required:
1. (a) For arriving passengers: Intended Address / Addresses.
(b) For passengers leaving: Last address.
 2. Purpose of visit.
 3. Proposed length of stay in Pakistan and places visited (with approximate dates)
 4. Place and date of issue of Passport.
- 3.22.3.23 Crew member license is not acceptable except where Pakistan has entered into bilateral agreement with the country.
- 4.4.4.6 The recommendation would be acceptable when the electronic data processing techniques are adopted by the Customs department.
- 4.8 Not acceptable
- 4.15 Separate documents are required.
- 4.19.1 Documents are required for all imports.
- 4.22 We have no arrangements at present for special clearance of no-value shipment.
- 4.29 Acceptable. However the decisions are taken on the merit of each individual case. Any particular party desiring to avail this facility is to give adequate advance notice.
- 5.11 Not implemented.
- 5.12 Not implemented.
- 5.13 Not implemented.

- 6.4 Airline operator having its own organization is permitted to handle its own aircraft. All other operators who do not have their own organization and all casual operators will be handled by the national airlines or by M/s. Shaheen Airport Services.
- 6.7 Not available, these will be provided while planning a new terminal building.
- 6.17 Efforts are being made to provide adequate staff. This is constantly under review.

10. ANNEX 10-AERONAUTICAL**TELECOMMUNICATIONS Volume-I** (7th edition): NIL**10.21 ANNEX 10-AERONAUTICAL****TELECOMMUNICATIONS Volume-II** (7th Edition)

- 1.5 Not applicable in PCAA due to obsolete technology.
- 4.4.2 to 4.4.13 Not applicable in PCAA due to obsolete technology.
- 5.2.3.3 Not applicable in PCAA due to obsolete technology.

10.2 ANNEX 10-AERONAUTICAL**TELECOMMUNICATIONS Volume-III** (2nd edition): NIL**10.3 ANNEX 10-AERONAUTICAL****TELECOMMUNICATIONS Volume-IV** (5th edition): NIL**10.4 ANNEX 10-AERONAUTICAL****TELECOMMUNICATIONS Volume-V** (3rd edition): NIL**11. ANNEX 11-AIR TRAFFIC SERVICES** (15th edition):**Reference Differences****Chapter-7**

- 7.1.3.3 Updated information on wind velocity / direction is provided by Aerodrome Control Tower to Approach Control Office through hot line.
- 7.1.3.4 Updated information on RVR values is provided by Aerodrome Control Tower to Approach Control Office through hot line.

12. ANNEX-12 SEARCH AND RESCUE (8th edition):**Reference Differences****Chapter 3**

- 3.1 The case for common SAR Plan and agreement with adjacent States is under process. Compliance by 31st December 2021.

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (11th edition):**Reference Difference****Chapter 1****Definition Aircraft**

Any machine which can derive support in the atmosphere from reactions of the air, and includes balloons, whether captive or free, airships, kites, gliders and flying machines.

Chapter 3

- 3.2 Independent accident and incident investigation setup is under process. compliance date is 31st December 2021.

14. ANNEX-14 – AERODROMES VOL-I (8th edition):
NIL

14.1 Annex-14 – AERODROMES Volume-II (5th Edition): NIL

15. ANNEX 15 – AERONAUTICAL INFORMATION SERVICE (16th edition):NIL

16.ANNEX 16 – ENVIRONMENT PROTECTION Volume-I (8th edition): NIL

16.1ANNEX 16 – ENVIRONMENT PROTECTION Volume-II (4th edition): NIL

16.2 ANNEX 16 – ENVIRONMENT PROTECTION Volume-III (1st edition): NIL

16.3ANNEX 16 – ENVIRONMENT PROTECTION Volume-IV (1st edition): NIL

17.ANNEX 17 – SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (10th edition): NIL

18.ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (4th edition): NIL

19. ANNEX-19 SAFETY MANAGEMENT (1st edition):

References Differences

Chapter-1

Definition of “Accident”.

Necessary Amendment in rule 269 of existing Civil Aviation rules 1994 has been processed with the Government for Approval. Implementation date June 2021.

Chapter-3

- 3.1 Provision of SSP for Pakistan is envisage as 31st December 2021.

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Facility	Purpose E=ENROUTE A= AERODROME	Station Name	Facility (Aid)	ID	Purpose E=ENROUTE A= AERODROME
BN	*BANNU	NDB	A	*BANNU	NDB	BN	A
JI	*JIWANI	NDB	EA	Islamabad	DVOR/DME	BTR	A
KH	*KHUZDAR	NDB	EA	BAHAWALPUR	NDB	BW	A
MF	*MUZAFFARABAD	NDB	EA	DALBANDIN	NDB	DB	EA
OR	*ORMARA	NDB	EA	D.G. KHAN	NDB	DG	EA
PC	*PARACHINAR	NDB	EA	D.I. KHAN	VOR	DI	EA
BW	BAHAWALPUR	NDB	A	D.I. KHAN	NDB	DI	EA
KA	CAPE MONZE	NDB	E	FAISALABAD	NDB	FA	EA
KE	CHORE	NDB	E	GWADAR	NDB	GD	EA
DG	D.G. KHAN	NDB	EA	GILGIT	NDB	GT	EA
DI	D.I. KHAN	NDB	EA	Islamabad	ILS/DME	IBAP	A
DI	D.I. KHAN	VOR	EA	Islamabad	ILS/DME	IBBA	A
DB	DALBANDIN	NDB	EA	Islamabad	ILS/DME	IBIP	A
FA	FAISALABAD	NDB	EA	Peshawar	ILS/DME	IBKB	A
IFA	Faisalabad	ILS/DME	A	Faisalabad	ILS/DME	IFA	A
KF	GHARO	NDB	E	Karachi	ILS/DME	IKC	A
GT	GILGIT	NDB	EA	Lahore	ILS/DME	ILA	A
GD	GWADAR	NDB	EA	Lahore	ILS/DME	ILO	A
NGI	Gawadar	DME		Multan	ILS/DME	IMT	A
KD	HYDERABAD	NDB	EA	Karachi	ILS/DME	IQA	A
RN	ISLAMABAD	DVOR/DME	EA	Islamabad	ILS/DME	IRN	A
IBAP	Islamabad	ILS/DME	A	Sialkot	ILS/DME	ISL	A
BTR	Islamabad	DVOR/DME	A	Quetta	ILS/DME	IUTA	A
IBBA	Islamabad	ILS/DME	A	*JIWANI	NDB	JI	EA
IBIP	Islamabad	ILS/DME	A	CAPE MONZE	NDB	KA	E
IRN	Islamabad	ILS/DME	A	KARACHI	NDB	KC	A
KC	KARACHI	NDB	A	KARACHI	VOR/DME	KC	EA
KC	KARACHI	VOR/DME	EA	HYDERABAD	NDB	KD	EA
IQA	Karachi	ILS/DME	A	CHORE	NDB	KE	E
IKC	Karachi	ILS/DME	A	GHARO	NDB	KF	E
LA	LAHORE	VOR/DME	EA	*KHUZDAR	NDB	KH	EA
LA	LAHORE	NDB	A	LAHORE	VOR/DME	LA	EA
ILA	Lahore	ILS/DME	A	LAHORE	NDB	LA	A
ILO	Lahore	ILS/DME	A	*MUZAFFARABAD	NDB	MF	EA
MJ	MOENJODARO	NDB	EA	MOENJODARO	NDB	MJ	EA
MT	MULTAN	VOR	EA	MULTAN	VOR	MT	EA
MT	MULTAN	NDB	EA	MULTAN	NDB	MT	EA
IMT	Multan	ILS/DME	A	Gawadar	DME	NGI	
NH	NAWABSHAH	VOR/DME	EA	NAWABSHAH	VOR/DME	NH	EA
NH	NAWABSHAH	NDB	A	NAWABSHAH	NDB	NH	A
PG	PANJGUR	VOR/DME	EA	*ORMARA	NDB	OR	EA
PG	PANJGUR	NDB	A	*PARACHINAR	NDB	PC	EA

PI	PASNI	NDB	EA	PANJGUR	VOR/DME	PG	EA
PS	PESHAWAR	NDB	A	PANJGUR	NDB	PG	A
PS	PESHAWAR	DVOR/DME	EA	PASNI	NDB	PI	EA
IBKB	Peshawar	ILS/DME	A	PESHAWAR	NDB	PS	A
QT	QUETTA	NDB	A	PESHAWAR	DVOR/DME	PS	EA
QT	QUETTA	DVOR/DME	EA	QUETTA	NDB	QT	A
IUTA	Quetta	ILS/DME	A	QUETTA	DVOR/DME	QT	EA
RK	RAHIM YAR KHAN	VOR/DME	EA	RAHIM YAR KHAN	VOR/DME	RK	EA
RK	RAHIM YAR KHAN	NDB	A	RAHIM YAR KHAN	NDB	RK	A
RT	RAWALAKOT	NDB	EA	ISLAMABAD	DVOR/DME	RN	EA
SS	SAIDUSHARIF	NDB	EA	RAWALAKOT	NDB	RT	EA
SN	SEHWAN SHARIF	NDB	EA	SIBI	NDB	SB	
SP	SHEIKHUPURA	NDB	EA	SKARDU	NDB	SD	EA
SLT	SIALKOT	VOR/DME	EA	SUKKUR	NDB	SK	EA
SB	SIBI	NDB		SIALKOT	VOR/DME	SLT	EA
SD	SKARDU	NDB	EA	SEHWAN SHARIF	NDB	SN	EA
SK	SUKKUR	NDB	EA	SHEIKHUPURA	NDB	SP	EA
ISL	Sialkot	ILS/DME	A	SAIDUSHARIF	NDB	SS	EA
TU	TURBAT	NDB	EA	TURBAT	NDB	TU	EA
ZB	ZHOB	VOR/DME	EA	ZHOB	VOR/DME	ZB	EA
ZB	ZHOB	NDB	A	ZHOB	NDB	ZB	A

Asterisk (*) Facility Withdrawn.

"	1:250,000	OPDB/NDB A RWY 13	AD 2 OPDB -13	08 OCT 20
"	"	OPDG/NDB A RWY 31	AD 2 OPDB -15	08 OCT 20
"	1:250,000	OPDG/NDB A RWY18	AD 2 OPDG-13	23 APR 20
"	1:250,000	OPDG/NDB RWY 36	AD 2 OPDG -15	23 APR 20
"	1:400,000	OPDG/RNP RWY 18	AD2 OPDG-9	23 APR 20
"	"	OPDG/RNP RWY 36	AD2 OPDG-11	23 APR 20
"	1:250,000	OPDI/VOR RWY 12	AD 2 OPDI -9	23 APR 20
"	"	OPDI/VOR RWY 30	AD2 OPDI-11	23 APR 20
"	"	OPDI/NDB RWY 12	AD2 OPDI-17	23 APR 20
"	"	OPDI/NDB RWY 30	AD2 OPDI-19	23 APR 20
"	1:350,000	OPDI/RNP RWY12	AD2 OPDI-13	08 OCT 20
"	1:300,000	OPDI/RNP RWY 30	AD2 OPDI-15	08 OCT 20
"	1:350,000	OPFA/ ILS OR LOC Z RWY 03R	AD2 OPFA -21	25 MAR 21
"	1:250,000	OPFA/ ILS OR LOC Y RWY 03R	AD2 OPFA -23	25 MAR 21
"	1:350,000	OPFA/RNP RWY 03R	AD2 OPFA -25	25 MAR 21
"	1:300,000	OPFA/RNP RWY 21L	AD2 OPFA-27	25 MAR 21
"	1:250,000	OPFA/ NDB Y RWY 03R	AD2 OPFA -29	25 MAR 21
"	"	OPFA/ NDB Z RWY 03R	AD2 OPFA -31	25 MAR 21
"	"	OPFA/ NDB Y RWY 21L	AD2 OPFA - 33	25 MAR 21
"	"	OPFA/ NDB Z RWY 21L	AD2 OPFA - 35	25 MAR 21
"	1:350,000	OPFA/ RNP RWY 03L	AD2 OPFA-37	25 MAR 21
"	1:300,000	OPFA/ RNP RWY 21R	AD2 OPFA-39	25 MAR 21
"	1:250,000	OPFA/ NDB RWY 03L	AD2 OPFA-41	25 MAR 21
"	1:250,000	OPFA/ NDB RWY 21R	AD2 OPFA-43	25 MAR 21
"	"	OPGD/ NDB RWY 06	AD2 OPGD -17	25 MAR 21
"	"	OPGD/ NDB RWY 24	AD 2 OPGD -19	23 APR 20
"	1:400,000	OPGD/ RNP RWY 24	AD 2 OPGD -13	08 OCT 20
"	"	OPGD/ RNP RWY 06	AD2 OPGD - 15	08 OCT 20
"	1:450,000	OPIS/ ILS OR LOC Z RWY 10R	AD2 OPIS - 47	23 APR 20
"	"	OPIS/ ILS OR LOC Z RWY 28R	AD2 OPIS - 49	23 APR 20
"	"	OPIS/ ILS OR LOC Z RWY 28L	AD2 OPIS -51	25 MAR 21
"	1:350,000	OPIS/ ILS OR LOC Y RWY 10R	AD2 OPIS -53	23 APR 20
"	"	OPIS/ ILS OR LOC Y RWY 28R	AD2 OPIS - 55	23 APR 20
"	"	OPIS/ ILS OR LOC Y RWY 28L	AD2 OPIS - 57	25 MAR 21
"	"	OPIS/ VOR RWY 10L	AD2 OPIS - 59	23 APR 20
"	"	OPIS/ VOR RWY 28R	AD2 OPIS - 61	23 APR 20
"	"	OPIS/ VOR RWY 10R	AD2 OPIS - 63	23 APR 20
"	"	OPIS/ VOR RWY 28L	AD2 OPIS - 65	23 APR 20
"	1:450,000	OPIS/ RNP RWY 10R	AD2 OPIS - 67	23 APR 20
"	"	OPIS/ RNP RWY 10L	AD2 OPIS - 69	23 APR 20
"	"	OPIS/ RNP RWY 28R	AD2 OPIS - 71	23 APR 20
"	"	OPIS/ RNP RWY 28L	AD2 OPIS - 73	23 APR 20
"	1:250,000	OPKC/ ILS OR LOC X RWY 25R	AD2 OPKC - 55	25 MAR 21
"	1:400,000	OPKC/ ILS OR LOC Y RWY 25R	AD 2 OPKC -57	25 MAR 21
"	"	OPKC/ ILS OR LOC Y RWY 25L	AD 2 OPKC -59	25 MAR 21

“	1:300,000	OPKC/ ILS OR LOC Z RWY 25L	AD 2 OPKC -61	23 APR 20
“	1:300,000	OPKC/ ILS OR LOC Z RWY 25R	AD 2 OPKC -63	25 MAR 21
“	1:250,000	OPKC/ NDB A RWY 25R/25L	AD2 OPKC - 81	25 MAR 21
“	1:400,000	OPKC/ VOR Z RWY 25R	AD 2 OPKC -65	25 MAR 21
“	“	OPKC/ VOR Z RWY 25L	AD 2 OPKC -67	25 MAR 21
“	1:250,000	OPKC/ VOR Y RWY 25R	AD 2 OPKC -69	25 MAR 21
“	1:250,000	OPKC/ VOR Y RWY 25L	AD 2 OPKC -71	25 MAR 21
“	1:600,000	OPKC/ RNP RWY 07R	AD 2 OPKC -73	23 APR 20
“	1:600,000	OPKC/ RNP RWY 07L	AD 2 OPKC - 75	23 APR 20
“	1:400,000	OPKC/ RNP RWY 25R	AD 2 OPKC -77	23 APR 20
“	“	OPKC/ RNP RWY 25L	AD 2 OPKC - 79	23 APR 20
“	1:250,000	OPKD/ NDB RWY 02	AD 2 OPKD - 11	23 APR 20
“	“	OPKD/ NDB RWY 20	AD 2 OPKD - 13	23 APR 20
“	1:300,000	OPLA / ILS OR LOC Y RWY 36L	AD 2 OPLA - 53	25 MAR 21
“	“	OPLA / ILS OR LOC Y RWY 36R	AD 2 OPLA – 55	25 MAR 21
“	1:350,000	OPLA/ ILS OR LOC Z RWY 36R	AD 2 OPLA-59	25 MAR 21
“	1:300,000	OPLA / VOR RWY 36R	AD 2 OPLA - 61	25 MAR 21
“	1:250,000	OPLA / NDB B RWY 36R/L	AD 2 OPLA - 83	25 MAR 21
“	1:300,000	OPLA/ VOR RWY 36L	AD 2 OPLA -63	25 MAR 21
“	1:250,000	OPLA / NDB A RWY 18L/R	AD 2 OPLA - 81	25 MAR 21
“	1:300,000	OPLA / VORY RWY 18R	AD 2 OPLA - 65	25 MAR 21
“	“	OPLA / VOR Z RWY 18R	AD 2 OPLA - 69	25 MAR 21
“	“	OPLA / VOR Y RWY 18L	AD 2 OPLA - 67	25 MAR 21
“	“	OPLA / VOR Z RWY 18L	AD 2 OPLA - 71	25 MAR 21
“	1:250,000	OPLA / RNP RWY 18L	AD 2 OPLA - 73	23 APR 20
“	“	OPLA / RNP RWY 18R	AD 2 OPLA - 75	23 APR 20
“	1:300,000	OPLA / RNP RWY 36L	AD 2 OPLA - 79	23 APR 20
“	“	OPLA / RNP RWY 36R	AD 2 OPLA - 77	23 APR 20
“	1:350,000	OPLA / ILS OR LOC Z RWY 36R	AD 2 OPLA - 59	23 APR 20
“	1:350,000	OPLA / ILS OR LOC Z RWY 36L	AD 2 OPLA - 57	23 APR 20
“	1:250,000	OPMJ/NDB RWY 08	AD 2 OPMJ- 13	25 MAR 21
“	“	OPMJ/NDB RWY 26	AD2 OPMJ- 15	25 MAR 21
“	“	OPMJ/RNAV (GNSS) RWY 08	AD2 OPMJ-9	23 APR 20
“	“	OPMJ/RNAV (GNSS) RWY 26	AD2 OPMJ-11	23 APR 20
“	1:300,000	OPMT/ILS OR LOC Y RWY 36	AD 2 OPMT-19	23 APR 20
“	“	OPMT/ILS OR LOC Z RWY 36	AD 2 OPMT-21	23 APR 20
“	“	OPMT/NDB RWY 18	AD 2 OPMT-31	23 APR 20
“	“	OPMT/NDB RWY 36	AD2 OPMT- 33	23 APR 20
“	“	OPMT/VOR Z RWY 18 OPMT/VOR Y RWY 18	AD2 OPMT- 23	23 APR 20
“	“	OPMT/VOR Z RWY 36 OPMT/VOR Y RWY 36	AD2 OPMT-25	23 APR 20
“	“	OPMT/RNP RWY 18	AD2 OPMT- 27	23 APR 20
“	“	OPMT/RNP RWY 36	AD2 OPMT- 29	23 APR 20
“	1:250,000	OPNH/VOR RWY 02	AD2 OPNH-13	25 MAR 21

“	1:250,000	OPNH/VOR RWY 20	AD2 OPNH-15	25 MAR 21
“	“	OPNH/NDB RWY 02	AD2 OPNH-21	25 MAR 21
“	“	OPNH/NDB RWY 20	AD2 OPNH-23	25 MAR 21
“	1:400,000	OPNH/RNP RWY 02	AD2 OPNH-17	25 MAR 21
“	1:400,000	OPNH/RNP RWY 20	AD2 OPNH - 19	25 MAR 21
“	1:250,000	OPPG/RNP RWY 13	AD2 OPPG-13	08 OCT 20
“	1:300,000	OPPG/RNP RWY 31	AD2 OPPG-15	08 OCT 20
“	1:250,000	OPPG/NDB A RWY 13 / 31	AD2 OPPG -17	23 APR 20
“	“	OPPG/VOR RWY 13	AD2 OPPG-9	23 APR 20
“	“	OPPG/VOR RWY 31	AD2 OPPG-11	25 MAR 21
“	“	OPPI/NDB RWY 06	AD2 OPPI-9	25 MAR 21
“	“	OPPI/NDB RWY 24	AD2 OPPI-11	23 APR 20
“	1:500,000	OPPS/ ILS OR LOC Y RWY 35	AD2 OPPS-27	08 OCT 20
“	1:300,000	OPPS/ ILS OR LOC Z RWY 35	AD2 OPPS-29	08 OCT 20
“	1:300,000	OPPS/VOR RWY 35	AD 2 OPPS-31	08 OCT 20
“	“	OPPS/VOR RWY 17	AD 2 OPPS-33	08 OCT 20
“	1:250,000	OPPS/VOR A RWY 17/35	AD 2 OPPS-35	08 OCT 20
“	1:350,000	OPPS/ RNP RWY 17	AD2 OPPS-37	08 OCT 20
“	1:500,000	OPPS/ RNP RWY 35	AD2 OPPS-39	08 OCT 20
“	1:250,000	OPPS/ NDB B RWY 17/35	AD2 OPPS-41	25 MAR 21
“	1:300,000	OPQT/ VOR RWY 13L	AD2 OPQT-23	25 MAR 21
“	“	OPQT/ ILS OR LOC RWY 13L	AD2 OPQT-21	25 MAR 21
“	1:500,000	OPQT/ RNP 13L	AD 2 OPQT-27	08 OCT 20
“	1:250,000	OPRK/ VOR RWY 01	AD2 OPRK-13	25 MAR 21
“	“	OPRK/ VOR Z RWY 19	AD2 OPRK-15	25 MAR 21
“	1:300,000	OPRK/ VOR Y RWY 19	AD2 OPRK-17	25 MAR 21
“	1:250,000	OPRK/ NDB A RWY 01/19	AD2 OPRK-23	08 OCT 20
“	1:300,000	OPRK/ RNP RWY 01	AD2 OPRK-19	08 OCT 20
“	“	OPRK/ RNP RWY 19	AD2 OPRK-21	08 OCT 20
“	1:250,000	OPRN/ ILS/DME RWY 30	AD2 OPRN-37	25 MAR 21
“	“	OPRN/ VOR/DME RWY 30	AD2 OPRN-41	25 MAR 21
“	“	OPRN/ VOR A RWY 30	AD2 OPRN-43	25 MAR 21
“	1:350,000	OPRN/ ILS OR LOC Z RWY 30	AD2 OPRN-39	25 MAR 21
“	1:400,000	OPRN/ RNP RWY 12	AD2 OPRN-45	25 MAR 21
“	1:350,000	OPRN/ RNP RWY 30	AD2 OPRN-47	25 MAR 21
“	1:250,000	OPSK/ NDB RWY 14	AD2 OPSK-9	23 APR 20
“	“	OPSK/ NDB RWY 32	AD2 OPSK-11	23 APR 20
“	1:300,000	OPSK/ RNP RWY 14	AD2 OPSK-13	23 APR 20
“	“	OPSK/ RNP RWY 32	AD2 OPSK-15	23 APR 20
“	1:400,000	OPST/ ILS RWY 04	AD2 OPST-19	23 APR 20
“	“	OPST/ VOR RWY 04	AD2 OPST-21	25 MAR 21
“	1:400,000	OPST/ RNAV (GNSS) RWY 22	AD2 OPST-23	25 MAR 21
“	1:250,000	OPTU/ NDB A RWY 08L	AD2 OPTU-13	23 APR 20
“	“	OPTU/ NDB B RWY 26R	AD2 OPTU-15	23 APR 20

"	1:300,000	OPTU/ RNP RWY 08L	AD2 OPTU-9	23 APR 20
"	1:350,000	OPTU/ RNP RWY 26R	AD2 OPTU-11	23 APR 20
"	1:250,000	OPXX/ NDB RWY 12	AD2 OPXX-5	23 APR 20
"	"	OPXX/ NDB RWY 30	AD2 OPXX-7	23 APR 20
"	"	OPXX/ NDB RWY 03 CAT A , B	AD2 OPXX-9	23 APR 20
"	"	OPXX/ NDB RWY 21 CAT A , B	AD2 OPXX-11	23 APR 20
STARs	1:400,000	FAISALABAD	AD2 OPFA - 17 AD2 OPFA - 19	25 MAR 21 25 MAR 21
"	1:500,000	ISLAMABAD	AD2 OPIS - 41 AD2 OPIS - 43	23 APR 20 23 APR 20
"	NOT TO SCALE	KARACHI	AD2 OPKC - 39 AD2 OPKC - 41 AD2 OPKC - 43 AD2 OPKC - 45	25 MAR 21 25 MAR 21 25 MAR 21 25 MAR 21
	1:1700,000	KARACHI	AD 2 OPKC - 47	25 MAR 21
	1:2000,000	KARACHI	AD 2 OPKC - 49	08 OCT 20
	1:500,000	LAHORE	AD2 OPLA - 39	25 MAR 21
	1:500,000 1:500,000 1:400,000	LAHORE	AD2 OPLA - 41 AD2 OPLA - 45 AD2 OPLA - 49	25 MAR 21 23 APR 20 23 APR 20
"	NOT TO SCALE	MULTAN	AD2 OPMT - 15 AD2 OPMT - 17	23 APR 20 23 APR 20
"	"	PESHAWAR	AD2 OPPS - 23	08 OCT 20
	1:500,000	PESHAWAR	AD 2 OPPS - 25	08 OCT 20
"	NOT TO SCALE	QUETTA	AD2 OPQT - 19	25 MAR 21
"	1:350,000	ISLAMABAD	AD2 OPRN - 27 AD2 OPRN - 29	25 MAR 21 25 MAR 21
"	1:400,00	ISLAMABAD	AD2 OPRN-31	25 MAR 21
"	NOT TO SCALE	ISLAMABAD	AD2 OPRN-33	25 MAR 21
"	1:350,000	ISLAMABAD	AD2 OPRN - 45	23 APR 20
SID	1:400,000	FAISALABAD	AD2 OPFA - 13	25 MAR 21
"	"	FAISALABAD	AD2 OPFA - 15	25 MAR 21
"	NOT TO SCALE	GWADAR	AD2 OPGD - 9 AD2 OPGD - 11	23 APR 20 23 APR 20
"	1:500,000	ISLAMABAD	AD2 OPIS - 29 AD2 OPIS - 31 AD2 OPIS - 33 AD2 OPIS - 35 AD2 OPIS - 37 AD2 OPIS - 39	23 APR 20 23 APR 20 23 APR 20 23 APR 20 08 OCT 20 08 OCT 20
"	NOT TO SCALE	KARACHI	AD2 OPKC - 27 AD2 OPKC - 29 AD2 OPKC - 31	25 MAR 21 25 MAR 21 25 MAR 21
	1:670,000 1:650,000 1:650,000	KARACHI	AD2 OPKC - 33 AD2 OPKC - 35 AD2 OPKC - 37	23 APR 20 23 APR 20 23 APR 20

“	1:500,000	LAHORE	AD2 OPLA - 25	23 APR 20
	“		AD2 OPLA - 29	23 APR 20
	1:400,000		AD2 OPLA - 33	23 APR 20
	1:500,000		AD2 OPLA - 35	25 MAR 21
	1:600,000		AD2 OPLA - 37	25 MAR 21
“	1:600,000	MULTAN	AD2 OPMT-11	23 APR 20
	1:750,000		AD2 OPMT-13	23 APR 20
“	NOT TO SCALE	PESHAWAR	AD2 OPPS - 13	08 OCT 20
			AD2 OPPS - 15	08 OCT 20
			AD2 OPPS - 17	08 OCT 20
	1:600,000	PESHAWAR	AD 2 OPPS - 19	08 OCT 20
	“	PESHAWAR	AD 2 OPPS - 21	08 OCT 20
“	NOT TO SCALE	QUETTA	AD2 OPQT - 15	25 MAR 21
			AD2 OPQT - 17	25 MAR 21
“	“	ISLAMABAD	AD2 OPRN - 15	25 MAR 21
			AD2 OPRN - 17	25 MAR 21
			AD2 OPRN - 19	25 MAR 21
“	1:500,000	ISLAMABAD	AD2 OPRN-21	25 MAR 21
			AD2 OPRN-23	25 MAR 21
“	1:500,000	“	AD2 OPRN - 25	25 MAR 21
“	1:500,000	RAHIM YAR KHAN	AD 2 OPRK-09	08 OCT 20
“	1:500,000	RAHIM YAR KHAN	AD 2 OPRK-11	08 OCT 20
“	NOT TO SCALE	SIALKOT	AD2 OPST - 11	25 MAR 21
			AD2 OPST - 13	25 MAR 21
			AD2 OPST - 15	25 MAR 21
			AD2 OPST - 17	25 MAR 21
AERODROME OBSTACLE CHART TYPE A	1:15,000	FAISALABAD	AD2 OPFA - 11	25 MAR 21
“	“	ISLAMABAD	AD2 OPIS - 25	23 APR 20
“	“	KARACHI	AD2 OPKC - 21	25 MAR 21
			AD2 OPKC - 23	25 MAR 21
“	“	LAHORE	AD2 OPLA - 21	23 APR 20
“	“	NAWABSHAH	AD2 OPNH - 11	25 MAR 21
“	“	PESHAWAR	AD2 OPPS - 11	08 OCT 20
“	“	QUETTA	AD2 OPQT - 13	23 APR 20
“	“	ISLAMABAD	AD2 OPRN - 13	23 APR 20
PRECISION APP TERRAIN CHART	-	ISLAMABAD	AD2 OPIS - 27	23 APR 20
“	-	KARACHI	AD2 OPKC - 25	23 APR 20
“	-	LAHORE	AD2 OPLA - 23	23 APR 20
EN ROUTE CHART	1:2800,000	KARACHI FIR LAHORE FIR	ENR 6-1A ENR 6-1B	25 MAR 21 25 MAR 21
AREA CHART	NOT TO SCALE	CHERAT CTA KARACHI CTA LAHORE CTA MULTAN TMA	ENR 6-7 ENR 6-9 ENR 6-11 ENR 6-13	23 APR 20 25 MAR 21 25 MAR 21 23 APR 20
PROHIBITED, RESTRICTED AND DANGER AREA CHART	1:2800,000	KARACHI / LAHORE FIR	ENR 6-3	25 MAR 21

ATC SURVEILLANCE MINIMUM ALTITUDE CHART	1:500,000	ISLAMABAD	AD2 OPIS - 45	08 OCT 20
"	1:1000,000	KARACHI	AD2 OPKC - 53	23 APR 20
"	1:600,000	LAHORE	AD2 OPLA - 51	23 APR 20
"	1:250,000	ISLAMABAD	AD2 OPRN - 35	23 APR 20
AERODROME/ HELIPORT CHART	-	SEE RESPECTIVE AERODROME	-	-

4. CHARGES FOR AERODROMES / HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME / HELIPORT CHARGES

1. LANDING OF AIRCRAFT

1.1 Rules:

The charges set out in hereunder are common to all aerodromes administered by Pakistan Civil Aviation Authority (PCAA) and Sialkot International Airport Ltd. except where is stated to the contrary. Charges shall be paid to CAA and if not so paid, shall be debt due to CAA jointly and severally from the owner and the commander of the aircraft in respect of which charges are payable. For the purpose of enforcing payment of charges the CAA may refuse to permit an aircraft to take-off from an aerodrome until all charges have been paid.

No abatement of any charges shall be allowed in the event of any aerodrome service, assistance or any facility being not available and except as provided in these regulations no exemption or remission shall be granted.

Unless an alternative arrangement has been made, all charges for use of the aerodrome are payable by the pilot of the aircraft on demand or before the aircraft departs from the aerodrome.

For the purpose of assessing landing, parking or hangarage charges the total weight of an aircraft shall be maximum takeoff weight allowed as specified under the regulation of the State in which the aircraft is registered. (Certificate of Airworthiness).

1.2 The charges for landing, housing and Aero-bridge gate applicable to flights landing at Sialkot International Airport are payable to Sialkot International Airport Ltd.

Charges for Landing Flights:

Airport	International Flights (Amount in US \$)		Non-International Flights (Amount in Pak Rs)		
	Upto one Ton	Exceeding one Ton	Upto one Ton	Exceeding one ton & Upto 20 Tonne	Exceeding 20 Tonne
LANDING CHARGES PER TON					
International Airports	15.00	9.00	No Charges		
Domestic Airports	15.00	9.00	No Charges		

The payment of the landing charges shall entitle the aircraft to:

- a) The use of aerodrome for arrival and departure.
- b) The use of radio and night landing installations at the aerodrome.
- c) The supply of all available information as to routes and weather conditions.
- d) The service of the aerodrome personnel, if available for manual assistance in guiding, housing or parking the aircraft.

Note: The landing charges, payment of which entitles the aircraft to the use of radio does not include operation charges or charges for radio services in connection with movement, which may be levied by an approved agency of the Government.

2. PARKING, HANGARAGE AND LONG- TERM STORAGE OF AIRCRAFT:

2.1 Parking of aircraft.

2.1.1 First two hours are free.

2.1.2 The daily parking charges will be levied for any period exceeding two hours at rate stipulated below:

2.1.3 Monthly charges shall be twenty times the daily rates and quarterly rates shall be forty times the daily rates.

2.1.4 Parking charges levied at daily rates are payable at the time using the aerodromes or in the case of approved regular users, on demand at the end of each fortnight in respect of charges accruing in the fortnight.

Payable by airlines @ 10% of landing charges. These charges will be applicable on landing international flights.

Airport	International Flights (Amount in US \$)		Non-International Flights (Amount in Pak Rs)		
	Upto one Ton	Exceeding one Ton	Upto one Ton	Exceeding one ton & Upto 20 Tonne	Exceeding 20 Tonne
HOUSING CHARGES PER TON PER HOUR (After 2 hours of free parking)					
International Airports	0.18	0.18	No Charges		
Domestic Airports	0.18	0.18	No Charges		

2.2 HANGARAGE CHARGES.

2.2.1 The charge for hangarage is same as that of Parking, except for domestic flights which will remain free of cost until further advice.

2.2.2 If a hangar is placed entirely at the disposal of an operating company, the company will be charged the standard rent for the hangar under separate arrangements and housing charges will not be recoverable for its aircraft housed thereon.

2.2.3 When housing space, which has been paid for in advance, is not used, the same may be used for the housing of other aircraft and no refund shall be made to the lessee unless he is prevented by the housing of other aircraft from obtaining accommodation for his aircraft.

2.2.4 The position of CAA subsidized flying clubs in Pakistan in regard to the levy of hangar charges in private hangars in respect of aircraft belonging to their members and non-members is as follows:

2.3. Aero Bridge Gate Charges.

2.3.1 Aero bridge charges are fixed for initial two (02) hours and levied as follows.

2.3.2 Docking time shall be the period beginning from the time an aircraft docks into the aero bridge and when it leaves the aero bridge.

2.3.3 Aerobridge gate charges shall be levied in addition to parking charges.

MTOW of Aircraft	International Flights (Amount in US\$ for 02 hours)*	Domestic Flights (Amount in Pak Rs for 02 hours)**
All Airports	225	No Charges

*US \$ 100 (Per hour or part thereof) for additional hours will be levied.

**Rs 8000/= (Per hour or part thereof) for additional hours will be levied.

2.4. 400HZ AIRCRAFT POWER SUPPLY SYSTEM (APSS) AT JIAP / Karachi, AIAP / Lahore, MIAP/ Multan & BBIAP / Islamabad.

400 Hz aircraft power supply system (APSS) is available at aerobridges for Karachi / Jinnah International Airport, Lahore / Allama Iqbal International Airport, Multan International Airport and for Islamabad / Benazir Bhutto International Airport at parking stand no. 09 and 10. The use of APSS is mandatory for the ACFT using aerobridges

2.4.1 For International Flights.

Rates (Per Hour) US\$ 120.00, thereafter US\$ 30.00 for each Subsequent 15 Minutes or Part.

2.4.2 For Domestic Flights:

Free for (initial) one hour 15 minutes (01:15 Hrs), thereafter or an amount of Rs 3750 for each subsequent 15 minutes or part thereof will be levied.

2.5. PRE-CONDITIONED AIR FACILITY CHARGES:

2.5.1 For International Flights:

Pre-Conditioned Air facility charges are fixed for initial one hour US\$120/hr and US\$ 30 for each 15 minute or part thereof beyond 01 hour for international aircraft.

2.5.2 For Domestic Flights:

Free for (initial) one hour 15 minutes (01:15 Hr). Thereafter an amount of Rs. 3,000/- for each subsequent 15 minutes or part thereof.

03. PASSENGER SERVICE CHARGES

3.1 Unless specifically exempted the following passenger service charges shall be charged from each passenger. This charge shall be collected by the airlines on behalf of the PCAA.

Embarkation Fee

3.2 International Passengers: When embarking at any International and Domestic Airport for a destination outside Pakistan.

3.3 Domestic Passengers: When embarking at any Airport/ Aerodrome for a destination within Pakistan.

Title of Account	International passengers (Amount in Pak Rs)		Domestic passengers (Amount in Pak Rs)
	First Class / Business Class	Economy Class	All Classes
Passenger Paid Charges Per Passenger			
Embarkation Fee	3,000	2,000	No Charges
Government Airport Tax	Nil		20.00

AIRPORT CHARGES:

3.4 Airport charges payable by the passengers, at a fixed amount of Pakistan rupees (Rs.2800.00) per departing international passenger with immediate effect.

4. Security Charges: See NOTAM

5. NOISE-RELATED ITEMS: Nil

6. OTHER CHARGES

6.1 Any other charges and/or Govt charges/federal excise duties not mentioned herein shall be levied as per Government of Pakistan orders issued time to time.

6.2. Cargo Handling Facility Charges:

Payable by airlines @ USD 10.00 per ton. These charges will be applicable on departing international flights.

6.3 FIRE AND RESCUE FACILITY CHARGES:

Payable by airlines @ 10% of landing charges. These charges will be applicable on landing international flights

7. EXEMPTIONS AND REDUCTIONS:

7.1 The following aircraft shall be exempted from landing and parking or hangar charges:

7.2 No hangarage charges shall be levied for aircraft housed in a CAA hangar during the inspection period or for 3 (three) days thereafter as may be necessary for re-assembly consequently upon the inspection.

7.3 The following passengers shall be exempted from passenger service charges:

a) Transit passengers leaving less than 24 hours of their arrival will not pay passenger service charges provided they have not cleared through Customs/Immigration and remained in the lounge. Maximum time allowed for a passenger in Transit to stay in the lounge is less than 24 hours. However this exemption shall not apply if transit passenger is cleared through custom and immigration.

b) Notwithstanding the above, passengers on flights delayed due to technical/inclement weather condition and/or diverted to Airport for any other reason will be exempted from the payment of passenger service charges.

c) Foreign diplomats including UN officials holding UN passport.

d) Infants under 2 year's age.

e) Supernumerary Crew (Airline staff traveling for positioning at stations for Operation of a flight or returning to base after having done the flight).

f) Airlines Staff (Traveling on 100% rebated tickets and posted in Pakistan).

Landing Charges:

7.4 When an aerodrome is used during the hours of day light for repeated landings a daily charge equivalent to five times the charges for a single landing for the weight class of aircraft concerned shall be levied in respect of each aircraft.

7.5 A rebate on hangarage charges paid in advance shall be made if the lessee is prevented by the housing of other aircraft from obtaining accommodation for his aircraft.

Surcharges on CAA Outstanding Dues:

7.6 At present CAA Pakistan levies 5% surcharge on the amount payable to CAA by the operators when they fail to credit in PCAA accounts their dues within the due date as per the invoice. This shall remain applicable. For outstanding dues longer than 30 days CAA Pakistan shall levy additional surcharge @ six months KIBOR + 2% of the outstanding dues per annum.

Cargo: Nil

8. METHODS OF PAYMENT:

8.1 Landing charges and parking or hangar charges levied at daily rates are payable at the time of using the aerodrome or in the case of approved regular users who have been granted credit facilities, on demand at the end of each fortnight in respect of charges accruing during that fortnight. In addition to the currency specified, payment will be accepted in Pounds Sterling or Dollars Americans (US\$) cash. Traveler's Cheques may be exchanged at the bank in arrivals, H24.

8.2 Charges for hangarage or parking at monthly or quarterly rates will be due for payment in advance at the beginning of the month or quarter. If not so paid, charges will be recovered at daily rate.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. General

The use of surveillance in ATS is intended to increase airspace use by reducing separation between aircrafts. In addition, surveillance permits an expansion of flight information services such as traffic information and navigation assistance.

ATS surveillance systems normally operate as an integral part of the parent ATS units and provide ATS Surveillance service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as surveillance coverage, controller workload and equipment capabilities, communications system availability and reliability and the capability of the controller to revert to procedural separation in the event of surveillance failure may affect these services. The controller shall determine the practicability of providing or continuing to provide ATS surveillance service in any specific case.

ATS surveillance service shall be provided by the Air Traffic Control Units, within the surveillance coverage areas in Karachi Lahore and Islamabad Area Control Centers and Approach Control Units at Karachi, Lahore and Islamabad. In addition, ground Movement Controller at AIAP Lahore also utilizes surveillance data during the period CAT II / III operations are enforced.

The Pakistan generally subscribes to the procedures for the use of surveillance data in ATS which are given in ICAO Doc 4444 "PANS-ATM" Chapter 8 with the important difference of separation minima for enroute aircraft.

The following types of surveillance systems are currently in use by Pakistan:

a) Primary Surveillance Radars (PSRs)

PSR is primarily used by ATC for provision of approach control service at major airports of Karachi, Lahore and Islamabad. These radars are collocated with SSRs and have coverage of 98NM. The PSR data can also be utilized by respective Area Control Centre within the coverage area.

b) Secondary Surveillance Radars (SSRs)

SSRs are used by ATC for provision of approach and area control service within the coverage area of a network of SSR stations. The details of the SSRs which are collocated with PSR are given below:

- I. Karachi Mode S MSSR range 250NM
- II. Lahore Mode S MSSR range 250NM
- III. Islamabad Mode S MSSR range 250NM

In addition to these PSRs/SSRs, following stand alone SSRs are also integrated in surveillance data available to Karachi Lahore and Islamabad Area Control Centers:

- Pasni MSSR range 250NM
- Rojhan MSSR range 250NM
- Lakpass MSSR range 250NM

C) Automatic Dependent Surveillance – Broadcast (ADS-B)

ADS-B are provided at the following locations with maximum range upto 250NM.

Islamabad
Karachi
Lahore
Pasni
Rojhan
Lakpass
Stand-alone ADS-B, maximum range upto 250NM, are planned for the following locations:
Dalbandin
Zhib
Laram Top

d) Advanced Surface Movement Guidance and control System (ASMGCS)

ASMGCS consisting of Surface movement Radar (SMR) & Multilateration (MLT) is operational at AIAP, Lahore primarily to support ground movement of aircraft during ILS CAT II/III-B operation.

2. Separation Minima based on ATS Surveillance System

Following separation minima is applicable within Karachi and Lahore FIRS:

5 NM horizontal separation within the terminal airspace using any surveillance sensor of PSR, SSR, ADS-B and/or MLAT (upto maximum of 60NM) at or below FL255.

15 NM horizontal separation for use outside terminal airspace in enroute phase of flight using any of the above available surveillance sensor.

These separation minima are applied in accordance with the conditions specified in ICAO PANS-ATM doc 4444.

3. Functions of ATS Surveillance System

a) The information provided by ATS surveillance systems and presented on a situation display may be used to perform the following functions in the provision of air traffic control service:

b) provide ATS surveillance services as necessary in order to improve airspace utilization, reduce delays, provide for direct routings and more optimum flight profiles, as well as to enhance safety;

c) provide vectoring to aircraft for the purpose of resolving potential conflicts;

d) provide vectoring to arriving aircraft for the purpose of establishing an expeditious and efficient approach sequence.

e) provide vectoring to assist pilots in their navigation, e.g. to or from a radio navigation aid, away from or around areas of adverse weather;

f) provide separation and maintain normal traffic flow when an aircraft experiences communication failure within the area of coverage;

g) maintain flight path monitoring of air traffic;

h) when applicable, maintain a watch on the progress of air traffic, in order to provide a procedural controller with:

- i. improved position information regarding aircraft under control;
- ii. supplementary information regarding other traffic; and
- iii. information regarding any significant deviations by aircraft from the terms of their respective air traffic control clearances, including their cleared routes as well as levels, when appropriate.

4. Terrain Clearance

4.1 When vectoring IFR flights, levels assigned by the radar controller will provide a minimum terrain clearance at all times until the aircraft reaches the point where the pilot resumes his own navigation.

4.2 When ATC provides radar vectors to a VFR flights, the pilot retains responsibility for terrain clearance.

5. Radar Detected Weather

5.1 Pilots should be aware that ATC primary radars are not always capable of accurate representation of weather cells. (SSR, by design, is incapable of weather detection.)

5.2 Radar controllers observing an area of bad weather may advise pilots of its location, and, if possible, its rate and direction of movement.

5.3 Information that an aircraft appears likely to penetrate an area of adverse weather will normally be issued in sufficient time to permit the pilot to decide on an appropriate course of action.

5.4 Radar controllers may offer or agree to provide vectors around weather, subject to other operational priorities. The decision to give, or to continue giving, weather avoidance vectors remains with the radar controller.

5.5 In vectoring an aircraft around an area of adverse weather, the radar controller will assess if the aircraft can be returned to its intended or assigned flight path within the available radar coverage, and, if this does not appear possible, will inform the aircraft of the circumstances.

6. Navigational Assistance

6.1 An identified aircraft, which is observed to deviate significantly from its excepted route or designated holding pattern will be advised accordingly. Corrective instructions will be passed if considered necessary by the controller.

6.2 Subject to other operational priorities, navigational assistance will be given by radar equipped ATC units upon request.

7. Radar and Radio Failure Procedures

7.1 Radar failure

In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

To alleviate difficult control situations that may immediately result from a sudden loss of ATC radar surveillance, controllers may employ vertical separation minima of 500 feet (below FL 290) or 1000 feet (at FL 290 or above) as a temporary expedient. Standard non-radar separation will be provided as soon as practicable.

7.2 Radio Failure

7.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

7.2.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar coverage.

8. Mandatory Use Of SSR Transponder

1. General

Except as otherwise authorized no aircraft shall be operated

a) Within all controlled airspace above FL 250 unless the aircraft is equipped with a functioning transponder including Mode C automatic altitude reporting, or

b) Within the Karachi CTA and CTR, the Lahore CTA and CTR and Cherat CTR unless the aircraft is equipped with a functioning transponder.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in bold letters.

1. Visual flight rules (VFR) (A2 - Chapter-4)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and specified portions of the associated control area shall:

- a) Have two-way radio communications.
- b) Obtain permission from the appropriate air traffic control unit; and
- c) Report positions, as required.

Note : The phrase “specified portions of the associated terminal control area” is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding departure and noise abatement procedures.

2. Special application of instrument flight rules (IFR) (A2 Chapter 2 AND 5)

Flights shall be conducted in accordance with instrument flight rules (even when not operating in instrument meteorological conditions):

- 1) When operated above FL 150.
- 2) When operated above FL 150 within control areas and advisory routes at any time regardless of weather conditions.
- 3) At any time except when specifically exempted to be operated as Special VFR flights. For details see ENR 1.2.
- 4) When flying during night regardless of weather condition except when specifically exempted to be operated as Local flights. For details see ENR 1.10

3. Air traffic advisory service (P-ATM-Chapter 9)

All IFR flights shall comply with the procedures for air traffic advisory service when operating in class F airspace. (Class F Airspace does not exist in Pakistan)

4. Air-ground communications and in flight reporting (A2-Chapter 3 & 5; P-ATM Chapter 4)

All aircraft on VFR flights, and aircraft on IFR flights outside controlled airspace, shall maintain a watch on a radio station furnishing communication for the unit providing flight information service in the flight information region and file with that station information as to their position unless otherwise authorized.

NOTE: All General Aviation aircraft engaged in domestic NON-scheduled operations conducted under VFR are exempted from compliance of this requirement.

5. Transmission of position reports (P-ATM, Chapter 4)

The last position report before passing from one FIR to an adjacent FIR shall also be made to the ATS unit serving the air space about to be entered.

6. Adherence to ATC approved route (A2 - Chapter 3)

If an aircraft on a long over-water flight has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within 200 NM from the position at which the deviation was observed.

7. Altimeter setting procedures applicable to Air Traffic Service and Minimum Levels (P - ATM, Chapter 4; P-OPS VOL-1)

The lowest usable flight level shall be calculated from actual QNH, unless the pressure variation is so small that reference to Climatological Data is acceptable.

NOTE 1: The lowest usable flight level will provide a terrain clearance of at least 300 meters (1000 FT), and, for operation in the vicinity of an aerodrome, will not be established below 450 meters (1500 FT) above aerodrome elevation.

NOTE 2: Met offices will inform ATS units when, in abnormal conditions, pressure would go below the minimum climatological value, in order that appropriate steps be taken to cancel temporarily the use of lowest flight level or levels which would not ensure the minimum terrain clearance. Based on current and anticipated atmospheric pressure distribution, area control center shall coordinate, where required, the lowest flight level to be used.

8. Information on Runway conditions (P-ATM Para 7.5 Chapter 7)

Unless otherwise provided, area control center shall have available for transmission to aircraft on request, immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.

9. Transmission of SIGMET information (P-ATM Chapter 9)

- a) Transmission of SIGMET information to aircraft shall be the initiative of appropriate air traffic services unit, by the preferred method of directed transmission followed by acknowledge-

ment or by a general call when the number of aircraft would render the preferred method impracticable.

- b) SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft.

**10. Transmission of amended Aerodrome forecast
(P-ATM- Chapter 9)**

Amended aerodrome forecast shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information has been made available through other means.

**11. Co-ordination between units providing Area Control Service
(P-ATM, Para 10.1.3 Chapter 10)**

If a flight should enter an adjacent area, information concerning any revisions of estimate of 3 minutes or more shall be forwarded to the adjacent area control center normally by telephone.

**12. Alerting and Search and Rescue Service
Routes and equipment of private aircraft
(A6, Part II Chapter 6; A-6, Part III Chapter 4)**

General Aviation aircraft operating over designated areas, land or sea, where search and rescue operations would be difficult, should:

- 1) Carry appropriate survival equipment;
- 2) Follow the routes or specified procedures if not equipped with two-way radio, except that under the special circumstances, the appropriate authority may grant specific exemption from this requirement.

**13. Alerting services
(P-ATM, Para 9.2 Chapter 9)**

The procedure for "Alerting Service" detailed in PANS-ATM Chapter-9 Para 9.2, are applicable to all flights except those conducted wholly in the vicinity of an aerodrome when exempted by appropriate air traffic control unit.

14. RNP 10 NAVIGATION REQUIREMENTS

14.1 In Pakistan airspace the revised route structure are based on RNAV. However the aircraft on international flights proceeding to Afghanistan from Pakistan should be RNP 10 certified.

14.1.1 Pilots must advise ATC of any deterioration of failure of the navigation systems below the navigation requirements for RNP 10. So that the same be communicated to Kabul ACC.

14.1.2 Pilots of aircraft meeting RNP 10 requirements must indicate / R at item 10 of the ICAO Flight Plan. Due to the significant differences between RNAV-5 and RNP-10, Operators are reminded of the requirements of ICAO Doc 4444 Appendix 2 (Item10 Note 5), which states:

"Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned".

14.2 SAFETY ASSESSMENT CRITERIA

14.2.1 The safety criteria associated with the introduction of the reduced lateral separation minima of 50NM will be in accordance with the requirements for RNP 10 navigation performance; i.e, aircraft navigation performance shall be such that the standard deviation of lateral track errors shall be less than 8.7 KM (4.7 NM).

14.3 MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE

14.3.1 Monitoring of Aircraft Navigation Performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers. The detection and reporting of NON-conformance with the navigation requirements against the following parameters will rely primarily on radar / ADS monitoring as applicable.

- a. **Lateral deviations:** a deviation of 15 NM or more from track centerline based on radar observations; and
- b. **Longitudinal deviations:**
 - (i) where time separation is being applied by ATC—when the reported separation based on ATC verified pilot estimates varies by 3 minutes or more from the expected separation at the reporting point; or
 - (ii) where a distance-based standard is being applied by ATC based on either ADS, radar observation or RNAV distance reports – when the distance varies by 10 NM or more from the expected distance.

14.3.2 ATC will advise the pilot in command when such deviations are observed and implement the required investigation procedures.

14.3.3 The ATC authority will investigate the causes of such deviations in conjunction with the aircraft operator and the State of Registry, or the State of the Operator, as applicable.

14.4 SEPARATION MINIMA

(a) **Longitudinal Separation :**

50NM RNAV using Mach number technique (MNT) separation minima may be applied between aircraft. 50NM Horizontal (Longitudinal separation) has been implemented within Karachi and Lahore FIR's at all Transfer of control points with INDIA, Afghanistan and Iran as follows.

- (i) Between RNP-10 compliant Aircraft.
- (ii) Between all Aircraft in surveillance environment
- (iii) Application of 50NM longitudinal separation on ATS Routes M638, N519 and P518, the Aircraft shall be equipped with FANS-A data link capability.
- (iv) 50NM separation shall not be applicable between Non RNP-10 compliant Aircraft when no surveillance is available.

(b) **Vertical Separation:**

As per Para-15.1

15. REDUCED VERTICAL SEPARATION MINIMA (RVSM) AIRSPACE PROCEDURES IN KARACHI / LAHORE FIRs

15.1 Identification of RVSM airspace

In accordance with ICAO Regional Supplementary Procedures (Doc 7030), Reduced Vertical Separation Minima (RVSM) is applicable within the Karachi/Lahore FIRs between FL 290 and FL410 (both inclusive) is prescribed as RVSM Airspace.

15.2 Airworthiness and Operational Approval and Monitoring

15.2.1 Operators must obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific ATS providers the FAA is maintaining a website

containing documents and policy for RVSM approval. The Internet address is: <http://www.faa.gov/ats/ato/rsm1.htm>.

15.2.2 Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met. The Asia-Pacific Approvals Registry and Monitoring Organization (APARMO) will process the results of monitoring. For further information on RVSM monitoring, the APARMO web site can be accessed by:

- a) Accessing the "RVSM Documentation" section of the FAA RVSM website and clicking on the link to the APARMO website or
- b) Using this Internet address:
<http://www.tc.faa.gov/niaab/act500/rvs/aparmo intro.html>

15.2.3 Monitoring accomplished for other regions can be used to fulfill the monitoring requirements for the Asia-Pacific region. The APARMO will coordinate with other monitoring agencies to access this information. For monitoring services in the Asia-Pacific region, operators should contact the APARMO for confirmation that a monitoring contractor is acceptable for the submission of monitoring data.

15.2.4 An additional source that provides information on the monitoring requirements and monitoring services is the Monitoring Agency for Asia Region (MAAR) website and the information can be accessed by:

- a) Accessing the "Monitoring Program" section of the MAAR website.
- b) The Internet address for MAAR is:
<http://www.aerothai.or.th/maar>

15.3 ACAS II and Transponder Equipage

15.3.1 The ICAO Asia-Pacific RVSM Implementation Task Force recommends that those aircraft equipped with ACAS and operated in RVSM airspace be equipped with ACAS II. (TCAS II systems with Version 7.0 incorporated to meet ICAO ACAS II standards).

15.3.2 Operators must take action to inform themselves of ACAS II equipage requirements and plan for compliance. ICAO and individual States have established policies requiring ACAS II equipage and schedules for compliance. In addition, the APANPIRG has endorsed early ACAS II equipage in the region.

15.3.3 ICAO Annex 6, Part II, states that, starting 1 January 2000, IGA airplanes shall be equipped with a pressure altitude reporting transponder certified by the appropriate State authority as meeting the provisions of Annex 10.

15.4 In-Flight Procedures within RVSM airspace

15.4.1 Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA IG 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:

- (a) two independent primary altimetry systems;
- (b) one automatic altitude-keeping device; and
- (c) one altitude-alerting device.
- (d) one altitude operating transponder.

15.4.2 See AIP pages ENR 1.8-6 to ENR 1.8-8 or Appendix- 5 of FAA IG 91-RVSM for pilot and controller actions in contingencies. The pilot must notify ATC whenever the aircraft:

- (a) is no longer RVSM compliant due to equipment failure; or
- (b) experiences loss of redundancy of altimetry systems; or
- (c) encounters turbulence that affects the capability to maintain flight level.

15.4.3 During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned Flight Level by more than 150 ft (45 m).

15.4.4 Except in radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

15.4.5 The weather deviation procedures in paragraph 15.5 may be applied in OPKC/OPLA FIRs.

15.5 Weather Deviation Procedures in the Karachi / Lahore FIRs.

General procedures

15.5.1 The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall

ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

15.5.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in paragraph 15.5-9.

15.5.3 The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.

15.5.4 When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

15.5.5 The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" to alert all listening parties to a special handling condition, which may receive ATC priority for issuance of a clearance or assistance.

15.5.6 When controller-pilot communications are established, the pilot shall notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:

- (a) if there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track; or
- (b) if there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation or, if unable to establish vertical separation, ATC shall:
 - (i) advise the pilot unable to issue clearance for requested deviation
 - (ii) advise pilot of conflicting traffic
 - (iii) request pilot's intentions

SAMPLE PHRASEOLOGY:

"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."

15.5.7 The pilot will take the following actions:

- (a) Advise ATC of intentions by the most expeditious means available.
- (b) Comply with air traffic control clearance issued or...
- (c) Execute the procedures detailed in 15.5.9 below. (ATC will issue essential traffic information to all affected aircraft).
- (d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

Actions to be taken if a revised air traffic control clearance cannot be obtained

15.5.8 The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track center line unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

15.5.9 If a revised air traffic control 'clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

- (a) if possible, deviate away from an organized track or route system.
- (b) establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45 MHz).

- (c) watch for conflicting traffic both visually and by reference to ACAS.
- (d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations).
- (e) for deviations of less than 10 NM, aircraft should remain at the level assigned by ATC;
- (f) for deviations of greater than 10NM, when the aircraft is approximately 10 NM from track, initiate a level change on the following criteria:

ROUTE CENTER LINE TRACK	DEVIATIONS>10NM	LEVEL CHANGE
EAST 000-179 magnetic	LEFT RIGHT	DESCEND 300 FT CLIMB 300 FT
WEST 180-359 magnetic	LEFT RIGHT	CLIMB 300 FT DESCEND 300 FT

Note 15.5.9 (b) & (c) above calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

- (g) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
- (h) When returning to track, be at its assigned flight level,

when the aircraft is within approximately 10NM of center line.

16. Flight Planning Requirements.

16.1 Unless special arrangement is made as detailed below, RVSM approval is required for aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.

16.2 All operators of Non-RVSM approved aircraft with operational service ceiling corresponding to FL280 or above, regardless of the requested flight level (RFL), shall insert the phrase "STS/NON-RVSM" in Item 18 of the ICAO standard flight plan.

16.3 The flight plan submitted for a flight intending to operate across the lateral limits of the RVSM airspace shall include:

- (a) The entry point at the lateral limits of the RVSM airspace and the specific RFL for that portion of the route commencing immediately after the entry point;
- (b) The exit point at the lateral limits of the RVSM airspace and the specific RFL for that portion of the route commencing immediately after the exit point.

17. Procedures for Operation of NON-RVSM Compliant Aircraft in RVSM airspace.

17.1 It should be noted that RVSM approved aircraft will be given priority for level allocation over NON-RVSM approved aircraft.

17.2 The vertical separation minimum between Non- RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

17.3 Non-RVSM compliant aircraft operating in RVSM airspace should use the phraseology contained in AIP page ENR 1.8.10

17.4 Non-RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

- (a) Do not climb or descend at less than the normal rate for the aircraft and
- (b) Do not level off at an intermediate level while passing through the RVSM stratum.

17.5 Non-RVSM compliant aircraft may not flight plan between FL 290 and FL 410 inclusive within RVSM airspace, except for the following situations:

- (a) The aircraft was RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
- (b) The aircraft is transporting a spare engine mounted under the wing; or
- (c) The aircraft is being utilized for mercy or humanitarian purposes; or
- (d) State aircraft (those aircraft used in military, custom and police services shall be deemed state aircraft)

Note: The Procedures are intended exclusively for the purposes indicated and not as a means to circumvent the normal RVSM approval process.

17.6 The assignment of cruising levels to NON-RVSM compliant aircraft listed in paragraph 17.5 (a) to (d) shall be subject to an ATC clearance. Aircraft operators shall include the "STS/Category of operations (i.e. FERRY/HUMANITARIAN/MILITARY / CUSTOMS / POLICE) / NON RVSM COMPLIANT" in Field 18 of the ICAO Flight Plan.

17.7 Where necessary, the Air Traffic Control Centre may be contacted as follows:

Karachi Centre:

Tele : +92 21 9924 2148
AFTN: OPKCZRZX / OPKRZQZX
FAX : +92 21 3460 4322

Lahore Centre:

Tele : +92 42 99240576-7
AFTN: OPLAZRZX / OPLRZQZX
FAX : +92 42 9924 0516

18. Delivery Flights for Aircraft that are RVSM Compliant on Delivery

18.1 An aircraft that is RVSM compliant on delivery may operate in RVSM airspace provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. State notification to the APARMO should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of the flight, flight identification, registration number and aircraft type/series should be included. E-mail address is 9 — ACT — PARMO@faa.gov.

19. Procedures for Suspension of RVSM

19.1 Air traffic services will consider suspending RVSM procedures within affected areas of the OPKC/OPLA FIRs when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft.

19.2 Guidance for Pilots and Controllers for Actions in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate.

19.2.1 See AIP page ENR 1.8-6 to ENR 1.8-8 for guidance in these circumstances.

20. Procedures for Air-Ground Communication Failure

20.1 The air-ground communication failure procedures specified in ICAO PANS-ATM Doc 4444 should be applied.

CONTINGENCY SCENARIOS

The following paragraphs summarize pilot actions to mitigate the potential for conflict with other aircraft in certain contingency situations.

***Scenario 1:** The pilot is: 1) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or 2) unsure of the capability of maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.

The Pilot should:	ATC can be expected to:
Maintain CFL while evaluating the situation;	

Watch for conflicting traffic both visually and by reference to ACAS, if equipped; If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	Obtain the pilot's intentions and pass essential traffic information.
1) maintain the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.

Scenario 2: There is a failure or loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters)

The Pilot should
Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.

EXPANDED EQUIPMENT FAILURE AND TURBULENCE ENCOUNTER SCENARIOS

Operators may consider this material for use in training programs.

***Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold).**

The Pilot should	ATC can be expected to
Initially	
Maintain CFL	
Evaluate the aircraft's capability to maintain altitude through manual control.	
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used.)	
Notify ATC of the failure and intended course of action. Possible courses of action include:	
1) Maintaining the CFL and route, provided that the aircraft can maintain level.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.

***Scenario 2 : Loss of redundancy in primary altimetry systems**

The Pilot should	ATC can be expected to
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

***Scenario 3 : All primary altimetry systems are considered unreliable or failed**

The Pilot should	ATC can be expected to
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency 123.45 MHz, may be used.)	
Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
1) Maintaining CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) Requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.

***Scenario 4: The primary altimeters diverge by more than 200 ft (60m)**

1. THE PILOT SHOULD
Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card)
If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters.

***Scenario 5: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level.**

The Pilot should	ATC can be expected to
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by: 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, maybe used).	
Notify ATC of intended course of action as soon as possible. Possible courses of action include:	

1) maintaining CFL and route provided ATC can provide lateral, longitudinal or conventional vertical separation.	1) Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) requesting flight level change, if necessary.	2) If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.

PHRASEOLOGY RELATED TO RVSM OPERATIONS

Controller-Pilot Phraseology:

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) CONFIRM RVSM APPROVED
For a pilot to report Non-RVSM approval status: i. on the initial call on any frequency within the RVSM airspace (controllers shall provide a read-back with this same phrase), and ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and iii. in all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace. Additionally, except for State aircraft, pilots shall include this phrase to read-back flight level clearances involving the vertical transit through FL290 or FL410. See examples that follow.	NEGATIVE RVSM*
For a pilot to report RVSM approval status. For a pilot to a Non-RVSM approved State aircraft to report Non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED.	AFFIRM RVSM* NEGATIVE RVSM STATE AIRCRAFT*
Denial of clearance into the RVSM airspace.	(call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO FLIGHT LEVEL (number)].
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height - keeping requirements for RVSM.	UNABLE RVSM DUE TURBULENCE*
For a pilot to report that the aircraft's equipment has degraded enroute below that required for flight within the RVSM airspace. (This phrase is to be used to convey both the initial indication of the NON-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exit, or the aircraft has exited the RVSM airspace).	UNABLE RVSM DUE EQUIPMENT*
For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.	READY TO RESUME RVSM*
For a controller to confirm that an aircraft has regained its RVSM approval status, or to confirm that the pilot is ready to resume RVSM operations.	REPORT WHEN ABLE TO RESUME RVSM.

- Example 1 :** A Non-RVSM approved aircraft, maintaining FL260, subsequently requests a climb to FL320.
Pilot : (call sign) REQUEST FL320, NEGATIVE RVSM
Controller : (call sign) CLIMB TO FL320
Pilot : (call sign) CLIMB TO FL320, NEGATIVE RVSM
- Example 2 :** A Non-RVSM approved aircraft, maintaining FL260, subsequently requests a climb to FL430.
Pilot : (call sign) REQUEST FL430, NEGATIVE RVSM
Controller : (call sign) CLIMB TO FL430
Pilot : (call sign) CLIMB TO FL430, NEGATIVE RVSM
- Example 3 :** A Non-RVSM approved aircraft, maintaining FL360, subsequently requests a climb to FL380.
Pilot : (call sign) REQUEST FL380, NEGATIVE RVSM
Controller : (call sign) CLIMB TO FL380
Pilot : (call sign) CLIMB TO FL380, NEGATIVE RVSM
- Example 4 :** A Non-RVSM approved aircraft, maintaining FL280, subsequently requests a climb to FL320.
Pilot : (call sign) REQUEST FL320, NEGATIVE RVSM
Controller : (call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN FL280.

Coordination between ATS units:

Para	Message	PHRASEOLOGY
1	To verbally supplement an automated estimate message exchange which does not automatically transfer Item 18 flight plan information.	NEGATIVE RVSM OR NEGATIVE RVSM STATE AIRCRAFT [As applicable]
2	To verbally supplement estimate message of Non-RVSM approved aircraft.	NEGATIVE RVSM OR NEGATIVE RVSM STATE AIRCRAFT [As applicable]
3	To communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe weather-related phenomenon [or equipment failure, as applicable].	UNABLE RVSM DUE TURBULENCE or EQUIPMENT [As applicable]

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UTA, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Callsign/ Language Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
KARACHI FIR <i>Area bounded by lines joining points 251040N/0613705E; 251040N/0613705E then along Iran/Pakistan up to 295208N/0605154E; 295154N/ 0605450E then along Afghanistan/Pakistan up to 300000N/0661900E; 300000N/0733500E then along Pakistan/India up to 233815N/0680949E; 233000N/ 0682300E; 233000N/0612000E; 244000N/0612000E; 245556N/0612816E; 250444N/0613705E to point of origin.</i> UNL GND Class of airspace outside CTA/CTR A - At and above FL 155 along ATS routes. G - below FL 155 along ATS routes.	OPKC ATSU	Karachi Radio (English) H24	2923 KHZ	SELCAL AVBL
	OPKC ATSU	Karachi Radio (English) H24	3467 KHZ	See Note Below
	OPKC ATSU	Karachi Radio (English) H24	5601 KHZ	
	OPKC ATSU	Karachi Radio (English) H24	5658 KHZ	
	OPKC ATSU	Karachi Radio (English) H24	10018 KHZ	
	OPKC ATSU	Karachi Radio (English) H24	13288 KHZ	
Karachi ACC will provide ATS to aircraft operating within following airspace in Karachi FIR: KARACHI ACC: Area bounded by point 300000N 0661900E then 300000N 0670200E then 293000N 0674900E then 273900N 0684000E then 270700N 0693400E then along Pakistan-India border to 234000N 0681000E then 233000N 0682300E then 230000N 0612000E then 244000N 0612000E then 251040N 0613550E then along Pakistan-Iran border and subsequently Pakistan-Afghanistan border to point of origin; KARACHI ACC is subdivided into four sectors as follows: i) KARACHI ACC SECTOR WEST: Area bounded by point 293400N 0651000E then 280400N 0652600E then 265600N 0661800E then 260000N 0670000E then 260000N 0615000E then along Pakistan-Iran border and subsequently Pakistan-Afghanistan border to point of origin. ii) KARACHI ACC SECTOR CENTRE: Area bounded by line joining from point 260000N 0615000E moving easterly to a point 260000N 0670000E, to a point 232958N 0670000E, to a point 232959N 0612002E, moving along the International border to a point 260000N 0615000E. iii) KARACHI ACC SECTOR EAST: Area bounded by line joining from point 294833N 0660551E, to a point 280000N 0670000E to a point 260000N 0670000E to a point 260000N 0615000E moving along the international border to a point 294833N 0660551E. iv) KARACHI ACC SECTOR SOUTH: Area bounded by point 260000N 0615000E then 260000N 0670000E then 233000N 0670000E then 233000N 0612000E then 244000N 0612000E then 251040N 0613550E then along Pakistan-Iran broder to point of origin. NOTE: All Airlines intending to depart/arrive or transit through Pakistan Airspace via MERUN, VIKIT, DALTI, ELKIB, IDVID, REKOR, AKMEN, KARPO, DAMLI, ZOHAR, ALBOP are requested to Address there flight plan to ACC Lahore also on the following address: OPLRZQZX.				

ENR 2.1 FIR, UTA, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign/ Language Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
<p>LAHORE FIR</p> <p><i>Area bounded by lines joining points 300000N/0733500E then along International_Asia_2 up to 322131N/0751931E then along Provinc_Pakistan up to 324814N/0742556E then along Loc_Asia up to 353009N/0774944E then along International_Asia_1 up to 300000N/0661900E to point of origin.</i></p> <p><u>UNL</u> <u>GND</u></p> <p>Class of Airspace outside CTA / CTR A at and above FL155 G below FL155</p>	OPLA ATSU	Lahore Radio (English) H24	3467 KHZ	SELCAL AVBL
	OPLA ATSU	Lahore Radio (English) H24	5601 KHZ	See Note Below

Lahore ACC: Area bounded by point 332000N 0701800E then LAKRA, then OLVB then 323336N 0723933E then SASVI then INDEK then 330510N 0733825E then 331320N 0740120E then along Line of Control and subsequently Pakistan-India international border to 270700N 0693400E then 273900N 0684000E then 293000N 0674900E then 300000N 0670200E then 3000000 0661900E then along Pakistan-Afghanistan international border to point of origin;

Lahore ACC Sector West: Area bounded by point 332000N 0701800E then LAKRA, then OLVIB then 323336N 0723933E then JHANG then 300000N 0710000E then 300000N 0683000E then 294000N 0683000E then 293000N 0674900E then 300000N 0670200E then 300000N 0661900E then along Pak-Afghan border to point of origin.

Lahore ACC Sector East: Area bounded by point 323336N 0723933E then JHANG then 300000N 0710000E then 300000N 0714100E then 293400N 0731700E then along Pak-India border and subsequently Line of Control to 331320N 0740120E then 330510N 0733825E then INDEK then SASVI then back to point of origin.

Lahore ACC Sector South: Area bounded by point 293400N 0731700E then 300000N 0714100E then 300000N 0683000E then 294000N 0683000E then 293000N 0674900 then 273900N 0684000E then 270700N 0693400E then along Pak- India border to point of origin.

Islamabad ACC: Area bounded by point 332000N 0701800E then LAKRA, then OLVB then 323336N 0723933E then SASVI then INDEK then 330510N 0733825E then 331320N 0740120E then along Line of Control (LOC) towards North then following Pakistan-China and Pakistan-Afghanistan border to the point of origin.

NOTE: All Airlines intending to depart/arrive or transit through Pakistan Airspace via MERUN, VIKIT, DALTI, ELKIB, IDVID, REKOR, AKMEN, KARPO, DAMLI, ZOHAR, ALBOP are requested to Address there flight plan to ACC Lahore also on the following address: OPLRZQZX.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UTA, TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Callsign/ Language Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
CHERAT NORTH APPROACH <i>Area bounded by lines joining points 334300N/0710259E then along the clockwise arc of a circle of 59.99NM radius centred on 335300N/ 0721358E to 340259N/0732506E; 340303N/ 0731013E; 335816N/0725200E; 334500N/0725100E; 334500N/0723609E; 334017N/0723613E; 333858N/ 0722459E; 333752N/0720130E; 333427N/0705640E to point of origin.</i> <u>UNL</u> <u>GND</u> Class of Airspace:C Except on ATS Routes	Cherat North Approach	Cherat North (English) H24	121.2 MHZ Secondary FREQ. 125.6 MHZ Primary FREQ.	
CHERAT SOUTH APPROACH <i>Area bounded by lines joining points 333427N/0705640E; 325800N/0702959E; 325300N/ 0703959E; 333000N/0710659E then along the counter clockwise arc of a circle of 60.21NM radius centred on 335300N/0721358E to 325741N/ 0714555E; 323814N/0714513E; 323731N/0722314E; 325328N/0722350E; 325529N/0723447E; 325510N/ 0725151E; 324259N/0731101E; 330416N/0730026E; 330840N/0725044E; 330842N/0724743E; 331816N/ 0724727E; 332030N/0723756E; 332049N/0722459E; 333858N/0722459E; 333752N/0720130E to point of origin.</i> <u>UNL</u> <u>GND</u> Class of Airspace:C Except on ATS Routes	Cherat South Approach	Cherat South (English) H24	126.25 MHZ Secondary FREQ. 127.35 MHZ Primary FREQ	Excluding Islamabad TMA West.
ISLAMABAD TMA South <i>Area bounded by lines joining points 331034N/0725040E; 330840N/0725044E; 330416N/ 0730026E; 324259N/0731101E; 324642N/0732151E; 331143N/0731742E to point of origin.</i> <u>FL205</u> 6500FT AMSL Class A above FL 150 Class C at or below FL 150	Islamabad APP	Islamabad APP (English) H24	121.5 MHZ Emergency FREQ 121.65 MHZ Primary FREQ 124.65 MHZ Secondary FREQ.	
ISLAMABAD TMA West <i>Area bounded by lines joining points 333556N/0720130E; 332120N/0720128E; 332049N/ 0722459E; 333858N/0722459E to point of origin.</i> <u>FL175</u> 9500FT AMSL Class A at or above FL 150 Class C at or below FL 150	Islamabad APP	Islamabad APP (English) H24	121.5 MHZ Emergency FREQ 121.65 MHZ Primary FREQ 124.65 MHZ Secondary FREQ.	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Callsign/ Language Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
KARACHI CTA Area bounded by lines joining points 233002N/0661001E; 241802N/0652502E; 242202N/ 0644902E then along the clockwise arc of a circle of 133NM radius centred on 245443N/0671054E to 263201N/0653202E; 261802N/0660601E; 251702N/ 0664401E; 251902N/0671901E; 262202N/0680200E; 265801N/0674001E; 270501N/0674001E then along the clockwise arc of a circle of 132.67NM radius centred on 245443N/0671054E to 263002N/ 0685000E; 260602N/0682900E then along the clockwise arc of a circle of 101.1NM radius centred on 245431N/0670946E to 253002N/0685000E; 254202N/0694100E; 252002N/0694800E; 251002N/ 0685900E then along the clockwise arc of a circle of 100.4NM radius centred on 245431N/0670946E to 241502N/0684800E then along Pakistan/India up to 233002N/0661001E to point of origin. <u>UNL</u> FL075 Class of airspace: A - At and above FL155 C - Below FL155	Karachi ACC (EAST)	Karachi Control (English) H24	121.5 MHZ Emergency FREQ 126.5 MHZ 133.2 MHZ	RCAG
	Karachi ACC (WEST)	Karachi Control West (English) H24	121.5 MHZ Emergency FREQ 121.65 MHZ Secondary FREQ 128.35 MHZ Primary FREQ	
	Karachi ACC South	Karachi Control (South) (English) H24	121.95 MHZ Secondary FREQ 133.025 MHZ Primary FREQ	
KARACHI TMA Circular area centered on 245443N/0671054E (VOR/ DME KC) within a 50NM radius. <u>FL250</u> FT AMSL as below - Within Lateral Limits of CTR FL150 -Beyond Lateral Limits of CTR FL50 A - At and above FL155 C - Below FL155	Karachi APP	Karachi Approach (English) H24	121.3 MHZ 121.5 MHZ Emergency FREQ 125.5 MHZ	
LAHORE CTA Area bounded by lines joining points 310000N/0735958E; 300501N/0724558E; 302001N/ 0722758E; 312600N/0725058E; 315000N/0734958E; 324900N/0730758E; 325800N/0733758E; 320700N/ 0741957E then along the counter clockwise arc of a circle of 34.5NM radius centred on 312959N/ 0742400E to 310000N/0740000E to point of origin. <u>UNL</u> FL075 Class of airspace: A - At and above FL155 C – Below FL155	Lahore ACC (EAST)	Lahore Control (English) H24	121.5 MHZ Emergency FREQ 127.5 MHZ Primary FREQ 132.55 MHZ Secondary FREQ	RCAG 124.1 MHZ will serve as secondary frequency. RCAG 127.5 MHZ will serve as secondary frequency.
	Lahore ACC (WEST)	Lahore Control (English) H24	118.95 MHZ Secondary FREQ 121.5 MHZ Emergency FREQ 124.1 MHZ Primary FREQ	
	Lahore South	Lahore South (English) H24	121.5 MHZ 123.15 MHZ 132.95 MHZ	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Callsign/ Language Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
LAHORE TMA <i>Area bounded by lines joining points 315813N/0744752E then along the counter clockwise arc of a circle of 35NM radius centred on 312959N/ 0742400E to 315813N/0744752E then along Provinc_Pakistan up to point of origin.</i> <u>FL155</u> FL055 Class of airspace: C - outside the vertical and horizontal limits of control zone.	Lahore APP	Lahore Approach (English) H24	121.3 MHZ Primary FREQ 125.3 MHZ PSR,SSR based APP	
MULTAN TMA <i>Area bounded by lines joining points 301500N/0694400E (HILAL); 291743N/0712523E (MURLI); 292049N/0714241E; 300500N/0724600E; 302001N/0722759E; 302001N/0714558E then along the clockwise arc of a circle of 20NM radius centred on 301139N/0712458E (VOR MT); to 302737N/ 0711100E; 303000N/0710459E; 303001N/0705259E (TULRI); 301201N/0704500E; 301500N/0694400E (HILAL) to point of origin.</i> <u>FL155</u> 2500FT AMSL as below Beyond CTR boundary FL 55 Class of airspace:E	Multan APP	Multan Approach (English) H24	119.1 MHZ Primary FREQ 121.8 MHZ Ground FREQ 122.6 MHZ Secondary FREQ	
NUR KHAN APPROACH <i>Area bounded by lines joining points 324642N/0732151E; 324259N/0731101E; 330416N/ 0730026E; 330840N/0725044E; 330842N/0724743E; 331816N/0724727E; 332030N/0723756E; 332049N/ 0722459E; 333858N/0722459E; 334017N/0723613E; 334500N/0723609E; 334500N/0725100E; 335816N/ 0725200E; 340303N/0731013E; 340259N/0732506E; 340258N/0732900E; 330434N/0733245E; 325833N/ 0732652E to point of origin.</i> <u>UNL</u> GND Class of Airspace:C Except on ATS Routes	Nur Khan Approach	Nur Khan APP (English) H24	130.95 MHZ Secondary FREQ 133.35 MHZ Primary FREQ	Excluding Islamabad TMA South and Islamabad Approach.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A203						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	220° 15.3NM	<u>FL 280</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ133.025 MHZ Karachi ACC South Sec FREQ121.950 MHZ
▲ BEGIM 244303N 0670001E	307° 33.0NM	<u>FL 280</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ MELOM 250334N 0663134E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A325						
■ TASOP (FIR BDRY) 251320N 0704759E	287° 58.7NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL155	20		↓	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ. 133.2MHZ
▲ CHORE NDB (KE) 253112N 0694615E	255° 37.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
△ POTUP 252202N 0690559E	255° 30.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DOVDO 251434N 0683351E	254° 53.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
▲ PUNAM 250102N 0673701E	254° 24.6NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ KARACHI VOR/DME (KC) 245443N 0671054E	284° 36.8NM	<u>UNL</u> FL300 Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL75	20		↓	
△ PUNEL 251835N 0652245E	282° 29.5NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	PUNEL is CRP for flights btn FL75 & FL135
▲ PARET 252518N 0645102E	262° 167.6NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class G below FL 155	20		↓	For continuation, see AIP Iran.
▲ BIVIN 250350N 0614744E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A336						
▲ CAPE MONZE NDB (KA) 244941N 0663952E	109° 19.5NM	<u>FL 290</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ BEGIM 244303N 0670001E	039° 15.3NM	<u>FL 290</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20			
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A453						
▲ PIRAN 293407N 0610809E	066° 246° 18.6NM	<u>UNL</u> FL260 Class A at or above FL 155	20	↓	↑	Tehran ACC. 15 Min Prior radio contact required. before entering Karachi FIR to obtain ADC. Karachi ACC West Pri FREQ 128.350 MHz. Sec FREQ 121.650 MHz. All operators intending to fly Karachi FIR on route A453(Piran-Gader or Vice Versa) shall submit FPL to Karachi ACC on AFTN Address OPKCZIZA, OPKRZRZA, OPKRZRZB, OPKRZQZX. For Continuation see AIP Afghanistan.
■ GADER (FIR BDRY) 294100N 0612800E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A454						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	284° 36.8NM	<u>UNL</u> FL300 Class A	20		↓	Karachi ACC South Pri FREQ133.025 MHZ Sec FREQ121.950 MHZ
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL75	20		↓	
△ PUNEL 251835N 0652245E	282° 29.5NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	PUNEL is CRP for flights btn FL75 & FL135.
▲ PARET 252518N 0645102E	252° 201.3NM	<u>FL390</u> FL240 Class A at or above FL 155	20		↓	For continuation, see AIP Oman.
■ TAPDO (FIR BDRY) 242400N 0612000E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A455						
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	339° 7.7NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class C below FL 155	20		↓	Islamabad ACC Pri FREQ. 120.75 MHZ. Sec FREQ 125.75 MHZ. Cherat (N) APP FREQ 125.6 MHZ below FL 280 Available for flights departing from Peshawar to Kabul.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MEXIN 340559N 0712759E	267° 15.8NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class C below FL 155	20		↓	For continuation, see AIP Afghanistan
▣ IMTIL (FIR BDRY) 340559N 0710859E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A456						
▲ LAHORE VOR/DME (LA) 313110N 0742400E	<u>063°</u> 243° 10.2NM	<u>UNL</u> 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↓	↑	To establish Contact 15 Minutes prior to entering Lahore FIR: Lahore ACC East Primary 127.5 MHz Secondary 132.55 MHz HF FREQ. 5658, 10018 and 3467 KHz For continuation, see AIP India.
▣ RABAN (FIR BDRY) 313532N 0743451E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A466						For continuation see AIP INDIA

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
✈ SULOM (FIR BDRY) 312047N 0743357E	281° 100° 28.9NM	UNL FL280 Class A	20	↑	↓	To establish contact 15 Mins prior to entering Lahore FIR. Lahore ACC East Primary 127.5 MHz Secondary 132.55 MHz HF FREQ 5658,10018 and 3467 KHz
✈ PATNI 312700N 0740058E	261° 081° 14.5NM	UNL FL280 Class A	20	↑	↓	
△ SAKUV 312518N 0734406E	261° 081° 38.8NM	UNL FL280 Class A	20	↑	↓	
△ SEMKO 312034N 0725908E	261° 080° 35.6NM	UNL FL280 Class A	20	↑	↓	
✈ JHANG 311600N 0721758E	296° 116° 40.7NM	UNL FL280 Class A	20	↑	↓	Lahore ACC West Pri FREQ124.1 MHz Sec FREQ118.950 MHz
△ LEBIB 313520N 0713604E	296° 117° 41.4NM	UNL FL280 Class A	20	↑	↓	
▲ D.I. KHAN VOR (DI) 315446N 0705308E	328° 146° 50.8NM	UNL FL280 Class A	20	↑	↓	
△ SAJAN 323818N 0702211E	326° 146° 31.2NM	UNL FL280 Class A	20	↑	↓	
✈ SITAX (FIR BDRY) 330500N 0700259E						To establish contact 15 Mins prior to entering Lahore FIR. Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz HF FREQ 5658,10018 and 3467 KHz. For continuation, see AIP Afghanistan.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A472						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
IMTIL (FIR BDRY) 340559N 0710859E	087° 15.8NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class C below FL 155	20	↓		To establish contact 15 mins prior to entering Lahore FIR Islamabad ACC Pri FREQ. 120.75 MHz. Sec FREQ 125.75 MHz. Cheart (N) APP FREQ 125.6 MHz below FL 280.
MEXIN 340559N 0712759E	087° 5.8NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class C below FL 155	20		↓	Available for flights arriving from Kabul to Peshawar.
BABEV 340559N 0713459E	202° 8.0NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class C below FL 155	20		↓	Acft should not be below FL 50 at BABEV.
PESHAWAR DVOR/DME (PS) 335842N 0713101E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
A791						For continuation see AIP IRAN
EGRON 250444N 0613245E	092° 273° 13.6NM	<u>UNL</u> 2800 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC South Pri FREQ 133.025 MHZ. Sec FREQ 121.950 MHZ.
BIVIN 250350N 0614744E	099° 168.7NM	<u>UNL</u> 2800 FT Class A at or above FL 155 Class G below FL 155	20	↓		

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAKIV 243144N 0644944E	078° 29.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		
△ LOTAT 243702N 0652102E	079° 72.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20			LOTAT a CRP for flights btn FL 75 & FL 135
▲ CAPE MONZE NDB (KA) 244941N 0663952E	079° 28.7NM	<u>UNL</u> FL310 Class A	20			
▲ KARACHI VOR/DME (KC) 245443N 0671054E	118° 24.8NM	<u>UNL</u> FL310 Class A	20			Karachi ACC East Pri FREQ. 126.5 MHZ. SecFREQ. 133.2 MHZ
▲ DANGI 244248N 0673452E	118° 74.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20			Karachi ACC East Pri FREQ 126.5MHZ Sec FREQ 133.2MHZ For continuation, see AIP India.
■ TELEM (FIR BDRY) 240702N 0684600E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
B210						For continuation see AIP INDIA
■ TASOP (FIR BDRY) 251320N 0704759E	287° 107° 58.7NM	<u>UNL</u> FL200 Class A	20	↑	↓	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ.133.2 MHZ

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ CHORE NDB (KE) 253112N 0694615E	299° 118° 85.8NM	<u>UNL</u> FL200 Class A	20	↑	↓	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
B466						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	040° 219° 24.7NM	<u>FL 290</u> 5000 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	039° 219° 77.1NM	<u>FL 290</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	319° 138° 96.8NM	<u>FL 290</u> 5000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ IDEBA 272730N 0671338E	339° 158° 100.2NM	<u>FL 290</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050 MHz Sec FREQ 133.625 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KALAT 290201N 0663501E	338° 158° 51.9NM	FL290 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
■ SERKA (FIR BDRY) 295101N 0661501E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
B505						
■ APELO 243455N 0612000E	067° 117.7NM	FL290 FL190 Class A	20	↓		Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ Availabe FL190, FL210, FL270 and FL 290.
▲ PASNI NDB (PI) 251717N 0632055E	022° 46.3NM	FL410 FL190 Class A	20	↓		
▲ BEDON 260000N 0634101E	022° 62.0NM	FL410 FL190 Class A	20	↓		Karachi ACC West Pri FREQ 128.350MHZ SeC FREQ 121.650MHZ
▲ PANJGUR VOR/DME (PG) 265710N 0640813E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G201						
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	$\frac{139^\circ}{319^\circ}$ 87.3NM	<u>UNL</u> 11000 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz
▲ UPVAL 301319N 0703117E	$\frac{139^\circ}{319^\circ}$ 41.9NM	<u>UNL</u> 11000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	10	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ BINDO 294049N 0710152E	$\frac{067^\circ}{247^\circ}$ 46.1NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ SANOG 295721N 0715118E	$\frac{067^\circ}{248^\circ}$ 41.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	Lahore ACC East Primary FREQ. 127.5 MHZ. Secondary FREQ 132.55 MHZ
▲ MOLTA 301201N 0723610E	$\frac{048^\circ}{228^\circ}$ 44.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
△ NITIV 304055N 0731530E	$\frac{047^\circ}{228^\circ}$ 52.3NM	<u>UNL</u> 2600 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	



ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ VEREN 311459N 0740143E	048° 228° 25.0NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↓	↑	
▲ LAHORE VOR/DME (LA) 313110N 0742400E						




ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G202						For Continuation see AIP Afghanistan
■ RIMPA (FIR BDRY) 312600N 0673600E	090° 271° 95.6NM	UNL 12200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	To establish contact 15 Mins prior to entering Lahore FIR. Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz HF FREQ 5658,10018 and 3467 KHz
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	166° 346° 67.7NM	UNL 9800 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ HILAL 301500N 0694400E	164° 345° 116.3NM	UNL 9800 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	085° 265° 104.7NM	UNL FL210 Class A	20	↓	↑	For continuation, see AIP India.
■ MERUN (FIR BDRY) 282850N 0721454E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G206						
 PURPA (FIR BDRY) 365629N 0752427E	245° 063° 204.8NM	<u>UNL</u> FL310 Class A	20	↑	↓	To establish Contact 15 Minutes prior to entering Lahore FIR: Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz HF FREQ. 5658, 10018 and 3467 KHz
 DUGIN 353659N 0713058E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G208						
 PARTY (FIR BDRY) 241438N 0705159E	321° 96.9NM	<u>UNL</u> 2300 FT Class A at or above FL 155 Class G below FL 155	20		↓	Contact ATC at least 15 minutes prior to entering FIR. Karachi ACC (E) Primary FREQ 126.5 MHz Secondary FREQ 133.2 MHz
 CHORE NDB (KE) 253112N 0694615E	255° 37.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
 POTUP 252202N 0690559E	255° 30.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DOVDO 251434N 0683351E	254° 53.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
▲ PUNAM 250102N 0673701E	254° 24.6NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ KARACHI VOR/DME (KC) 245443N 0671054E	284° 36.8NM	<u>UNL</u> FL300 Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025 MHZ Sec FREQ 121.950 MHZ
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT class A at or above FL155 Class C below FL155 Class G below FL75	20		↓	
△ PUNEL 251835N 0652245E	282° 29.5NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	PUNEL is CRP for flights btn FL75 & FL 135.
▲ PARET 252518N 0645102E	336° 37.5NM	<u>UNL</u> 7600 FT Class A at or above FL 155 Class G below FL 155	20		↓	
▲ BINUR 260000N 0643502E	336° 61.9NM	<u>UNL</u> 7600 FT Class A at or above FL 155 Class G below FL 155	20		↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	298° 117° 79.4NM	<u>FL 400</u> 9000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC West Pri FREQ. 128.350 MHZ. Sec FREQ. 121.650 MHZ
▣ KEBUD (FIR BDRY) 273552N 0625024E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G210						
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	139° 76.8NM	<u>UNL</u> 7200 FT Class A at or above FL 155 Class G below FL 155	20	↓		Karachi ACC West Pri FREQ. 128.350 MHZ. Sec FREQ. 121.650 MHZ.
▲ DOSTI 255801N 0650301E	117° 96.3NM	<u>UNL</u> 7200 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ
▲ KAJAL 251158N 0663635E	118° 35.6NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E	118° 24.8NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2 MHZ

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DANGI 244248N 0673452E	118° 74.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL75	20	↓		For continuation, see AIP India.
■ TELEM (FIR BDRY) 240702N 0684600E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G214						
▲ BIVIN 250350N 0614744E	<u>046°</u> 227° 83.7NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class G below FL 155.	20	↓	↑	To establish contact at least 15 minutes prior to entering FIR. Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ
▲ PASTA 260000N 0625633E	<u>047°</u> 228° 85.9NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC West Pri FREQ 128.350MHZ Sec FREQ 121.650MHZ
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	<u>078°</u> 258° 103.9NM	<u>UNL</u> 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ BIREX 271624N 0660236E	<u>078°</u> 259° 64.2NM	<u>UNL</u> 10200 FT Class A at or above FL155 Class G at or below FL155	20	↓	↑	Karachi ACC Centre Pri FREQ: 122.050 Mhz Sec FREQ: 133.625 Mhz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ IDEBA 272730N 0671338E	077° 258° 85.1NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SUKKUR NDB (SK) 274320N 0684746E	061° 242° 25.5NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ LUBNA 275447N 0691332E	062° 243° 61.8NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	046° 226° 82.3NM	UNL 2000 FT Class A at or above FL 155 Class G below FL 155 Class C below FL 75, 10NM around RK	20	↓	↑	
△ MURLI 291743N 0712523E	047° 227° 52.0NM	UNL 2000 FT Class A at or above FL 155 Class E below FL 155	20	↓	↑	All ACFT below FL70 on OPRK/ MOLTA sector to route their flight via overhead Multan during activity period of BASTI WAHNI Firing Range (OP/R-117).
▲ MIMAL 295214N 0721008E	047° 227° 30.0NM	UNL 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	All RNP1 compliant aircraft arrivals for Lahore at FL210 and above five minutes before reaching way-point "MIMAL" contact Lahore to get STAR clearance on following frequencies:- Lahore ACC East Primary FREQ. 127.5 MHz. Secondary FREQ 132.55 MHz. Emergency FREQ 121.50 MHz
▲ MOLTA 301201N 0723610E	048° 228° 44.6NM	UNL 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ NITIV 304055N 0731530E	048° 228° 52.7NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ VEREN 311459N 0740143E	048° 228° 25.0NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↓	↑	
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G216						
■ ALPOR (FIR BDRY) 240441N 0612000E	080° 25.7NM	UNL FL240 Class A	20	↓		To establish contact atleast 15 minutes prior to entering FIR.
△ SIDKA 240844N 0614745E	080° 167.8NM	UNL FL240 Class A	20	↓		Karachi ACC South Pri FREQ 133.025 MHZ Sec FREQ 121.950 MHZ
▲ LAKIV 243144N 0644944E	078° 29.0NM	UNL 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ LOTAT 243702N 0652102E	079° 72.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		LOTAT, a CRP for flights btn FL75 & FL135.
▲ CAPE MONZE NDB (KA) 244941N 0663952E	079° 28.7NM	<u>UNL</u> FL310 Class A at or above FL 155 Class B below FL 155	20			
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G325 ■ PURPA (FIR BDRY) 365629N 0752427E				↑	↓	
	217° 037° 80.3NM	<u>UNL</u> FL310 Class A	20			Islamabad ACC Primary FREQ 120.75 MHz Secondary FREQ 125.75 MHz. Urumqi ACC will adopt Flight Level 9800M, 10400M, 11000M, 11600M & 12200M in metric system for Transfer of Control to Islamabad ACC over PURPA. ACFT maintaining these levels, after passing PURPA shall automatically descend to Flight Level system i.e FL 320, FL340, FL360, FL380 & FL 400 respectively. Islamabad ACC will adopt FL 330, FL350, FL 390 & FL 410 for handing over ACFT to URUMQI ACC at position PURPA. ACFT shall maintain there level untill 10 mins after passing PURPA and subject to instructions from URUMQI ACC for converting to corresponding to metric FL systems.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ GILGIT NDB (GT) 355513N 0742006E	228° 047° 94.5NM	UNL FL310 Class A	20	↑	↓	
▲ DOBMI 345459N 0725058E	227° 047° 86.8NM	UNL FL310 Class A	20	↑	↓	
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	219° 038° 39.0NM	UNL FL310 Class A	20	↑	↓	
▲ HANGU 332909N 0710021E	209° 029° 38.9NM	UNL FL310 Class A	20	↑	↓	
▲ LAKRA 325606N 0703547E	210° 030° 21.1NM	UNL FL310 Class A	20	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz
△ SAJAN 323818N 0702211E	208° 028° 18.7NM	UNL FL310 Class A	20	↑	↓	
▲ REGET 322212N 0701059E	209° 029° 71.1NM	UNL FL310 Class A	20	↑	↓	
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	226° 045° 96.0NM	UNL FL310 Class A	20	↑	↓	
▲ PARLO 301603N 0680540E	225° 045° 15.6NM	UNL FL310 Class A	20	↑	↓	
▲ KABRA 300522N 0675232E	225° 045° 30.8NM	UNL FL310 Class A	20	↑	↓	
▲ DALTI 294421N 0672637E	225° 045° 61.8NM	UNL FL310 Class A	20	↑	↓	Karachi ACC Centre Pri FREQ:122.050 Mhz Sec FREQ 133.625 Mhz
▲ KALAT 290201N 0663501E	225° 044° 83.8NM	UNL FL310 Class A	20	↑	↓	
▲ ATRIS 280413N 0652558E	224° 045° 96.2NM	UNL FL310 Class A	20	↑	↓	Karachi ACC West Pri FREQ:128.350 Mhz Sec FREQ 121.650 Mhz
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	228° 047° 85.9NM	UNL FL310 Class A	20	↑	↓	
▲ PASTA 260000N 0625633E	227° 046° 83.7NM	UNL FL310 Class A	20	↑	↓	Karachi ACC South Pri FREQ 133.025 MHZ Sec FREQ 121.950 MHZ For continuation see AIP IRAN.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BIVIN 250350N 0614744E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G326						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	023° 202° 81.0NM	UNL FL310 Class A	20	↓	↑	Karachi ACC (E) Primary FREQ 126.5 MHz Secondary FREQ 133.2 MHz
▲ REKOR 272721N 0685947E	022° 203° 30.0NM	UNL FL310 Class A	20	↓	↑	Lahore ACC South Pri FREQ:123.150 Mhz Sec FREQ 132.950 Mhz
▲ LUBNA 275447N 0691332E	002° 182° 48.4NM	UNL FL310 Class A	20	↓	↑	
▲ MEMIX 284312N 0691645E	002° 182° 21.2NM	UNL FL310 Class A	20	↓	↑	
▲ PEBSI 290428N 0691810E	002° 181° 71.2NM	UNL FL310 Class A	20	↓	↑	
▲ SALED 301545N 0692301E	001° 181° 65.6NM	UNL FL310 Class A	20	↓	↑	Lahore ACC West Pri FREQ. 124.1 MHz. Sec 118.950 MHz
▲ ZHOB VOR/DME (ZB) 312121N 0692736E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G452						
▲ DERBO 292542N 0611701E	<u>093°</u> 275° 165.4NM	<u>UNL</u> 11700 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	To establish contact atleast 15 min prior to entering FIR Karachi ACC West Pri FREQ 128.350 MHZ Secondary FREQ 121.650MHZ No ACFT shall enter OPKR in climb / descent phase or plan change of level while entering.
▲ SOKIR 290801N 0642502E	<u>090°</u> 270° 44.6NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ BILIP 290618N 0651552E	<u>091°</u> 272° 69.5NM	<u>UNL</u> 12000 FT Class A at or above FL155 Class G at or below FL155	20	↓	↑	Karachi ACC Centre Pri FREQ:122.050 Mhz Sec FREQ 133.625 Mhz
▲ KALAT 290201N 0663501E	<u>091°</u> 271° 78.1NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ELKEB 285756N 0680356E	<u>091°</u> 272° 31.7NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G at or below FL 155	20	↓	↑	Lahore ACC South Pri FREQ:123.150 Mhz Sec FREQ 132.950 Mhz
▲ POPOT 285600N 0684000E	<u>110°</u> 290° 34.7NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ MEMIX 284312N 0691645E	<u>110°</u> 290° 29.0NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	



ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ MORBA 283221N 0694723E	110° 291° 27.6NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	085° 265° 104.7NM	<u>UNL</u> FL210 Class A	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ For continuation see AIP INDIA.
▲ MERUN (FIR BDRY) 282850N 0721454E						



ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G472						Class A above FL 155 Class C below FL 155
▲ KARACHI VOR/DME (KC) 245443N 0671054E	118° 24.8NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		Karachi ACC (E) Primary FREQ. 126.5 MHZ Secondary FREQ. 133.2MHZ
▲ DANGI 244248N 0673452E	118° 74.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		For continuation, see AIP India.
■ TELEM (FIR BDRY) 240702N 0684600E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G665						
 ASVIB (FIR BDRY) 265724N 0631812E	088° 269° 44.7NM	<u>FL 400</u> 8000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	To establish contact atleast 15 minutes prior to entering FIR. Karachi ACC West Pri FREQ. 128.350 MHZ. Sec FREQ. 121.650 MHZ
 PANJGUR VOR/DME (PG) 265710N 0640813E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G668						
 ZHOB VOR/DME (ZB) 312121N 0692736E	337° 157° 32.7NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	To establish contact atleast 15 minutes prior to entering FIR. Lahore ACC West FREQ. 124.1 MHz. For continuation, see AIP Afghanistan.
 MUNTA (FIR BDRY) 315200N 0691400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
G796						
▲ HANGU 332909N 0710021E	<u>314°</u> 134° 36.9NM	<u>FL270</u> FL170 Class A	20	↓	↑	To establish Contact 15 Minutes prior to entering FIR: Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHz HF FREQ. 5658, 10018 and 3467 KHz For continuation see AIP Afghanistan
▣ LAJAK (FIR BDRY) 335559N 0702959E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J111						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	<u>069°</u> 248° 68.8NM	<u>UNL</u> 3400 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2 MHZ Class B within CTR KC
▲ HYDERABAD NDB (KD) 251922N 0682143E	<u>000°</u> 180° 53.5NM	<u>UNL</u> 4400 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Class C in CTA below FL 155.
▣ NAWABSHAH VOR/DME (NH) 261303N 0682309E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J112						
▣ KARACHI VOR/DME (KC) 245443N 0671054E	040° 219° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	039° 219° 77.1NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	036° 216° 29.3NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
△ BIMLA 263620N 0684300E	036° 216° 49.9NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ZOHAR 271601N 0691700E	037° 218° 84.2NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ: 123.150MHZ Sec FREQ: 132.950MHZ
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	046° 226° 82.3NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	All ACFT below FL70 on OPRK/ MOLTA sector to route their flight via overhead OPMT during activity period of Basti Wahni field firing Area (OP/R117).
▲ MURLI 291743N 0712523E	047° 227° 52.0NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MIMAL 295214N 0721008E	047° 227° 30.0NM	UNL 2100 FT Class A at or above FL 155 Class E below FL 155 Class G below 055	20	↓	↑	Multan APP FREQ 119.10 MHz Sec FREQ 122.6 MHz BTN FL 55-FL 155 All RNP1 compliant aircraft arrivals for Lahore at FL210 and above five minutes before reaching way-point "MIMAL" contact Lahore to get STAR clearance on following frequencies:- Lahore ACC East Pri FREQ. 127.5 MHz. SecFREQ 132.55 MHz. EmerFREQ 121.50 MHz
▲ MOLTA 301201N 0723610E	048° 228° 44.6NM	UNL 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Lahore ACC East Primary FREQ 127.5MHz Secondary FREQ 132.55 MHz
△ NITIV 304055N 0731530E	048° 228° 52.7NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Class C in CTA below FL 155
▲ VEREN 311459N 0740143E	048° 228° 25.0NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↓	↑	
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J113						
▲ MOENJODARO NDB (MJ) 271951N 0680828E	033° 213° 39.6NM	<u>UNL</u> 4000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC Centre Prim FREQ. 122.050MHZ Sec FREQ 133.625 MHZ
▲ IDVID 275228N 0683355E	033° 213° 55.5NM	<u>UNL</u> 4000 FT Class A at or above FL155 Class G at or below FL155	20	↓	↑	Lahore ACC South Pri FREQ:123.150 Mhz Sec FREQ 132.950 Mhz
▲ SAGIS 283801N 0691000E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J115						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	040° 219° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	039° 219° 77.1NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	319° 138° 96.8NM	<u>UNL</u> 4400 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ IDEBA 272730N 0671338E	339° 158° 100.2NM	UNL 4400 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHZ Sec FREQ 133.625MHZ
▲ KALAT 290201N 0663501E	012° 192° 50.3NM	UNL 13000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ISHAQ 295053N 0664902E	012° 192° 25.3NM	UNL 13000 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	
▲ QUETTA DVOR/DME (QT) 301528N 0665610E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J116						
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	087° 267° 25.1NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	Lahore ACC West FREQ 124.1 MHz Quetta APP FREQ 118.05 MHz
▲ PATGO 301547N 0672511E	087° 268° 35.1NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ PARLO 301603N 0680540E	088° 269° 85.2NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Domestic traffic below FL300 to or from and overhead MULTAN to avoid OP/R-241.
▲ HILAL 301500N 0694400E	090° 271° 41.0NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	Multan APP FREQ. 119.1 MHZ
▲ UPVAL 301319N 0703117E	091° 271° 24.9NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ MELUK 301201N 0705959E	089° 270° 21.7NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class E below FL 155	20	↓	↑	Domestic traffic below FL 300 to or from and overhead MULTAN to avoid OP/R-241. Lahore ACC West Pri FREQ 124.1MHZ Sec FREQ 118.950MHZ
▲ MULTAN VOR (MT) 301139N 0712458E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J117						
■ KARACHI VOR/DME (KC) 245443N 0671054E	220° 15.3NM	<u>FL 280</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025 MHz. Sec FREQ 121.950 MHZ.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BEGIM 244303N 0670001E	307° 33.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
△ PUNEL 251835N 0652245E	282° 29.5NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	For aircraft exiting CTA boundary between FL75 and FL135
▲ PARET 252518N 0645102E	288° 104.4NM	<u>UNL</u> 5900 FT Class A at or above FL 155 Class G below FL 155	20		↓	
▲ TURBAT NDB (TU) 255924N 0630147E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J118						
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	<u>000°</u> 180° 19.3NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary FREQ 120.75 MHz Secondary FREQ 125.750 MHz Cherat APP FREQ. 125.6 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MAZAB 341800N 0713200E	028° 208° 22.2NM	<u>UNL</u> 12200 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ KAKNA 343659N 0714558E	343° 163° 10.3NM	<u>UNL</u> 12200 FT Class A at or above FL 155 Class C below FL 155	20	↑	↓	
▲ VEBTA 344659N 0714258E	012° 192° 25.8NM	<u>UNL</u> 16000 FT Class A	20	↓	↑	Islamabad ACC Primary FREQ 120.75 MHz Secondary FREQ 125.75 MHz
▲ DARIS 351159N 0715058E	344° 164° 22.5NM	<u>UNL</u> 16000 FT Class A	20	↑	↓	
▲ DURKA 353359N 0714458E	004° 184° 19.3NM	<u>UNL</u> 20400 FT Class A	20	↓	↑	
▲ ATROL 355310N 0714800E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J119						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	013° 193° 31.0NM	<u>UNL</u> 1700 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHz Secondary FREQ 133.2 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KAGNI 264314N 0683124E	012° 192° 61.7NM	UNL 2500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SUKKUR NDB (SK) 274320N 0684746E	040° 221° 157.1NM	UNL 2500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
△ RAJAN 293901N 0704859E	042° 222° 25.4NM	UNL 2500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ KASBI 295731N 0710905E	042° 223° 19.7NM	UNL 1900 FT Class A at or above FL 155 Class E below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950 Multan Approach FREQ. 119.1 MHz
▲ MULTAN VOR (MT) 301139N 0712458E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J120						
▲ BIVIN 250350N 0614744E	070° 250° 30.7NM	UNL 4200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ GWADAR NDB (GD) 251340N 0621950E	085° 265° 55.5NM	<u>UNL</u> 4300 FT Class A at or above FL 155 Class G below FL 155 Class C below FL 75	20	↓	↑	
▲ PASNI NDB (PI) 251717N 0632055E	118° 92.6NM	<u>UNL</u> 2500 FT Class A at or above FL 155 Class G below FL 155 Class C within CTR PI	20	↓		
▲ LAKIV 243144N 0644944E	078° 29.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		
▲ LOTAT 243702N 0652102E	079° 72.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		For aircraft entering CTA boundary between FL 75 & FL 135
▲ CAPE MONZE NDB (KA) 244941N 0663952E	109° 19.5NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ BEGIM 244303N 0670001E	039° 15.3NM	<u>FL 290</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J121						Route avbl for Int'l flight entering / exiting OPLR btn FL310 and FL410
▲ LAHORE VOR/DME (LA) 313110N 0742400E	$\frac{320^\circ}{140^\circ}$ 25.0NM	$\frac{UNL}{2600 FT}$ Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↑	↓	Lahore ACC East Primary FREQ. 127.5 MHz. Secondary FREQ 132.55 MHz
▲ AKBER 315048N 0740553E	$\frac{319^\circ}{139^\circ}$ 7.0NM	$\frac{UNL}{2600 FT}$ Class A at or above FL 155 Class C below FL 155 Class G below FL 055	20	↑	↓	
▲ MATIN 315618N 0740046E	$\frac{321^\circ}{140^\circ}$ 62.5NM	$\frac{UNL}{4800 FT}$ Class A at or above FL 155 Class C below FL 155 Class G below FL 075	20	↑	↓	
▲ INDEK 324600N 0731558E	$\frac{350^\circ}{169^\circ}$ 25.7NM	$\frac{UNL}{4800 FT}$ Class A at or above FL 155 Class C below FL 155	20	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz Nur Khan App FREQ. 133.350 MHz Below FL280 Islamabad APP FREQ. 121.650 MHz Below FL205
▲ PUNOP 331133N 0731143E	$\frac{349^\circ}{169^\circ}$ 13.0NM	$\frac{UNL}{2100 FT}$ Class A at or above FL 155 Class C below FL 155	20		↓	
▲ ISDUR (SIDS, APCH-OPRN) 332427N 0730933E	$\frac{349^\circ}{170^\circ}$ 12.0NM	$\frac{UNL}{8000 FT}$ Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J122						
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	340° 25.0NM	<u>UNL</u> 8500 FT Class A at or above FL 155 Class C below FL 155	10		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz HF FREQ 5658,10018 and 3467 KHz Nur Khan App FREQ 133.35 MHz Below FL280
▲ KASMA 340012N 0725816E	027° 20.9NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	20	↓		Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat North App FREQ 125.6 MHz Below FL280
▲ GUNEN 341817N 0731058E	027° 6.6NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class C below FL 155	20	↓		
▲ SAKIP 342359N 0731458E	024° 25.7NM	<u>UNL</u> 18000 FT Class A	20	↓		Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ KAGLO 344659N 0732858E	<u>044°</u> 225° 36.8NM	<u>UNL</u> 19500 FT Class A	20	↓	↑	
▲ AKTIX 351159N 0740157E	<u>044°</u> 224° 38.0NM	<u>UNL</u> 29000 FT Class A	20	↓	↑	
▲ BUNGI 353759N 0743557E	<u>058°</u> 238° 10.3NM	<u>UNL</u> 22500 FT Class A	20	↓	↑	
▲ DELDA 354259N 0744657E	103° 28.1NM	<u>UNL</u> 34600 FT Class A	20	↓		
▲ BIREB 353459N 0751957E	142° 17.1NM	<u>UNL</u> 21500 FT Class A	20	↓		Class C within ATZ SD
▲ SKARDU NDB (SD) 351952N 0753120E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J124						
▲ FAISALABAD NDB (FA) 312213N 0725942E	067° 247° 55.2NM	<u>UNL</u> 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Lahore ACC East Primary FREQ. 127.5 MHz Secondary FREQ 132.55 MHz
▲ SHEIKHUPURA NDB (SP) 314202N 0735956E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J125						
▲ SKARDU NDB (SD) 351952N 0753120E	298° 118° 42.8NM	<u>UNL</u> 24600 FT Class A	20	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ DELDA 354259N 0744657E	238° 058° 10.3NM	<u>UNL</u> 22500 FT Class A	20	↑	↓	
▲ BUNGI 353759N 0743557E	224° 044° 38.0NM	<u>UNL</u> 29000 FT Class A	20	↑	↓	
▲ AKTIX 351159N 0740157E	225° 044° 36.8NM	<u>UNL</u> 19500 FT Class A	20	↑	↓	
▲ KAGLO 344659N 0732858E	197° 28.1NM	<u>UNL</u> 17600 FT Class A	20		↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DUBEB 342035N 0731714E	194° 4.0NM	<u>UNL</u> 11000 FT Class A at or above FL 155 Class C below FL 155	20		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat North App FREQ 125.6 MHz Below FL280
▲ VASPU 341647N 0731552E	197° 14.6NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	20		↓	
▲ APELI 340300N 0730958E	182° 26.7NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	20		↓	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J126						
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	<u>000°</u> 180° 19.3NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat North App FREQ 125.6 MHz Below FL280
▲ MAZAB 341800N 0713200E	<u>028°</u> 208° 22.2NM	<u>UNL</u> 12200 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KAKNA 343659N 0714558E	065° 246° 31.2NM	UNL 11800 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ SAIDUSHARIF NDB (SS) 344832N 0722107E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J129						
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	340° 159° 25.0NM	UNL 8500 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad APP FREQ. 121.650 MHz
▲ KASMA 340012N 0725816E	351° 43.9NM	UNL 13200 FT Class A at or above FL 155 Class C below FL 155	10		↓	
▲ TANED 344353N 0725228E	351° 11.2NM	UNL 13600 FT Class A at or above FL 155 Class G below FL 155	20		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ DOBMI 345459N 0725058E	038° 218° 50.1NM	UNL 20000 FT Class A	20	↓	↑	
▲ BAVRO 353259N 0733058E	103° 283° 28.9NM	UNL 21700 FT Class A	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KAPMI 352459N 0740457E	019° 199° 32.6NM	UNL 22200 FT Class A	20	↓	↑	Class C within ATZ GT
▲ GILGIT NDB (GT) 355513N 0742006E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J130						
▲ ATROL 355310N 0714800E	184° 004° 19.3NM	UNL 20400 FT Class A	20	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ DURKA 353359N 0714458E	143° 324° 54.2NM	UNL 18200 FT Class A	20	↓	↑	
▲ SAIDUSHARIF NDB (SS) 344832N 0722107E	097° 277° 26.2NM	UNL 12000 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ TANED 344353N 0725228E	171° 351° 43.9NM	UNL 10500 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat Approach FREQ 125.6 Mhz Below FL280
▲ KASMA 340012N 0725816E	159° 340° 25.0NM	UNL 8500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur Khan App FREQ 133.35 MHz Below FL 280
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J131						Route avbl for Int'l flight entering / exiting OPLR BTN FL310 and FL410 inclusive Class C within ATZ GT
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	<u>356°</u> 175° 58.6NM	<u>UNL</u> 12100 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur Khan APP FREQ. 133.35 MHZ. Below FL 280
▲ BOBAM 343459N 0730458E	<u>034°</u> 215° 101.0NM	<u>UNL</u> 22200 FT Class A	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ GILGIT NDB (GT) 355513N 0742006E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J132						
▲ BIVIN 250350N 0614744E	<u>046°</u> 227° 83.7NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ PASTA 260000N 0625633E	<u>047°</u> 228° 84.5NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC West Pri FREQ 128.350MHZ Sec FREQ 121.650MHZ
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	<u>078°</u> 258° 103.9NM	<u>UNL</u> 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BIREX 271624N 0660236E	078° 259° 64.2NM	UNL FL10200 Class A at or above FL155 Class G at or below FL155	20	↓	↑	Karachi ACC Centre Pri FREQ:122.050 Mhz Sec FREQ 133.625 Mhz
▲ IDEBA 272730N 0671338E	079° 258° 85.1NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SUKKUR NDB (SK) 274320N 0684746E	061° 242° 25.5NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ LUBNA 275447N 0691332E	062° 243° 61.8NM	UNL 10200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J133						
▲ KALAT 290201N 0663501E	045° 225° 61.8NM	UNL 12900 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC Center Pri FREQ 122.050 MHz Sec FREQ 133.625 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DALTI 294421N 0672637E	045° 225° 30.8NM	UNL 12900 FT Class A at or above 155 Class G below FL 155	20	↓	↑	Lahore ACC West Pri FREQ:124.100 Mhz Sec FREQ 118.950 Mhz
▲ KABRA 300522N 0675232E	045° 225° 15.6NM	UNL 13500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ PARLO 301603N 0680540E	045° 226° 96.0NM	UNL 10700 FT Class A at or above FL 155 Class G below F 155	20	↓	↑	Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz
▲ ZHOB VOR/DME (ZB) 312121N 0692736E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J134						
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	242° 061° 76.8NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Lahore ACC (W) FREQ 124.1 MHZ
▲ MOMKA 304705N 0680733E	241° 061° 44.3NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KADLA 302656N 0672148E	241° 061° 25.0NM	<u>UNL</u> 14500 FT Class A at or above FL 195 Class C below FL 195	20	↑	↓	Quetta APP FREQ 118.050 MHz
▲ QUETTA DVOR/DME (QT) 301528N 0665610E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J137						
▲ SUKKUR NDB (SK) 274320N 0684746E	018° 198° 58.0NM	<u>UNL</u> 4000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
▲ SAGIS 283801N 0691000E	103° 285° 60.7NM	<u>UNL</u> 3300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J138						
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	<u>028°</u> 207° 77.5NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Class C within CTR RK Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
△ MANRI 293001N 0705859E	<u>026°</u> 206° 27.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	Multan APP FREQ. 119.1 MHZ.
▲ OLSUM 295431N 0711347E	<u>028°</u> 209° 19.7NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155	20	↓	↑	Class C within CTR MT
▲ MULTAN VOR (MT) 301139N 0712458E	<u>088°</u> 267° 20.0NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155	20	↓	↑	Domestic traffic below FL300 to or from and overhead MULTAN to avoid OP/R 241. Lahore ACC East Pri FREQ 127.5 MHz Sec FREQ 132.55 MHz
▲ DIBBA 301207N 0714805E	<u>088°</u> 268° 33.3NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ BIBUN 301204N 0722632E	<u>088°</u> 269° 8.3NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ MOLTA 301201N 0723610E	<u>014°</u> 194° 42.1NM	<u>UNL</u> 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ NINUK 305237N 0724934E	014° 195° 30.8NM	UNL 2100 FT Class A at or above FL155 Class C below FL 155	20	↓	↑	Faisalabad Tower at or below FL115 FREQ Pri 118.625 MHz Secondary FREQ 118.475 MHz
▲ FAISALABAD NDB (FA) 312213N 0725942E	082° 262° 24.5NM	UNL 2100 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ ENRIR 312455N 0732810E	080° 261° 23.2NM	UNL 2600 FT Class A at or above FL155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ MUKVI 312758N 0735500E	081° 261° 25.0NM	UNL 2600 FT Class A at or above FL155 Class C below FL155 Class B below FL75	20	↓	↑	Class B within CTR LA
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J139						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	023° 202° 81.0NM	UNL 4400 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHz Secondary FREQ 133.2 MHz Class C within CTR NH

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ REKOR 272721N 0685947E	022° 203° 30.0NM	UNL 4400 FT	20	↓	↑	Lahore ACC South Pri FREQ:123.150 Mhz Sec FREQ 132.950 Mhz
▲ LUBNA 275447N 0691332E	002° 182° 48.4NM	UNL 10500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ MEMIX 284312N 0691645E	002° 182° 21.2NM	UNL 10500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ PEBSI 290428N 0691810E	002° 181° 71.2NM	UNL 10500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SALED 301545N 0692301E	001° 181° 65.6NM	UNL 10500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC West Pri FREQ 124.1 MHz Sec FREQ 118.950 MHz
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	029° 209° 71.1NM	UNL 13500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ REGET 322212N 0701059E	028° 208° 18.7NM	UNL 8400 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
△ SAJAN 323818N 0702211E	030° 210° 21.1NM	UNL 8400 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAKRA 325606N 0703547E	029° 209° 38.9NM	<u>UNL</u> 7800 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat App (S) 127.35 MHz Below FL280
▲ HANGU 332909N 0710021E	083° 263° 42.8NM	<u>UNL</u> 9500 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ NONIB 333218N 0715122E	083° 263° 8.5NM	<u>UNL</u> 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
△ KALMI 333254N 0720132E	083° 264° 30.3NM	<u>UNL</u> 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur Khan App FREQ 133.35 MHz Below FL280 Islamabad App FREQ 121.650 MHz Below FL175
▲ FATEH 333454N 0723740E	084° 265° 25.0NM	<u>UNL</u> 7700 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J140						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	023° 203° 11.0NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	Lahore ACC West Pri FREQ 124.100 MHz Sec FREQ 118.950 MHz
▲ BIXIR 302524N 0670137E	050° 231° 20.0NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	
▲ GHAZI 303730N 0672001E	058° 238° 24.9NM	UNL 13000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ NITES 305000N 0674500E	068° 248° 17.9NM	UNL 13000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ PAXEN 305606N 0680436E	068° 249° 75.5NM	UNL 13000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ZHOB VOR/DME (ZB) 312121N 0692736E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J141						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MULTAN VOR (MT) 301139N 0712458E	270° 089° 21.7NM	<u>UNL</u> 1900 FT Class A at or above FL 155 Class C below FL 155	20	↑	↓	Lahore ACC West Pri FREQ 124.100MHZ Sec FREQ 118.950MHZ Multan APP FREQ. 119.1 MHz. Class C within CTR MT
△ MELUK 301201N 0705959E	339° 159° 19.0NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↑	↓	Domestic traffic below FL300 to or from and overhead MULTAN to avoid OP/R 241
▲ TULRI 303001N 0705259E	358° 178° 59.5NM	<u>UNL</u> 2700 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ KINZA 312942N 0705323E	358° 178° 24.8NM	<u>UNL</u> 6600 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ D.I. KHAN NDB (DI) 315431N 0705319E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J142						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MOLTA 301201N 0723610E	037° 217° 93.6NM	UNL 2800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Lahore ACC East Primary FREQ. 127.5 MHz. Secondary FREQ 132.55 MHz.
▲ SAKUV 312518N 0734406E	037° 217° 21.5NM	UNL 2800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 055	20	↓	↑	
▲ SHEIKHUPURA NDB (SP) 314202N 0735956E	001° 181° 14.2NM	UNL 2800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 055	20	↓	↑	
▲ MATIN 315618N 0740046E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J143						
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	145° 324° 16.0NM	UNL 10000 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat North APP FREQ 125.6 MHz. Below FL280
△ LERNO (APCH- OPPS) 334513N 0714126E	144° 325° 15.3NM	UNL 10000 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ NONIB 333218N 0715122E	083° 263° 8.5NM	UNL 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur khan App FREQ 133.35 MHz Below FL280 Islamabad App FREQ 121.650 MHz Below FL175
△ KALMI 333254N 0720132E	083° 264° 30.3NM	UNL 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
▲ FATEH 333454N 0723740E	084° 265° 25.0NM	UNL 7700 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J144						
▲ HANGU 332909N 0710021E	038° 219° 39.0NM	UNL 10800 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Cherat North APP FREQ. 125.6 MHz. Below FL280
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J145						
▲ D.I. KHAN VOR (DI) 315446N 0705308E	<u>307°</u> 125° 45.1NM	<u>UNL</u> 10500 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz
▲ REGET 322212N 0701059E	<u>209°</u> 029° 71.1NM	<u>UNL</u> 13500 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Class C within CTR ZB
▲ ZHOB VOR/DME (ZB) 312121N 0692736E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J146						
▲ KALAT 290201N 0663501E	<u>176°</u> 356° 74.0NM	<u>UNL</u> 11500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC Center Primary FREQ 122.050 MHz. Secondary FREQ 133.625 MHz.
▲ *KHUZDAR NDB (KH) 274751N 0663819E	<u>121°</u> 301° 37.4NM	<u>UNL</u> 10500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ IDEBA 272730N 0671338E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J147						
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	340° 25.0NM	<u>UNL</u> 8500 FT Class A at or above FL 155 Class C below FL 155	10		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz HF FREQ 5658, 10018 and 3467 KHz Nur Khan App FREQ 133.35 MHz Below FL280
▲ KASMA 340012N 0725816E	039° 22.1NM	<u>UNL</u> 11800 FT Class A at or above FL 155 Class C below FL 155	20	↓		Cherat North App FREQ 125.6 MHz Below FL280
▲ VASPU 341647N 0731552E	070° 12.6NM	<u>UNL</u> 11800 FT Class A at or above FL 155 Class G below FL 155	20	↓		
▲ *MUZAFFARABAD NDB (MF) 342031N 0733024E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J148						
▲ *MUZAFFARABAD NDB (MF) 342031N 0733024E	250° 12.6NM	<u>UNL</u> 11800 FT Class A at or above FL 155 Class G below FL 155	20		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ VASPU 341647N 0731552E	197° 14.6NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	20		↓	Cherat North App FREQ 125.6 MHz Below FL280

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ APELI 340300N 0730958E	182° 26.7NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	10		↓	Nur Khan App FREQ 133.35 MHz Below FL280
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J149						
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	340° 25.0NM	<u>UNL</u> 8500 FT Class A at or above FL155 Class C below FL 155	10		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur Khan App FREQ 133.35 MHz Below FL280
▲ KASMA 340012N 0725816E	071° 10.1NM	<u>UNL</u> 8200 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 045	10	↓		
▲ APELI 340300N 0730958E	121° 15.1NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class C below FL 155	20	↓		
▲ BINIG 335430N 0732458E	098° 19.5NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓		

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ RAWALAKOT NDB (RT) 335051N 0734758E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J150						
▲ RAWALAKOT NDB (RT) 335051N 0734758E	278° 19.5NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20		↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ BINIG 335430N 0732458E	302° 15.1NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class C below FL 155	20		↓	HF FREQ 5658,10018 and 3467 KHz Nur Khan App FREQ 133.35 MHz Below FL280
▲ APELI 340300N 0730958E	182° 26.7NM	<u>UNL</u> 9700 FT Class A at or above FL 155 Class C below FL 155	20		↓	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J151						
▲ *MUZAFFARABAD NDB (MF) 342031N 0733024E	<u>151°</u> 331° 33.0NM	<u>UNL</u> 13600 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ RAWALAKOT NDB (RT) 335051N 0734758E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J152						
▲ ORLAR 292801N 0664001E	<u>252°</u> 071° 76.7NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC Center Pri FREQ. 122.050 MHz. Sec FREQ. 133.625 MHz.
▲ BILIP 290618N 0651552E	<u>251°</u> 071° 47.5NM	<u>UNL</u> FL13000 Class A at or above FL155 Class G at or below FL155	20	↑	↓	Karachi ACC West Pri FREQ:128.350 Mhz Sec FREQ 121.650 Mhz
▲ DALBANDIN NDB (DB) 285224N 0642404E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J153						
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	063° 244° 80.3NM	<u>UNL</u> 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC West FREQ 124.1 MHz
▲ D.I. KHAN NDB (DI) 315431N 0705319E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J154						
▲ KAPMI 352459N 0740457E	060° 240° 28.4NM	<u>UNL</u> 20400 FT Class A	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ BUNGI 353759N 0743557E	320° 140° 21.5NM	<u>UNL</u> 20400 FT Class A	20	↑	↓	
▲ GILGIT NDB (GT) 355513N 0742006E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J155						
▲ DELDA 354259N 0744657E	296° 116° 25.0NM	<u>UNL</u> 26400 FT Class A	20	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ GILGIT NDB (GT) 355513N 0742006E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J156						
▲ SIBMI 293301N 0680000E	130° 310° 82.3NM	<u>UNL</u> 6900 FT Class A at or above FL 155. Class G below FL 155.	20	↓	↑	Lahore ACC South Pri FREQ 123.150MHz Sec FREQ 132.950MHz
▲ SAGIS 283801N 0691000E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J164						PPR from DGCCA

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	064° 243° 26.7NM	<u>UNL</u> 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC West Primary FREQ. 124.1 MHz. Secondary 118.950 MHz
▲ OSTIK 313224N 0695605E	063° 243° 25.3NM	<u>UNL</u> 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ LAVIR 314300N 0702259E	014° 194° 110.5NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ HANGU 332909N 0710021E	038° 219° 39.0NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J165						PPR from DGCAA
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	064° 243° 26.7NM	<u>UNL</u> 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC West Primary FREQ. 124.1 MHz. Secondary 118.950 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ OSTIK 313224N 0695605E	063° 243° 25.3NM	UNL 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ LAVIR 314300N 0702259E	014° 194° 110.5NM	UNL 13300 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ HANGU 332909N 0710021E	083° 263° 42.8NM	UNL 9500 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz Cherat APP FREQ. 127.350 MHz Below FL280
▲ NONIB 333218N 0715122E	083° 264° 38.8NM	UNL 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
▲ FATEH 333454N 0723740E	084° 265° 25.0NM	UNL 7700 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J166						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	087° 267° 25.1NM	<u>UNL</u> 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	Lahore ACC West FREQ 124.1 MHZ.
▲ PATGO 301547N 0672511E	087° 268° 35.1NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ PARLO 301603N 0680540E	088° 269° 85.2NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ HILAL 301500N 0694400E	087° 267° 4.9NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FI 055	20	↓	↑	
△ MATBA 301507N 0694942E	090° 270° 6.5NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
△ ALBIV 301455N 0695711E	090° 271° 45.1NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
△ KUMMI 301319N 0704911E	097° 276° 	<u>UNL</u> 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL055	20	↓	↑	Domestic traffic below FL300 to or from and overhead MULTAN to avoid the OP/ R-241.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MELUK 301201N 0705959E	089° 270° 21.7NM	UNL 14500 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 025	20	↓	↑	Class C within CTR MT
▲ MULTAN VOR (MT) 301139N 0712458E	088° 267° 20.0NM	UNL 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 025	20	↓	↑	LahoreACC East Pri FREQ 127.5 MHz Sec FREQ 132.55 MHz. Class C within CTR MT
▲ DIBBA 301207N 0714805E	088° 268° 33.3NM	UNL 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	Multan APP FREQ 119.10 MHz Secondary FREQ 122.6 MHz (BTN FL 55-155)
▲ BIBUN 301204N 0722632E	088° 269° 8.3NM	UNL 2000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055	20	↓	↑	
▲ MOLTA 301201N 0723610E	048° 228° 44.6NM	UNL 2100 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
△ NITIV 304055N 0731530E	048° 228° 52.7NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ VEREN 311459N 0740143E	048° 228° 25.0NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 075	20	↓	↑	Class B below FL 75 within CTR LA.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J167						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	220° 15.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ BEGIM 244303N 0670001E	307° 37.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	
△ PUNEL 251835N 0652245E	266° 43.0NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class G below FL 155	20		↓	For aircraft exiting CTA boundary between FL75 and FL135.
▲ *ORMARA NDB (OR) 251613N 0643521E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J168						
▲ *ORMARA NDB (OR) 251613N 0643521E	296° 115° 94.9NM	<u>UNL</u> 5900 FT Class A at or above FL 155 Class G below FL 155.	20	↑	↓	Karachi ACC South Pri FREQ 133.025 MHz. Sec FREQ 121.950 MHz
▲ TURBAT NDB (TU) 255924N 0630147E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J169						
▲ *ORMARA NDB (OR) 251613N 0643521E	270° 089° 67.5NM	<u>UNL</u> 5100 FT Class A at or above FL 155 Class G below FL 155.	20	↑	↓	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ PASNI NDB (PI) 251717N 0632055E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J170						
▲ *ORMARA NDB (OR) 251613N 0643521E	132° 57.0NM	<u>UNL</u> 3600 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 075	20	↓		Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz *For Aircraft exiting CTA boundary between FL 75 & FL 135.
△ LOTAT 243702N 0652102E	079° 72.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 075	20	↓		
▲ CAPE MONZE NDB (KA) 244941N 0663952E	109° 19.5NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ BEGIM 244303N 0670001E	039° 15.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J171						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	006° 185° 115.8NM	UNL 7500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC West Primary FREQ. 128.350 MHz Secondary FREQ. 133.025 MHz.
▲ DALBANDIN NDB (DB) 285224N 0642404E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J172						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	358° 177° 23.0NM	UNL FL120 Class A at or above FL 155 Class B below FL 155	20	↑	↓	PPR from DGCAA. Karachi ACC East Primary FREQ. 126.5 MHz Secondary FREQ 133.2 MHz
△ KAPSI 251746N 0670953E	357° 176° 128.0NM	UNL FL120 Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ NIPET 272604N 0670407E	356° 176° 94.7NM	UNL FL140 Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHz Sec FREQ 133.625MHz
▲ OVTEX 290059N 0665943E	356° 176° 11.2NM	UNL FL160 Class A at or above FL 155 Class G below FL 155	20	↑	↓	i. Route AVBL subject to prior approval from MASROOR/QUETTA ATC through KARACHI ACC. ii. Quetta bound flights to establish two way R/T contact with QUETTA Tower 5 mins before OVTEX iii. PPR from DGCAA.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ GOWAZ 291214N 0665913E	356° 175° 37.8NM	<u>UNL</u> FL160 Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ VEGSA 295005N 0665723E	356° 176° 25.3NM	<u>UNL</u> FL160 Class A at or above FL 195 Class C below FL 195	20	↑	↓	
▲ QUETTA DVOR/DME (QT) 301528N 0665610E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J173						
▲ SUKKUR NDB (SK) 274320N 0684746E	062° 243° 87.4NM	<u>UNL</u> FL70 Class A at or above FL 155 Class G below FL 155.	20	↓	↑	PPR from DGCAA. Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J174						PPR from DGCAA
▲ HANGU 332909N 0710021E	296° 115° 53.1NM	UNL 10300 FT Class A at or above FL 155 Class G below FL 155.	10	↑	↓	Islamabad ACC Pri FREQ 120.75 MHz Sec FREQ 125.75 MHz
▲ *PARACHINAR NDB (PC) 335419N 0700421E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J175K						*Route available to PIA Helicopter flights only VFR and during VMC
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	002° 182° 26.7NM	FL105 GND Class C	20	↓	↑	Nur Khan APP FREQ 133.35 MHz
▲ APELI 340300N 0730958E	031° 211° 9.0NM	FL105 GND Class C	20	↓	↑	
▲ IKAVI 341029N 0731558E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J176						Route available to PPR from DGCAA Maintain R/T contact with ATS unit proper flight planning with ATS Unit.
▲ HANGU 332909N 0710021E	<u>251°</u> 070° 24.8NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz
▲ TULVA 332200N 0703159E	<u>322°</u> 142° 39.7NM	<u>UNL</u> 17700 FT Class A	20	↑	↓	
▲ *PARACHINAR NDB (PC) 335419N 0700421E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J177						
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	<u>192°</u> 012° 25.3NM	<u>UNL</u> 13000 FT Class A at or above FL 195 Class C below FL 195.	20	↑	↓	Karachi ACC Center Primary FREQ. 122.050 MHz. Secondary FREQ. 133.625 MHz.
▲ ISHAQ 295053N 0664902E	<u>192°</u> 012° 50.3NM	<u>UNL</u> 13000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Route available to PPR from DGCAA.
▲ KALAT 290201N 0663501E	<u>272°</u> 091° 69.5NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BILIP 290618N 0651552E	270° 090° 44.6NM	<u>UNL</u> 12000 FT Class A at or above FL155 Class B at or below FL155	20	↓	↑	Karachi ACC West Pri FREQ:128.350 Mhz Sec FREQ 121.650 Mhz
▲ SOKIR 290801N 0642502E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J178						PPR from DGCAA Flight operations preferably after 0900 UTC
▲ MIALI 323300N 0713259E	134° 314° 10.8NM	<u>FL100</u> 5000 FT Class G	20	↓	↑	Lahore ACC West FREQ 124.1 MHz.
▲ LOSTU 322507N 0714145E	098° 278° 36.4NM	<u>FL100</u> 7300 FT Class G	20	↓	↑	
▲ ISBEK 321830N 0722358E	093° 273° 25.6NM	<u>FL100</u> 1900 FT Class G	20	↓	↑	Lahore ACC East Pri FREQ 127.500 MHz Sec FREQ 132.550 MHz
▲ DEGNI 321600N 0725358E	166° 346° 12.2NM	<u>FL100</u> 1900 FT Class G	20	↓	↑	
▲ POPUM 320400N 0725658E	100° 281° 60.1NM	<u>FL100</u> 2600 FT Class C at or above FL 75 Class G below FL 75	20	↓	↑	
▲ AKBER 315048N 0740553E	140° 320° 25.0NM	<u>FL100</u> 2600 FT Class A at or above FL155 Class C below FL155 Class B below FL75	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J179						
▲ ALBIV 301455N 0695711E	119° 300° 32.8NM	FL390 9600 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055.	20	↓	↑	PPR from DGCAA Lahore ACC West Pri FREQ 124.100 MHz Sec FREQ 118.950 MHz Multan APP FREQ. 119.1 MHZ.
▲ D.G. KHAN NDB (DG) 295744N 0702925E	119° 299° 32.9NM	FL390 9600 FT Class A at or above FL 155. Class E below FL 155. Class G below FL 055.	20	↓	↑	Lahore ACC South Pri FREQ 123.150 Mhz Sec FREQ 132.950 MHz
▲ BINDO 294049N 0710152E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J180						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ D.G. KHAN NDB (DG) 295744N 0702925E ▲ UPVAL 301319N 0703117E	<u>004°</u> 184° 15.6NM	<u>UNL</u> 4000 FT Class A at or above FL 155 Class E below FL 155 Class G below FL 055.	20	↓	↑	Route available to PPR from DGCAA. X J116/G202 Lahore ACC West Pri FREQ 124.100 MHz Sec FREQ 118.950 MHz Multan APP FREQ. 119.1 MHZ. Class C within CTR DG.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J181 ▲ SEHWAN SHARIF NDB (SN) 262831N 0674306E ▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	 <u>112°</u> 292° 39.1NM	 <u>FL100</u> 3200 FT Class G.	20	↓	↑	 Karachi ACC East Primary FREQ. 126.5 MHz. Secondary FREQ 133.2 MHz PPR from DGCAA.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J182						PPR from DGCAA

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ SEHWAN SHARIF NDB (SN) 262831N 0674306E	023° 203° 56.0NM	FL100 2000 FT Class G	20	↓	↑	Karachi ACC East Primary FREQ. 126.5 MHz Secondary FREQ 133.2 MHz
▲ MOENJODARO NDB (MJ) 271951N 0680828E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J183						
▲ D.I. KHAN VOR (DI) 315446N 0705308E	040° 51.0NM	FL100 5000 FT Class G	20	↓		Lahore ACC West FREQ 124.1 MHz
▲ MIALI 323300N 0713259E	359° 25.2NM	FL100 5000 FT Class G	20		↓	Flight operations preferably be undertaken after 0900 UTC.
▲ IKAKO 325812N 0713347E	021° 37.1NM	FL100 5000 FT Class C	20	↓		Islamabad ACC Pri FREQ. 120.75 MHz. Sec FREQ 125.75 MHz. Cherat South APP FREQ 123.25 MHz below FL 280
▲ NONIB 333218N 0715122E	083° 263° 8.5NM	UNL 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
△ KALMI 333254N 0720132E	083° 264° 30.3NM	UNL 7500 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Pri FREQ. 120.75 MHz. Sec FREQ 125.75 MHz. Nur Khan APP FREQ 125.6 MHz below FL 280 Islamabad APP FREQ 121.65 MHz below FL 175

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ FATEH 333454N 0723740E	084° 265° 25.0NM	UNL 7700 FT Class A at or above FL 155 Class C below FL 155	20	↓	↑	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J184						
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	125° 305° 25.3NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	Lahore ACC West Pri FREQ 124.100 MHz Sec FREQ 118.950 MHz
▲ AKMAS 300008N 0671925E	125° 306° 44.5NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SIBMI 293301N 0680000E	157° 337° 117.2NM	UNL 3900 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
▲ SUKKUR NDB (SK) 274320N 0684746E	258° 077° 85.1NM	UNL 9800 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050 MHz Sec FREQ 133.625 MHz

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ IDEBA 272730N 0671338E	301° 121° 37.4NM	<u>UNL</u> 11500 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ *KHUZDAR NDB (KH) 274751N 0663819E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J185						
▲ TURBAT NDB (TU) 255924N 0630147E	229° 049° 86.9NM	<u>UNL</u> 4900 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz Class C within CTR TU
▲ BIVIN 250350N 0614744E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J186						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	012° 191° 72.7NM	UNL 18400 FT Class A	20	↓	↑	Islamabad ACC Primary 120.75 MHz Secondary 125.75 MHz Nur Khan App FREQ 133.35 MHz Below FL280
▲ KAGLO 344659N 0732858E	035° 215° 48.1NM	UNL 19500 FT Class A	20	↓	↑	Islamabad ACC Primary FREQ 120.75 MHz Secondary FREQ 125.75 MHz
▲ KAPMI 352459N 0740457E	060° 240° 28.4NM	UNL 20400 FT Class A	20	↓	↑	
▲ BUNGI 353759N 0743557E	058° 238° 10.3NM	UNL 22500 FT Class A	20	↓	↑	
▲ DELDA 354259N 0744657E	118° 298° 42.8NM	UNL 24600 FT Class A	20	↓	↑	Class C within ATZ SD
▲ SKARDU NDB (SD) 351952N 0753120E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J212						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	350° 169° 39.9NM	UNL 4400 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↑	↓	Karachi ACC (E) Primary FREQ. 126.5 MHZ Secondary FREQ 133.2 MHz
▲ MEROX 265231N 0681600E	345° 165° 28.1NM	UNL 4400 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MOENJODARO NDB (MJ) 271951N 0680828E	055° 234° 42.1NM	<u>UNL</u> 2500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
▲ SUKKUR NDB (SK) 274320N 0684746E	018° 198° 58.0NM	<u>UNL</u> 4000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ SAGIS 283801N 0691000E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J215						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	220° 15.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ BEGIM 244303N 0670001E	307° 33.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20		↓	
▲ MELOM 250334N 0663134E	283° 64.2NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ PUNEL 251835N 0652245E	282° 29.5NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20		↓	For aircraft exiting CTA boundary between FL75 and FL135
▲ PARET 252518N 0645102E	263° 82.0NM	<u>UNL</u> 5800 FT Class A at or above FL 155 Class G below FL 155	20		↓	
▲ PASNI NDB (PI) 251717N 0632055E	<u>265°</u> 085° 55.5NM	<u>UNL</u> 4300 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	
▲ GWADAR NDB (GD) 251340N 0621950E	<u>038°</u> 219° 59.3NM	<u>UNL</u> 5200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ TURBAT NDB (TU) 255924N 0630147E	<u>044°</u> 225° 82.9NM	<u>UNL</u> 7200 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC West Pri FREQ 128.350 MHz Sec FREQ 121.650 MHz
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	<u>045°</u> 224° 96.2NM	<u>UNL</u> 12000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ATRIS 280413N 0652558E	<u>044°</u> 225° 83.8NM	<u>UNL</u> 12000 FT Class A at or above FL155 Class g at or below FL155	20	↓	↑	Karachi ACC Centre Pri FREQ:122.050 Mhz Sec FREQ 133.625 Mhz
▲ KALAT 290201N 0663501E	<u>008°</u> 188° 26.3NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ ORLAR 292801N 0664001E	024° 204° 22.1NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Class C within CTR QT below FL 195
▲ MULAX 294801N 0665101E	043° 223° 9.9NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↓	↑	
▲ LEKIK 295501N 0665901E	351° 171° 20.6NM	UNL 14500 FT Class A at or above FL 195 Class C below FL 195	20	↑	↓	
▲ QUETTA DVOR/DME (QT) 301528N 0665610E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J218						
▲ PASNI NDB (PI) 251717N 0632055E	336° 156° 45.4NM	UNL 5000 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC West Primary FREQ. 128.350 MHz Secondary FREQ. 133.025 MHz
▲ TURBAT NDB (TU) 255924N 0630147E	089° 109.3NM	UNL 7300 FT Class A at or above FL 155 Class G below FL 155	20	↓		

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DOSTI 255801N 0650301E	117° 96.3NM	<u>UNL</u> 7200 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		
▲ KAJAL 251158N 0663635E	118° 35.4NM	<u>UNL</u> 6000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J219						
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	202° 022° 62.0NM	<u>UNL</u> 6800 FT Class A at or above FL 155 Class G below FL 155	20	↑	↓	Karachi ACC West Pri FREQ. 128.350 MHz SecFREQ. 121.650 MHz
▲ BEDON 260000N 0634101E	202° 46.3NM	<u>UNL</u> 6800 FT Class A at or above FL 155 Class G below FL 155	20		↓	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ PASNI NDB (PI) 251717N 0632055E	118° 92.6NM	<u>UNL</u> 2500 FT Class A at or above FL 155 Class G below FL 155	20	↓		

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAKIV 243144N 0644944E	078° 29.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		
△ LOTAT 243702N 0652102E	079° 72.9NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20			
▲ CAPE MONZE NDB (KA) 244941N 0663952E	109° 19.5NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20			For aircraft entering CTA boundary between FL 75 and FL 135
▲ BEGIM 244303N 0670001E	039° 15.3NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class B below FL 155	20			
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J220						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ LAHORE VOR/DME (LA) 313110N 0742400E	355° 175° 25.1NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	20	↑	↓	Lahore ACC East Primary FREQ. 127.5 MHz. Secondary FREQ 132.55 MHz. Class B below FL75 within CTR LA
▲ OMUKI 315618N 0742234E	355° 175° 19.8NM	UNL 3200 FT Class A at or above FL 155 Class G below FL 155 Class C below FL 80 within CTR SLT	20	↑	↓	Class C within CTR SLT
▲ SALNA (APCH- OPST) 321606N 0742129E	355° 175° 15.0NM	UNL 3200 FT Class A at or above FL 155 Class G below FL 155 Class C below FL 75	20	↑	↓	
▲ SIALKOT VOR/DME (SLT) 323107N 0742036E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
J221						
▲ INDEK 324600N 0731558E	103° 283° 41.6NM	UNL 4800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	Lahore ACC East Primary FREQ. 127.5 MHz. Secondary FREQ 132.55 MHz.

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BINEX (APCH-OPST) 323507N 0740330E	103° 283° 15.0NM	<u>UNL</u> 4800 FT Class A at or above FL 155 Class G below FL 155 Class C below FL 80	20	↓	↑	Class C within SLT CTR
▲ SIALKOT VOR/DME (SLT) 323107N 0742036E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N636 (RNP-10)						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	319° 138° 96.8NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ. 133.2MHz
▲ IDEBA 272730N 0671338E	339° 158° 100.2NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHZ Sec FREQ 133.625MHZ
▲ KALAT 290201N 0663501E	338° 158° 51.9NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHZ Sec FREQ 133.625MHZ for continuation see AIP Afghanistan.
△ SERKA (FIR BDRY) 295101N 0661501E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
R462						For Continuation see AIP Iran
▣ METBI 245556N 0612816E	064° 245° 19.4NM	UNL 2800 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC South Pri FREQ 133.025 MHz Sec FREQ 121.950 MHz
▲ BIVIN 250350N 0614744E	099° 168.7NM	UNL 2800 FT Class A at or above FL 155 Class G below FL 155	20	↓		
▲ LAKIV 243144N 0644944E	078° 29.0NM	UNL 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		
△ LOTAT 243702N 0652102E	079° 72.9NM	UNL 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓		LOTAT,a CRP for flights between FL75 & FL135
▲ CAPE MONZE NDB (KA) 244941N 0663952E	079° 28.7NM	UNL 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E	075° 254° 24.6NM	UNL 3000 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	Karachi ACC East Pri FREQ. 126.5 MHz. Sec FREQ 133.2 MHz
▲ PUNAM 250102N 0673701E	074° 254° 53.3NM	UNL 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ DOVDO 251434N 0683351E	074° 255° 30.1NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
△ POTUP 252202N 0690559E	075° 255° 37.6NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ CHORE NDB (KE) 253112N 0694615E	101° 281° 53.8NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Karachi ACC East Pri FREQ 126.5MHZ Sec FREQ 133.2MHZ Contact ATC at least 15 minutes prior to entering FIR. For continuation, see AIP India.
■ RAMSA (FIR BDRY) 252002N 0704423E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
R471						
▲ KARACHI VOR/DME (KC) 245443N 0671054E	040° 219° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	20	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2MHZ

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BADUL 251344N 0672825E	039° 219° 77.1NM	UNL 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	036° 217° 29.3NM	UNL 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	20	↓	↑	
▲ BIMLA 263620N 0684300E	037° 216° 49.9NM	UNL 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	
▲ ZOHAR 271601N 0691700E	037° 218° 84.2NM	UNL 2000 FT Class A at or above FL 155 Class G below FL 155	20	↓	↑	Lahore ACC South Pri FREQ 123.150 MHz Sec FREQ 132.950 MHz
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	085° 265° 104.7NM	UNL FL210 Class A at or above FL 155 Class G below FL 155	20	↓	↑	For continuation see AIP INDIA
■ MERUN (FIR BDRY) 282850N 0721454E						

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z306 (RNAV-5)						PPR from DGCAA

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ KARACHI VOR/DME (KC) 245443N 0671054E	040° 219° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	10	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	039° 219° 77.1NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	036° 217° 29.3NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	Class C within CTR NH
▲ BIMLA 263620N 0684300E	037° 216° 49.9NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
▲ ZOHAR 271601N 0691700E	037° 218° 84.2NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950 MHZ Class C within CTR RK
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	040° 220° 126.3NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Class E below FL 155 within Multan TMA
▲ SANOG 295721N 0715118E	040° 220° 30.9NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC East Pri FREQ 127.5 MHz Sec FREQ 132.55 MHz
▲ ZAMBU 302031N 0721458E	040° 221° 120.9NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	

ENR 3.1 ATS ROUTES

Route designator Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ FALSA 315001N 0734958E	<u>330°</u> 150° 16.0NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	
▲ LAXOV 320412N 0734116E	<u>331°</u> 150° 46.9NM	<u>UNL</u> 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	
▲ INDEK 324600N 0731558E	<u>350°</u> 169° 25.7NM	<u>UNL</u> 4800 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHz Nur Khan App FREQ. 133.350 MHz Below FL 280 Islamabad APP FREQ 121.65 MHz Below FL 205
▲ PUNOP 331133N 0731143E	<u>349°</u> 169° 13.0NM	<u>UNL</u> 8000 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	
▲ ISDUR (SIDS, APCH-OPRN) 332427N 0730933E	<u>349°</u> 170° 12.0NM	<u>UNL</u> 8000 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						







ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
L124 (RNAV-5)						
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	<u>298°</u> 117° 79.4NM	<u>FL390</u> FL310 Class A	20	↑	↓	To establish contact at least 15 minutes prior to entering FIR. Karachi ACC (W) Primary FREQ. 128.350 MHz. Secondary FREQ. 133.025 MHz For continuation, see AIP Iran.
▣ KEBUD (FIR BDRY) 273552N 0625024E						


ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
L509 (RNP-10)						Route available between 1500-2359 UTC at or above FL300 and lower limit FL280 also available between 1900-2359 UTC
▣ SULOM (FIR BDRY) 312047N 0743357E	<u>320°</u> 139° 107.8NM	<u>FL410</u> FL300 Class A	20	↑	↓	To establish Contact 15 Minutes prior to entering Lahore FIR: Lahore ACC East Primary 127.5 MHz Secondary 132.55 MHz HF FREQ. 5658, 10018 and 3467 KHz
▲ INDEK 324600N 0731558E	<u>301°</u> 120° 84.7NM	<u>FL410</u> FL300 Class A	20	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz
▲ NONIB 333218N 0715122E	<u>263°</u> 083° 42.8NM	<u>FL410</u> FL300 Class A	20	↑	↓	
▲ HANGU 332909N 0710021E	<u>314°</u> 134° 36.9NM	<u>FL410</u> FL300 Class A	20	↑	↓	For continuation see AIP Afghanistan.
▣ LAJAK (FIR BDRY) 335559N 0702959E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
L750 (RNP-10)						
 BIROS (FIR BDRY) 314000N 0690000E	126° 306° 30.0NM	FL390 FL310 Class A	20	↓	↑	To establish Contact 15 Minutes prior to entering Lahore FIR: Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz HF FREQ. 5658, 10018 and 3467 KHz Lower Limit FL280 AVBL BTN 2000 - 2359 UTC
 ZHOB VOR/DME (ZB) 312121N 0692736E	139° 319° 87.3NM	UNL FL230 Class A	10	↓	↑	
 UPVAL 301319N 0703117E	139° 319° 41.9NM	UNL FL230 Class A	10	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950 MHZ
 BINDO 294049N 0710152E	136° 317° 30.9NM	UNL FL230 Class A	20	↓	↑	
 MURLI 291743N 0712523E	136° 317° 65.3NM	UNL FL230 Class A	20	↓	↑	For continuation see AIP India.
 MERUN (FIR BDRY) 282850N 0721454E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
M504 (RNAV-5)						
 ALPOR (FIR BDRY) 240441N 0612000E	092° 192.9NM	FL410 FL290 Class A	20	↓		To establish contact at least 15 min prior to entering Karachi FIR. Karachi ACC South Pri FREQ 133.025 MHZ. Sec FREQ 121.950 MHZ.

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ NODUT 235000N 0645000E	089° 119.2NM	<u>FL410</u> FL290 Class A	20	↓		Karachi ACC East Pri FREQ 126.5MHZ Sec FREQ 133.2MHZ For continuation see AIP India
▲ GOGUM 235000N 0670000E	079° 98.6NM	<u>FL410</u> FL290 Class A	20	↓		
■ TELEM (FIR BDRY) 240702N 0684600E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
M638 (RNP-10)						
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	139° 77.3NM	<u>UNL</u> FL270 Class A	20	↓		Karachi ACC West Pri FREQ. 128.350 MHZ. Sec FREQ. 121.650 MHZ
▲ DOSTI 255801N 0650301E	117° 96.3NM	<u>UNL</u> FL270 Class A	20	↓		Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ
▲ KAJAL 251158N 0663635E	118° 35.6NM	<u>UNL</u> FL270 Class A	20	↓		
▲ KARACHI VOR/DME (KC) 245443N 0671054E	<u>145°</u> <u>324°</u> 24.0NM	<u>UNL</u> 3000 FT Class B below F1155	20	↓	↑	Karachi ACC East PRIMARY FREQ. 126.5 MHZ. SECONDARY FREQ. 133.2 MHZ
△ NIROL 243500N 0672600E	<u>144°</u> <u>325°</u> 54.6NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL75	20	↓	↑	


ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ MINAR 235002N 0680001E	204° 024° 22.0NM	<u>UNL</u> 3000 FT Class A at or above FL 155 Class C below FL155 Class G below FL75	20	↑	↓	Application of 50NM Longitudinal separation on ATS route M638, The ACFT Shall be equipped with FANS-A1 datalink capability. To establish contact atleast 15 minutes prior to entering FIR. For continuation, see AIP India.
▣ SAPNA (FIR BDRY) 233002N 0675000E						




ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
M875 (RNP-10)						
▣ SITAX (FIR BDRY) 330500N 0700259E	146° 326° 31.2NM	<u>UNL</u> FL280 Class A	20	↓	↑	To establish contact 15 Mins prior to entering Lahore FIR. Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz HF FREQ 5658,10018 and 3467 KHz
△ SAJAN 323818N 0702211E	146° 328° 50.8NM	<u>UNL</u> FL280 Class A	20	↓	↑	
▲ D.I. KHAN VOR (DI) 315446N 0705308E	117° 296° 41.4NM	<u>FL410</u> FL290 Class A	20	↓	↑	Route Available Between 1500-2359 UTC only. Lower Limit FL 280 available between 2000-2400 UTC.
△ LEBIB 313520N 0713604E	116° 296° 40.7NM	<u>FL410</u> FL290	20	↓	↑	
▲ JHANG 311600N 0721758E	123° 304° 60.6NM	<u>FL410</u> FL290 Class A	20	↓	↑	Lahore ACC East Primary 127.5 MHz Secondary 132.55 MHz
△ NITIV 304055N 0731530E	124° 304° 45.2NM	<u>FL410</u> FL290 Class A	20	↓	↑	Lahore ACC East Pri FREQ 127.5MHZ Sec FREQ 132.550MHZ To establish contact 15 Mins prior to entering Lahore FIR. For Continuation see AIP India.

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
 GUGAL (FIR BDRY) 301430N 0735757E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
M881 (RNP-10)  D.I. KHAN VOR (DI) 315446N 0705308E  LAKRA 325606N 0703547E  LAJAK (FIR BDRY) 335559N 0702959E						
	346° 164° 63.0NM	FL390 FL310 Class A	20	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz
	353° 172° 59.9NM	FL390 FL310 Class A	20	↑	↓	To establish Contact 15 Minutes prior to entering Lahore FIR: Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHz HF FREQ. 5658, 10018 and 3467 KHz For continuation see AIP Afghanistan

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N519 (RNP-10)						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
✈️ SAPNA (FIR BDRY) 233002N 0675000E	024° 22.0NM	<u>FL390</u> FL280 Class A	20	↓		Transfer point. Karachi ACC East Pri FREQ 126.50MHZ Sec FREQ 133.2MHZ Application of 50NM longitudinal separation on ATS route N519, the ACFT shall be equipped with FANS-A1 datalink capability. Contact atleast 15 minutes prior to entering FIR.
▲ MINAR 235002N 0680001E	325° 54.6NM	<u>FL390</u> FL280 Class A	20	↓		
△ NIROL 243500N 0672600E	324° 24.0NM	<u>FL390</u> FL280 Class A	20	↓		Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ. 133.2 MHz
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N636 (RNP-10)						
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	<u>319°</u> 138° 96.8NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ. 133.2MHz
▲ IDEBA 272730N 0671338E	<u>339°</u> 158° 100.2NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHZ Sec FREQ 133.625MHZ
▲ KALAT 290201N 0663501E	<u>338°</u> 158° 51.9NM	<u>UNL</u> FL300 Class A	20	↑	↓	Karachi ACC Centre Pri FREQ 122.050MHZ Sec FREQ 133.625MHZ for continuation see AIP Afghanistan.
△ SERKA (FIR BDRY) 295101N 0661501E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N644 (RNP-10) ▲ D.I. KHAN VOR (DI) 315446N 0705308E ▲ REGET 322212N 0701059E ■ DOBAT (FIR BDRY) 325200N 0692600E						Lower limit FL 280 available between 2000-2359 UTC.
	306° 126° 45.1NM	FL390 FL310 Class A	20	↑	↓	To establish contact 15 Mins prior to entering Lahore FIR. Lahore ACC West Primary 124.1 MHz Secondary 118.950 MHz HF FREQ 5658,10018 and 3467 KHz
	306° 125° 48.0NM	FL390 FL310 Class A	20	↑	↓	For continuation, see AIP Afghanistan

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N893 (RNAV-5) ▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E ▲ DOVDO 251434N 0683351E ■ TELEM (FIR BDRY) 240702N 0684600E						
	170° 59.1NM	FL410 FL290 Class A	20	↓		Karachi ACC East Primary Freq 126.5 Mhz. Secondary Freq. 133.2 MHz
	170° 68.2NM	FL410 FL290 Class A	20	↓		For continuation see AIP India

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
N894 (RNAV-5)						
▲ LAKIV 243144N 0644944E	095° 119.5NM	<u>UNL</u> FL155 Class A at or above FL 155	20	↓		Karachi ACC South Pri FREQ 133.025 MHZ Sec FREQ 121.950 MHZ
▲ DALDA 241859N 0665955E	096° 97.7NM	<u>UNL</u> FL155 Class A at or above FL 155	20			Karachi ACC East Pri FREQ 126.5MHZ Sec FREQ 133.2MHZ Route avbl when danger area BRAVO (OP/D- 110) & FOXTROT (OP/D-111) are not active. For continuation, see AIP India.
■ TELEM (FIR BDRY) 240702N 0684600E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
P500 (RNP-10)						
▲ D.I. KHAN VOR (DI) 315446N 0705308E	346° 164° 63.0NM	<u>UNL</u> FL280 Class A	20	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz
▲ LAKRA 325606N 0703547E	029° 209° 38.8NM	<u>UNL</u> FL280 Class A	20	↓	↑	Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHz
▲ HANGU 332909N 0710021E	038° 219° 38.9NM	<u>UNL</u> FL280 Class A	20	↓	↑	
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	005° 184° 115.3NM	<u>UNL</u> FL280 Class A	20	↓	↑	
▲ ATROL 355310N 0714800E	327° 147° 21.6NM	<u>UNL</u> FL280 Class A	20	↑	↓	In avoiding frequent level changes within short distance b/n ATROL to MOMTO aircraft to maintain ATC assigned Level







ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ GERRY 361159N 0713458E ■ MOTMO 362759N 0713758E	<u>005°</u> 185° 16.2NM	<u>UNL</u> FL280 Class A	20	↓	↑	To establish Contact 15 Minutes prior to entering Lahore FIR For continuation, see AIP Afghanistan.




ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
P518 (RNP-10)						
■ KABIM (FIR BDRY) 233002N 0662131E ▲ PAXUR 235927N 0655845E ▲ PARET 252518N 0645102E ▲ BINUR 260000N 0643502E ▲ PANJGUR VOR/DME (PG) 265710N 0640813E	324° 36.0NM	<u>FL390</u> FL280 Class A	20		↓	TNR point btn VABF and OPKR. Karachi ACC South Pri FREQ 133.025 MHZ. Sec FREQ 121.950 MHZ. Application of 50NM longitudinal separation on ATS route P518, the ACFT shall be equipped with FANS- A1 datalink capability.
	324° 105.5NM	<u>FL390</u> FL280 Class A	20		↓	
	336° 37.5NM	<u>FL390</u> FL280 Class A	20		↓	
	336° 61.9NM	<u>FL390</u> FL280 Class A	20		↓	

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
P628 (RNP-10)						
 VIKIT (FIR BDRY) 275215N 0712528E	<u>295°</u> 115° 67.9NM	<u>FL390</u> FL320 Class A	20	↑	↓	Contact ATC at least 15 minutes prior to entering FIR. Lahore ACC South Pri FREQ. 123.150 MHZ. Sec FREQ. 132.950 MHZ
 RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	<u>309°</u> 128° 66.5NM	<u>FL390</u> FL310 Class A	20	↑	↓	Route avbl btn way-points RK to ASLUM from 1901 to 2359 UTC
 PEBSI 290428N 0691810E	<u>308°</u> 127° 55.6NM	<u>FL390</u> FL310 Class A	20	↑	↓	West Bound RVSM FL 300 AVBL for flight transiting to Kabul FIR.
 ALBOP 293945N 0682856E	<u>307°</u> 127° 40.7NM	<u>FL390</u> FL310 Class A	20	↑	↓	Lahore ACC West Pri FREQ:124.100 Mhz Sec FREQ 118.950 Mhz
 KABRA 300522N 0675232E	<u>309°</u> 128° 85.6NM	<u>FL390</u> FL310 Class A	20	↑	↓	
 ASLUM (FIR BDRY) 310112N 0663712E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
P757 (RNAV-5)						
 NAWABSHAH VOR/DME (NH) 261303N 0682309E	<u>281°</u> 100° 76.3NM	<u>FL390</u> FL310 Class A	20	↑	↓	Route avbl btn 1900 to 0001 UTC outside this time subject to prior approval from: Karachi ACC East Pri FREQ 126.5 MHZ. Sec FREQ 133.2MHZ
 LILDO 262809N 0665952E	<u>280°</u> 099° 156.4NM	<u>FL390</u> FL310 Class A	20	↑	↓	Karachi ACC West Pri FREQ 128.350MHZ Sec FREQ 121.650MHZ
 PANJGUR VOR/DME (PG) 265710N 0640813E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
T385 (RNAV-5)						
▲ PANJGUR VOR/DME (PG) 265710N 0640813E	224° 80.8NM	FL400 FL200 Class A	20		↓	Karachi ACC West Pri FREQ 128.350 MHZ. Sec FREQ 121.650 MHZ.
▲ ADGUL 260000N 0630420E	224° 134.6NM	FL400 FL200 Class A	20		↓	Karachi ACC South Pri FREQ 133.025MHZ Sec FREQ 121.950MHZ For continuation see AIP OMAN
■ TAPDO (FIR BDRY) 242400N 0612000E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
T400 (RNP-10)						
▲ NONIB 333218N 0715122E	325° 145° 31.3NM	FL410 FL300 Class A	20	↑	↓	Route Avlbl between 1500-2359 UTC with lower limit FL 280 between 1900-2359 UTC. Islamabad ACC Pri FREQ. 120.75 MHZ. Sec FREQ 125.75 MHZ.
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z301 (RNAV-5)						PPR from DGCAA
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	215° 034° 41.8NM	<u>UNL</u> FL210 Class A	10	↑	↓	Islamabad APP FREQ 124.9 MHz
▲ BELKO 330253N 0723738E	214° 034° 43.4NM	<u>UNL</u> FL210 Class A	10	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHz
△ OLVIB 322800N 0720700E	204° 024° 58.8NM	<u>UNL</u> FL210 Class A	10	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHz
▲ LEBIB 313520N 0713604E	204° 024° 35.5NM	<u>UNL</u> FL210	10	↑	↓	
▲ SAGAD 310325N 0711739E	204° 024° 55.7NM	<u>UNL</u> FL210 Class A	10	↑	↓	
△ KUMMI 301319N 0704911E	206° 026° 114.3NM	<u>UNL</u> FL210 Class A	10	↑	↓	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
△ MORBA 283221N 0694723E	207° 027° 77.4NM	<u>UNL</u> FL210 Class A	10	↑	↓	
▲ AKMEN 272407N 0690542E	207° 027° 52.2NM	<u>UNL</u> FL210 Class A	10	↑	↓	Karachi ACC East Pri FREQ 126.5 MHz Sec FREQ 133.2MHZ Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ NANDI 263801N 0683801E	207° 027° 28.2NM	<u>UNL</u> FL210 Class A	10	↑	↓	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	219° 039° 77.1NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	
▲ BADUL 251344N 0672825E	219° 040° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	10	↑	↓	
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z302 (RNAV-5)						PPR from DGCAA FL210 avbl subject to flw condition. i. Avbl btn 1000-2359. ii. 24 hrs on Sun and Holidays when PAF flying not active. iii. Subject to prior approval from Cherat Apch.
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E	$\frac{198^\circ}{017^\circ}$ 32.2NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Cherat APP (N) FREQ. 125.6 MHZ.
△ REVNO 332824N 0711752E	$\frac{197^\circ}{017^\circ}$ 9.8NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Cherat APP (S) FREQ. 127.350 MHZ
▲ PAKTA 331912N 0711353E	$\frac{197^\circ}{017^\circ}$ 22.2NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHZ
△ SIRAJ 325816N 0710452E	$\frac{197^\circ}{017^\circ}$ 94.4NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHZ. Secondary 118.950 MHZ
▲ POLIB 312900N 0702759E	$\frac{198^\circ}{018^\circ}$ 78.5NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	
△ ALBIV 301455N 0695711E	$\frac{197^\circ}{017^\circ}$ 108.8NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
△ JAKSI 283201N 0691600E	$\frac{197^\circ}{017^\circ}$ 57.7NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	
▲ KAPRO 273713N 0685500E	$\frac{197^\circ}{017^\circ}$ 57.1NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	Karachi ACC East Pri FREQ 126.5MHZ Sec FREQ 133.2MHZ
▲ ISNAL 264302N 0683424E	$\frac{197^\circ}{018^\circ}$ 31.5NM	$\frac{UNL}{FL210}$ Class A	10	↑	↓	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	$\frac{219^\circ}{039^\circ}$ 77.1NM	$\frac{UNL}{5000 FT}$ Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	Class C within CTR NH

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ BADUL 251344N 0672825E	219° 040° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	10	↑	↓	
▲ KARACHI VOR/DME (KC) 245443N 0671054E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z303 (RNAV-5)						PPR from DGCAA
▲ QUETTA DVOR/DME (QT) 301528N 0665610E	075° 255° 25.1NM	<u>UNL</u> 14500 FT Class A at or above FL 195 Class C below FL 195	10	↓	↑	Lahore ACC West Pri FREQ 124.1 MHz Secondary FREQ 118.95 MHz
▲ DORAL 302106N 0672422E	075° 255° 37.3NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
▲ DADLO 302918N 0680624E	075° 256° 115.9NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
△ BHATI 305320N 0701754E	077° 257° 52.3NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ SAGAD 310325N 0711739E	078° 258° 78.9NM	UNL 14500 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC East Primary FREQ 127.5MHZ Secondary FREQ 132.550MHZ
△ GOJRA 311703N 0724813E	079° 259° 58.0NM	UNL 14500 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	
▲ LAXEB 312612N 0735510E	076° 257° 25.1NM	UNL 2600 FT Class A at or above FL 155 Class C below FL 155 Class B below FL 75	10	↓	↑	
▲ LAHORE VOR/DME (LA) 313110N 0742400E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z304 (RNAV-5)						PPR from DGCAA
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E	232° 051° 25.0NM	UNL 14500 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad APP FREQ. 124.9 MHZ.

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
△ MOXIT 332131N 0724329E	<u>231°</u> 051° 46.0NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad ACC Pri FREQ. 120.75 MHz. Sec FREQ 125.75 MHz.
▲ DAMTO 325400N 0715934E	<u>232°</u> 051° 135.3NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	Lahore ACC West Primary FREQ. 124.1 MHz. Secondary 118.950 MHz
▲ SARIT 313500N 0694959E	<u>232°</u> 052° 23.5NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	
▲ ZHOB VOR/DME (ZB) 312121N 0692736E	<u>242°</u> 061° 76.8NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	
▲ MOMKA 304705N 0680733E	<u>241°</u> 061° 44.3NM	<u>UNL</u> 14500 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	
▲ KADLA 302656N 0672148E	<u>241°</u> 061° 25.0NM	<u>UNL</u> 14500 FT Class A at or above FL 195 Class C below FL 195	10	↑	↓	
▲ QUETTA DVOR/DME (QT) 301528N 0665610E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z305 (RNAV-5)						PPR from DGCAA
▲ LAHORE VOR/DME (LA) 313110N 0742400E	<u>312°</u> 132° 25.2NM	<u>UNL</u> 2600 FT Class A at or above FL155 Class C below FL155 Class B below FL75	10	↑	↓	Lahore ACC East Primary FREQ. 127.5 MHZ. Secondary FREQ 132.55 MHZ
▲ ADNIM 314848N 0740252E	<u>314°</u> 133° 68.4NM	<u>UNL</u> 2100 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	Class C below FL 155 within CTA boundary
▲ SASVI 323812N 0730658E	<u>313°</u> 132° 34.9NM	<u>UNL</u> 2100 FT Class A at or above FL 155 Class G below FL 155	10	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHZ. Secondary 125.75 MHZ
▲ BELKO 330253N 0723738E	<u>312°</u> 132° 42.6NM	<u>UNL</u> 2100 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	
△ KALMI 333254N 0720132E	<u>313°</u> 132° 26.1NM	<u>UNL</u> 7100 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Cherat APP (N) FREQ. 125.6 MHZ. Below FL 280
△ MILOT 335127N 0713930E	313° 10.1NM	<u>UNL</u> 7100 FT Class A at or above FL 155 Class C below FL 155	10		↓	
▲ PESHAWAR DVOR/DME (PS) 335842N 0713101E						



ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z306 (RNAV-5)						PPR from DGCAA
▲ KARACHI VOR/DME (KC) 245443N 0671054E	$\frac{040^\circ}{219^\circ}$ 24.7NM	$\frac{UNL}{5000\text{ FT}}$ Class A at or above FL 155 Class B below FL 155	10	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ. Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	$\frac{039^\circ}{219^\circ}$ 77.1NM	$\frac{UNL}{5000\text{ FT}}$ Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	$\frac{036^\circ}{217^\circ}$ 29.3NM	$\frac{UNL}{2000\text{ FT}}$ Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	Class C within CTR NH
▲ BIMLA 263620N 0684300E	$\frac{037^\circ}{216^\circ}$ 49.9NM	$\frac{UNL}{2000\text{ FT}}$ Class A at or above FL 155 Class G below FL 155	10	↓	↑	
▲ ZOHAR 271601N 0691700E	$\frac{037^\circ}{218^\circ}$ 84.2NM	$\frac{UNL}{2000\text{ FT}}$ Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950 MHZ Class C within CTR RK
▲ RAHIM YAR KHAN VOR/DME (RK) 282156N 0701623E	$\frac{040^\circ}{220^\circ}$ 126.3NM	$\frac{UNL}{2000\text{ FT}}$ Class A at or above FL 155 Class G below FL 155	10	↓	↑	Class E below FL 155 within Multan TMA
▲ SANOQ 295721N 0715118E	$\frac{040^\circ}{220^\circ}$ 30.9NM	$\frac{UNL}{2000\text{ FT}}$ Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC East Pri FREQ 127.5 MHz Sec FREQ 132.55 MHz

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ ZAMBU 302031N 0721458E	040° 221° 120.9NM	UNL 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	
▲ FALSA 315001N 0734958E	330° 150° 16.0NM	UNL 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	
▲ LAXOV 320412N 0734116E	331° 150° 46.9NM	UNL 2000 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↑	↓	
▲ INDEK 324600N 0731558E	350° 169° 25.7NM	UNL 4800 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	Islamabad ACC Primary FREQ. 120.75 MHz. Secondary 125.75 MHz Nur Khan App FREQ. 133.350 MHz Below FL 280 Islamabad APP FREQ 121.65 MHz Below FL 205
▲ PUNOP 331133N 0731143E	349° 169° 13.0NM	UNL 8000 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	
▲ ISDUR (SIDS, APCH-OPRN) 332427N 0730933E	349° 170° 12.0NM	UNL 8000 FT Class A at or above FL 155 Class C below FL 155	10	↑	↓	
▲ ISLAMABAD DVOR/DME (RN) 333621N 0730733E						

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
Z307 (RNAV-5)						PPR from DGCAA
▲ KARACHI VOR/DME (KC) 245443N 0671054E	<u>040°</u> 219° 24.7NM	<u>UNL</u> 5000 FT Class A at or above FL 155 Class B below FL 155	10	↓	↑	Karachi ACC (E) Primary FREQ. 126.5 MHZ Secondary FREQ 133.2 MHZ
▲ BADUL 251344N 0672825E	<u>039°</u> 219° 77.1NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	
▲ NAWABSHAH VOR/DME (NH) 261303N 0682309E	<u>015°</u> 195° 29.8NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class C below FL 155 Class G below FL 75	10	↓	↑	
▲ IGLAB 264150N 0683212E	<u>016°</u> 196° 59.8NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
▲ DAMLI 273901N 0685224E	<u>015°</u> 195° 56.4NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC South Pri FREQ 123.150MHZ Sec FREQ 132.950MHZ
▲ SAROJ 283307N 0691106E	<u>016°</u> 196° 107.2NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
△ MATBA 301507N 0694942E	<u>015°</u> 195° 77.0NM	<u>UNL</u> 10800 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	Lahore ACC West Pri FREQ 124.1 MHz SecFREQ 118.95 MHz

ENR 3.3 RNAV ROUTES

Route designator RNAV Type Name of significant points COORD	Magnetic Track Distances (NM)	Upper limits Lower Limits. Airspace classification	Lateral limits NM	Direction of cruising levels		RMK Controlling unit FREQ
				Odd	Even	
1	2	3	4	5		6
▲ TEMAV 312900N 0701529E	015° 195° 87.7NM	UNL 10800 FT Class A at or above FL 155 Class G below FL 155	10	↓	↑	
▲ PAKPI 325251N 0704634E	015° 195° 38.0NM	UNL 10800 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Islamabad ACC Primary FREQ 120.75 MHz Secondary FREQ 125.75 MHz
▲ HANGU 332909N 0710021E	038° 219° 39.0NM	UNL 10800 FT Class A at or above FL 155 Class C below FL 155	10	↓	↑	Cherat (N) APP FREQ 125.6 MHz below FL 280
▲ PESHAWAR DVOR/DME (PS) 335842N 07113101E						

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS EN-ROUTE

Name of station (VOR VAR)	Ident	Frequency (CH)	Hours	Coordinates WGS - 84	Elevation DME Antenna	Remarks
1	2	3	4	5	6	7
*BANNU AD NDB	BN	257.0KHZ	HJ	325835N 0703115E		Facility Withdrawn
*JIWANI AD NDB	JI	330.0KHZ		250418N 0614759E		Facility Withdrawn.
*KHUZDAR AD NDB	KH	405.0KHZ	NOTAM	274751N 0663819E		Facility withdrawn
*MUZAFFARABAD AD NDB	MF	207.0KHZ	HO	342031N 0733024E		Facility Withdrawn
*ORMARA AD NDB	OR	380.0KHZ		251613N 0643521E		Facility Withdrawn.
*PARACHINAR AD NDB	PC	273.0KHZ	NOTAM	335419N 0700421E		Facility Withdrawn
BAHAWALPUR AD NDB	BW	332.0KHZ	HJ	292059N 0714234E		Coverage 25NM
CAPE MONZE NDB	KA	244.0KHZ	H24	244941N 0663952E		
CHORE NDB	KE	410.0KHZ	H24	253112N 0694615E		Coverage 150NM
D.G. KHAN AD NDB	DG	322.0KHZ		295744N 0702925E		Coverage 25NM
D.I. KHAN AD NDB	DI	286.0KHZ	HJ	315431N 0705319E		
D.I. KHAN AD VOR (1°00'E)	DI	113.1MHZ	H24	315446N 0705308E		
DALBANDIN AD NDB	DB	287.0KHZ	NOTAM	285224N 0642404E		
FAISALABAD AD NDB	FA	212.0KHZ	H24	312213N 0725942E		Coverage 50NM

Name of station (VOR VAR)	Ident	Frequency (CH)	Hours	Coordinates WGS - 84	Elevation DME Antenna	Remarks
1	2	3	4	5	6	7
GHARO NDB	KF	296.0KHZ	H24	244650N 0673400E		Coverage 25NM
GILGIT AD NDB	GT	324.0KHZ		355513N 0742006E		Coverage 50NM
GWADAR AD NDB	GD	303.0KHZ	NOTAM	251340N 0621950E		
Gawadar DME	NGI	(CH)		251817N 0623043E		
HYDERABAD AD NDB	KD	223.0KHZ	HJ	251922N 0682143E		
ISLAMABAD AD DVOR/DME (2°00'E)	RN	112.1MHZ (CH58X)	H24	333621N 0730733E	504 M	
Islamabad AD DVOR/DME (2°00'E)	BTR	114.6MHZ (CH93X)	H24	333240N 0725122E	535 M	Coverage 200 NM
KARACHI AD NDB	KC	271.0KHZ	H24	245524N 0670936E		Coverage 50NM
KARACHI AD VOR/DME (1°00'E)	KC	112.1MHZ (CH58X)	H24	245443N 0671054E	41 M	Coverage 200 NM Radial 300 Un-Reliable
LAHORE AD NDB	LA	268.0KHZ	H24	313123N 0742348E		
LAHORE AD VOR/DME (2°00'E)	LA	112.7MHZ (CH74X)	H24	313110N 0742400E	227 M	200NM
MOENJODARO AD NDB	MJ	304.0KHZ	NOTAM	271951N 0680828E		
MULTAN AD NDB	MT	387.0KHZ	H24	301139N 0712446E		
MULTAN AD VOR (1°00'E)	MT	116.7MHZ	H24	301139N 0712458E		
NAWABSHAH AD NDB	NH	393.0KHZ	H24	261302N 0682329E		Coverage 150NM
NAWABSHAH AD VOR/DME (1°00'E)	NH	112.9MHZ (CH76)	H24	261303N 0682309E	38 M	

Name of station (VOR VAR)	Ident	Frequency (CH)	Hours	Coordinates WGS - 84	Elevation DME Antenna	Remarks
1	2	3	4	5	6	7
PANJGUR AD NDB	PG	388.0KHZ	H24	265722N 0640818E		
PANJGUR AD VOR/DME (1°00'E)	PG	114.3MHZ (CH90X)	H24	265710N 0640813E	1010 M	
PASNI AD NDB	PI	400.0KHZ	H24	251717N 0632055E		
PESHAWAR AD DVOR/DME (2°00'E)	PS	114.3MHZ (CH90X)	H24	335842N 0713101E	377 M	
PESHAWAR AD NDB	PS	308.0KHZ	H24	335957N 0713010E		Coverage 150NM
QUETTA AD DVOR/DME (2°00'E)	QT	114.7MHZ (CH94X)	H24	301528N 0665610E	1567 M	
QUETTA AD NDB	QT	348.0KHZ	HJ	301403N 0665656E		
RAHIM YAR KHAN AD NDB	RK	290.0KHZ	HJ	282441N 0701813E		
RAHIM YAR KHAN AD VOR/DME (1°00'E)	RK	113.7MHZ (CH84X)	H24	282156N 0701623E	88 M	
RAWALAKOT AD NDB	RT	295.0KHZ	NOTAM	335051N 0734758E		Facility Withdrawn
SAIDUSHARIF AD NDB	SS	357.0KHZ	NOTAM	344832N 0722107E		Facility withdrawn
SEHWAN SHARIF AD NDB	SN	338.0KHZ		262831N 0674306E		Coverage 50NM (Non Operational)
SHEIKHUPURA AD NDB	SP	317.0KHZ	H24	314202N 0735956E		Coverage 50NM
SIALKOT VOR/DME (2°00'E)	SLT	113.8MHZ (CH85X)	H24	323107N 0742036E	242 M	
SIBI AD NDB	SB	208.0KHZ	HJ	293410N 0675049E		Coverage 25NM
SKARDU AD NDB	SD	247.0KHZ	HJ	351952N 0753120E		

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AIP
Pakistan

Name of station (VOR VAR)	Ident	Frequency (CH)	Hours	Coordinates WGS - 84	Elevation DME Antenna	Remarks
1	2	3	4	5	6	7
SUKKUR AD NDB	SK	375.0KHZ	H24	274320N 0684746E		Coverage 50NM
TURBAT AD NDB	TU	237.0KHZ	NOTAM	255924N 0630147E		Below FL100 fluctuation exceeds (+/-) 10 degrees at closer ranges of 5 to 8 NM from NDB.100 Watts Coverage 50 NM.
ZHOB AD NDB	ZB	245.0KHZ	H24	312121N 0692718E		
ZHOB AD VOR/DME (2°00'E)	ZB	115.7MHZ (CH104X)	H24	312121N 0692736E		DME Range 40NM below 10,000FT

ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name Code	Coordinates	ATS Routes	Remarks
ADGUL	260000N 0630420E	T385 (RNAV-5)	
ADMEK	330344N 0731301E		SIDs-OPIS, ATC SURV- OPIS.
ADNIM	314848N 0740252E	Z305 (RNAV-5)	
AKBER	315048N 0740553E	J121, J178	
AKENU	273823N 0685754E		APCH-OPSK
AKMAS	300008N 0671925E	J184	
AKMEN	272407N 0690542E	Z301 (RNAV-5)	
AKTIX	351159N 0740157E	J122, J125	
ALATA	312058N 0735718E		SID - OPLA
ALBIV	301455N 0695711E	J166, J179, Z302 (RNAV-5)	
ALBOP	293945N 0682856E	P628 (RNP-10)	
ALPOR	240441N 0612000E	G216, M504 (RNAV-5)	
ANOSU	255220N 0680353E		APCH-OPNH
ANOTA	265050N 0642539E		APCH-OPPG
ANRAR	281935N 0700929E		APCH-OPRK
ANRIM	244329N 0663000E		STARs-OPKC
APELI	340300N 0730958E	J125, J148, J149, J150, J175K	
APELO	243455N 0612000E	B505	
ARONI	283213N 0702857E		APCH-OPRK
ASLUM	310112N 0663712E	P628 (RNP-10)	
ASUSA	255438N 0631045E		APCH-OPTU
ASVIB	265724N 0631812E	G665	

Name Code	Coordinates	ATS Routes	Remarks
ATNIP	301202N 0725251E		STAR - OPLA
ATRIS	280413N 0652558E	G325, J215	
ATROL	355310N 0714800E	J118, J130, P500 (RNP-10)	
ATSIR	314436N 0741615E		STARs, APCH-OPLA
BABEV	340559N 0713459E	A472	
BADUL	251344N 0672825E	B466, J112, J115, R471, Z301 (RNAV-5), Z302 (RNAV-5), Z306 (RNAV-5), Z307 (RNAV- 5)	
BAVRO	353259N 0733058E	J129	
BEDON	260000N 0634101E	B505, J219	
BEGIM	244303N 0670001E	A203, A336, J117, J120, J167, J170, J215, J219	
BELKO	330253N 0723738E	Z301 (RNAV-5), Z305 (RNAV- 5)	
BHATI	305320N 0701754E	Z303 (RNAV-5)	
BIBUN	301204N 0722632E	J138, J166	
BILIP	290618N 0651552E	G452, J152, J177	
BIMLA	263620N 0684300E	J112, R471, Z306 (RNAV-5)	
BINDO	294049N 0710152E	G201, J179, L750 (RNP-10)	
BINEX	323507N 0740330E	J221	APCH-OPST
BINIG	335430N 0732458E	J149, J150	
BINUR	260000N 0643502E	G208, P518 (RNP-10)	
BIREB	353459N 0751957E	J122	
BIREX	271624N 0660236E	G214, J132	
BIROS	314000N 0690000E	L750 (RNP-10)	
BITOL	314345N 0741852E		STAR / APCH - OPLA
BIVIN	250350N 0614744E	A325, A791, G214, G325, J120, J132, J185, R462	
BIXIR	302524N 0670137E	J140	

Name Code	Coordinates	ATS Routes	Remarks
BOBAM	343459N 0730458E	J131	
BOKUP	270940N 0635910E		APCH-OPPG
BOSVO	272642N 0681952E		APCH-OPMJ
BUMBU	291740N 0714805E		APCH-OPBW
BUNGI	353759N 0743557E	J122, J125, J154, J186	
BUVIL	292251N 0713140E		APCH-OPBW
DADLO	302918N 0680624E	Z303 (RNAV-5)	
DALDA	241859N 0665955E	N894 (RNAV-5)	
DALTI	294421N 0672637E	G325, J133	
DAMLI	273901N 0685224E	Z307 (RNAV-5)	
DAMTO	325400N 0715934E	Z304 (RNAV-5)	
DANGI	244248N 0673452E	A791, G210, G472	
DARIS	351159N 0715058E	J118	
DEGNI	321600N 0725358E	J178	
DELDA	354259N 0744657E	J122, J125, J155, J186	
DERBO	292542N 0611701E	G452	
DIBBA	301207N 0714805E	J138, J166	
DOBAT	325200N 0692600E	N644 (RNP-10)	
DOBMI	345459N 0725058E	G325, J129	
DORAL	302106N 0672422E	Z303 (RNAV-5)	
DORDA	321300N 0704400E		APCH-OPDI
DOSTI	255801N 0650301E	G210, J218, M638 (RNP-10)	
DOVDO	251434N 0683351E	A325, G208, N893 (RNAV-5), R462	
DOXOX	320010N 0705309E		APCH-OPDI

Name Code	Coordinates	ATS Routes	Remarks
DUBEB	342035N 0731714E	J125	
DUBEX	284505N 0642302E		APCH-OPDB
DUGIN	353659N 0713058E	G206	
DULIX	290113N 0645645E		APCH-OPDB
DUMAL	250731N 0620605E		APCH-OPGD
DURKA	353359N 0714458E	J118, J130	
EGRON	250444N 0613245E	A791	
EKEMA	261517N 0681726E		APCH-OPNH
ELAMA	312054N 0742358E		APCH, STARs-OPLA
ELKEB	285756N 0680356E	G452	
ENGAM	251854N 0621722E		APCH-OPGD
ENGEM	315518N 0704228E		APCH-OPDI
ENRIR	312455N 0732810E	J138	
EPGIT	285944N 0642733E		APCH-OPDB
FALSA	315001N 0734958E	Z306 (RNAV-5)	
FATEH	333454N 0723740E	J139, J143, J165, J183	
GADER	294100N 0612800E	A453	
GERRY	361159N 0713458E	P500 (RNP-10)	
GHAZI	303730N 0672001E	J140	
GOGUM	235000N 0670000E	M504 (RNAV-5)	
GOJRA	311703N 0724813E	Z303 (RNAV-5)	
GOSGO	271755N 0681959E		APCH-OPMJ
GOWAZ	291214N 0665913E	J172	
GUGAL	301430N 0735757E	M875 (RNP-10)	

Name Code	Coordinates	ATS Routes	Remarks
GUMIL	244535N 0664900E		STARs-OPKC
GUNEN	341817N 0731058E	J122	
GURNU	294520N 0704015E		APCHOPDG
HANGU	332909N 0710021E	G325, G796, J139, J144, J164, J165, J174, J176, L509 (RNP-10), P500 (RNP-10), Z307 (RNAV-5)	
HILAL	301500N 0694400E	G202, J116, J166	
IDEBA	272730N 0671338E	B466, G214, J115, J132, J146, J184, N636 (RNP-10)	
IDUKU	314647N 0710035E		APCH-OPDI
IDVID	275228N 0683355E	J113	
IGLAB	264150N 0683212E	Z307 (RNAV-5)	
IKAKO	325812N 0713347E	J183	
IKAVI	341029N 0731558E	J175K	
IKOTO	260338N 0681927E		APCH-OPNH
IMTIL	340559N 0710859E	A455, A472	
INDEK	324600N 0731558E	J121, J221, L509 (RNP-10), Z306 (RNAV-5)	
ISBAX	332538N 0730123E		STAR - OPIS
ISBEK	321830N 0722358E	J178	
ISDUR	332427N 0730933E	J121, Z306 (RNAV-5)	SIDS, APCH-OPRN
ISHAQ	295053N 0664902E	J115, J177	
ISKAR	322522N 0742642E		APCH-OPST
ISNAL	264302N 0683424E	Z302 (RNAV-5)	
ISTOB	332117N 0725205E		SIDs, ATC SUVLC- OPIS
JAKSI	283201N 0691600E	Z302 (RNAV-5)	
JHANG	311600N 0721758E	A466, M875 (RNP-10)	
KABIM	233002N 0662131E	P518 (RNP-10)	

Name Code	Coordinates	ATS Routes	Remarks
KABRA	300522N 0675232E	G325, J133, P628 (RNP-10)	
KADLA	302656N 0672148E	J134, Z304 (RNAV-5)	
KAGLO	344659N 0732858E	J122, J125, J186	
KAGNI	264314N 0683124E	J119	
KAJAL	251158N 0663635E	G210, J218, M638 (RNP-10)	
KAKEX	250935N 0622300E		APCH-OPGD
KAKNA	343659N 0714558E	J118, J126	
KALAT	290201N 0663501E	B466, G325, G452, J115, J133, J146, J177, J215, N636 (RNP-10)	
KALMI	333254N 0720132E	J139, J143, J183, Z305 (RNAV-5)	
KAPMI	352459N 0740457E	J129, J154, J186	
KAPRO	273713N 0685500E	Z302 (RNAV-5)	
KAPSI	251746N 0670953E	J172	
KASBI	295731N 0710905E	J119	
KASMA	340012N 0725816E	J122, J129, J130, J147, J149	
KEBUD	273552N 0625024E	G208, L124 (RNAV-5)	
KETIT	244640N 0670226E		APCH - OPKC
KEVEM	300109N 0712424E		STAR / APCH - OPMT
KIMUL	333250N 0722503E		SIDs, STARs, APCH- OPIS
KINZA	312942N 0705323E	J141	
KUMMI	301319N 0704911E	J166, Z301 (RNAV-5)	
LAJAK	335559N 0702959E	G796, L509 (RNP-10), M881 (RNP-10)	
LAKIV	243144N 0644944E	A791, G216, J120, J219, N894 (RNAV-5), R462	
LAKRA	325606N 0703547E	G325, J139, M881 (RNP-10), P500 (RNP-10)	
LASUX	261111N 0682927E		APCH-OPNH

Name Code	Coordinates	ATS Routes	Remarks
LAVIR	314300N 0702259E	J164, J165	
LAXEB	312612N 0735510E	Z303 (RNAV-5)	
LAXOV	320412N 0734116E	Z306 (RNAV-5)	
LEBIB	313520N 0713604E	A466, M875 (RNP-10), Z301 (RNAV-5)	
LEDEL	300040N 0723811E		STAR - OPLA
LEKIK	295501N 0665901E	J215	
LELAP	244800N 0664800E		SIDs-OPKC
LERNO	334513N 0714126E	J143	APCH-OPPS
LILDO	262809N 0665952E	P757 (RNAV-5)	
LOSTU	322507N 0714145E	J178	
LOTAT	243702N 0652102E	A791, G216, J120, J170, J219, R462	
LUBNA	275447N 0691332E	G214, G326, J132, J139	
LUTKU	252344N 0624029E		APCH-OPGD
LUTUB	273317N 0685057E		APCH-OPSK
MAKLI	245835N 0672647E		STAR / APCH - OPKC
MAMLU	262241N 0682722E		APCH-OPNH
MANRI	293001N 0705859E	J138	
MASKI	292636N 0715243E		APCH-OPBW
MATBA	301507N 0694942E	J166, Z307 (RNAV-5)	
MATIN	315618N 0740046E	J121, J142	
MAZAB	341800N 0713200E	J118, J126	
MELOM	250334N 0663134E	A203, A325, A454, G208, J117, J167, J215	
MELUK	301201N 0705959E	J116, J141, J166	
MEMIX	284312N 0691645E	G326, G452, J139	

Name Code	Coordinates	ATS Routes	Remarks
MENOK	271331N 0675934E		APCH-OPMJ
MEPAP	310739N 0725435E		STAR / APCH - OPFA
MEROX	265231N 0681600E	J212	
MERUN	282850N 0721454E	G202, G452, L750 (RNP-10), R471	
METBI	245556N 0612816E	R462	
MEXIN	340559N 0712759E	A455, A472	
MIALI	323300N 0713259E	J178, J183	
MILOT	335127N 0713930E	Z305 (RNAV-5)	
MIMAL	295214N 0721008E	G214, J112	
MINAR	235002N 0680001E	M638 (RNP-10), N519 (RNP-10)	
MOLTA	301201N 0723610E	G201, G214, J112, J138, J142, J166	
MOMKA	304705N 0680733E	J134, Z304 (RNAV-5)	
MORBA	283221N 0694723E	G452, Z301 (RNAV-5)	
MORKI	251501N 0624150E		APCH-OPGD
MOTMO	362759N 0713758E	P500 (RNP-10)	
MOXIT	332131N 0724329E	Z304 (RNAV-5)	
MUKVI	312758N 0735500E	J138	
MULAX	294801N 0665101E	J215	
MUNIX	283701N 0702053E		APCH-OPRK
MUNTA	315200N 0691400E	G668	
MURLI	291743N 0712523E	G214, J112, L750 (RNP-10)	
NANDI	263801N 0683801E	Z301 (RNAV-5)	
NINUK	305237N 0724934E	J138	
NIPET	272604N 0670407E	J172	

Name Code	Coordinates	ATS Routes	Remarks
NIROL	243500N 0672600E	M638 (RNP-10), N519 (RNP-10)	
NITES	305000N 0674500E	J140	
NITIV	304055N 0731530E	G201, G214, J112, J166, M875 (RNP-10)	
NOBUR	300740N 0704148E		APCH-OPDG
NODUT	235000N 0645000E	M504 (RNAV-5)	
NOMUS	244915N 0671243E		APCH-OPKC
NONIB	333218N 0715122E	J139, J143, J165, J183, L509 (RNP-10), T400 (RNP-10)	
NUKMI	310847N 0725739E		STARs, APCH-OPFA
OKTUD	255300N 0625131E		APCH-OPTU
OLSUM	295431N 0711347E	J138	
OLVIB	322800N 0720700E	Z301 (RNAV-5)	
OMLIS	281701N 0702105E		APCH-OPRK
OMUKI	315618N 0742234E	J220	
ORLAR	292801N 0664001E	J152, J215	
OSPOS	281422N 0700929E		APCH-OPRK
OSROV	300109N 0712424E		OPMT
OSTIK	313224N 0695605E	J164, J165	
OVTEX	290059N 0665943E	J172	
PAKPI	325251N 0704634E	Z307 (RNAV-5)	
PAKTA	331912N 0711353E	Z302 (RNAV-5)	
PANTU	260336N 0630633E		APCH-OPTU
PARET	252518N 0645102E	A325, A454, G208, J117, J215, P518 (RNP-10)	
PARLO	301603N 0680540E	G325, J116, J133, J166	
PARTY	241438N 0705159E	G208	

Name Code	Coordinates	ATS Routes	Remarks
PASTA	260000N 0625633E	G214, G325, J132	
PATGO	301547N 0672511E	J116, J166	
PATNI	312700N 0740058E	A466	
PAXEN	305606N 0680436E	J140	
PAXUR	235927N 0655845E	P518 (RNP-10)	
PEBSI	290428N 0691810E	G326, J139, P628 (RNP-10)	
PINOM	312006N 0741812E		STAR - OPLA
PIRAN	293407N 0610809E	A453	
POLIB	312900N 0702759E	Z302 (RNAV-5)	
PONAT	264225N 0641511E		APCH-OPPG
POPOT	285600N 0684000E	G452	
POPUM	320400N 0725658E	J178	
POTUP	252202N 0690559E	A325, G208, R462	
PUNAM	250102N 0673701E	A325, G208, R462	
PUNEL	251835N 0652245E	A325, A454, G208, J117, J167, J215	
PUNOP	331133N 0731143E	J121, Z306 (RNAV-5)	
PURPA	365629N 0752427E	G206, G325	
RABAN	313532N 0743451E	A456	
RAJAN	293901N 0704859E	J119	
RAMSA	252002N 0704423E	R462	
REGET	322212N 0701059E	G325, J139, J145, N644 (RNP-10)	
REKOR	272721N 0685947E	G326, J139	
RENUX	333050N 0730232E		APCH-OPIS
REVNO	332824N 0711752E	Z302 (RNAV-5)	

Name Code	Coordinates	ATS Routes	Remarks
RIMPA	312600N 0673600E	G202	
RUKSU	282855N 0701244E		APCH-OPRK
RULUX	270104N 0635324E		APCH-OPPG
RUTEV	301830N 0713440E		STARs. APCH-OPMT
SABEN	245734N 0672235E		APCH-OPKC
SABUG	275321N 0684404E		APCH-OPSK
SAGAD	310325N 0711739E	Z301 (RNAV-5), Z303 (RNAV-5)	
SAGIS	283801N 0691000E	J113, J137, J156, J212	
SAJAN	323818N 0702211E	A466, G325, J139, M875 (RNP-10)	
SAKIP	342359N 0731458E	J122	
SAKUV	312518N 0734406E	A466, J142	
SALED	301545N 0692301E	G326, J139	
SALIK	291511N 0713326E		APCH-OPBW
SALNA	321606N 0742129E	J220	APCH-OPST
SAMEX	331239N 0725236E		SIDs-OPIS
SAMIM	312733N 0731342E		STARs-OPFA
SANOG	295721N 0715118E	G201, Z306 (RNAV-5)	
SAPNA	233002N 0675000E	M638 (RNP-10), N519 (RNP-10)	
SARGU	272218N 0675712E		APCH-OPMJ
SARIT	313500N 0694959E	Z304 (RNAV-5)	
SAROJ	283307N 0691106E	Z307 (RNAV-5)	
SASVI	323812N 0730658E	Z305 (RNAV-5)	
SEMKO	312034N 0725908E	A466	
SERKA	295101N 0661501E	B466, N636 (RNP-10)	

Name Code	Coordinates	ATS Routes	Remarks
SIBMI	293301N 0680000E	J156, J184	
SIDKA	240844N 0614745E	G216	
SIRAJ	325816N 0710452E	Z302 (RNAV-5)	
SITAX	330500N 0700259E	A466, M875 (RNP-10)	
SOKIR	290801N 0642502E	G452, J177	
SOTRU	274814N 0683706E		APCH-OPSK
SULOM	312047N 0743357E	A466, L509 (RNP-10)	
SUMEB	332928N 0723429E		STARs, APCH-OPIS
SUMSI	305105N 0734405E		STAR - OPLA
TANED	344353N 0725228E	J129, J130	
TAPDO	242400N 0612000E	A454, T385 (RNAV-5)	
TASOP	251320N 0704759E	A325, B210	
TAXAL	333350N 0730138E		APCH-OPRN
TELEM	240702N 0684600E	A791, G210, G472, M504 (RNAV-5), N893 (RNAV-5), N894 (RNAV-5)	
TEMAV	312900N 0701529E	Z307 (RNAV-5)	
TERIK	333452N 0725321E		STARs, SIDs, APCH-OPRN
TOMON	333749N 0713245E		STARs, APCH-OPPS
TULRI	303001N 0705259E	J141	
TULVA	332200N 0703159E	J176	
TUSMA	260144N 0632525E		APCH-OPTU
UPVAL	301319N 0703117E	G201, J116, J180, L750 (RNP-10)	
VASPU	341647N 0731552E	J125, J147, J148	
VEBTA	344659N 0714258E	J118	
VEGSA	295005N 0665723E	J172	

Name Code	Coordinates	ATS Routes	Remarks
VEREN	311459N 0740143E	G201, G214, J112, J166	
VIKIT	275215N 0712528E	P628 (RNP-10)	
VIRUK	244645N 0665945E		STAR / SID - OPKC
ZAMBU	302031N 0721458E	Z306 (RNAV-5)	
ZOHAR	271601N 0691700E	J112, R471, Z306 (RNAV-5)	

IDENTIFICATION	NAME AND LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	Remarks (time of activity, type of restriction, nature of hazard, risk on interception)
1	2	3	4
OP/R152	PAF SHAHBAZ Low Level FLying Area.: Area bounded by lines joining points 295508N/0680306E; 295528N/0685913E; 290216N/0685909E; 283615N/0685806E; 280202N/0685901E; 275322N/0683734E; 274123N/0672335E; 284859N/0665519E; 291223N/0671428E to point of origin.	<u>2000FT AGL</u> GND	Local Flying. Dawn/Dusk and during night when notified by NOTAM.
OP/R200	LAHORE LCL FLY AREA PAK ARMY: Area bounded by lines joining points 314300N/0735858E; 314400N/0734858E; 312000N/0732458E; 310800N/0734258E; 311300N/0735658E; 313200N/0735558E to point of origin.	<u>4500 FT AMSL</u> GND	Local Flying HJ
OP/R201	LAHORE FUEL DUMPING AREA: Area bounded by lines joining points 313000N/0740958E; 313000N/0731458E; 315200N/0731458E to point of origin. Note: Applicable to aircraft not in Radio contact with Lahore Approach Control.	<u>FL70</u> GND	Fuel Dumping H24
OP/R202	MANGLA LOCAL FLYING AREA: Area bounded by lines joining points 330200N/0734958E; 325100N/0740258E; 324900N/0735158E; 325400N/0734958E to point of origin.	<u>FL55</u> GND	Local Flying HJ
OP/R203A	PESHAWAR PAF LOCAL FLY AREA ALPHA: Area bounded by lines joining points 332217N/0710921E; 332127N/0714343E; 332126N/0720000E; 330000N/0720000E; 330002N/0713435E; 321500N/0710959E; 321300N/0701815E; 330000N/0705243E to point of origin. Note: Unconditional/Unrestricted civil aircraft operation on International ATS Routes passing through the AREA will be accommodated subject to FPL and ATC clearance.	<u>UNL</u> FL100	Local Flying HJ and during night when notified by NOTAM
OP/R203B	PESHAWAR PAF LOCAL FLY AREA BRAVO: Area bounded by lines joining points 341915N/0712238E; 344031N/0712606E; 344957N/0714001E; 350731N/0715411E; 343736N/0715803E; 343000N/0715400E; 343000N/0714400E; 341900N/0713700E to point of origin. Note: Unconditional/Unrestricted civil aircraft operation on ATS Routes passing through the AREA will be accommodated subject to FPL and ATC clearance.	<u>FL260</u> GND	Local Flying HJ and during night when notified by NOTAM
OP/R203C	PESHAWAR PAF LOCAL FLY AREA CHARLIE: Area bounded by lines joining points 350731N/0715411E; 353542N/0715825E; 360720N/0733015E; 353500N/0733015E; 345726N/0723540E; 345540N/0721417E; 344100N/0721300E; 343736N/0715803E to point of origin. Note: Unconditional/Unrestricted civil aircraft operation on ATS Routes passing through the AREA will be accommodated subject to FPL and ATC clearance.	<u>UNL</u> GND	Local Flying HJ and during night when notified by NOTAM
OP/R204	PESHAWAR PAF LOW FLY AREA: Area bounded by lines joining points 332800N/0710000E; 333400N/0712459E; 332000N/0714225E; 325000N/0712230E to point of origin.	<u>2000 FT ALT</u> GND	PAF Low Flying HJ
OP/R205	PESHAWAR HELICOPTER FLY AREA: Area bounded by lines joining points 341359N/0713359E; 340059N/0713259E; 341159N/0712559E to point of origin.	<u>FL140</u> GND	PAF Helicopter Flying

IDENTIFICATION	NAME AND LATERAL LIMITS	UPPER LIMIT LOWER LIMIT	Remarks (time of activity, type of restriction, nature of hazard, risk on interception)
1	2	3	4
OP/R209	RISALPUR LCL FLYING AREA: Area bounded by lines joining points 344700N/0722159E; 342800N/0725900E; 342000N/0725159E; 335900N/0725559E; 335600N/0725059E; 340100N/0724359E; 335000N/0722959E; 334600N/0722059E; 335500N/0721259E; 340000N/0720000E; 340900N/0714500E; 340800N/0713559E; 341900N/0713659E; 343000N/0714400E to point of origin.	FL240 250 FT AMSL	Local Flying Activity Notified by NOTAM
OP/R210	MINHAS LOCAL FLYING TRAINING AREA: Area bounded by lines joining points 331850N/0720000E; 331756N/0723730E; 331620N/0724432E; 330000N/0724500E; 323731N/0722314E; 323723N/0720010E; 323817N/0714513E; 330000N/0714600E; 330000N/0720000E to point of origin.	FL250 GND	PAF local flying and low flying HJ and during night when notified by NOTAM
OP/R211A	QASIM LOCAL FLYING TRAINING AREA: Area bounded by lines joining points 332700N/0725900E; 332500N/0724500E; 332000N/0724300E; 331816N/0724727E; 331700N/0725100E; 331800N/0725500E to point of origin. Note: OP/R-211 HJ OP/R-212 HJ and night when notified. Qasim based acft. will operate from ground to 7000 ft. From 10 000 to 25 000 ft reserved for PAF Chaklala for local flying of transport ACFT in OP/R- 211& OP/R-212.	2700 FT AMSL GND	Army Local flying amd low flying HJ and during night when notified by NOTAM.
OP/R211B	QASIM LOCAL FLYING TRAINING AREA: Area bounded by lines joining points 331800N/0725500E; 331800N/0725800E; 332100N/0730100E; 332200N/0730600E; 332400N/0730500E; 332700N/0725900E to point of origin.	2700 FT AMSL GND	Army Local flying and low flying HJ and during night when notified by NOTAM
OP/R212A	QASIM LOCAL FLYING TRAINING AREA: Area bounded by lines joining points 331800N/0725500E; 331700N/0725100E; 331816N/0724727E; 331148N/0724738E; 331200N/0725500E to point of origin. Note: From Adiala along the road towards south to 325800N 0725258E then along the road north-east to Jatli. From Jatli a straight line to Adiala.	4500 FT AMSL GND	ARMY Local Flying and low flying HJ during night and when notified by NOTAM
OP/R212B	QASIM LOCAL FLYING TRAINING AREA: Area bounded by lines joining points 332200N/0730600E; 331145N/0731743E; 331200N/0730700E; 331200N/0725500E; 331800N/0725500E; 331800N/0725800E; 332100N/0730100E to point of origin.	4500 FT AMSL GND	ARMY Local flying and low flying HJ and during night when notified by NOTAM
OP/R213	ISLAMABAD/CHAKLALA FLYING CLUB AREA AND PAF HELICOPTER AREA: Area bounded by lines joining points 334500N/0730358E; 334000N/0725658E; 334100N/0725758E to point of origin.	FL140 GND	Local Flying HJ
OP/R214	Islamabad/Chaklala Fuel Dumping Area: Area bounded by lines joining points 333300N/0725958E; 333200N/0721658E; 332300N/0721658E; 332700N/0725958E to point of origin. Applicable to Aircraft not in radio contact wit Cherat APP control.	FL70 GND	Fuel Dumping
OP/R216	SARGODHA LOCAL FLYING AREA: Area bounded by lines joining points 312100N/0724858E; 313000N/0714659E; 313000N/0711259E; 320700N/0712859E; 320100N/0714959E; 323000N/0715258E; 323900N/0714459E; 325500N/0722458E; 325500N/0725058E; 324500N/0731458E; 320000N/0734258E; 313500N/0731158E; 313500N/0724758E to point of origin.	UNL FL150	Local Flying HJ and during night when notified by NOTAM

ENR 5.4 AIR NAVIGATION OBSTACLES - EN- ROUTE (Elevation / height 100 m AGL or more)

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-429	70 RIVIERA	BUILDING	244837N 0670201E	135.34 / 119.84	
NKC-145	ANJUM PLAZA	BUILDING	245150N 0670323E	122.00 / 102.90	
EN-7	Amir	ANTENNA	260300N 0680700E	159.11 / 120.11	
NKD-3	Antenna	ANTENNA	252414N 0681941E	121.40 / 100.70	
EN-70	At the gate of Golf Course	ANTENNA	244624N 0670555E	124.00 / 118.00	
NKC-259	BAHRIA ICON	OTHER	244843N 0670143E	277.67 / 260.97	
NKC-214	BAKHT TOWER1	BUILDING	244843N 0670040E	159.00 / 139.40	
NRK-5	BUILDING MAIN KLP ROAD KARAMABAD	BUILDING	283411N 0701932E	188.06 / 105.66	
EN-28	Bahawalpur	ANTENNA	292412N 0713900E	225.74 / 109.74	
EN-80	Baril Mangla	ANTENNA	330631N 0733651E	475.71 / 160.01	
EN-92	Bazar Chowk No 2, Gwadar	ANTENNA	250703N 0621925E	126.01 / 120.01	
NKC-73	Bharia Icon	BUILDING	244843N 0670143E	277.68 / 260.98	
NKC-268	CELESTIAL GARDEN	BUILDING	244956N 0670149E	161.55 / 151.75	
NLA-55	CENTAUR	BUILDING	313201N 0742052E	342.00 / 126.50	
NIS-222	CENTEUR BUILDING TOWER1	BUILDING	334300N 0730200E	712.32 / 140.32	
NIS-223	CENTEUR BUILDING TOWER2	BUILDING	334300N 0730300E	712.32 / 140.32	
NMISC-50	CHINA POWER HUB GENERATION COMPANY (PVT) LTD	OTHER	245457N 0664119E	183.00 / 181.30	
NKC-1314	CHMINY FOR LUCKY ELECTRIC POWER	OTHER	244841N 0671627E	207.60 / 198.30	
NKC-944	COAL FIRE POWER PLANT HUB LASABELA	OTHER	245457N 0664119E	214.00 / 212.30	
NKC-610	COASTAL BELT KARACHI	POLE	244803N 0670642E	182.88 / 179.98	
NKC-648	CRESCENT BAY KARACHI	BUILDING	244454N 0670430E	182.88 / 182.88	
NKC-649	CRESCENT BAY KARACHI	BUILDING	244556N 0670436E	182.88 / 177.48	
EN-72	Centaur Lahore	OTHER	313205N 0742048E	338.70 / 115.00	
EN-25	Chanigot	ANTENNA	290510N 0710200E	207.57 / 111.87	
EN-90	Civic Centre Karachi	OTHER	245357N 0670423E	188.70 / 152.00	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
1	2	3	4		
NKC-86	Civil Lines	BUILDING	245036N 0670150E	134.00 / 122.60	
NKC-25	Civil Lines Quarter	BUILDING	245040N 0670140E	162.50 / 151.10	
NKC-93	Clifton	BUILDING	244851N 0670148E	125.30 / 106.40	
EN-91	Clifton BI 2 Karachi	OTHER	244848N 0670031E	185.29 / 167.99	
EN-31	D.G.Khan	ANTENNA	300200N 0713700E	231.96 / 110.96	
NMISC-156	Deh Kohistan 7/3 - 7/4 Tapo Jungshahi District Thatta-Sindh	OTHER	245804N 0674430E	1059.70 / 941.90	
NMISC-155	Deh Kohistan 7/3 - 7/4 Tapo Jungshahi District Thatta-Sindh	OTHER	250208N 0674115E	1023.61 / 857.51	
EN-30	Dunyapur	ANTENNA	294828N 0714305E	233.17 / 111.87	
NKC-436	EASTERN INDUSTRIAL ZONE	BUILDING	244714N 0672308E	183.24 / 173.54	
NIS-122	ELITE REVERIE LAND DEVELOPMENT SCH FATEH JANG	BUILDING	333435N 0725338E	595.27 / 100.27	
NCH-2	Emergency Rescue Services Rescue-1122 TMA Office-Chitral	TOWER	355013N 0714732E	4826.06 / 3365.36	
EN-73	Ensha NLC Karachi	OTHER	245100N 0670100E	172.00 / 152.00	
NKC-278	FRERE HEIGH	BUILDING	245041N 0670152E	167.64 / 152.14	
EN-41	Faisalabad PTV	ANTENNA	312824N 0730614E	289.87 / 107.87	
NLA-22	Finanace and Trade Center	BUILDING	312801N 0741555E	312.00 / 106.90	
NKC-47	Frare Town	BUILDING	245021N 0670202E	143.26 / 128.66	
NLA-161	GEERYS DANATA EXPORT WARE HOUSE at AIAP Lahore	BUILDING	313144N 0742443E	782.00 / 568.00	
NIS-187	GREEN CITY	BUILDING	333158N 0724116E	619.96 / 108.46	
NIS-141	GULBERG GREENS ZONE A	BUILDING	333558N 0730937E	560.53 / 106.43	
NIS-143	GULBERG GREENS ZONE B	BUILDING	333623N 0730845E	581.25 / 113.65	
NIS-144	GULBERG GREENS ZONE B	BUILDING	333622N 0731035E	581.25 / 109.15	
NIS-145	GULBERG GREENS ZONE C	BUILDING	333709N 0730959E	657.45 / 168.05	
NIS-146	GULBERG GREENS ZONE C	BUILDING	333602N 0731234E	657.45 / 112.85	
NIS-147	GULBERG GREENS ZONE D	BUILDING	333733N 0731020E	662.94 / 164.54	
NIS-148	GULBERG GREENS ZONE D	BUILDING	333642N 0731221E	662.94 / 146.64	
NIS-149	GULBERG GREENS ZONE E	BUILDING	333739N 0731053E	657.45 / 172.45	
NIS-150	GULBERG GREENS ZONE E	BUILDING	333605N 0731240E	657.45 / 115.65	
EN-89	Global Developer Islamabad	OTHER	333624N 0725412E	701.99 / 151.99	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-419	HOSHANG PEARL TOWER	BUILDING	245036N 0670151E	138.00 / 125.20	
NKC-177	HYDRO CHINA PWR 2	WINDMILL	243955N 0672837E	139.00 / 137.40	
NKC-178	HYDRO CHINA PWR 3	WINDMILL	244002N 0672828E	139.00 / 134.80	
NKC-179	HYDRO CHINA PWR 4	WINDMILL	244043N 0673002E	139.00 / 139.90	
NKC-176	HYDRO CHINA PWR1	WINDMILL	243941N 0672854E	139.00 / 137.60	
EN-66	Habib Bank Plaza, Karachi	ANTENNA	245101N 0670020E	116.83 / 104.23	
EN-16	Habib Kot	ANTENNA	275225N 0683945E	178.77 / 112.77	
EN-20	Habib Shaheed	ANTENNA	281647N 0690011E	201.48 / 136.48	
EN-49	Hafizabad	ANTENNA	320445N 0734130E	311.14 / 105.14	
EN-65	Hub (Baluchistan)	ANTENNA	250200N 0665300E	149.99 / 119.99	
EN-95	Hub Lasbella	ANTENNA	250307N 0665221E	222.00 / 183.00	
NIS-51	ISLAMABAD CH SOCIETY	BUILDING	333137N 0724509E	591.32 / 106.82	
EN-82	Ibrahim Hyderi Karachi	OTHER	244900N 0670500E	117.99 / 108.99	
EN-96	Islamabad Grand Hyatt Hotel	BUILDING	334255N 0730645E	661.00 / 110.00	
NIS-87	JAMU KHASHMIR CHS	BUILDING	333800N 0725525E	670.56 / 101.86	
EN-19	Jacobabad Jn	ANTENNA	281644N 0682445E	167.25 / 111.25	
EN-4	Jhimpir	ANTENNA	250113N 0680059E	126.83 / 103.03	
NIS-343	Jinnah Convention Centre	BUILDING	334249N 0730615E	664.17 / 117.37	
NKC-664	KCB TOWER I	BUILDING	245113N 0670123E	174.04 / 163.64	
NKC-665	KCB TOWER II	BUILDING	245132N 0670254E	182.88 / 163.58	
NKC-666	KCB TOWER III	BUILDING	245248N 0670137E	174.04 / 156.24	
NKC-667	KCB TOWER IV	BUILDING	245133N 0670333E	163.68 / 149.48	
NKC-18	KDA Scheme 5	BUILDING	244835N 0670114E	182.89 / 173.69	
NKC-105	KORANGI TOWN SHIP	BUILDING	245043N 0670509E	134.42 / 124.42	
EN-46	Kala Shah Kaku (TV Mast)	ANTENNA	314234N 0741852E	472.45 / 253.55	
EN-99	Kandanwari	ANTENNA	270738N 0691336E	397.00 / 351.70	
EN-57	Karachi (Steel Mills Chimney)	ANTENNA	244840N 0672200E	170.35 / 156.65	
EN-79	Kashmir Plaza GT Rd Gujranwala	ANTENNA	321036N 0741100E	388.99 / 159.99	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
EN-22	Kashmore	ANTENNA	282543N 0693501E	203.88 / 124.98	
EN-35	Khanewal Jn	ANTENNA	301831N 0715442E	240.79 / 112.09	
EN-23	Khanpur	ANTENNA	283821N 0703918E	220.01 / 128.01	
EN-24	Khanpur	ANTENNA	283821N 0703919E	203.85 / 111.85	
NIS-18	Khyber Housing Society	BUILDING	333523N 0725325E	632.80 / 110.20	
EN-64	Kohinoor Airways 6 Egerton RoadLahore	ANTENNA	313342N 0741949E	335.31 / 120.01	
EN-36	Kot Adu Jn	ANTENNA	302808N 0705745E	247.99 / 113.99	
EN-68	Kublai Khan Restaurant	ANTENNA	244836N 0670241E	183.00 / 166.70	
NKC-1310	LUCK ELECTRIC POWER	OTHER	244841N 0671627E	207.60 / 198.30	
NMISC-153	Lakeside Power Project in Deh Kohistan District Thatta-Sindh	OTHER	245909N 0674533E	1007.21 / 893.91	
EN-52	Lala Musa	ANTENNA	334200N 0735650E	1112.69 / 227.39	
EN-12	Larkana	ANTENNA	273620N 0681237E	170.69 / 119.79	
NKC-160	M M CHS	BUILDING	245219N 0670522E	168.86 / 149.16	
NMISC-26	M/S CAPITAL BROADCASTING SERVICES	ANTENNA	325658N 0734245E	331.00 / 100.50	
NIS-72	M/S HR MOBILES	ANTENNA	334243N 0730328E	660.00 / 105.10	
NIS-154	M/S SKY GUARDS	ANTENNA	334236N 0720328E	609.00 / 173.60	
NKC-1517	M/S TPL SECURITY SERVICES ADJACENT KPT INTERCAHNGE	TOWER	244956N 0670451E	182.00 / 172.70	
NMISC-49	M/S VITAL MEDIA (PVT) LIMITED IN MANSEHRA	TOWER	342013N 0731247E	1313.00 / 128.90	
NKC-849	MAPLE RESIDENCY	BUILDING	244850N 0665947E	156.36 / 147.26	
NKD-85	MASTER GREEN ENERGY LTD DISTRICT JAMSHORO	OTHER	252319N 0680818E	200.00 / 123.10	
NKD-84	MASTER GREEN ENERGY LTD DISTRICT JAMSHORO TOTAL 34	OTHER	252334N 0670730E	298.00 / 184.60	
NIS-182	MEEZAN BANK REGIONAL OFFICE ISLAMABAD	BUILDING	334223N 0730307E	660.81 / 105.61	
NMISC-68	METEOROLOGICAL TOWER	BUILDING	302326N 0711124E	233.67 / 103.97	
NKC-980	MS INDEPENDENT NEWSPAPER CORPORATION	TOWER	245105N 0670101E	161.00 / 150.20	
NKC-590	MS PORT QASIM ELECTRIC POWER COMPANY	OTHER	244700N 0672208E	182.90 / 183.50	
NKC-776	MS SALAAR ENGINEERING TRAINING ENTERPRISES	OTHER	245158N 0670443E	118.40 / 104.80	
EN-71	Machike, Shiekhupura	ANTENNA	314411N 0735308E	467.00 / 259.90	
EN-81	Maqsoodabad Chiniot	ANTENNA	314300N 0725800E	341.99 / 159.99	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
EN-78	Matiari Surway 219 Hyderabad	OTHER	253557N 0682640E	148.71 / 126.01	
EN-84	Mehran Plaza Tandoadam Sanghar	ANTENNA	254557N 0684001E	126.01 / 100.01	
EN-97	Miro Road Larkana	ANTENNA	273620N 0681237E	317.00 / 266.10	
EN-53	Multan	ANTENNA	301055N 0712652E	369.39 / 241.09	
EN-34	Multan City	ANTENNA	301041N 0712800E	240.70 / 113.70	
EN-32	Muzaffar Garh	ANTENNA	300030N 0711045E	224.21 / 108.21	
NKC-187	NACLAS 24	BUILDING	244949N 0670452E	160.63 / 153.33	
NKC-1411	NAYA NAZIMABAD P1	OTHER	245824N 0670200E	182.88 / 117.58	
NKC-1413	NAYA NAZIMABAD P3	OTHER	245830N 0670216E	182.88 / 105.58	
EN-8	Nawabshah	ANTENNA	261436N 0682453E	153.16 / 118.86	
EN-100	New Hala Hyderabad	ANTENNA	254918N 0682536E	162.00 / 131.00	
NKC-106	OCEAN MALL	BUILDING	244925N 0670208E	131.43 / 123.23	
EN-101	Ovation Tower Karachi	BUILDING	244832N 0670112E	183.00 / 173.00	
EN-77	PC Hotel Karachi	OTHER	245050N 0670132E	134.60 / 122.00	
NKC-334	PL NO COM3 BL6 SCH5 CLIFTON	BUILDING	244900N 0670110E	157.28 / 153.38	
NKC-339	PL G5 BL9 KDA SCH5 CLIFTON	BUILDING	244921N 0670206E	145.70 / 135.80	
NKC-408	PL NO 107 HATIM ALVI RD CLIFTON	BUILDING	244852N 0670144E	155.50 / 138.90	
NKC-611	PL NO COM 11 8 BL 2 SCH 5 CLIFTON	BUILDING	244845N 0670026E	171.60 / 164.60	
NKC-608	PL NO QK 2 I SUNRISE AVENUE PHASE VII	BUILDING	244949N 0670442E	138.08 / 129.68	
NKC-322	PL NO2 RAILWAY QUARTER	BUILDING	245055N 0665951E	164.60 / 152.50	
NKC-672	PL No COM 5 BL 4 CLIFTON	BUILDING	244847N 0670138E	156.36 / 139.26	
NIS-289	PLOT BOLCK-H NEW CITY WAH CANTT	BUILDING	334426N 0724310E	901.29 / 450.29	
NKC-592	PLOT NO 33 BL 7 8 MODERN CHS TIPU SULTAN ROAD	BUILDING	245209N 0670442E	115.52 / 102.52	
NKC-704	PLOT NO 03 BL III SUB BL E NAZIMABAD	BUILDING	245457N 0670140E	157.89 / 128.49	
NKC-943	PLOT NO 15 OLD CLIFTON CLIFTON QUARTERS	BUILDING	244846N 0670204E	159.72 / 134.02	
NKC-798	PLOT NO 154A PECHS BLOCK2 ALLAMA IQBAL ROAD KARACHI	OTHER	245223N 0670328E	146.30 / 114.40	
NIS-120	PLOT NO 63F JINNAH AVENUE BLUE AREA ISLAMABAD	BUILDING	334303N 0730403E	660.81 / 103.81	
NKC-1414	PLOT NO 8 SHEET SR-5 SERIAL QUARTERS	OTHER	245101N 0670030E	142.34 / 134.64	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-1333	PLOT NO 92 NA CLASS 24 DEH DIH TAPPO KORANGI	OTHER	244945N 0670457E	112.17 / 110.47	
NKC-1471	PLOT NO A SURVEY NO.45 & 46 SCH 45 TAISER TOWN	OTHER	250203N 0670807E	180.75 / 103.55	
NKC-1472	PLOT NO B SURVEY NO.45 & 46 SCH 45 TAISER TOWN C1	OTHER	250206N 0670759E	180.75 / 105.25	
NKC-1473	PLOT NO B SURVEY NO.45 & 46 SCH 45 TAISER TOWN C2	OTHER	250201N 0670806E	180.75 / 104.35	
NKC-1487	PLOT NO BC-1 BLK 2 CLIFTON	OTHER	244852N 0670111E	151.18 / 140.18	
NKC-826	PLOT NO COM 11 8 BLOCK 2 SCH 5 CLIFTON KARACHI	BUILDING	244845N 0670026E	159.41 / 152.41	
NKC-1393	PLOT NO COMM 13 SECTOR Y SUB SECTOR IV GULSHAN E MAYMAR	OTHER	250126N 0670805E	180.14 / 108.64	
NKC-1569	PLOT NO COMM-1 P.S.CITY PHASE-II SECTOR 31 SCH 33	OTHER	245758N 0670904E	180.75 / 132.55	
NKC-1539	PLOT NO D16 BLOCK 8 CLIFTON CH KALEEQUZZAMAN ROAD	OTHER	244948N 0670230E	125.58 / 118.88	
NKC-1376	PLOT NO F16 BLOCK 5 KDA SCH 5 CLIFTON	OTHER	244900N 0670117E	118.87 / 112.07	
NKC-1335	PLOT NO G24 B9 KAHKASHAN KDA SCH5 CLIFTON	OTHER	244938N 0670226E	125.58 / 115.78	
NKC-1098	PLOT NO G5 BLOCK 9 KDA SCH 5 CLIFTON KARACHI	OTHER	244921N 0670206E	145.69 / 135.79	
NKC-1025	PLOT NO L21 1 D1 BLOCK 21 KDA SCH NO 16 FB AREA	OTHER	245625N 0670507E	139.60 / 102.90	
NKC-807	PLOT NO LS 10 2 BLOCK2 SURVEY 123 DEH DRIGH TAPO MALIR	OTHER	245305N 0670847E	156.69 / 138.09	
NKC-808	PLOT NO ST 14 BLOCK 2 KDA SCH NO.5 KEHKASHAN CLIFTON	OTHER	244857N 0670044E	156.06 / 148.66	
NKC-1341	PLOT NO. 10/3 SHEET NO CL-9 CIVIL LINES QUARTERS	OTHER	245044N 0670141E	119.48 / 106.98	
NKC-1461	PLOT NO. CA-1 BLOCK 4 SCH 5 CLIFTON	OTHER	244816N 0670144E	156.36 / 148.36	
NKC-1609	PLOT NO. D74 BLOCK NO.7 SCH 5 KAHKASHAN CLIFTON	OTHER	244939N 0670136E	110.95 / 102.95	
NKC-1560	PLOT NO. FL-002 SECTOR Q GULSHAN E MAYMAR SCH 45	OTHER	250146N 0670857E	182.58 / 109.68	
NKC-481	PLOT NO. FL12 BL 1 SCH5 CLIFTON	BUILDING	244852N 0665947E	160.64 / 150.04	
NKC-482	PLOT NO. FL12 BL 1 SCH5 CLIFTON	BUILDING	244854N 0665947E	160.64 / 151.74	
NKC-715	PLOT NO. G 6 KDA SCH 5 CLIFTON	BUILDING	244918N 0670209E	156.06 / 148.86	
NKC-1683	PLOT NO. G-5 SCH 5 CLIFTON C1	OTHER	244921N 0670206E	179.83 / 169.93	
NKC-1684	PLOT NO. G-5 SCH 5 CLIFTON C2	OTHER	244921N 0670211E	179.83 / 170.53	
NKC-1607	PLOT NO. G6 BLOCK-7 KDA SCH-5	OTHER	244954N 0670201E	135.03 / 122.13	
NKC-1435	PLOT NO. SURVEY NO.90 DEPOT LINES	OTHER	245201N 0670136E	163.37 / 142.77	
NKC-1575	PLOT NO.1 SEC NO.30 DEH SONGAL TAPPO GUJJRO	OTHER	245730N 0670841E	154.84 / 107.24	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-1547	PLOT NO.1 SUB BLOCK-C B-IV NAZIMABAD	OTHER	245454N 0670158E	159.72 / 130.62	
NKC-963	PLOT NO.106 NATIONAL HIGHWAY PHASE 1 DHA KARACHI	BUILDING	245016N 0670401E	111.86 / 103.36	
NKC-1515	PLOT NO.23 SURVEY NO.122 DEH DRIG JAMSHED TOWN C1	OTHER	245006N 0670443E	150.27 / 144.07	
NKC-1516	PLOT NO.23 SURVEY NO.122 DEH DRIG JAMSHED TOWN C2	OTHER	245005N 0670443E	150.27 / 143.47	
NKC-1585	PLOT NO.54 DOLLY KAHTA DEPOT LINES	OTHER	245212N 0670139E	117.65 / 100.95	
NKC-878	PLOT NO.66 3 1 NAI MALIR DEH DRIGH ROAD IBRAHIM HYDERI	BUILDING	244958N 0670451E	111.25 / 101.55	
NKC-1324	PLOT NO.66/3/1 NAI MALIR IBRAHIM HYDERI	OTHER	244958N 0670451E	132.59 / 122.89	
NLA-103	PLOT NO.6C 6D & 6D1 BLOCK FTC M.A JOHAR TOWN	BUILDING	312746N 0741556E	365.15 / 156.25	
NLA-104	PLOT NO.6C 6D & 6D1 BLOCK FTC M.A JOHAR TOWN	BUILDING	312742N 0741546E	365.15 / 152.55	
NKC-1685	PLOT NO.D-68 KEHKASHAN CLIFTON	OTHER	244940N 0670141E	165.51 / 160.21	
NKC-711	PLOT NO14 FT1 FRERE TOWN	BUILDING	245016N 0670155E	160.63 / 151.43	
NKC-703	PLOT NO15 OLD CLIFTON CLIFTON QUARTERS	BUILDING	244846N 0670204E	182.88 / 157.18	
NKC-1380	PLOT NO22/7 SYRVEY NO. CL09 CIVIL LINES ABDULLAH HAROON ROAD	OTHER	245039N 0670155E	144.17 / 129.37	
NKC-784	PLOT No 15 OLD CLIFTON	BUILDING	244846N 0670204E	182.88 / 157.18	
NKC-777	PLOT No 159B MAIN DO TALWAR OLD CLIFTON	BUILDING	244914N 0670204E	182.88 / 172.38	
NKC-663	PLOT No. F 95 BL 7 CLIFTON	BUILDING	244940N 0670158E	156.36 / 145.36	
NKC-1136	PLOT SECTOR NO 30 DEH SANGAL TAPPO GUJRO SCH33	OTHER	245729N 0670846E	147.22 / 100.22	
NKC-835	PLOT SURVEY NO 112 DEH DRIGH ROAD SHAH FAISAL TOWN KARACHI	BUILDING	245035N 0670452E	119.48 / 111.98	
NKC-110	PROGRASIVE PLAZA	BUILDING	245043N 0670126E	114.00 / 101.20	
NLA-158	PTV REBROADCAST STATION KALASHAH KAKU	TOWER	314234N 0741847E	458.00 / 244.60	
EN-9	Padidan	ANTENNA	264532N 0681800E	172.03 / 128.03	
NIS-36	Park Llane Tower	BUILDING	334247N 0730339E	660.82 / 104.82	
EN-67	Pir Sabaq, DistNowshera	ANTENNA	340130N 0720326E	428.01 / 110.01	
NKC-1695	Plot No. ST-19 Sector-11-1 North Karachi Township	BUILDING	245830N 0670406E	450.00 / 401.00	
NKC-1709	Plot No. 128 Depot Lines Karachi Cantonment	BUILDING	245159N 0670147E	542.00 / 522.90	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-1698	Plot No. SB-55 Sector-11-A Surjani Town-Karachi	BUILDING	250238N 0670341E	423.00 / 350.30	
NKC-1705	Plot No.4/5 Sheet No.LR-04 Lawrence Quarters-Karachi	BUILDING	245151N 0670026E	239.00 / 226.40	
NKC-1702	Plot No.SR-1 Sector 5C Surjani Town Scheme-41-Karachi	BUILDING	250048N 0670313E	325.00 / 260.00	
NMT-52	Plot No. 08 Gul Deen Colony Near Chowk Nawan Shehr-Multan	BUILDING	301133N 0712715E	501.00 / 374.90	
NLA-160	Plot No. 29 B XX Phase-III-C DHA-Lahore	BUILDING	312823N 0742125E	850.00 / 635.50	
NKC-1707	Plot No. 34/2 Deh Digh Tappo Malir Raza-e-Aam-Karachi	BUILDING	245259N 0671042E	206.00 / 185.50	
NRN-23	Plot No. D-108 6th Road Murree Road-Rawalpindi.	BUILDING	333830N 0730432E	1801.00 / 1291.10	
NKC-1703	Plot No. FL-2/B Block-17 Gulistan-e-Johar-Karachi	BUILDING	245446N 0670723E	254.00 / 211.70	
NKC-1710	Plot No. SB-153 Sector-4B Scheme No.41 Surjani Town-Karachi	BUILDING	250044N 0670357E	343.00 / 286.50	
NKC-1714	Plot No. SR-22 Sector-7/A Surjani Town Scheme-41 Karachi	BUILDING	250157N 0670408E	318.00 / 250.50	
NKC-1726	Plot No.10 Sector- 29 Korangi Industrial Area-Karachi	BUILDING	245106N 0671120E	181.00 / 159.50	
NKC-1725	Plot No.189 Modern Colony Manghopir road-Karachi	BUILDING	245410N 0670114E	354.00 / 335.20	
NKC-1701	Plot No.36-B Survey No. 36-B Deh Dozan KDA Scheme-33-Karachi	BUILDING	245743N 0670919E	391.00 / 341.80	
NKC-1727	Plot No.SB-13 Block-21 Federal B. Area Scheme-16-Karachi	BUILDING	245634N 0670513E	226.00 / 190.10	
NKC-1706	Plot No.SB-16 Sector 5D Surjani Town-Karachi	BUILDING	250101N 0670348E	337.00 / 278.90	
NKC-549	Port Qasim PVT LTD	BUILDING	244700N 0672208E	182.90 / 183.50	
NKC-550	Port Qasim PVT LTD	BUILDING	244712N 0672210E	182.90 / 180.60	
NLA-131	RESIDENTIAL APARTMENT TOWER 1	BUILDING	313249N 0741953E	318.52 / 104.82	
NLA-132	RESIDENTIAL APARTMENT TOWER 2	BUILDING	313246N 0741957E	318.52 / 105.12	
NKC-257	ROYAL MARINA ROWER	BUILDING	244849N 0670030E	161.55 / 149.45	
NKC-652	ROYAL MARINA TOWER	BUILDING	244849N 0670030E	158.50 / 146.40	
NKC-275	ROYAL TRICON TOWER	BUILDING	244853N 0670004E	159.42 / 151.62	
NKC-237	ROYAL WATER FRONT	BUILDING	244849N 0670010E	150.50 / 140.90	
EN-54	Rahim Yar Khan	ANTENNA	280244N 0694107E	248.96 / 174.96	
EN-55	Rahim Yar Khan	ANTENNA	282521N 0701814E	244.21 / 158.51	
NKC-846	SADAF ELITE TOWER	BUILDING	245456N 0670158E	159.72 / 132.32	
NLA-151	SERVICES INTL HOTEL UPPER MALL ROAD	BUILDING	313227N 0742114E	323.39 / 105.59	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-173	SKY GARDENS	BUILDING	244851N 0670146E	182.88 / 166.68	
NKC-1467	SUMYA CLASSIC C1	OTHER	250044N 0670717E	180.75 / 115.55	
NKC-1468	SUMYA CLASSIC C2	OTHER	250043N 0670718E	180.75 / 116.15	
NKC-1469	SUMYA CLASSIC C3	OTHER	250042N 0670708E	180.75 / 116.75	
NKC-1470	SUMYA CLASSIC C4	OTHER	250043N 0670708E	180.75 / 116.45	
NKC-378	SUNRISE AVENUE DHA	BUILDING	244950N 0670442E	123.45 / 115.65	
NKC-27	Saddar	BUILDING	245118N 0670154E	141.13 / 127.23	
EN-17	Sadikabad	ANTENNA	281852N 0701025E	205.80 / 128.00	
EN-37	Sahiwal	ANTENNA	304034N 0730659E	394.05 / 219.45	
EN-93	Shahwala muzaffar Garh (Chimneys)	ANTENNA	300630N 0710600E	299.99 / 182.99	
EN-94	Shahwala muzaffar Garh (Chimneys)	ANTENNA	300626N 0711006E	315.99 / 182.99	
EN-38	Shorkot Cantt	ANTENNA	304528N 0721500E	256.04 / 113.74	
EN-87	State Life Building Thandi Sarak Hyderabad	ANTENNA	252244N 0682010E	124.60 / 100.00	
EN-48	Sukheka	ANTENNA	315145N 0733000E	330.01 / 128.01	
EN-43	Sultan Nagar	ANTENNA	313149N 0730952E	396.85 / 212.75	
NKC-166	TAPAL WIND ENERGY	BUILDING	245832N 0675008E	191.59 / 113.79	
NKC-167	TAPAL WIND ENERGY	BUILDING	245548N 0675221E	191.59 / 139.89	
EN-102	TGF Wind farm, Jhimpir	OTHER	250546N 0675406E	208.00 / 137.30	
NIS-322	THE ADDRESS MALL	BUILDING	333202N 0730641E	562.66 / 111.36	
NIS-263	THE ADRESS MALL	BUILDING	333206N 0730649E	554.43 / 105.43	
NKC-415	THE FUSION	BUILDING	244928N 0670211E	114.00 / 104.70	
NKC-1635	TOWER A DOLMEN CITY CLIFTON	TOWER	244807N 0670152E	171.00 / 162.50	
NKC-1636	TOWER B DOLMEN CITY CLIFTON	TOWER	244805N 0670151E	181.00 / 176.80	
NIS-229	TOWER-C THE CENTAURUS ISLAMABAD	OTHER	334230N 0730301E	680.46 / 122.06	
NKC-759	TRIBECA SQUARE KORANGI	BUILDING	244940N 0670504E	126.19 / 120.39	
NKD-83	TRICON WIND POWER PVT	POLE	250743N 0680214E	158.80 / 106.10	
EN-11	Thariri Muhabbat	ANTENNA	271135N 0675600E	147.83 / 102.83	
EN-88	Tharri District Larkana	ANTENNA	273245N 0681141E	151.30 / 100.00	

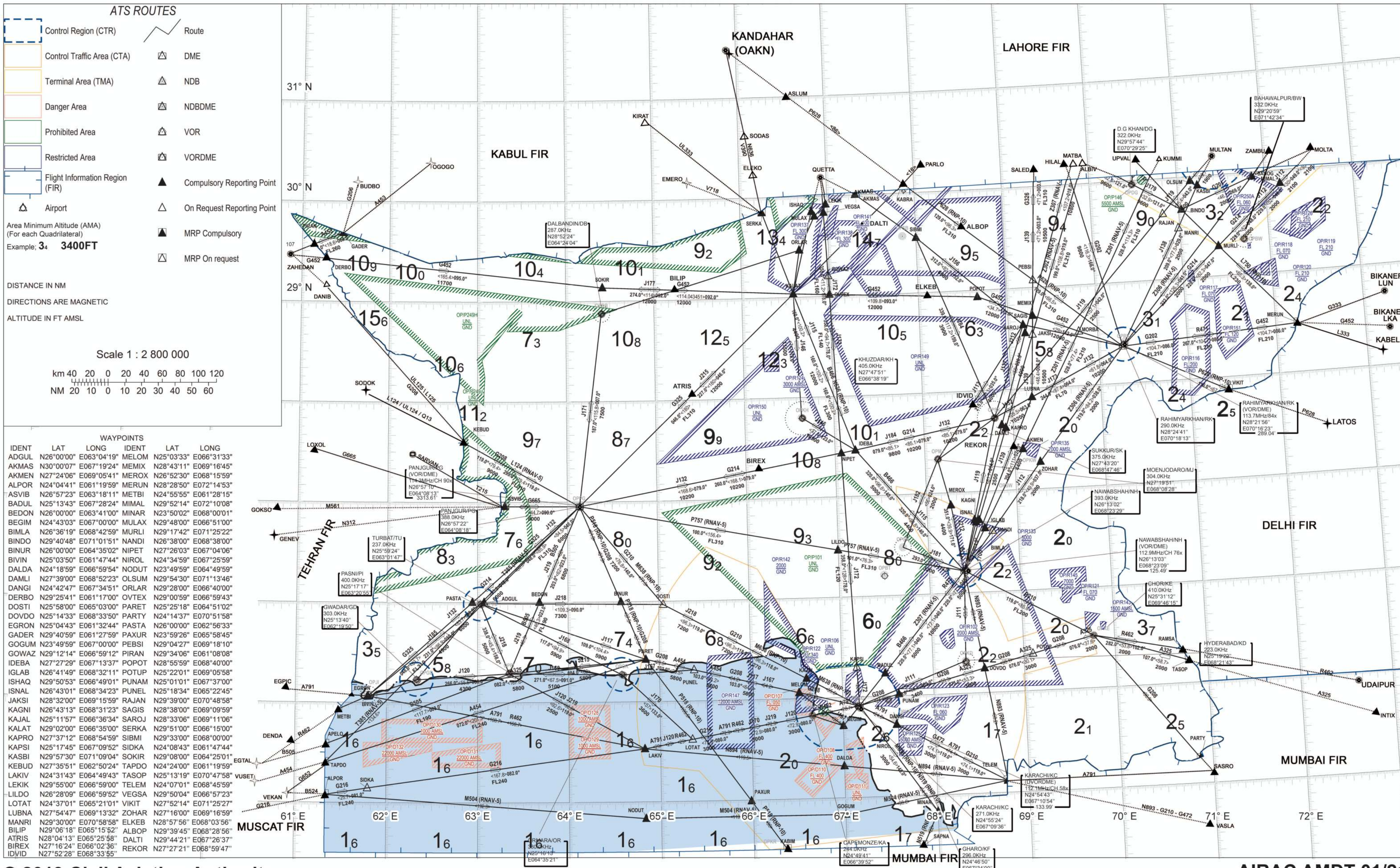
S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
EN-69	Tooba Mosque	ANTENNA	245036N 0670315E	168.00 / 146.00	
EN-86	Ubauro Main Bazar Ghotki	ANTENNA	280950N 0694341E	174.80 / 100.00	
NKC-1678	WIN TURBINE1 (DEH KOHISTAN)	OTHER	245707N 0674332E	253.29 / 150.09	
NKC-1679	WIN TURBINE2 (DEH KOHISTAN)	OTHER	245701N 0674340E	253.29 / 153.49	
NKC-1680	WIN TURBINE3 (DEH KOHISTAN)	OTHER	245628N 0674329E	238.96 / 152.26	
NKC-1681	WIN TURBINE4 (DEH KOHISTAN)	OTHER	245620N 0674336E	238.96 / 160.76	
EN-75	Wahdat Road Khushab	ANTENNA	321706N 0721655E	287.31 / 100.01	
EN-51	Wazirabad	ANTENNA	322615N 0740615E	338.33 / 111.33	
NMISC-136	Wind Power	OTHER	250128N 0680047E	209.40 / 180.30	
NMISC-137	Wind Power Project	OTHER	245846N 0674904E	232.26 / 152.86	
NMISC-138	Wind Power Project	OTHER	245523N 0674251E	225.55 / 159.85	
NMISC-139	Wind Power Project	OTHER	245726N 0674415E	252.68 / 147.28	
TH1	Wind Turbine	TOWER	250610N 0674744E	278.00 / 135.00	
NLA-53	Zayed Centre	BUILDING	313100N 0742000E	369.42 / 151.42	
NIS-19	Zone IV ISL	BUILDING	333850N 0731312E	660.90 / 133.00	
NBW-13		BUILDING	292114N 0714304E	429.00 / 306.00	
NBW-14		BUILDING	292053N 0714150E	446.00 / 326.60	
NDI-6		TOWER	314908N 0705426E	662.72 / 487.82	
NDI-7		TOWER	315114N 0705430E	597.11 / 419.71	
NGD-10		OTHER	251425N 0622209E	149.00 / 127.10	
NGD-11		OTHER	251431N 0622208E	149.00 / 127.20	
NGD-12		OTHER	251434N 0622208E	149.00 / 127.50	
NGD-13		OTHER	251437N 0622208E	149.00 / 129.70	
NGD-14		OTHER	251505N 0622208E	149.00 / 135.70	
NGD-15		OTHER	251528N 0622208E	149.00 / 143.90	
NGD-16		OTHER	251527N 0622203E	149.00 / 142.60	
NGD-17		OTHER	251527N 0622157E	149.00 / 132.40	
NGD-18		OTHER	251526N 0622153E	149.00 / 124.30	

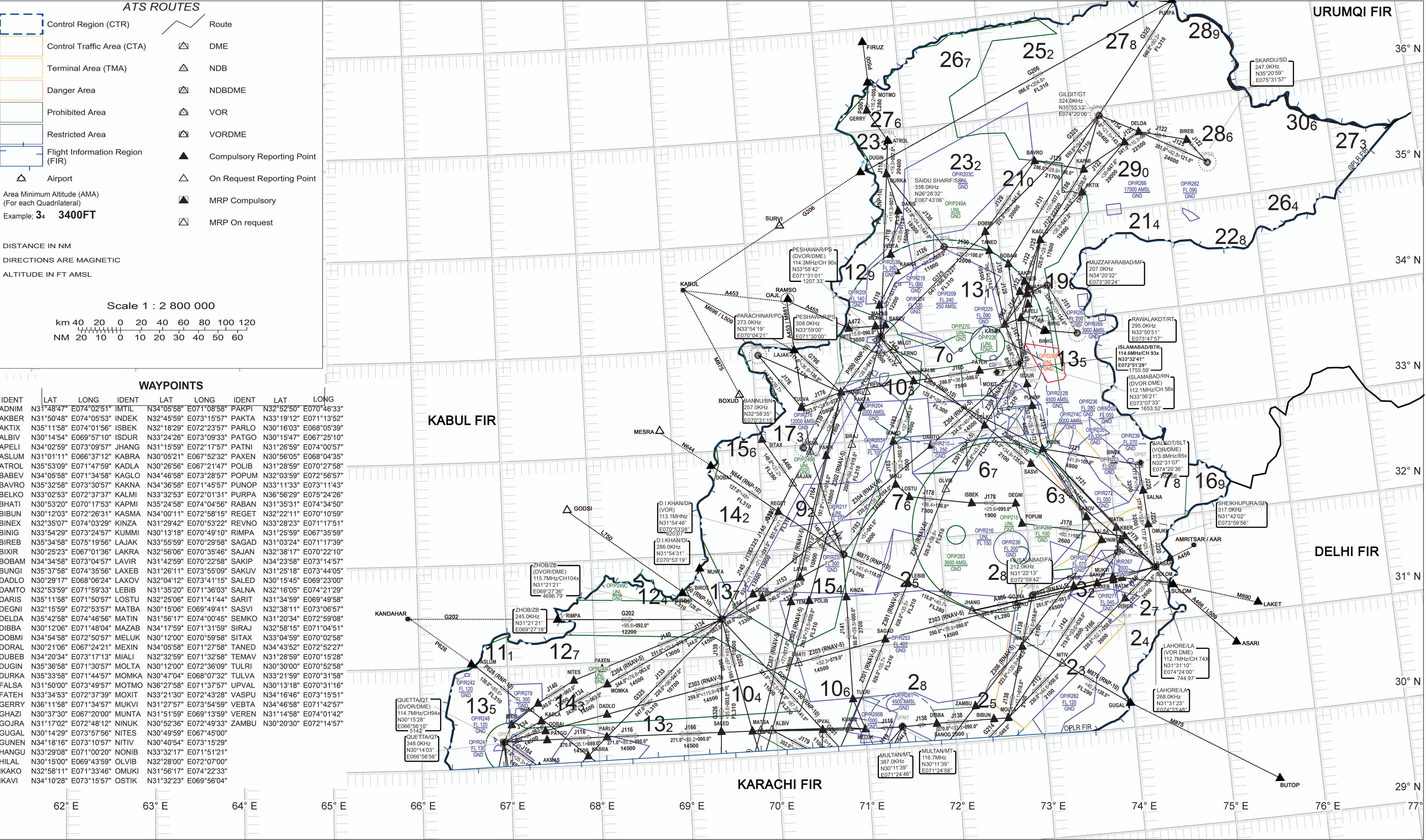
S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NGD-19		OTHER	251526N 0622147E	149.00 / 132.20	
NGD-20		OTHER	251526N 0622142E	149.00 / 134.20	
NGD-21		OTHER	251526N 0622137E	149.00 / 131.40	
NGD-22		OTHER	251526N 0622134E	149.00 / 130.80	
NGD-23		OTHER	251525N 0622125E	149.00 / 136.20	
NGD-24		OTHER	251525N 0622112E	149.00 / 135.40	
NGD-25		OTHER	251525N 0622048E	149.00 / 139.30	
NGD-26		OTHER	251525N 0622039E	149.00 / 138.60	
NGD-4		TOWER	251716N 0623154E	183.72 / 170.22	
NGD-5		OTHER	251413N 0622211E	149.00 / 122.10	
NGD-6		OTHER	251415N 0622211E	149.00 / 122.20	
NGD-7		OTHER	251418N 0622210E	149.00 / 124.40	
NGD-8		OTHER	251421N 0622210E	149.00 / 127.50	
NGD-9		OTHER	251423N 0622209E	149.00 / 128.00	
NI-344		BUILDING	333452N 0725136E	1906.00 / 1380.10	
NI-345		BUILDING	333458N 0725146E	1875.00 / 1356.00	
NI-346		BUILDING	333458N 0725223E	1767.00 / 1252.20	
NI-347		BUILDING	333416N 0730936E	1946.00 / 1464.20	
NI-348		BUILDING	333049N 0730731E	1853.00 / 1408.30	
NI-349		TOWER	334251N 0730355E	1925.83 / 1369.43	
NIS-342		BUILDING	333446N 0730925E	601.68 / 116.28	
NKC-1100		OTHER	245915N 0671202E	171.30 / 106.10	
NKC-1120		OTHER	245915N 0671201E	170.99 / 105.99	
NKC-1696		BUILDING	250054N 0670754E	485.00 / 419.70	
NKC-1697		BUILDING	245306N 0670205E	144.00 / 125.80	
NKC-1699		BUILDING	250151N 0670816E	334.00 / 260.00	
NKC-1700		BUILDING	245534N 0671040E	250.00 / 212.60	
NKC-1704		BUILDING	250144N 0670825E	555.00 / 478.90	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NKC-1708		BUILDING	250148N 0670838E	310.00 / 243.40	
NKC-1711		BUILDING	245825N 0670733E	450.00 / 402.40	
NKC-1712		BUILDING	245952N 0670734E	280.00 / 224.40	
NKC-1713		BUILDING	245749N 0670639E	382.00 / 340.10	
NKC-1715		BUILDING	245850N 0670558E	441.00 / 395.30	
NKC-1716		BUILDING	245734N 0670708E	337.00 / 294.50	
NKC-1717		BUILDING	250131N 0670810E	575.00 / 501.30	
NKC-1718		BUILDING	244951N 0670440E	386.00 / 378.40	
NKC-1719		BUILDING	250037N 0670243E	516.00 / 451.30	
NKC-1720		BUILDING	245348N 0671032E	242.00 / 220.40	
NKC-1721		BUILDING	245825N 0670732E	503.00 / 455.20	
NKC-1722		BUILDING	245349N 0670348E	373.00 / 347.90	
NKC-1723		BUILDING	245530N 0671038E	247.00 / 210.50	
NKC-1724		BUILDING	244833N 0670719E	212.00 / 206.80	
NKC-1728		BUILDING	245233N 0671108E	245.00 / 223.60	
NKC-771		POLE	245532N 0674229E	189.00 / 118.30	
NKC-772		POLE	245819N 0674723E	210.30 / 118.40	
NKC-852		BUILDING	245600N 0670509E	170.99 / 135.19	
NKC-873		BUILDING	250027N 0670726E	163.98 / 106.18	
NKC-976		TOWER	245201N 0670133E	129.00 / 112.70	
NLA-101		TOWER	313334N 0742017E	319.00 / 102.70	
NLA-162		TOWER	313010N 0742053E	800.52 / 584.02	
NMISC-141		TOWER	340418N 0732311E	7883.76 / 5488.26	
NMISC-142		TOWER	341221N 0731417E	3986.17 / 2775.17	
NMISC-143		TOWER	340850N 0731249E	4146.93 / 2915.43	
NMISC-144		TOWER	334720N 0722134E	1410.74 / 1024.44	
NMISC-145		TOWER	340930N 0714358E	1013.77 / 715.17	
NMISC-146		TOWER	333007N 0710226E	2742.75 / 1918.75	

S No.	Designation	Type of obstacle	Coordinates	ELEV / HGT GND (M)	
	1	2	3	4	
NMISC-147		TOWER	335938N 0725603E	1774.91 / 1242.71	
NMISC-148		TOWER	330739N 0710902E	2273.59 / 1611.19	
NMISC-149		TOWER	333523N 0712623E	1709.30 / 1191.10	
NMISC-150		TOWER	340045N 0714539E	1007.21 / 707.61	
NMISC-151		TOWER	344513N 0722135E	3264.40 / 2307.10	
NMISC-152		TOWER	345548N 0722432E	3681.06 / 2566.16	
NMISC-154		OTHER	250122N 0674401E	961.27 / 828.17	
NPS-76		BUILDING	335902N 0713321E	1350.00 / 993.80	
NPS-77		TOWER	340054N 0713528E	1158.12 / 841.62	
NPS-78		TOWER	340749N 0714622E	1151.56 / 852.66	
NPS-79		BUILDING	340207N 0712618E	1382.00 / 1008.20	
NPS-80		BUILDING	340023N 0713034E	1227.00 / 874.20	
NRN-17		BUILDING	333515N 0725133E	1847.00 / 1320.20	
NRN-18		BUILDING	333511N 0725144E	1901.00 / 1372.40	
NRN-19		BUILDING	333508N 0725125E	1860.00 / 1327.30	
NRN-20		BUILDING	333842N 0730440E	1785.00 / 1275.10	
NRN-21		BUILDING	333508N 0725311E	1807.00 / 1290.60	
NRN-22		BUILDING	333510N 0725124E	1841.00 / 1308.90	
NRN-24		TOWER	333322N 0730625E	1650.24 / 1200.04	
NRN-25		BUILDING	333517N 0725136E	1848.00 / 1313.50	
NRN-26		BUILDING	333514N 0725130E	1850.00 / 1324.40	
NRN-27		BUILDING	333513N 0725131E	1841.00 / 1316.90	
NRN-28		BUILDING	333508N 0725126E	1859.00 / 1326.90	
NRN-29		BUILDING	333513N 0725137E	1849.00 / 1316.50	
NRN-30		BUILDING	333501N 0725116E	1881.00 / 1342.90	

ENROUTE CHART - ICAO (OPKR)



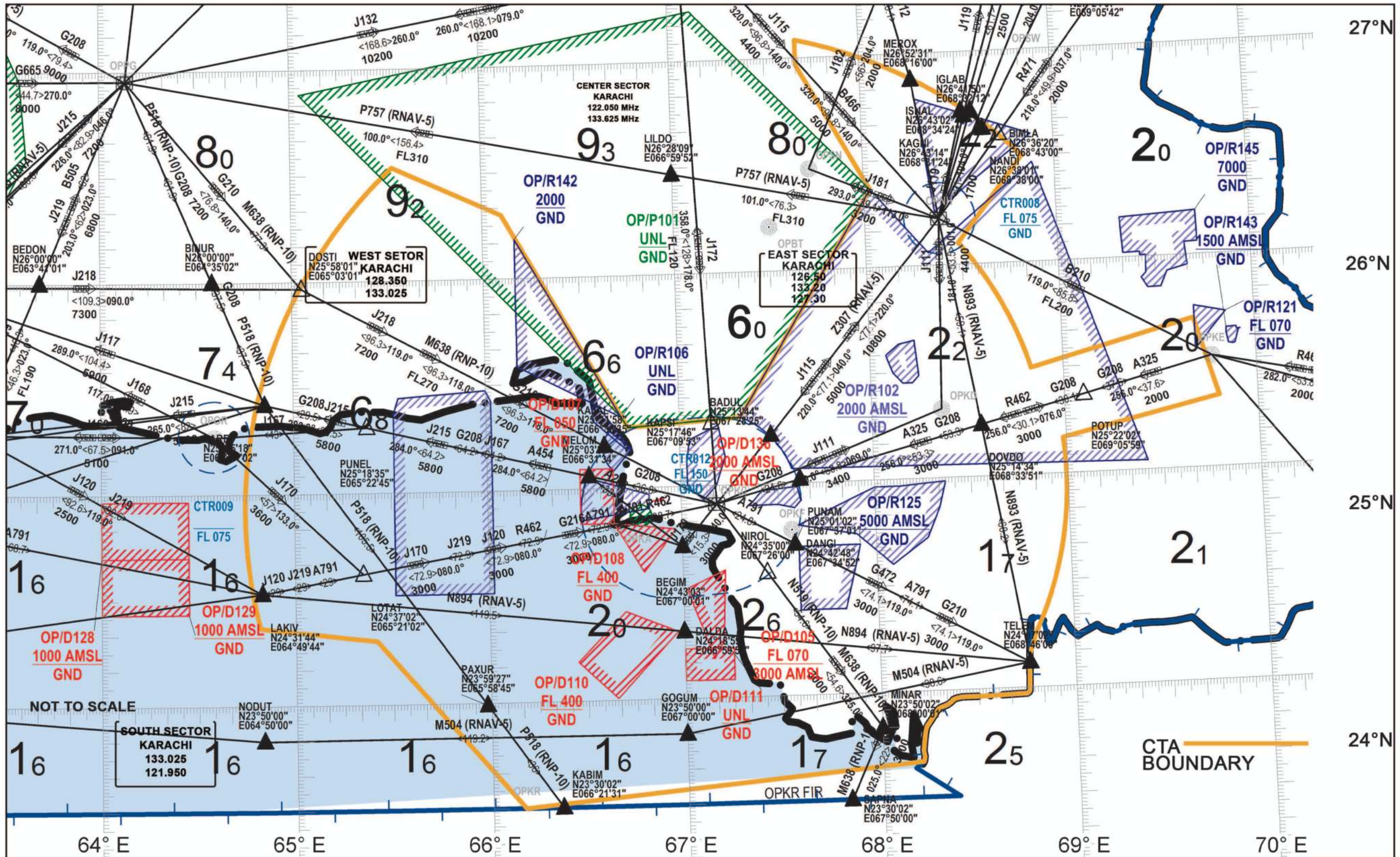




TRANSITION LEVEL FL 50
TRANSITION ALT 3000'

TWR 118.3 118.8 APP 125.5 121.3 ATIS 126.7

CTA CHART-ICAO
KARACHI



PART 3 - AERODROMES (AD)**AD 0.**

AD 0.1	PREFACE	Not applicable
AD 0.2	RECORD OF AIP AMENDMENTS	Not applicable
AD 0.3	RECORD OF AIP SUPPLEMENTS	Not applicable
AD 0.4	CHECKLIST OF AIP PAGES	Not applicable
AD 0.5	LIST OF HAND AMENDMENTS	Not applicable

AD 0.6 TABLE OF CONTENTS TO PART 3**AD 1. AERODROMES/HELIPORTS - INTRODUCTION****AD 1.1 Aerodrome/heliport availability**

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	Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport	AD 1.1.1
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	Traffic of persons and vehicles on aerodromes	AD 1.1.1
	Policing	AD 1.1.2
	Photography	AD 1.1.2
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AD 1.2.2	Snow plan	AD 1.2-1

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AD 2. OPBN BANNU / Bannu

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OPBN AD 2.6 Rescue and fire fighting services	AD 2-OPBN-2
OPBN AD 2.7 Seasonal availability - clearing	AD 2-OPBN-2
OPBN AD 2.8 Aprons, taxiways and check locations data	AD 2-OPBN-2
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OPBN AD 2.14 Approach and runway lighting	AD 2-OPBN-4
OPBN AD 2.15 Other lighting, secondary power supply	AD 2-OPBN-5
OPBN AD 2.16 Helicopter landing area	AD 2-OPBN-5
OPBN AD 2.17 Air traffic services airspace	AD 2-OPBN-5
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AD 2. OPCH CHTRAL/ Chitral

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The direction of takeoff zones at the individual heliport refers only to zones, which for flight with helicopters are determined to be free of obstructions. Pilots shall, before using a heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency, that suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

2. APPLICABLE ICAO DOCUMENTS

The standards and recommended practice of ICAO Annex 14 volumes 1 and II are applied without difference.

3. CIVIL USE OF MILITARY AIR BASES

General

Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of real emergency or where special permission has been granted.

4. CAT II / III OPERATIONS AT AERODROMES

Promulgation of an aerodrome as available for category II/III-B operations means that it is suitable equipped and than procedures appropriate to such operations have been determine and are applied when relevant.

Promulgations implies that at least the following facilities are available:

ILS --- certificated to CAT II/ III-B performance Category.

Lighting --- CAT III-B lighting System

RVR system --- Instrument

Special procedures and safeguards will be applied during Category II/III-B operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance to the ILS signals.

In actual category II/III-B

weather conditions, pilot will be informed by ATC of any un-serviceability in the promulgated facilities, So that they can aim there Minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice category II/III-B approach are to request practice cat II/III-b APPROACH on initial contact with approach control. For practice approach there will be no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of the resultant ILS disturbance system.

5. MEASUREMENT OF RUNWAY SURFACE FRICTION

5.1 Runway surface friction at Karachi/JIAP, Lahore/AIIAP, Islamabad, Peshawar and Quetta airports are measured by means of Skiddometer in accordance with recognized procedures. Rest of the airports have adopt relay on pilot reports on runway surface friction.

5.2 Reporting of Braking Action

5.2.1 The results derived in the braking action tests will be reported in accordance with the following table:

Measurement or Calculated Coefficient of friction	Estimated Braking Action	Operational Measuring
0.60 or above	Good	Aircraft can expect to land without undue directional control problems
0.49 - 0.59	Medium	Directional control might be impaired
0.49 or below	Poor	Directional control will be poor
Friction Measuring Device	SKIDDO METER TRAILER BV - II	

6. OTHER INFORMATION

6.1 Dissemination of Information On Wet Runways.

6.1.1 The presence of water on a runway is to be reported on the RTF and ATIS using the following terms.

Terms	Description
Damp	When the surface shows a change of colour due to moisture
Wet	When the surface is soaked but there is no standing water
Standing Water	For Aero plane performance purpose, a Runway where 25% of RWY surface Area(whether in isolated areas or not) within the required length and width being used is covered by water more than 3MM deep
Applicable untill 03rd November 2021	

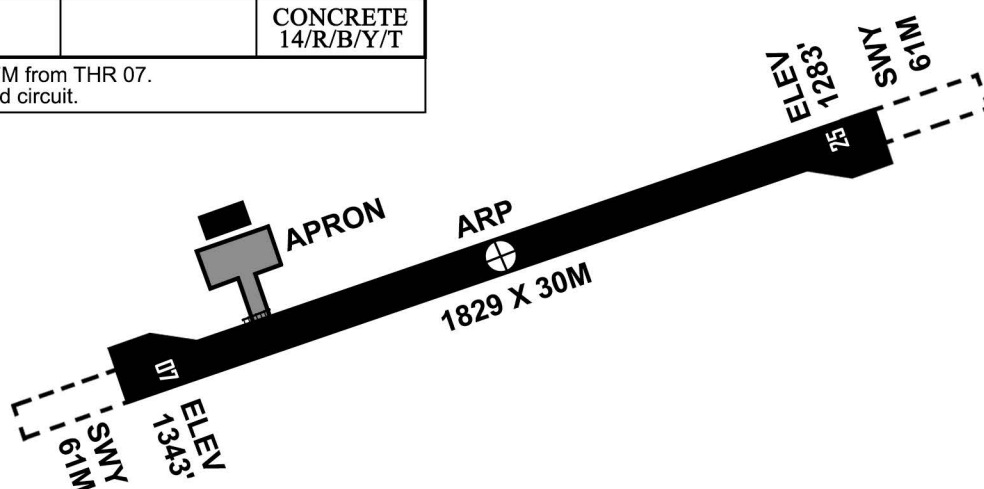
AD 1.5 STATUS OF CERTIFICATION OF AERODROME

S#	AERODROME NAME/ LOCATION INDICATOR	DATE OF CERTIFICATION	VALIDITY OF CERTIFICATION	AERODROME REFERENCE CODE
1	Karachi / Jinnah International Airport / OPKC	18th September 2018	17th September 2021	4E or below
2	Lahore / Allama Iqbal International Airport / OPLA	4th November 2018	3rd November 2021	4E or below
3	Islamabad / Benazir Bhutto International Airport / OPRN	4th January 2018	3rd January 2021	4E or below
4	Peshawar / Bacha Khan International Airport / OPPS	1st March 2020	28th February 2023	4D or below
5	Quetta / Samungli International Airport / OPQT	11th June 2018	10th June 2021	4D or below
6	Faisalabad International Airport / OPFA	2nd August 2019	05th August 2022	4D or below
7	Sialkot International Airport Pvt. Ltd. / OPST	4th August 2019	03rd August 2022	4E or below
8	Multan International Airport/ OPMT	1st August 2018	31st July 2021	4E or below
9	Gwadar International Airport /OPGD	13th January 2021	14th January 2024	3C or below
10	Turbat International Airport / OPTU	31st March 2020	30th March 2023	3C or below
11	Rahim Yar Khan / Shaikh Zayed International Airport / OPRK	28th April 2018	27th April 2021	4C or below
12	D.G. Khan Int'l / OPDG	28th April 2018	27th April 2021	4C or below
13	Bahawalpur Int'l /OPBW	28th June 2019	27th June 2022	3C(Non-Instrument) / 2C(Instrument) or below
14	Islamabad International/ OPIS	01st August 2020	31st July 2023	4F or below
15	Moenjodaro Airport/OPMJ Begum Nusrat Bhutto Airport-Sukkur/OPSK	17th July 2018 17th October 2018	16th July 2021 16th October 2021	4C or below 4C or below
16	Chitral Airport/OPCH	25th March 2019	24th March 2022	2B or below
17	Gilgit Airport/OPGT	31st May 2019	30th May 2022	2B or below
18	Nawabshah Airport/ OPNH	01st November 2020	31st October 2023	4E or below

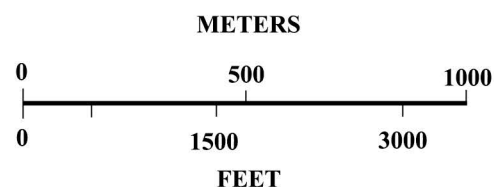
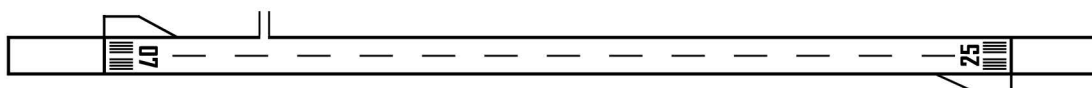
**AERODROME/
HELIPORT
CHART-ICAO****325819.57N
0703129.76E****ELEV 1343'****TWR 122.8
121.8
240.1****BANNU / Bannu****ELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC**

RWY	DIRECTION (T)	THR	BEARING STRENGTH
07	071°	325810.20N 0703056.65E	12/F/A/Y/T Bitumen
25	251°	325828.96N 0703202.94E	
TAXIWAY	TWY Centerline Points 325823.27N 0703109.73E 325815.76N 0703112.70E		-
APRON			CONCRETE 14/R/B/Y/T

Deep dry drain 67M from THR 07.
RWY 07 right hand circuit.



STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	325825.03N 0703109.61E
2	325824.77N 0703108.67E

**MARKING AIDS RWY 07/25 AND EXIT TWY**

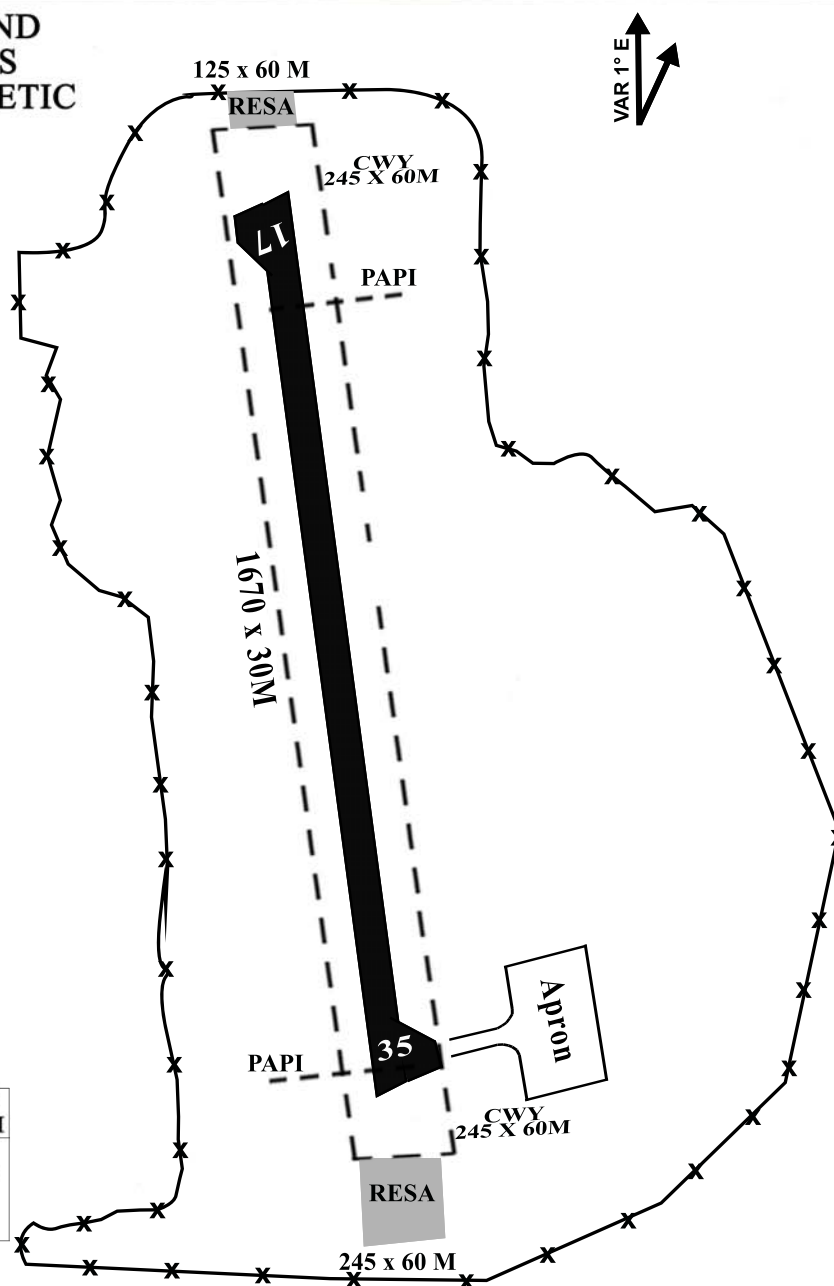
**AERODROME/
HELIPORT
CHART - ICAO**

261145N
0673020E

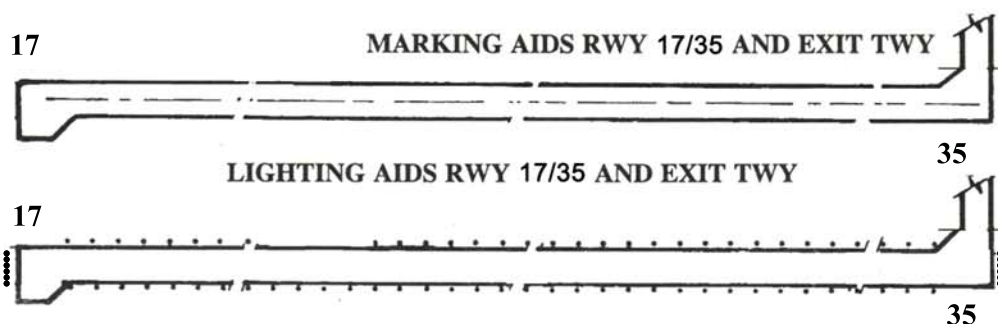
ELEV 418' FREQ 132.0 MHz

**BHIT
AIRFIELD**

ELEVATION IN FEET AND
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



RWY	THR	BEARING STRENGTH
17	261220.39N 0673009.13E	49/F/A/Y/T
35	261127.012N 0673018.15E	



AD 2. AERODROMES**OPBW AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPBW - BAHAWALPUR Int'l****OPBW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	292049.43N 0714241.06E
2. Direction and distance from (city)	2.3 NM SE of city
3. Elevation/Reference temperature	396 FT / 41.8 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer / APM, Bahawalpur. Tel: 062-9255590 Fax: 062-9255581 AFTN: OPBWYDYX e-mail: apm.bahawalpur@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	

OPBW AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Saturdays and Sundays
2. Customs and immigration	As of ATS
3. Health and sanitation	As of ATS
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	H24
7. ATS	HS 24 hours PN for non-schedule flights
8. Fuelling	N/A
9. Handling	N/A
10. Security	As of ATS
11. De-icing	N/A
12. Remarks	

OPBW AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPBWAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the city.
3. Transportation	Busses, Taxis, Car hire
4. Medical facilities	Hospitals in city
5. Bank and Post Office	In the city.
6. Tourist Office	-
7. Remarks	

OPBW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT-6
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	N/A
4. Remarks	

OPBW AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPBW AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPBW: Bitumen PCN 54/R/C/X/T
2. Taxiway width, surface and strength	TWY A : 23 M Bitumen, PCN 52/F/C/X/T.
3. ACL location and elevation	ACFT STAND-3 292059.68N 0714238.22E / 395 FT
4. VOR/INS checkpoints	See Aerodrome Chart.
5. Remarks	(i)Apron Adequate for 04 ATR-42 or 01 B737 + 02 ATR-42 (ii) Dumbel 70x30 M both ends of RWY.

OPBW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxi guidance lines on apron and parking stands marked.
2. RWY and TWY markings and LGT	RWY : Designator, THR, TDZ, centreline, edge, Runway End as appropriate marked. RWY LGT: Edge, Centre Line, THR/END, Dumbel lights. TWY: Centre Line & Edge marked. TWY Edge lighted.
3. Stop bars	N/A
4. Remarks	DMBS and Apron edges lighted.

OPBW AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
26/TKOF 08/APCH	DHA 138.10 M / 453 FT	292032.69N 0713910.62E	WGE BAHAWALPUR
26/TKOF 08/APCH	FLAG POLE DHA BHAWALPUR 142.95 M / 469 FT	292039.51N 0714046.32E	WGE BAHAWALPUR

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Al-Rahim Building 135.94 M / 446 FT	292016.58N 0714111.26E	
Allama Iqbal Open Uni 148.75 M / 488 FT	292110.18N 0714215.26E	
Antenna 158.00 M / 518 FT	291421.30N 0714332.60E	
Antenna 153.00 M / 502 FT	291902.10N 0714234.20E	
Antenna 165.00 M / 541 FT	291902.10N 0714234.20E	
Antenna 148.00 M / 486 FT	292026.60N 0713247.50E	
Antenna 159.00 M / 522 FT	292030.08N 0713507.04E	
Antenna 223.00 M / 732 FT	292032.80N 0713246.30E	
Antenna 147.52 M / 484 FT	292057.80N 0714123.40E	
Antenna 134.21 M / 440 FT	292059.33N 0714308.18E	
Antenna 150.00 M / 492 FT	292205.61N 0714138.71E	
Antenna 148.00 M / 486 FT	292205.90N 0714336.60E	
Antenna 158.19 M / 519 FT	292217.00N 0714515.00E	
Antenna 164.00 M / 538 FT	292237.40N 0714137.70E	
Antenna 163.00 M / 535 FT	292244.30N 0714021.00E	
Antenna 163.00 M / 535 FT	292248.80N 0714258.20E	
Antenna 161.00 M / 528 FT	292252.82N 0714019.12E	
Antenna 162.00 M / 531 FT	292256.60N 0713945.00E	
Antenna 148.00 M / 486 FT	292304.70N 0714218.90E	
Antenna 155.00 M / 509 FT	292306.22N 0714124.22E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna 204.00 M / 669 FT	292306.36N 0714123.85E	
Antenna 147.00 M / 482 FT	292309.40N 0714016.50E	
Antenna 183.00 M / 600 FT	292315.50N 0714519.80E	
Antenna 191.00 M / 627 FT	292317.99N 0714248.13E	
Antenna 150.00 M / 492 FT	292321.59N 0714258.22E	
Antenna 155.00 M / 509 FT	292327.00N 0714239.60E	
Antenna 151.00 M / 495 FT	292334.90N 0714006.90E	
Antenna 164.00 M / 538 FT	292353.20N 0714226.20E	
Antenna 210.00 M / 689 FT	292357.05N 0714119.89E	
Antenna 139.00 M / 456 FT	292358.50N 0714019.00E	
Antenna 200.00 M / 656 FT	292404.00N 0713912.00E	
Antenna 148.00 M / 486 FT	292408.00N 0714047.00E	
Antenna 138.00 M / 453 FT	292411.00N 0715049.90E	
Antenna 162.00 M / 531 FT	292413.70N 0714009.73E	
Antenna 164.00 M / 538 FT	292416.90N 0714132.20E	
Antenna 155.00 M / 509 FT	292442.80N 0713933.00E	
Antenna 165.00 M / 541 FT	292452.38N 0714353.76E	
Antenna 162.00 M / 531 FT	292456.80N 0714039.80E	
Antenna 146.00 M / 479 FT	292545.00N 0713924.00E	
BAHRIA CITY HOUSING SCH 139.60 M / 458 FT	292151.41N 0714503.60E	
BEACON HOUSE SCH 134.72 M / 442 FT	292134.95N 0714132.71E	
BTS 145.56 M / 478 FT	292347.62N 0713919.57E	
Bahawalpur 225.74 M / 741 FT	292412.00N 0713900.00E	
Building 129.84 M / 426 FT	292025.65N 0714137.01E	
Building 125.58 M / 412 FT	292043.71N 0714231.80E	
Building 149.00 M / 489 FT	292110.18N 0714215.26E	
Building 139.00 M / 456 FT	292128.48N 0714138.02E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Building 138.99 M / 456 FT	292133.35N 0714138.47E	
Building 135.00 M / 443 FT	292134.94N 0714132.70E	
Chimney 143.77 M / 472 FT	292537.96N 0713950.76E	
Control Tower 129.31 M / 424 FT	292102.93N 0714239.37E	
FLAG POLE DHA BHAWALPUR 169.47 M / 556 FT	291934.21N 0714038.19E	
Flood Light 01 153.59 M / 504 FT	292054.12N 0714253.62E	
Hangar 135.94 M / 446 FT	292053.12N 0714217.85E	
M/S ASHRAF SUGAR MILLS 130.00 M / 427 FT	291723.95N 0713030.12E	
M/S SECURITY CONSULTANT & SERVICES 161.00 M / 528 FT	291742.85N 0720229.20E	
MALL OF BAHWALPUR 151.80 M / 498 FT	292333.82N 0714135.50E	
Met Antenna 129.93 M / 426 FT	292057.84N 0714307.31E	
Microwave Pole- 2 175.64 M / 576 FT	292352.28N 0714119.11E	
Microwave Pole- 3 153.85 M / 505 FT	292413.61N 0713909.75E	
Microwave Pole- 4 161.10 M / 529 FT	292326.95N 0714029.65E	
Microwave Pole- 6 164.03 M / 538 FT	292352.19N 0713943.38E	
Microwave pole- 5 176.70 M / 580 FT	292239.02N 0714045.31E	
Mircrowave Pole- 1 176.62 M / 579 FT	292350.94N 0714121.38E	
NDB 134.71 M / 442 FT	292059.47N 0714234.48E	
NDB Pole 1 145.00 M / 476 FT	292100.58N 0714234.31E	
NEW CAMPUS 139.30 M / 457 FT	292128.53N 0714143.39E	
SOLAR PARK 200.18 M / 657 FT	291933.41N 0714901.21E	
T & T Pole-1 237.24 M / 778 FT	292425.68N 0714055.45E	
T & T Pole-2 160.51 M / 527 FT	292359.78N 0713921.56E	
Terminal Building 131.67 M / 432 FT	292102.70N 0714239.49E	
Water Tank 128.32 M / 421 FT	292050.33N 0714142.73E	
Water Tank 132.89 M / 436 FT	292051.09N 0714143.55E	
Water Tank-2 133.29 M / 437 FT	292054.79N 0714241.11E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Water tank-1 137.41 M / 451 FT	292038.20N 0714226.04E	
Wind Sock 08 127.87 M / 420 FT	292047.40N 0714217.35E	
Wind Sock 26 126.75 M / 416 FT	292105.66N 0714353.05E	
Wind Sock Near TWY A 126.60 M / 415 FT	292050.92N 0714235.94E	
BUILDING 446.00 M / 1463 FT	292052.77N 0714150.48E	
BUILDING 429.00 M / 1407 FT	292114.42N 0714303.91E	

OPBW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met Report Hourly

1. Associated MET Office	Aero MET Observatory OPBW
2. Hours of service MET Office outside airport operational hours	- H24
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	OPBW Tower
10. Additional information (limitation of service, etc.)	

OPBW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
08	78.91°	2850 x 30	52/F/C/X/T Bitumen	292044.71N 0714213.57E	THR 119.59 M / 392.36 FT	0.030%
26	258.91°	2850 x 30	52/F/C/X/T Bitumen	292102.35N 0714356.33E	THR 120.59 M / 395.64 FT	0.030%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
60	60	3090 x 150	60 x 90	-		-
60	60	3090 x 150	60 x 90	-		-

OPBW AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
08	2850	2910	2910	2850	-
26	2850	2910	2910	2850	-

OPBW AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS 420 M LIH	GREEN	PAPI LEFT/ 2.98°	---	2850 M 30 M -	2850 M 60 M -	RED		Strobe Lights Avbl
26	CAT I PALS 923 M LIH	GREEN	PAPI LEFT/ 2.98°			-	RED		-

Note: Intensity control panels not available at Tower. However intensity can be reduced on prior request.

OPBW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- Analog Anemometer installed in tower.,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities / 01 minute
5. Remarks	275 KVA, 200 KVA, 50KVA, 25KVA, generators are available.

OPBW AD 2.16 HELICOPTER LANDING AREA: Nil

OPBW 2.17 ATS AIRSPACE

1. Designation and lateral limits	Bahawalpur ATZ: Circular area centered on 292049N/ 0714241E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Bhawalpur Tower English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPBW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
GCA	Bahawalpur Tower	121.500 MHZ	NOTAM	Emergency Frequency
GCA	Bahawalpur Tower	121.800 MHZ	NOTAM	Ground Frequency
TWR	Bhawalpur Tower	129.800 MHZ	NOTAM	Primary Frequency
TWR	Bhawalpur Tower	298.900 MHZ	NOTAM	-

OPBW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BW	332.0 kHz	HJ	292059.47N 0714234.48E	-	Coverage 25NM

OPBW AD 2.20 LOCAL TRAFFIC REGULATIONS: Right hand circuit for RWY 08 and left hand for RWY 26.

OPBW AD 2.20.1 AIRPORT REGULATIONS: Nil

OPBW AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPBW AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPBW AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil

OPBW AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPBW AD 2.20.6: TAXIING LIMITATIONS: Only one taxi link between RWY and Apron i.e. TWY "A".

OPBW AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Military Traffic.

OPBW AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPBW AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. if a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPBW AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPBW AD 2.22 FLIGHT PROCEDURES: Right hand circuit for RWY 08 and left hand for RWY 26.

OPBW AD 2.23 ADDITIONAL INFORMATION Bird activity over and around the airfield.

OPBW AD 2.24 CHARTS RELATED TO AN AERODROME:

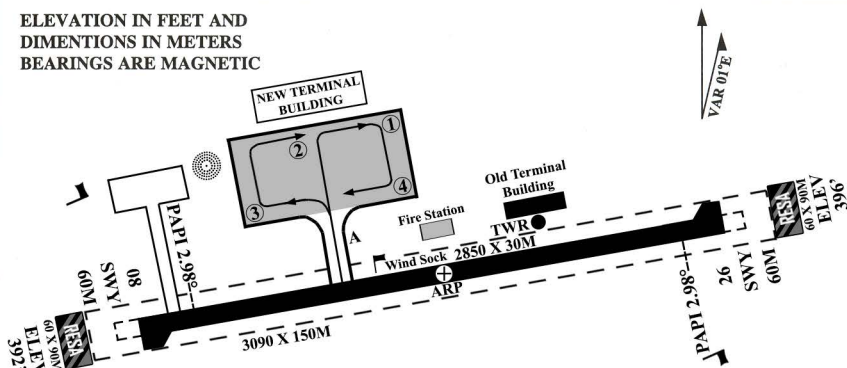
Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO292049.43N
0714241.06E

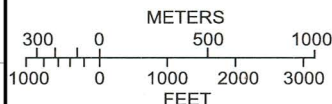
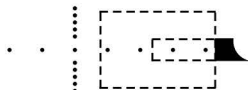
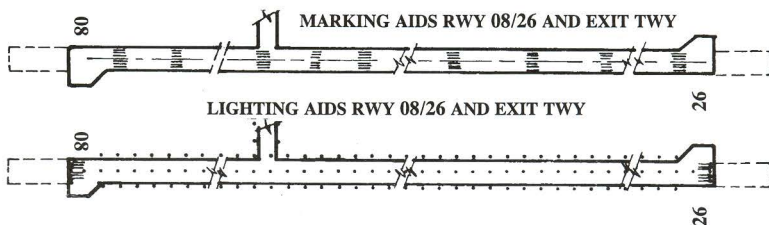
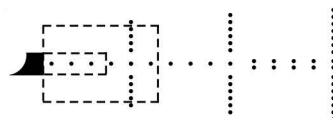
ELEV 396'

TWR 129.8

BAHAWALPUR/
Bahawalpur Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

RWY	DIRECTION (T)	THR	BEARING STRENGTH
08	78.91°	292044.71N 0714213.57E	52/F/C/X/T Bitumen
26	258.91°	292102.35N 0714356.33E	
TAXIWAY-A		TWY Centerline Points 292052.30N 0714241.85E 292055.18N 0714241.20E 292058.73N 0714240.41E	23M Bitumen 52/F/C/X/T
APRON			Bitumen 54/R/C/X/T

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	292101.50N 0714241.80E
2	292100.84N 0714237.96E
3	292059.68N 0714238.22E
4	292100.34N 0714242.06E

SIMPLE APPROACH
LIGHTING SYSTEM RWY 08PRECISION APPROACH CAT-I
LIGHTING SYSTEM RWY 26

AD 2. AERODROMES**OPCH AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPCH - CHITRAL****OPCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	355310.30N 0714759.70E (centre of RWY)
2. Direction and distance from (city)	2 NM North of city
3. Elevation/Reference temperature	4900 FT / 34.0 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer / APM, Chitral Tel: (0943) 412597 Fax: (0943) 413571 AFTN: OPCHYDYX
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	-

OPCH AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sundays
2. Customs and immigration	-
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	H24
7. ATS	HS. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPCH AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	Nil.

OPCH AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In city-
3. Transportation	Taxis and cars on hire
4. Medical facilities	Hospital in the City
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	-

OPCH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	-

OPCH AD 2.7 SEASONAL AVAILABILITY - CLEARING: Restricted due snowfall during winter.

OPCH AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPCH: Concrete PCN 14/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPCH : 15 M Bitumen, PCN 16/F/C/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 355253.59N 0714752.94E Bay 2: 355254.43N 0714753.70E
5. Remarks	Space adequate for 2 ATR-42 or 01 ATR-42 & 01 C130

OPCH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY Guideline Available
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end are marked as appropriated.
3. Stop bars	-
4. Remarks	

OPCH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
20/TKOF 02/APCH	Hill Top 1780.54 M / 5842 FT	355033.10N 0714646.63E	
20/TKOF 02/APCH	Hill Top 1844.72 M / 6052 FT	355158.68N 0714658.70E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Building 1515.86 M / 4973 FT	355203.42N 0714735.88E	
Control Tower 1500.64 M / 4923 FT	355254.01N 0714755.76E	
Emergency Rescue Services Rescue- 1122 TMA Office-Chitral 4826.06 M / 15834 FT	355012.65N 0714732.16E	
Hill Top 3323.26 M / 10903 FT	353506.21N 0714458.84E	
Hill Top 2288.93 M / 7510 FT	355504.71N 0714947.03E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Hill Top 3859.42 M / 12662 FT	360356.19N 0715123.02E	
LPG AIR MIX PLANT CHITRAL 1524.91 M / 5003 FT	355337.46N 0714800.44E	
Met Pole 1501.71 M / 4927 FT	355250.34N 0714751.18E	
Microwave Pole 2206.19 M / 7238 FT	355215.75N 0714620.24E	
Microwave Pole2 1526.01 M / 5007 FT	355046.74N 0714710.57E	
PTV Pole 1504.98 M / 4938 FT	355020.04N 0714712.53E	
Peak 1 1974.69 M / 6479 FT	355349.89N 0714854.49E	
Peak 2 2306.69 M / 7568 FT	355311.73N 0714902.60E	
Peak 3 1959.19 M / 6428 FT	355230.94N 0714832.31E	
Peak 4 2571.80 M / 8438 FT	355028.68N 0714839.28E	
Peak 5 2588.75 M / 8493 FT	355256.16N 0714602.55E	
Peak 7 4170.92 M / 13684 FT	355632.28N 0714345.16E	
Peak 8 4209.01 M / 13809 FT	355737.78N 0714440.11E	
Peak 9 2164.96 M / 7103 FT	355518.90N 0714757.40E	
Red Tank 1509.26 M / 4952 FT	355205.59N 0714749.61E	
Weather Pole 1493.07 M / 4899 FT	355256.60N 0714753.26E	
Wind Sock 1493.18 M / 4899 FT	355252.86N 0714745.35E	
Wind Sock 1503.34 M / 4932 FT	355325.28N 0714811.55E	
OTHER 1492.00 M / 4895 FT	355246.28N 0714755.89E	

OPCH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED- Met Report

1. Associated MET Office	Aero Met Observatory Chitral
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	TAFOR from Islamabad Office
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Chitral Tower
10. Additional information (limitation of service, etc.)	Telephone (0943) 412935

OPCH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
02	27.54°	1768 x 30	16/F/C/Y/T Bitumen	355244.92N 0714743.44E	THR 1485.75 M /4874.51 FT	0.780% UP
20	207.54°	1768 x 30	16/F/C/Y/T Bitumen	355335.67N 0714815.96E	THR 1499.68 M /4920.21 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
-	-	1888 x 80	90 x 60-	--		Rough patches/un even surfaces on RWY
		1888 x 80		-		Rough patches/un even surfaces on RWY

OPCH AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
02	1768	1768	1768	1768	-
20	1768	1768	1768	1768	-

OPCH AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	-	-	NIL						Nil.

AERODROME /
HELIPORT
CHART-ICAO

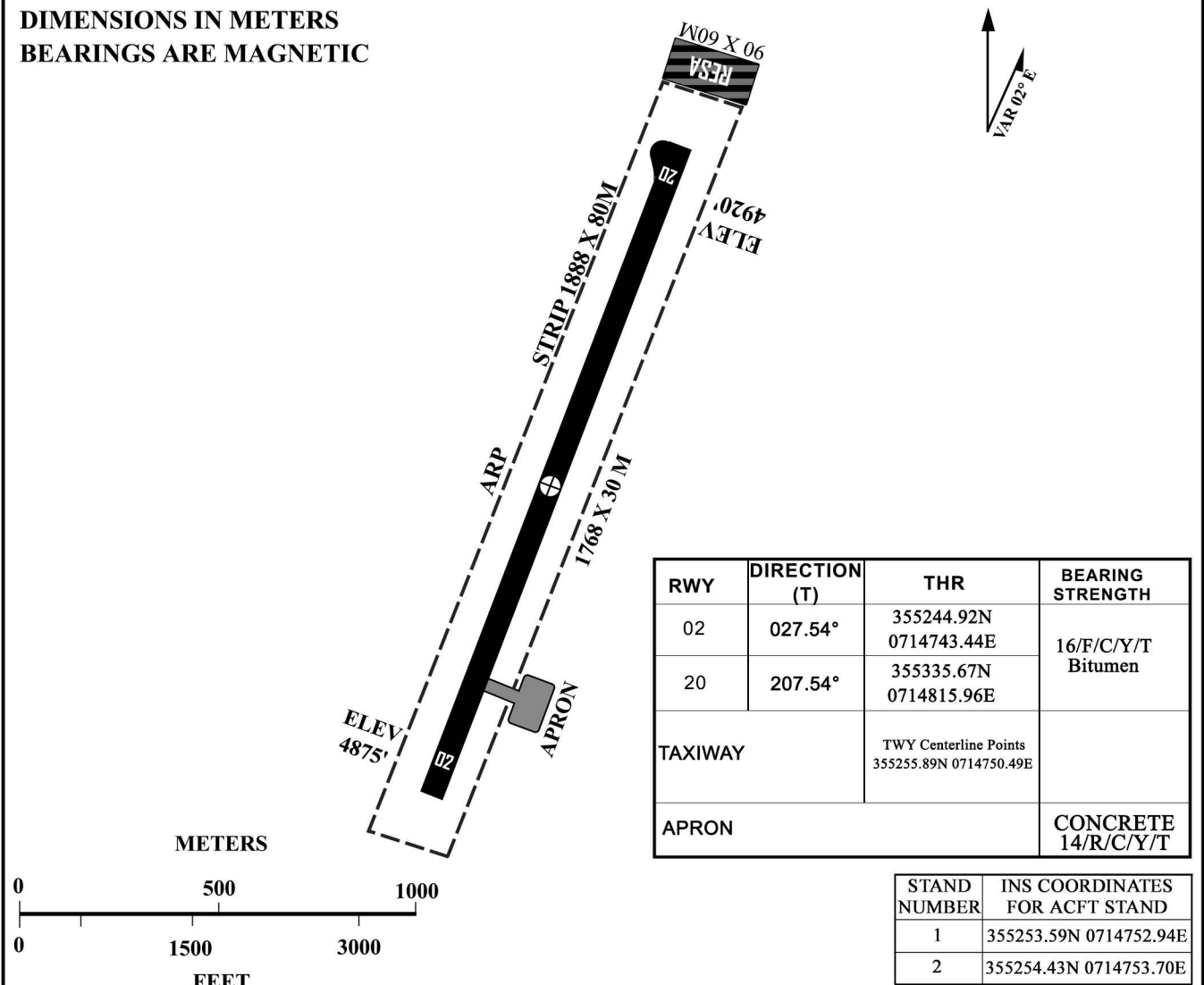
355310.30N
0714759.70E

ELEV 4900'

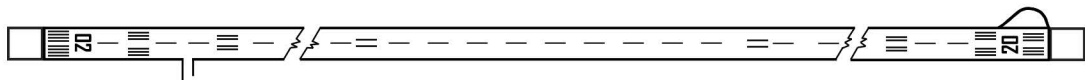
TWR 122.5

CHITRAL / Chitral

ELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20 AND EXIT TWY



OPDB AD 2.10 AERODROME OBSTACLES

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna Micro 900.36 M / 2954 FT	285327.86N 0642459.29E	
Antenna on Building 859.31 M / 2819 FT	285227.38N 0642405.35E	
IP Tower 837.62 M / 2748 FT	285639.68N 0643620.52E	
IP Tower 940.86 M / 3087 FT	285736.16N 0644634.83E	
Kiln Chimney 857.24 M / 2812 FT	285106.83N 0642529.27E	
M/S RADIO HOT 892.00 M / 2927 FT	285402.20N 0642404.31E	
Malik Sindra Peak 1737.40 M / 5700 FT	283516.95N 0642827.57E	
Mosque Minar 879.12 M / 2884 FT	285308.84N 0642401.11E	
N.D.B Antenna 859.92 M / 2821 FT	285224.45N 0642403.80E	
Peak E of Chaghi 1146.43 M / 3761 FT	285759.19N 0642831.82E	
Peak on Chaghi 1329.77 M / 4363 FT	290409.73N 0642830.89E	
Tower Ismaili 976.76 M / 3205 FT	284940.55N 0640810.44E	
VHF Antenna 876.91 M / 2877 FT	285220.53N 0642408.43E	
Wind Sock TH 31 849.96 M / 2789 FT	285215.96N 0642433.39E	
Wind sock TH 13 851.04 M / 2792 FT	285236.99N 0642401.40E	
Wireless Pole 861.33 M / 2826 FT	285226.80N 0642403.37E	

OPDB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met report

1. Associated MET Office	Aero MET Observatory OPDB
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	OPDB Tower
10. Additional information (limitation of service, etc.)	

OPDB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
13	126.76°	2024 x 31	23/F/C/Y/T Bitumen With Maximum load restriction of 40 Metric Tons	285244.82N 0642354.14E	THR 846.36 M / 2776.77 FT	0.025%
31	306.76°	2024 x 31	23/F/C/Y/T Bitumen With Maximum load restriction of 40 Metric Tons	285205.06N 0642454.21E	THR 845.03 M / 2772.41 FT	0.025%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
61	274	-		-		-
61	232	-		-		-

OPDB AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
13	2024	2085	2298	2024	-
31	2024	2085	2256	2024	-

OPDB AD 2.14 APPROACH AND RUNWAY LIGHTS: Nil

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13			NIL						-
31			NIL						-

OPDB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY: Nil

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT	-
Anemometer location and LGT	-
3. TWY edge and centre line lighting	-
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPDB AD 2.16 HELICOPTER LANDING AREA: Available

AERODROME/HELIPORT
CHART-ICAO285230.06 N
0642416.60 E

ELEV 2777'

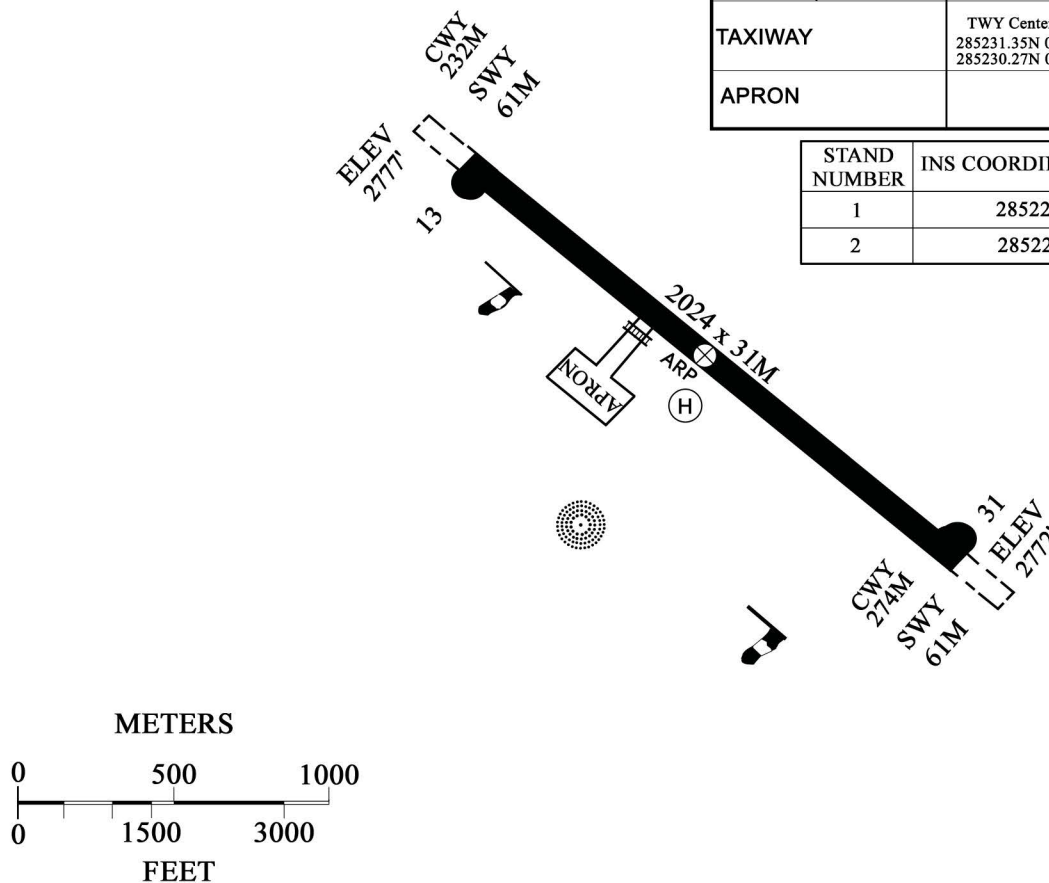
TWR 129.5

DALBANDIN/Dalbandin

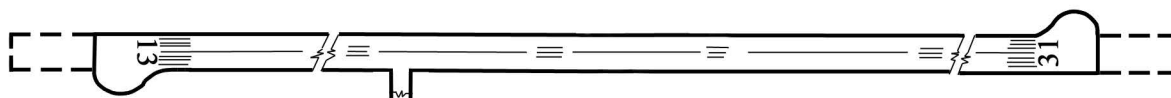
ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

RWY	DIRECTION (T)	THR	BEARING STRENGTH
13	126.76°	285244.82N 0642354.14E	23/F/C/Y/T Bitumen With Max Load Restriction of 40M Tons
31	306.76°	285205.06N 0642454.21E	
TAXIWAY		TWY Centerline Points 285231.35N 0642412.66E 285230.27N 0642411.74E	-
APRON			PCN 23/F/C/Y/T Bitumen

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	285228.09N 0642411.40E
2	285229.40N 0642409.41E



MARKING AIDS RWY 13/31 AND EXIT TWY



OPDG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
36/APCH 18/TKOF	Sand Dunes 156.06 M / 512 FT	295839.79N 0702910.76E	360° (M) distance 609 m
36/TKOF 18/APCH	Transmission Line 180.44 M / 592 FT	295951.13N 0702906.50E	360° (M) distance 3048 m

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
T&T Pole1 174.63 M / 573 FT	295742.76N 0702922.62E	North East of Terminal Building
T&T Pole2 313.87 M / 1030 FT	295851.17N 0701821.46E	
T&T Pole3 152.72 M / 501 FT	295042.27N 0702927.84E	
VHF Antenna 177.39 M / 582 FT	295746.80N 0702928.93E	
Water Tank1 159.60 M / 524 FT	295746.73N 0702928.85E	
Water Tank2 130.44 M / 428 FT	295042.20N 0702916.24E	
Wind Sock North end 154.71 M / 508 FT	295802.14N 0702911.56E	
Wind sock South end 152.05 M / 499 FT	295716.31N 0702941.73E	
Wireless Pole 1 145.39 M / 477 FT	295033.60N 0702934.42E	
2 HF Antennas 164.59 M / 540 FT	295739.84N 0702920.32E	
BTS 152.92 M / 502 FT	300204.00N 0703838.41E	Top of Terminal Building
Control Tower Antenna 158.46 M / 520 FT	295739.87N 0702920.01E	
Hill Top 1 574.29 M / 1884 FT	295946.04N 0701656.18E	
Hill Top 2 566.46 M / 1858 FT	300039.44N 0701842.69E	
M/S HINSU (PVT) LIMITED 202.00 M / 663 FT	300226.27N 0703902.37E	
M/S MUSU PRODUCTION (PVT) LIMITED IN DERA GHAZI KAHN 189.00 M / 620 FT	300404.82N 0703853.03E	
M/S TAISEI CORPORATION AT BASE CAMP 856.00 M / 2808 FT	295710.82N 0700554.36E	
Microwave Pole1 207.56 M / 681 FT	300246.49N 0703819.89E	
Microwave Pole2 187.39 M / 615 FT	300254.84N 0703751.53E	
Microwave Pole3 239.43 M / 786 FT	300410.28N 0703848.55E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Microwave Pole4 325.68 M / 1069 FT	295839.45N 0701932.35E	
Microwave Pole5 305.46 M / 1002 FT	295829.09N 0701833.07E	
Microwave Pole6 164.15 M / 539 FT	295312.62N 0703900.62E	
Microwave Pole7 171.19 M / 562 FT	295305.47N 0703752.08E	
Microwave Pole8 166.61 M / 547 FT	295127.64N 0703805.19E	
Mosque Minar1 158.02 M / 518 FT	295737.44N 0702923.76E	
Mosque Minar2 174.85 M / 574 FT	300302.43N 0703917.87E	
Mosque Minar3 132.70 M / 435 FT	295030.41N 0702900.26E	
NDB 157.35 M / 516 FT	295743.88N 0702925.25E	

OPDG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Aero Met
2. Hours of service MET Office outside airport operational hours	24 Hrs -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR 1 HR
5. Briefing/consultation provided	P, Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	D.G. Khan Tower
10. Additional information (limitation of service, etc.)	

OPDG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
18	181.00°	1981 x 30	43/F/B/X/T Bitumen	295811.97N 0702908.78E	THR 150.01 M / 492.16 FT	See Note
36	1.00°	1981 x 30	43/F/B/X/T Bitumen	295708.06N 0702907.49E	THR 143.08 M / 469.42 FT	See note

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
152		2405 x 300	90 x 60	-		-
152		2405 x 300	90 x 60	-		-

Note : Slope RWY 18 0.35% down 869 m then 0.00 upto 1402 m then 0.7% down till THR RWY 36.

OPDG AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
18	1981	2133	1981	1981	-
36	1981	2133	1981	1981	-

OPDG AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18			PAPI LEFT/ 2.75°						-
36			PAPI LEFT/ 2.72°						-

OPDG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	

OPDG AD 2.16 HELICOPTER LANDING AREA: Nil

OPDG 2.17 ATS AIRSPACE

1. Designation and lateral limits	D.G Khan CTR::Circular area centered on 295740N/ 0702908E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	D.G. Khan Tower English
5. Transition altitude	10000 FT MSL
6. Remarks	-

OPDG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	D.G. Khan Tower	121.800 MHZ	NOTAM	-
TWR	D.G. Khan Tower	119.400 MHZ	NOTAM	Primary Frequency

OPDG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	DG	322.0 kHz	HS	295743.88N 0702925.25E	-	Coverage 25NM

OPDG AD 2.20 LOCAL TRAFFIC REGULATIONS: Right hand circuit for RWY 36 and left hand for RWY 18 is not available.

OPDG AD 2.20.1 AIRPORT REGULATIONS: Nil

OPDG AD 2.20.2 TAXIING TO AND FROM STANDS: All acft after landing to make 180 deg turn on the dumbbell located at the end of the RWY for back tracking.

OPDG AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPDG AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPDG AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPDG AD 2.20.6: TAXIING LIMITATIONS: Nil

OPDG AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPDG AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPDG AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. if a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPDG AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPDG AD 2.22 FLIGHT PROCEDURES: Nil

OPDG AD 2.23 ADDITIONAL INFORMATION: Nil.

OPDG AD 2.24 CHARTS RELATED TO AN AERODROME:

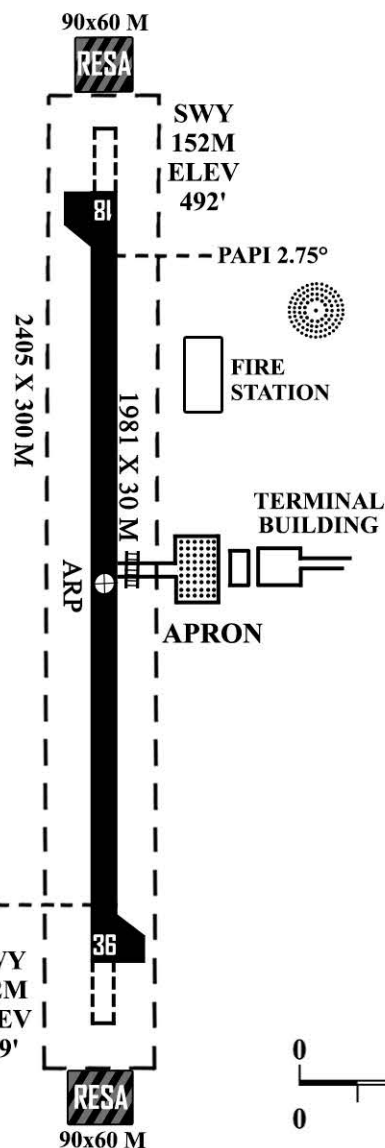
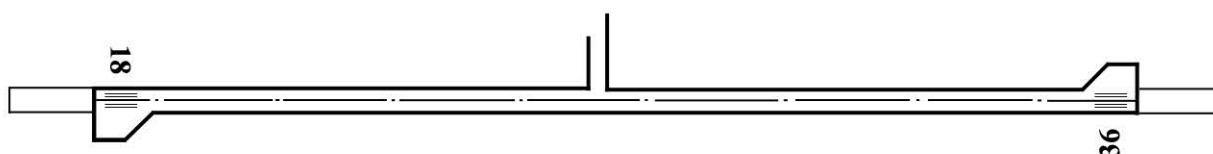
Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

**AERODROME/
HELIPORT
CHART-ICAO****295740.01N
0702908.14E****ELEV 492'****TWR 119.4
121.8****D.G.KHAN / FAROOQ AHMAD
KHAN LEGHARI INT'L****ELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC**

RWY	DIRECTION (T)	THR	BEARING STRENGTH
18	181.0°	295811.97N 0702908.78E	43/F/B/X/T Bitumen
36	001.0°	295708.06N 0702907.49E	
TAXIWAY		TWY Centerline Points 295739.90N 0702915.82E 295739.99N 0702909.48E	-
APRON			CONCRETE 44/R/B/X/T

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	295740.20N 0702918.26E
2	295739.53N 0702918.25E

**MARKING AIDS RUNWAY 18/36 AND EXIT TWY**

OPDI AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
30/APCH 12/TKOF	Poles and Building 193.24 M / 634 FT	315415.55N 0705431.16E	Approx 503M from THR 30

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ASF BARRACK 206.05 M / 676 FT	315439.63N 0705302.59E	Approx 770M from extended centreline of RWY.
ATC Tower 194.71 M / 639 FT	315436.48N 0705323.13E	
Antenna Bannu 214.85 M / 705 FT	315403.11N 0705258.38E	
Antenna City 284.63 M / 934 FT	314856.74N 0705342.42E	
Antenna Wapda 220.94 M / 725 FT	315352.03N 0705434.05E	
Antenna on South End 210.35 M / 690 FT	315405.01N 0705426.39E	
BTS 201.23 M / 660 FT	313642.30N 0710502.96E	
M/S CANDLE COMMUNICATION (PVT) LTD IN PHARPUR DI KHAN 228.00 M / 748 FT	320549.27N 0705844.78E	
Micro Antenna Cantt 233.91 M / 767 FT	314915.01N 0705436.58E	
Mobile Phone Tower 60.00 M / 197 FT	315433.58N 0705247.64E	
PHONIX 209.38 M / 687 FT	315144.00N 0705345.11E	
Raza Manzil Bhakkar 270.00 M / 886 FT	313733.00N 0710339.00E	
Small Pole 199.21 M / 654 FT	315434.40N 0705317.65E	
T & T TOWER 191.95 M / 630 FT	315445.40N 0705308.57E	
Wind Sock THR12 189.43 M / 622 FT	315445.71N 0705329.20E	
Wind Sock THR30 188.67 M / 619 FT	315422.06N 0705406.80E	
TOWER 662.72 M / 2174 FT	314908.28N 0705426.25E	
TOWER 597.11 M / 1959 FT	315113.75N 0705430.25E	
TOWER 380.00 M / 1247 FT	321653.89N 0705549.06E	

OPDI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Peshawar Met Office
--------------------------	---------------------

2. Hours of service MET Office outside airport operational hours	HS -
3. Office responsible for TAF preparation Periods of validity	- Peshawar Met Office 18 HR
4. Type of landing forecast Interval of issuance	METAR 1 HR
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	D.I. Khan Tower
10. Additional information (limitation of service, etc.)	-

OPDI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	118.84°	1524 x 23	17/F/C/Y/T Bitumen SWYs: un- paved	315445.76N 0705322.70E	THR 181.03 M / 593.93 FT	0.072% down
30	298.84°	1524 x 23	17/F/C/Y/T Bitumen SWYs: un- paved	315422.08N 0705413.10E	THR 179.90 M / 590.22 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
-	1044	-	160 x 45	-	-	-
-	326	-	160 x 45	-	-	-

OPDI AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
12	1524	1524	2568	1524	-
30	1524	1524	1850	1524	-

OPDI AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	-	-	NIL	-	-	-	-	-	--
30			NIL						-

OPDI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	-
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPDI AD 2.16 HELICOPTER LANDING AREA: Nil

OPDI 2.17 ATS AIRSPACE

1. Designation and lateral limits	D.I Khan CTR::Circular area centered on 315434N/0705348E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	D.I. Khan Tower English
5. Transition altitude	7000 FT MSL
6. Remarks	-

OPDI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
GCA	D.I. Khan Tower	121.800 KHZ	HS	-
TWR	D.I. Khan Tower	121.500 MHZ	HS	Emergency Frequency
TWR	D.I. Khan Tower	122.800 MHZ	HS	Primary Frequency
TWR	D.I. Khan Tower	242.600 MHZ	HS	-

OPDI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	DI	286.0 kHz	HJ	315431.36N 0705318.56E	-	-
VOR (1/2015)	DI	113.1 MHz	H24	315445.50N 0705308.42E	-	-

OPDI AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPDI AD 2.20.1 AIRPORT REGULATIONS:Nil

OPDI AD 2.20.2 TAXIING TO AND FROM STANDS:Nil

OPDI AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPDI AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPDI AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPDI AD 2.20.6: TAXIING LIMITATIONS: Nil

OPDI AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPDI AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPDI AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. if a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPDI AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPDI AD 2.22 FLIGHT PROCEDURES:Right hand circuit for RWY 12 and left hand for RWY 30.

OPDI AD 2.23 ADDITIONAL INFORMATION Bird concentration in the vicinity of airport.

OPDI AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

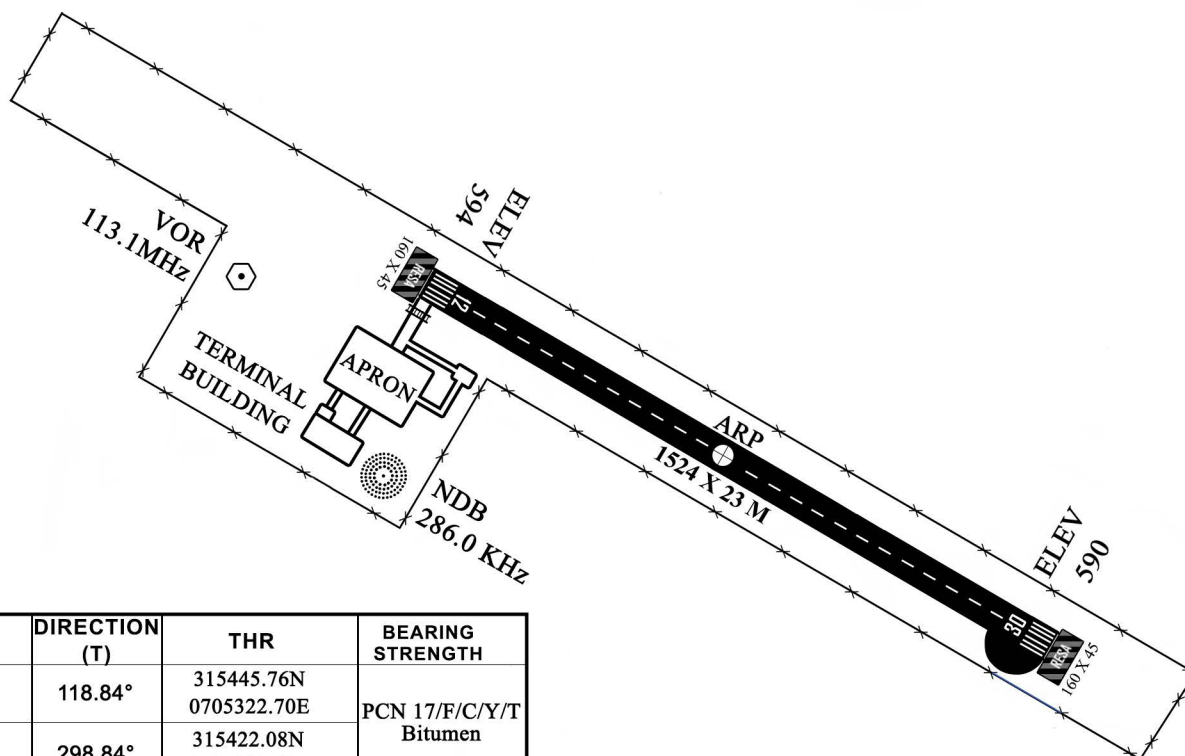
Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO315433.92N
0705347.90E

ELEV 594'

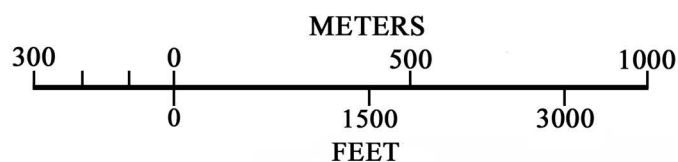
TWR 122.8

D.I. KHAN/ D.I. Khan

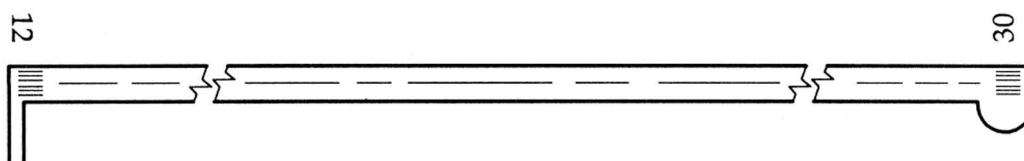
ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

RWY	DIRECTION (T)	THR	BEARING STRENGTH
12	118.84°	315445.76N 0705322.70E	PCN 17/F/C/Y/T Bitumen
30	298.84°	315422.08N 0705413.10E	
TAXIWAY		TWY Centerline Points 315438.63N 0705318.15E	-
APRON			17/F/C/Y/T Bitumen

STAND #	INS COORDINATES FOR ACFT STAND
1	315437.02N 0705317.80E
2	315437.53N 0705316.76E



MARKING AIDS RWY 12/30 AND EXIT TWY



INSTRUMENT
APPROACH
CHART - ICAO

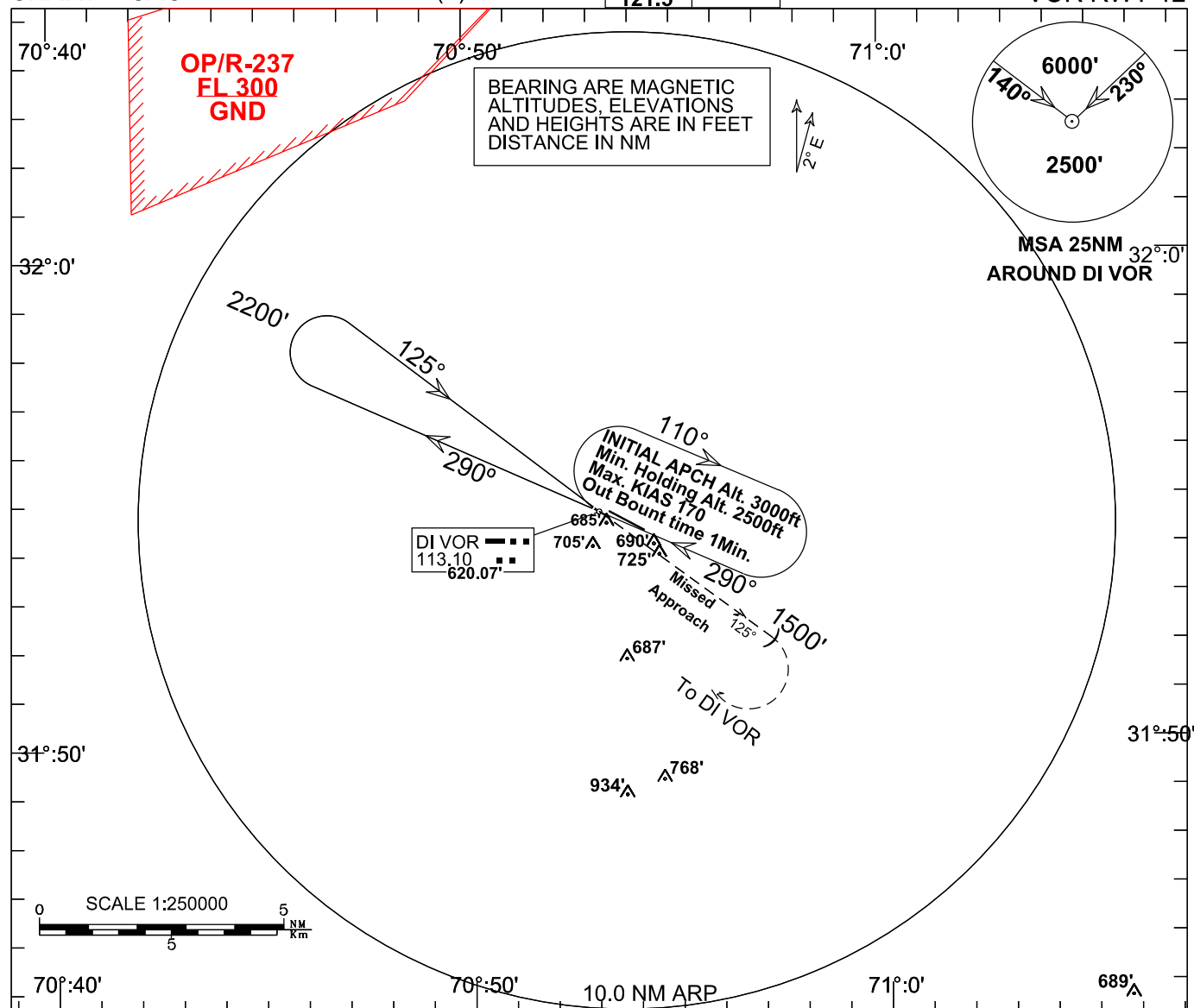
AD ELEV 594 (ft)
OCH RELATED TO
AD ELEV 594(ft)

TWR
122.8
242.6
121.5

APRON
121.8

D.I. KHAN / D.I. Khan (OPDI)

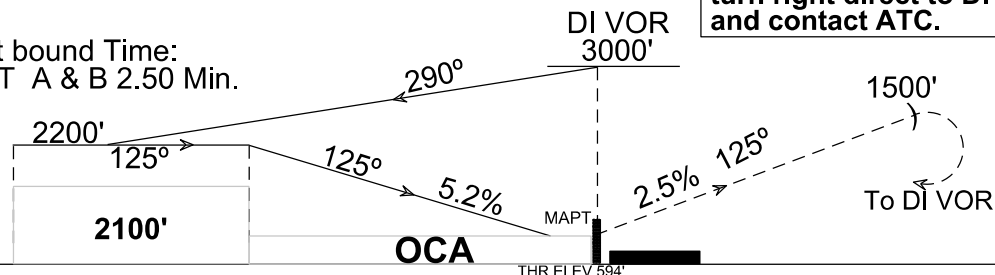
VOR RWY 12



TRANSITION LEVEL FL90
TRANSITION ALT 7000'

MISSED APPROACH
Climb straight until passing 1500' AMSL,
turn right direct to DI VOR climbing to 2500'
and contact ATC.

Out bound Time:
CAT A & B 2.50 Min.



CAT		A	B
Straight in Approach VOR OCA / OCH		1100'(506')	
CIRCLING		1390'(796')	

VOR RWY 30



CAT	A	B
STRAIGHT IN APPROACH VOR OCA / OCH	1100'(506')	
CIRCLING	1390'(796')	

AD 2. AERODROMES

let me AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OPFA - FAISALABAD INT'L

OPFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	312154.99N 0725943.97E
2. Direction and distance from (city)	7 NM West of town
3. Elevation/Reference temperature	591 FT / 45.7 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/ APM, Faisalabad Tel: (041) 9201616 Fax: (041) 9201617 AFTN: OPFAYDYX e-mail: apm.faisalabad@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	AD fit for operation A300 & below

OPFA AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Saturday & Sunday.
2. Customs and immigration	HS for schedule international flights. 24 Hrs prior notice for non-schedule flights.
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	As of ATS
9. Handling	As of ATS
10. Security	As of ATS
11. De-icing	-
12. Remarks	

OPFA AD 2.4 HANDLING SERVICES AND FACILITIES:Nil

1. Cargo-handling facilities	-
2. Fuel/oil types	Fuel Jet A1
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPFAAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	Restaurants in city
3. Transportation	Buses, Taxis, Car Hire from the AD
4. Medical facilities	First aid at AD. Hospitals in the city.
5. Bank and Post Office	Available in city.
6. Tourist Office	-
7. Remarks	

OPFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 8
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPFA AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPFA AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron Area 1 (Stand 1 & 2) OPFA: Bitumen PCN 50/R/C/W/T
	Apron Area 2 (Stand 3 & 4) OPFA: Bitumen PCN 48/R/C/X/T
2. Taxiway width, surface and strength	TWY A: 23 M , PCN 106/F/B/X/T.
	TWY B: 23 M , PCN 48/R/C/X/T.
3. ACL location and elevation	312118.15N 0725912.49E ELEV 179M/587FT
4. VOR/INS checkpoints	Stand 1: 312144.55N 0725917.50E Stand 2: 312145.61N 0725918.58E Stand 3: 312146.67N 0725919.65E Stand 4: 312147.74N 0725920.71E
5. Remarks	All Stands upto A320/B738. Stands 1 & 3 are equipped with passenger boarding bridges.

OPFA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all TWY and RWY.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end as appropriate, marked and RWY Edge lighted. TWY: Centreline marked and TWY edge lighted.
3. Stop bars	-
4. Remarks	ICAO Standard

OPFA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
21L/APCH 03R/TKOF	BARRIER 21L 180.11 M / 591 FT	312234.32N 0730017.66E	
21L/APCH 03R/TKOF	Camera Pole 192.57 M / 632 FT	312225.76N 0730002.14E	
21L/APCH 03R/TKOF	FD-LOCALIZER 180.75 M / 593 FT	312239.94N 0730022.39E	
21L/APCH 03R/TKOF	Gulfishah Colony 219.00 M / 719 FT	312423.00N 0730203.00E	
21L/APCH 03R/TKOF	HUT 182.87 M / 600 FT	312108.50N 0725908.21E	
21L/TKOF 03R/APCH	BARRIER 03 END 179.12 M / 588 FT	312117.45N 0725911.97E	
21L/TKOF 03R/APCH	ELECTRIC POLE NO 6 195.54 M / 642 FT	312045.94N 0725858.47E	
21L/TKOF 03R/APCH	HUT 184.39 M / 605 FT	312113.24N 0725901.01E	
21L/TKOF 03R/APCH	Light Pole 186.29 M / 611 FT	312123.81N 0725908.88E	
21L/TKOF 03R/APCH	Watch tower 23 56.52 M / 185 FT	312114.17N 0725902.99E	
21R/APCH 03L/TKOF	Arresting Barrier 21R 179.62 M / 589 FT	312235.31N 0730012.92E	
21R/APCH 03L/TKOF	ELECTRIC POLE NO. 8 195.53 M / 641 FT	312033.63N 0725849.37E	
21R/APCH 03L/TKOF	Electric Room 21R 181.24 M / 595 FT	312237.64N 0730012.99E	
21R/APCH 03L/TKOF	Gujar Park Razabad 206.00 M / 676 FT	312533.92N 0730309.04E	
21R/APCH 03L/TKOF	Localizer HUT 21R 182.98 M / 600 FT	312242.49N 0730017.28E	
21R/APCH 03L/TKOF	TB Hospital 235.00 M / 771 FT	312638.00N 0730245.00E	
21R/TKOF 03L/APCH	Arresting barrier 03L 179.22 M / 588 FT	312121.08N 0725909.50E	
21R/TKOF 03L/APCH	Electric Room 03L 180.57 M / 592 FT	312120.52N 0725906.42E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ANTENNA 209.79 M / 688 FT	312217.51N 0725917.87E	
BTS Tower 204.57 M / 671 FT	310333.88N 0725800.76E	
BTS Tower 215.38 M / 707 FT	312418.54N 0730840.16E	
BTS Tower 199.26 M / 654 FT	313846.62N 0730432.10E	
CENTRE POLE NEAR DUMBELL 186.42 M / 612 FT	312123.81N 0725908.89E	
CHINIOT POWER LT 273.00 M / 896 FT	313640.53N 0724537.15E	
COAL FIRE POWER PLANT IBRAHIM FIBERS LTD 255.00 M / 837 FT	313259.53N 0732431.37E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
CONTROL TOWER 191.64 M / 629 FT	312141.10N 0725921.80E	
CRESENT TEXTILE MILLS 204.00 M / 669 FT	312707.02N 0730525.84E	
Chaudary Industries Talibabad 207.00 M / 679 FT	312252.44N 0725830.00E	
Chaudary Oil Mill 258.00 M / 846 FT	312422.50N 0730541.51E	
Chiniot Power Ltd 273.00 M / 896 FT	313640.53N 0724537.15E	
Control Point at Fire Station 179.24 M / 588 FT	312142.99N 0725922.67E	
D.M.E TOWER 184.93 M / 607 FT	312121.16N 0725922.19E	
ELECTRIC POLE 215.96 M / 709 FT	312523.12N 0730640.33E	
ELECTRIC POLE NO. 2 207.74 M / 682 FT	312055.56N 0725918.34E	
ELECTRIC POLE NO. 4 206.54 M / 678 FT	312041.37N 0725906.80E	
FLOOD LIGHT 210.33 M / 690 FT	312139.28N 0725922.19E	
FLOOD LIGHT NEAR BRAVE 210.33 M / 690 FT	312148.36N 0725922.69E	
FLOOD LIGHT NEAR CONTROL TOWER 210.33 M / 690 FT	312143.25N 0725916.47E	
Faisalabad 262.74 M / 862 FT	312145.00N 0730545.00E	
Faisalabad PTV 289.87 M / 951 FT	312823.84N 0730614.24E	
GLIDE SLOPE ANTENNA 195.78 M / 642 FT	312122.76N 0725923.64E	
Gatti 278.93 M / 915 FT	312600.00N 0730500.00E	
Gojra 159.72 M / 524 FT	310818.00N 0724012.00E	
HANGER 187.50 M / 615 FT	312139.21N 0725916.76E	
HUT 187.74 M / 616 FT	312128.49N 0725926.72E	
HUT 180.84 M / 593 FT	312129.37N 0725914.25E	
HUT 187.45 M / 615 FT	312139.21N 0725916.76E	
HUT 182.04 M / 597 FT	312159.62N 0725939.01E	
HUT 190.18 M / 624 FT	312218.36N 0730010.42E	
HUT 181.01 M / 594 FT	312228.86N 0730005.09E	
Jarranwala Road 263.00 M / 863 FT	312413.00N 0730826.00E	
Jinnah Colony 248.00 M / 814 FT	312505.40N 0730406.80E	
Lahore 280.42 M / 920 FT	313755.00N 0731355.00E	
Lyaqatabad Road 214.00 M / 702 FT	312456.09N 0730318.72E	
M/S 786 NETWORK (Pvt.) Ltd 237.00 M / 778 FT	310916.59N 0724026.84E	
M/S EMTel COMMUNICATIONS PVT LIMITED JARANWALA 247.00 M / 810 FT	312719.76N 0731443.40E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
M/S MUSTUNG SECURITY 217.00 M / 712 FT	312653.62N 0730550.93E	
M/S PAK ARAB REFINERY LTD KHURIAN WALA DISTRICT FAISALABAD 198.00 M / 650 FT	313056.12N 0732251.72E	
M/S PSO DEPOT KARARI VILLAGE 199.00 M / 653 FT	313206.94N 0731007.41E	
M/S PUNJAB BEVERAGES COMPANY PVT LTD SAMUNDARI FAISALABAD 222.00 M / 728 FT	312240.21N 0730413.82E	
M/S ROYAL AIR PORT SERVICES 209.00 M / 686 FT	312147.42N 0725914.89E	
M/S SITA 203.00 M / 666 FT	312144.68N 0725916.06E	
MET TOWER 188.97 M / 620 FT	312138.92N 0725922.20E	
MILL TOWER 218.80 M / 718 FT	312524.79N 0730632.25E	
MILL TOWER 209.53 M / 687 FT	312600.24N 0730651.04E	
Magsoodabad Chiniot 341.99 M / 1122 FT	314300.00N 0725800.00E	
NDB TOWER 200.96 M / 659 FT	312212.65N 0725941.71E	
OIL MILL TOWER 213.93 M / 702 FT	312521.13N 0730645.68E	
PAF LAND LOCATED BESIDE THE CAA TERMINAL BUILDING 192.02 M / 630 FT	312149.30N 0725921.30E	
PLOT NO 341-342 PHSAE-II M-3 INDUSTRIAL CITY 223.11 M / 732 FT	313545.88N 0731204.87E	
PLOT NO. 59 INDUSTRIAL CITY CHAK JHUMRA 272.49 M / 894 FT	313852.90N 0731318.04E	
PSO ANTENNA 210.25 M / 690 FT	312144.73N 0725913.15E	
Pancera 226.00 M / 741 FT	312039.00N 0724903.00E	
Parking Shed 192.10 M / 630 FT	312138.40N 0725915.27E	
SHED 183.80 M / 603 FT	312138.40N 0725916.27E	
Samanabad 225.00 M / 738 FT	312310.43N 0730410.92E	
Samandari Road 216.00 M / 709 FT	312212.00N 0730416.00E	
Sharaqpur 243.84 M / 800 FT	310742.00N 0730710.00E	
Sheikupura Road 270.00 M / 886 FT	313122.82N 0732315.50E	
Sultan Nagar 396.85 M / 1302 FT	313149.00N 0730952.00E	
Sumandari Faisalabad Road 240.00 M / 787 FT	313045.50N 0725756.49E	
T & T TOWER 275.16 M / 903 FT	312524.74N 0730633.21E	
T & T TOWER 277.24 M / 910 FT	312548.52N 0730621.25E	
Tehsil Gojra 207.00 M / 679 FT	311500.00N 0724510.00E	
V ANTENNA 206.85 M / 679 FT	312215.97N 0725918.53E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
WIND SOCK 187.57 M / 615 FT	312138.30N 0725922.17E	
WIND SOCK 21 END 186.38 M / 611 FT	312219.14N 0730007.34E	
Wasa water works Chamra Mandi 238.00 M / 781 FT	312428.84N 0730518.10E	
TOWER 227.00 M / 745 FT	312551.67N 0730723.48E	

OPFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Aero Meteorological office (MO) Faisalabad.
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	Aero Met Office Faisalabad, 18 Hrs.
4. Type of landing forecast Interval of issuance	Metar (Hourly)
5. Briefing/consultation provided	Personnel Consultation, Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Faisalabad TWR
10. Additional information (limitation of service, etc.)	

OPFA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
03L	36.20°	2743 x 30	40/F/C/X/T Bitumen	312121.84N 0725911.35E	THR 179.22 M / 588.00 FT	-
21R	216.20°	2743 x 30	40/F/C/X/T Bitumen	312233.66N 0730012.73E	THR 179.83 M / 590.00 FT	-
03R	36.20°	2826 x 46	40/F/C/X/T Bitumen	312117.91N 0725912.36E	THR 179.00 M / 587.27 FT	0.040% Up
21L	216.20°	2826 x 46	40/F/C/X/T Bitumen	312231.91N 0730015.60E	THR 180.00 M / 590.55 FT	0.040% Down

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
	210	2863 x 300	90 x 92	-		RWY Shoulders both sides width 7.5M on same surface level.
	210	2863 x 300	90 x 92	-		RWY Shoulders both sides width 7.5M on same surface level.

152	210-	3250 x 300	-90 x 92	Available	Available	-
152	210-	3250 x 300	-	Available	Available	-

OPFA AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
03L	2743	2743	2953	2743	-
21R	2743	2743	2953	2743	-
03R	2826	2978	3036	2826	-
21L	2826	2978	3036	2826	-

OPFA AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03L	SALS 300 M LIH	GREEN	PAPI LEFT/03°	-	-	2743 M 60 M WHITE LIH-	RED		-
21R	SALS 300 M LIH	GREEN	PAPI LEFT/03°	-	-	2743 M 60 M WHITE LIH-	RED		-
03R	CAT I PALS 450 M LIH	GREEN	PAPI LEFT/3°	-	-	2826 M 60 M WHITE LIH-	RED	RED	Strobe lights
21L	SALS 375 M LIH	GREEN	PAPI LEFT/3°	-	-	2826 M 60 M WHITE LIH-	RED	RED	Strobe lights

OPFA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- Anemometer: on tower lighted,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities.
5. Remarks	Turn pad Lights (Blue color) for both RWY 03 & 21 Available.

OPFA AD 2.16 HELICOPTER LANDING AREA: Nil

OPFA 2.17 ATS AIRSPACE

1. Designation and lateral limits	Faisalabad CTR: Area bounded by lines joining points 313500N/0732757E; 312455N/0732810E; 305254N/0730307E; 305237N/0724934E; 305426N/0724342E; 311354N/0724856E; 312604N/0725308E; 313456N/0730508E to point of origin.
2. Vertical limits	FL 75
3. Airspace classification	C

4. ATS unit call sign Language(s)	Faisalabad Tower English
5. Transition altitude	4000 FT MSL
6. Remarks	-

OPFA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Faisalabad Tower	121.500 KHZ	H24	Emergency Frequency
APRON	Faisalabad Tower	121.800 MHZ	H24	Ground Frequency
D-ATIS	Faisalabad Tower	126.625 MHZ		-
TWR	Faisalabad Tower	118.475 MHZ	H24	VHF Frequency
TWR	Faisalabad Tower	118.625 MHZ	H24	Primary Frequency
TWR	Faisalabad Tower	397.425 MHZ	H24	UHF Frequency

OPFA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VOR/ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 03R	IFA	109.7 MHz	H24	312239.94N 0730022.39E	-	See note
NDB	FA	212.0 kHz	H24	312212.65N 0725941.71E	-	Coverage 50NM
NDB	SP	317.0 kHz	H24	314202.46N 0735956.43E	-	Coverage 50NM
GP/TDME 03R	IFA-DOTS/ DASHES	333.2 MHz CH34X	H24	312122.76N 0725923.64E	195.78M	-

Note: ILS performance category II (LLZ structure upto point C). ILS integrity and continuity of service level 2

OPFA AD 2.20 LOCAL TRAFFIC REGULATIONS: Limited parking space and lounges facilities SKED ACFT are advised to strictly adhere SKED timings and the EQPT declared in the SKED. In case of change by more than 15 Min or change of EQPT prior COOR/Approval must be obtained from ATC for availability of slot.

OPFA AD 2.20.1 AIRPORT REGULATIONS: Nil

OPFA AD 2.20.2 TAXIING TO AND FROM STANDS:

TWY A: For Stand No. 1

TWY B: For Stand No. 2

OPFA AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPFA AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPFA AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPFA AD 2.20.6: TAXIING LIMITATIONS: Nil

OPFA AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPFA AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPFA AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. if a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPFA AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPFA AD 2.22 FLIGHT PROCEDURES: Nil

OPFA AD 2.23 ADDITIONAL INFORMATION: Heavy bird activity over and around AD specially during monsoon season (July-September).

Two metallic drums along with pole, part of aircraft arresting barrier painted red and white with dimension 2.4x2.4x3.5 feet fixed as follows:

RWY-03 53FT BEFORE THR-9FT FM EDGE

RWY-21 298FT BEFORE THR-9FT FM EDGE

OPFA AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART-ICAO312154.99N
0725943.97E

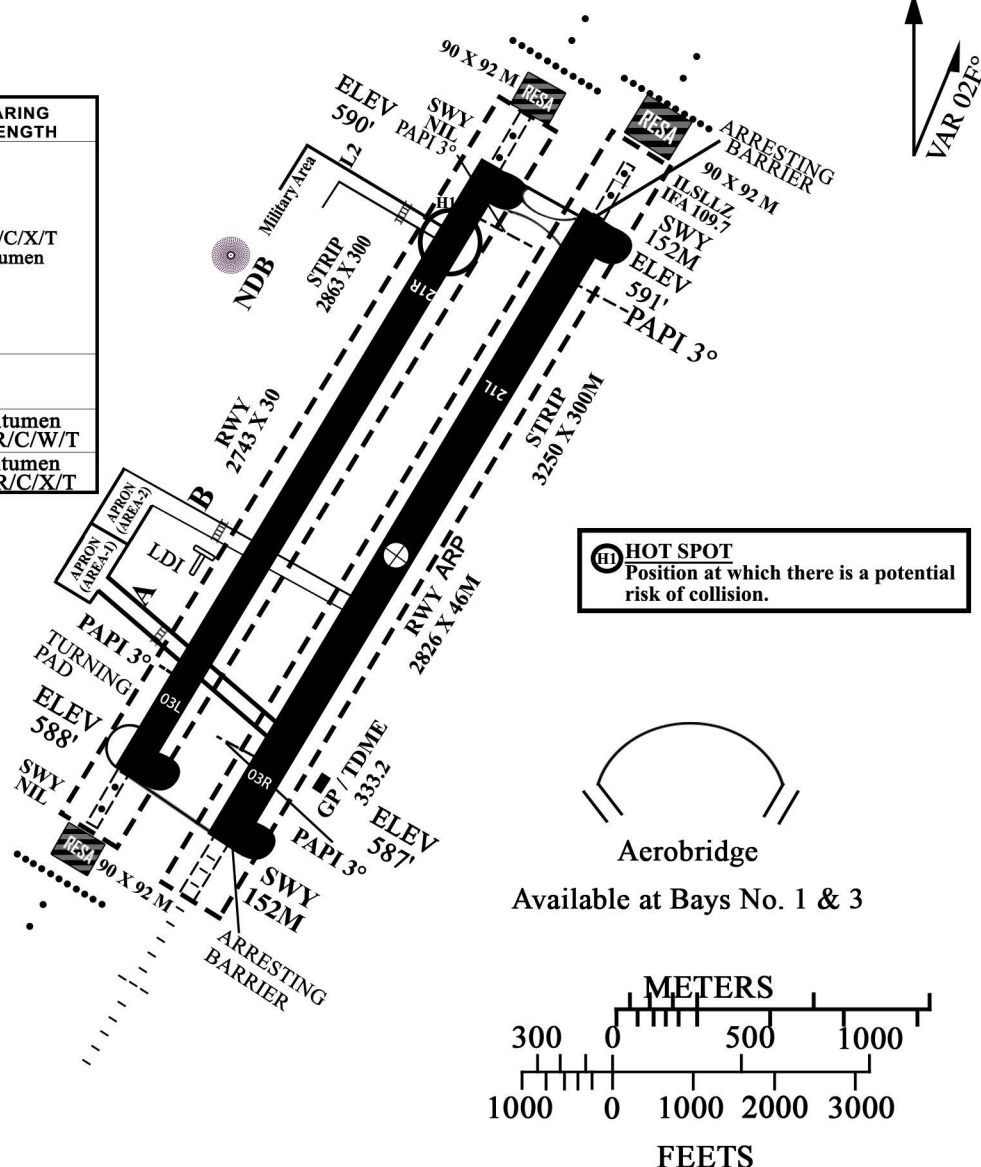
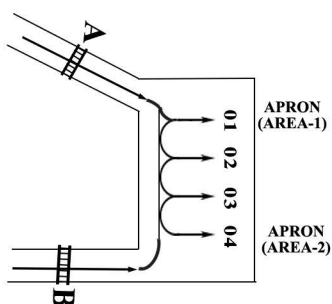
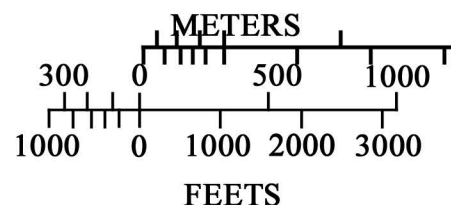
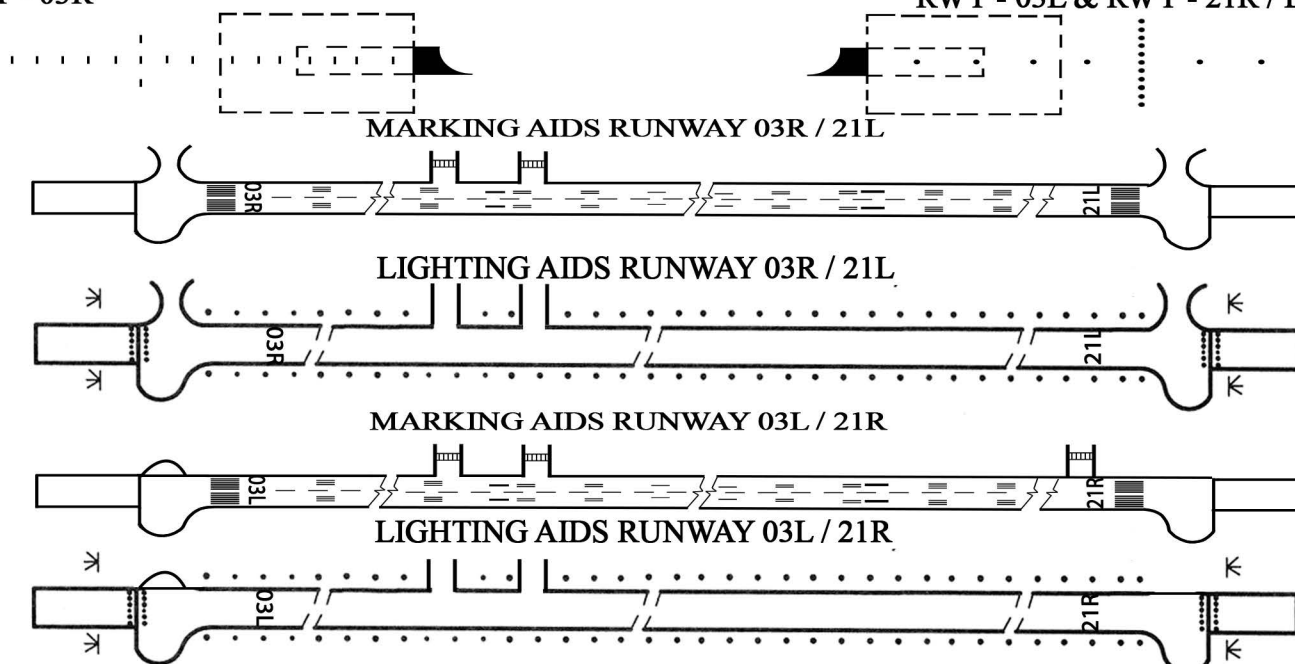
ELEV 591'

TWR 118.625

FAISALABAD/
Faisalabad/Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

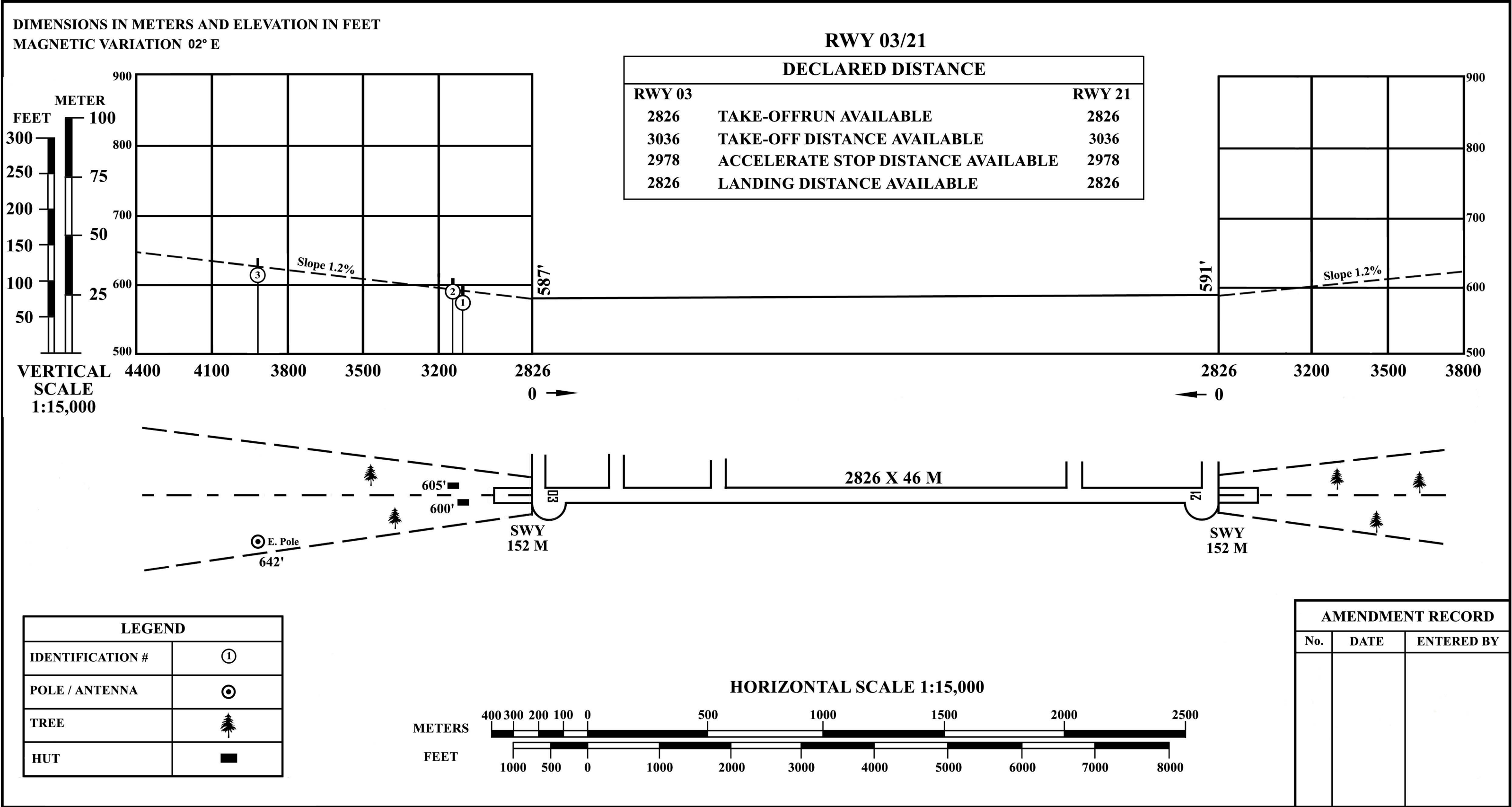
RWY	DIRECTION (T)	THR	BEARING STRENGTH
03R	036.20°	312117.91N 0725912.36E	40/F/C/X/T Bitumen
21L	216.20°	312231.91N 0730015.60E	
03L	036.20°	312121.84N 0725911.35E	
21R	216.20°	312233.66N 0730012.73E	
TAXIWAY - A TAXIWAY - B		TWY Centerline Points 312136.78N 0725920.28E 312142.98N 0725928.39E	
APRON - 1			Bitumen 50/R/C/W/T
APRON - 2			Bitumen 48/R/C/X/T

Stand No.	INS CoOrdinates
01.	312144.55N 0725917.50E
02.	312145.61N 0725918.58E
03.	312146.67N 0725919.65E
04.	312147.74N 0725920.71E

Remarks:
All stands upto A320/B738Aerobridge
Available at Bays No. 1 & 3PRECISION APPROACH LIGHTING SYSTEM
RWY - 03RSIMPLE APPROACH LIGHTING SYSTEM
RWY - 03L & RWY - 21R / L

AERODROME OBSTACLE CHART-ICAO
TYPE-A (OPERATING LIMITATIONS)

FAISALABAD/
Faisalabad Int'l

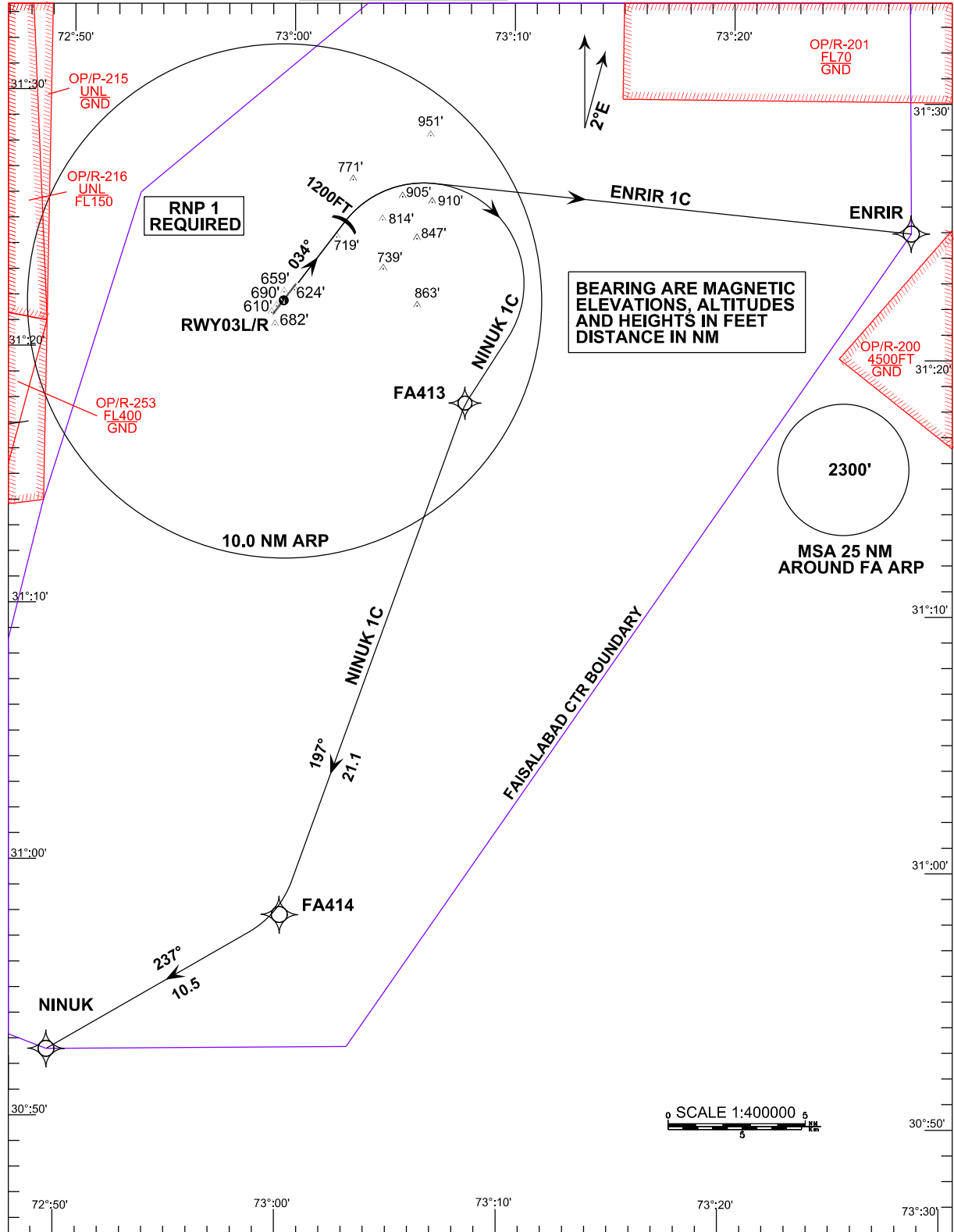


**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

**TRANSITION LEVEL FL60
TRANSITION ALT 4000FT**

**TWR 118.625
121.8
D-ATIS 126.625**

**FAISALABAD/
Faisalabad Int'l
RWY03L/R
RNP NINUK 1C
RNP ENRIR 1C**



RNP NINUK 1C DEPARTURE RWY03L/R

Climb straight ahead until passing 1200ft thereafter turn right direct to FA413, then track to FA414 then to NINUK, climbing to ATC assigned level.

RNP ENRIR 1C DEPARTURE RWY03L/R

Climb straight ahead until passing 1200ft turn right direct to ENRIR, climbing to ATC assigned level.

Waypoints Data for Faisalabad SIDs RWY-03L/R

WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	DWP	31°24'55.00"N	073°28'10.00"E
FA413	DWP	31°18'00.00"N	073°08'00.00"E
FA414	DWP	30°58'00.00"N	073°00'00.00"E
NINUK	DWP	30°52'37.00"N	072°49'34.00"E

Tabular Descriptions NINUK 1C Departure:

Path Term.	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec.
CA	-	-	034° (36.3°)	2.0°E	-	1200	-	RNP1
DF	FA413	-	-		R	-	-	
TF	FA414	-	197° (199.0°)		-	-	-	
TF	NINUK	-	237° (239.1°)		R	-	-	

Tabular Descriptions ENRIR 1C Departure:

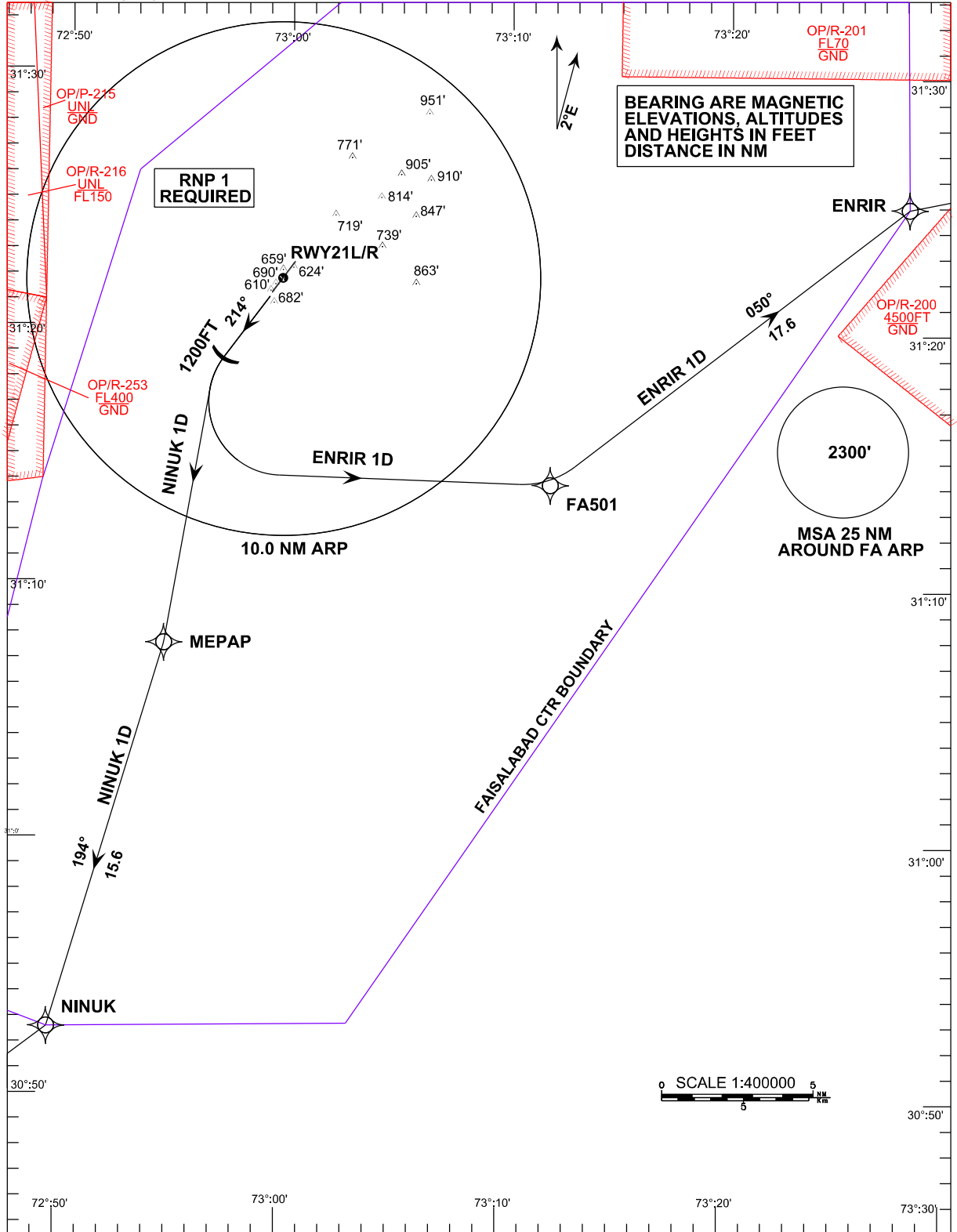
Path Term.	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec.
CA	-	-	034° (36.3°)	2.0°E	-	1200	-	RNP1
DF	ENRIR	-	-		R	-	-	

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

**TRANSITION LEVEL FL60
TRANSITION ALT 4000FT**

**TWR 118.625
121.8
D-ATIS 126.625**

**FAISALABAD/
Faisalabad Int'l
RWY21L/R
RNP NINUK 1D
RNP ENRIR 1D**



RNP NINUK 1D DEPARTURE RWY21L/R

Climb straight ahead until passing 1200ft thereafter turn left direct to MEPAP, then track to NINUK, climbing to ATC assigned level.

RNP ENRIR 1D DEPARTURE RWY21L/R

Climb straight ahead until passing 1200ft turn left direct to FA501, then to ENRIR, climbing to ATC assigned level.

Waypoints Data for Faisalabad SIDs RWY-21L/R

WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	DWP	31°24'55.00"N	073°28'10.00"E
FA501	DWP	31°14'00.00"N	073°12'00.00"E
NINUK	DWP	30°52'37.00"N	072°49'34.00"E
MEPAP	DWP	31°07'39.00"N	072°54'35.00"E

Tabular Descriptions NINUK 1D Departure:

Path Term.	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec.
CA	-	-	214° (216.2°)	2.0°E	-	1200	-	RNP1
DF	MEPAP	-	-		L	-	-	
TF	NINUK	-	194° (196.0°)		-	-	-	

Tabular Descriptions ENRIR 1D Departure:

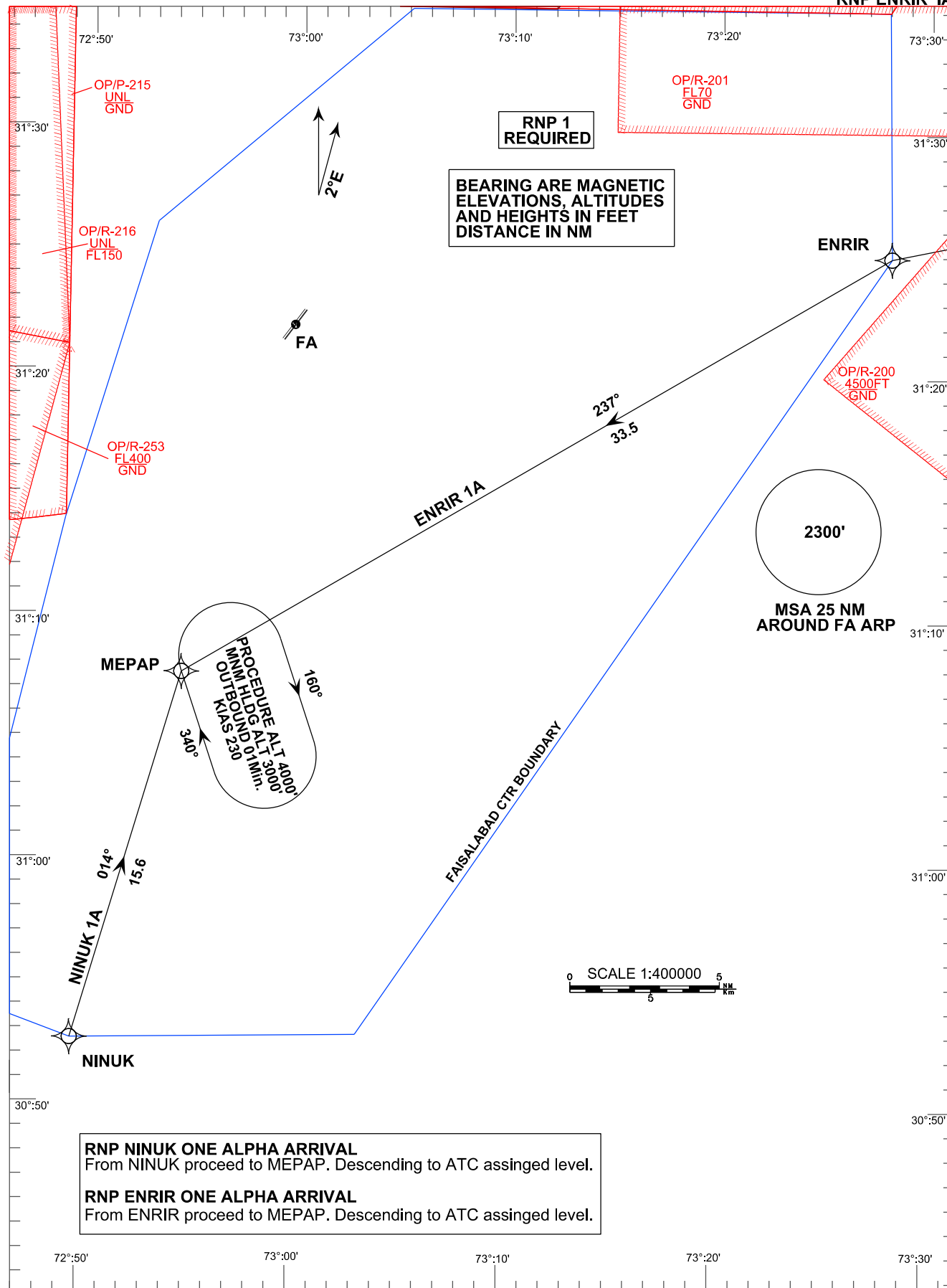
Path Term.	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec.
CA	-	-	214° (216.2°)	2.0°E	-	1200	-	RNP1
DF	FA501	-	-		L	-	-	
TF	ENRIR	-	050° (051.8°)		L	-	-	

FAISALABAD/
Faisalabad Int'l
RWY03L/R
RNP NINUK 1A
RNP ENRIR 1A

STANDARD ARRIVAL CHART
INSTRUMENT STAR - ICAO

TRANSITION LEVEL FL60
TRANSITION ALT 4000FT

TWR 118.625MHz
121.8MHz
D-ATIS 126.625MHz



RNP NINUK ONE ALPHA ARRIVAL
From NINUK proceed to MEPAP. Descending to ATC assigned level.

RNP ENRIR ONE ALPHA ARRIVAL
From ENRIR proceed to MEPAP. Descending to ATC assigned level.

Waypoints Data RNP STARs RWY-03L/R

WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	ENR	31°24'55.00"N	073°28'10.00"E
NINUK	ENR	30°52'37.00"N	072°49'34.00"E
MEPAP	IAF/HF	31°07'39.00"N	072°54'35.00"E

Tabular Descriptions NINUK 1A Arrival:

Path Term.	Waypoint Name	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	NINUK	-	2.0°E	-	-	-	RNP1
TF	MEPAP	014° (016.0°)		-	+4000	230	

Tabular Descriptions ENRIR 1A Arrival:

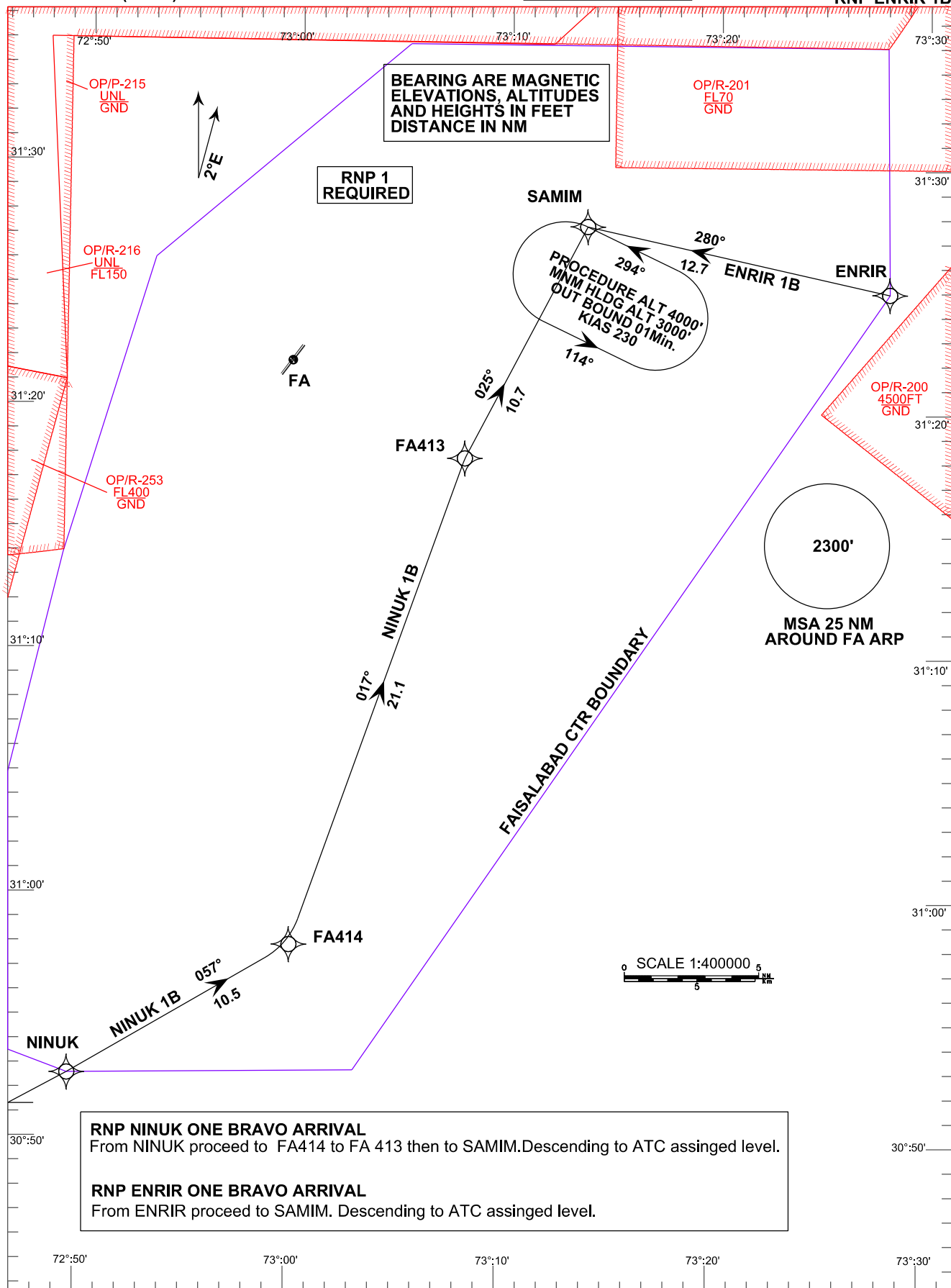
Path Term.	Waypoint Name	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	ENRIR	-	2.0°E	-	-	-	RNP1
TF	MEPAP	237° (239.2°)		-	+4000	230	

FAISALABAD/
Faisalabad Int'l
RWY21L/R
RNP NINUK 1B
RNP ENRIR 1B

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) ICAO

TRANSITION LEVEL FL60
TRANSITION ALT 4000FT

TWR 118.625MHz
121.8MHz
D-ATIS 126.625MHz



RNP NINUK ONE BRAVO ARRIVAL
From NINUK proceed to FA414 to FA 413 then to SAMIM. Descending to ATC assigned level.

RNP ENRIR ONE BRAVO ARRIVAL
From ENRIR proceed to SAMIM. Descending to ATC assigned level.

Waypoints Data RNP STARs RWY-21L/R

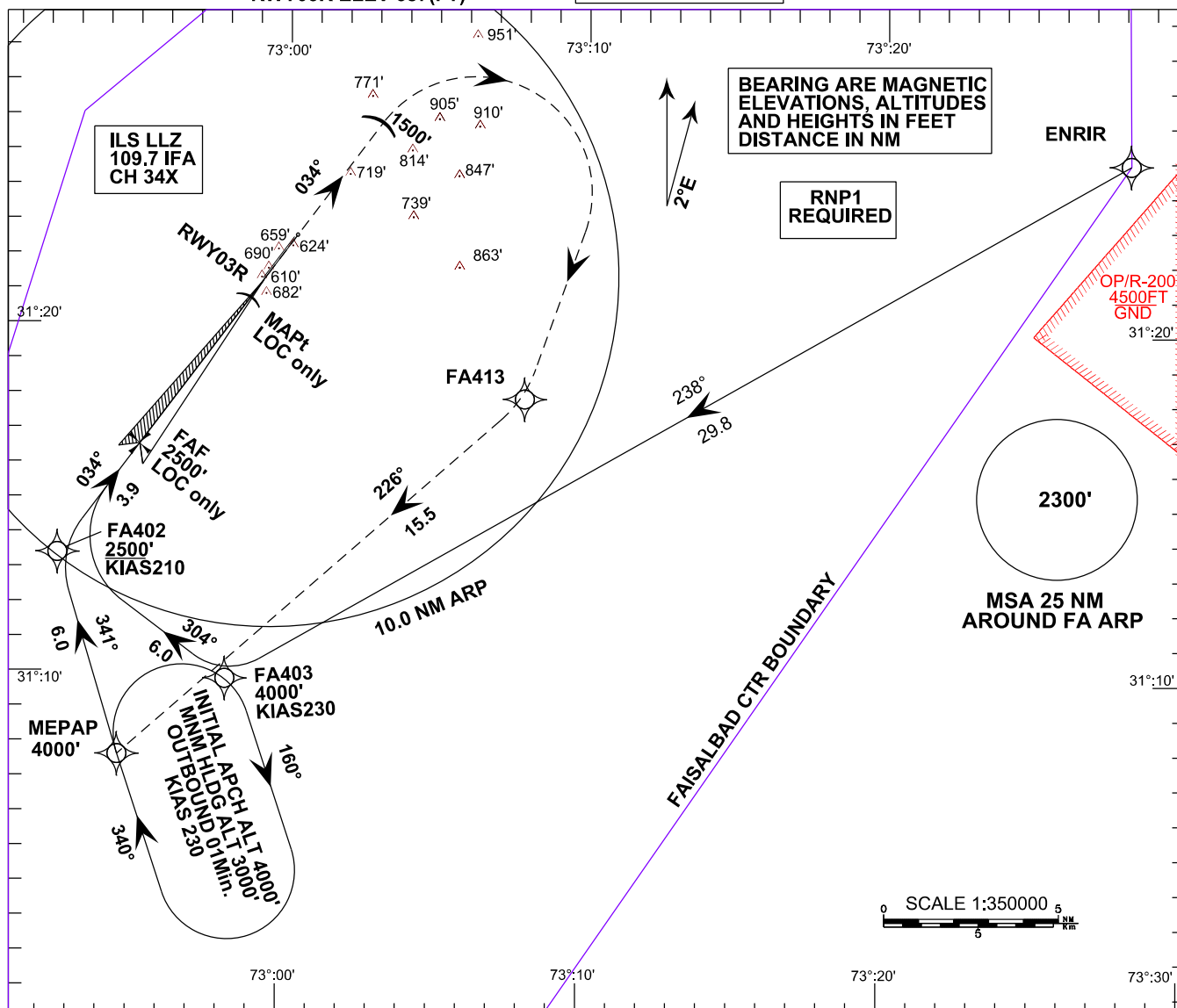
WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	ENR	31°24'55.00"N	073°28'10.00"E
FA413	AWP	31°18'00.00"N	073°08'00.00"E
FA414	AWP	30°58'00.00"N	073°00'00.00"E
NINUK	ENR	30°52'37.00"N	072°49'34.00"E
SAMIM	IAF/HF	31°27'33.00"N	073°13'42.00"E

Tabular Descriptions NINUK 1B Arrival:

Path Term.	Waypoint Name	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	NINUK	-	2.0°E	-	-	-	RNP1
TF	FA414	057°(059.0°)		-	-	-	
TF	FA413	017°(019.0°)		L	-	-	
TF	SAMIM	025°(027.1°)		-	+4000	230	

Tabular Descriptions ENRIR 1B Arrival:

Path Term.	Waypoint Name	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	ENRIR	-	2.0°E	-	-	-	RNP1
TF	SAMIM	280°(282.1°)		-	+4000	230	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591 (FT)
OCH RELATED TO THR
RWY03R ELEV 587(FT)TWR 118.625MHz
121.8MHz
D-ATIS 126.625MHzFAISALABAD /
Faisalabad Int'l
ILS OR LOC Z RWY03RTRANSITION LEVEL FL60
TRANSITION ALT 4000FT

Dist. IFA DME/ THR	4.0	3.0	2.0
Altitude (ft)	1910	1590	1270

MISSED APPROACH
Climb straight to 1500ft AMSL, turn right direct to FA413 then to MEAP climbing to 3000ft and contact ATCIF (FA402)
+2500'(1913')FAF
2500'(1913)GP 3.0°
RDH 50ftMAPt
(LOC only)

1500'

Dist. THR 9.8 NM

5.9NM
5.9DME IFA1.0NM
1.0DME IFA

RWY03R

OCA /H		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT-I	800' (213')		818' (231')	
	GP INOP	1020' (433')			
CIRCLING		1100' (513')		1300' (713')	

NOTE: Provision of RAIM prediction,if considered,is the responsibility of operator.

Waypoints Data ILS OR LOC Z Approach RWY-03R

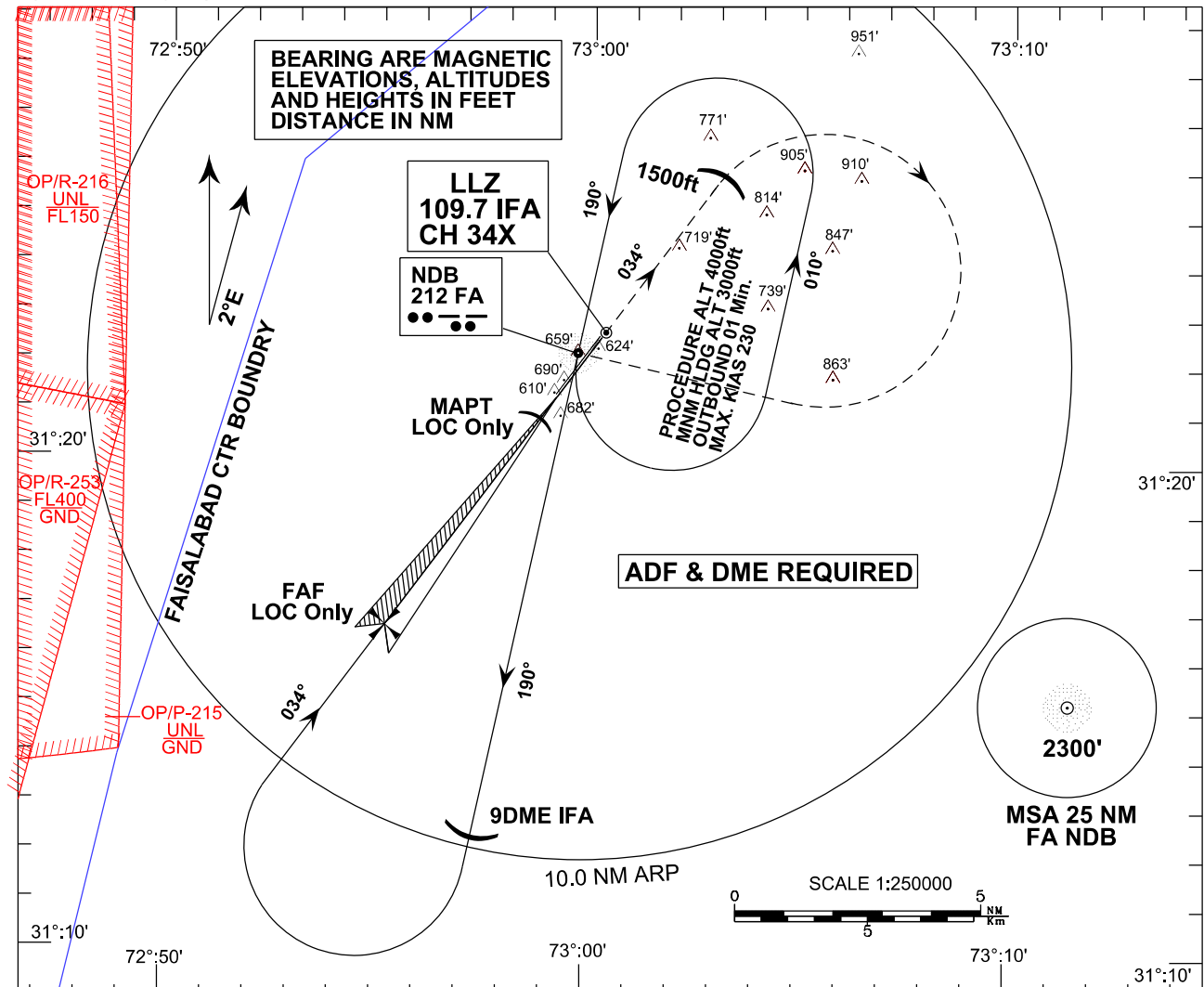
WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	IAF	31°24'55.00"N	073°28'10.00"E
FA403	IAF	31°09'52.00"N	072°58'08.00"E
MEPAP	IAF/MAHF	31°07'39.00"N	072°54'35.00"E
FA402	IF	31°13'25.00"N	072°52'29.00"E
FA413	MAWP	31°18'00.00"N	073°08'00.00"E

Instrument Approach Procedure From ENRIR Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	ENRIR	-	-	2.0°E	-	-	-	RNP 1
TF	FA403	-	238°(240.0°)		-	+4000	230	
TF	FA402	-	304°(306.2°)		R	+2500	210	
Transition to Conventional on Localizer Course								
In Case of Missed Approach								
CA	-	-	034°(036.2°)	2.0°E	-	1500	210	RNP 1
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

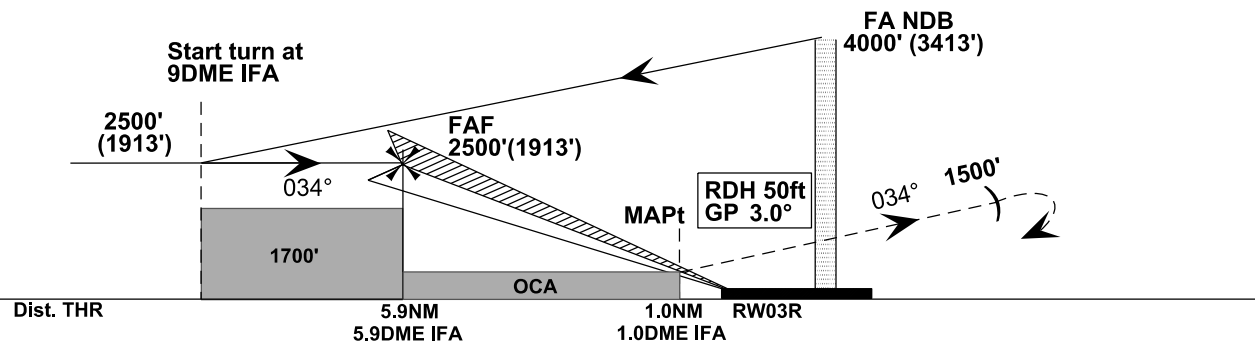
Instrument Approach Procedure From MEPAP Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	MEPAP	-	-	2.0°E	-	+4000	230	RNP1
TF	FA402	-	341°(342.6°)		-	+2500	210	
Transition to Conventional on Localizer Course								
In Case of Missed Approach								
CA	-	-	034°(036.2°)	2.0°E	-	1500	210	RNP1
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591ft
HEIGHT RELATED TO
THR RWY-03R ELEV 587ftTWR 118.625
121.8
D-ATIS 126.625FAISALABAD/
Faisalabad Int'l
ILS OR LOC Y RWY03RTRANSITION LEVEL FL60
TRANSITION ALT 4000'

Dist. IFA DME/ THR	4.0	3.0	2.0
Altitude (ft)	1910'	1590'	1270'

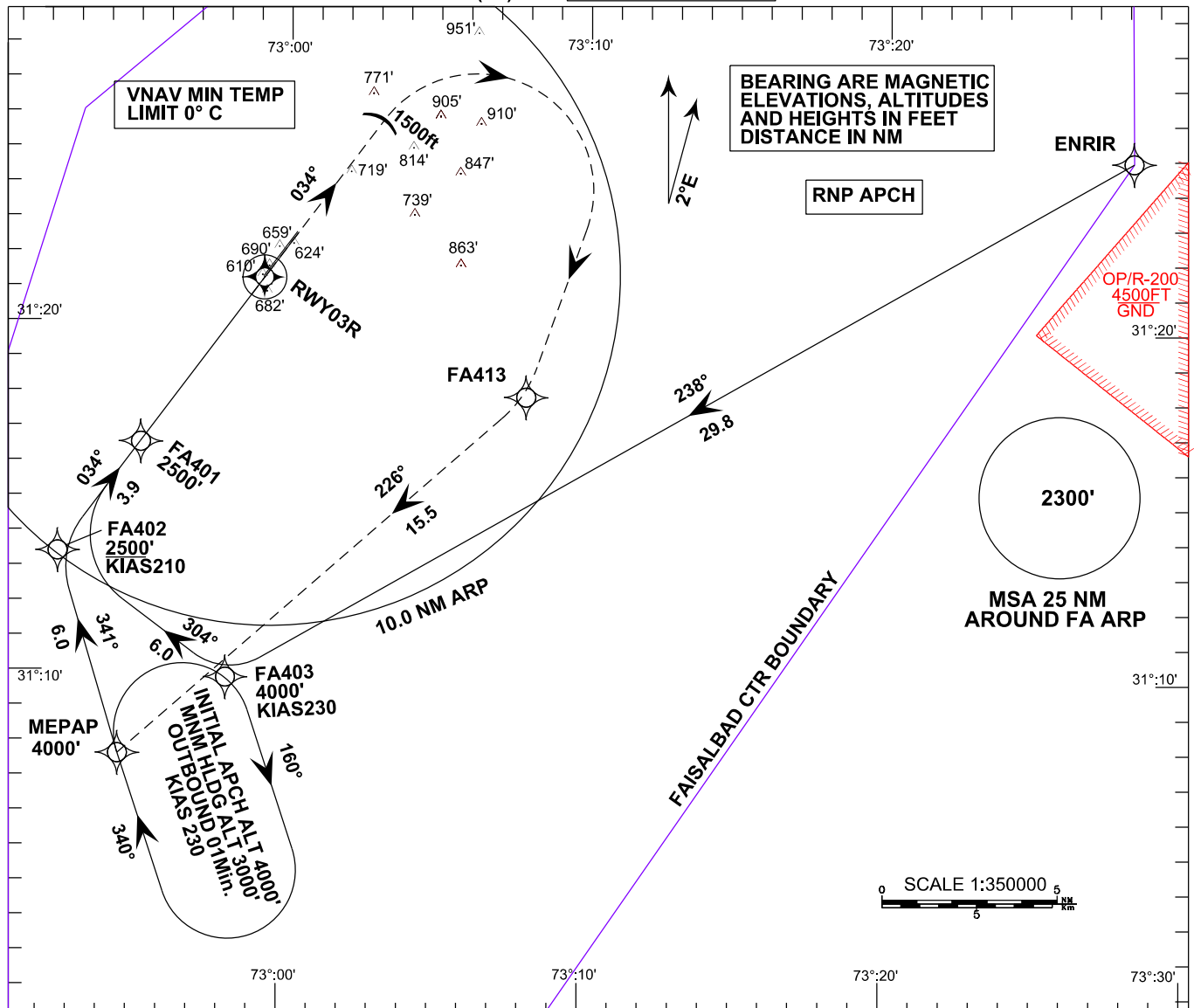
MISSED APPROACH

Climb straight ahead 1500ft AMSL
turn right to FA NDB climbing 3000ft
and contact ATC.

OCA / H		A	B	C	D
Straight in Approach	ILS CAT-1	800' (213')		818' (231')	
	GP INOP	1020' (433')			
Circling		1100' (513')		1300' (713')	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591 (FT)
HEIGHTS RELATED TO
THR RWY03R ELEV 587(FT)TWR 118.625MHz
121.8MHz
D-ATIS 126.625MHzFAISALABAD /
Faisalabad Int'l

RNP RWY03R

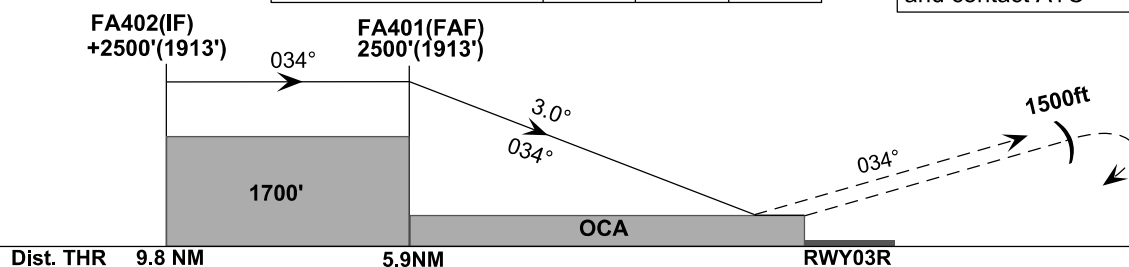
TRANSITION LEVEL FL60
TRANSITION ALT 4000FT

LNAV Vertical Advisory Profile

Dist. THR RWY03R (NM)	4.0	3.0	2.0
Altitude (ft)	1910	1590	1270

MISSED APPROACH

Climb straight to 1500ft AMSL, turn right direct to FA413 then to MEPAP climbing to 3000ft and contact ATC



OCA /H	A	B	C	D
LNAV/VNAV	910' (323')			
LNAV	1020' (433')			

NOTE: Provision of RAIM prediction,if considered,is the responsibility of operator.

Waypoints Data RNP Approach RWY-03R

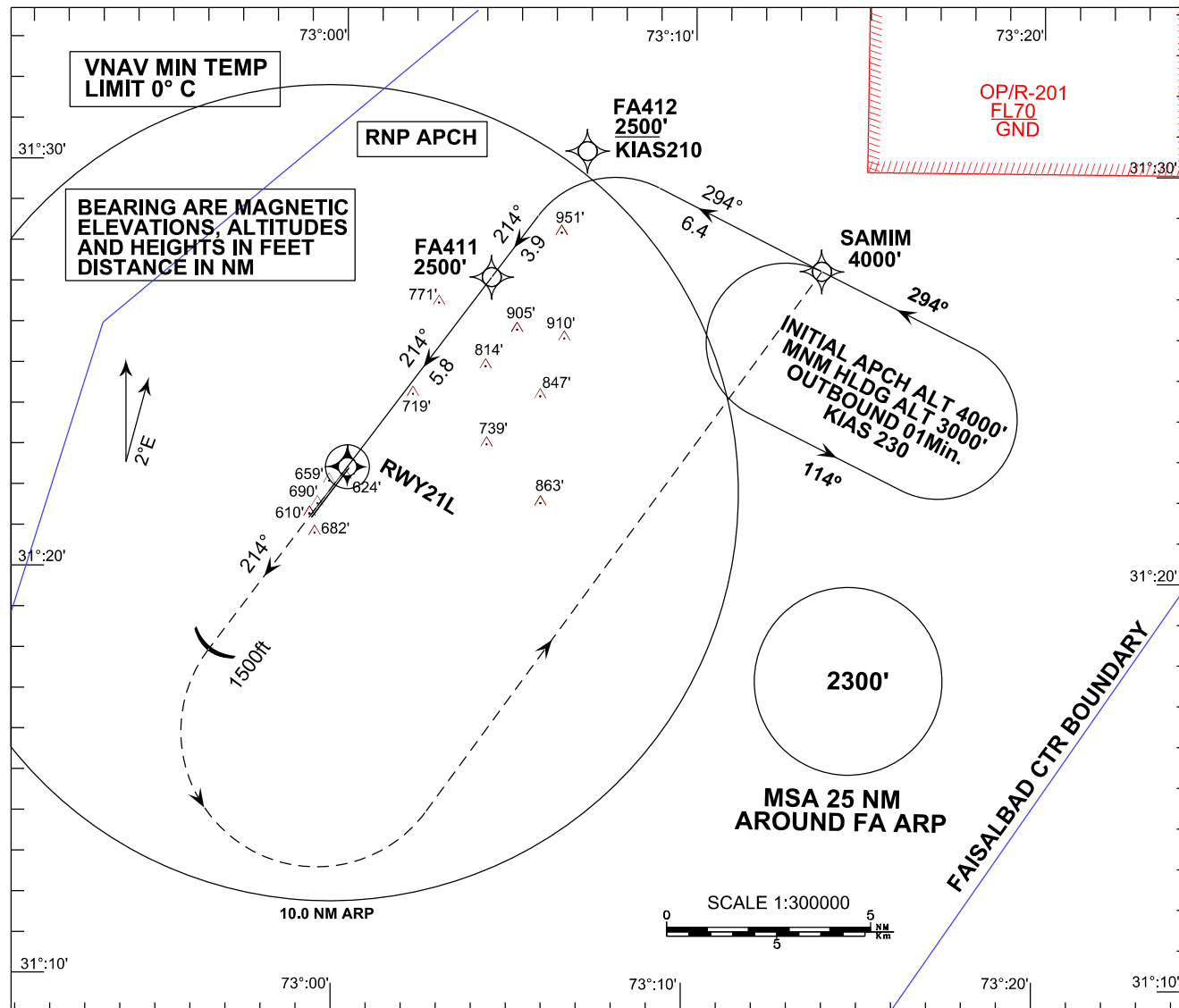
WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	IAF	31°24'55.00"N	073°28'10.00"E
FA403	IAF	31°09'52.00"N	072°58'08.00"E
MEPAP	IAF/MAHF	31°07'39.00"N	072°54'35.00"E
FA402	IF	31°13'25.00"N	072°52'29.00"E
FA401	FAF	31°16'34.20"N	072°55'10.20"E
RW03R	MAPt(THR)	31°21'17.91"N	072°59'12.36"E
FA413	MAWP	31°18'00.00"N	073°08'00.00"E

Instrument Approach Procedure From ENRIR Coding Table:

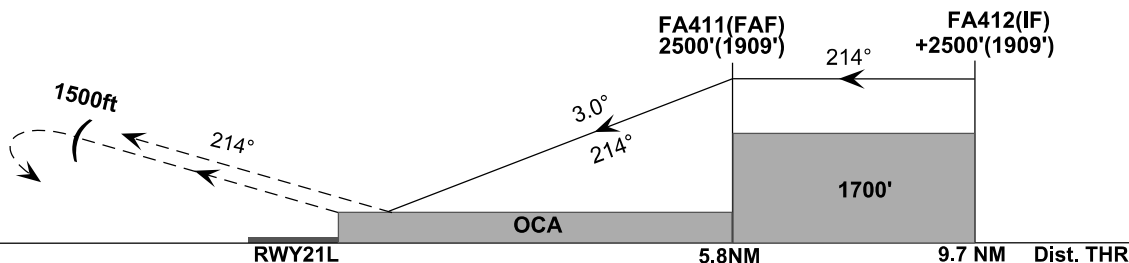
Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	ENRIR	-	-	2.0°E	-	-	-	RNP APCH
TF	FA403	-	238°(239.9°)		-	+4000	230	
TF	FA402	-	304°(306.2°)		R	+2500	210	
TF	FA401	-	034°(036.2°)		R	@2500	-	
TF	RW03R	Y	034°(036.2°)		-	OCA	-	
CA	-	-	034°(036.2°)		-	1500	210	
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

Instrument Approach Procedure From MEPAP Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	MEPAP	-	-	2.0°E	-	+4000	230	RNP APCH
TF	FA402	-	341°(342.6°)		-	+2500	210	
TF	FA401	-	034°(036.2°)		R	@2500	-	
TF	RW03R	Y	034°(036.2°)		-	OCA	-	
CA	-	-	034°(036.2°)		-	1500	210	
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591 (FT)
HEIGHTS RELATED TO
THR RWY21L ELEV 591(FT)TWR 118.625
121.8
D-ATIS 126.625MHzFAISALABAD /
Faisalabad Int'l
RNP RWY21L**MISSED APPROACH**Climb straight to 1500ft AMSL,
turn left direct to SAMIM climbing
to 3000ft and contact ATC**LNAV Vertical Advisory Profile**

Dist. THR RW21L (NM)	4.0	3.0	2.0
Altitude (ft)	1910	1600	1280

TRANSITION LEVEL FL60
TRANSITION ALT 4000FT

OCA /H	A	B	C	D
LNAV/VNAV	910' (319')			
LNAV	1020' (429')			

NOTE: Provision of RAIM prediction,if considered,is the responsibility of operator.

WP NAME	USE	LATITUDE	LONGITUDE
SAMIM	IAF/MAHF	31°27'33.00"N	073°13'42.00"E
FA412	IF	31°30'24.00"N	073°06'59.70"E
FA411	FAF	31°27'15.00"N	073°04'17.70"E
RW21L	MAPt(THR)	31°22'31.91"N	073°00'15.60"E

Instrument Approach Procedure Coding Table:

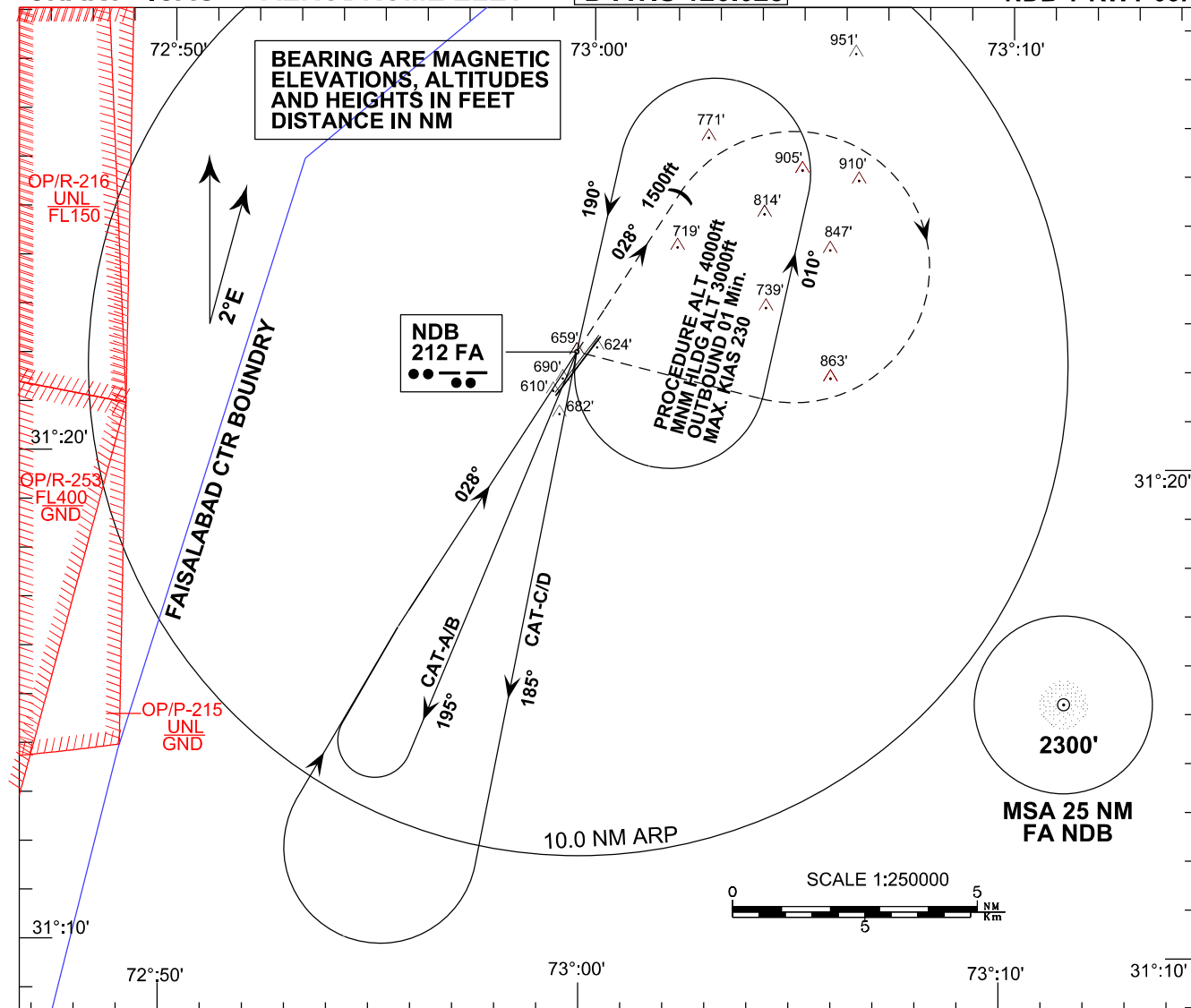
Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	SAMIM	-	-	2.0°E	-	+4000	230	RNP APCH
TF	FA412	-	294°(296.4°)		-	+2500	210	
TF	FA411	-	214°(216.3°)		L	@2500	-	
TF	RW21L	Y	214°(216.3°)		-	OCA	-	
CA	-	-	214°(216.0°)		-	1500	210	
DF	SAMIM	-	-		L	3000	230	

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEV**

**TWR 118.625
121.8
D-ATIS 126.625**

**FAISALABAD/
Faisalabad Int'l
NDB Y RWY 03R**

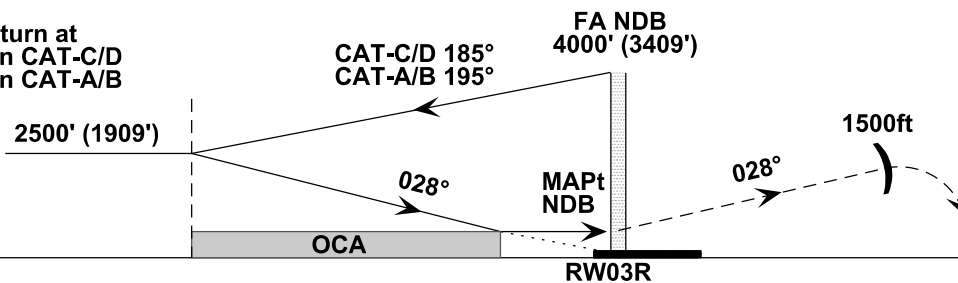


**TRANSITION LEVEL FL60
TRANSITION ALT 4000'**

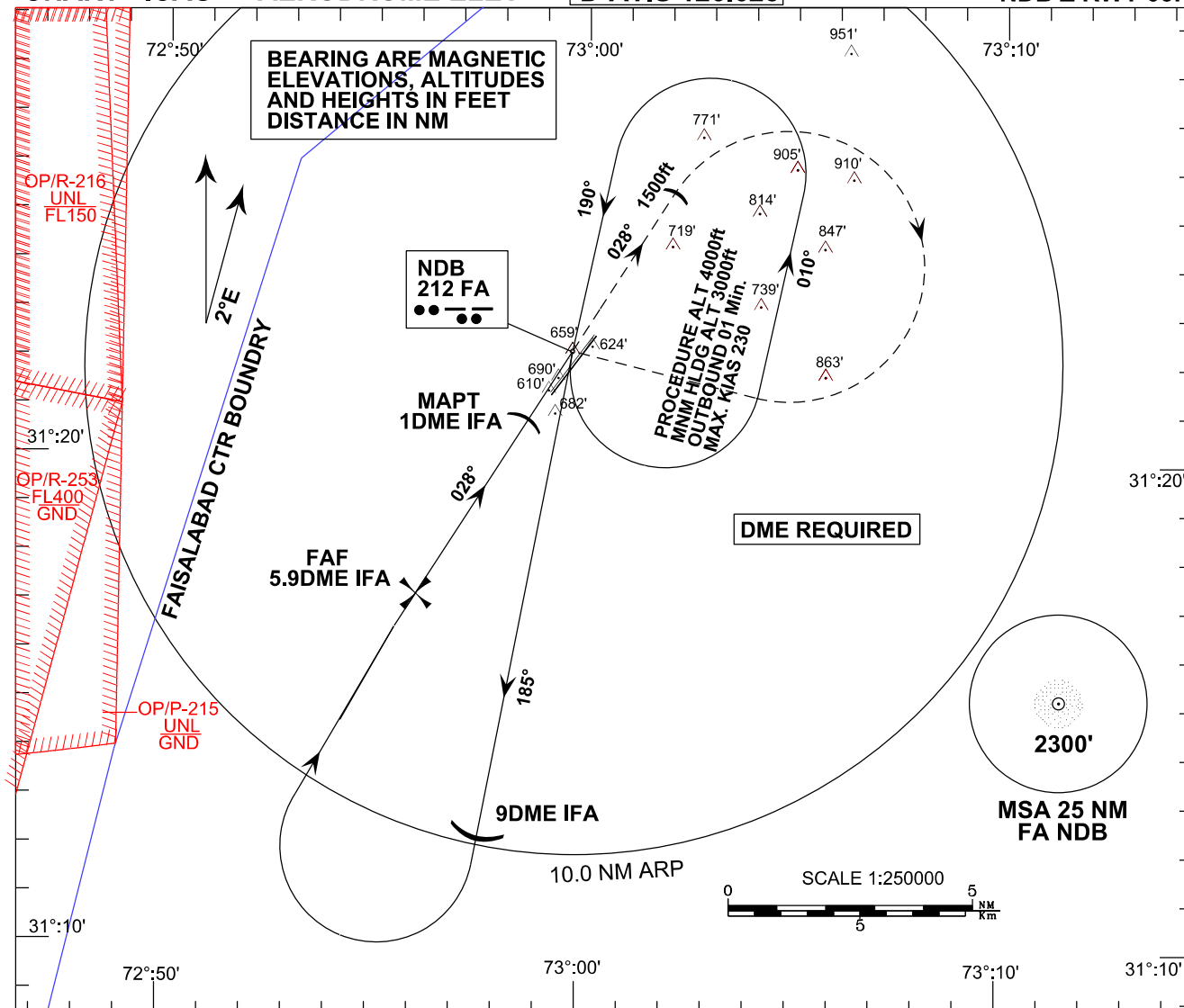
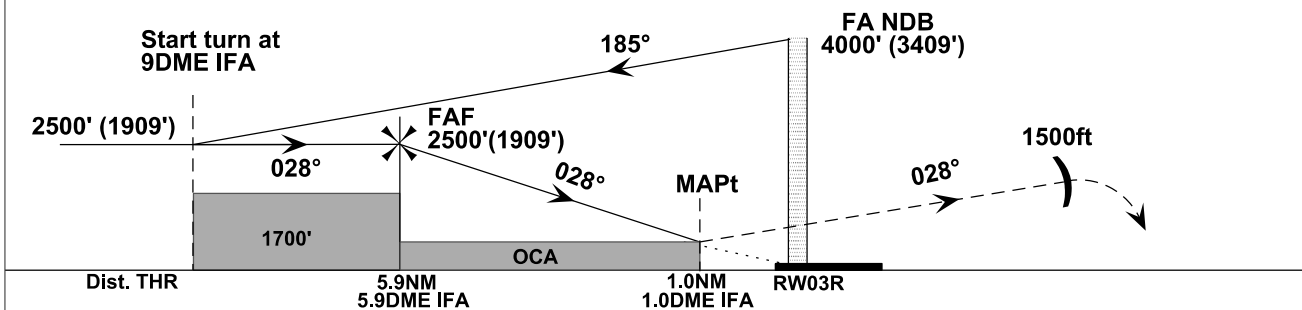
MISSED APPROACH

Cimb straight ahead 1500ft AMSL
turn right to FA NDB climbing 3000ft
and contact ATC.

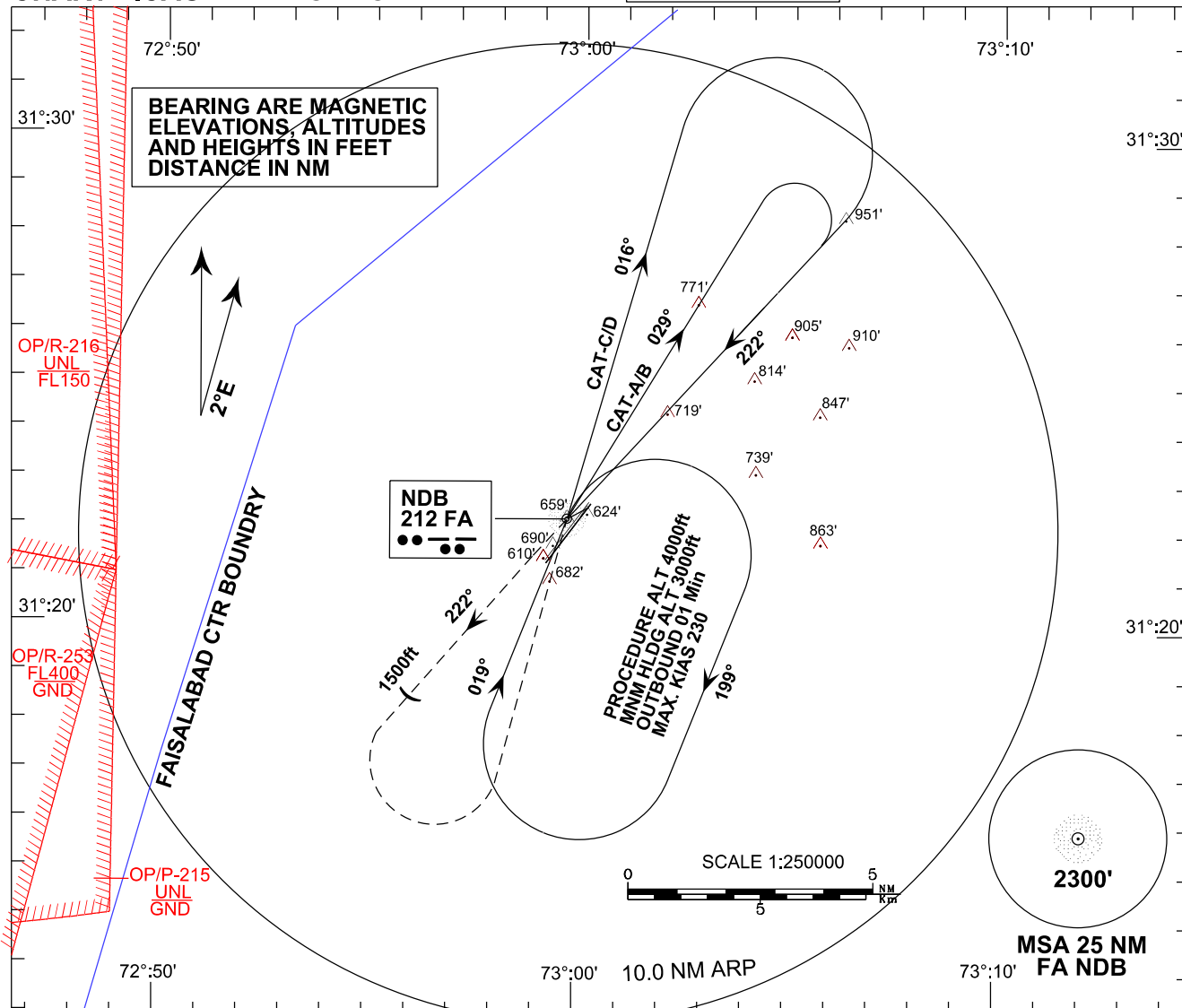
Start turn at
2.5Min CAT-C/D
3.5Min CAT-A/B



OCA / H		A	B	C	D
Straight in Approach	NDB	1070' (479')			
Circling		1100' (509')		1300' (709')	

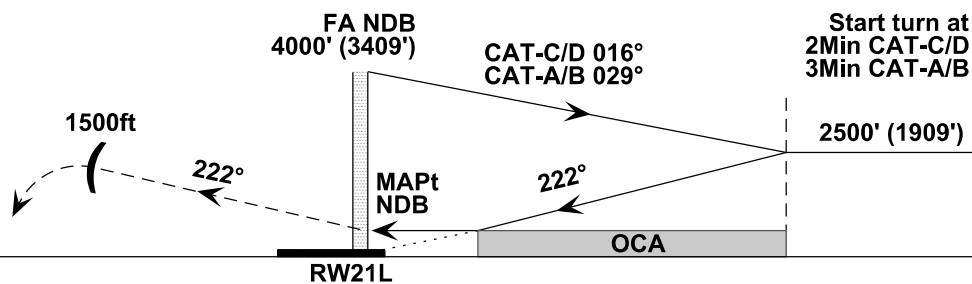
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEVTWR 118.625
121.8
D-ATIS 126.625FAISALABAD/
Faisalabad Int'l
NDB Z RWY 03RTRANSITION LEVEL FL60
TRANSITION ALT 4000'**MISSED APPROACH**Climb straight ahead 1500ft AMSL
turn right to FA NDB climbing 3000ft
and contact ATC.

OCA / H		A	B	C	D
Straight in Approach	NDB	1020' (429')			
	Circling	1100' (509')		1300' (709')	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEVTWR 118.625
121.8
D-ATIS 126.625FAISALABAD/
Faisalabad Int'l
NDB Y RWY 21L**MISSED APPROACH**

Climb straight ahead 1500ft AMSL
turn Left to FA NDB climbing 3000ft
and contact ATC.

TRANSITION LEVEL FL60
TRANSITION ALT 4000'



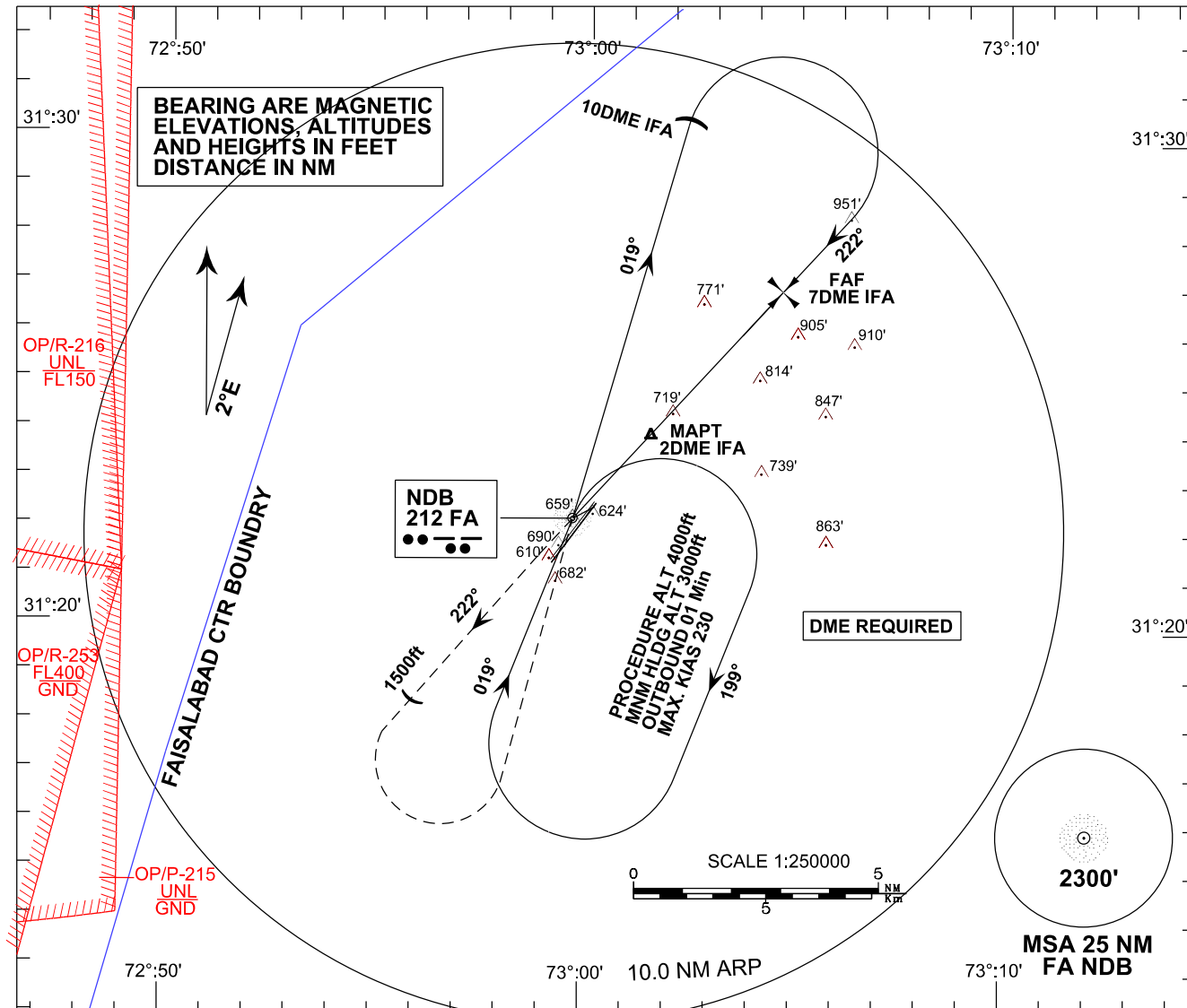
OCA / H		A	B	C	D
Straight in Approach	NDB	1250' (659')			
Circling		1100' (509')		1300' (709')	

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEV**

**TWR 118.625
121.8
D-ATIS 126.625**

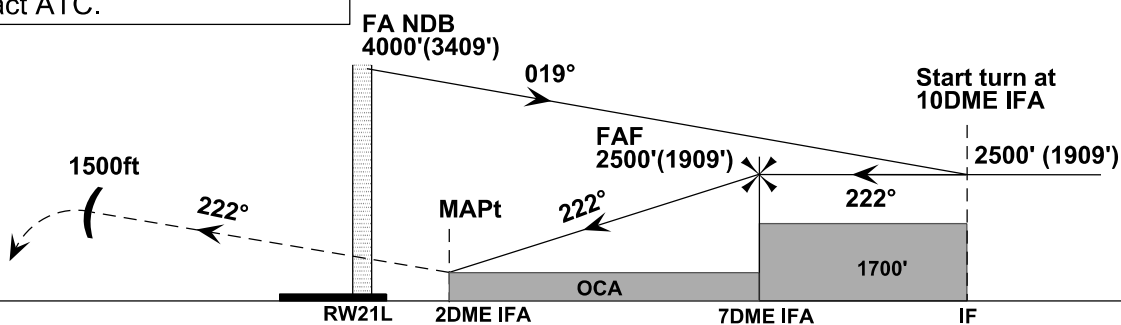
**FAISALABAD/
Faisalabad Int'l
NDB Z RWY 21L**



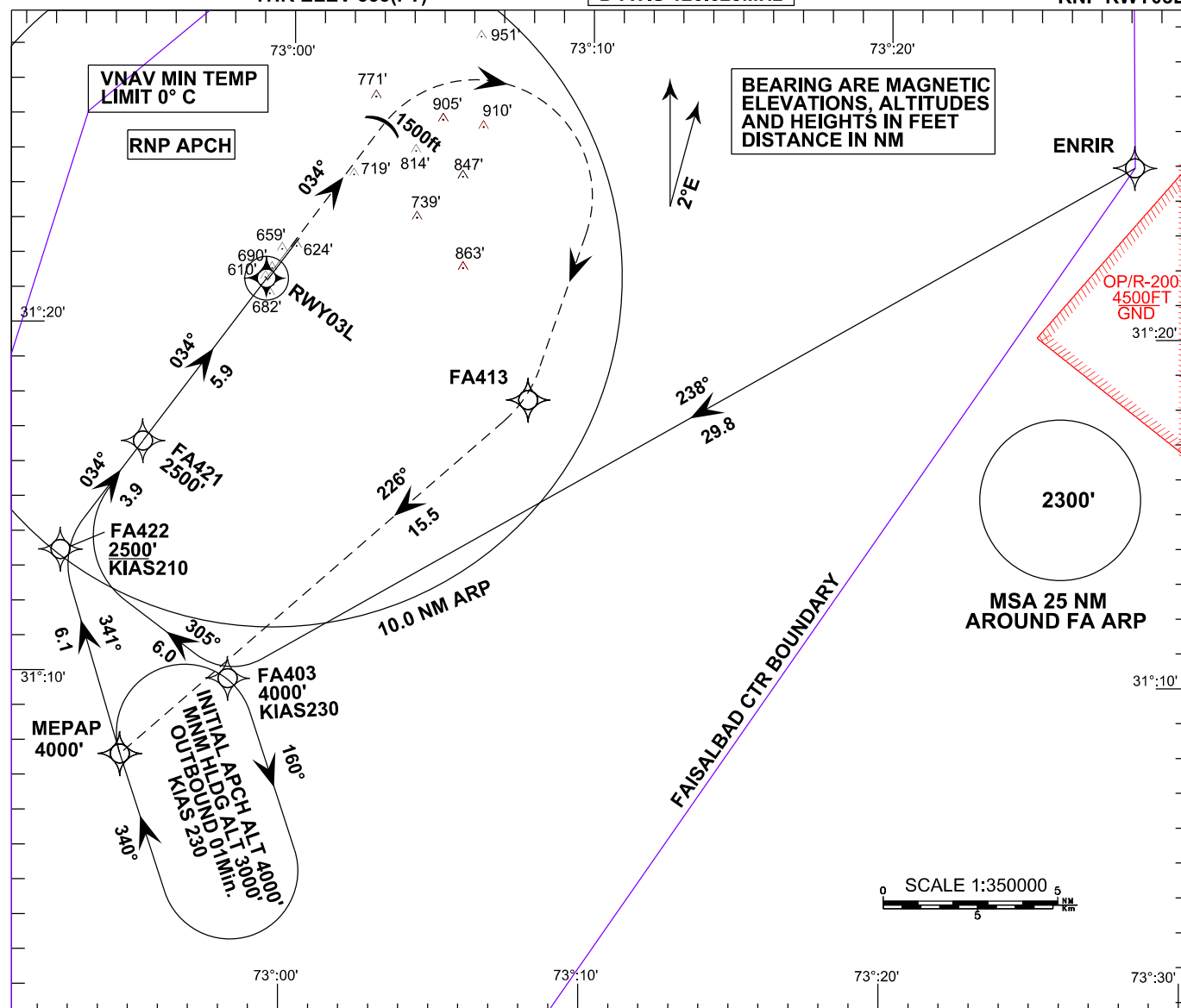
MISSED APPROACH

Climb straight ahead 1500ft AMSL
turn Left to FA NDB climbing 3000ft
and contact ATC.

**TRANSITION LEVEL FL60
TRANSITION ALT 4000'**



OCA / H		A	B	C	D
Straight in Approach	NDB	1060' (469')			
Circling		1100' (509')		1300' (709')	

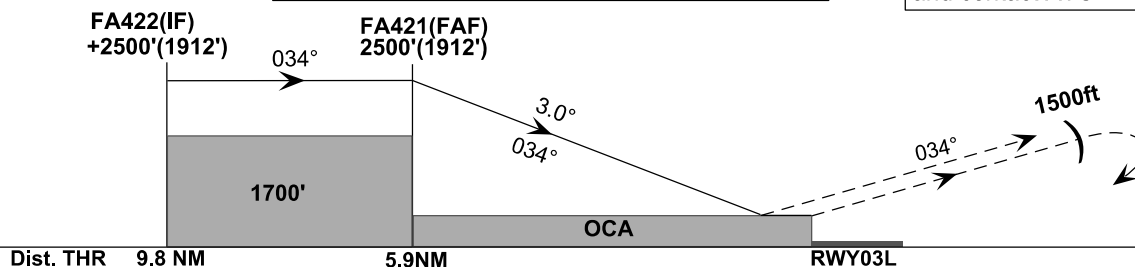
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 591 (FT)
HEIGHTS RELATED TO
THR ELEV 588(FT)TWR 118.625
121.8
D-ATIS 126.625MHzFAISALABAD /
Faisalabad Int'l
RNP RWY03LTRANSITION LEVEL FL60
TRANSITION ALT 4000FT

LNAV Vertical Advisory Profile

Dist. THR RW03L (NM)	4.0	3.0	2.0
Altitude (ft)	1910	1590	1270

MISSED APPROACH

Climb straight to 1500ft AMSL, turn right direct to FA413 then to MEAP climbing to 3000ft and contact ATC



OCA /H	A	B	C	D
LNAV/VNAV	910' (322')			
LNAV	1020' (432')			

NOTE: Provision of RAIM prediction,if considered,is the responsibility of operator.

Waypoints Data RNP Approach RWY-03L

WP NAME	USE	LATITUDE	LONGITUDE
ENRIR	IAF	31°24'55.00"N	073°28'10.00"E
FA403	IAF	31°09'52.00"N	072°58'08.00"E
MEPAP	IAF/MAHF	31°07'39.00"N	072°54'35.00"E
FA422	IF	31°13'29.00"N	072°52'28.50"E
FA421	FAF	31°16'38.30"N	072°55'09.10"E
RW03L	MAPt(THR)	31°21'21.84"N	072°59'11.35"N
FA413	MAWP	31°18'00.00"N	073°08'00.00"E

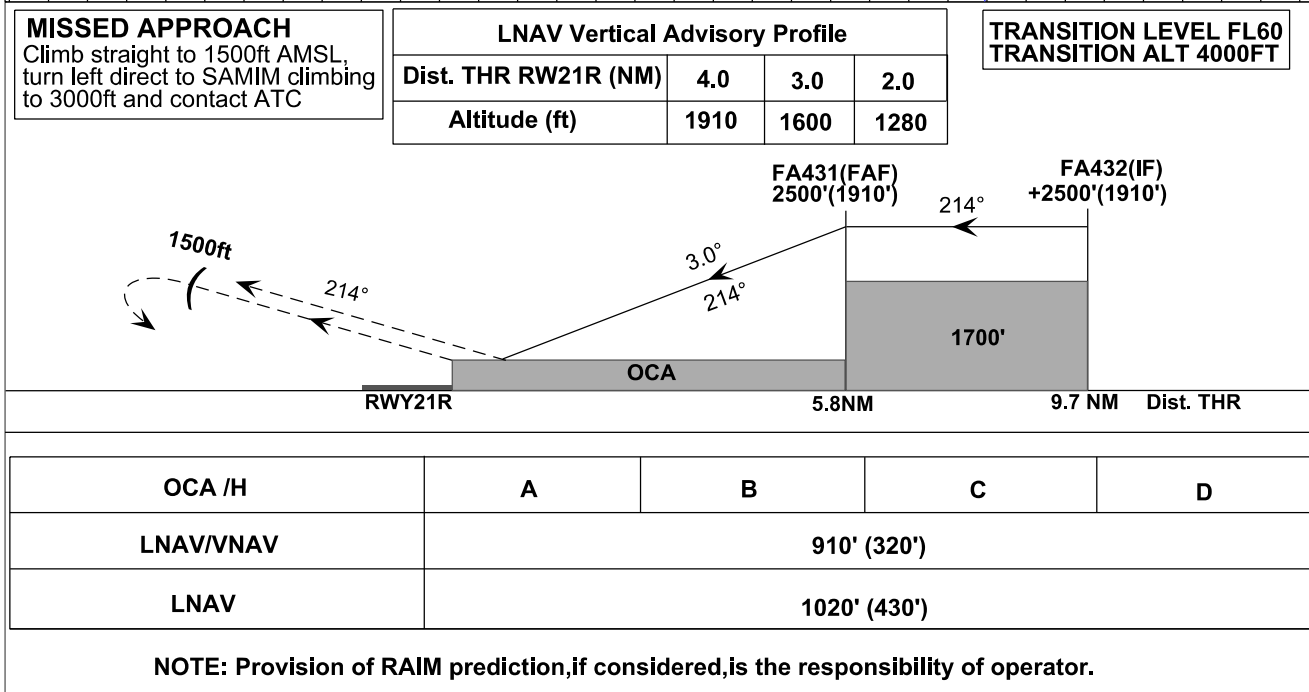
Instrument Approach Procedure From ENRIR Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	ENRIR	-	-	2.0°E	-	-	-	RNP APCH
TF	FA403	-	238°(239.9°)		-	+4000	230	
TF	FA422	-	305°(306.7°)		R	+2500	210	
TF	FA421	-	034°(036.2°)		R	@2500	-	
TF	RW03L	Y	034°(036.2°)		-	OCA	-	
CA	-	-	034°(036.2°)		-	1500	210	
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

Instrument Approach Procedure From MEPAP Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	MEPAP	-	-	2.0°E	-	+4000	230	RNP APCH
TF	FA422	-	341°(342.7°)		-	+2500	210	
TF	FA421	-	034°(036.2°)		R	@2500	-	
TF	RW03L	Y	034°(036.2°)		-	OCA	-	
CA	-	-	034°(036.2°)		-	1500	210	
DF	FA413	-	-		R	-	230	
TF	MEPAP	-	226°(228.1°)		R	3000	230	

**FAISALABAD /
Faisalabad Int'l
RNP RWY21R**



Waypoints Data RNP Approach RWY-21R

WP NAME	USE	LATITUDE	LONGITUDE
SAMIM	IAF/MAHF	31°27'33.00"N	073°13'42.00"E
FA432	IF	31°30'25.00"N	073°06'56.00"E
FA431	FAF	31°27'16.90"N	073°04'14.80"E
RW21R	MAPt(THR)	31°22'33.66"N	073°00'12.73"E

Instrument Approach Procedure Coding Table:

Path Term.	Waypoint Name	Fly Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude (ft)	Speed Limit	Navigation Spec.
IF	SAMIM	-	-	2.0°E	-	+4000	230	RNP APCH
TF	FA432	-	294°(296.3°)		-	+2500	210	
TF	FA431	-	214°(216.3°)		L	@2500	-	
TF	RW21R	Y	214°(216.2°)		-	OCA	-	
CA	-	-	214°(216.2°)		-	1500	210	
DF	SAMIM	-	-		L	3000	230	

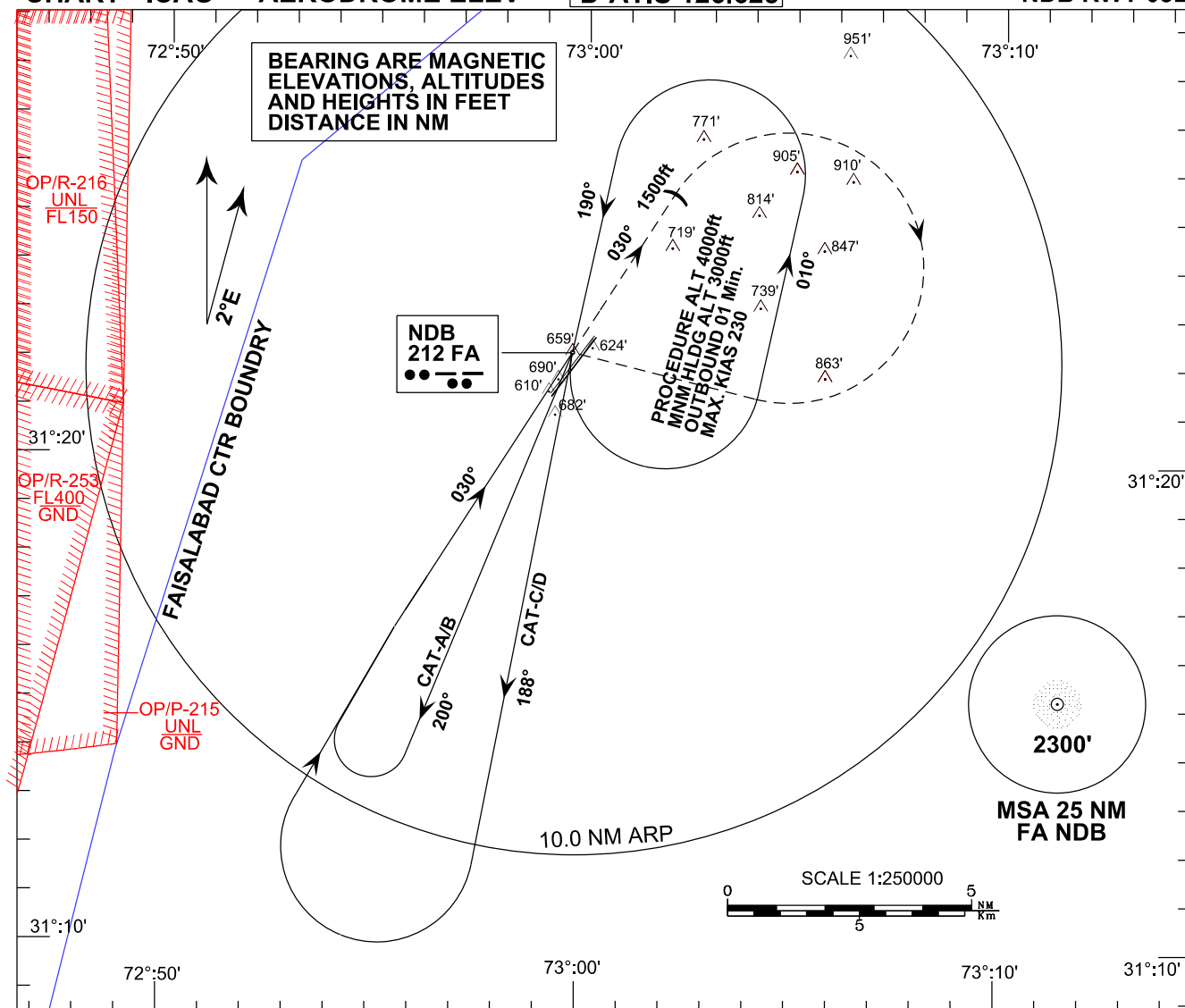
Waypoints Data RNP Approach RWY-21L

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEV**

**TWR 118.625
121.8
D-ATIS 126.625**

**FAISALABAD/
Faisalabad Int'l
NDB RWY 03L**

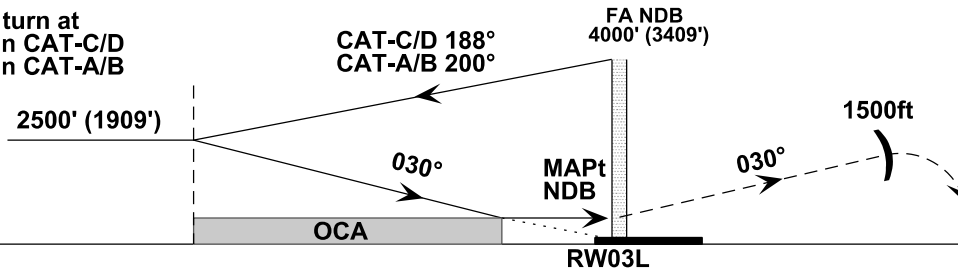


**TRANSITION LEVEL FL60
TRANSITION ALT 4000'**

MISSED APPROACH

Climb straight ahead 1500ft AMSL
turn right to FA NDB climbing 3000ft
and contact ATC.

Start turn at
2.5Min CAT-C/D
3.5Min CAT-A/B



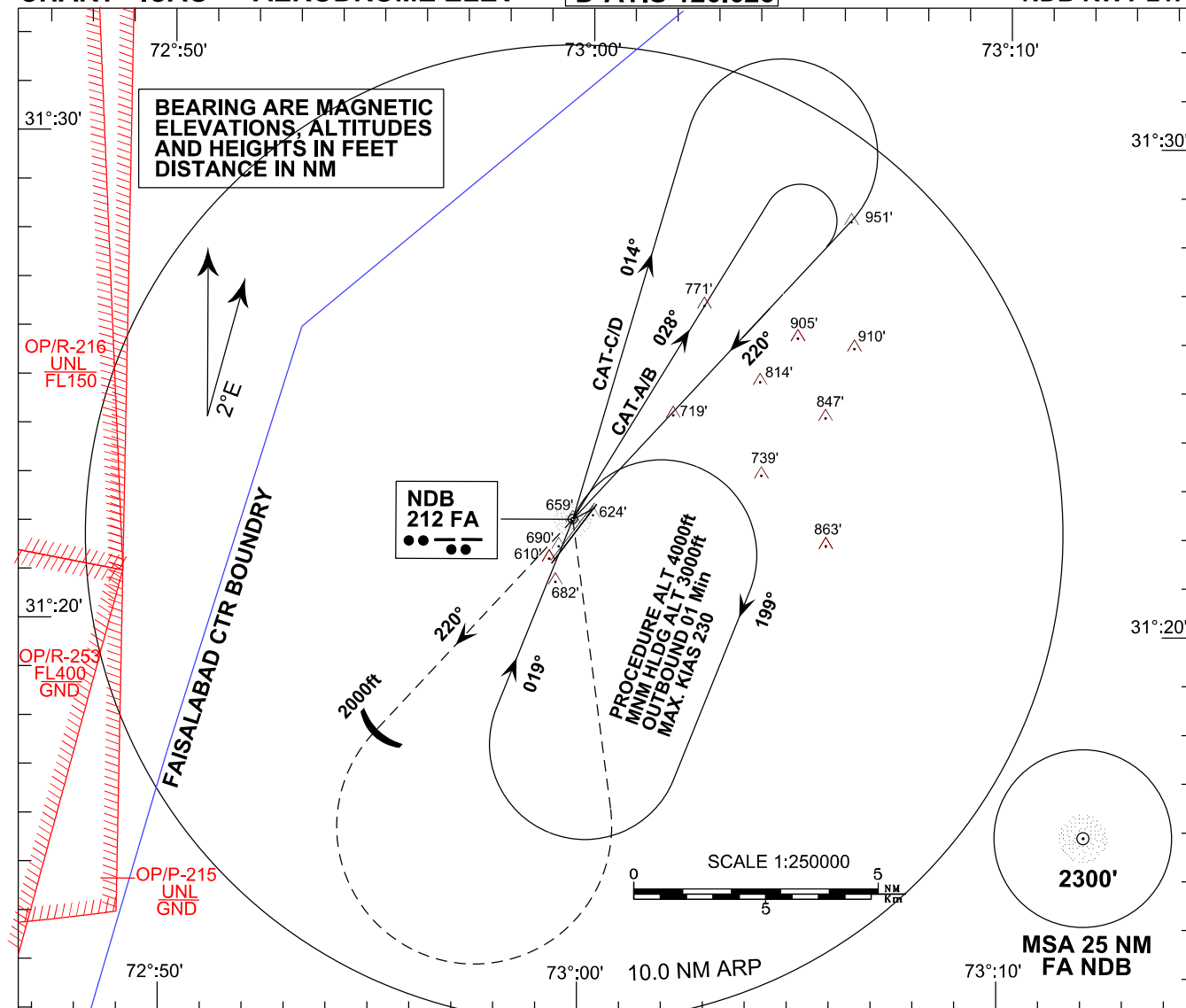
OCA / H		A	B	C	D
Straight in Approach	NDB	1070' (479')			
Circling		1100' (509')		1300' (709')	

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 591ft
HEIGHT RELATED TO
AERODROME ELEV**

**TWR 118.625
121.8
D-ATIS 126.625**

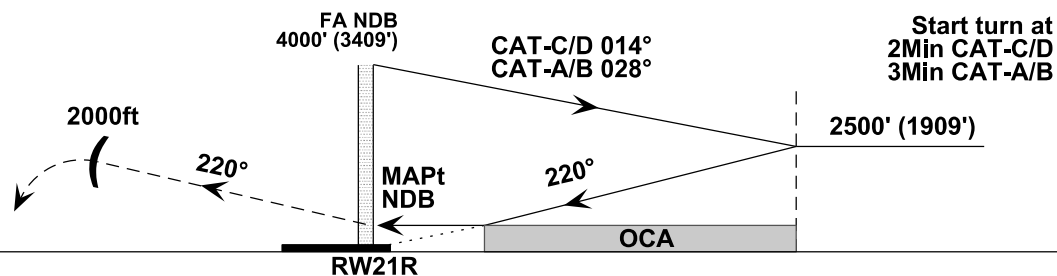
**FAISALABAD/
FIAP Int'l (OPFA)
NDB RWY 21R**



MISSED APPROACH

Cimb straight ahead 2000ft
turn Left to FA NDB climbing 3000ft
and contact ATC.

**TRANSITION LEVEL FL60
TRANSITION ALT 4000'**



OCA / H		A	B	C	D
Straight in Approach	NDB	1250' (659')			
Circling		1100' (509')		1300' (709')	

AD 2. AERODROMES**OPGD AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPGD - GWADAR INT'L****OPGD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	251356.47N 0621938.90E Centre of RWY 06/24
2. Direction and distance from (city)	9 Miles North of city
3. Elevation/Reference temperature	32 FT / 31.7 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Gwadar Tel: 021-99072920 Fax: 021-99072923 AFTN: OPGDYDYX e-mail: apm.gawadar@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	

OPGD AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Saturday and Sunday.
2. Customs and immigration	As of ATS
3. Health and sanitation	As of ATS
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HS. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPGD AD 2.4 HANDLING SERVICES AND FACILITIES: Nil

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPGDAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	Restaurants in city
3. Transportation	Taxis and cars for hire
4. Medical facilities	Hospitals in city
5. Bank and Post Office	In city
6. Tourist Office	-
7. Remarks	

OPGD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPGD AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPGD AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPGD: Concrete PCN 15/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPGD : 23 M Bitumen, PCN 17/F/C/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 251350.00N 0621948.94E Bay 2: 251351.06N 0621948.33E Bay 3: 251350.51N 0621947.18E Bay 4: 251349.45N 0621947.78E
5. Remarks	Space adequate for 4 ATR-42

OPGD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS:ICAO Standards

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, Aiming point & centreline marked. THR, Edge and runway end marked and lighted. TWY: Centreline, holding positions marked. Edge: marked and lighted. Apron: Edge marked and lighted as appropriate.
3. Stop bars	-
4. Remarks	

OPGD AD 2.10 AERODROME OBSTACLES

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Picket 4 18.18 M / 60 FT	251359.08N 0622004.49E	
Water Tank 22.08 M / 72 FT	251346.97N 0621943.42E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Building tower 19.52 M / 64 FT	251351.65N 0621940.77E	
Hill Top 138.76 M / 455 FT	250653.89N 0621915.08E	
Hill Top 414.26 M / 1359 FT	251242.62N 0622309.26E	
Hill Top 418.61 M / 1373 FT	251303.97N 0622519.71E	
METEOROLOGICAL MAST SITE-1 86.56 M / 284 FT	250931.93N 0621853.33E	
METEOROLOGICAL MAST SITE-2 95.09 M / 312 FT	251647.40N 0622047.42E	
Micro Antenna 50.77 M / 167 FT	251701.55N 0621759.29E	
ONLINE CONN 53.04 M / 174 FT	251340.20N 0621949.96E	
Picket 1 21.25 M / 70 FT	251407.23N 0622020.09E	
Picket 2 21.30 M / 70 FT	251402.59N 0622019.12E	
Picket 3 18.35 M / 60 FT	251401.62N 0622009.92E	
Rod 22.33 M / 73 FT	251348.02N 0621952.33E	
Terminal Building 20.17 M / 66 FT	251352.99N 0621942.44E	
V.H.F-Control Tower 23.21 M / 76 FT	251357.46N 0621958.87E	
Water Tank 39.37 M / 129 FT	251700.02N 0621802.55E	
Wind Sock 15.25 M / 50 FT	251355.72N 0621925.95E	
Wind Sock 17.53 M / 58 FT	251404.33N 0622008.56E	
OTHER 149.00 M / 489 FT	251413.32N 0622211.16E	
OTHER 149.00 M / 489 FT	251415.48N 0622210.62E	
OTHER 149.00 M / 489 FT	251418.08N 0622210.05E	
OTHER 149.00 M / 489 FT	251420.65N 0622209.55E	
OTHER 149.00 M / 489 FT	251423.04N 0622209.21E	
OTHER 149.00 M / 489 FT	251425.43N 0622208.86E	
OTHER 149.00 M / 489 FT	251430.93N 0622208.44E	
OTHER 149.00 M / 489 FT	251433.79N 0622208.29E	
OTHER 149.00 M / 489 FT	251437.16N 0622208.28E	
OTHER 149.00 M / 489 FT	251525.23N 0622038.76E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
OTHER 149.00 M / 489 FT	251525.27N 0622047.76E	
OTHER 149.00 M / 489 FT	251525.38N 0622112.17E	
OTHER 149.00 M / 489 FT	251525.44N 0622124.57E	
OTHER 149.00 M / 489 FT	251525.52N 0622134.05E	
OTHER 149.00 M / 489 FT	251525.62N 0622137.28E	
OTHER 149.00 M / 489 FT	251525.81N 0622142.32E	
OTHER 149.00 M / 489 FT	251526.05N 0622146.94E	
OTHER 149.00 M / 489 FT	251526.48N 0622153.06E	
OTHER 149.00 M / 489 FT	251526.92N 0622157.47E	
TOWER 183.72 M / 603 FT	251716.13N 0623154.35E	

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
24/APCH 06/TKOF	OTHER 149.00 M / 489 FT	251504.54N 0622208.26E	
24/APCH 06/TKOF	OTHER 149.00 M / 489 FT	251527.42N 0622202.57E	
24/APCH 06/TKOF	OTHER 149.00 M / 489 FT	251528.12N 0622208.25E	

OPGD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met report

1. Associated MET Office	Aero MET Observatory Gwadar
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Gwadar Tower
10. Additional information (limitation of service, etc.)	

OPGD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
06	62.57°	1982 x 23	31/F/C/W/T Bitumen	251341.63N 0621907.47E	THR 6.70 M / 21.98 FT	0.130% UP
24	242.57°	1982 x 23	31/F/C/W/T Bitumen	251411.30N 0622010.33E	THR 9.74 M / 31.96 FT	0.130% Down

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
	351	2102 x 188	90 x 180	-		-
	351	2102 x 188	90 x 180	-		-

OPGD AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
06	1982	1982	2333	1982	-
24	1982	1982	2333	1982	-

OPGD AD 2.14 APPROACH AND RUNWAY LIGHTS:Nil

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	SALS 420 M LIH	GREEN	PAPI LEFT/ 3.02°	-	-	1982 M 60 M White Last 300M yellow. LIH-	RED		-
24	SALS 240 M LIH	GREEN	PAPI LEFT/3°	-	-	1982 M 60 M White Last 300M yellow LIH-	RED		-

OPGD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	Lighted
4. Secondary power supply / switch-over time	Secondary power supply to all facilities at AD. Switch-over time : Less than 1 minute
5. Remarks	

OPGD AD 2.16 HELICOPTER LANDING AREA: Nil

OPGD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Gwadar CTR::Circular area centered on 251356N/0621939E (ARP) within a 10NM radius.
2. Vertical limits	SFC to FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Gwadar Tower English
5. Transition altitude	5500 FT MSL
6. Remarks	-

OPGD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	Gawadar Tower	121.800 MHZ	NOTAM	Vehicular Movement Control
TWR	Gwadar Tower	121.500 MHZ	NOTAM	Emergency Frequency
TWR	Gwadar Tower	122.500 MHZ	NOTAM	Primary Frequency
TWR	Gwadar Tower	250.900 MHZ	NOTAM	UHF Frequency

OPGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	GD	303.0 kHz	NOTAM	251339.76N 0621950.20E	-	-

OPGD AD 2.20 LOCAL TRAFFIC REGULATIONS: Visual circling permitted to the North of Airfield only.

OPGD AD 2.20.1 AIRPORT REGULATIONS: Marshaller assistance can be requested through control tower.

When a local regulation deemed important for the safe operation of aircraft on apron, the information will be given to each aircraft by the control tower.

OPGD AD 2.20.2 TAXIING TO AND FROM STANDS: Arriving and departing aircraft shall taxi till end of runway and execute 180° turn on the TurnPad provided at both ends of RWY to avoid damage to runway surface. All Pilots to adhere to procedure and execute turn at Turning pad only.

Arriving aircraft will be allocated a stand number by the control tower for NOSE-OUT parking.

Departing aircraft shall contact Gwadar Tower for start up approval five minutes before ready. Expect ATC clearance together with start up approval. Start up approval remain valid for 05 minutes. In case of delay fresh approval shall be obtained.

OPGD AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPGD AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPGD AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPGD AD 2.20.6: TAXIING LIMITATIONS: Taxi till end of the RWY and execute 180° turn on the TurnPad (elevated & lighted).

OPGD AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPGD AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPGD AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPGD AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPGD AD 2.22 FLIGHT PROCEDURES: Nil

OPGD AD 2.23 ADDITIONAL INFORMATION 15ft deep dry drain passing 67m from RWY 06..

OPGD AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

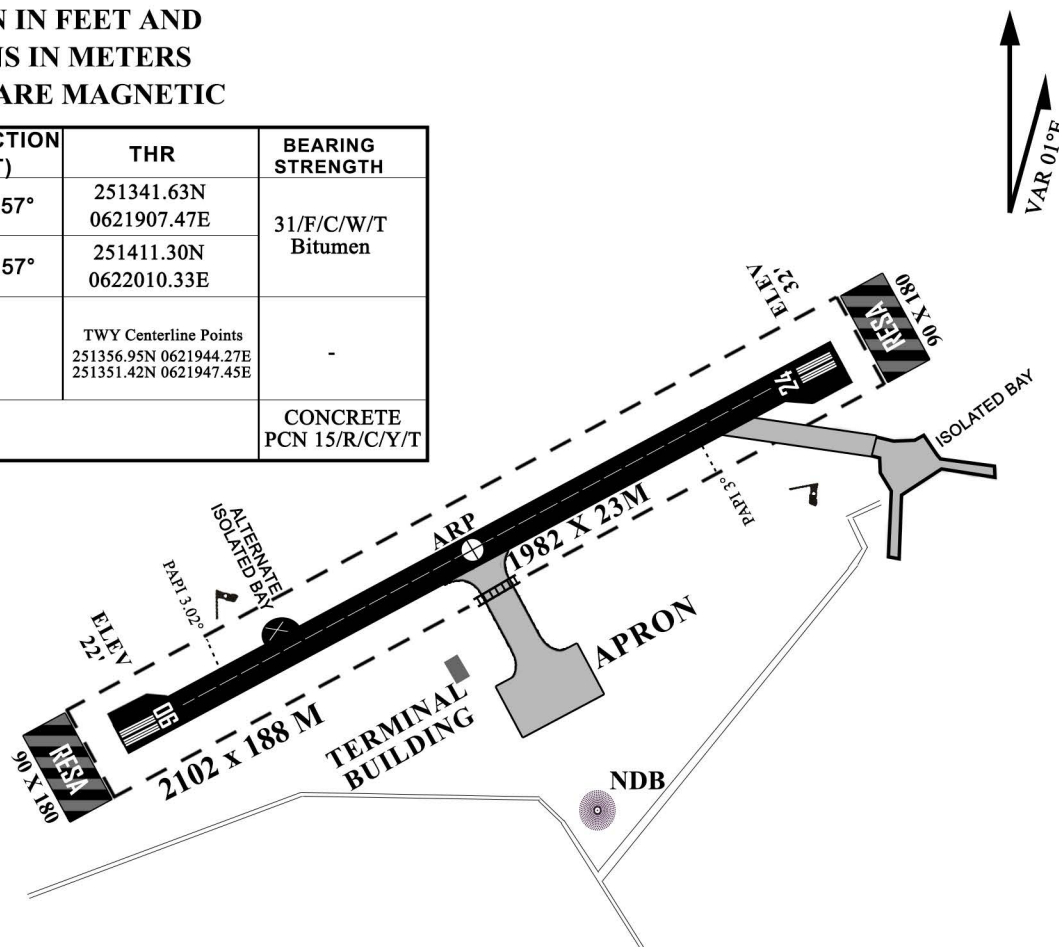
AERODROME/
HELIPORT
CHART-ICAO251356.47N
0621938.90E

ELEV 32'

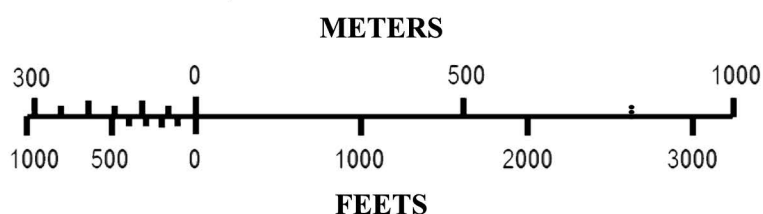
TWR 122.5

GWADAR/
Gwadar Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

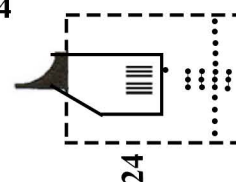
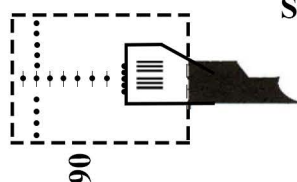
RWY	DIRECTION (T)	THR	BEARING STRENGTH
06	062.57°	251341.63N 0621907.47E	31/F/C/W/T Bitumen
24	242.57°	251411.30N 0622010.33E	
TAXIWAY*		TWY Centerline Points 251356.95N 0621944.27E 251351.42N 0621947.45E	-
APRON			CONCRETE PCN 15/R/C/Y/T



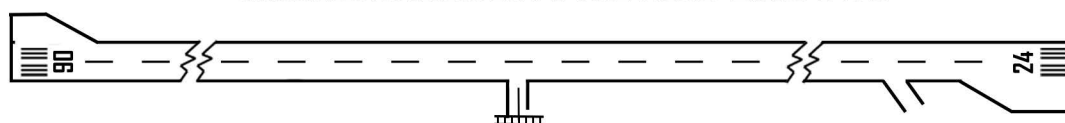
STAND #	INS COORDINATES FOR ACFT STANDS
1	251350.00N 0621948.94E
2	251351.06N 0621948.33E
3	251350.51N 0621947.18E
4	251349.45N 0621947.78E



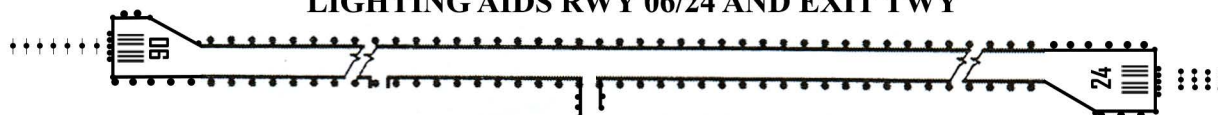
SIMPLE APPROACH LIGHTING SYSTEM 06 / 24



MARKING AIDS RWY 06/24 AND EXIT TWY

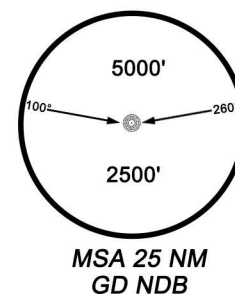
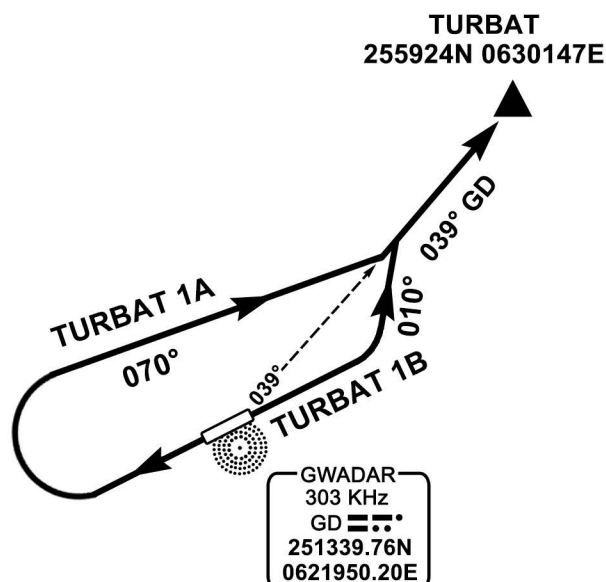


LIGHTING AIDS RWY 06/24 AND EXIT TWY



STANDARD DEPARTURE CHART
INSTRUMENT (SID)-ICAOTRANSITION LEVEL FL75
TRANSITION ALT 5500'

TWR 122.5

GWADAR Int,I
TURBAT 1A, 1B
PASNI 1A, 1B
CAT A/B ONLYBEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS ARE IN FEET
DISTANCE IN NM**TURBAT ONE ALPHA DEPARTURE RWY-24**

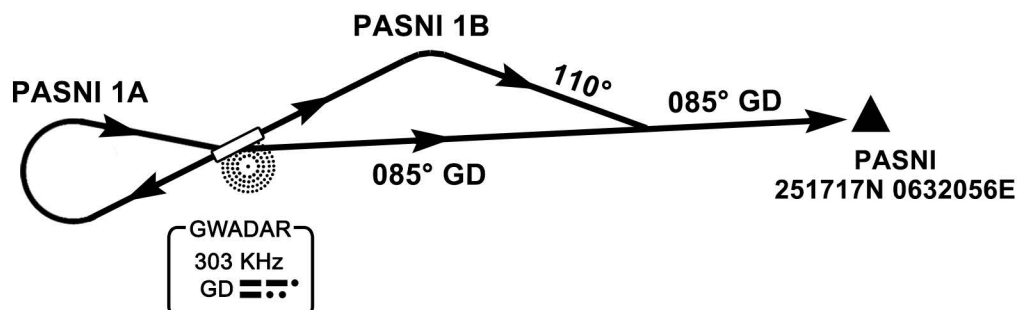
After take-off climb straight ahead until passing 1000ft AMSL then turn right track 070° (M) to intercept GWADAR NDB track 039° (M) to TURBAT. Climb and maintain ATC assigned level.

TURBAT ONE BRAVO DEPARTURE – RWY 06

After take-off climb straight ahead until passing 1000ft AMSL then turn left track 010° (M) to intercept GWADAR NDB track 039° (M) to TURBAT. Minimum climb gradient 4% until passing 3500' AMSL. Climb and maintain ATC assigned level.

PASNI ONE ALPHA DEPARTURE – RUNWAY 24

After take-off climb straight ahead until passing 1300ft AMSL then turn right to GWADAR NDB, leave GWADAR NDB on track 085° to PASNI. Climb and maintain ATC assigned level.

**PASNI ONE BRAVO DEPARTURE – RUNWAY 06**

After take-off climb straight ahead until passing 1300ft AMSL then turn right track 110° (M) to intercept Gwadar NDB track 085° to PASNI. Climb and maintain ATC assigned level.

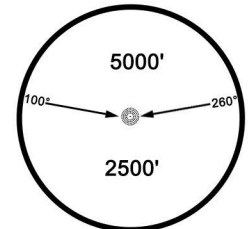
STANDARD DEPARTURE CHART
INSTRUMENT (SID)-ICAO

TRANSITION LEVEL FL 75
TRANSITION ALT 5500'

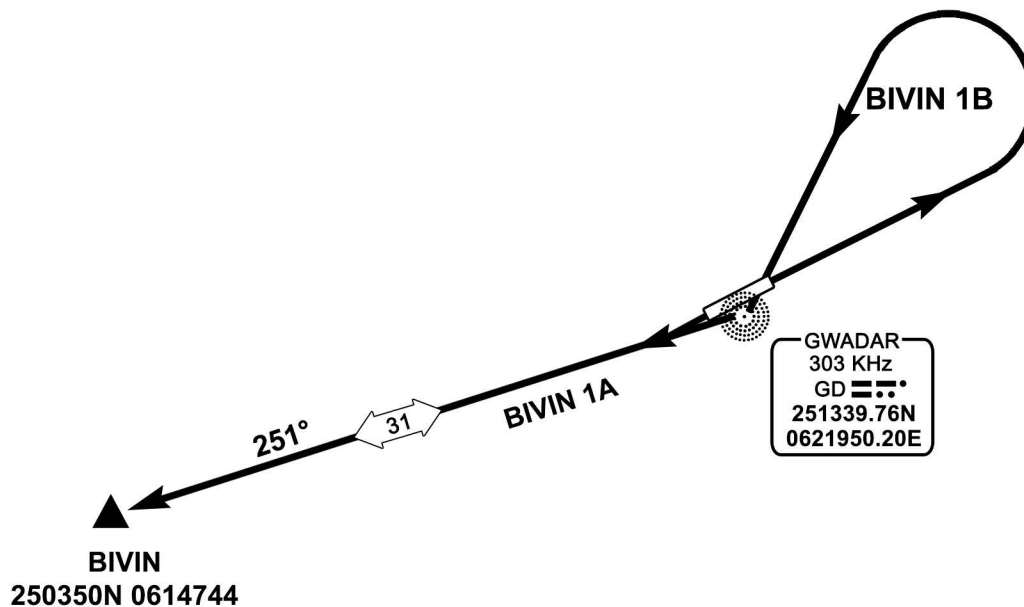
TWR 122.5

GWADAR Int,I
BIVIN 1A & 1B
CAT A/B ONLY

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS ARE IN FEET
DISTANCE IN NM



MSA 25 NM
GD NDB



BIVIN ONE ALPHA DEPARTURE – RUNWAY 24

After take-off intercept Gwadar NDB track 251° to BIVIN. Climb and maintain ATC assigned level.

BIVIN ONE BRAVO DEPARTURE – RUNWAY 06

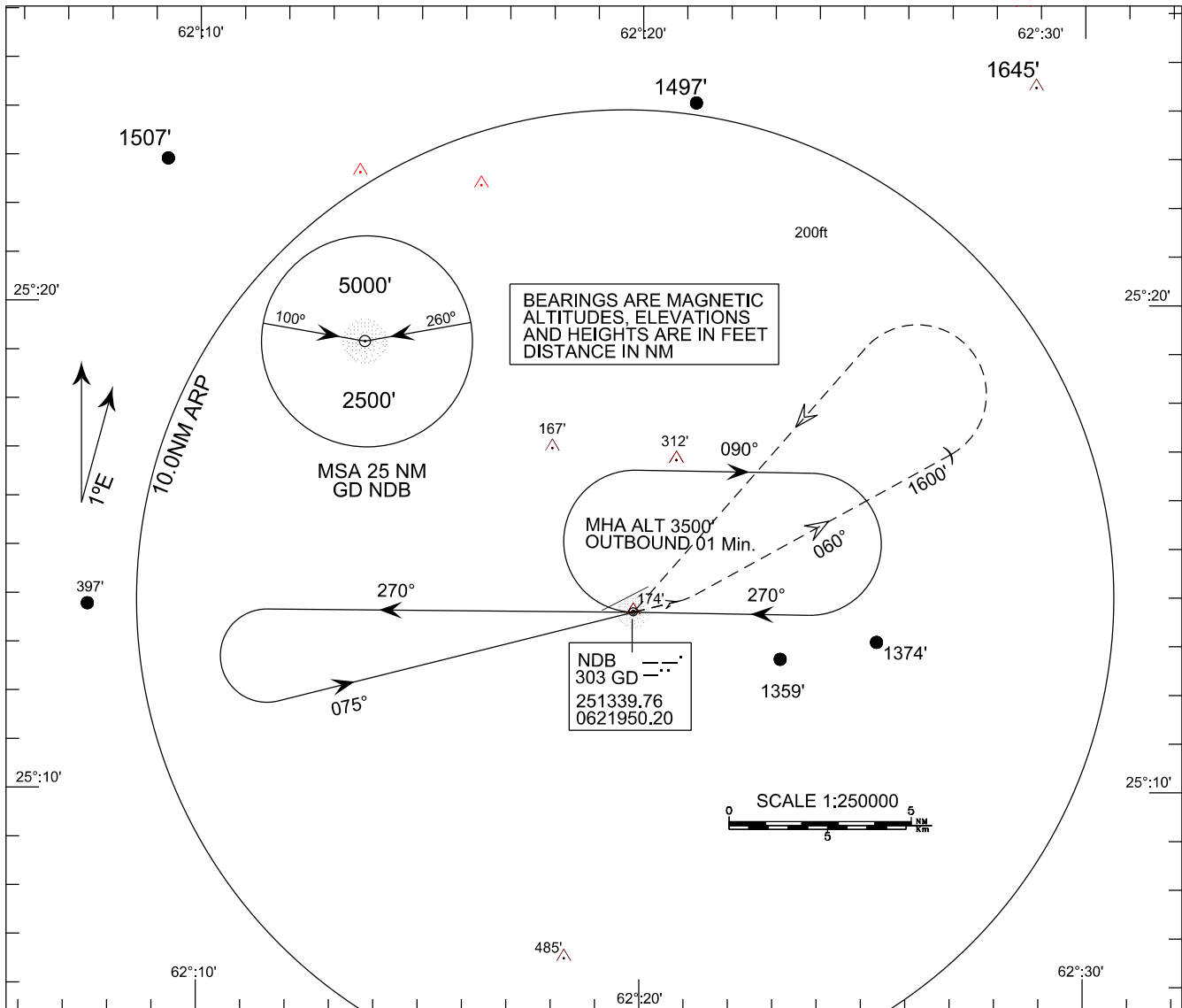
After take-off climb straight ahead until passing 1000ft AMSL then turn left to GWADAR NDB and leave NDB on track 251° to BIVIN. Climb and maintain ATC assigned level.

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEVATION 32 FT
HEIGHTS RELATED TO
THR RWY06 ELEV 22FT

TWR 122.5

GWADAR
Gwadar Int'l
NDB RWY 06



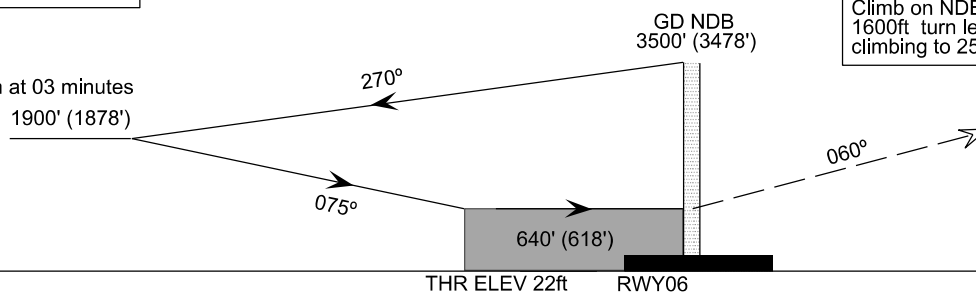
TRANSITION LEVEL FL75
TRANSITION ALT 5500ft

Initial Approach and MHA 3500' (3478')

MISSED APPROACH

Climb on NDB track 060° passing
1600ft turn left direct to GD NDB
climbing to 2500ft and contact ATC.

Start turn at 03 minutes
1900' (1878')



OCA / H	A	B
NDB Straight-in	640' (618')	
Circling	670' (648')	

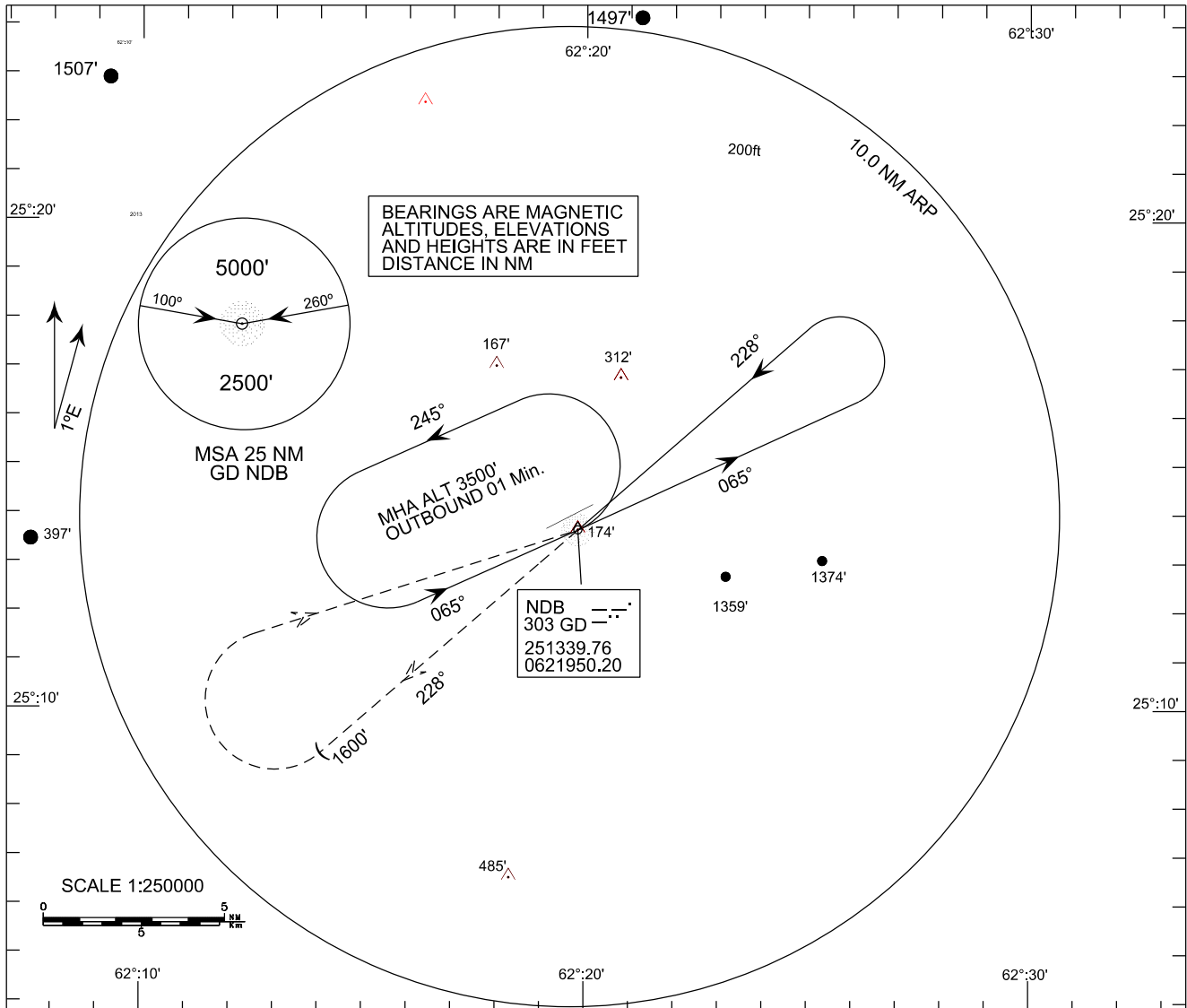
Restriction: Visual Circling prohibited to South of the airfield.

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEVATION 32 FT
HEIGHTS RELATED
TO AD ELEVATION

TWR 122.5

GWADAR
Gwadar Int'l
NDB RWY 24

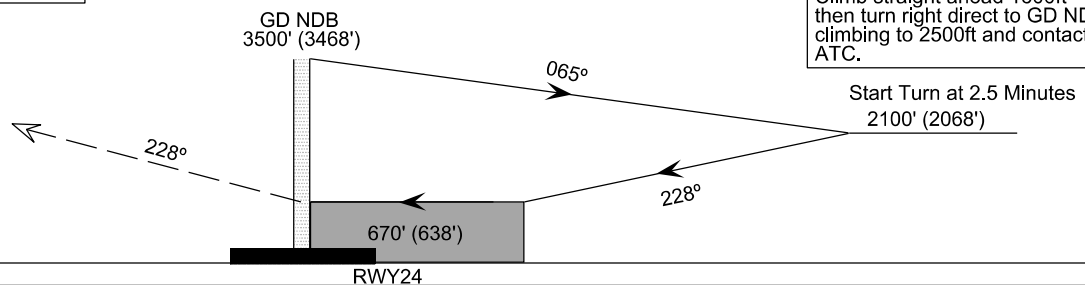


TRANSITION LEVEL FL75
TRANSITION ALT 5500ft

Initial Approach and MHA 3500' (3468')

MISSED APPROACH

Climb straight ahead 1600ft
then turn right direct to GD NDB
climbing to 2500ft and contact
ATC.



OCA / H	A	B
NDB Straight-in	Not Applicable	
Circling	670' (638')	

Restriction: Visual Circling prohibited to South of the airfield.

AD 2. AERODROMES**OPGT AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPGT - GILGIT****OPGT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	355507.63N 0742001.12E (centre of RWY)
2. Direction and distance from (city)	1.25 NM East of city
3. Elevation/Reference temperature	4796 FT / 30.3 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Gilgit Tel: (05811) 920418 Fax: (05811) 920675 AFTN: OPGTYDYX e-mail: apm.gilgit@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	-

OPGT AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sundays
2. Customs and immigration	
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	H24
7. ATS	HS. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPGT AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fueling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPGTAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In city
3. Transportation	Taxis and cars for hire
4. Medical facilities	Hospitals in city
5. Bank and Post Office	In city
6. Tourist Office	-

7. Remarks	-
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OPGT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPGT AD 2.7 SEASONAL AVAILABILITY - CLEARING: Restricted due snowfall during winter.

OPGT AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPGT: Bitumen PCN 15/F/C/Y/T
2. Taxiway width, surface and strength	TWY A : 15 M Bitumen, PCN 15/F/C/Y/T. TWY B : 15 M Bitumen, PCN 15/F/C/Y/T. TWY C : 15 M Bitumen, PCN 15/F/C/Y/T.
3. ACL location and elevation	Bay 1 : 355508.60N 0741956.13E Elev: 4784FT
4. VOR/INS checkpoints	For INS Checkpoints, see AD Chart.
5. Remarks	Space adequate for 2 ATR-42/ C-130

OPGT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and runway end as appropriate, marked. TWY: Centreline, holding positions marked.
3. Stop bars	-
4. Remarks	

OPGT AD 2.10 AERODROME OBSTACLES

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna 1563.00 M / 5128 FT	355221.07N 0742646.89E	
Antenna 1514.00 M / 4967 FT	355406.50N 0742405.00E	
Antenna 1452.00 M / 4764 FT	355407.85N 0742349.85E	
Antenna 1500.00 M / 4921 FT	355415.98N 0742354.85E	
Antenna 1574.00 M / 5164 FT	355432.00N 0742122.00E	
Antenna 1501.00 M / 4925 FT	355432.79N 0742122.21E	
Antenna 1549.00 M / 5082 FT	355447.90N 0742051.00E	
Antenna 1507.00 M / 4944 FT	355450.29N 0742133.37E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna 1506.00 M / 4941 FT	355502.86N 0742028.00E	
Antenna 1554.00 M / 5098 FT	355504.00N 0741811.00E	
Antenna 1540.00 M / 5052 FT	355504.00N 0741813.00E	
Antenna 1467.85 M / 4816 FT	355511.06N 0742001.56E	
Antenna 1551.00 M / 5089 FT	355511.56N 0741604.54E	
Antenna 1516.00 M / 4974 FT	355512.00N 0742247.00E	
Antenna 1490.00 M / 4888 FT	355515.06N 0742243.10E	
Antenna 1512.00 M / 4961 FT	355516.54N 0741743.67E	
Antenna 1505.00 M / 4938 FT	355516.94N 0741904.69E	
Antenna 1494.00 M / 4902 FT	355517.90N 0741826.57E	
Antenna 1530.00 M / 5020 FT	355518.28N 0741700.14E	
Antenna 1507.00 M / 4944 FT	355518.55N 0741814.64E	
Antenna 1503.00 M / 4931 FT	355519.23N 0741856.12E	
Antenna 1554.00 M / 5098 FT	355529.52N 0742313.63E	
Antenna 1507.00 M / 4944 FT	355538.00N 0741835.00E	
HF Antenna 1475.03 M / 4839 FT	355510.88N 0741958.34E	
Met Antenna 1464.01 M / 4803 FT	355510.42N 0742001.56E	
NDB Antenna 1468.28 M / 4817 FT	355512.55N 0742006.29E	
PTV Booster 1610.20 M / 5283 FT	355412.09N 0742120.34E	
RECSCUE 1122 1495.00 M / 4905 FT	355522.20N 0741833.31E	
Radio Antenna 1525.62 M / 5005 FT	355507.58N 0742246.76E	
SCO Antenna 1483.88 M / 4868 FT	355408.41N 0742352.16E	
SCO Antenna City 1552.79 M / 5094 FT	355504.18N 0741811.61E	
Wind Sock 07 End 1471.68 M / 4828 FT	355457.93N 0741931.47E	
Wind Sock 25 End 1469.55 M / 4821 FT	355513.16N 0742027.99E	

OPGT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met Report

1. Associated MET Office	Aero Met Observatory Gilgit
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2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	T
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Gilgit Tower
10. Additional information (limitation of service, etc.)	

OPGT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
07	71.56°	1646 x 30	15/F/C/Y/T Bitumen SWYs: Un- paved	355459.18N 0741929.97E	THR 1461.26 M / 4794.16 FT	0.040% up
25	251.56°	1646 x 30	15/F/C/Y/T Bitumen SWYs: Un- paved	355516.08N 0742032.27E	THR 1461.83 M / 4796.03 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
	91	1646 x 80		-		-
	81	1646 x 80		-		-

OPGT AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
07	1646	1646	1737	1646	-
25	1646	1646	1727	1646	-

OPGT AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07			NIL						-
25			NIL						-

OPGT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT	-
Anemometer location and LGT	-
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPGT AD 2.16 HELICOPTER LANDING AREA: Nil

OPGT 2.17 ATS AIRSPACE

1. Designation and lateral limits	Gilgit ATZ: Circular area centered on 355508N/0742001E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Gilgit Tower English
5. Transition altitude	6500 FT MSL
6. Remarks	-

OPGT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	Gilgit Tower	260.200 MHZ	HJ	-
RADIORADIO	G/A/G	2923.000 KHZ	HJ	-
RADIORADIO	G/A/G	5601.000 KHZ	HJ	-
TWR	Gilgit Tower	119.100 MHZ	HJ	Primary Frequency
TWR	Gilgit Tower	121.800 MHZ	HJ	-

OPGT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	GT	324.0 kHz	HJ	355512.55N 0742006.29E	-	Coverage 50NM

OPGT AD 2.20 LOCAL TRAFFIC REGULATIONS: Landing from RWY 25 and Takeoff from RWY07.

OPGT AD 2.20.1 AIRPORT REGULATIONS: Nil

OPGT AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPGT AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPGT AD 2.20.4 PARKING AREA FOR HELICOPTERS: 2 paved helipads.

OPGT AD 2.20.5 APRON-TAXIING DURING WINTER CONDITIONS: Nil

OPGT AD 2.20.6 TAXIING LIMITATIONS: Nil

OPGT AD 2.20.7 SCHOOL AND TRAINING FLIGHTS-TECHNICAL TEST FLIGHTS-USE OF RUNWAY: Nil

OPGT AD 2.20.8 HELICOPTER TRAFFIC-LIMITATION: Nil

OPGT AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPGT AD 2.20.21 NOISE ABATEMENT PROCEDURES: Nil

OPGT AD 2.20.22 FLIGHT PROCEDURES: Nil

OPGT AD 2.20.23 ADDITIONAL INFORMATION: Nil

OPGT AD 2.20.24 CHARTS RELATED TO AN AERODROME: Aerodrome/Heliport Chart - ICAO

AERODROME/
HELIPORT
CHART-ICAO

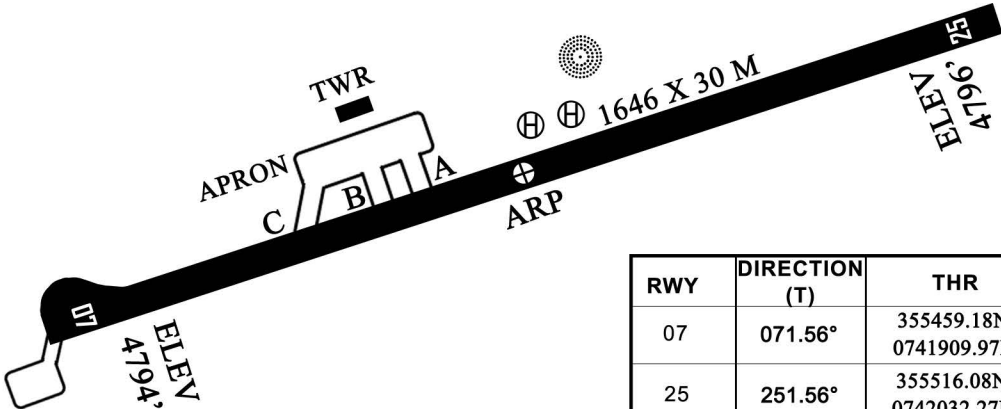
355507.63N
0742001.12E

ELEV 4796'

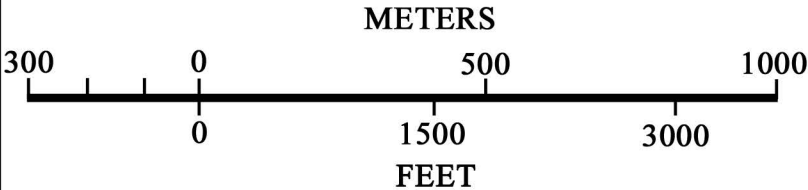
TWR 119.1

GILGIT/
Gilgit

ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC



RWY	DIRECTION (T)	THR	BEARING STRENGTH
07	071.56°	355459.18N 0741909.97E	15/F/C/Y/T Bitumen
25	251.56°	355516.08N 0742032.27E	
TAXIWAY - A TAXIWAY - B TAXIWAY - C		TWY Centerline Points 355507.16N 0741957.22E 355506.72N 0741955.48E 355505.21N 0741951.37E	
APRON			Bitumen 15/F/C/Y/T



STAND NUMBER	INS COORDINATES FOR AIRCRAFT STANDS
1	355508.60N 0741956.13E
2	355508.06N 0741954.11E

MARKING AIDS RWY 07/25 AND EXIT TWY



AD 2. AERODROMES**OPIS AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPIS - ISLAMABAD INT'L****OPIS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	333256.70N 0724932.34E
2. Direction and distance from (city)	14.80 NM from Zero Point, Islamabad
3. Elevation/Reference temperature	1761 FT / 31.5 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM New Islamabad Int'l Airport Fateh Jang Tel: (92) (51) 4960001 Fax: (92) (51) 4960094 AFTN: OPISYDYX e-mail: apm.iap@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPIS AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	-
12. Remarks	Nil-

OPIS AD 2.4 HANDLING SERVICES AND FACILITIES:Nil

1. Cargo-handling facilities	Adequate for all anticipated requirements
2. Fuel/oil types	Jet A1
3. Fuelling facilities/capacity	Attock petroleum and Pakistan State Oil. All bays at IAP are fuel hydrant except state lounge bay.
4. De-icing facilities	-
5. Hangar space for visiting aircraft	
6. Repair facilities for visiting aircraft	
7. Remarks	

OPISAD 2.5 PASSENGER SERVICES

1. Hotels	Limited at the Airport. Unlimited in the city.
2. Restaurants	Limited at the Airport. Unlimited in the city hotels.

3. Transportation	Buses, Taxis and Car Hire.
4. Medical facilities	First aid treatment, CAA Medical Centre, M.I. Room at PTB, Trauma Centre within airport premises, 2 Ambulances and hospitals in Islamabad and Rawalpindi.
5. Bank and Post Office	Available.
6. Tourist Office	Pakistan Tourist Development Corporation office at IIAP.
7. Remarks	

OPIS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT: 10
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	
4. Remarks	

OPIS AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPIS AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Maintenance Apron: OTHER PCN 35/F/C/X/T
	NW Apron: Concrete PCN 110/R/C/W/T
	SE Apron: Concrete PCN 110/R/C/W/T
	State Apron: OTHER PCN 70/F/C/X/T
2. Taxiway width, surface and strength	Taxiway A : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway B : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway C : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway D : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway E : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway F : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway G : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway H : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway J : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway K : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway L : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway M : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway N : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway P : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway Q : 25 M ASPH, PCN 110/F/C/X/T.
	Taxiway R : 23 M ASPH, PCN 110/F/C/X/T.
	Taxiway S : 32 M ASPH, PCN 110/F/C/X/T.
	Taxiway T : 25 M ASPH, PCN 110/F/C/X/T.
3. ACL location and elevation	-

4. VOR/INS checkpoints	Point # 1 333257.5N/0725033.76E Radial 292° 0.8 NM on TWY K Point # 2 333308.42N/0724924.32E Radial 284° 1.8 NM on TWY K Point # 3 333258.07N/0725051.52E. Radial 304° 0.6 NM on Stand 29.: 000000.00N 0000000.00E
5. Remarks	Bay 1 & 4 for medium category ACFTs Bay 2 & 3 for heavy and medium category ACFTs Stand No 5 for light category ACFTs Stand 6,6A & 7 not available for civil ACFTs.

OPIS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS:ICAO Standard

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs available at all intersections of TWY, RWY and at all holding positions. Guidelines at apron including standard nose-wheel guidelines for all stands. AVDGS available for all northwest and southeast stands including cargo and state apron no. 1 to 33
2. RWY and TWY markings and LGT	THR, TDZ, Centreline, Edge and Runway end marked as appropriate and lighted at main RWY. THR, Edge and Runway end marked as appropriate and lighted at secondary RWY. Designator and aiming points marked and unlighted. TWY: Centreline, holding positions at all TWY/RWY intersections, marked and lighted (TWY A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T have Centreline/ Edge lights)
3. Stop bars	Provided at TWY A, B, C, D, E, F, G, H, J, S.
4. Remarks	

OPIS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
28L/APCH 10R/TKOF	AWOS Mast-1 TH-28L 540.40 M / 1773 FT	333240.82N 0725028.39E	
28L/APCH 10R/TKOF	AWOS mid point 543.63 M / 1784 FT	333248.58N 0724938.90E	
28L/APCH 10R/TKOF	DME 535.12 M / 1756 FT	333239.64N 0725121.26E	
28L/APCH 10R/TKOF	DVOR 534.01 M / 1752 FT	333239.53N 0725121.83E	
28L/APCH 10R/TKOF	DVOR 523.89 M / 1719 FT	333241.11N 0725129.14E	
28L/APCH 10R/TKOF	GP Antenna 546.89 M / 1794 FT	333240.28N 0720529.68E	
28L/APCH 10R/TKOF	HT Power pole 512.01 M / 1680 FT	333341.58N 0724657.76E	
28L/APCH 10R/TKOF	KHASRA NO.1036 MOUZA THALIAN RAWALPINDI 524.56 M / 1721 FT	333206.60N 0725312.30E	
28L/APCH 10R/TKOF	Localiser 10R Antenna 532.56 M / 1747 FT	333240.67N 0725052.49E	
28L/APCH 10R/TKOF	Localiser 10R Shelter 531.23 M / 1743 FT	333238.75N 0725052.19E	

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
28L/APCH 10R/TKOF	Localizer Antenna 535.92 M / 1758 FT	333240.69N 0725052.37E	
28L/TKOF 10R/APCH	HT Power pole 534.20 M / 1753 FT	333304.40N 0724708.87E	
28L/TKOF 10R/APCH	HT Power pole 524.20 M / 1720 FT	333315.48N 0724630.77E	
28L/TKOF 10R/APCH	Localiser 28L Antenna 526.61 M / 1728 FT	333306.01N 0724810.68E	
28L/TKOF 10R/APCH	Localiser 28L Shelter 525.10 M / 1723 FT	333304.08N 0724810.21E	
28L/TKOF 10R/APCH	Localizer Antenna 535.94 M / 1758 FT	333305.99N 0724810.82E	
28L/TKOF 10R/APCH	Mobile tower 514.29 M / 1687 FT	333315.08N 0724509.81E	
28L/TKOF 10R/APCH	Pole 526.54 M / 1727 FT	333323.67N 0724700.86E	
28R/APCH 10L/TKOF	DME 535.12 M / 1756 FT	333239.64N 0725121.26E	
28R/APCH 10L/TKOF	DVOR 534.01 M / 1752 FT	333239.53N 0725121.83E	
28R/TKOF 10L/APCH	Localiser 28R Antenna 527.60 M / 1731 FT	333312.71N 0724812.18E	
28R/TKOF 10L/APCH	Localiser 28R Shelter 526.45 M / 1727 FT	333314.61N 0724812.70E	
28R/TKOF 10L/APCH	Localizer Antenna 530.96 M / 1742 FT	333312.69N 0724812.31E	
28R/TKOF 10L/APCH	OBST 509.34 M / 1671 FT	333340.92N 0724630.35E	
28R/TKOF 10L/APCH	Pole 510.93 M / 1676 FT	333329.47N 0724631.03E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ATC Tower 571.94 M / 1876 FT	333236.50N 0724940.23E	
AWOS Mast-2 TH-10R 538.00 M / 1765 FT	333306.06N 0724835.15E	
Antenna (Motorway) 634.25 M / 2081 FT	333018.01N 0725228.88E	
Antenna (Motorway) 631.37 M / 2071 FT	333019.16N 0725227.76E	
Com. Tower 568.32 M / 1865 FT	333216.82N 0725844.11E	
Communication Tower 571.73 M / 1876 FT	333230.57N 0725821.62E	
Communication Tower 571.62 M / 1875 FT	333236.81N 0725957.70E	
Communication Tower 570.32 M / 1871 FT	333237.65N 0725958.65E	
Communication Tower 563.55 M / 1849 FT	333238.12N 0725849.06E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Communication Tower 548.70 M / 1800 FT	333250.93N 0730010.15E	
Communication Tower 551.95 M / 1811 FT	333309.24N 0730028.09E	
Communication Tower 547.90 M / 1798 FT	333337.75N 0730039.00E	
Communication Tower 586.79 M / 1925 FT	333344.44N 0725853.52E	
Communication Tower 579.44 M / 1901 FT	333347.42N 0725843.48E	
Communication Tower 567.77 M / 1863 FT	333349.50N 0725926.20E	
Communication Tower 585.88 M / 1922 FT	333515.21N 0725851.07E	
Communication Tower 586.65 M / 1925 FT	333519.60N 0725849.75E	
Communication Tower 578.26 M / 1897 FT	333540.60N 0730024.46E	
Communication Tower 606.51 M / 1990 FT	333559.56N 0725858.72E	
Electric Pole on Hill 941.06 M / 3087 FT	332759.42N 0724712.64E	
Electric pole 556.86 M / 1827 FT	333118.29N 0725031.62E	
Electric pole 561.54 M / 1842 FT	333123.50N 0725023.71E	
Electric pole 566.90 M / 1860 FT	333103.04N 0725054.77E	
Electric pole on hill 590.45 M / 1937 FT	333020.48N 0725200.09E	
Electric pole on hill saddle 750.54 M / 2462 FT	332956.87N 0725043.54E	
Electric pole on tibba 572.87 M / 1879 FT	333055.46N 0725106.27E	
GP Antenna 549.50 M / 1803 FT	333254.83N 0725031.54E	
GP Antenna 545.95 M / 1791 FT	333306.33N 0724834.22E	
Gol Top of Hill 790.70 M / 2594 FT	332950.54N 0725017.20E	
HF Antenna Mast 559.20 M / 1835 FT	333230.72N 0725006.05E	
HT Power pole 573.59 M / 1882 FT	333204.03N 0724911.36E	
HT Power pole 574.33 M / 1884 FT	333210.49N 0724858.78E	
HT Power pole 575.72 M / 1889 FT	333217.20N 0724845.68E	
HT Power pole 567.37 M / 1861 FT	333228.15N 0724822.99E	
HT Power pole 548.50 M / 1800 FT	333238.72N 0724800.60E	
HT Power pole 549.47 M / 1803 FT	333249.76N 0724736.31E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
HT Power pole 552.54 M / 1813 FT	333254.34N 0724726.71E	
HT Power pole 546.81 M / 1794 FT	333258.74N 0724716.60E	
HT Power pole 515.91 M / 1693 FT	333353.37N 0724634.82E	
OBST 572.41 M / 1878 FT	332958.65N 0723812.83E	
OBST 552.42 M / 1812 FT	333138.11N 0725001.49E	
OBST 590.31 M / 1937 FT	333338.16N 0723739.48E	
OBST 601.83 M / 1975 FT	333346.20N 0723838.91E	
OBST 583.01 M / 1913 FT	333350.93N 0723845.41E	
OBST 589.58 M / 1934 FT	333351.95N 0723835.72E	
OBST 590.19 M / 1936 FT	333401.95N 0723829.48E	
OBST 588.62 M / 1931 FT	333406.59N 0723849.22E	
OBST 592.79 M / 1945 FT	333406.75N 0723834.15E	
Peak on Hill 888.02 M / 2913 FT	332844.38N 0724845.46E	
Rod on Tower 915.20 M / 3003 FT	332628.11N 0724304.98E	
Top of Tower 911.04 M / 2989 FT	332628.58N 0724305.35E	
Tower 540.79 M / 1774 FT	332958.66N 0723812.81E	
Tower 562.54 M / 1846 FT	333227.27N 0730515.30E	
UHF/VHF (RX) Mast 562.95 M / 1847 FT	333235.15N 0724942.59E	
UHF/VHF (TX) Mast 558.97 M / 1834 FT	333230.60N 0725005.34E	
Water Tank 577.38 M / 1894 FT	333332.32N 0723805.45E	

OPIS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED:Met report

1. Associated MET Office	Islamabad International
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	MET office provides 9 hours TAF after each 3 hours and 30 hours TAF after each 6 hours.
4. Type of landing forecast Interval of issuance	Trend forecast e.g. METAR and SPECI after each half hour & weather warnings. Local forecast after every 6 hours.
5. Briefing/consultation provided	All kind of weather briefing is provided by MET office at allocated place/office at terminal building.
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	Surface chart, Upper charts, Pilot Chart, CP Chart, Significant weather chart, Satellite image.
8. Supplementary equipment available for providing information	Telephonic, printer, by fax, by email and Internet.
9. ATS units provided with information	ATS unit information provided by CAA.
10. Additional information (limitation of service, etc.)	Phone MET forecaster +9261-9202597, +9261-6306615,+9261-9010-7062, +9261-9010-7064.

OPIS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
10R	100.58°	3658 x 60	110/F/C/X/T ASPH Flexible	333304.28N 0724821.81E	THR 528.06 M / 1732.49 FT	0.12% UP
28L	280.60°	3658 x 60	110/F/C/X/T ASPH Flexible	333242.42N 0725041.37E	THR 532.53 M / 1747.14 FT	0.12% DOWN
10L	100.58°	3658 x 45	110/F/C/X/T ASPH Flexible	333310.98N 0724823.30E	THR 529.03 M / 1735.67 FT	0.12% UP
28R	280.60°	3658 x 45	110/F/C/X/T ASPH Flexible	333249.12N 0725042.87E	THR 533.41 M / 1750.04 FT	0.12% DOWN

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
-	1000 x 150	3778 x 300	240 x 150	-		Runway Shoulders: 7.5 m on each side of Both Rwy's
-	190 x 150	3778 x 300	240 x 150	-		-
-	1000 x 150	3778 x 300	240 x 150	-		-
-	1000 x 150	3778 x 300	240 x 150	-		-

OPIS AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
10R	3658	3658	4658	3658	-
28L	3658	3658	3848	3658	-
10L	3658	3658	4658	3658	-
28R	3658	3658	4658	3658	-

OPIS AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10R	CAT I PALS 900 M LIH	GREEN	PAPI BOTH/ SIDES 3°	-	3658 M 15 M WHITE/ RED-	3658 M 60 M WHITE LIH- Last 600M Yellow	RED		Flasher
28L	CAT III PALS 900 M LIH	GREEN	PAPI BOTH/ SIDES 3°	900 M-	3658 M 15 M WHITE/ RED-	3658 M 60 M WHITE LIH- Last 600M Yellow	RED		Flasher
10L	SALS 420 M LIH	GREEN	PAPI LEFT/ SIDE 3°	-	-	3658 M 60 M WHITE LIH- Last 600M Yellow	RED		-
28R	CAT I PALS 900 M LIH	GREEN	PAPI LEFT/ SIDE 3°	-	-	3658 M 60 M WHITE LIH- Last 600M Yellow	RED		-

OPIS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	ABN: Not Available
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	Taxiway A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T have centre line/edge lights. Eje: NIL Centre line: NIL
4. Secondary power supply / switch-over time	Secondary power supply available with UPS Facility and standby supply on generators / No break power supply.
5. Remarks	

OPIS AD 2.16 HELICOPTER LANDING AREA: Nil

OPIS 2.17 ATS AIRSPACE

1. Designation and lateral limits	Islamabad CTR:Area bounded by lines joining points 333858N/0722459E; 332049N/0722459E; 332030N/0723756E; 331816N/0724727E; 330842N/0724743E; 330840N/0725044E; 331034N/0725040E; 331143N/0731742E; 332713N/0731509E; 333222N/0731007E; 333332N/0730419E; 333805N/0725135E; 334017N/0723613E to point of origin.
2. Vertical limits	GND to FL 175
3. Airspace classification	Class A above FL 150 Class C at or below FL 150
4. ATS unit call sign Language(s)	
5. Transition altitude	12000 FT MSL
6. Remarks	-

OPIS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Islamabad Ground	124.350 MHZ	H24	Fire
Aerodrome Control Service	Islamabad Departure	118.550 MHZ	H24	Clearance Delivery
Aerodrome Control Service	GMC (N)	125.150 MHZ	H24	Secondary
Emergency Service	Islamabad	121.500 MHZ	H24	Function Emergency
Approach Control Service	Islamabad APP	124.650 MHZ	H24	Secondary
Military Frequency	Islamabad APP	241.200 MHZ	HX	Secondary
Aerodrome Control Service	GMC (N)	123.050 MHZ	H24	Primary
Aerodrome Control Service	Islamabad Tower	122.150 MHZ	H24	Primary
Approach Control Service	Islamabad APP	121.650 MHZ	H24	Primary
Aerodrome Control Service	Islamabad Ground	122.950 MHZ	H24	Secondary
Aerodrome Control Service	Islamabad Departure	119.650 MHZ	H24	Departure Frequency
Aerodrome Control Service	Islamabad Tower	123.225 MHZ	H24	Secondary
Military Frequency	Islamabad APP	240.500 MHZ	HX	Primary
Aerodrome Control Service	Islamabad Ground	121.850 MHZ	H24	Vehicle / Follow-Me
Aerodrome Control Service	Islamabad Ground	130.600 MHZ	H24	Primary
D-ATIS	D-ATIS	126.200 MHZ	H24	Weather Broadcast Service

OPIS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 28R	IBIP	110.7 MHz	H24	333312.69N 0724812.32E	530.960000 M	-
ILS/LOC CAT III 28L	IBBA	108.1 MHz	H24	333306.01N 0724810.82E	535.390000 M	-

ILS/LOC CAT I 10R	IBAP	111.3 MHz	H24	333240.69N 0725052.37E	535.920000 M	-
DVOR/DME (2/2017)	BTR	114.6 MHz CH93X	H24	333239.54N 0725121.84E	535.11M	Coverage 200 NM
GP/TDME 28R	DOTS/DASHES	330.2 MHz CH44X	H24	333254.84N 0725031.54E	549.50M	-
GP/TDME 28L	DOTS/DASHES	334.7 MHz CH18X	H24	333240.29N 0725029.68E	546.89M	-
GP/TDME 10R	DOTS/DASHES	332.3 MHz CH50X	H24	333306.34N 0724834.23E	545.95M	-

OPIS AD 2.20 LOCAL TRAFFIC REGULATIONS:

(a) General AD is restricted to aircraft of maintaining two- way radio communications with Islamabad ATC.

(b) Ground power 400 HZ is provided on all Passenger Boarding Bridge (PBB) parking stands. In order to minimize operational Hazard the use of mobile ground power unit (GPU) restricted at all aircraft parking Stands equipped with (PBB). At Non-PBB stands 400 HZ power can be provided through mobile unit.

Local Flying Restrictions:

- a) Straight in Approach to runway 28 L/R may be permitted provided the flight is monitored on radar and aircraft to adhere the altitude restrictions.
- b) West-in arrivals from KALNA and KIMUL are not permitted to intercept finals runways 10L/R directly"
- c) Aircraft to fly right hand circuit for runway 10 L/R and left hand circuit for runway 28 L/R.
- d) Due to close proximity of Qasim Airfield aircraft carrying out visual approach for runway 28 L/R will remain within 4 NM of BTR VOR.
- e) North circuit for both runway ends i.e. runway 28 L/R & 10 L/R is not permitted.
- f) Departure from runway 28 L/R is not permitted to turn right.
- g) All departure from runways 28 & 10 L/R are required to follow publish procedures to stay clear of Murat hill and Qasim airfield circuit flying.
- h) Exercise caution; Small Airfield with RWY 32/14 exists at 9.5 NM East-North East of AD. Aircraft shall maintain altitude 3700' AMSL until over FAP/FAF.

Movement areas - Aprons:

Operators are responsible for ensuring that aircraft park on the Apron are provided with:

- a) Chocks under wheels.
- b) Picketing of aircraft when required.
- c) Fire cover during engine starting.

Wheel chocks are available from handling companies.

The operators, handling company or CAA Fire Department, may provide fire cover. If the services of the CAA Fire Department are required, the operator should notify the TWR at least 10 minutes prior to start up.

OPIS AD 2.20.2 TAXIING TO AND FROM STANDS:

- a) Arriving aircraft will be allocated a stand number by the TWR.
- b) All international schedule arrivals shall be parked on Parking (PBB) stands 3-9 and 17&18 subject to category of aircraft and on first come first serve basis.
- c) All domestic arrivals shall be parked on Domestic (PBB) parking stands 19 to 24 subject to category of aircraft and on first come first serve basis.
- d) (PBB) No 19 parking stand is swing over, can be utilized for international arrival departure as well.
- e) In case of non-availability of (PBB) parking stand, international arrivals can be parked on stand No 1,2,10 - 16. Similarly domestic arrivals can be parked on remote bays 25- 28. They may be parked on stands No 14-16, also depending upon the category of aircraft. Airline to be informed in advance.
- f) In case of parking of any International flight on Domestic side, Avio-Bridge shall not be connected.
- g) Arrival aircraft intended to be parked at West north West Apron will route via taxiway "C", "T", "P" and "M". Arrival aircraft intended to be parked at South, South East Apron will route via taxiway "K" & "N".

PROCEDURE FOR DEPARTURE/ARRIVAL

START UP / PUSH BACK / TAXI PROCEDURE FOR TURBO-JET AND TURBO-PROP AIRCRAFT

- a) All stands are nose in parking stands.
- b) Departing Aircraft shall contact Islamabad Ground for pushback/startup approval five minutes before ready.
- c) Departing Aircraft shall pushback and pull forward to abeam parking position before taxi.
- d) Aircraft on stands 13-28 for startup and taxi clearance, contact Islamabad Ground Primary frequency 130.60 MHz and Islamabad Ground Secondary frequency 122.95 MHz.
- e) Startup approval will remain valid for five minutes. In case of delay fresh approval shall be obtained.
- f) Aircraft may start one engine on idle power at the Bay, rest start up will be completed on TWY.
- g) Aircraft to expect instructions to contact Islamabad TWR on FREQ 118.550MHz primary and secondary 119.650MHz. While approaching RWY and change FREQ without delay when advised to do so.
- h) Aircraft to hold at ILS CAT-II/III B holding position unless further taxi and lineup clearance /Instructions are received.
- i) All departures from south and east apron will be using taxiways "N" & "F" and then TWY "K" towards runway in use.
- j) All departures from west apron will be using Taxiways "M" & "T" and then TWY "K" towards RWY in use.
- k) All aircraft departing from stands no 13-28 will pushback & pull forward facing south or southwest and align themselves along the centerline of TWY "M" abeam to their parking stand.
- l) All Aircraft departing from Stand No 4-12 will pushback facing east or Northeast (as the case maybe) and align themselves along the TWY centerline to their parking stand.
- m) Aircraft parked on stand 01 & 02 will pushback facing west and will taxiout via TWY "F".
- n) Aircraft parked on Stand 03 may pushback facing west or east subject to traffic condition.
- o) When ready for taxi contact Islamabad ground for taxi instructions. Following standard taxi routes are defined for departures and arrival Aircrafts.

DEPARTURE (TAXI OUT PATH)

Route Designator	Departure From Runway 28L/R
TR1	Taxiways (M+T+K+J)
TR2	Taxiways (N+F+K+J)
TR3	Taxiways (G+K+J)
	Departure from Runway 10L/R
TR4	Taxiways (M+T+K+A)
TR5	Taxiways (N+F+K+A)
TR6	Taxiways (G+K+A)

POSSIBLE TAXI-IN-PATHS

TAXI IN PATH/ROUTE	ROUTE DESIGNATOR	FROM RUNWAY 28L/R & 10L/R
01	A1	Taxiways (A+K+C+Q+T+P+M)
02	A2	Taxiways (A+K+N)
03	A3	Taxiways (A+K+G)
04	B1	Taxiways (B+L+K+C+Q+T+P+M)
05	B2	Taxiways (B+L+K+N)
06	B3	Taxiways (B+L+K+G)
07	C1	Taxiways (C+Q+T+P+M)
08	C2	Taxiways (C+K+N)
09	C3	Taxiways (C+K+G)
10	D1	Taxiways (D+C+Q+T+P+M)
11	D2	Taxiways (D+C+K+N)
12	D3	Taxiways (D+C+K+G)
13	E1	Taxiways (E+F+K+T+P+M)
14	E2	Taxiways (E+F+K+N)
15	E3	Taxiways (E+F+K+G)
16	F1	Taxiways (F+K+T+P+M)
17	F2	Taxiways (F+K+N)
18	F3	Taxiways (F+K+G)
19	G1	Taxiways (G+K+T+P+M)
20	G2	Taxiways (G+K+N)
21	G3	Taxiways (G)
22	H1	Taxiways (H+K+T+P+M)
23	H2	Taxiways (H+K+N)
24	H3	Taxiways (H+K+G)
25	J1	Taxiways (J+K+T+P+M)

26	J2	Taxiways (J+K+N)
27	J3	Taxiways (J+K+G)
28	L1	Taxiways (L+K+C+Q+T+P+M)
29	L2	Taxiways (L+K+N)
30	L3	Taxiways (L+K+G)

(During operation on Runway 28R/10L taxiways lights of connecting taxiways of two runways will remain off.

OPIS AD 2.20.3 CHARACTERISTICS OF PARKING STAND:

- a) Parking stands No 3-9 on South and Eastern side of PTB and Stand 17- 24 on Western Apron are PBB stands.
- b) Parking stands from 3-9 and 17 & 18 are used for international flights.
- c) Parking stands No 19-24 are used for domestic flights.
- d) Parking stand No 19 is swing over and can be utilized for international aircraft when needed.
- e) Stands No 1, 2, 10-16 and 25-28 are non PBB parking (remote parking stands).
- f) Parking stands No 6 & 7 can be utilized for parking of CAT 'E & F' aircraft and equipped with three boarding walkways (tunnels).
- g) Parking stand No.11 without PBB can accommodate up to CAT 'F' aircraft.
- h) Parking stands 1,2, 14 & 16 without PBB can accommodate up to CAT 'D' aircraft.
- i) Parking stands 10,12,&15 without PBB can accommodate up to CAT 'E' aircraft.
- j) Parking stands No 3,8,21 & 22 with PBB can accommodate up to CAT 'D' aircraft.
- k) Parking stands No 4,5,9 and 17-20 with PBB are used for parking of aircraft up to CAT 'E'.
- l) Parking stands No 23 & 24 with PBB are used for parking of aircraft up to CAT 'C'.
- m) Parking stands No 13,25 - 28 without PBB are used for parking of aircraft up to CAT 'C'.
- n) Parking stands 29 & 31 with capacity up to CAT E Aircraft. Parking stand 30 can accommodate up to CAT-F Aircraft.
- o) Parking stand 32 & 33 at State Apron can accommodate CAT E Aircraft.
- p) Fuel hydrant system is provided at all parking stands except as stand No 32 and 33.
- q) Ground power with 400Hz frequency is provided at all PBB parking stands.
- r) All parking stands are nose in.
- s) At non-PBB stands 400 Hz power supply will be available via mobile ground power units. For 04 Mobile ground units with 180 KVA and 90 KVA capacity in quantity 2 of each available.
- t) Docking system is provided at all parking stands.

OPIS AD 2. 20.4 PARKING AREA FOR HELICOPTERS:

Same as for General Aviation Aircraft.

OPIS AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil**OPIS AD 2.20.6: TAXIING LIMITATIONS:**

Four engine Jet Aircraft to avoid excessive power on outer engine while taxiing so as to prevent FOD on movement area.

OPIS AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPIS AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Abbottabad Helipad 341142.59N 0731438.05E, Bhurban Helipad 335717.35N 0732739.09E.

OPIS AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS:

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If the owner or user does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner or user's expense will remove the aircraft.

OPIS AD 2.21 NOISE ABATEMENT PROCEDURES: Nil**OPIS AD 2.22 FLIGHT PROCEDURES:****PROCEDURES FOR IFR FLIGHTS WITHIN ISLAMABAD TMA**

- a) The STARs shown on the following pages are to be used by arriving IFR flights when specified by ATC.
- b) WEST BOUND Arrivals and departures are require to cross KIMUL at or above Altitude 10,000 feet AMSL and KALMI at or below FL170.
- c) The SIDs shown on the following pages are to be used by departing IFR flights when specified by ATC.
- d) The holding fix and areas have been located at a distance from the AD to ensure the minimum of congestion and delay to arriving and departing flight.
- e) Flight levels/Altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

RADAR PROCEDURES WITHIN ISLAMABAD TMA

PBN procedures are established for safe smooth and orderly flow of air traffic. Generally pilots are directed to carry out pilot interpreted instrument approaches, however radar vectoring will be available for sequencing and track shortening to place aircraft on final approach paths of instrument approaches.

SURVEILLANCE RADAR APPROACHES: NIL

COMMUNICATION FAILURE

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN ISLAMABAD TMA

Provided traffic conditions permit, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight shall be submitted.
- b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2 except all General Aviation aircraft engaged in domestic non-scheduled operations.
- d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f) Two-way communication shall be maintained on the frequency prescribed.
- g) The aircraft shall be equipped with SSR transponder with 4096 Codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). Exemption from this requirement may be granted by Islamabad APP.
- h) Arriving VFR Flights, desirous to avail RADAR air traffic information service, beyond the limits of control zone, but within the limits of TMA are required to notify their intentions on first two-way communication with Islamabad APP. Departing VFR flights shall do so prior to their departure from the aerodrome concerned or as early as possible after departure.

Note: ATC clearance is intended only to provide separation between IFR and VFR flights.

PROCEDURES FOR VFR FLIGHTS WITHIN ISLAMABAD CTR

- a) Flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

LOW VISIBILITY PROCEDURES (LVP) FOR RWY 28L DURING LOW VISIBILITY (AUTHORIZED UPTO ILS CAT-III OPERATIONS RVR 175M).

LVP's are enforced when RWY 28L RVR is less than 800 M or ceiling is less than 200 feet. The LVP's are terminated when RVR is more than 800 M and/or ceiling is more than 200 feet.

Ground marking/lighting available as per OPIS AD 2.9 and OPIS AD 2.14.

Following TAXI Routes shall be used.

FOR ARRIVALS:

For stand 01-12: Standard TAXI Route A2 (TAXIWAY A,K & N).

For Stand 13-28, (TAXIWAY A,K,T & M).

For Stand 29-31, Standard TAXI Route A3 (TAXIWAY A,K & G).

FOR DEPARTURES:

From Stand 01-12, Standard Taxi Route TR2 (TAXIWAY N,K & J).

From Stand 13-28, Standard Taxi Route TR1 (TAXIWAY M,T,K & J).

From Stand 29-31, Standard Taxi Route A3 (TAXIWAY G,K & J).

ACTIONS BY ARLINES/HANDLING AGENCIES.

Follow-Me Van service will be provided on Pilot's request to arriving/departing aircraft.

Airlines/ GHAs shall keep Tow Tractor available at the allotted parking bay for each flight during Low Visibility. Tow Tractor will be provided by Airlines/GHA's for towing Aircraft to Parking stand or for any other purpose when requested by the PILOT

VFR ROUTES WITHIN ISLAMABAD CTR: Not specified.

OPIS AD 2.23 ADDITIONAL INFORMATION

Hydrant refueling facilities available at all parking stands except at stand No 32 & 33.

Refuelling Bay charges will only be applicable on those acft which will avail refuelling facility on refuelling bays.

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Large solitary predatory birds (eagles, kites etc.) present a hazard to air navigation at all times and migratory birds during summer and rainy season in the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 4000 FT.

ATC will endeavor to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

FUEL DUMPING PROCEDURE: NIL

ALTERNATE AERODROME

Lahore AIIAP (OPLA) & Karachi JIAP (OPKC) aerodrome are the suitable aerodrome for aircraft up to CAT E (B777). Airline Operators have to seek permission from HQCAA before planning these Airports as alternate aerodrome.

OPIS AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/Heliport Chart- ICAO
Aircraft Parking / Docking Chart (WGS-84 coordinates of parking stands)
Precision Approach Terrain Chart- ICAO RWY 28L/10R
Aerodrome Obstruction Chart – ICAO Type-A
(Operating Limitations RWY-10L/28R & RWY 10R/28L)
Standard Departure Chart -Instrument- ICAO
Standard Arrival Chart - Instrument - ICAO
Instrument Approach Charts – ICAO

AERODROME/
HELIPORT
CHART - ICAO

333256.70N
724932.34E

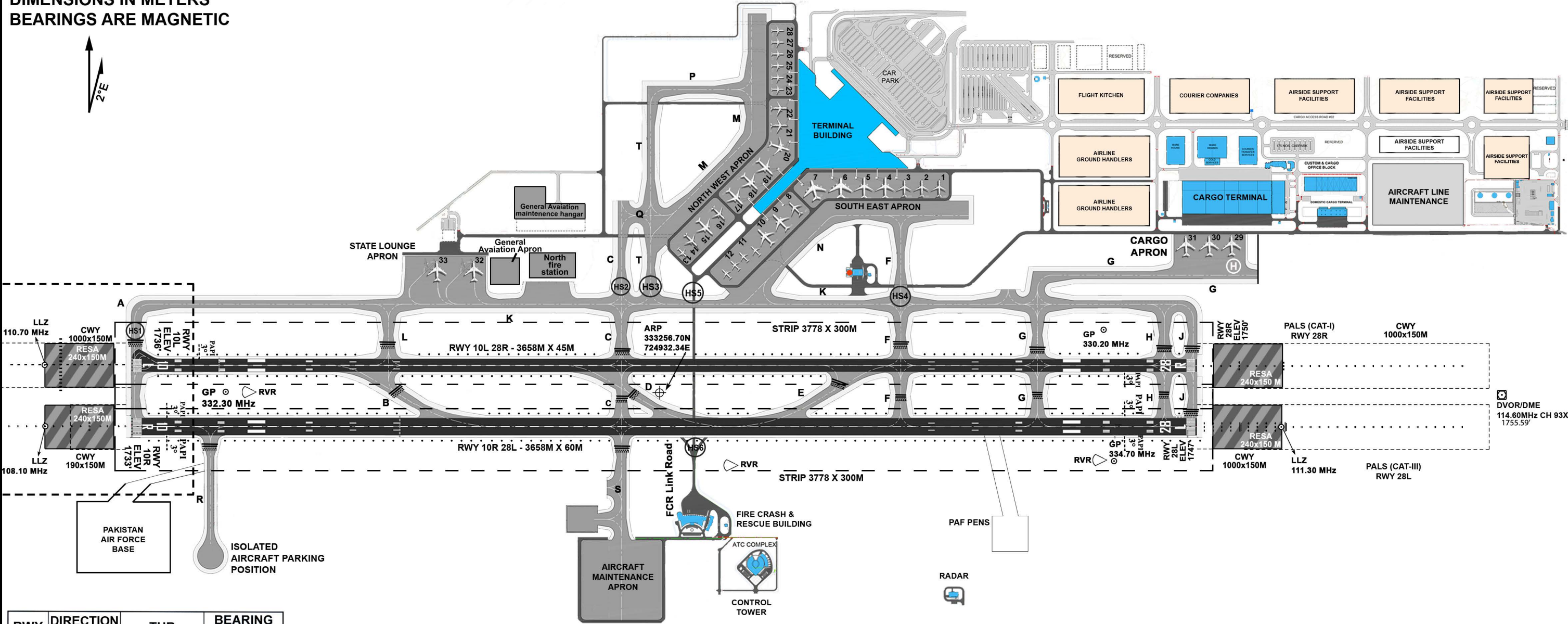
ELEV 1761 FT

TWR 122.15 MHz
123.225 MHz
DEP 118.55 MHz
119.65 MHz

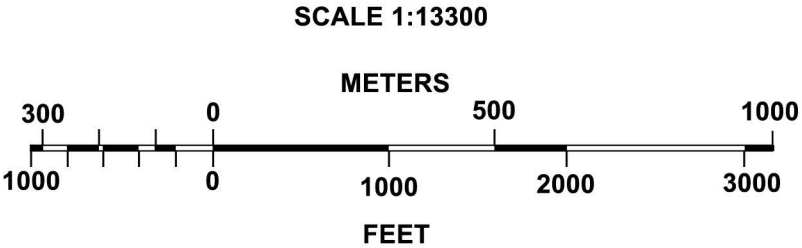
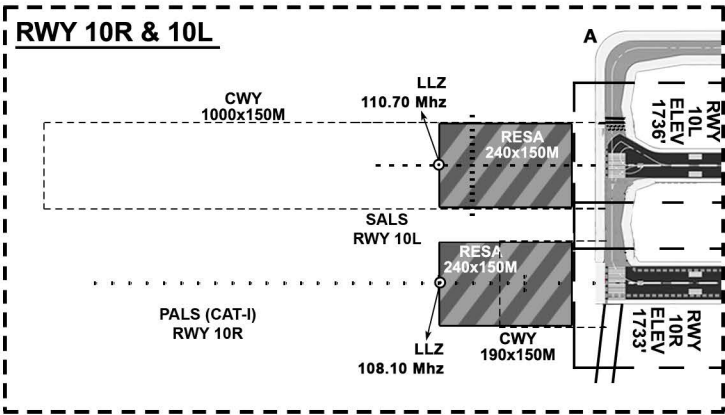
GND 130.600 MHz
122.950 MHz

Islamabad/
Islamabad Int'l

ELEVATIONS IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

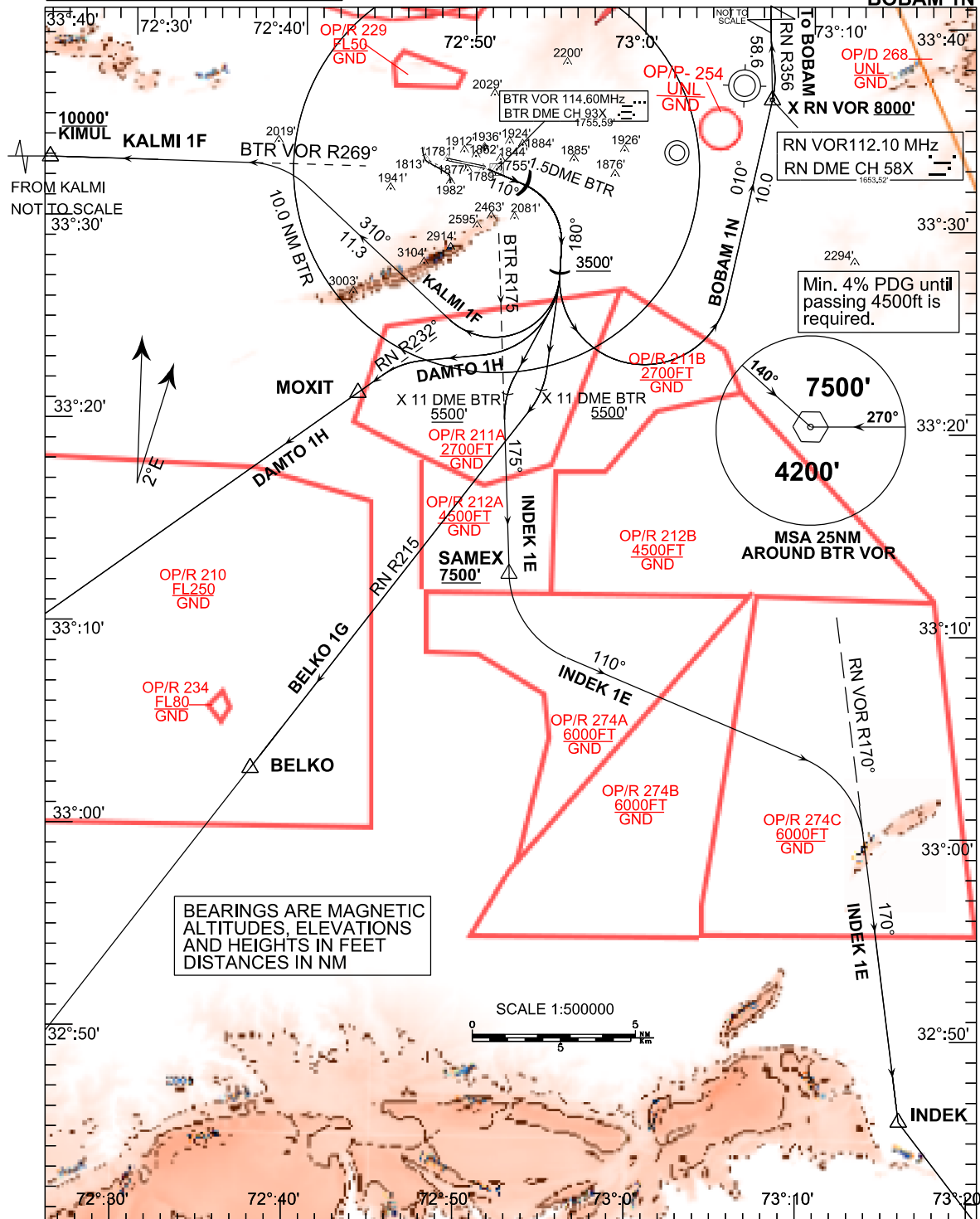


RWY	DIRECTION (T)	THR	BEARING STRENGTH
10R	100.58°	333304.28N 0724821.81E	110/F/C/X/T ASPHALT FLEXIBLE
28L	280.60°	333242.42N 0725041.37E	
10L	100.58°	333310.98N 0724823.30E	
28R	280.60°	333249.12N 0725042.87E	
NORTH WEST APRON			110/R/C/W/T CONCRETE
SOUTH EAST APRON			
STATE LOUNGE APRON			70/F/C/X/T FLEXIBLE
MAINTENANCE APRON			35/F/C/X/T FLEXIBLE
TWY 'A' TO 'T'			110/F/C/X/T ASPHALT



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANSITION LEVEL FL140
TRANSITION ALT 12000 FT

ATIS	GMC	TWR	APP
126.20	130.600	122.15	124.650
	122.950	123.225	121.650

IIAP (OPIS)
RWY 10L/R
KALMI 1F
DAMTO 1H
BELKO 1G
INDEK 1E
BOBAM 1N

- KALMI 1F Departure:
After departure track 110°M. At 1.5 DME BTR turn right 180°M passing 3500' turn right track 310°M to intercept R269 BTR VOR to KIMUL, cross KIMUL at or above 10000ft then to KALMI, climbing to ATC assigned level.

- INDEK 1E Departure:
After departure fly track 110°M. At 1.5 DME BTR turn right track 180°M passing 3500' turn right to intercept R175° of BTR VOR to SAMEX. Cross 11 DME BTR at or above 5500' and SAMEX at or above 7500' then turn left 110°M to intercept R170° RN VOR to INDEK, climbing to ATC assigned level.

- BOBAM1N Departure
After departure track 110°M. At 1.5 DME BTR turn right track 180°M passing 3500' turn left proceed to RN VOR, cross VOR at or above 8000'. Leave RN VOR on R356° to BOBAM, cross BOBAM at or above FL200, climbing to ATC assigned level.

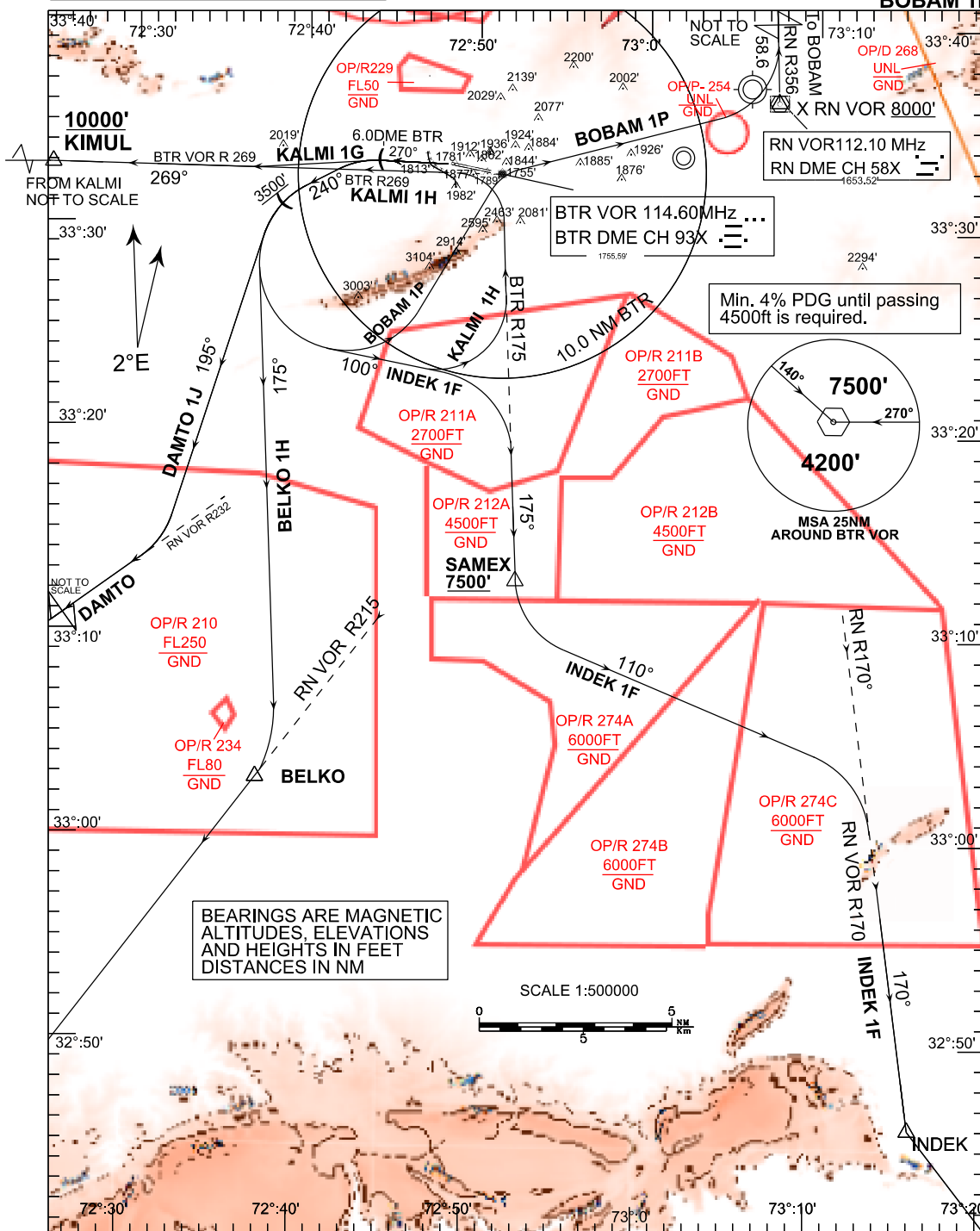
- BELKO 1G Departure
After departure track 110°M. At 1.5 DME BTR turn right track 180°M passing 3500' turn right to intercept R215° RN VOR to BELKO, cross 11 DME BTR at or above 5500' climbing to ATC assigned level.

- DAMTO 1H Departure:
After departure track 110°M. At 1.5 DME BTR turn right track 180°M passing 3500' turn right to intercept R232° of RN VOR to MOXIT then DAMTO, climbing to ATC assigned level.

IIAP (OPIS)

RWY 28L/R
KALMI 1G
KALMI 1H
DAMTO 1J
BELKO 1H
INDEK 1F
BOBAM 1PSTANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANSITION LEVEL FL140
TRANSITION ALT 12000 FT

ATIS	APP	TWR	GMC
126.20	124.650	122.15	130.600
	121.650	123.225	122.950



- KALMI1G Departure:
After departure track 270°M at 6.0 DME BTR turn left to intercept R269 BTR VOR to KIMUL. Cross KIMUL at or above 10000ft then to KALMI, climbing to ATC assigned level.

- KALMI 1H Departure:
After departure track 270°M at 6.0 DME BTR turn left track 240°M till passing 3500' then turn left track 100°M to intercept R175 inboard to BTR VOR. Leave BTR VOR on R269 to KIMUL. Cross KIMUL at or above 10000ft then to KALMI, climbing to ATC assigned level.

- DAMTO 1J Departure:
After departure track 270°M at 6.0 DME BTR turn left track 240°M till passing 3500' then turn left track 195°M to intercept R232° RN VOR to DAMTO, climbing to ATC assigned level.

- BELKO 1H Departure:
After departure track 270°M at 6.0 DME BTR turn left track 240°M till passing 3500' then turn left 175° to intercept R215° RN VOR to BELKO, climbing to ATC assigned level.

- INDEK1F Departure:
After departure track 270°M at 6.0 DME BTR turn left track 240°M till passing 3500' then turn left track 100°M to intercept R175° VOR to SAMEX, cross SAMEX at or above 7500ft then turn left 110°M to intercept R170° RN VOR to INDEK, climbing to ATC assigned level.

- BOBAM1P Departure:
After departure track 270°M at 6.0 DME BTR turn left track 240°M till passing 3500ft then turn left and proceed to BTR VOR, then to RNVOR, cross RNVOR at or above 8000'. Leave VOR on R356° to BOBAM, cross BOBAM at or above FL200, climbing to ATC assigned level.

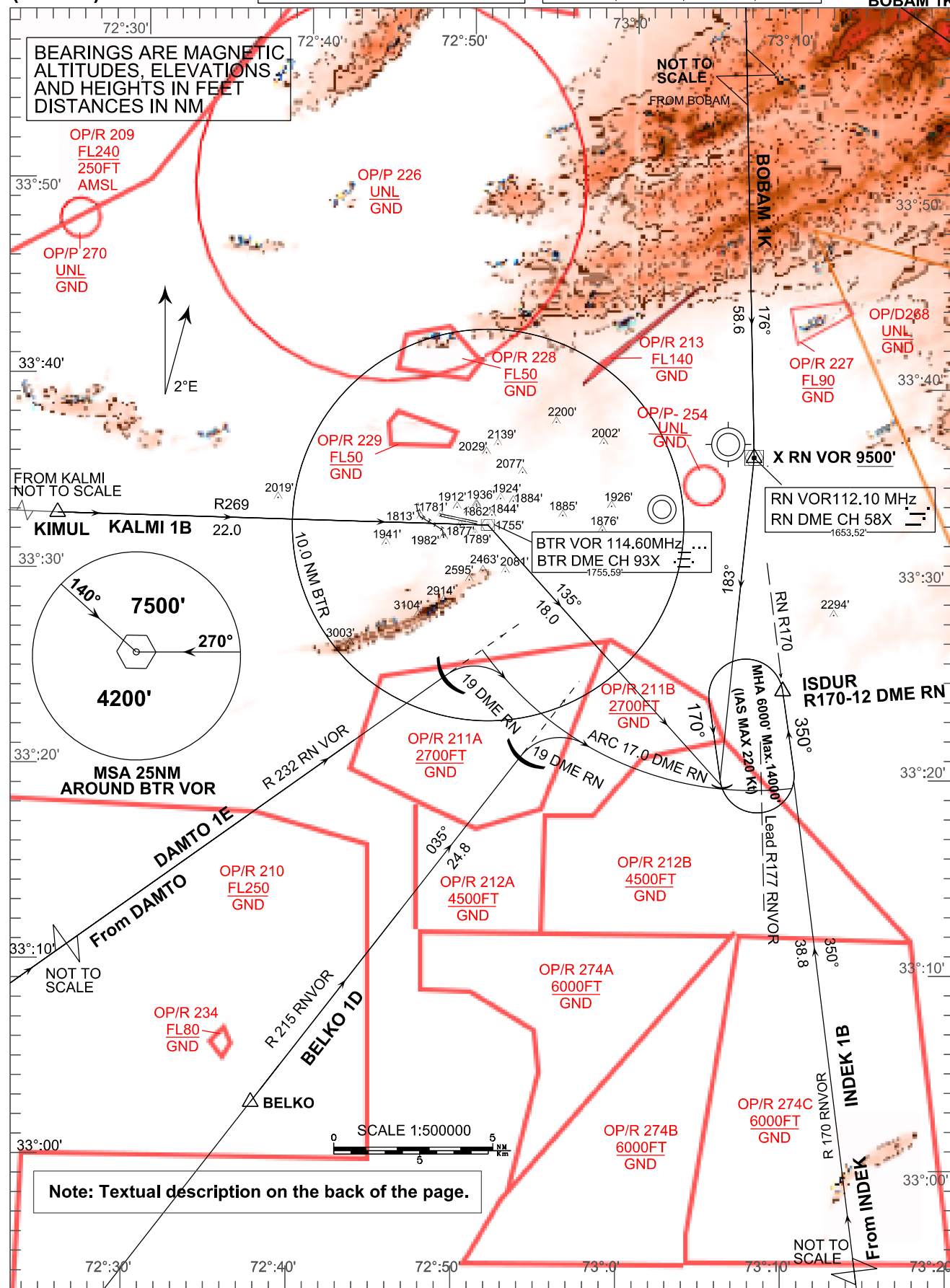
STANDARD ARRIVAL CHART - INSTRUMENT (STARs) - ICAO

TRANSITION LEVEL FL140
TRANSITION ALT 12000 FT

ATIS	APP	TWR	GMC
126.20	124.650 121.650	122.15 123.225	130.600 122.950

IIAP (OPIS)

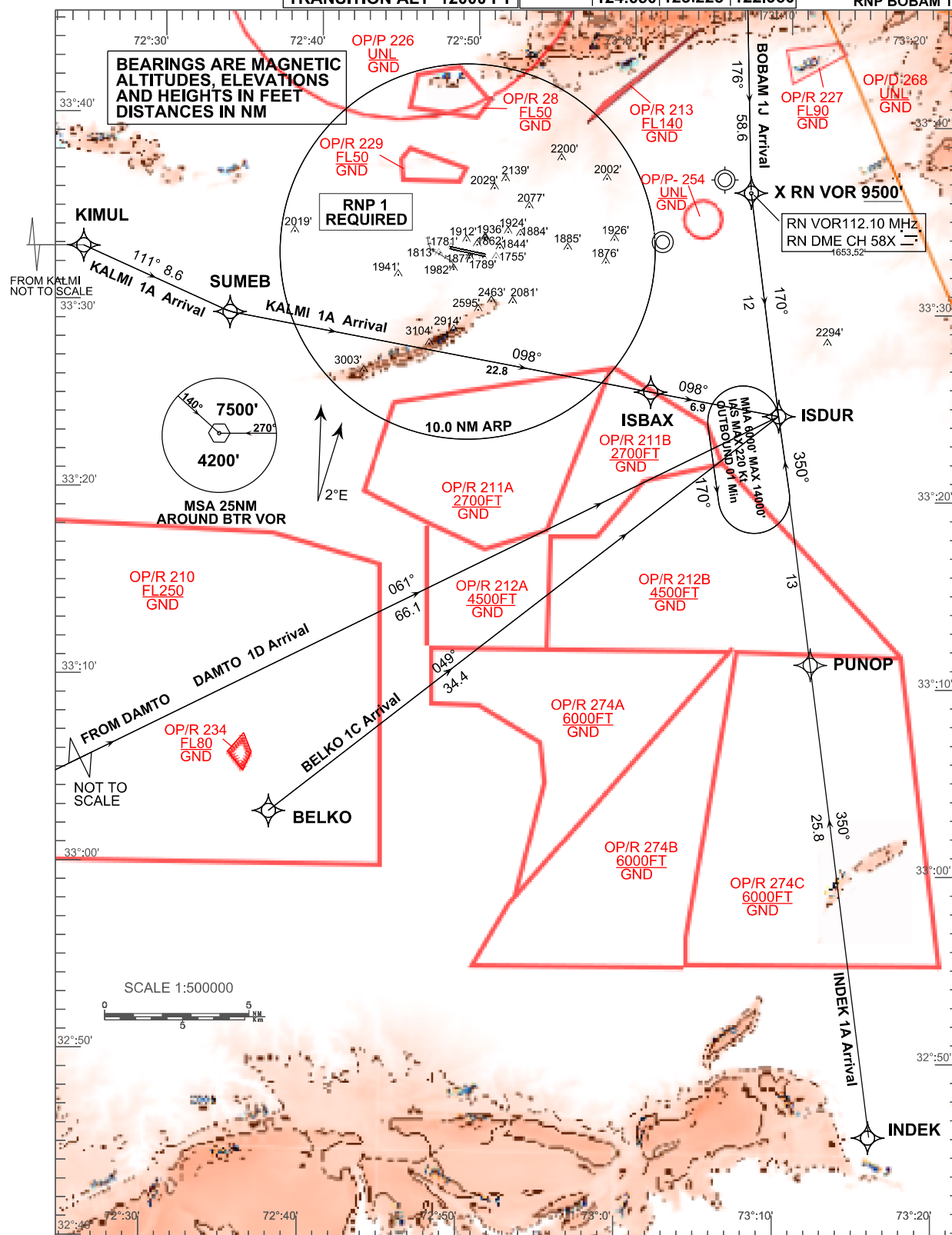
KALMI 1B
DAMTO 1E
BELKO 1D
INDEK 1B
BOBAM 1K



TRANSITION LEVEL FL140
TRANSITION ALT 12000 FT

ATIS	APP	TWR	GMC
126.20	121.650	122.15	130.600
	124.650	123.225	122.950

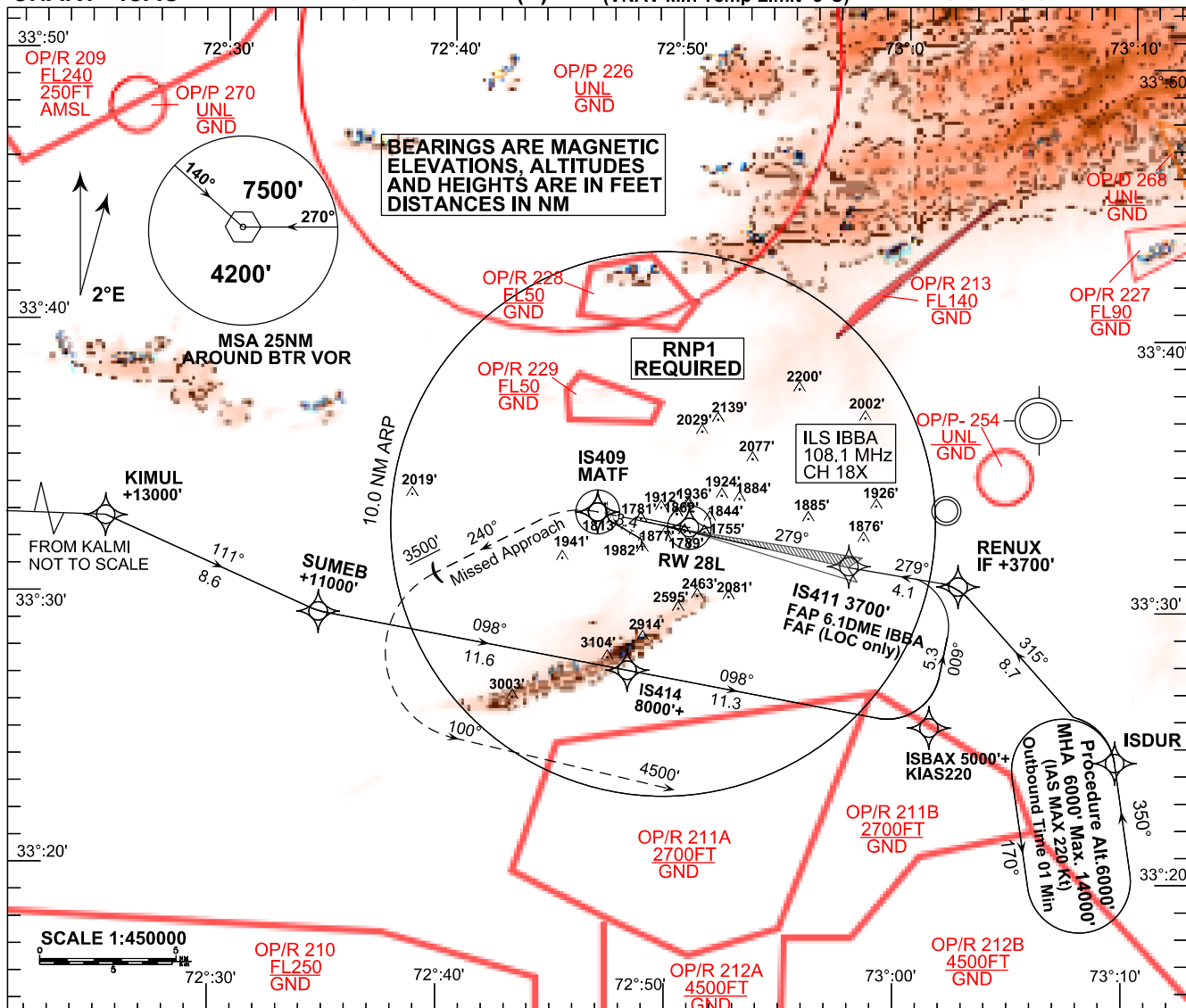
IIAP(OPIS)
RNP KALMI 1A
RNP DAMTO 1D
RNP BELKO 1C
RNP INDEK 1A
RNP BOBAM 1J



RNP-BELKO 1C Arrival
From BELKO proceed to ISDUR descending to ATC assigned level.

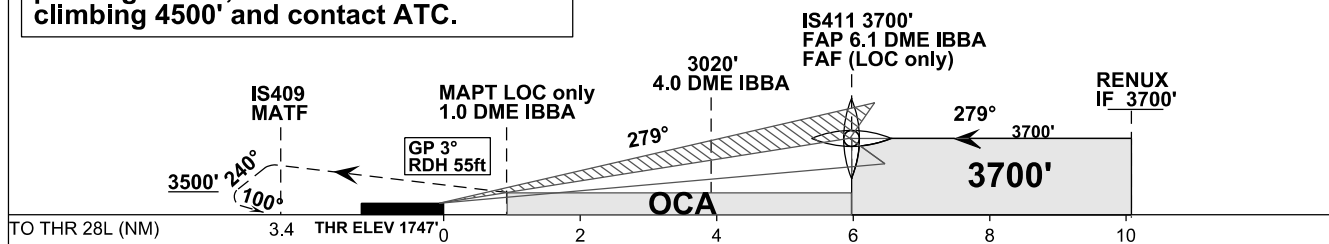
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 28L-ELEV 1747 (ft)

ATIS	APP	TWR	GMC
126.20	121.650 124.650	122.15 123.225	130.600 122.950

(VNAV Min Temp Limit -5°C)IIAP (OPIS)
ILS or LOC Z RWY 28L

MISSED APPROACH
Climb to IS409 turn left track 240°M until passing 3500ft, then turn left track 100°M climbing 4500' and contact ATC.

TRANSITION LEVEL FL140
TRANSITION ALT 12000 FT



OCA / H		A	B	C	D
Straight in Approach	ILS CAT-I	1947' (200')			
	ILS CAT-II	1847' (100')			
	RWY 28L Fit for CAT III Operations upto RVR 175M (Special Air Crew & ACFT certification required)				
Straight in Approach	LOC only	2180' (433')			
Circling		3500' (1753')		3600' (1853')	

Recommended Profile Gradient 3°					
DME IBBA	5	4	3	2	1
Altitude (FT)	3340	3020	2700	2380	2060

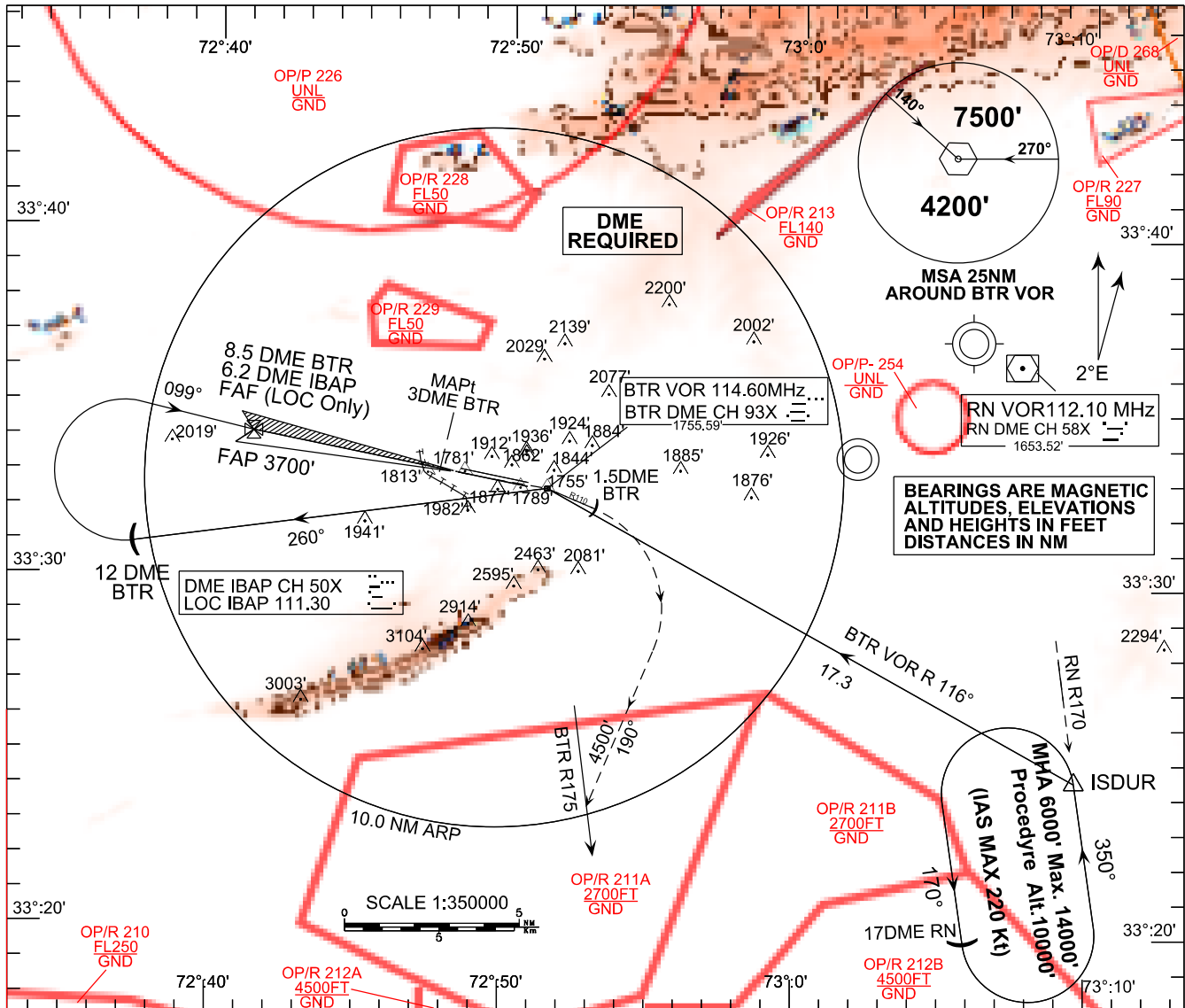
Note: Visual circling prohibited towards North of Airfield.
: Provision of RAIM prediction, if considered, is the responsibility of operator.

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 10R-ELEV 1733(ft)

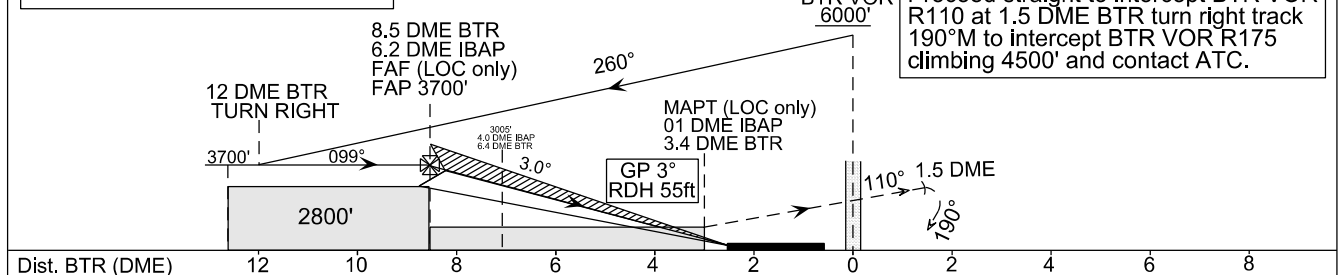
ATIS	APP	TWR	GMC
126.20	124.650 121.650	122.15 123.225	130.600 122.950

IIAP (OPIS)

ILS or LOC Y RWY 10R

TRANSITION LEVEL FL140
TRANSITION ALT 12000 ft**MISSED APPROACH**

Proceed straight to intercept BTR VOR R110 at 1.5 DME BTR turn right track 190°M to intercept BTR VOR R175 climbing 4500' and contact ATC.

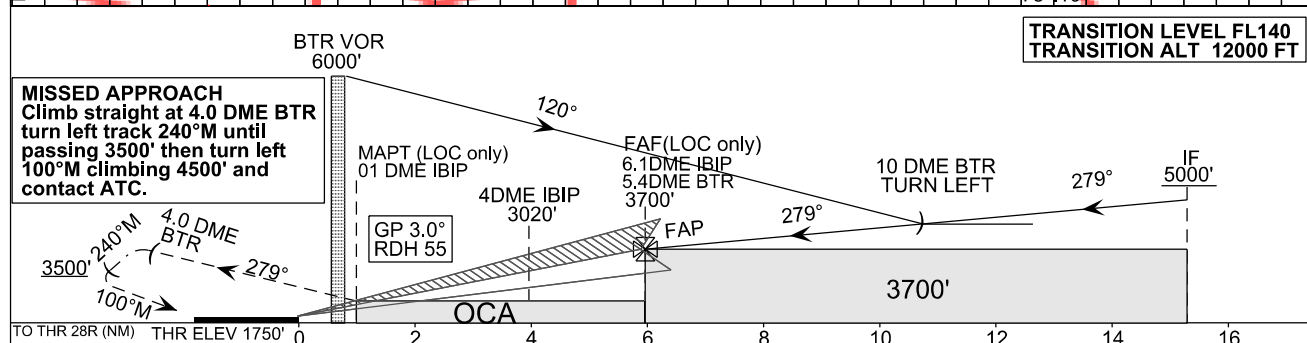


OCA / H		A	B	C	D
Straight in Approach	ILS CAT-I	1933' (200')			
	LOC only	2170' (437')			
Circling		3500' (1767')		3600' (1867')	

DME IBAP (NM)	5.0	4.0	3.0	2.0
DME BTR (NM)	7.4	6.4	5.4	4.4
Altitude (ft)	3325	3005	2685	2370

Note: Visual circling prohibited towards North of the Airfield.

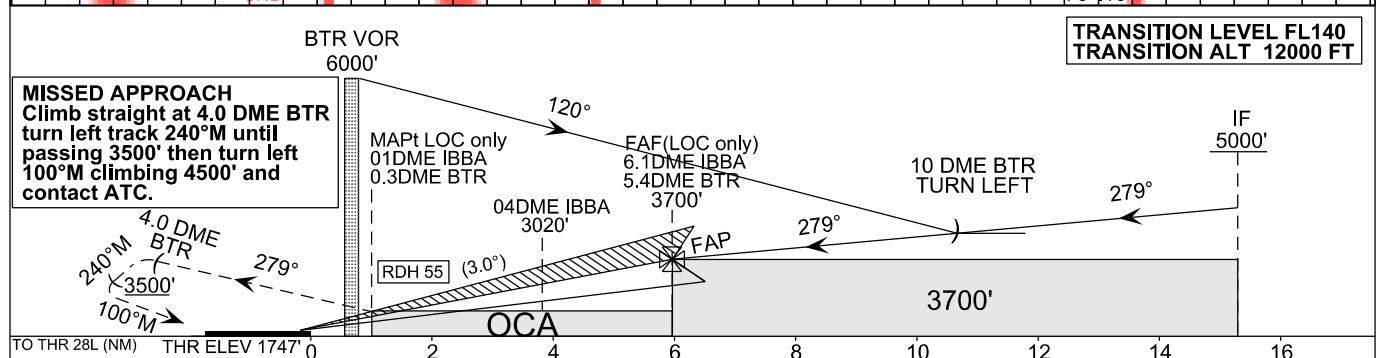
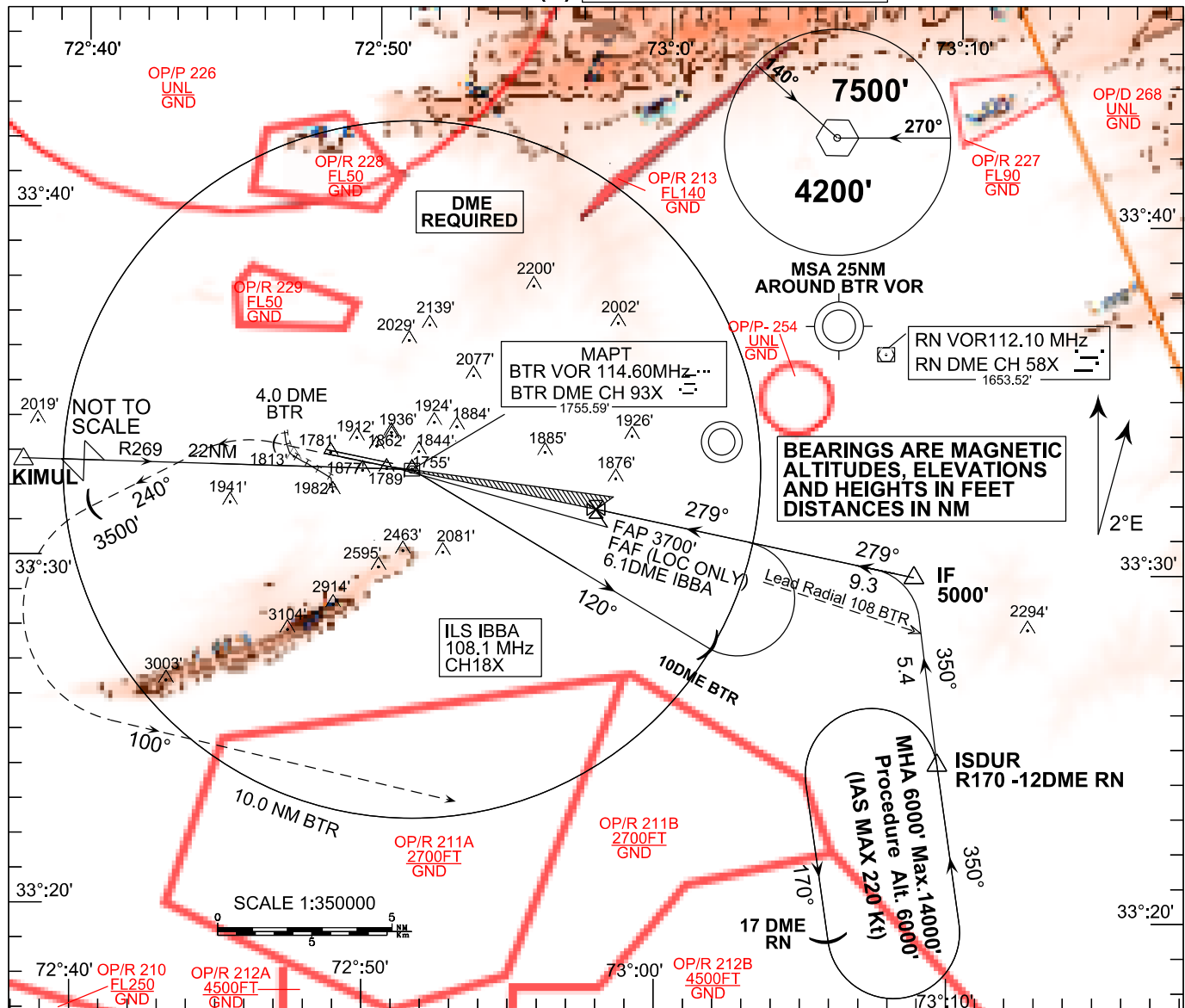
IIAP (OPIS)
ILS or LOC Y RWY 28R



OCA / H		A	B	C	D	DME IBIP	5.0	4.0	3.0	2.0
Straight in Approach	ILS CAT- I	1950' (200')				DME BTR	4.3	3.3	2.3	1.3
	LOC only	2180' (430')				Altitude (ft)	3340	3020	2705	2385
Circling		3500' (1750')		3600' (1850')		Note: Visual circling prohibited towards North of Airfield				

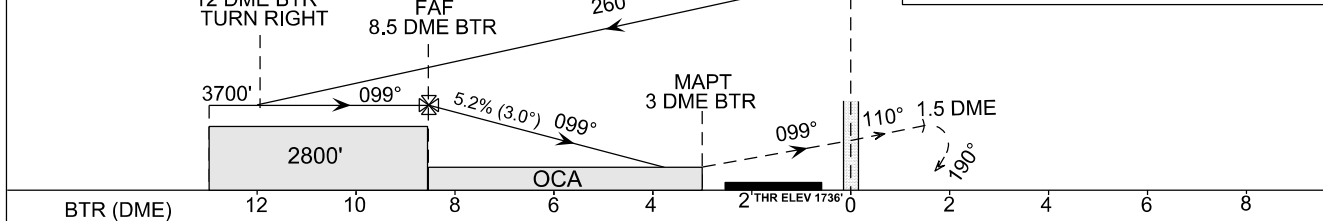
**INSTRUMENT
APPROACH
CHART - ICAO** **AD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 28L-ELEV 1747 (ft)**

ATIS	APP	TWR	GMC
126.20	124.650 121.650	122.15 123.225	130.600 122.950

IIAP (OPIS)**ILS or LOC Y RWY 28L**

OCA / H		A	B	C	D	DME IBBA	DME	5.0	4.0	3.0	2.0	1.0
Straight in Approach	ILS CAT- I	1947' (200')				DME BTR	DME	4.3	3.3	2.3	1.3	0.3
	ILS CAT- II	1847' (100')										
	RWY 28L Fit for CAT III Operations upto RVR 175M (Special Air Crew & ACFT certification required)						Altitude	ft	3340	3020	2700	2380
Straight in Approach	LOC only	2180' (433')				Note: Visual circling prohibited towards North of Airfield.						
Circling		3500'(1753')		3600'(1853')								

IIAP (OPIS)
VOR RWY 10L



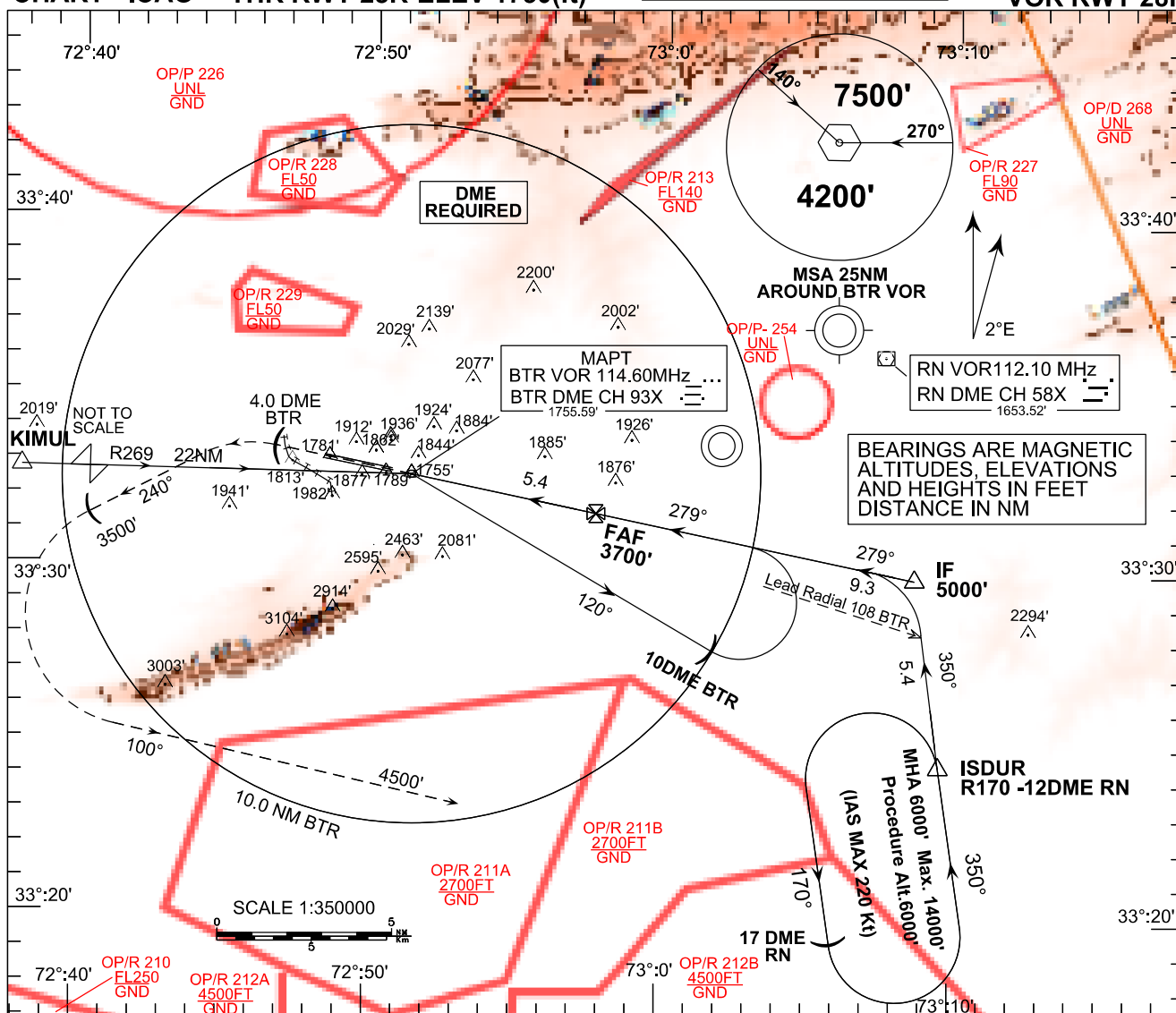
OCA / H	A	B	C	D	DME BTR	NM	8.0	7.0	6.0	5.0	4.0
Straight in Approach VOR / DME	2170' (434')				Altitude	ft	3525	3205	2890	2570	2250
Circling	3500' (1764')		3600' (1864')		Note: Visual circling prohibited towards North of Airfield.						

Note: Visual circling prohibited towards North of Airfield.

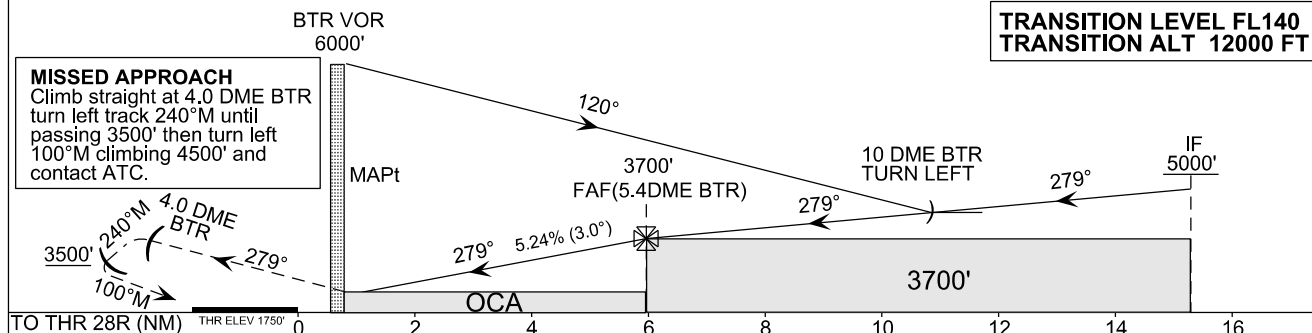
**AD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 28R-ELEV 1750(ft)**

ATIS	APP	TWR	GMC
126.20	124.650	122.15	130.600
	121.650	123.225	122.950

IIAP (OPIS)
VOR RWY 28R



MISSED APPROACH
Climb straight at 4.0 DME E
turn left track 240°M until
passing 3500' then turn left
100°M climbing 4500' and
contact ATC.

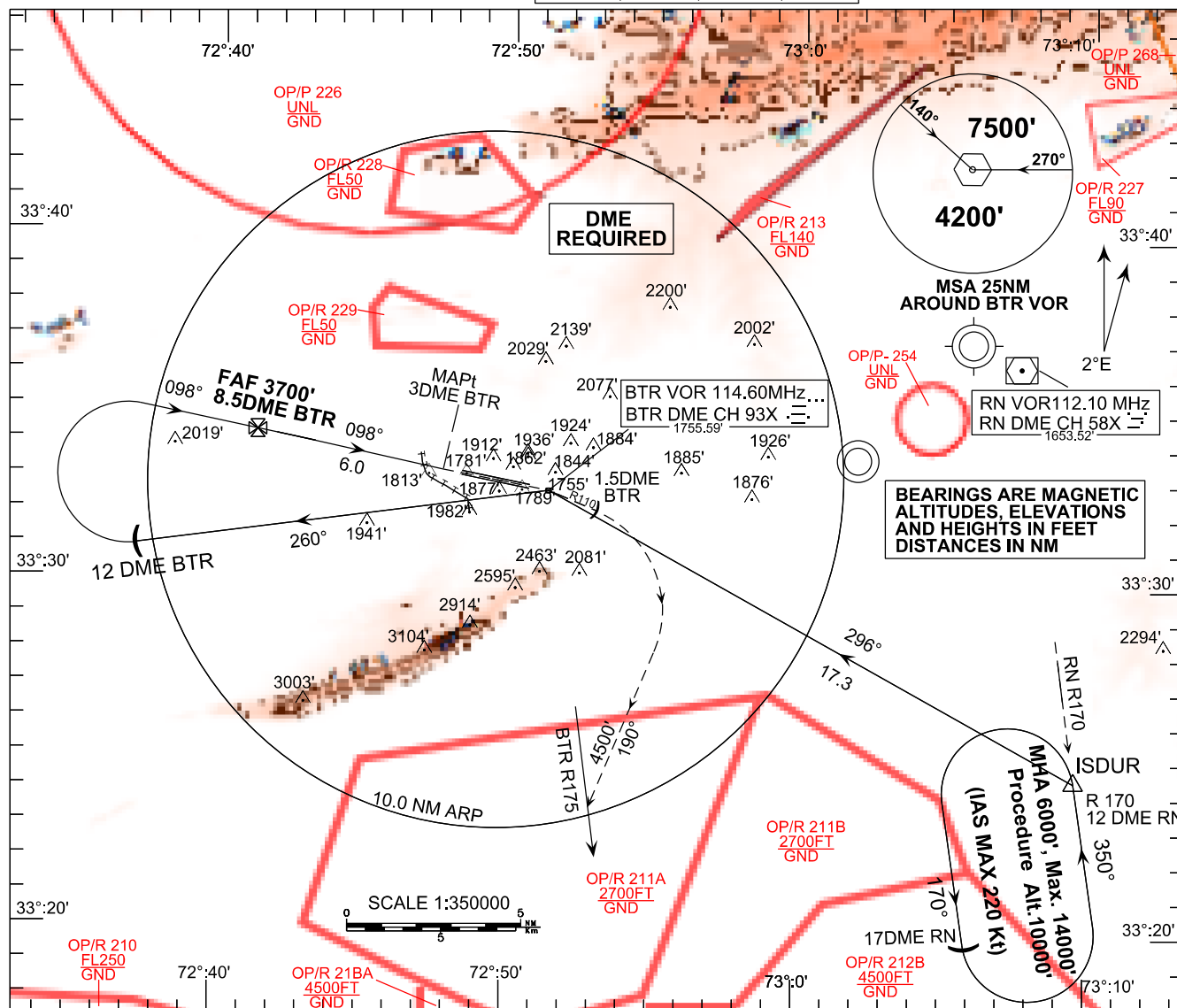


OCA / H	A	B	C	D	DME BTR	5.0	4.0	3.0	2.0
Straight in Approach VOR_DME	2180' (430')				Dist. THR RWY 28R	5.6	4.6	3.6	2.6
					Altitude (ft)	3570	3250	2930	2620
Circling	3500' (1750')		3600' (1850')		Note: Visual circling prohibited towards North of Airfield.				

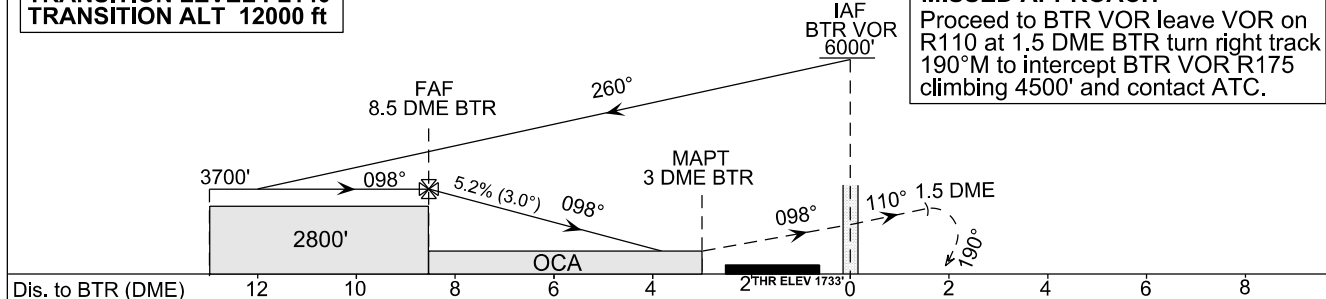
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 10R-ELEV 1733(ft)ATIS
126.20APP
124.650
121.650TWR
122.15
123.225GMC
130.600
122.950

IIAP (OPIS)

VOR RWY 10R

TRANSITION LEVEL FL140
TRANSITION ALT 12000 ft**MISSED APPROACH**

Proceed to BTR VOR leave VOR on R110 at 1.5 DME BTR turn right track 190°M to intercept BTR VOR R175 climbing 4500' and contact ATC.



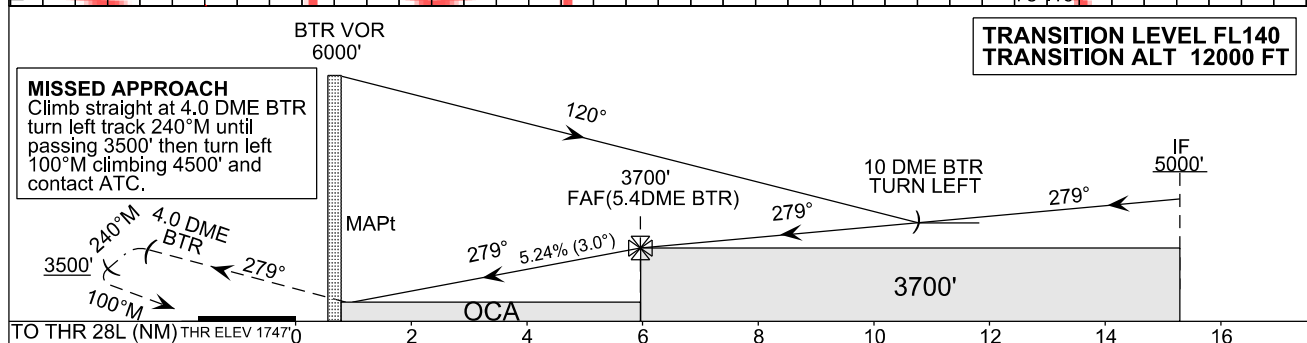
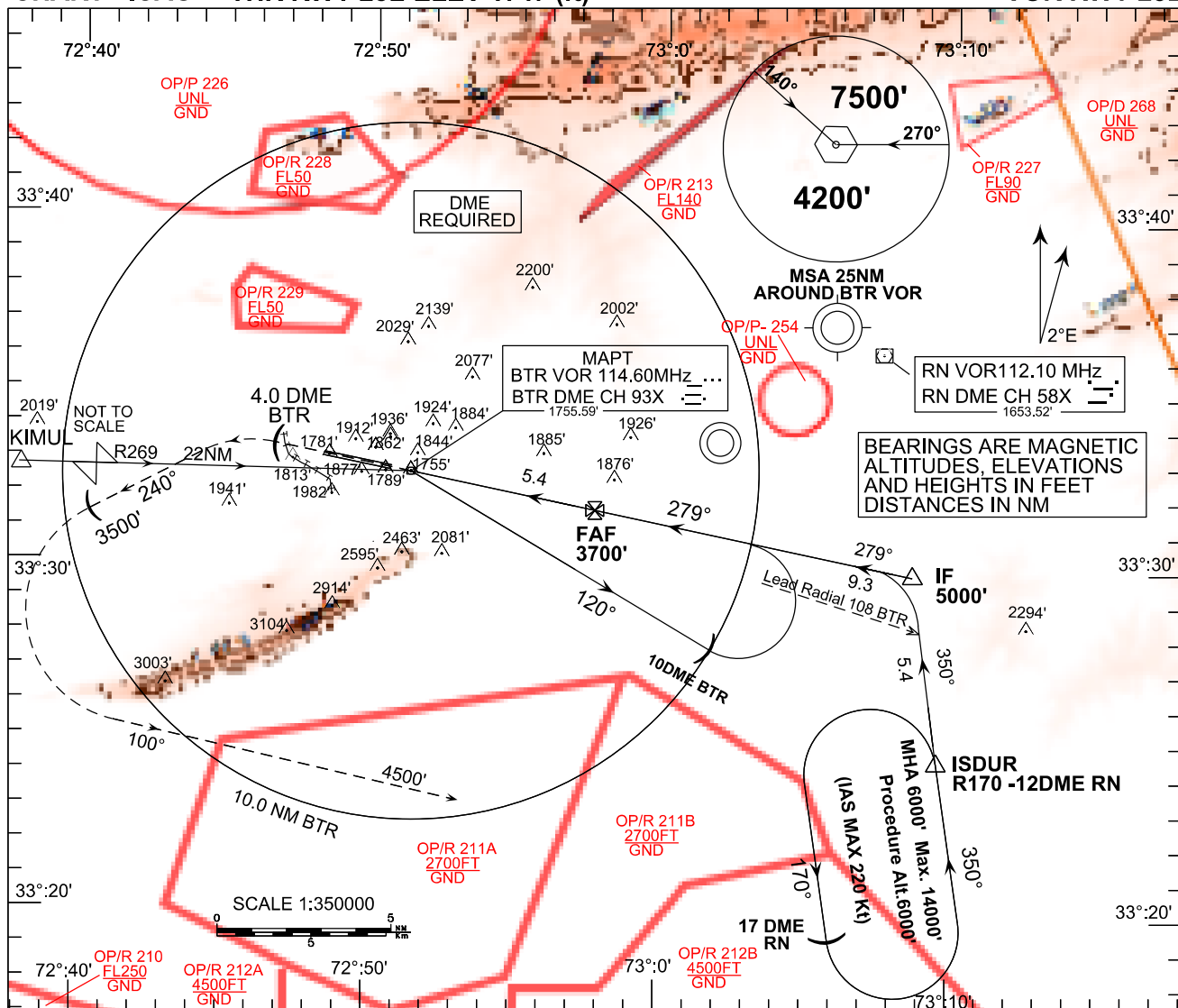
OCA / H	A	B	C	D
Straight in Approach VOR / DME	2170' (437')			
Circling	3500' (1767')		3600' (1867')	

DME BTR (NM)	8.0	7.0	6.0	5.0	4.0
Altitude (ft)	3520	3200	2880	2560	2240

Note: Visual circling prohibited towards North of the Airfield.

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1761 (ft)
HEIGHTS RELATED TO
THR RWY 28L-ELEV 1747 (ft)

ATIS	APP	TWR	GMC
126.20	124.650	122.15	130.600
	121.650	123.225	122.950

IIAP (OPIS)
VOR RWY 28L

OCA / H	A	B	C	D	DME BTR	5.0	4.0	3.0	2.0
Straight in Approach VOR- DME	2180'(433')				Dist. THR RWY 28L	5.6	4.6	3.6	2.6
					Altitude (ft)	3570	3250	2930	2620
Circling	3500'(1753')		3600'(1853')		Note: Visual circling prohibited towards North of Airfield.				

AD 2. AERODROMES**OPJI AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPJI - JIWANI****OPJI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	250404.12N 0614819.51E RWY centre
2. Direction and distance from (city)	5 NM NE of city
3. Elevation/Reference temperature	184 FT / 31.0 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	Civil Aviation Authority. Tel: (0204) 2251 AFTN: OPJIYDYX
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	Aerodrome Closed & Facility withdrawn

OPJI AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	NIL
3. Health and sanitation	-
4. AIS Briefing Office	-
5. ATS Reporting Office (ARO)	-
6. MET Briefing Office	-
7. ATS	-
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	

OPJI AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPJI AD 2.5 PASSENGER SERVICES

1. Hotels	NIL
2. Restaurants	-
3. Transportation	
4. Medical facilities	-
5. Bank and Post Office	-
6. Tourist Office	-
7. Remarks	

OPJI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	NIL
2. Rescue equipment	NIL
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPJI AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPJI AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPJI: Concrete PCN 15/R/C/Y/T
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 250404.72N 0614805.42E Bay 2: 250404.42N 0614804.85E
5. Remarks	

OPJI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	-
3. Stop bars	-
4. Remarks	-

OPJI AD 2.10 AERODROME OBSTACLES

In approach/TKOF: Nil

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Pole 84.07 M / 276 FT	250422.39N 0614802.42E	
Wind Sock East Side 62.84 M / 206 FT	250420.68N 0614835.09E	
Wind Sock West Side 63.71 M / 209 FT	250405.29N 0614810.61E	
ground mast 67.74 M / 222 FT	250408.20N 0614805.30E	
ATC Tower 75.10 M / 246 FT	250411.11N 0614806.89E	
VOR 69.26 M / 227 FT	250349.77N 0614743.61E	
VOR Mast 85.81 M / 282 FT	250417.85N 0614758.67E	
VOR Mast 84.92 M / 279 FT	250421.07N 0614759.38E	

OPJI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	NIL
2. Hours of service MET Office outside airport operational hours	-
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	
5. Briefing/consultation provided	
6. Flight documentation Language(s) used	
7. Charts and other information available for briefing or consultation	
8. Supplementary equipment available for providing information	
9. ATS units provided with information	
10. Additional information (limitation of service, etc.)	

OPJI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
03	27.45°	1783 x 46	SWYs: un- paved	250340.89N 0614806.24E	NIL	-
21	207.45°	1783 x 46	SWYs: un- paved	250427.36N 0614832.78E	NIL	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
152	1300	-		-		-
152	1300	-		-		-

OPJI AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
03	1783	1935	3083	1783	-
21	1783	1935	3083	1783	-

OPJI AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03			NIL						-
21			NIL						-

OPJI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPJI AD 2.16 HELICOPTER LANDING AREA: Nil

OPJI 2.17 ATS AIRSPACE

1. Designation and lateral limits	Circular area centered on 250404N/0614820E (ARP) within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Jiwani Tower English
5. Transition altitude	5500 FT MSL
6. Remarks	-

OPJI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Jiwani Tower	122.900 MHZ	NOTAM	Primary Frequency

OPJI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	JI	330.0 kHz	-	250417.85N 0614758.67E	-	Facility Withdrawn.

OPJI AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil.

OPJI AD 2.20.1 AIRPORT REGULATIONS: Nil

OPJI AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPJI AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPJI AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPJI AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPJI AD 2.20.6: TAXIING LIMITATIONS: Nil

OPJI AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPJI AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPJI AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPJI AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPJI AD 2.22 FLIGHT PROCEDURES: Nil

OPJI AD 2.23 ADDITIONAL INFORMATION Nil

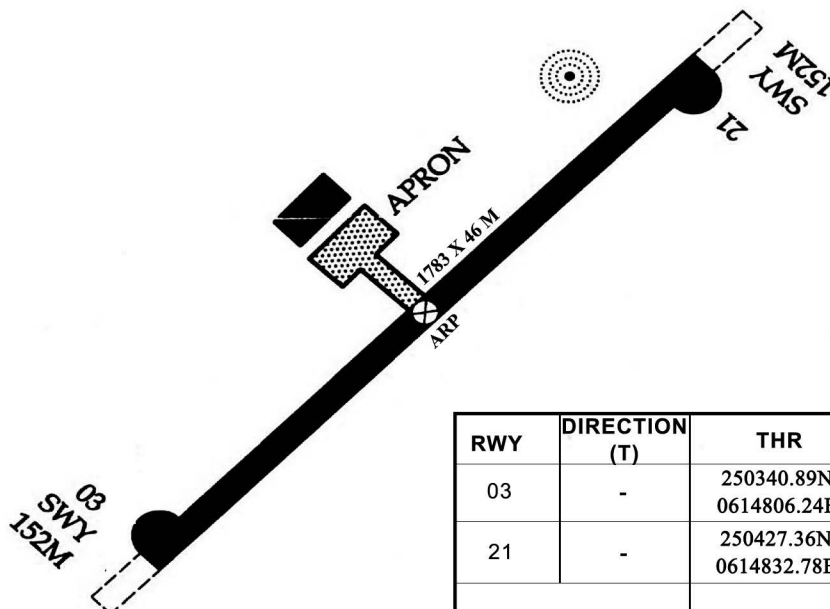
OPJI AD 2.24 CHARTS RELATED TO AN AERODROME:
Aerodrome/ Heliport Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO250404.12N
0614819.51E

AD ELEV 184'

TWR 122.9

JIWANI/Jiwani

ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

RWY	DIRECTION (T)	THR	BEARING STRENGTH
03	-	250340.89N 0614806.24E	-
21	-	250427.36N 0614832.78E	
TAXIWAY		TWY Centerline Points 250358.38N 0614814.04E 250402.14N 0614806.78E	30M Un-Paved
APRON			CONCRETE PCN 15/R/C/Y/T

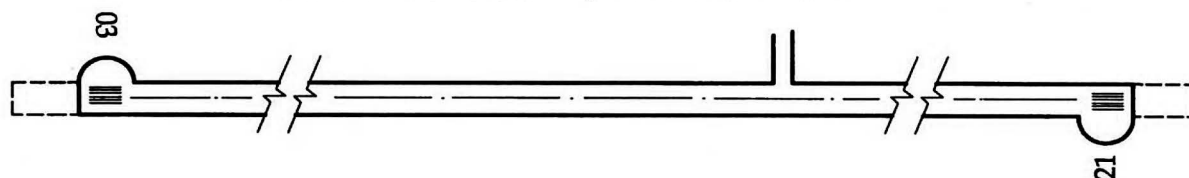


NOT TO SCALE

Remarks: Aerodrome Facility Withdrawn

STANDS#	INS COORDINATES FOR ACFT STANDS
1	250404.72N 0614805.42E
2	250404.42N 0614804.85E

MARKING AIDS RWY 21/03 AND EXIT TWY



AD 2. AERODROMES

OPKC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OPKC - KARACHI/Jinnah International

OPKC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	245430.81N 0670945.94E Centre of RWY 25R/ 07L
2. Direction and distance from (city)	8.7 NM E NE of Karachi.
3. Elevation/Reference temperature	100 FT / 35.5 °C (MAY)
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	Civil Aviation Authority Chief Operating Officer/APM, Jinnah Int'l Airport, Karachi-75200. Tel: (92) (21) 99071111 Fax: (92) (21) 99248146 AFTN: OPKCYDYX Telegram: CIVILDROME KARACHI e-mail: apm.karachi@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPKC AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	--
12. Remarks	-

OPKC AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Adequate for all anticipated requirements.
2. Fuel/oil types	Jet A1, ASO W100, ASO W120
3. Fuelling facilities/capacity	Hydrant system. 2 trucks/ 6000 Ltrs each
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	Major and minor for all types. Maintenance hanger with facilities for change of engines by prior arrangement with Pakistan International.
7. Remarks	Oxygen available.

OPKC AD 2.5 PASSENGER SERVICES

1. Hotels	Limited at the Airport. Unlimited in city hotels.
2. Restaurants	Unlimited at Karachi Airport and in the city hotels.
3. Transportation	Busses, taxis, car hire
4. Medical facilities	First aid treatment, CAA Medical Centre, M I Room 2 Ambulances and hospitals in city 8 to 10 miles
5. Bank and Post Office	Available
6. Tourist Office	Pakistan Tourist Development Corporation office at JIAP.
7. Remarks	-

OPKC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	
1. AD category for fire fighting	CAT 9
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	Lifting bags and hydraulic jacks: B747
4. Remarks	RWY foam laying facility not available

OPKC AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPKC AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA	
1. Apron surface and strength	Eastern Apron: Concrete PCN 82/R/B/X/U Jet Apron: Concrete PCN 82/R/B/X/U Jinnah Terminal Apron: Concrete PCN 82/R/B/X/U Western Apron: Concrete PCN 82/R/B/X/U
2. Taxiway width, surface and strength	TWY A : 37 M Concrete, PCN 68/R/B/W/T. TWY A DUMBEL RWY 07L/25R: 79 M Concrete, PCN 82/R/B/X/U. TWY B : 37 M Concrete, PCN 68/R/B/W/T. TWY C : 37 M Concrete, PCN 68/R/B/W/T. TWY D : 23 M Concrete, PCN 82/R/B/X/U. TWY E : 23 M Concrete, PCN 82/R/B/X/U. TWY F : 23 M Concrete, PCN 82/R/B/X/U. TWY G : 23 M Concrete, PCN 82/R/B/X/U. TWY G DUMBEL RWY 07L/25R: 79 M Concrete, PCN 82/R/B/X/U. TWY H : 37 M Concrete, PCN 68/R/B/W/T. TWY K : 45 M Concrete, PCN 82/R/B/X/U. TWY M : 45 M Concrete, PCN 82/R/B/X/U. TWY N : 45 M Concrete, PCN 82/R/B/X/U. TWY P : 45 M Concrete, PCN 82/R/B/X/U.
3. ACL location and elevation	Terminal Apron Elevation 80 ft.
4. VOR/INS checkpoints	INS Checkpoint: see Parking/docking chart. VOR Aerodrome check point: Location Taxiway "A" VOR Radial 255 Degree Distance 02 NM N 24 54 12.6 E 067 08 49.8
5. Remarks	-

OPKC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. " Follow me " van AGNIS Nose-in guidance at aircraft stands.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end as appropriate, marked. Lighted. TWY: Centreline, holding positions at all TWY/RWY intersections, marked. Lighted
3. Stop bars	-
4. Remarks	-

OPKC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
25L/TKOF	Diamond Hills Apartment 79.90 M / 262 FT	251935.17N 0682144.59E	100M before THR RWY 25R
25L/TKOF 07R/APCH	Localizer Antenna 26.50 M / 87 FT	245359.09N 0670820.43E	
25R/APCH 07L/TKOF	Arresting Barrier 32.49 M / 107 FT	245445.74N 0671044.43E	
25R/APCH 07L/TKOF	Electric Pole 70.03 M / 230 FT	245444.21N 0671156.29E	
25R/APCH 07L/TKOF	Electric Pole 67.82 M / 222 FT	245444.68N 0671145.50E	
25R/APCH 07L/TKOF	Electric Pole East 70.20 M / 230 FT	245442.83N 0671206.04E	
25R/APCH 07L/TKOF	Electric Pole West 61.11 M / 200 FT	245444.86N 0671137.05E	
25R/APCH 07L/TKOF	GP Antenna 47.42 M / 156 FT	245448.11N 0671029.32E	
25R/APCH 07L/TKOF	Middle Marker 37.50 M / 123 FT	245454.06N 0671117.40E	
25R/APCH 07L/TKOF	Outer Marker 43.00 M / 141 FT	245547.51N 0671449.66E	
25R/APCH 07L/TKOF	VOR/DME Antenna 40.84 M / 134 FT	245443.05N 0671053.91E	160 M Before THR 07
25R/TKOF 07L/APCH	Arresting Barrier Net Assembly 31.39 M / 103 FT	245415.63N 0670845.50E	
25R/TKOF 07L/APCH	Big Tower 110.58 M / 363 FT	245351.30N 0670555.40E	
25R/TKOF 07L/APCH	Dish Tower 71.33 M / 234 FT	245226.31N 0670424.80E	
25R/TKOF 07L/APCH	High Tower 112.71 M / 370 FT	245351.41N 0670555.47E	
25R/TKOF 07L/APCH	L/ Localizer Hut 27.13 M / 89 FT	245410.69N 0670838.66E	
25R/TKOF 07L/APCH	Localizer Antenna 29.45 M / 97 FT	245413.26N 0670835.74E	
25R/TKOF 07L/APCH	Radio Tower 100.19 M / 329 FT	245314.28N 0670451.57E	
25R/TKOF 07L/APCH	T.V Booster 102.13 M / 335 FT	245317.49N 0670400.00E	
25R/TKOF 07L/APCH	Tower 67.40 M / 221 FT	245349.66N 0670615.65E	
25R/TKOF 07L/APCH	Tower on Top 81.40 M / 267 FT	245345.67N 0670611.39E	
25R/TKOF 07L/APCH	Water Tank 74.47 M / 244 FT	245330.09N 0670553.90E	
25R/TKOF 07L/APCH	Water Tank 84.58 M / 277 FT	245339.28N 0670605.88E	
25R/TKOF 07L/APCH	Water Tank 61.40 M / 201 FT	245344.80N 0670647.85E	
25R/TKOF 07L/APCH	Water Tank 73.59 M / 241 FT	245354.96N 0670634.09E	
25R/TKOF 07L/APCH	Water Tank 51.30 M / 168 FT	245400.93N 0670713.94E	
25R/TKOF 07L/APCH	White Building 62.78 M / 206 FT	245247.62N 0670348.67E	

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
25R/TKOF 07L/APCH	White Mosque Minar 61.99 M / 203 FT	245401.50N 0670702.46E	
25R/TKOF 07L/APCH	Yellow Building 80.49 M / 264 FT	245240.82N 0670408.18E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Water Tank 66.60 M / 218 FT	245557.86N 0670833.50E	
ATC Tower 44.71 M / 147 FT	245356.68N 0670906.45E	
Antenna 35.44 M / 116 FT	244953.31N 0670540.75E	
Antenna 44.75 M / 147 FT	244959.64N 0670557.68E	
Antenna 47.29 M / 155 FT	245047.94N 0670920.36E	
Antenna 54.16 M / 178 FT	245053.57N 0670937.89E	
Antenna 150.27 M / 493 FT	245059.51N 0671302.27E	
Antenna 66.09 M / 217 FT	245105.18N 0671017.70E	
Antenna 52.97 M / 174 FT	245109.99N 0671114.97E	
Antenna 91.90 M / 302 FT	245110.63N 0671319.41E	
Antenna 97.10 M / 319 FT	245112.49N 0671311.30E	
Antenna 58.32 M / 191 FT	245135.73N 0671248.55E	
Antenna 49.42 M / 162 FT	245345.92N 0670904.55E	
Antenna 51.51 M / 169 FT	245517.04N 0670925.79E	
Antenna 58.37 M / 191 FT	245518.16N 0670931.18E	
Antenna 64.33 M / 211 FT	245518.53N 0670934.41E	
Antenna 53.17 M / 174 FT	245518.62N 0670923.12E	
Antenna 52.52 M / 172 FT	245519.25N 0670926.23E	
Antenna 58.81 M / 193 FT	245519.66N 0670932.30E	
Antenna Pole 71.25 M / 234 FT	245518.67N 0670940.35E	
Antenna Pole 58.68 M / 193 FT	245520.67N 0670936.10E	
Antenna Pole 59.46 M / 195 FT	245522.35N 0670937.11E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna Pole 59.25 M / 194 FT	245519.18N 0670935.55E	
Avari Tower Antenna 95.20 M / 312 FT	245109.28N 0670155.77E	
Big Building 74.31 M / 244 FT	245424.50N 0670701.67E	
Big Chimney 49.46 M / 162 FT	245100.24N 0670853.82E	
Big Plaza South East Corner 74.39 M / 244 FT	245408.06N 0670656.99E	
Big Tower 72.28 M / 237 FT	245346.92N 0671122.06E	
Building 88.98 M / 292 FT	245116.61N 0670209.28E	
Building 56.42 M / 185 FT	245427.88N 0670809.86E	
Building Center 82.40 M / 270 FT	245127.40N 0670244.47E	
Building Pole 43.11 M / 141 FT	245214.33N 0670525.80E	
Electric Pole 55.46 M / 182 FT	244953.20N 0670508.95E	
Electric Pole 87.80 M / 288 FT	245144.98N 0671212.63E	
Electric Pole 89.19 M / 293 FT	245202.92N 0671214.47E	
Electric Pole 59.78 M / 196 FT	245357.73N 0671039.12E	
Electric Pole 61.82 M / 203 FT	245400.24N 0671049.08E	
Electric Pole 61.53 M / 202 FT	245408.94N 0671052.11E	
Electric Pole 56.91 M / 187 FT	245423.55N 0671057.20E	
Electric Pole 41.88 M / 137 FT	245424.57N 0671057.23E	
Flood Light 48.60 M / 159 FT	245344.06N 0670835.00E	
Flood Light 50.13 M / 164 FT	245349.86N 0670832.75E	
Flood Light 49.57 M / 163 FT	245350.98N 0670837.16E	
Flood Light 33.51 M / 110 FT	245356.24N 0670916.77E	
Flood Light 33.55 M / 110 FT	245356.20N 0670912.05E	
Flood Light 51 49.73 M / 163 FT	245351.85N 0670840.79E	
Flood Light 52 49.98 M / 164 FT	245352.68N 0670844.46E	
Flood Light 53 49.08 M / 161 FT	245353.60N 0670848.10E	
Flood Light 54 48.89 M / 160 FT	245354.45N 0670851.49E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Flood Light 55 48.83 M / 160 FT	245355.36N 0670855.17E	
Flood Light 56 51.64 M / 169 FT	245356.78N 0670858.87E	
Flood Light 59 40.92 M / 134 FT	245345.57N 0670859.80E	
Flood Light 60 -61 42.35 M / 139 FT	245348.51N 0670901.67E	
Flood Light No. 11 44.61 M / 146 FT	245404.02N 0670956.96E	
Flood Light No. 12 44.55 M / 146 FT	245404.96N 0670955.95E	
Flood Light No. 13 44.53 M / 146 FT	245406.25N 0670955.81E	
Flood Light No. 14 44.54 M / 146 FT	245407.33N 0670956.62E	
Flood Light No. 15 44.55 M / 146 FT	245157.84N 0670152.17E	
Flood Light No. 15 44.55 M / 146 FT	245407.67N 0670957.99E	
Flood Light No. 16 44.49 M / 146 FT	245407.13N 0670959.30E	
Flood Light No. 17 44.29 M / 145 FT	245405.96N 0670959.62E	
Flood Light No. 18 44.88 M / 147 FT	245404.57N 0670959.77E	
Flood Light No. 67 52.74 M / 173 FT	245358.77N 0670929.94E	
Flood Light No. 69 52.97 M / 174 FT	245402.59N 0670929.65E	
Flood Light No. 70 -71 52.82 M / 173 FT	245403.60N 0670933.42E	
Flood Light No. 72 53.36 M / 175 FT	245404.61N 0670937.39E	
Flood Light No. 73 53.63 M / 176 FT	245405.62N 0670941.36E	
Flood Light No. 74 53.54 M / 176 FT	245406.27N 0670944.00E	
Flood Light No. 75 53.76 M / 176 FT	245406.96N 0670946.66E	
Flood Light No. 76 54.03 M / 177 FT	245407.56N 0670948.61E	
Flood Light-3 39.14 M / 128 FT	245344.65N 0670902.71E	
Golden Building Saddar 52.68 M / 173 FT	245155.15N 0670443.69E	
HF/RT Mast 106.68 M / 350 FT	245501.28N 0670935.22E	
Habib Bank Plaza Karachi 106.05 M / 348 FT	245100.70N 0670019.46E	
Hamilton Hanger 59.13 M / 194 FT	245332.34N 0670847.30E	
High Building Pipe 76.07 M / 250 FT	245120.40N 0670307.38E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Isphani Hanger 58.96 M / 193 FT	245343.87N 0670847.68E	
Jinnah Building 66.32 M / 218 FT	245401.90N 0671006.44E	
Light Pole Near TH-25 36.15 M / 119 FT	245447.95N 0671032.76E	
Main E/Pole 104.49 M / 343 FT	245542.20N 0670701.58E	
Met Antenna 29.71 M / 97 FT	245358.82N 0670859.00E	
Met Antenna 39.58 M / 130 FT	245448.00N 0671029.00E	
Met Pole 31.81 M / 104 FT	245436.25N 0671025.59E	
Microwave Antenna 63.60 M / 209 FT	245339.97N 0670906.94E	
Microwave Antenna 68.33 M / 224 FT	245602.23N 0671042.57E	
Mill Chimney 67.25 M / 221 FT	245025.73N 0671323.89E	
NDB Masts 54.89 M / 180 FT	245523.80N 0670936.28E	
NE Corner Hanger Building 58.97 M / 193 FT	245346.92N 0670846.75E	
P.T.C. Antenna 62.05 M / 204 FT	245309.69N 0671010.12E	
Paradise Tower 65.50 M / 215 FT	245015.70N 0670215.51E	
Pole East 59.83 M / 196 FT	245416.93N 0671054.90E	
RCC Hanger 64.01 M / 210 FT	245341.92N 0670858.10E	
Red Tower 92.33 M / 303 FT	245011.88N 0671749.37E	
Refinery Chowk 71.41 M / 234 FT	245045.67N 0670721.22E	
Remote Rx 68.58 M / 225 FT	245515.11N 0670941.38E	
Remote Tx 80.77 M / 265 FT	245446.21N 0670927.21E	
Shaheen H/O Building 76.00 M / 249 FT	245333.48N 0670915.96E	
Steel Hanger 64.01 M / 210 FT	245354.49N 0670924.52E	
T & T Antenna 53.94 M / 177 FT	245356.02N 0670941.28E	
T&T Pole 73.44 M / 241 FT	245142.72N 0670413.99E	
T&T Tower 133.47 M / 438 FT	245337.64N 0670340.40E	
T&T Big Pole 86.26 M / 283 FT	245035.92N 0670224.66E	
T&T Pole 123.95 M / 407 FT	245156.62N 0670114.02E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
T&T Pole 58.97 M / 193 FT	245156.78N 0670450.97E	
Tower 53.43 M / 175 FT	245002.17N 0670613.89E	
Tower 87.05 M / 286 FT	245035.92N 0670224.67E	
Tower 79.87 M / 262 FT	245049.59N 0671243.29E	
Tower 46.26 M / 152 FT	245307.05N 0671022.57E	
Tower 66.21 M / 217 FT	245637.85N 0670543.53E	
Tower Antenna 81.86 M / 269 FT	245424.91N 0670706.54E	
Tower East 44.11 M / 145 FT	245343.41N 0671100.97E	
Tower Jinnah 60.21 M / 198 FT	245231.44N 0670227.51E	
Tower Micro 124.88 M / 410 FT	245548.77N 0670632.33E	
Tower T&T 90.43 M / 297 FT	245516.17N 0670016.45E	
Tower West 44.31 M / 145 FT	245346.53N 0671056.99E	
Tower at Building 82.44 M / 270 FT	245215.08N 0670253.54E	
Transmission Tower Old 63.91 M / 210 FT	245337.95N 0670954.66E	
Water Tank 79.25 M / 260 FT	245102.18N 0670259.83E	
Water Tank 62.92 M / 206 FT	245140.65N 0670355.34E	
Water Tank 54.60 M / 179 FT	245152.85N 0671408.83E	
Water Tank 56.55 M / 186 FT	245339.65N 0670857.71E	
Water Tank 48.20 M / 158 FT	245428.84N 0670838.70E	
Water Tank 60.26 M / 198 FT	245553.16N 0670836.70E	
Water Tank Pole 65.11 M / 214 FT	245606.45N 0671006.19E	
Water Tanki Hole 55.03 M / 181 FT	245550.36N 0671038.71E	
Wind Sock 30.12 M / 99 FT	245401.25N 0670857.20E	
Wind Sock 34.50 M / 113 FT	245421.29N 0670844.00E	
Wind Sock 37.70 M / 124 FT	245435.55N 0671028.93E	

OPKC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Karachi/ Jinnah International
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	Jinnah International 9 HR, 30 HR
4. Type of landing forecast Interval of issuance	METAR, 1/2 HR. TREND, 2 HR
5. Briefing/consultation provided	Personal consultation (P), telephone (T), self briefing (D)
6. Flight documentation Language(s) used	Charts (C), English
7. Charts and other information available for briefing or consultation	Surface analysis (S), Upper air analysis (current chart)- U 85, U 70, U 50, U 30, U 20, U 20, U 25, U 40, Prognostic upper chart P 85, P 70, P 50, P 40, P 30, P 25, P 20. W (significant weather chart), Significant weather SWC chart.
8. Supplementary equipment available for providing information	WXR, receiver for satellite picture (APT), Self Briefing Terminal, Telefax (on request)
9. ATS units provided with information	Karachi ACC/ TWR
10. Additional information (limitation of service, etc.)	Phone: (92 21) 99071302, 99071322, 99071300 FAX No. (92 21) – 99248282

OPKC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
07L	74.29°	3200 x 46	54/R/C/X/U Concrete ACFT upto A310 are permitted	245416.90N 0670851.02E	THR 23.50 M / 77.10 FT	0.200% UP
25R	254.29°	3200 x 46	54/R/C/X/U Concrete ACFT upto A310 are permitted	245444.69N 0671040.84E	THR 30.40 M / 99.74 FT	0.200% UP
07R	74.29°	3400 x 45	87/R/B/W/T Concrete SWY bitumen	245402.15N 0670833.56E	THR 21.62 M / 70.93 FT	0.168% UP
25L	254.29°	3400 x 45	87/R/B/W/T Concrete SWY bitumen	245431.79N 0671030.20E	THR 27.25 M / 89.40 FT	0.168% UP

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
305 x 46		3930 x 300	180 x 120	-		-
305 x 46	60	3930 x 300	-75 x 120	-	-	-
305 x 45	105	4126 x 300	-180 x 120	-	-	-
301 x 45	60	4126 x 300	-150 x 150	-	-	-

OPKC AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
07L	3200	3505	3200	3200	-
25R	3200	3505	3260	3200	-
07R	3400	3705	3505	3400	-
25L	3400	3701	3460	3400	-

OPKC AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT spacing colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07L	SALS 420 M LIH	GREEN	PAPI LEFT/3°	-	-	3200 M 60 M WHITE LIH	RED-		Strobe LGT
25R	PALS 900 M LIH	GREEN	PAPI LEFT/3°	-	-	3200 M 60 M WHITE LIH	RED-		-
07R	SALS 300 M LIH	GREEN	PAPI BOTH/ 2.91°	-	3400 M 30 M WHITELast 900-300M alternate red & white. Last 300M red LIH-	3400 M 60 M WHITE LIH Last 600M yellow.	RED-		-
25L	PALS 900 M LIH	GREEN	PAPI BOTH/ 2.98°	900 M	3400 M 30 M WHITELast 900-300M alternate red & white. Last 300M red LIH	3400 M 60 M WHITE LIH- Last 600 M yellow	RED--		Flashers

OPKC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT Anemometer location and LGT	300 M S of ARP, lighted Anemometer: on Control Tower, lighted,
3. TWY edge and centre line lighting	Centre line: All TWY
4. Secondary power supply / switch-over time	Secondary power supply to all facilities at AD. Switch-over time: Less than 1 minute
5. Remarks	-

OPKC AD 2.16 HELICOPTER LANDING AREA: Nil

OPKC AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Karachi CTR:Area bounded by lines joining points 251837N/0665431E; 251925N/0670753E then along the clockwise arc of a circle of 25NM radius centred on 245423N/0670938E to 242921N/0671123E; 242834N/0665806E then along the clockwise arc of a circle of 25NM radius centred on 245336N/0665619E to point of origin.
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2. Vertical limits	SFC to FL 150
3. Airspace classification	B
4. ATS unit call sign Language(s)	Karachi APP English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPKC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Karachi APP	121.300 MHZ	H24	Secondary
APP	Karachi APP	121.500 MHZ	H24	Emergency
APP	Karachi APP	125.500 MHZ	H24	Primary
ATIS	ATIS	126.700 MHZ	H24	-
BS	Radio Pakistan	830.000 KHZ	HX	0130-1900 HR
BS	Radio Pakistan	1450.000 KHZ	HX	Variable SKED
GCA	Karachi Ground	118.400 MHZ	H24	Secondary
GCA	Karachi Ground	121.600 MHZ	H24	Primary
GCA	Karachi Ground	121.800 MHZ	H24	Vehicle
GCA	Karachi Ground	123.000 MHZ	H24	-
TWR	KARACHI Tower	118.300 MHZ	H24	Primary
TWR	KARACHI Tower	118.800 MHZ	H24	Secondary
TWR	KARACHI Tower	121.500 MHZ	H24	Emergency

OPKC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 25R	IKC	110.1 MHz	H24	245413.26N 0670835.74E	-	-
ILS/LOC CAT I 25L	IQA	109.7 MHz	H24	245359.09N 0670820.43E	-	-
NDB	KC	271.0 kHz	H24	245523.80N 0670936.29E	-	Coverage 50NM
VOR/DME (1.2/2020)	KC	112.1 MHz CH58X	H24	245443.06N 0671053.91E	40.84M	Coverage 200 NM Radial 300 Un-Reliable
OM	KO	235.0 kHz	H24	245547.51N 0671449.66E	-	3.9 NM FM THRRWY 25R (Locator Outermarker)
MM	-	75.0 MHz	H24	245454.06N 0671117.40E	-	0.58 NM FM THR RWY 25R
GP/TDME 25R	DOTS/DASHES	334.4 MHz	H24	245447.28N 0671029.42E	-	-
GP/TDME 25L	DOTS/DASHES	333.2 MHz CH34X	H24	245433.50N 0671017.88E	30.90M	3° RDH 55 FT

OPKC AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPKC AD 2.20.1 AIRPORT REGULATIONS:

- (a) General AD is restricted to aircraft of maintaining two- way radio communications with Karachi ATC.
- (b) In order to minimize operational Hazard the use of mobile ground power unit (GPU) restricted at aircraft parking Stands No. 12 to 17 and 22 to 27.

Local Flying Restrictions:

- a) Straight in Approach to runway 07L/07R may be permitted provided the flight is monitored on radar.
- b) Aircraft to avoid flying within a radius of 3NM around Naval Dockyard 244840N 665830E and Pakistan Oil Refinery 245020N 670755E below 3000 FT.
- c) Avoid Karachi City during day below 2000 ft AGL and night below 3000 ft AGL.
- d) Avoid flying over Faisal Base.
- e) Left-hand circuit shall be normally followed except when specified otherwise.
- f) Do not mistake. Small Airfield with RWY 08/26 exists 2.5 NM SW of AD. Pilots should exercise caution in identification of correct RWY for Karachi Int'l.

Movement areas - Aprons:

Operators are responsible for ensuring that aircraft that park on the Apron are provided with:

- a) Chocks under wheels.
- b) Picketing of aircraft when required.
- c) Fire cover during engine starting.

Wheel chocks are available from handling companies.

The operators, handling company or CAA Fire Department, may provide fire cover. If the services of the CAA Fire Department are required, the operator should notify the TWR at least 10 minutes prior to start up.

Hydrant refueling facilities are not available on Bay # 70, 71 & 72. Bowser refueling facilities will be made available by the refueling companies.

OPKC AD 2.20.2 TAXIING TO AND FROM STANDS:

- a) Arriving aircraft will be allocated a stand number by the TWR.
- b) General Aviation aircraft while taxiing from and to the General Aviation parking area may be provided assistance from the "FOLLOW ME" vehicle, if available, up to the Western apron limit (ASF Gate).
- c) Pilots of General Aviation aircraft are advised to remain extremely careful while taxiing through the road and Western Jet Apron.

PARKING STAND	INSTRUCTIONS
11	Push back/ pull forward to appropriate BAP on TWY 'M' then start engines.
12,13	Push back/ pull forward to appropriate BAP on TWY 'M'. May start one engine only on idle power and rest at BAP
14,15	Push back/ pull forward on TWY 'K' facing west. May start one engine only on idle power and rest at BAP
16	Push back/ pull forward on TWY 'K' with nose-wheel aligned east or west subject to runway in use. May start one engine only on idle power and rest at BAP
17	Push back/ pull forward to BAP on TWY 'N' then start engines.
18	Push back/ pull forward on TWY 'K' with nose-wheel aligned east or west subject to runway in use then start engines
21	Push back/ pull forward on TWY 'K' with nose-wheel aligned east or west subject to runway in use then start engines
22	Push back/ pull forward to BAP on TWY 'N' then start engines.
23,24,25	Push back/ pull forward on TWY 'K' with nose-wheel aligned east or west subject to runway in use. May start one engine only on idle power and rest at BAP
26,27	Push back/ pull forward on appropriate BAP on TWY 'P'. May start one engine only on idle power and rest at BAP
28	Push back/ pull forward on appropriate BAP on TWY 'P' then start engines
51 to 69	May start engines on idle power only. Push back/ pull forward for positioning on taxi lane then taxi.
70 to 75	May start engines on idle power only. Push back till TWY 'E' with nose-wheel aligned east or west subject to runway in use.

START UP / PUSH BACK / TAXI PROCEDURE FOR TURBO-JET AND TURBO-PROP AIRCRAFT

- 1) Departing aircraft shall contact Karachi ground for pushback/ start up approval five minutes before ready. Expect ATC clearance together with start up approval.
- 2) Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained.
- 3) When ready for pushback contact Karachi ground for Taxi instructions.
- 4) Expect instructions to contact Karachi Tower on approaching runway and change frequency without delay when advised to do so.
- 5) Breakaway Points (BAPs) have been marked on taxiways at Jinnah Terminal for positioning of aircraft nose-wheel before commencing taxi under its own power. The markings (only on TWY M, N & P) of BAPs are as follows:
Triangle: For B747
Circle: For other aircraft.

OPKC AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT:

(GENERAL AVIATION):

- a) General aviation aircraft may use General Aviation parking area (at Hamilton hangar etc.) or Night parking area.
- b) General Aviation Aircraft on international flight will be parked on Night parking area until Customs and immigration formalities are complete.

OPKC AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Same as for General Aviation Aircraft.

OPKC AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPKC AD 2.20.6: TAXIING LIMITATIONS:

Four engine Jet Aircraft to avoid excessive power on outer engine while taxiing so as to prevent FOD on movement area. Taxi lane 'J' is available for general aviation aircraft. All charter / general aviation operators are required to arrange two wing walkers to ensure Wing Tip Clearance for twin engine aircraft while taxiing to / from General Aviation area upto ABEAM Washing Bay via Security Gate 'A'. However single engine aircraft may taxi to / from general aviation area without wing walkers.

OPKC AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPKC AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPKC AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS:

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If the owner or user does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner or user's expense will remove the aircraft.

OPKC AD 2.21 NOISE ABATEMENT PROCEDURES:

Noise abatement procedures are published on the Standard Instrument Departures (SIDs) Charts. These SIDs include minimum noise routes established to reduce noise disturbance to the city of Karachi.

OPKC AD 2.22 FLIGHT PROCEDURES:

PROCEDURES FOR IFR FLIGHTS WITHIN KARACHI TMA

- a) e STARs shown on the following pages are to be used by arriving IFR flights when specified by ATC.
- b) e SIDs shown on the following pages are to be used by departing IFR flights when specified by ATC.
- c) Arriving aircraft from LAKIV are required to cross BEGIM at or above FL 50.
- d) Arriving aircraft from LAKIV are required to cross "KA" NDB at or above FL 50 as specified in ATC clearance.
- e) Day aircraft inbound on Karachi VOR radial 040 shall cross BADUL at or below FL100.
- f) Aircraft inbound on VOR radial 300 shall not be cleared below FL 60 until overhead Karachi Airport when military traffic is in progress.
- g) Eastbound departing aircraft unable to reach FL 50 by BEGIM are required to circle the airport before proceeding.
- h) Departing aircraft proceeding towards Nawabshah shall cross BADUL not above FL100 unless a specific SID waives this restriction.
- i) The holding areas have been located at a distance from the AD to ensure the minimum of congestion and delay to arriving and departing flights.

RADAR PROCEDURES WITHIN KARACHI TMA

Normally, aircraft are vectored and sequenced to the final approach for RWY 25R. (ILS, VOR/DME) or to final approach for RWY 07L (Visual Approach), so as to ensure an expeditious and orderly flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume his own navigation.

SURVEILLANCE RADAR APPROACHES

Surveillance radar approaches will be carried out for runway 25R, 07L, as step down commencing descent from 10NM at an altitude of 3000 FT. Surveillance radar final approaches will be terminated at 2 NM from touch down.

At each nautical mile and until 2 NM from touch down, the pilot will be given the precompiled check altitude so that the normal glide path can be maintained.

Surveillance Radar Approaches operating minimum is as follows:

- (a) MDA / MDH: 400 FT/300 FT
- (b) Visibility: 1800 M.

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

COMMUNICATION FAILURE

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN KARACHI TMA

Provided traffic conditions permit, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight shall be submitted.
 - b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
 - c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2 except all General Aviation aircraft engaged in domestic non-scheduled operations.
 - d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
 - e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
 - f) Two-way communication shall be maintained on the frequency prescribed.
 - g) The aircraft shall be equipped with SSR transponder with 4096 Codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). Exemption from this requirement may be granted by Karachi Control.
 - h) Arriving VFR Flights, desirous to avail RADAR air traffic information service, beyond the limits of control zone, but within the limits of TMA are required to notify their intentions on first two-way communication with Karachi APP. Departing VFR flights shall do so prior to their departure from the aerodrome concerned or as early as possible after departure.
- Note: ATC clearance is intended only to provide separation between IFR and VFR flights.

PROCEDURES FOR VFR FLIGHTS WITHIN KARACHI CTR

- a) Flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

VFR ROUTES WITHIN KARACHI CTR: Not specified.

OPKC AD 2.23 ADDITIONAL INFORMATION

-Hydrant refueling facility on parking stands No. 51 to 75 not available.

-Flight Operation To/From following Airfields is permitted subject to filing flight plan at least two hours in advance and prior coordination with airfield authorities and team leader ACC karachi through Pre-Flight Information Unit:

1: THAR AIRPORT ISLAMKOT

2: KHASKHELI

3: KANDANWARI

4: BHIT

5: SAWAN

6: SUI

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Large solitary predatory birds (eagles, vultures etc.) present a hazard to air navigation at all times on the coastal plain in the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 3000 FT.

ATC will endeavor to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

FUEL DUMPING PROCEDURE

Aircraft requiring dumping fuel in the designated area OPD-105 (see ENR 5) shall obtain prior approval from Karachi Approach Control. Aircraft not in radio contact with Karachi Approach Control shall avoid flight over the area below FL 70. MINIMUM fuel dumping altitude is 3000 FT MSL.

ALTERNATE AERODROME

Nawabshah (OPNH) aerodrome is the designated alternate aerodrome for Karachi/ Jinnah International. Masroor airfield is not available for any flight as diversionary airfield except in emergency.

OPKC AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/Heliport Chart- ICAO

Aircraft Parking / Docking Chart

Aerodrome Obstacle Chart - ICAO (Type A for RWY 07R/25L)

Precision Approach Terrain Chart- ICAO RWY 25L/07R)

Aerodrome Obstruction Chart – ICAO Type-A

(Operating Limitations RWY-07L/25R))

Standard Departure Chart -Instrument- ICAO

Area Chart - ICAO (Departure and Transit Routes)

Standard Arrival Chart - Instrument - ICAO

Instrument Approach Charts – ICAO

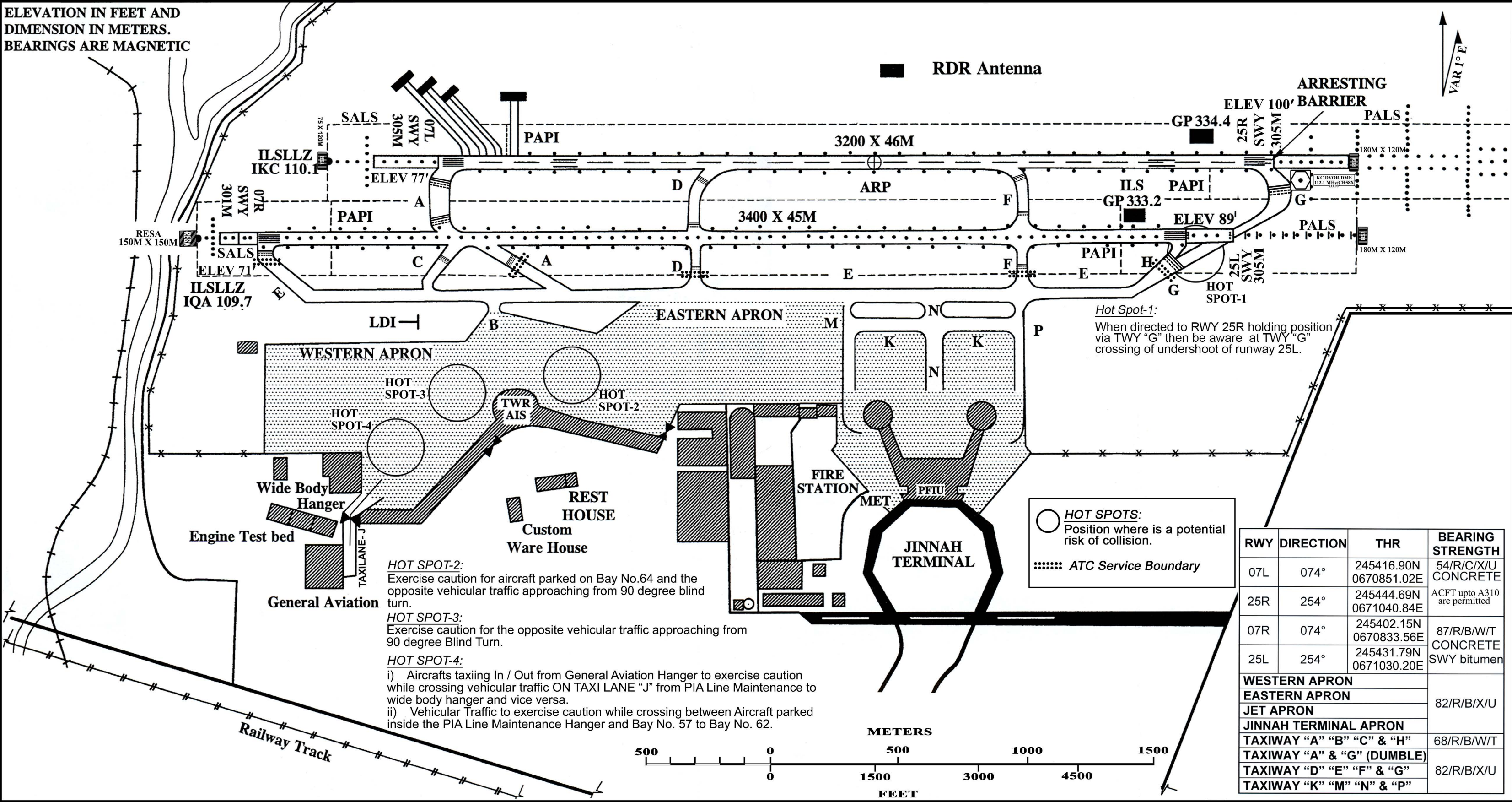
AERODROME/
HELIPORT
CHART - ICAO

245430.81N
0670945.94E

ELEV 100'

TWR 118.3
121.8

KARACHI/
Jinnah Int'l



AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

KARACHI/Jinnah Int'l

DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 1° E

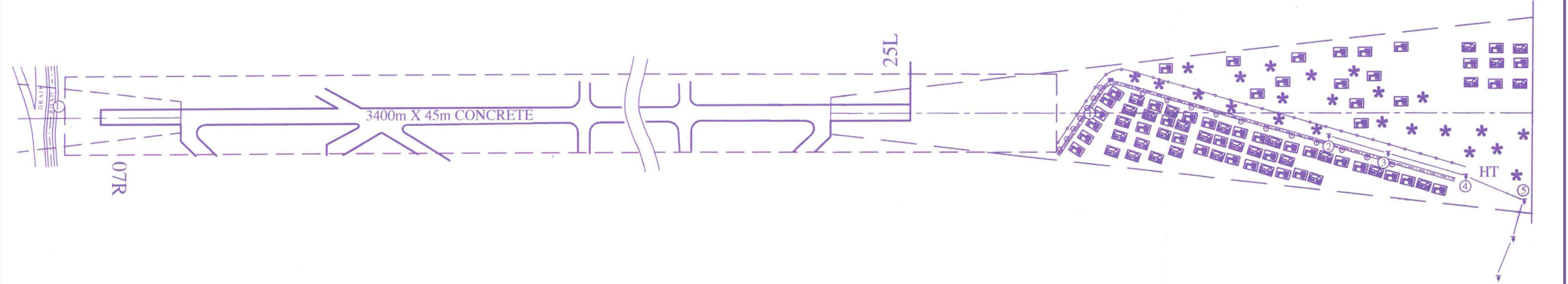
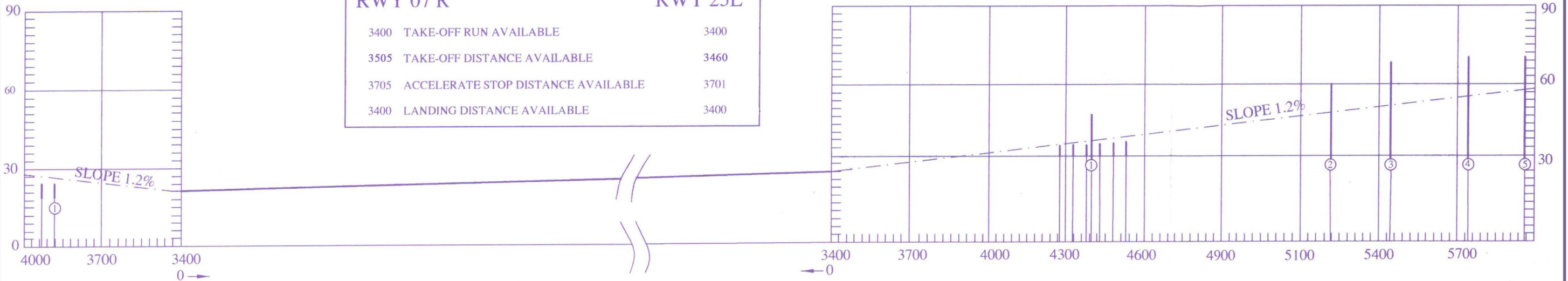
RWY 07R / 25L

DECLARED DISTANCES

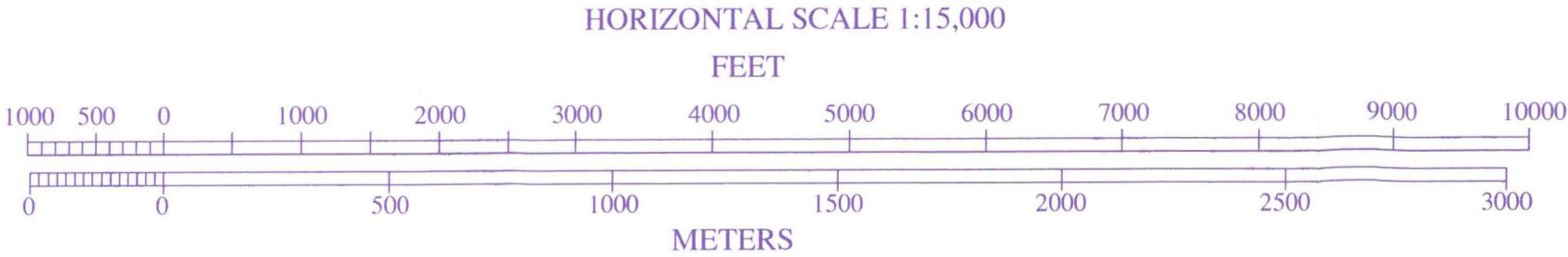
RWY 07 R

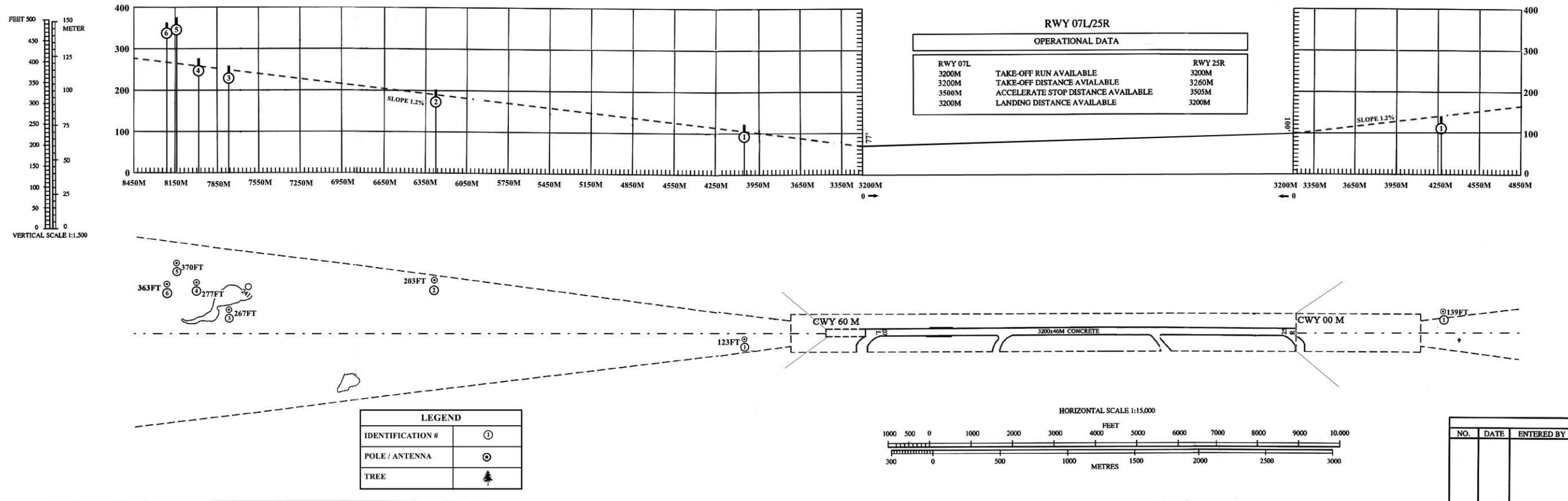
RWY 25L

3400	TAKE-OFF RUN AVAILABLE	3400
3505	TAKE-OFF DISTANCE AVAILABLE	3460
3705	ACCELERATE STOP DISTANCE AVAILABLE	3701
3400	LANDING DISTANCE AVAILABLE	3400



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	■
ROAD	— — — — —
TERRAIN CONTOUR	~ ~ ~ ~ ~
TERRAIN PERETRATING OBSTACLE PLANE	— — — — —
HEIGHT TENSION CABLE	-T-T-T-T-
TREES	*



DIMENSIONS IN METERS
AND ELEVATION IN FEETAERODROME OBSTRUCTION CHART-ICAO
TYPE A (OPERATING LIMITATIONS)KARACHI/
Jinnah Int'lMAGNETIC VARIATION 1° E
(ANNUAL CHANGE NEGLIGIBLE)

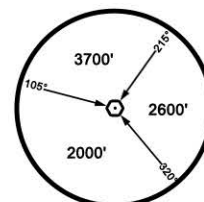
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANS LEVEL FL 50
TRANS ALT 3000'

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI / Jinnah Int'l
BADUL 3A, 3B, 3C
DANGI 3A, 3B

NOISE ABATEMENT PROCEDURES

- No RIGHT turn shall be made by aircraft departing from runway 25R/L between 1900 and 2400 UTC.
- Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise until climb through a height approximately 1500ft AGL.

MSA 25 NM
from KC VORBEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHT IN FEET

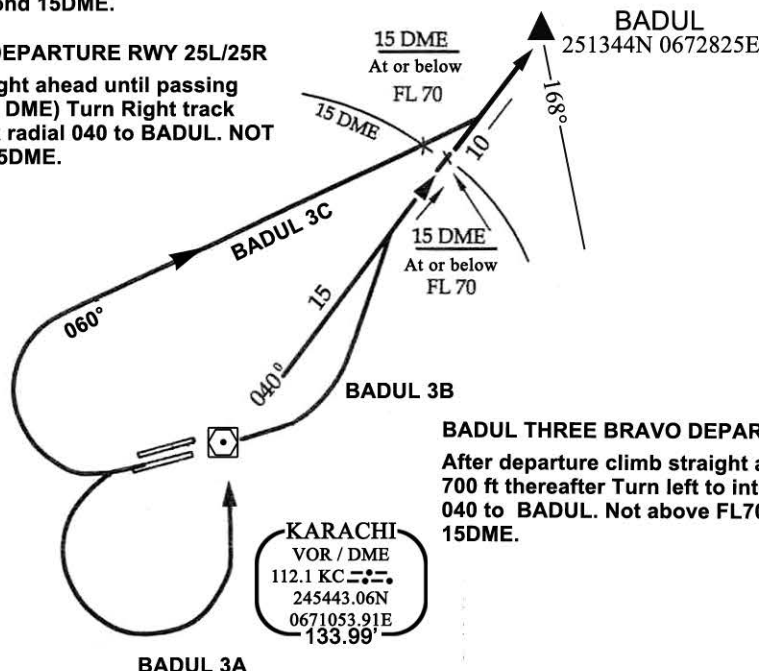
BADUL THREE ALPHA DEPARTURE RWY 25L/25R

After departure climb straight ahead until passing 1000 ft AMSL thereafter Turn left and proceed to KCVOR. Leave the VOR on Radial 040 to BADUL. NOT above FL70 until beyond 15DME.

BADUL THREE CHARLIE DEPARTURE RWY 25L/25R

After departure climb straight ahead until passing 700 ft AMSL (at or before 4 DME) Turn Right track 060°M to intercept KC VOR radial 040 to BADUL. NOT above FL70 until beyond 15DME.

Minimum 4% PDG until passing 700ft is required.

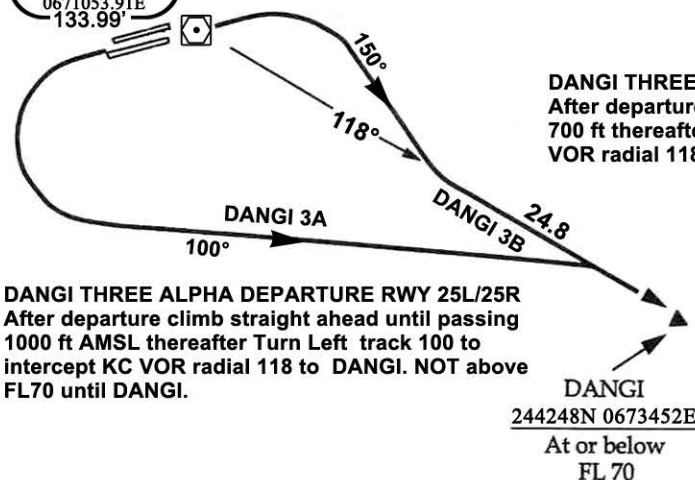


BADUL THREE BRAVO DEPARTURE RWY 07L/07R

After departure climb straight ahead until passing 700 ft thereafter Turn left to intercept KC VOR radial 040 to BADUL. Not above FL70 until beyond 15DME.

KARACHI
VOR / DME
112.1 KC
245443.06N
0671053.91E
133.99'

Minimum 4% PDG until passing 700ft is required.



DANGI THREE ALPHA DEPARTURE RWY 25L/25R
After departure climb straight ahead until passing 1000 ft AMSL thereafter Turn Left track 100 to intercept KC VOR radial 118 to DANGI. NOT above FL70 until DANGI.

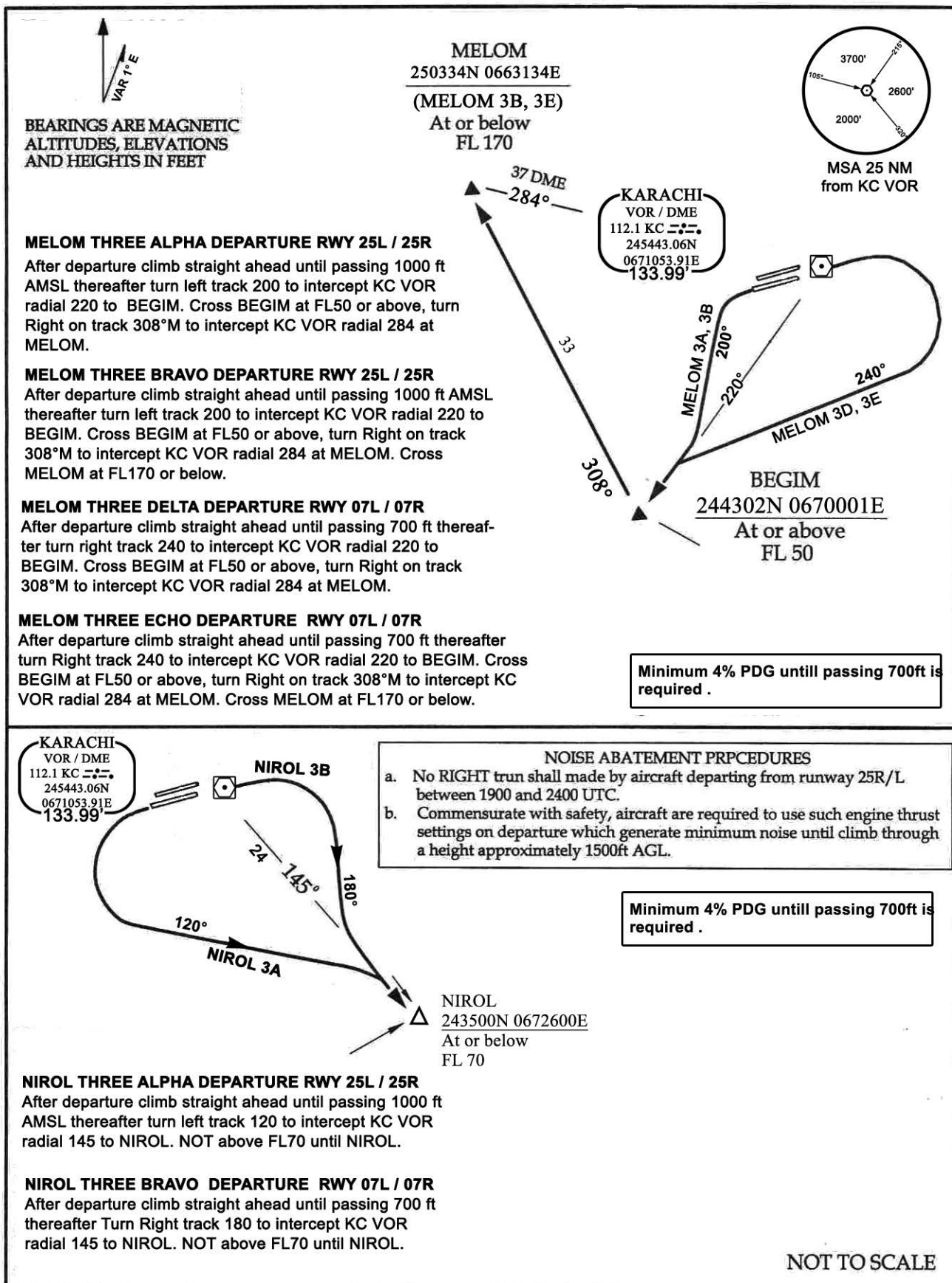
DANGI THREE BRAVO DEPARTURE RWY 07L/07R
After departure climb straight ahead until passing 700 ft thereafter turn Right track 150 to intercept KC VOR radial 118 to DANGI. NOT above FL70 until

DANGI
244248N 0673452E
At or below
FL 70

NOT TO SCALE

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANS LEVEL FL 50
TRANS ALT 3000'

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI / Jinnah Int'l
MELOM 3A, 3B, 3D, 3E
NIROL 3A, 3B

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

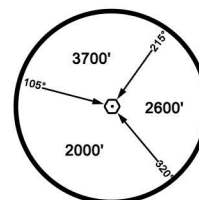
TRANS LEVEL FL 50
TRANS ALT 3000'

TWR	118.3
APP	118.8
APP	125.5
	121.3
ATIS	126.7

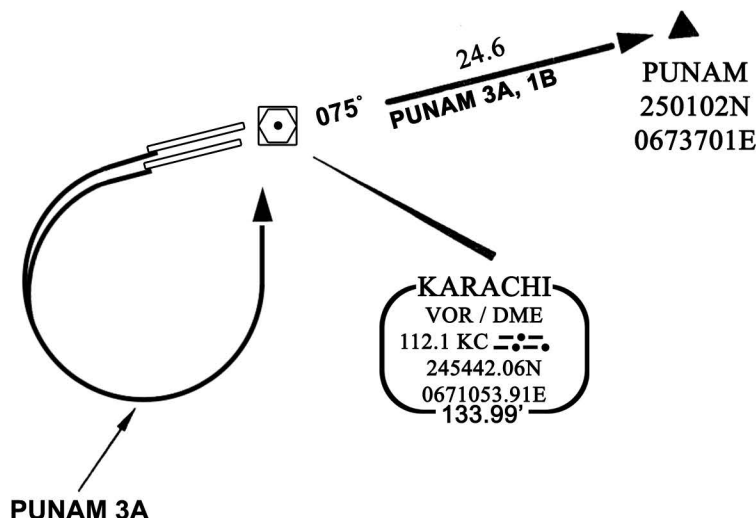
KARACHI/
Jinnah Int'l
PUNAM 3A, 1B



BEARING ARE MAGNETIC,
ALTITUDES, ELEVATIONS
AND HEIGHTS IN FEET
DISTANCES IN NM



MSA 25 NM
from KC VOR



PUNAM THREE ALPHA DEPARTURE RWY 25L/25R

After departure climb straight ahead until passing 1000 ft AMSL thereafter
Turn left to intercept KC VOR radial 075 to PUNAM. Maintain ATC
assigned level.

PUNAM ONE BRAVO DEPARTURE RWY 07L/07R

After departure intercept KC VOR radial 075 to PUNAM. Maintain ATC
assigned level.

Minimum 4% PDG untill passing 700FT
is required.

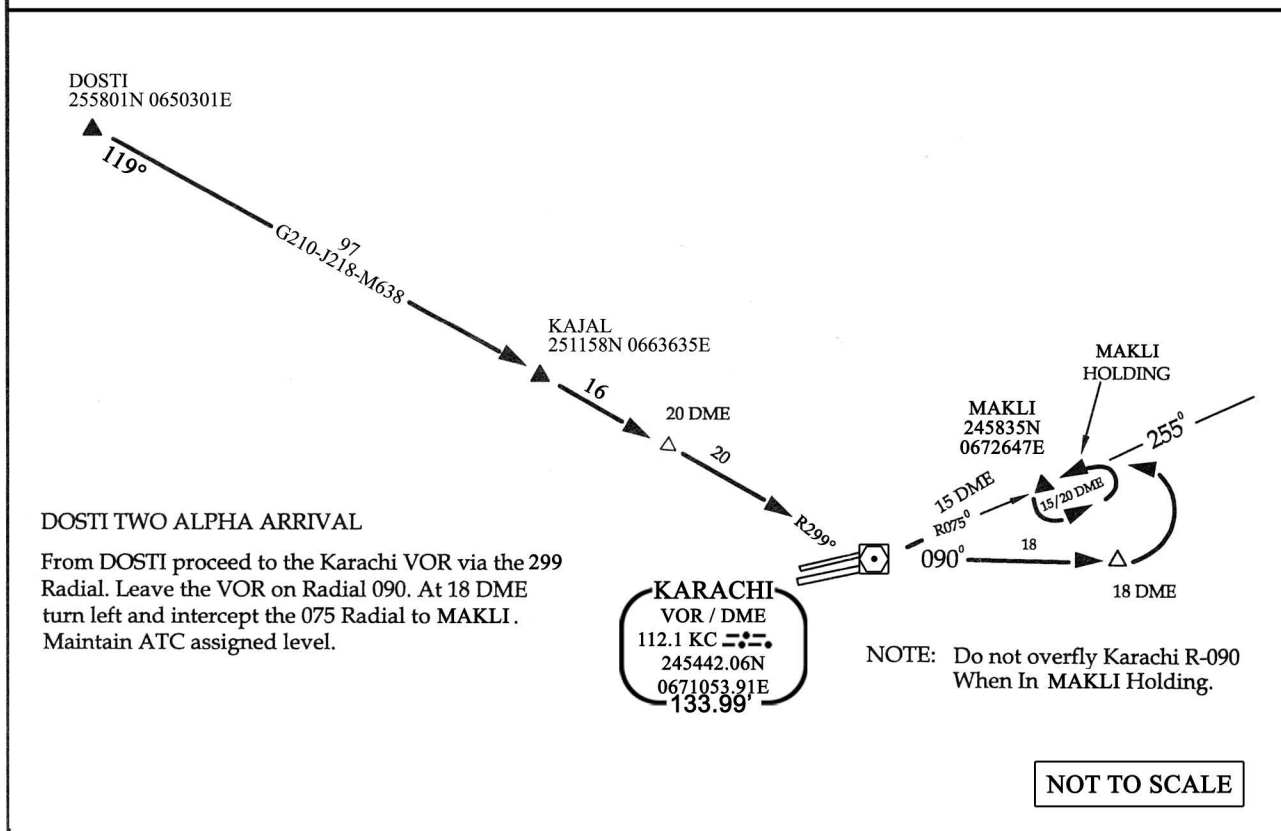
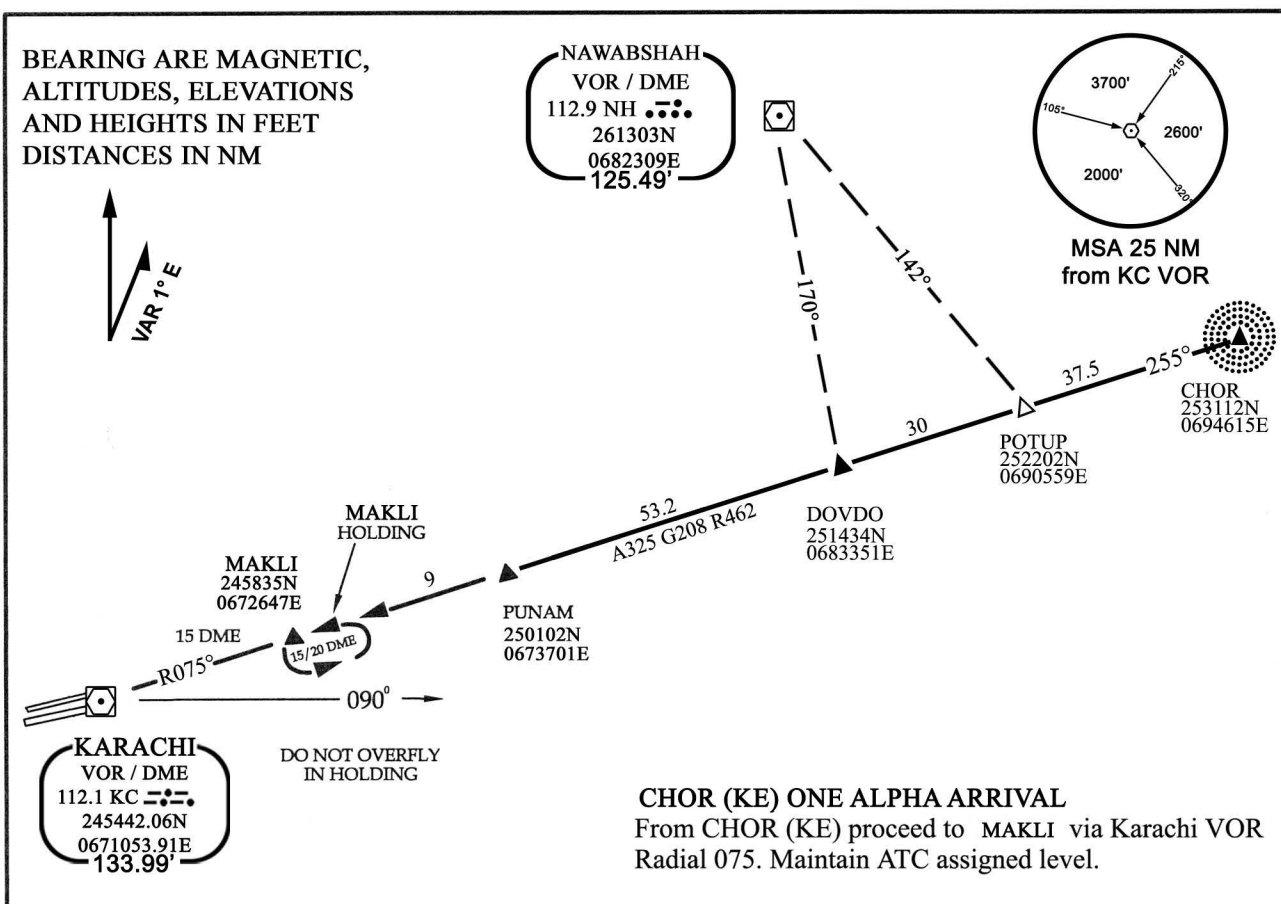
NOISE ABATEMENT PROCEDURES

- No RIGHT turn shall be made by aircraft departing from runway 25R/L between 1900 and 2400 UTC.
- Commensurate with safety, aircraft are required to use such engine thrust setting on departure which generate minimum noise until climb through a height approximately 1500ft AGL.

NOT TO SACLE

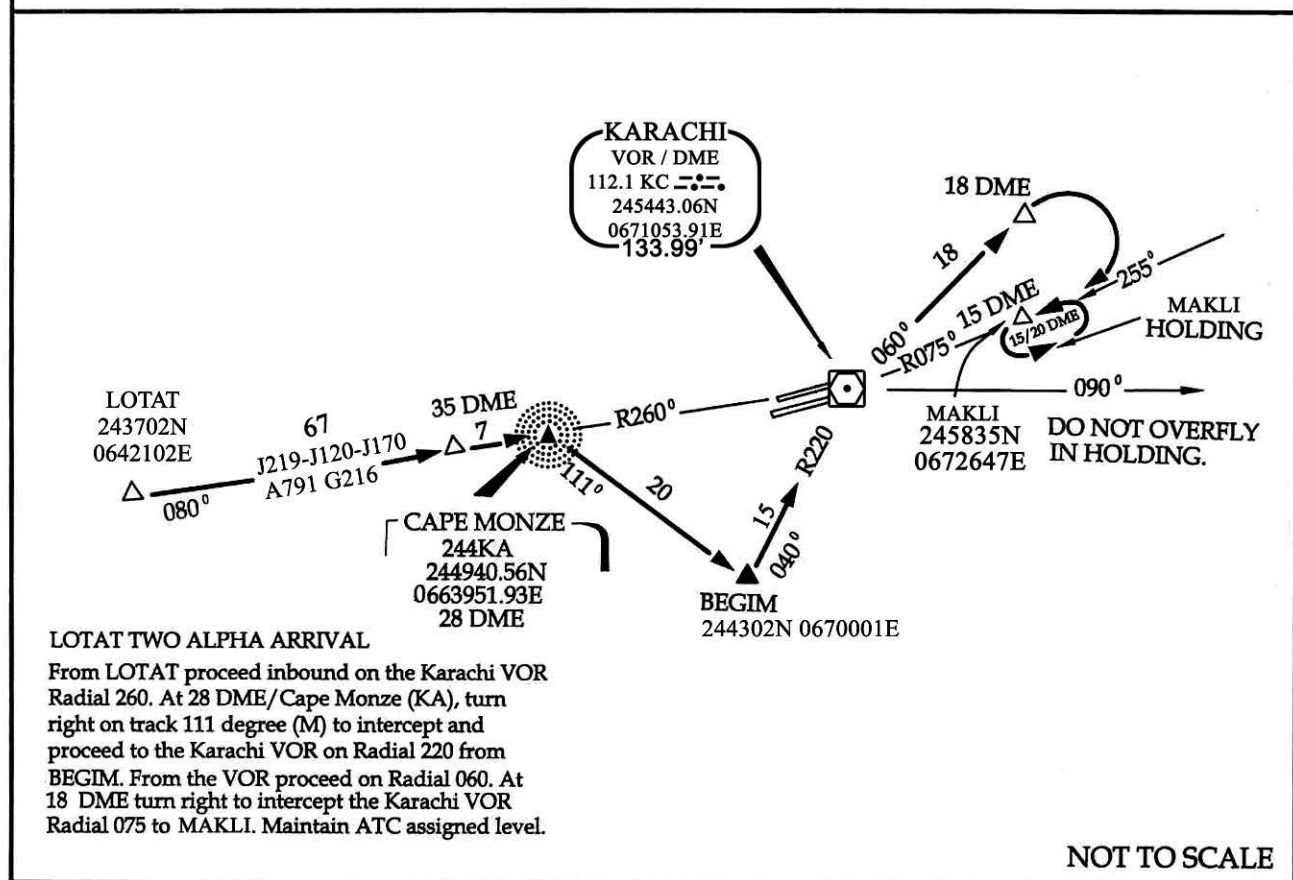
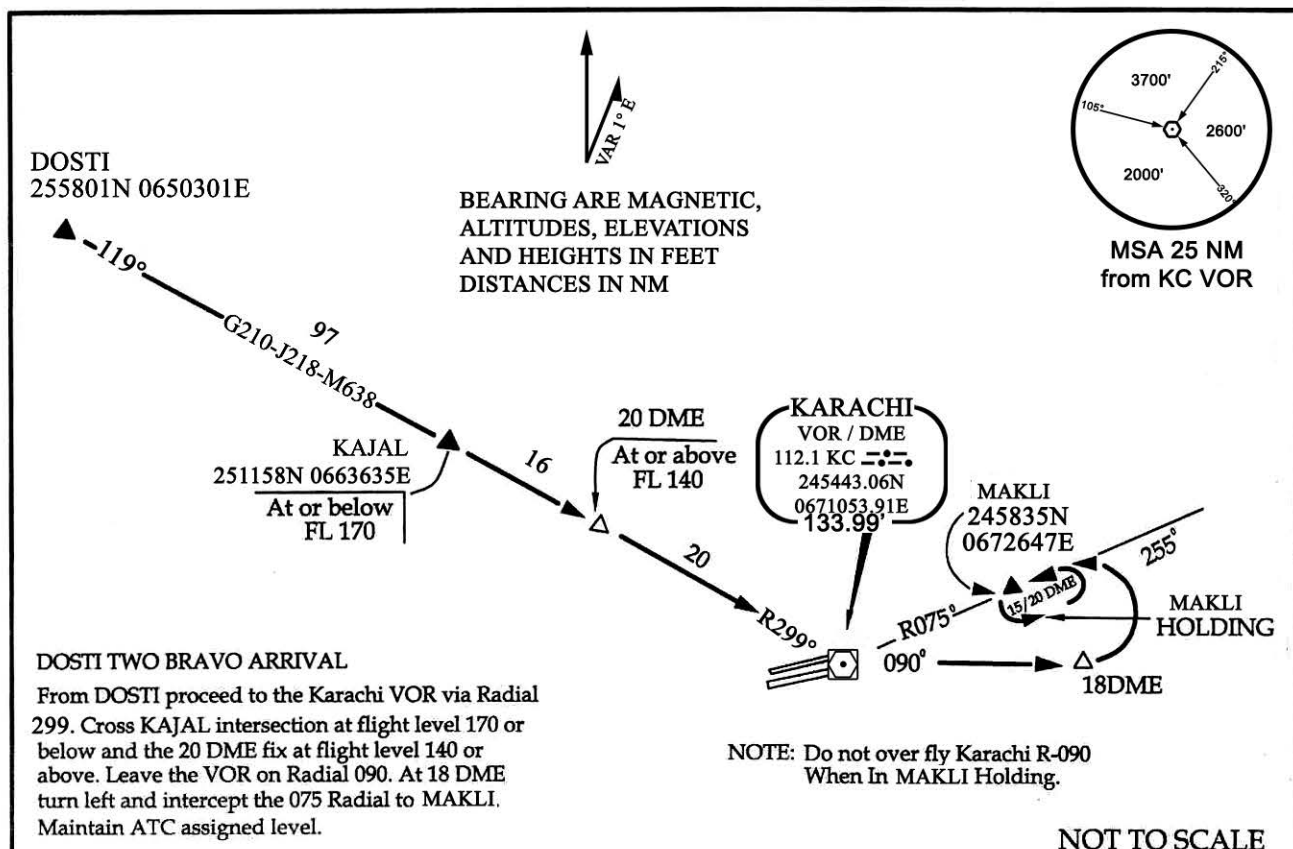
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANS LEVEL FL 50.
TRANS ALT 3000'

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI / Jinnah Int'l
CHOR(KE)1A
DOSTI 2A

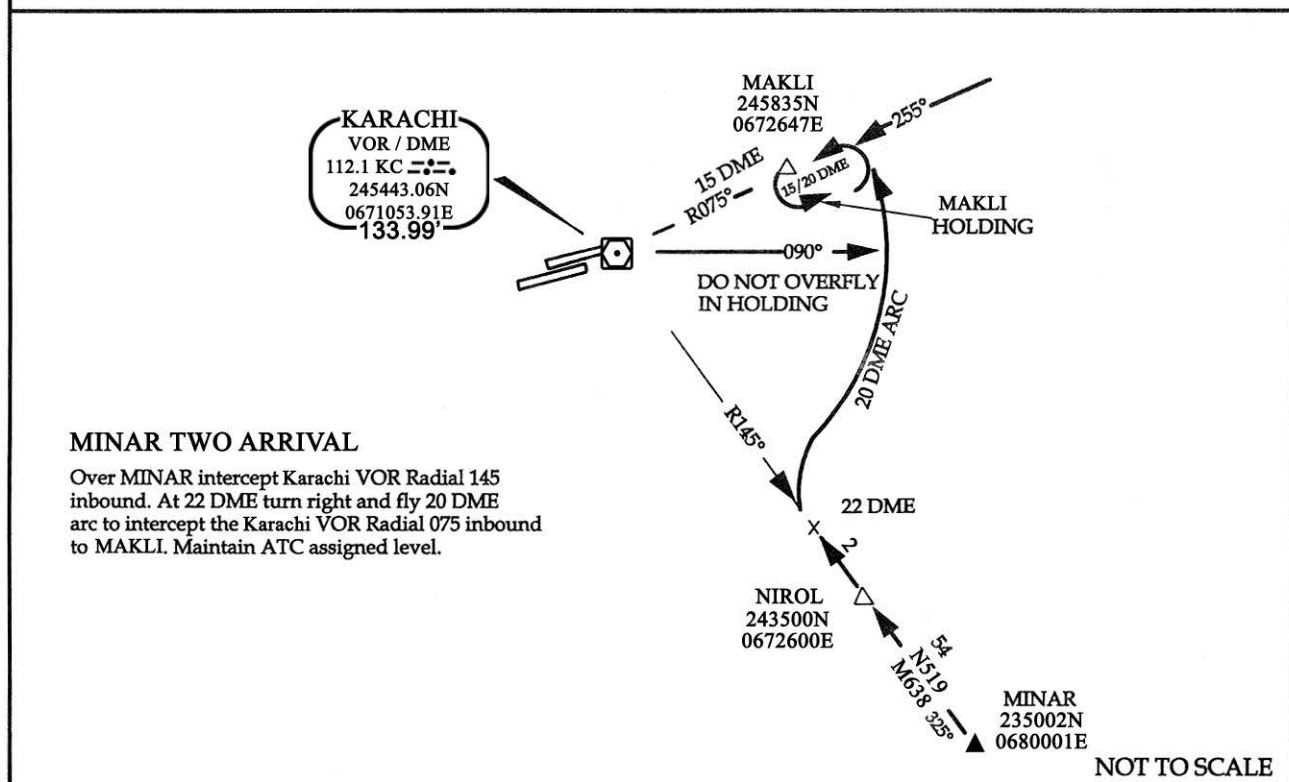
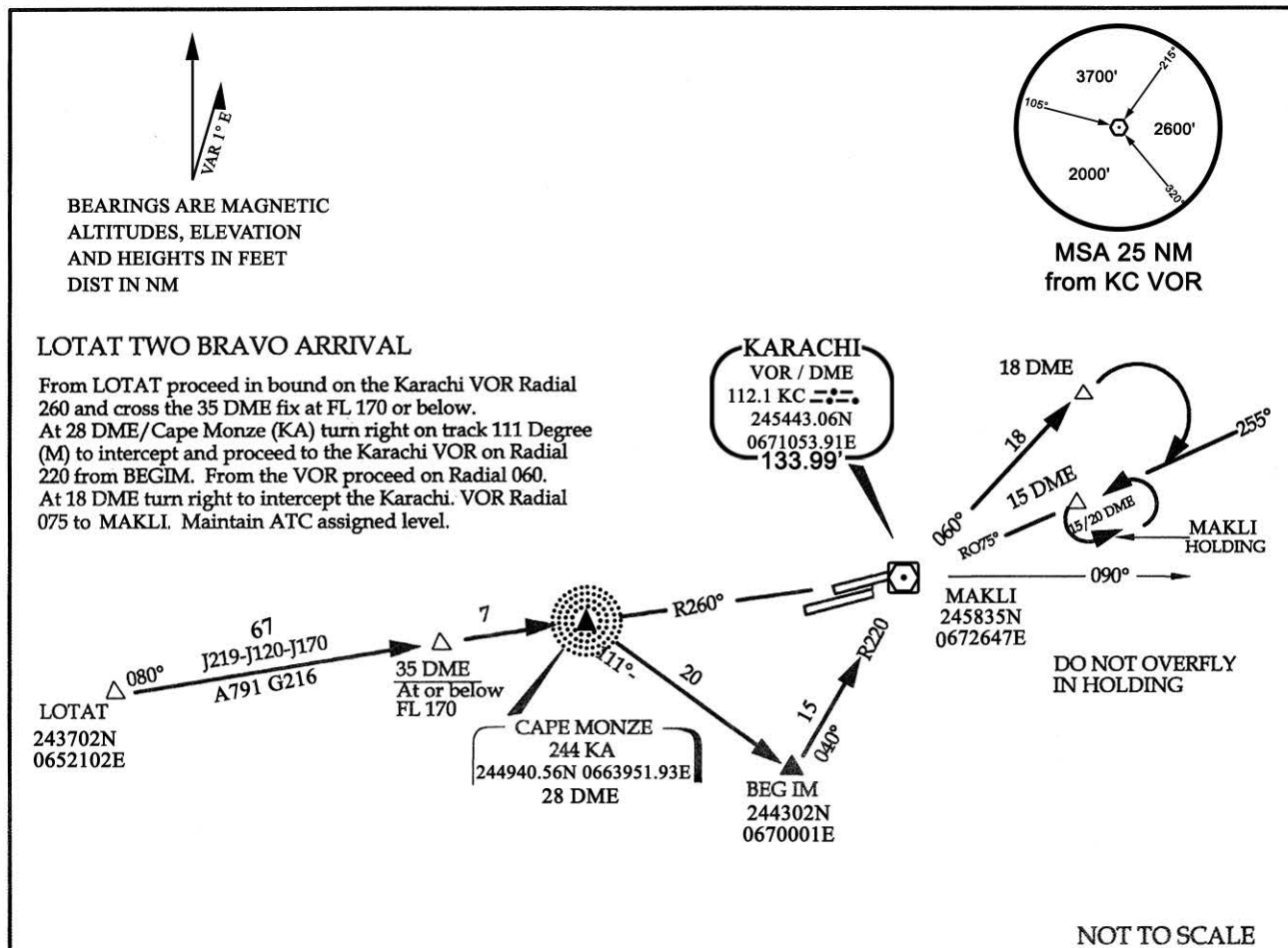
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANS LEVEL FL 50.
TRANS ALT 3000'

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI/Jinnah Int'l
DOSTI 2B
LOTAT 2A

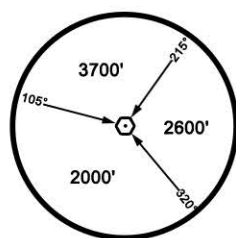
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANS LEVEL FL 50.
TRANS ALT 3000'

TWR	118.3
APP	118.8
	125.5
	121.3
ATIS	126.7

KARACHI /Jinnah Int'l
LOTAT 2B
MINAR 2

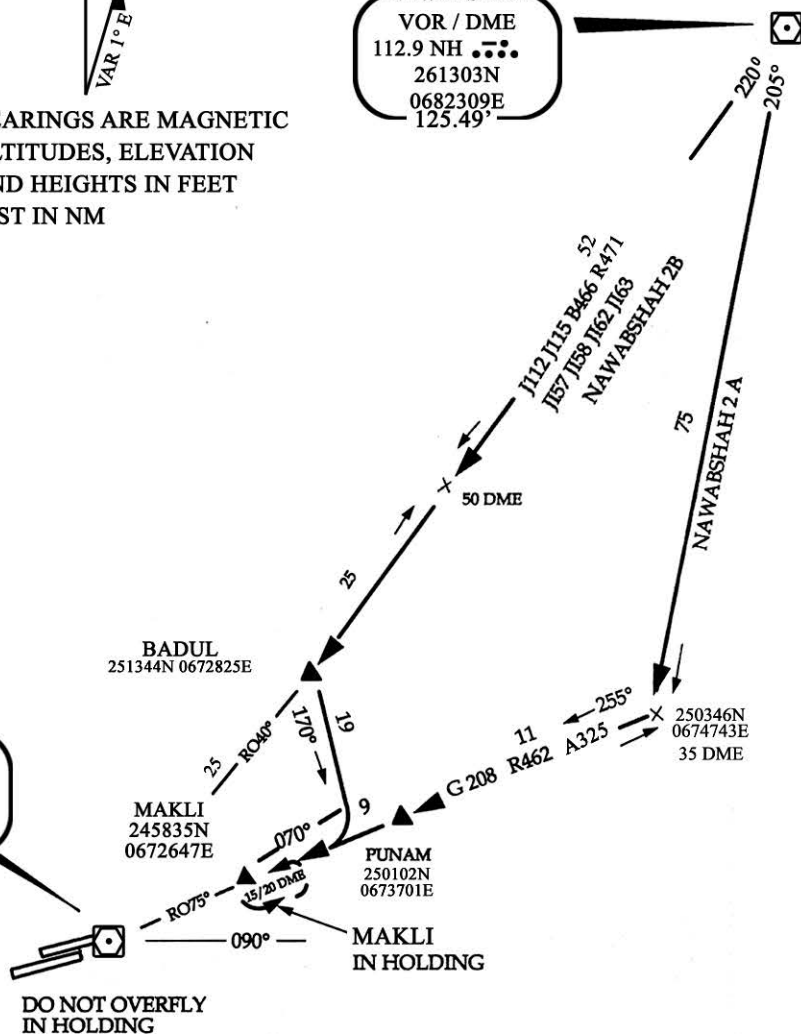
STANDARD ARRIVAL CHART
INSTURMENT (STAR) - ICAOTRANS LEVEL FL 50
TRANS ALT 3000'

TWR	118.3
	121.8
APP	125.5
	121.3
ATIS	126.7

KARACHI/ Jinnah Int'l
NAWABSHAH 2A
NAWABSHAH 2BMSA 25 NM
from KC VORBEARINGS ARE MAGNETIC
ALTITUDES, ELEVATION
AND HEIGHTS IN FEET
DIST IN NM

NAWABSHAH	
VOR / DME	
112.9 NH	••••
261303N	
0682309E	
125.49'	

KARACHI	
VOR / DME	
112.1 KC	••••
245443.06N	
0671053.91E	
133.99'	



NAWABSHAH TWO ALPHA ARRIVAL

Leave Nawabshah VOR on Radial 205, intercept Karachi VOR Radial 075 and proceed to MAKLI. Maintain ATC assigned level.

NAWABSHAH TWO BRAVO ARRIVAL

From Nawabshah proceed to BADUL via the Nawabshah VOR Radial 220, changing to Karachi VOR Radial 040 at 50 DME from Karachi. At BADUL turn left to track 170 (M). When past the 070 Radial, turn right and intercept the 075 Radial to MAKLI. Maintain ATC assigned level.

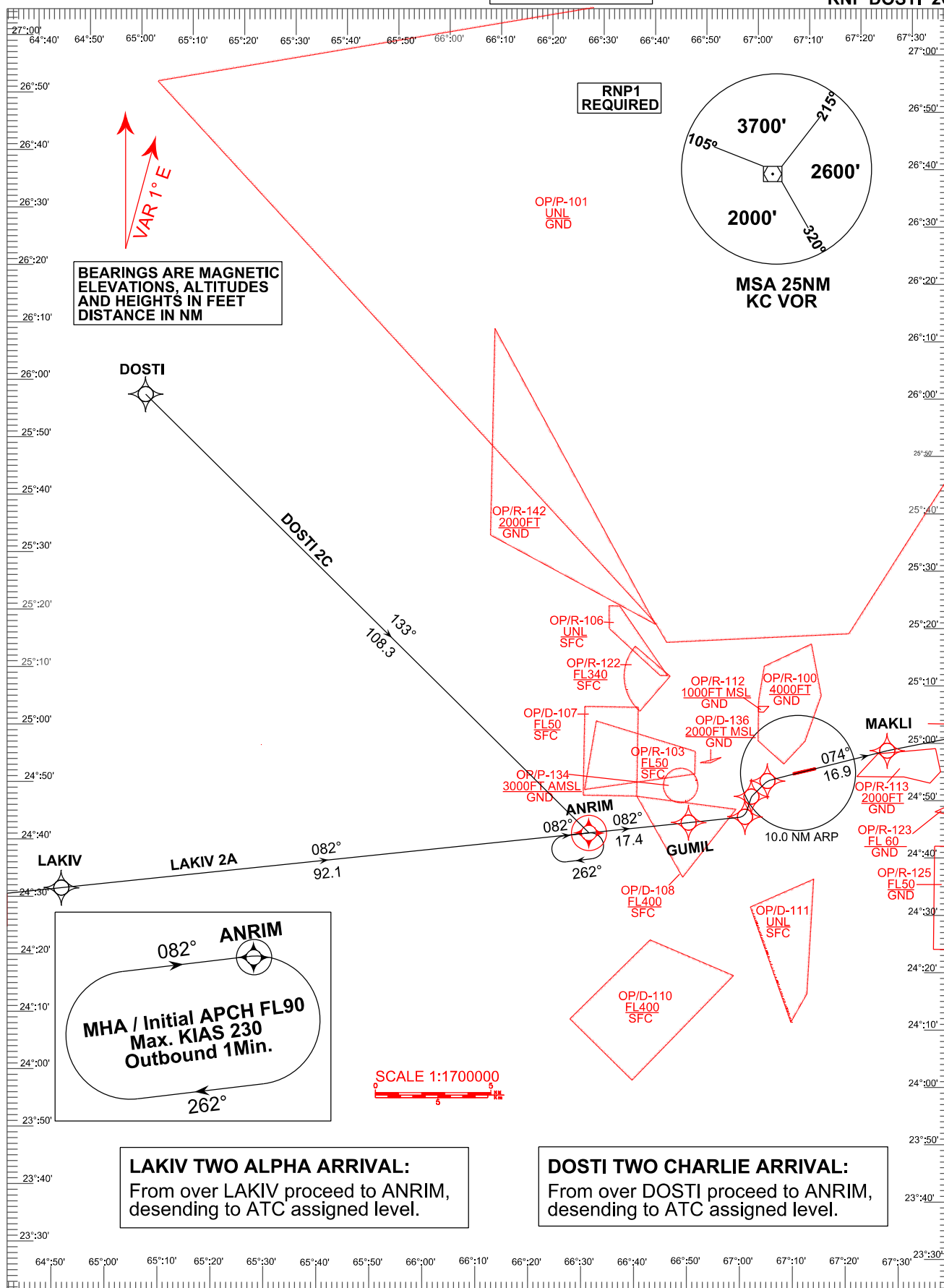
NOT TO SCALE

**STANDARD ARRIVAL
CHART INSTRUMENT- ICAO**

**TRANSITION LEVEL FL50
TRANSITION ALT 3000FT**

**TWR 118.3 118.8
APP 125.5 121.3
ATIS 126.7**

**KARACHI / JINNAH INT'L (OPKC)
RWY 07 R / L
RNP LAKIV 2A
RNP DOSTI 2C**



Waypoints Data RNP STARs RWY 07 R / L:

WP Name	Use	Latitude	Longitude
DOSTI	IF	25°58'01.00"N	065°03'01.00"E
LAKIV	IF	24°31'44.00"N	064°49'44.00"E
ANRIM	IAF / HF	24°43'29.00"N	066°30'00.00"E

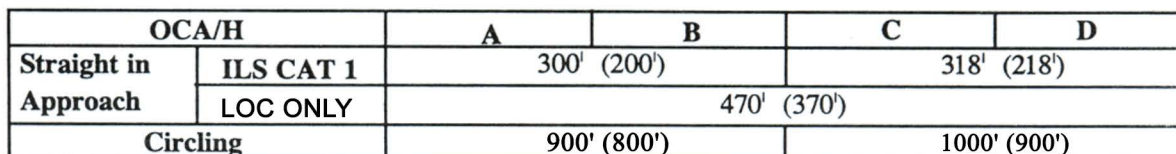
Coding Table STAR DOSTI TWO CHARLIE

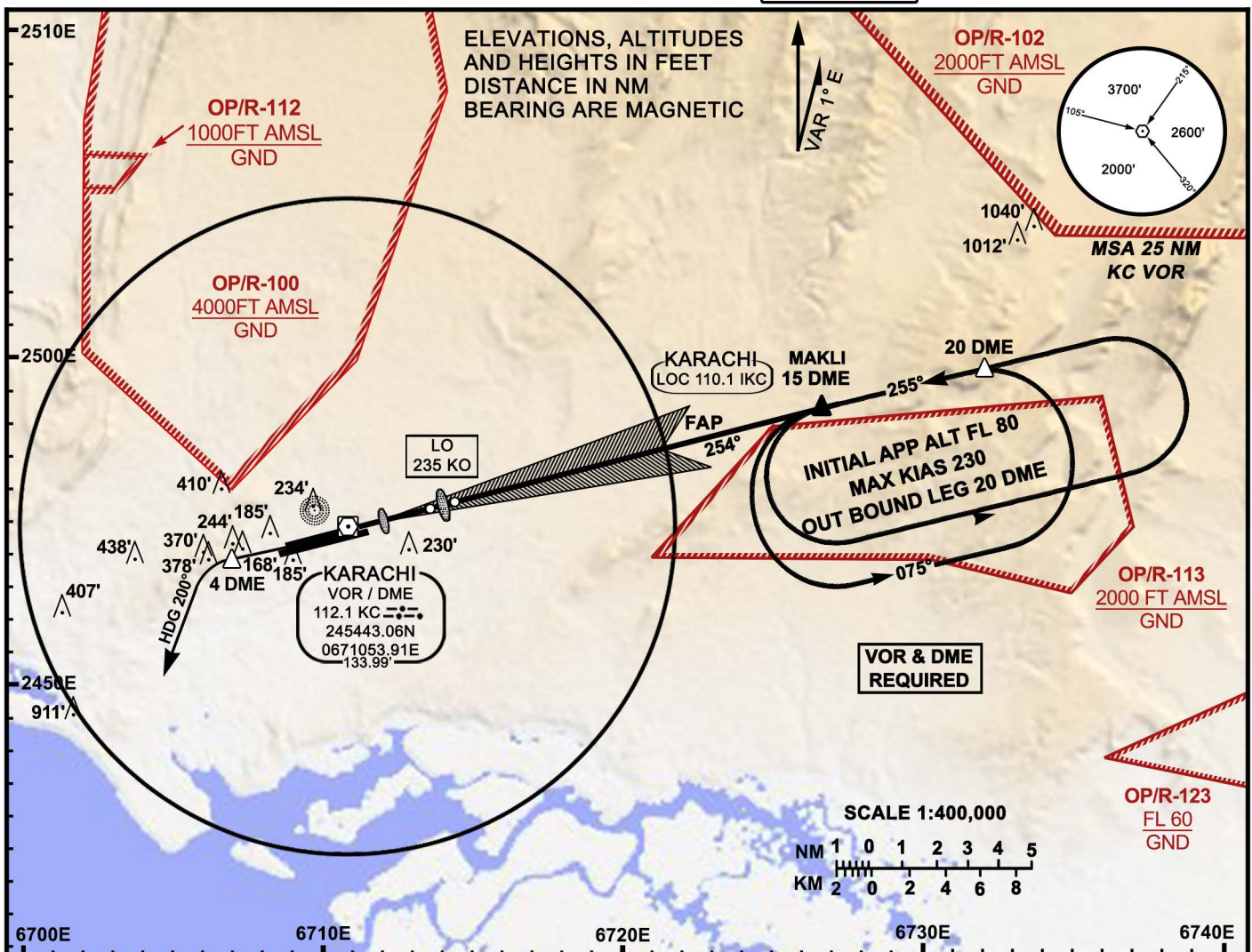
Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Specification
IF	DOSTI	-	-	-	-	-	1°E	RNP 1
TF	ANRIM	-	133° (133.63°)	-	-	230	1°E	RNP 1

Coding Table STAR LAKIV TWO ALPHA

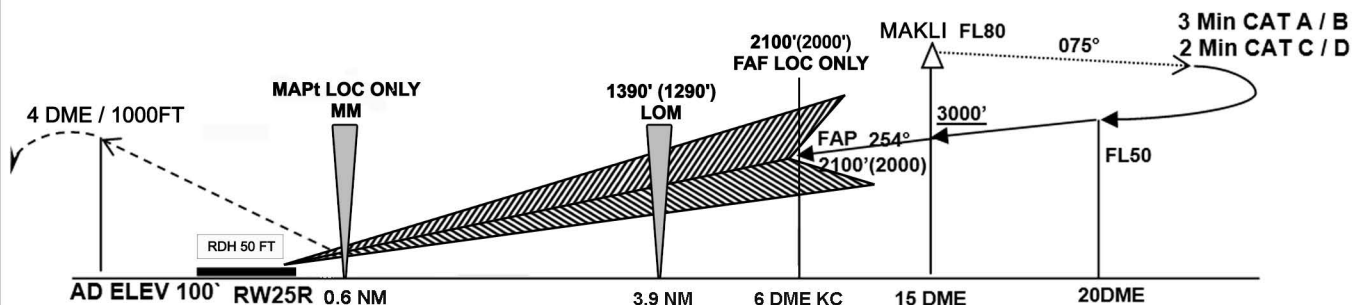
Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Specification
IF	LAKIV	-	-	-	-	-	1°E	RNP 1
TF	ANRIM	-	82° (83.04°)	-	-	230	1°E	RNP 1

**KARACHI/
Jinnah Int'l
ILS or LOC X RWY 25R**

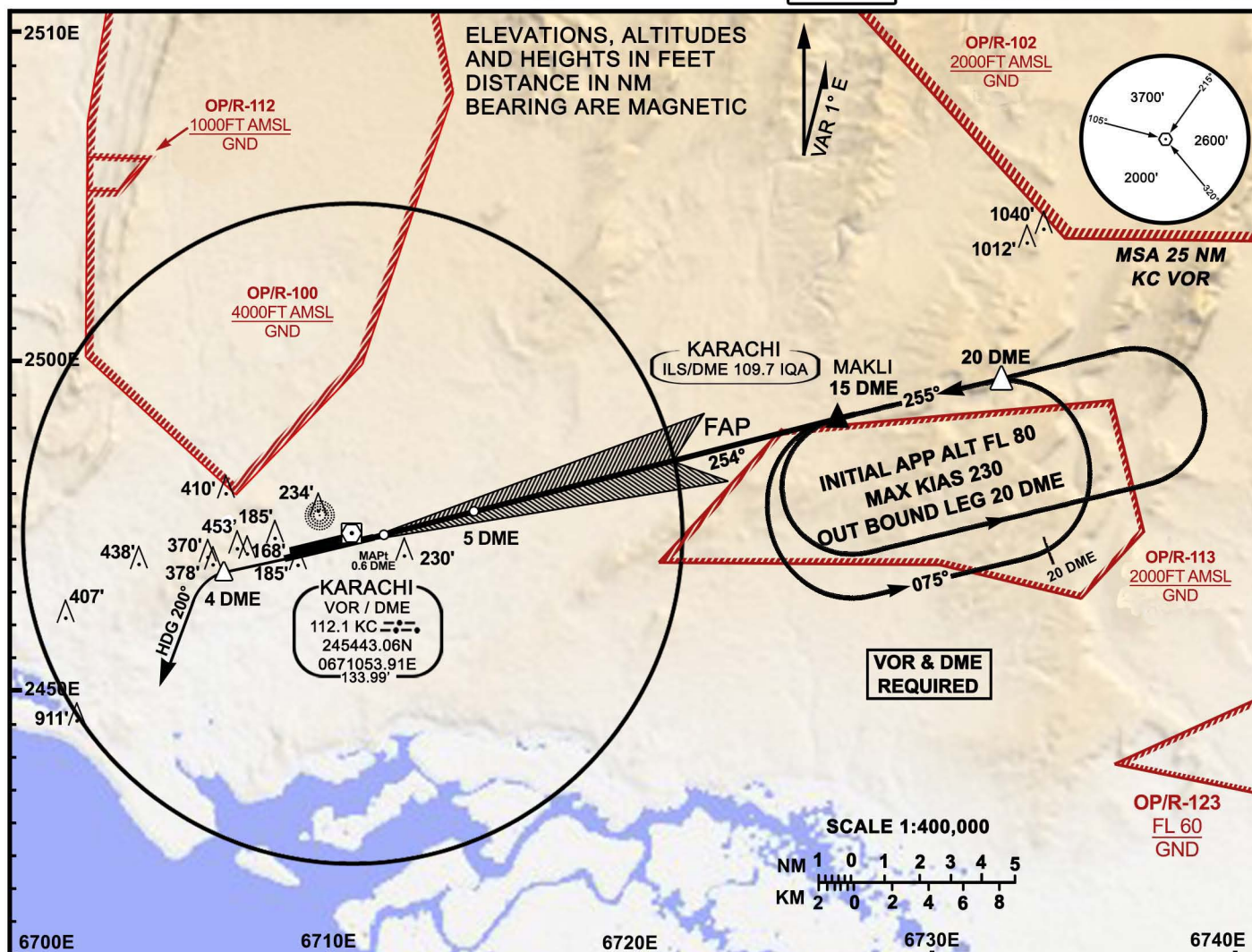


INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
AD ELEV 100 FTTWR 118.3
118.8
APP 125.5
121.3
ATIS 126.7KARACHI /
Jinnah Int'l
ILS OR LOC Y RWY 25R**MISSED APPROACH**Climb straight at 4.0 DME or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATCTRANSITION LEVEL FL50
TRANSITION ALT 3000FT

Dist from RWY 25R (NM)	4.0	3.0	2.0
Altitude (ft)	1420	1100	780

Military airfield with RWY 08/26 exists 2.5 NM SW of AD. Pilots should exercise caution in identification of correct RWY
before making approach to land RWY 07R or RWY 07L of Karachi Jinnah International Airport.

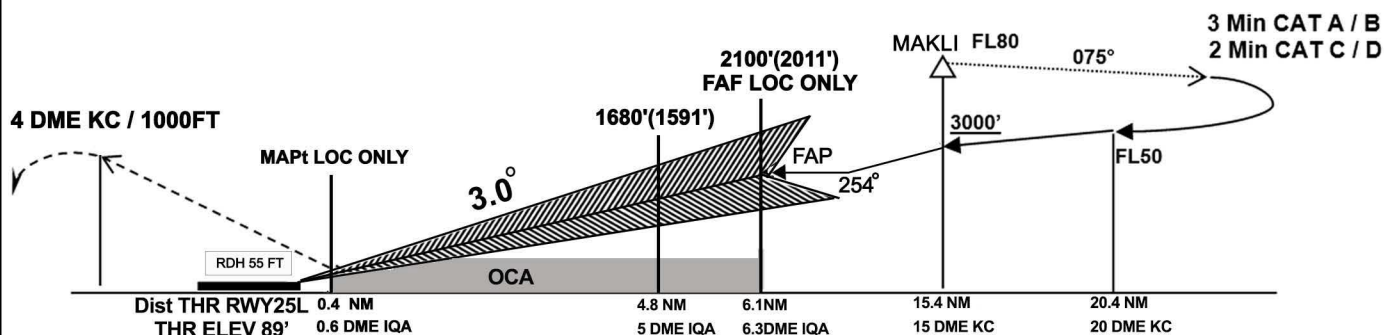
OCA (H)		A	B	C	D
Straight In Approach	ILS CAT-I	300´(200)		318´(218)	
	LOC ONLY	470´(370)			
CIRCLING		900' (800')		1000' (900')	

INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
THR ELEV 89 FTTWR 118.3
118.8
APP 125.5
121.3
ATIS 126.7KARACHI /
Jinnah Int'l
ILS OR LOC Y RWY 25L**MISSED APPROACH**

Climb straight at 4.0 DME or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATC

TRANSITION LEVEL FL50
TRANSITION ALT 3000FT

Dist from TDME IQA	4.0	3.0	2.0
Altitude (ft)	1362	1044	725

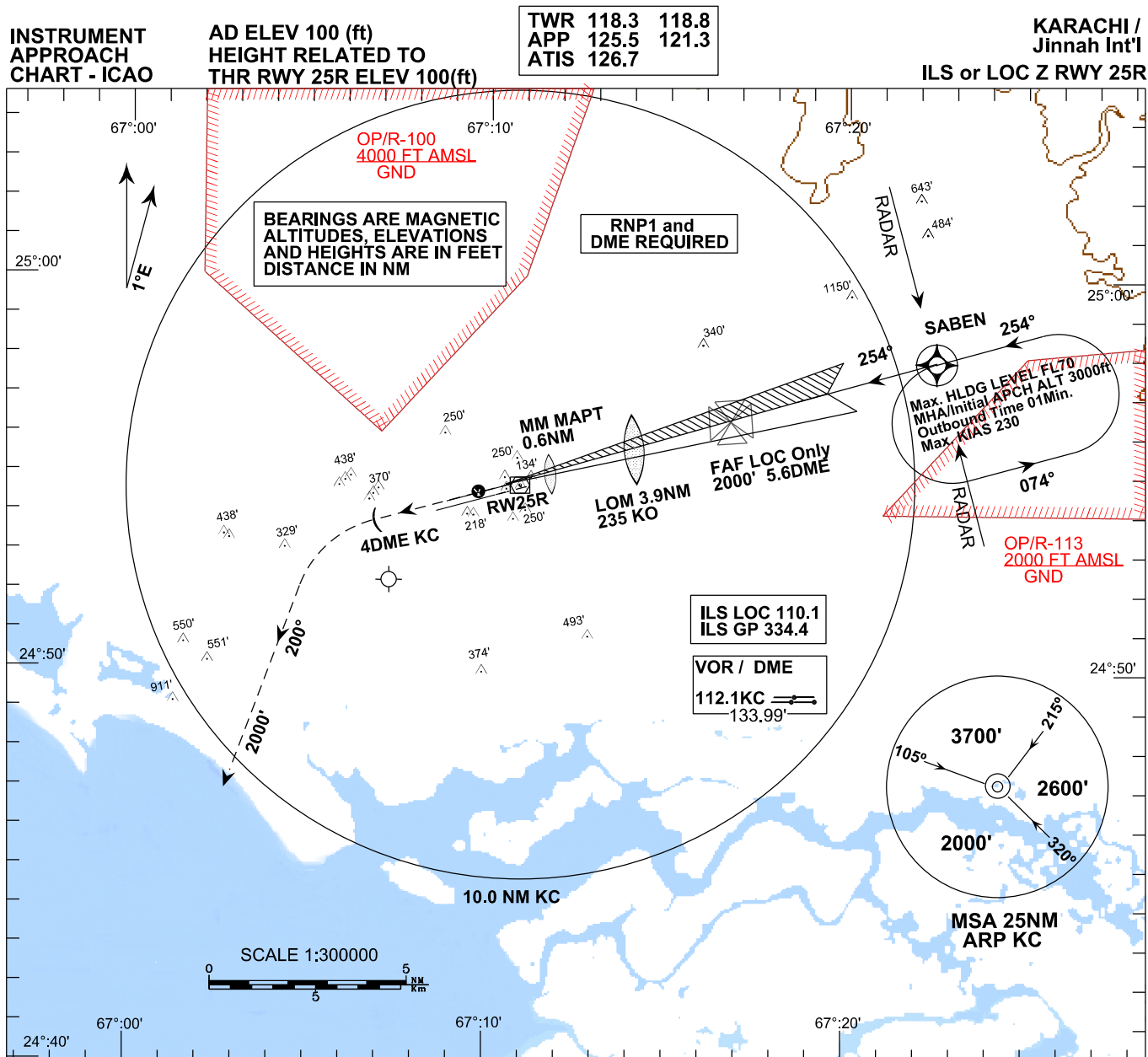


Military airfield with RWY 08/26 exists 2.5 NM SW of AD. Pilots should exercise caution in identification of correct RWY
before making approach to land RWY 07R or RWY 07L of Karachi Jinnah International Airport.

OCA (H)		A	B	C	D
Straight In Approach	ILS CAT-I	300'(211')		318'(229')	
	LOC ONLY	480' (391)			
CIRCLING		900'(811')		1000'(911')	

Way points Data ILS or LOC Z RWY 25L

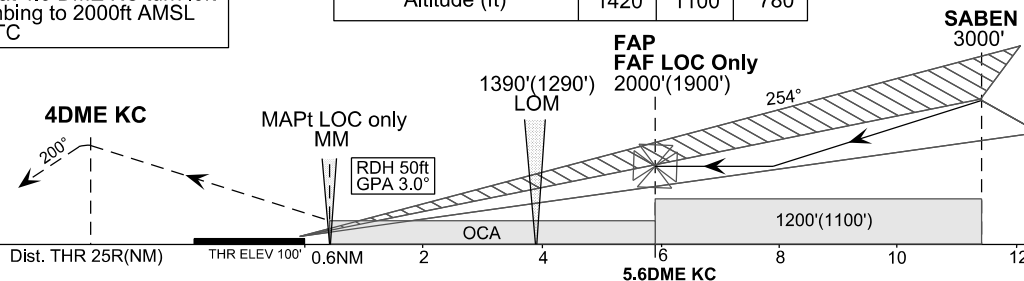
WP NAME	USE	LATITUDE	LONGITUDE
SABEN	IF/HF	24°57'34.00"N	067°22'35.00"E

**MISEED APPROACH**

Climb straight at 4.0 DME KC turn left HDG 200° Climbing to 2000ft AMSL and contact ATC

Dist. from THR 25R(NM)	4.0	3.0	2.0
Altitude (ft)	1420	1100	780

TRANSITION LEVEL FL50
TRANSITION ALT 3000FT



OCA (OCH)		A	B	C	D
Straight in Approach	ILS CAT-I	300' (200')		318' (218')	
	LOC ONLY	470' (370')			
Circling		900' (800')		1000' (900')	

AD2. OPKC-64
25 MAR 21

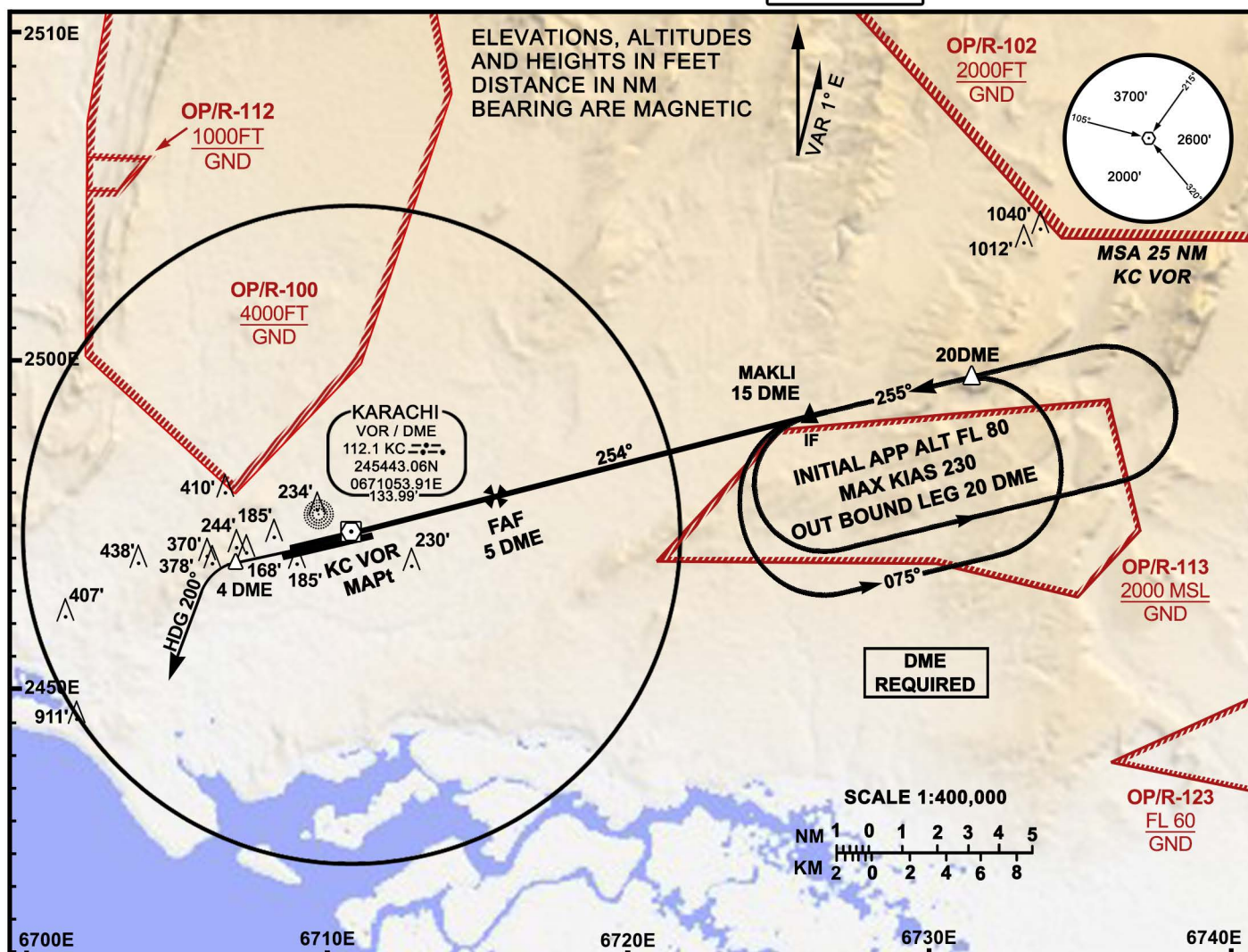
AIP
PAKISTAN

Way points Data ILS or LOC Z RWY 25R

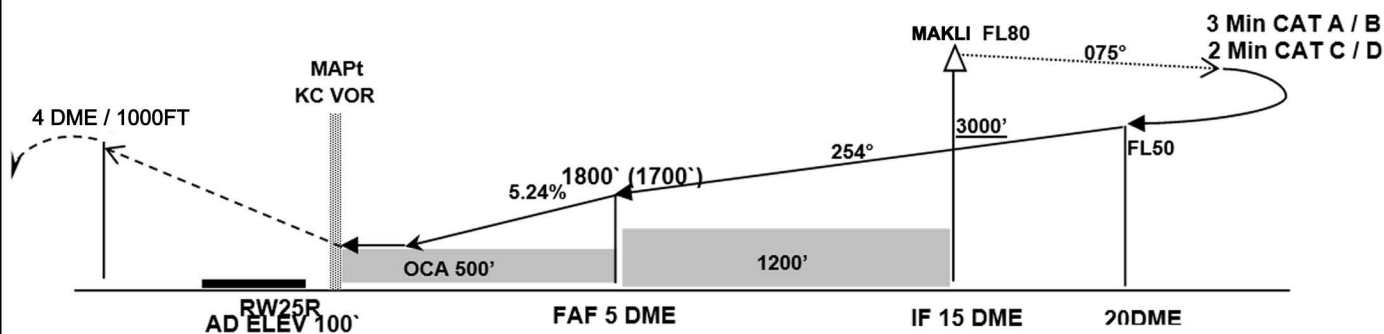
WP NAME	USE	LATITUDE	LONGITUDE
SABEN	IF/HF	24°57'34.00"N	067°22'35.00"E

INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
AD ELEV 100 FT

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI /
Jinnah Int'l
VOR Z RWY 25R**MISSED APPROACH**Climb straight at 4.0 DME or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATCTRANSITION LEVEL FL50
TRANSITION ALT 3000FT

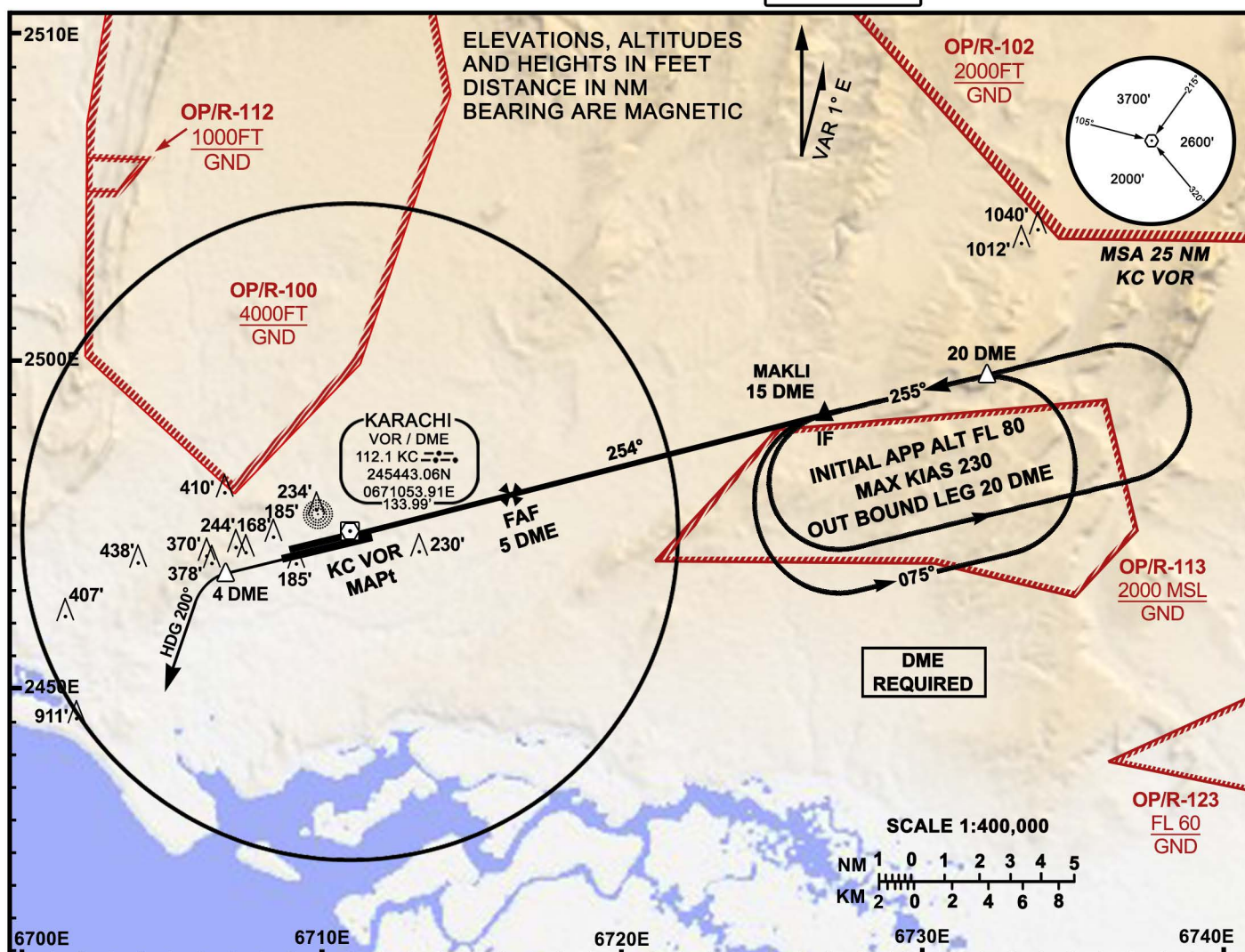
Dist from RWY 25R (NM)	4.0	3.0	2.0
Altitude (ft)	1420	1100	780



OCA / H		A	B	C	D
Straight in Approach	VOR/DME	500' (400')			
Circling		900' (800')		1000' (900')	

INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
THR ELEV 89 FT

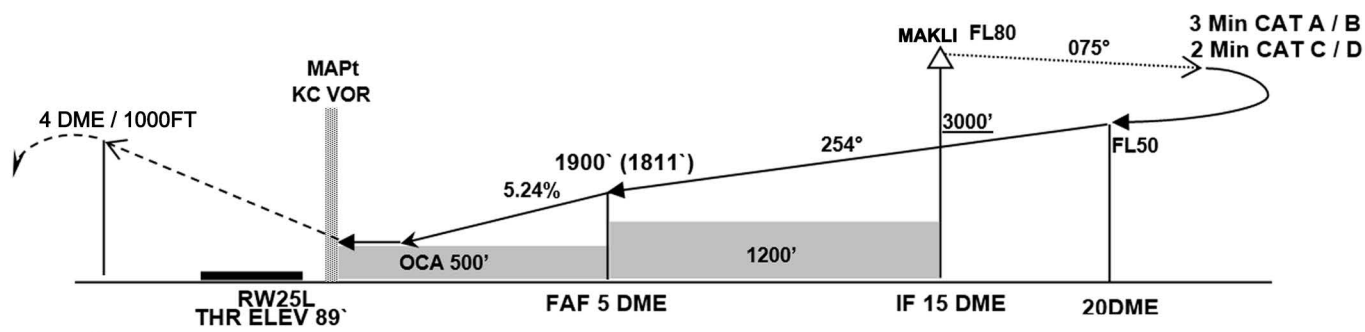
TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI /
Jinnah Int'l
VOR Z RWY 25L**MISSED APPROACH**

Climb straight at 4.0 DME or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATC

TRANSITION LEVEL FL50
TRANSITION ALT 3000FT

Dist from RWY 25L (NM)	4.0	3.0	2.0
Altitude (ft)	1410	1090	770



OCA / H		A	B	C	D
Straight in Approach	VOR/DME	500' (411')			
Circling		900' (811')		1000' (911')	

INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
AD ELEV 100 FT

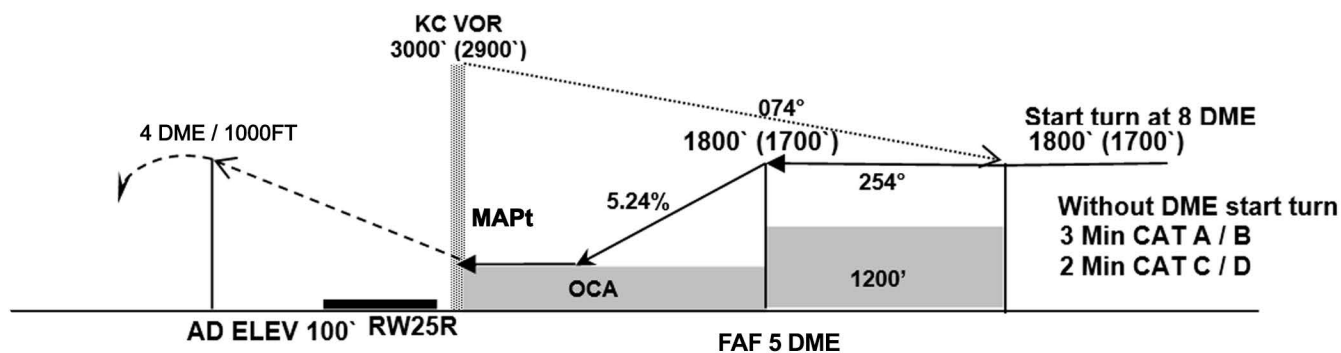
TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

KARACHI /
Jinnah Int'l
VOR Y RWY 25R**MISSED APPROACH**

Climb straight at 4.0 NM KC or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATC

TRANSITION LEVEL FL50
TRANSITION ALT 3000FT

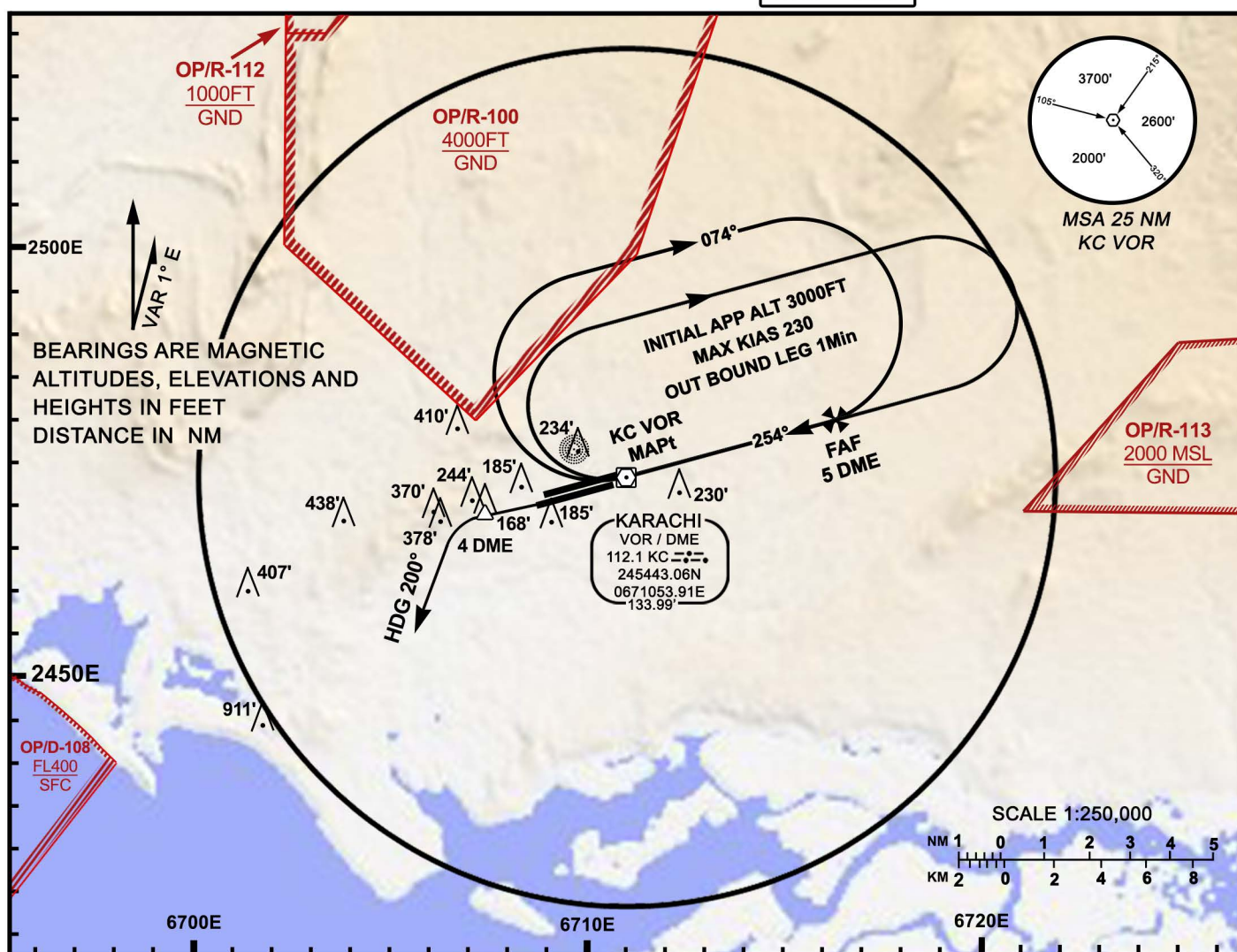
Dist from RWY 25R (NM)	4.0	3.0	2.0
Altitude (ft)	1420	1100	780



OCA / H		A	B	C	D
Straight in Approach	VOR/DME	500' (400')			
	without DME	550' (450')			
Circling		900' (800')		1000' (900')	

INSTRUMENT APPROACH
CHART - ICAOAD ELEV 100FT
HEIGHTS RELATED TO
THR ELEV 89 FT

TWR	118.3
	118.8
APP	125.5
	121.3
ATIS	126.7

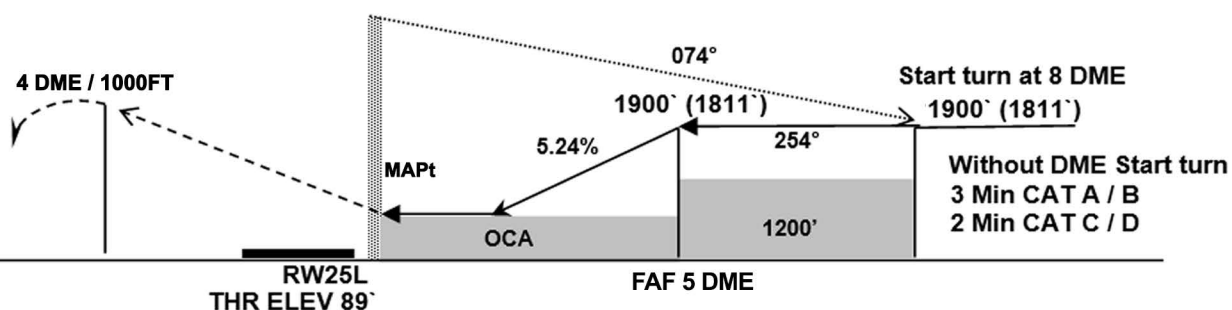
KARACHI /
Jinnah Int'l
VOR Y RWY 25L**MISSED APPROACH**

Climb straight at 4 DME or 1000 ft
turn left HDG 200 climbing to 2000ft
AMSL and contact ATC

TRANSITION LEVEL FL50
TRANSITION ALT 3000FT

Dist from RWY25L (NM)	4.0	3.0	2.0
Altitude (ft)	1410	1090	770

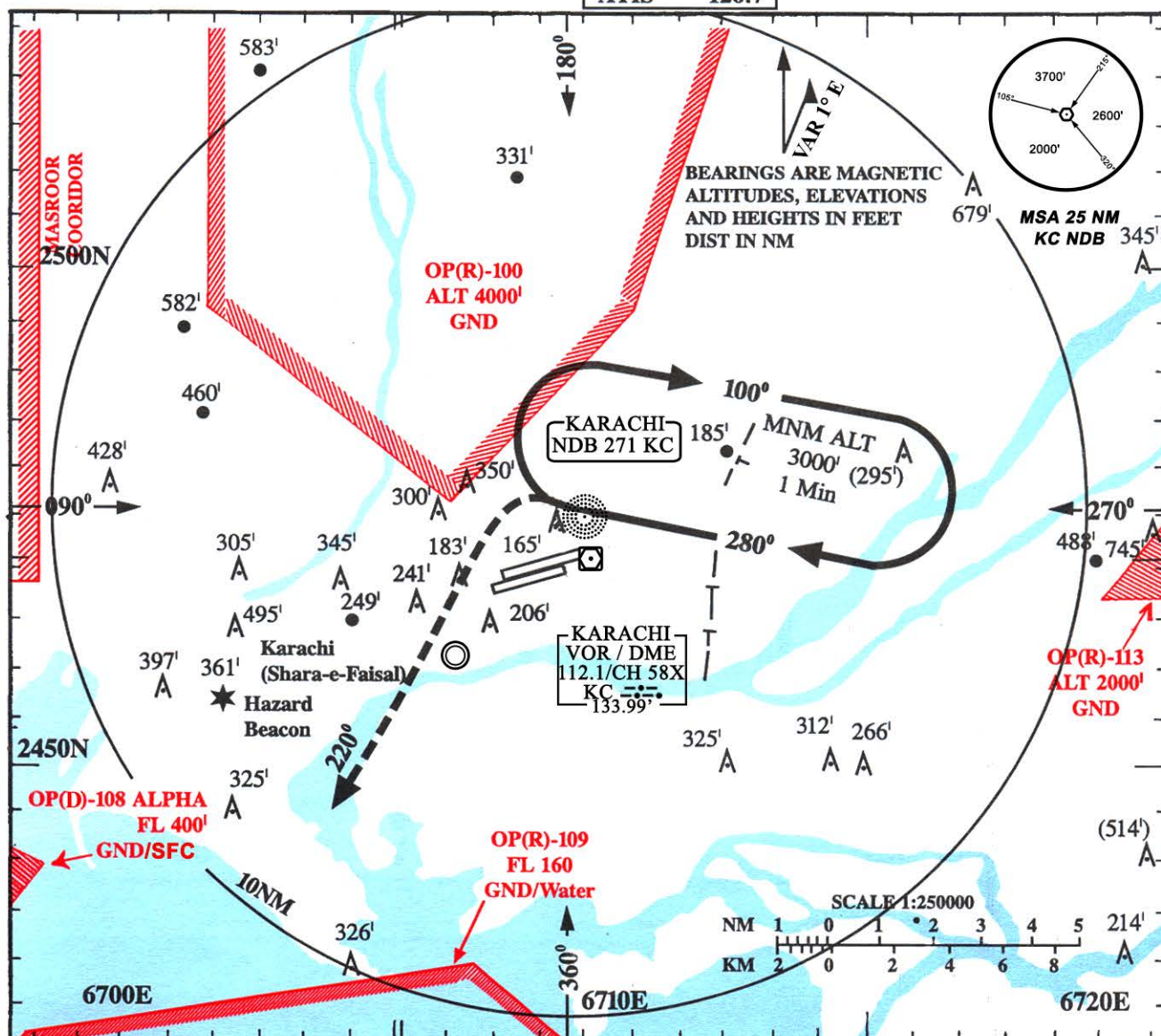
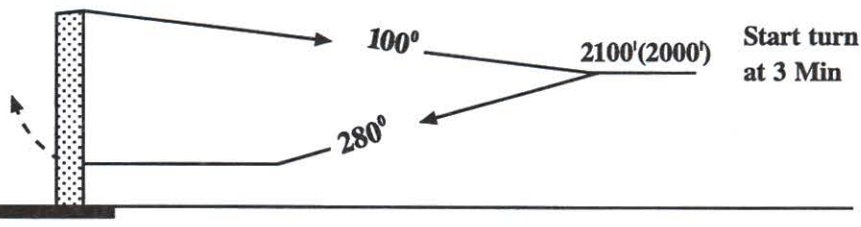
KC VOR
3000' (2900')



OCA / H		A	B	C	D
Straight in Approach	VOR/DME	500' (411')			
	without DME	550' (461')			
Circling		900' (811')		1000' (911')	

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 100'
HEIGHTS RELATED TO
AERODROME ELEV

TWR	118.3
APP	121.8
ATIS	125.5
	121.3
	126.7

KARACHI/Jinnah Int'l
NDB A RWY 25R/25LTRANSITION LEVEL FL 50
TRANSITION ALT 3000'**MISSED APPROACH**Turn left and climb to
2000' AMSL on track 220
and contact ATC.ELEV 100'
(AD ELEV)NDB
3000' (2900')

Military airfield with RWY-08/26 exists 2.5 NM SW of AD. Pilots should exercise caution in identification of correct RWY before making approach to land RWY-07L or 07R of Karach International

OCA/H		A	B	C	D
Straight in Approach	NDB	NOT APPLICABLE			
	Circling	900'(800')		1000'(900')	

AD 2. AERODROMES

OPKD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OPKD - HYDERABAD

OPKD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	251905.30N 0682158.52E
2. Direction and distance from (city)	7NM South East of City
3. Elevation/Reference temperature	145 FT / -
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM,Hyderabad Tel: (022) 9260338 Tel: (022) 9260310 Ext. 340 AFTN: OPKDYDYX
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPKD AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sundays
2. Customs and immigration	-
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HJ (24 HRS PN for Non-Scheduled Flights)
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPKD AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPKD AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in the city
2. Restaurants	In the City
3. Transportation	TAXIs
4. Medical facilities	At Airport and Hospitals in City.
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	

OPKD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	-

OPKD AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPKD AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPKD: Concrete PCN 15/R/C/Y/T
2. Taxiway width, surface and strength	TWY : 23 M Bitumen, PCN 17/F/C/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Nil
5. Remarks	Space adequate for C-130/ 2 ATR-42

OPKD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and runway end as appropriate, marked. TWY: Centreline, holding positions marked.
3. Stop bars	-
4. Remarks	-

OPKD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
20/APCH	BOULEVARD HOTEL & CLUB 76.20 M / 250 FT	252217.44N 0682325.44E	
20/APCH	Hd-approaching light-1999 42.14 M / 138 FT	251942.44N 0682218.63E	
20/APCH	Hd-approaching light-1999 41.84 M / 137 FT	251942.58N 0682218.18E	
20/APCH	Hd-approaching light-1999 42.13 M / 138 FT	251942.81N 0682217.77E	
20/APCH	PL NO A/105-A 80.47 M / 264 FT	252112.65N 0682305.01E	
20/APCH	Shalimar Broadcasting 77.70 M / 255 FT	252146.00N 0682310.00E	
20/APCH 02/TKOF	Antenna 56.05 M / 184 FT	252157.78N 0682321.76E	
20/APCH 02/TKOF	Electric Pole 42.92 M / 141 FT	252145.48N 0682322.53E	
20/APCH 02/TKOF	STN Booster 97.04 M / 318 FT	252143.95N 0682310.56E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna 73.11 M / 240 FT	252354.25N 0682204.33E	
Antenna 72.61 M / 238 FT	252356.69N 0682219.65E	
Antenna 140.30 M / 460 FT	252359.41N 0682547.11E	
Antenna 92.63 M / 304 FT	252413.80N 0682128.36E	
Antenna 121.40 M / 398 FT	252414.21N 0681941.16E	
Antenna 50.48 M / 166 FT	252529.98N 0683134.12E	
Antenna 107.74 M / 353 FT	252647.15N 0682010.15E	
Antenna 46.09 M / 151 FT	252756.97N 0684326.56E	
Antenna 74.35 M / 244 FT	253544.61N 0682637.51E	
BHATTI APARTMENT 82.60 M / 271 FT	252337.93N 0682255.10E	
BTS 50.89 M / 167 FT	252316.30N 0682014.45E	
BURJ UL QASIMABAD 50.90 M / 167 FT	252330.94N 0682013.07E	
Bholari 127.71 M / 419 FT	251923.00N 0681251.00E	
C/7 COMM RS NO 169 DEH JAMSHORO QASIMABAD 61.27 M / 201 FT	252353.62N 0682033.02E	
CLUB VIEW DUPLEX 42.10 M / 138 FT	252306.48N 0682011.82E	
COMFORT RESIDENCY QASIMABAD HYDERABAD 53.34 M / 175 FT	252446.14N 0682018.42E	
Control Tower 62.63 M / 205 FT	251904.83N 0682146.53E	
Electric Pole 113.32 M / 372 FT	252111.93N 0681928.00E	
Electric Pole 111.38 M / 365 FT	252120.17N 0682001.43E	
Electric Pole 92.23 M / 303 FT	252152.38N 0681506.27E	
FATIMA GLAXY QASIMABAD 53.95 M / 177 FT	252413.98N 0682037.21E	
Factory 78.61 M / 258 FT	252032.66N 0681617.48E	
Factory 79.24 M / 260 FT	252052.62N 0682341.94E	
Factory Chimney 92.95 M / 305 FT	251855.69N 0681250.58E	
Factory Chimney 79.69 M / 261 FT	252027.45N 0681521.89E	
Factory Chimney 190.09 M / 624 FT	252819.28N 0681601.05E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Factory Chimney 188.47 M / 618 FT	252824.26N 0681600.31E	
Factory Chimney 169.51 M / 556 FT	252828.27N 0681555.95E	
Flood Light 49.35 M / 162 FT	251904.15N 0682151.26E	
Flood Light 49.86 M / 164 FT	251904.56N 0682150.34E	
Flood Light 49.76 M / 163 FT	251904.95N 0682149.42E	
Flood Light 49.76 M / 163 FT	251905.35N 0682148.51E	
Flood Light 49.86 M / 164 FT	251906.77N 0682147.93E	
Flood Light 49.74 M / 163 FT	251907.60N 0682148.37E	
Flood Light 49.83 M / 163 FT	251911.11N 0682150.21E	
Flood Light 49.30 M / 162 FT	251911.24N 0682154.84E	
Flood Light 49.69 M / 163 FT	251911.59N 0682154.06E	
Flood Light 49.72 M / 163 FT	251911.93N 0682150.65E	
Flood Light 49.07 M / 161 FT	251912.01N 0682153.13E	
Flood Light 50.07 M / 164 FT	251912.42N 0682152.22E	
GATEWAY TOWERS 40.54 M / 133 FT	252452.04N 0682020.79E	
Govt. Employees CHS QASIMABAD HYDERABAD 60.05 M / 197 FT	252344.50N 0682003.19E	
Govt. Employees CHS QASIMABAD HYDERABAD 60.05 M / 197 FT	252345.11N 0682002.50E	
HAIQA TOWER 59.14 M / 194 FT	252228.71N 0682106.58E	
HASSNAIN TOWER 50.60 M / 166 FT	252323.10N 0681935.36E	
HAYAT RESIDENCY QASIMABAD HYDERABAD 75.29 M / 247 FT	252347.62N 0682003.03E	
HERO SQUARE LATIFABAD HYDERABAD 74.68 M / 245 FT	252217.13N 0682111.30E	
HERO TOWER 75.29 M / 247 FT	252236.56N 0682001.59E	
HIGH ANTENNA 121.30 M / 398 FT	252414.21N 0681941.16E	
HORIZON APPARTMENT 81.38 M / 267 FT	251954.27N 0682140.56E	
Hut 46.48 M / 152 FT	251847.21N 0682159.74E	
Hyderabad 152.98 M / 502 FT	252500.00N 0681500.00E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
IQBAL ARCADE 74.68 M / 245 FT	252114.62N 0682105.17E	
JAMSHORO DISTRIC HYD 53.34 M / 175 FT	252448.99N 0682100.02E	
LIVING ICON-II 74.98 M / 246 FT	252152.05N 0682057.22E	
M/S ARCHROMA 33.00 M / 108 FT	252656.60N 0681704.60E	
M/S JAMSHORO JOINT VETURE 56.51 M / 185 FT	252643.17N 0682017.80E	
M/S RING MEDIA PVT LTD 105.00 M / 344 FT	250304.22N 0683915.84E	
M/S RING MEDIA PVT LTD 105.00 M / 344 FT	253526.68N 0682625.15E	
M/S SINDHI LANGUAGE 88.00 M / 289 FT	252304.47N 0682011.44E	
M/S UNITED ENERGY PAKISTAN LTD 27.00 M / 89 FT	252943.16N 0682812.80E	
M/S UNITED ENERGY PAKISTAN LTD 29.00 M / 95 FT	253426.11N 0683153.24E	
M/S UNITED ENERGY PAKISTAN LTD T1 50.00 M / 164 FT	253901.98N 0682055.43E	
M/S UNITED ENERGY PAKISTAN LTD T2 52.00 M / 171 FT	253914.35N 0681826.03E	
M/S UNITED ENERGY PAKISTAN LTD T3 60.00 M / 197 FT	252641.79N 0681551.35E	
MAGNUM BUSINESS TOWER 95.40 M / 313 FT	252225.96N 0682101.27E	
MAGNUM MALL 106.98 M / 351 FT	252301.42N 0682141.54E	
MAGNUM MEDILINK & RESIDENCY 96.32 M / 316 FT	252157.38N 0682114.71E	
MAGNUM TRADE CENTRE 97.23 M / 319 FT	252156.24N 0682156.25E	
MAHNOOR HEIGHTS 78.33 M / 257 FT	252409.13N 0682001.13E	
METEOROLOGICAL MAST 144.26 M / 473 FT	251815.37N 0680500.88E	
MOON APARTMENT 89.92 M / 295 FT	252014.49N 0682205.84E	
Matari Surway 219 Hyderabad 148.71 M / 488 FT	253557.00N 0682640.00E	
Met Antenna 50.65 M / 166 FT	251903.22N 0682145.81E	
Met Antenna 53.82 M / 177 FT	251922.04N 0682157.14E	
Mosque Minar 48.34 M / 159 FT	251851.10N 0682136.99E	
Mosque Minar 76.99 M / 253 FT	252136.85N 0681554.11E	
Mosque Minar 58.37 M / 192 FT	252202.99N 0682057.22E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Mosque Minar 68.11 M / 223 FT	252311.84N 0682221.15E	
Mosque Minar 54.72 M / 180 FT	252313.54N 0682145.91E	
NDB Antenna 68.23 M / 224 FT	251922.45N 0682143.32E	
OPAL TOWER 81.99 M / 269 FT	252159.17N 0682040.12E	
PALM VIEW RESIDENCY LATIFABAD HYDERABAD 79.86 M / 262 FT	252225.50N 0682112.60E	
PARADISE RESIDENCY 42.98 M / 141 FT	252409.01N 0682001.78E	
PARK VIEW APPARMENT 50.60 M / 166 FT	252335.15N 0682005.98E	
PL A8 GMB COLONY QASIMABAD 46.94 M / 154 FT	252344.52N 0682001.61E	
PL NO 256 BL-B UNIT IX SHAH LATIFABAD HYDERABAD 64.31 M / 211 FT	252125.65N 0682118.04E	
PLOT NO 1A QASIM TOWN 75.59 M / 248 FT	252438.04N 0682032.72E	
PLOT NO 206 BL-D UNIT 07 LATIFABAD 55.78 M / 183 FT	252222.44N 0682118.66E	
PLOT NO 21 BLOCK UNIT-08 LATIFABAD HYDREABAD 74.98 M / 246 FT	252156.91N 0682131.57E	
PLOT NO. A-11 MAIN NASIM NAGAR ROAD QASIMABAD HYDERABAD 77.11 M / 253 FT	252402.39N 0682021.06E	
PLOT NO. A/7-A SITE AREA HYDERABAD 75.29 M / 247 FT	252156.62N 0682243.39E	
PLOT NO. A1-1 GENERAL PUBLIC KOH SAR HYDERABAD 78.33 M / 257 FT	251954.47N 0682133.83E	
PLOT NO. B10 GULISTAN E SAJJAD JAMSHORO ROAD QASIMABAD 58.22 M / 191 FT	252504.20N 0682045.71E	
PLOT NO. I-A PRINCE TOWN PHASE-1 WADHU WAH ROAD 82.30 M / 270 FT	252350.16N 0682023.22E	
PLOT NO. I-A PRINCE TOWN PHASE-1 WADHU WAH ROAD 82.30 M / 270 FT	252350.16N 0682023.22E	
PLOT NO. R/C-3-B KAHKASHAN HOUSING SCHEME 74.98 M / 246 FT	252352.52N 0682008.21E	
PLOT NO. R/C-3-B KAHKASHAN HOUSING SCHEME 74.98 M / 246 FT	252352.52N 0682008.21E	
PLOT NO.1 DATA NAGAR HOUSING SCH QASIMABAD 66.14 M / 217 FT	252344.24N 0681959.41E	
PLOT NO.5 LATIFABAD UNITNO.7 HYDERABAD 89.92 M / 295 FT	252219.74N 0682141.28E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
PLOT NO.A-5 KOHSAR SCH PHASE-V ROAD HYDERABAD 77.72 M / 255 FT	251955.56N 0682132.45E	
PLOT No A-06 KAHKASHAN HOUSING SCH QASIMABAD 40.23 M / 132 FT	252354.11N 0682008.48E	
PLOT No A-191 GECHS QASIMABAD 42.06 M / 138 FT	252348.37N 0682005.66E	
PLOT No. A/10-Z MAIN AUTO BHAN ROAD SITE AREA HYD 59.44 M / 195 FT	252153.46N 0682243.98E	
PLOT No.06 ABDULLAH VALLEY QASIMABAD 45.11 M / 148 FT	252424.06N 0682036.35E	
PLOT No.A-17 SACHALABAD CITIZEN COLONY QASIMABAD 49.68 M / 163 FT	252433.01N 0682044.84E	
PLOT-A-10-Z-17 AUTO BHAN ROAD SITE AREA HYDERABAD 72.85 M / 239 FT	252153.23N 0682245.27E	
PRESIDENT APARTMENT 72.54 M / 238 FT	252307.52N 0682013.02E	
PTC Antenna 75.26 M / 247 FT	252248.13N 0682007.88E	
QUEEN RESIDENCIA QASIMABAD HYDERABAD 60.35 M / 198 FT	252457.28N 0682030.64E	
QUEENS RESIDENCIA 48.16 M / 158 FT	252457.08N 0682030.65E	
Radio Pak 147.65 M / 484 FT	253428.22N 0682637.36E	
Rod 52.44 M / 172 FT	251902.35N 0682145.98E	
SAPNA HEIGHTS 75.90 M / 249 FT	252129.37N 0682040.60E	
SHAH NAWAZ TOWER 83.21 M / 273 FT	252552.69N 0682117.33E	
SHAHEEN RESIDENCY 65.23 M / 214 FT	252227.32N 0682103.49E	
SKY 3 75.90 M / 249 FT	252235.87N 0682011.42E	
SKY TOWER 65.53 M / 215 FT	252230.55N 0682035.67E	
State Life Building Thandi Sarak Hyderabad 124.60 M / 409 FT	252244.00N 0682010.00E	
TAJ MAHAL RESIDENCY 51.51 M / 169 FT	252357.50N 0682029.46E	
Tower 51.99 M / 171 FT	251846.16N 0682205.28E	
Tower 51.93 M / 170 FT	251917.35N 0682151.66E	
Tower 131.08 M / 430 FT	251919.47N 0681251.21E	
Tower 63.16 M / 207 FT	252156.47N 0681741.84E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Tower 62.04 M / 204 FT	252201.89N 0682114.10E	
Tower 102.57 M / 337 FT	252317.48N 0682110.78E	
Tower 105.20 M / 345 FT	252321.11N 0682109.74E	
Tower 70.69 M / 232 FT	252354.52N 0682203.98E	
Tower 70.88 M / 233 FT	252354.75N 0682202.17E	
Tower 100.12 M / 328 FT	252415.35N 0682127.15E	
Tower 52.54 M / 172 FT	252417.31N 0682622.58E	
UMM-E-HABIBA RESIDENCY & MALL 57.30 M / 188 FT	252212.98N 0682112.97E	
Water Tank 66.82 M / 219 FT	251913.86N 0682144.29E	
Water Tank 61.68 M / 202 FT	251917.52N 0682145.65E	
Water Tank 63.15 M / 207 FT	252102.56N 0682159.27E	
Water Tank 77.58 M / 255 FT	252144.65N 0681620.89E	
Water Tank 61.44 M / 202 FT	252304.18N 0682225.21E	
Wind Sock 47.68 M / 156 FT	251904.64N 0682152.11E	
Wind Sock 47.10 M / 155 FT	251929.70N 0682218.03E	
ZAINAB BIBI ICON 53.95 M / 177 FT	252300.26N 0681909.17E	
ZAM ZAM CLASSIC RESIDENCIA 50.60 M / 166 FT	252352.24N 0682007.74E	
BUILDING 34.00 M / 112 FT	252427.33N 0682040.39E	
ANTENNA 66.45 M / 218 FT	252510.38N 0682102.10E	
A-06 UNIT #03 LATIFABAD HYDERABAD 56.69 M / 186 FT	252232.55N 0682001.47E	
ABDUL WAHAB RESIDENCY 80.77 M / 265 FT	252205.85N 0682104.74E	
AHMED RESIDENCY 75.59 M / 248 FT	252355.07N 0682036.67E	
AL HAMEED PLAZA 61.26 M / 201 FT	252438.21N 0682237.26E	
AL KARIM RESIDENCY 54.87 M / 180 FT	252451.38N 0682020.84E	
AL MADNI 42.67 M / 140 FT	252415.92N 0682036.99E	
ANAS HEGHTS 51.21 M / 168 FT	252421.66N 0682037.16E	
Antenna 82.49 M / 271 FT	252046.91N 0681635.62E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna 157.29 M / 516 FT	252145.01N 0681703.81E	
Antenna 58.48 M / 192 FT	252205.76N 0682237.15E	
Antenna 83.20 M / 273 FT	252244.45N 0682010.39E	
Antenna 61.66 M / 202 FT	252247.69N 0682005.39E	
Antenna 75.99 M / 249 FT	252301.03N 0682143.04E	
Antenna 73.74 M / 242 FT	252309.45N 0682138.07E	
Antenna 115.69 M / 380 FT	252315.58N 0682305.73E	
Antenna 107.98 M / 354 FT	252329.49N 0682246.32E	

OPKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met Provided

1. Associated MET Office	Hyderabad
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	TR 01HR
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	-
9. ATS units provided with information	Hyderabad Tower
10. Additional information (limitation of service, etc.)	

OPKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
02	25.60°	2133 x 30	17/F/C/Y/T Bitumen	251834.25N 0682142.14E	THR 44.06 M / 144.55 FT	0.210%
20	205.60°	2133 x 30	17/F/C/Y/T Bitumen	251936.34N 0682214.89E	THR 39.55 M / 129.76 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
274	295	-	75 x 61	-	-	-
61	169	-	90 x 61	-	-	-

OPKD AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
02	2133	2407	2428	2133	-
20	2133	2194	2302	2133	-

OPKD AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02			NIL						-
20			NIL						-

OPKD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	LDI:-Anemometer: on tower lighted -
3. TWY edge and centre line lighting	Edge Nil Centre line: Nil
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPKD AD 2.16 HELICOPTER LANDING AREA: Nil

OPKD AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Hyderabad ATZ: Circular area centered on 251905N/ 0682159E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Hyderabad Tower English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPKD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Hyderabad Tower	119.650 MHZ	HJ	Primary Frequency
TWR	Hyderabad Tower	121.800 MHZ	HJ	Primary Frequency

OPKD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID (CAT of ILS VAR VOR/ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KD	223.0 kHz	HJ	251922.45N 0682143.32E	-	-

OPKD AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPKD AD 2.20.1 AIRPORT REGULATIONS: Nil

OPKD AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPKD AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPKD AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPKD AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPKD AD 2.20.6: TAXIING LIMITATIONS: Nil

OPKD AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPKD AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPKD AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPKD AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPKD AD 2.22 FLIGHT PROCEDURES: Nil

OPKD AD 2.23 ADDITIONAL INFORMATION Nil.

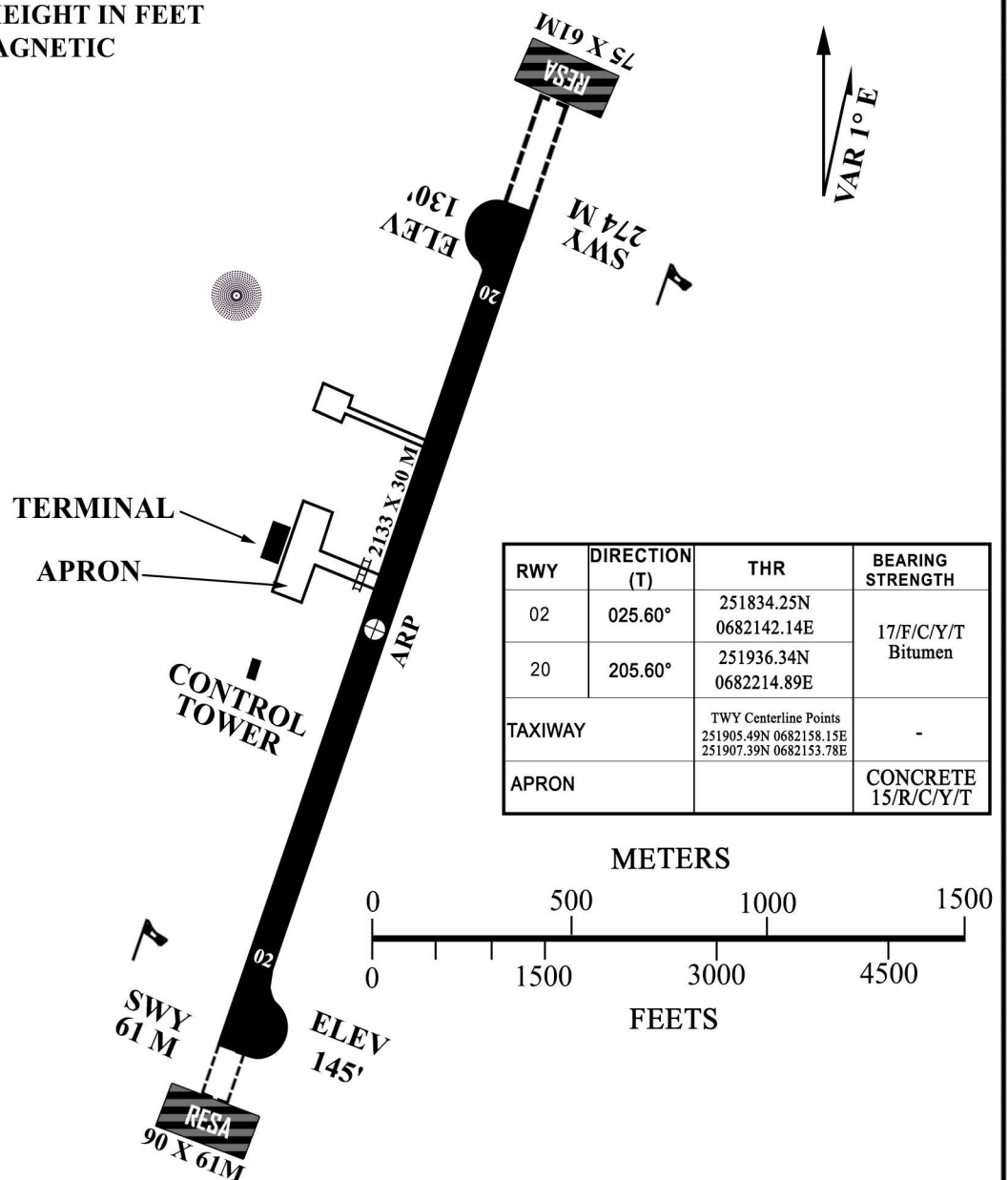
OPKD AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO
Instrument Approach Chart - ICAO

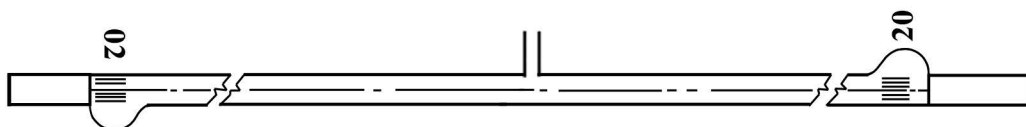
AERODROME/
HELIPORT
CHART-ICAO251905.30N
0682158.52E

ELEV 145'

TWR 119.65

HYDERABAD/
HyderabadELEVATION AND HEIGHT IN FEET
BEARINGS ARE MAGNETIC

MARKING AIDS RWY 02/20 AND EXIT TWY

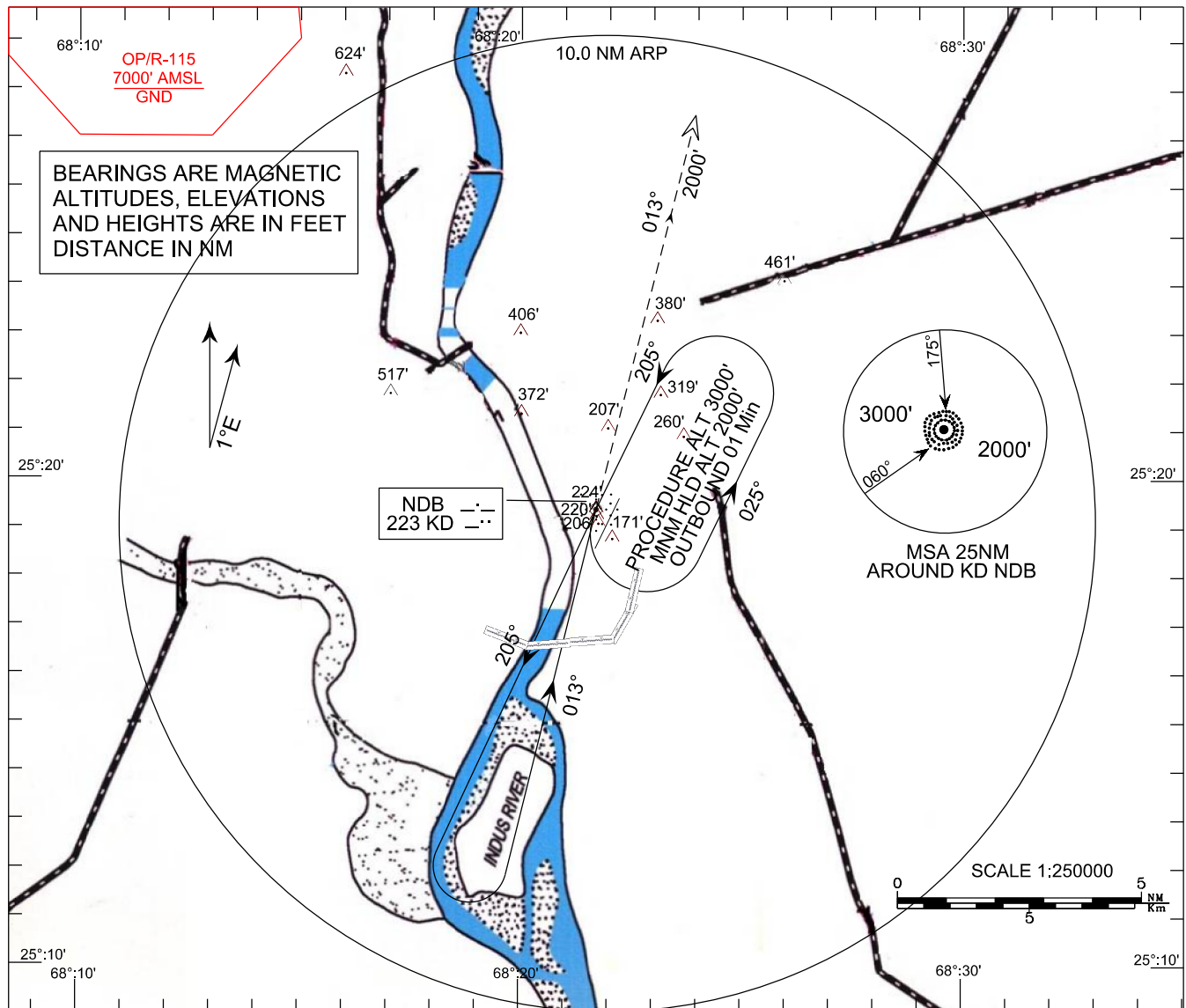


INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 145 (ft)
HEIGHTS RELATED TO
AERODROME ELEV

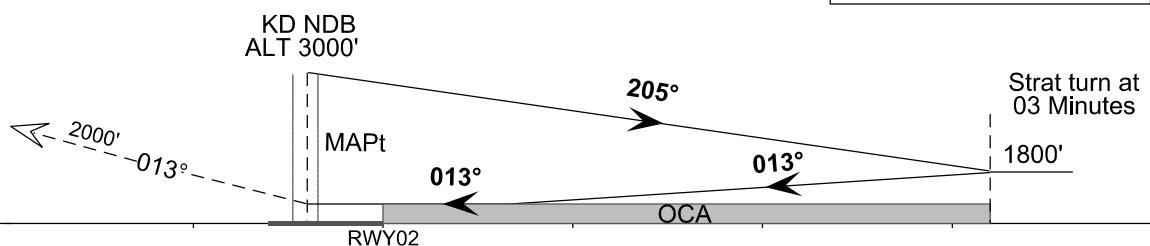
TWR 119.65

HYDERABAD/
Hyderabad
NDB RWY 02



TRANSITION LEVEL FL50
TRANSITION ALTITUDE 3000'

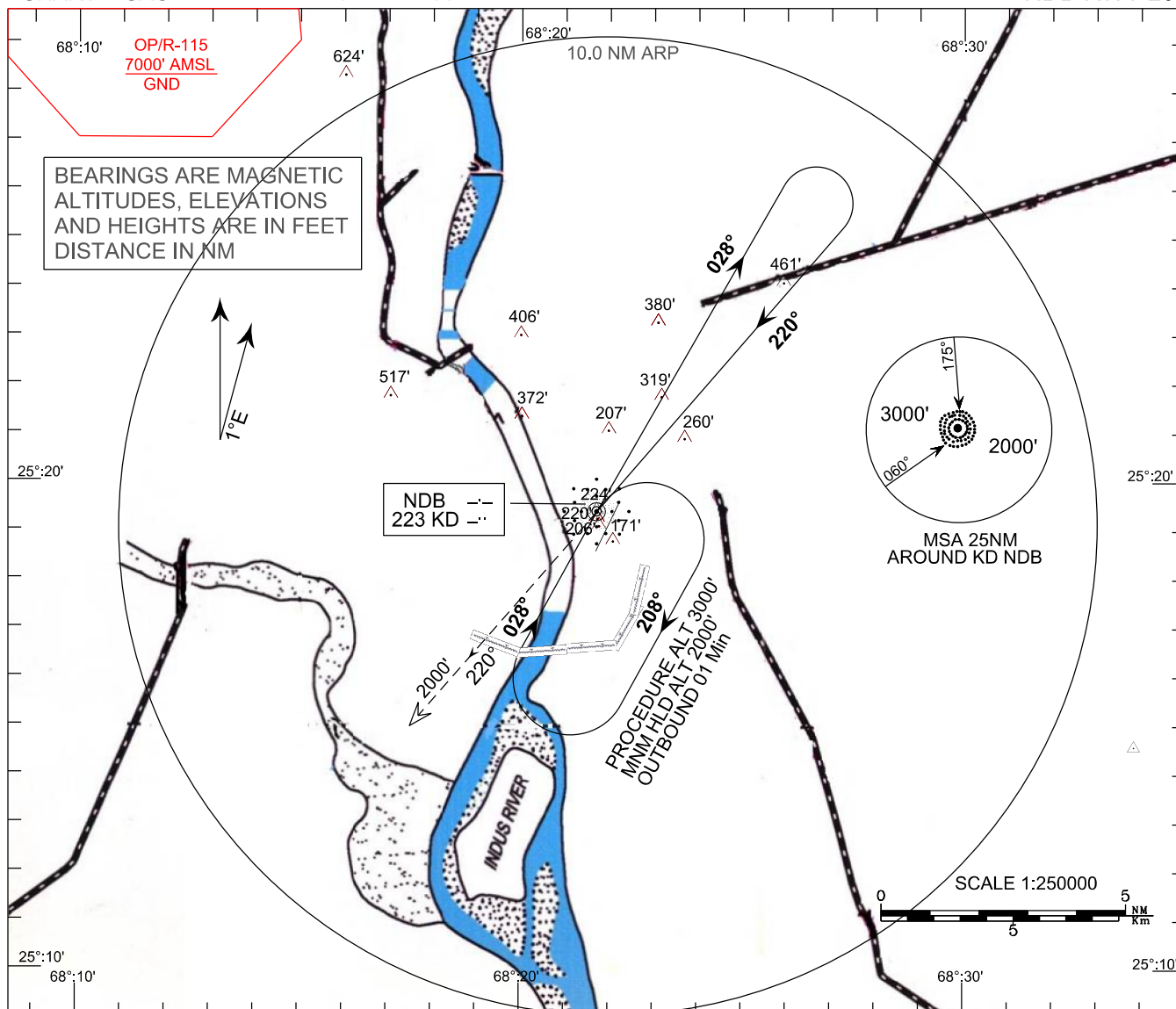
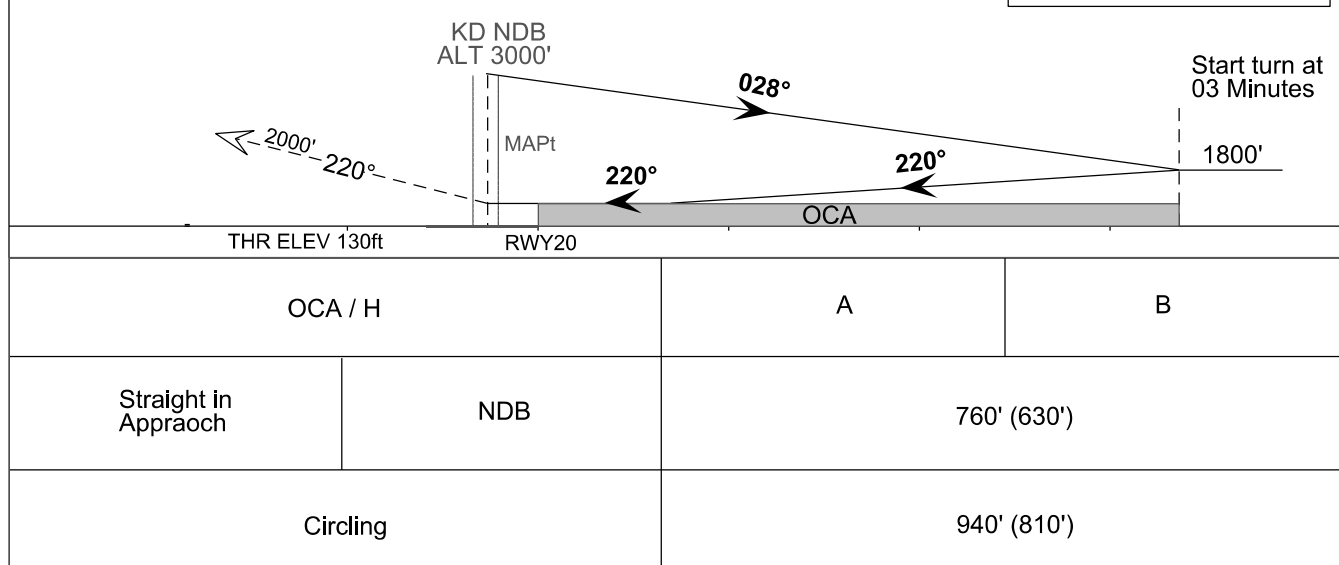
MISSED APPROACH
Climb straight ahead 2000'
AMSL and contact ATC.



OCA / H		A	B
Straight in Approach	NDB	700' (555')	
Circling		940' (795')	

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 145'
HEIGHTS RELATED TO
THR RWY 20 ELEV 130FT

TWR 119.65

HYDERABAD /
Hyderabad
NDB RWY 20TRANSITION LEVEL FL50
TRANSITION ALTITUDE 3000'MISSED APPROACH
Climb straight ahead 2000'
AMSL and contact ATC.

OPKH AD 2.10 AERODROME OBSTACLES

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Kh - Wind Sack - 1999 1207.15 M / 3960 FT	274719.07N 0663900.91E	
Kh - PTCL antenna - 1999 1263.03 M / 4144 FT	274827.42N 0663616.83E	
Kh - PTV booster - 1999 1251.14 M / 4105 FT	274822.94N 0663600.04E	
Kh - T&T pole - 1999 1479.60 M / 4854 FT	274827.96N 0663616.13E	
Kh - antenna on hill - 1999 1252.57 M / 4109 FT	274805.34N 0663517.29E	
Kh - antenna pole - 1999 1340.75 M / 4399 FT	274205.51N 0663835.74E	
Kh - boundary wall - 1999 1277.38 M / 4191 FT	274829.48N 0663634.45E	
Kh - electric pole - 1999 1286.84 M / 4222 FT	274849.95N 0663555.22E	
Kh - hill top - 1999 2229.07 M / 7313 FT	272810.12N 0663636.69E	
Kh - hill top - 1999 1811.21 M / 5942 FT	273011.21N 0665410.80E	
Kh - hill top - 1999 1734.39 M / 5690 FT	273929.01N 0663627.88E	
Kh - hill top - 1999 1229.50 M / 4034 FT	274025.02N 0665251.57E	
Kh - hill top - 1999 2231.64 M / 7322 FT	274124.66N 0662513.43E	
Kh - hill top - 1999 1291.31 M / 4237 FT	274313.99N 0664246.82E	
Kh - hill top - 1999 2115.39 M / 6940 FT	274358.96N 0663420.58E	
Kh - hill top - 1999 1882.93 M / 6178 FT	274400.89N 0662941.99E	
Kh - hill top - 1999 1604.67 M / 5265 FT	274409.58N 0665208.11E	
Kh - hill top - 1999 1287.46 M / 4224 FT	274445.27N 0663900.39E	
Kh - hill top - 1999 1702.53 M / 5586 FT	274448.62N 0665243.95E	
Kh - hill top - 1999 1639.02 M / 5377 FT	274554.89N 0663700.52E	
Kh - hill top - 1999 1198.97 M / 3934 FT	274601.93N 0664154.71E	
Kh - hill top - 1999 1439.56 M / 4723 FT	274658.65N 0663458.08E	
Kh - hill top - 1999 1238.11 M / 4062 FT	274714.57N 0663746.10E	
Kh - hill top - 1999 1787.86 M / 5866 FT	274747.75N 0664654.26E	
Kh - hill top - 1999 1311.82 M / 4304 FT	274757.01N 0663715.64E	
Kh - hill top - 1999 1615.01 M / 5299 FT	274816.67N 0663442.53E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Kh – hill top - 1999 1884.87 M / 6184 FT	274835.17N 0664507.71E	
Kh – hill top - 1999 2197.20 M / 7209 FT	274840.19N 0663027.97E	
Kh – hill top - 1999 2140.89 M / 7024 FT	274952.94N 0664117.08E	
Kh – hill top - 1999 2115.39 M / 6940 FT	274954.63N 0664123.49E	
Kh – hill top - 1999 1822.99 M / 5981 FT	275114.69N 0663328.18E	
Kh – hill top - 1999 2197.20 M / 7209 FT	275134.79N 0662123.99E	
Kh – hill top - 1999 1784.46 M / 5855 FT	275200.07N 0663953.36E	
Kh – hill top - 1999 1742.85 M / 5718 FT	275317.04N 0663454.50E	
Kh – hill top - 1999 1842.92 M / 6046 FT	275352.52N 0663643.48E	
Kh – hill top - 1999 1945.81 M / 6384 FT	275408.18N 0663731.31E	
Kh – hill top 1- 1999 1340.95 M / 4399 FT	274313.14N 0664211.89E	
Kh – hill top 2- 1999 1731.51 M / 5681 FT	273201.81N 0664619.84E	
Kh – hill top 3- 1999 1548.41 M / 5080 FT	273612.92N 0664253.32E	
Kh – hill top – 1999 1284.59 M / 4215 FT	274921.78N 0663452.76E	
Kh – house corner – 1999 1908.52 M / 6262 FT	274714.04N 0663918.25E	
Kh – jail picket - 1999 1225.15 M / 4020 FT	274755.13N 0663806.16E	
Kh – jail picket -1999 1224.49 M / 4017 FT	274753.36N 0663809.76E	
Kh – mosque minar - 1999 1208.54 M / 3965 FT	274733.59N 0663822.66E	
Kh – mosque minar – 1999 1856.77 M / 6092 FT	274756.57N 0663607.10E	
Kh – mosque minar – 1999 1255.04 M / 4118 FT	274819.47N 0663642.17E	
Kh – mosque minar – 1999 1260.71 M / 4136 FT	274854.11N 0663538.66E	
Kh – pole antenna – 1999 1342.12 M / 4403 FT	274209.48N 0663835.78E	
Kh – pole antenna – 1999 1214.21 M / 3984 FT	274743.77N 0663805.30E	
Kh – radio antenna – 1999 1277.97 M / 4193 FT	274804.95N 0663700.47E	
Kh – tower – 1999 2136.13 M / 7008 FT	274350.95N 0662209.96E	
Kh – tree top – 1999 1220.56 M / 4004 FT	274741.57N 0663806.95E	
Kh – water tank – 1999 1224.62 M / 4018 FT	274750.60N 0663818.57E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Kh – water tank – 1999 1316.69 M / 4320 FT	274809.23N 0663553.54E	
Kh – water tank – 1999 1254.15 M / 4115 FT	274826.23N 0663821.48E	
Kh – water tank – 1999 1250.97 M / 4104 FT	274906.66N 0663519.19E	
Kh – water tank – 1999 1285.51 M / 4218 FT	274921.82N 0663754.48E	
Kh – water tank – 2000 1251.74 M / 4107 FT	274604.84N 0663800.10E	
Kh – water tank – 2000 1251.38 M / 4106 FT	274608.37N 0663802.44E	
Kh – water tank – 2000 1213.19 M / 3980 FT	274739.48N 0663808.15E	
Kh –Control Tower -1999 1223.69 M / 4015 FT	274748.93N 0663821.42E	
Kh –Met –Antenna - 1999 1215.10 M / 3987 FT	274748.06N 0663820.28E	
Kh –NDB –Centre - 1999 1225.79 M / 4022 FT	274751.26N 0663819.32E	
Kh –NDB –South - 1999 1227.85 M / 4028 FT	274750.92N 0663820.10E	
Kh –Small Hill -2 - 1999 1229.16 M / 4033 FT	274453.13N 0664134.18E	
Kh –Small Hill-1 - 1999 1218.77 M / 3999 FT	274447.44N 0664209.40E	
Kh –Top of Flat Hill -1999 1930.10 M / 6332 FT	273827.15N 0665221.78E	
Kh –Wind Sock-TH 12 - 1999 1215.51 M / 3988 FT	274747.89N 0663808.75E	
Kh- NDB North - Pole - 1999 1228.34 M / 4030 FT	274751.67N 0663818.47E	

OPKH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met report

1. Associated MET Office	NIL
2. Hours of service MET Office outside airport operational hours	-
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	
5. Briefing/consultation provided	
6. Flight documentation Language(s) used	
7. Charts and other information available for briefing or consultation	
8. Supplementary equipment available for providing information	
9. ATS units provided with information	
10. Additional information (limitation of service, etc.)	

OPKH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	117.49°	1829 x 30	12/F/A/Y/T Bitumen	274747.12N 0663805.53E	THR 1209.20 M /3967.18 FT	-
30	297.49°	1829 x 30	12/F/A/Y/T Bitumen	274719.88N 0663904.38E	THR 1199.16 M / 3934.25 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
-		-		-		-
		-		-		-

OPKH AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
12	1829	1829	1829	1829	-
30	1829	1829	1829	1829	-

OPKH AD 2.14 APPROACH AND RUNWAY LIGHTS: Nil

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12			NIL						-
30			NIL						-

OPKH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY: Nil

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	

OPKH AD 2.16 HELICOPTER LANDING AREA: Nil

OPKH 2.17 ATS AIRSPACE

1. Designation and lateral limits	Khuzdar ATZ: Circular area centered on 274734N/ 0663835E within a 10NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Khuzdar Tower English
5. Transition altitude	-
6. Remarks	-

OPKH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Khuzdar Tower	121.800 MHZ	NOTAM	-
TWR	Khuzdar Tower	122.300 MHZ	NOTAM	Primary Frequency
TWR	Khuzdar Tower	124.100 MHZ	NOTAM	-
TWR	Khuzdar Tower	260.400 MHZ	NOTAM	-

OPKH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KH	405.0 kHz	NOTAM	274751.26N 0663819.32E	-	Facility withdrawn

OPKH AD 2.20 LOCAL TRAFFIC REGULATIONS:

Right hand traffic for RWY 30 and left hand traffic for RWY 12. Circuit height 1500 FT AGL.

OPKH AD 2.20.1 AIRPORT REGULATIONS: Nil

OPKH AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPKH AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPKH AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPKH AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPKH AD 2.20.6: TAXIING LIMITATIONS: Nil

OPKH AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPKH AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPKH AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPKH AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPKH AD 2.22 FLIGHT PROCEDURES: Nil

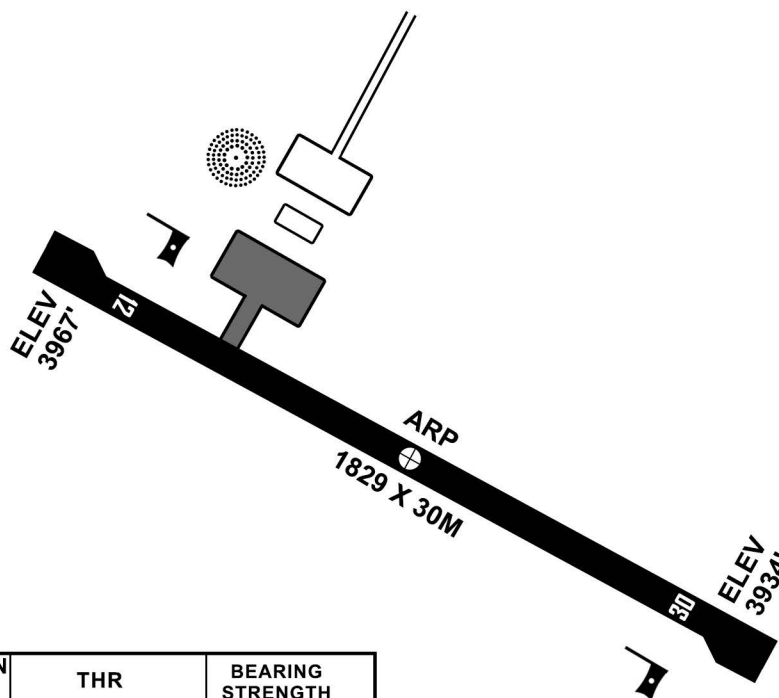
AD 2 OPKH-8
25 MAR 21

AIP
Pakistan

OPKH AD 2.23 ADDITIONAL INFORMATION Nil.

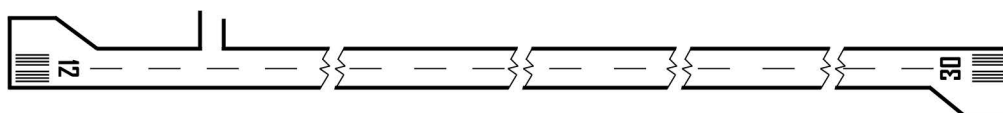
OPKH AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

**AERODROME/
HELIPORT
CHART-ICAO****274733.50N
0663834.96E****ELEV 4012'****TWR 122.3****KHUZDAR/
Khuzdar****ELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC**

RWY	DIRECTION (T)	THR	BEARING STRENGTH
12	117.49°	274747.12N 0663805.53E	12/F/A/Y/T Bitumen
30	297.49°	274719.88N 0663904.38E	
TAXIWAY		TWY Centerline Points 274742.56N 0663817.66E 274745.71N 0663819.49E	-
APRON			Bitumen 14/R/B/Y/T

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	274746.40N 0663820.04E

NOT TO SCALE**MARKING AIDS RWY 12/30 AND EXIT TWY**

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
KILN Chimney 250.03 M / 820 FT	313447.23N 0742317.86E	
Lahore (Niaz Baig) 222.20 M / 729 FT	313035.09N 0741915.18E	
MLAT GS01 234.73 M / 770 FT	313118.84N 0742436.23E	
MLAT GS02 216.87 M / 712 FT	313139.09N 0742434.16E	
MLAT GS03 216.22 M / 709 FT	313153.62N 0742426.27E	
MLAT GS04 216.19 M / 709 FT	313228.79N 0742423.97E	
MLAT GS05 216.41 M / 710 FT	313229.66N 0742406.45E	
MLAT GS06 216.28 M / 710 FT	313155.91N 0742404.07E	
MLAT GS07 SMR 255.12 M / 837 FT	313122.12N 0742353.88E	
MLAT GS08 215.00 M / 705 FT	313100.56N 0742402.83E	
MLAT GS09 214.44 M / 704 FT	313037.59N 0742359.75E	
MLAT GS10 214.05 M / 702 FT	313017.43N 0742400.83E	
MLAT GS11 213.74 M / 701 FT	313003.64N 0742421.35E	
MLAT GS12 214.57 M / 704 FT	313030.08N 0742425.51E	
MLAT GS13 215.46 M / 707 FT	313056.51N 0742434.13E	
MLAT GS14 234.72 M / 770 FT	313109.35N 0742436.05E	
MLATGS00 256.97 M / 843 FT	313113.97N 0742436.47E	
Met Antenna 224.84 M / 738 FT	313114.48N 0742343.06E	
Minaret of Mosque 237.16 M / 778 FT	313515.18N 0742317.19E	
Mosque 232.74 M / 764 FT	313018.06N 0742607.40E	
Mosque 237.09 M / 778 FT	313020.71N 0742603.14E	
Mosque 243.79 M / 800 FT	313519.47N 0742410.18E	
New Garden 222.20 M / 729 FT	313001.09N 0741900.18E	
P.I.A. Water Tank 235.98 M / 774 FT	313127.17N 0742324.84E	
P.T.C. Antenna 302.99 M / 994 FT	313239.90N 0742204.95E	
P.T.V. Tower 248.84 M / 816 FT	313121.51N 0742250.85E	
Packages Building 308.46 M / 1012 FT	312815.29N 0742111.26E	

36R	CAT III PALS 900 M LIH	46MGRE EN	PAPI BOTH/3°	900 M-	3360 M 15 M White (upto the point 900M from RWY end) Alternate White & Red (from the point 900M to 300M from the end) Red (in last 300M) LIH-	3360 M 60 M White, Yell ow (in last 600M) LIH -	46M, 6M RED, GREE NNIL	122 M RED	Standard Sequenc e Flashers in Approac h & Strobe Lights on both sides of RWY THR
18R	SALS 420 M LIH	46M GREEN	PAPI LEFT/3°	-	-	2743M, 60M, White, Yell ow (in last 600M) LIH LIH-	46M, 9MRED		Strobe Lights on both sides of RWY THR
36L	SALS 420 M LIH	46M GREEN	PAPI LEFT/3°	-	-	2743, 60M, White, Yellow (in last 600M) LIH-	46M, 9MRED		Strobe Lights on both sides of RWY THR

OPLA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- LDI not available Anemometer in MET observatory located East of RWY- 36R/18L and lighted.,
3. TWY edge and centre line lighting	TWY edge lights except TWY G & K Centre line: TWY centerline lights except TWY F, G, H, J, K, L & M
4. Secondary power supply / switch-over time	Secondary power supply to all AD facilities. Switch over time less than one minute and to ILS CAT III B less than one second.
5. Remarks	-

OPLA AD 2.16 HELICOPTER LANDING AREA: Nil

OPLA 2.17 ATS AIRSPACE

1. Designation and lateral limits	Lahore CTR::Circular area centered on 313118N/ 0742416E (ARP) within a 25NM radius.
2. Vertical limits	SFC to FL 75
3. Airspace classification	B
4. ATS unit call sign Language(s)	Lahore APP English
5. Transition altitude	4000 FT MSL
6. Remarks	-

OPLA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Lahore APP	121.300 MHZ	H24	Primary
APP	Lahore APP	121.500 MHZ	H24	Emergency
APP	Lahore APP	125.300 MHZ	H24	Secondary
ATIS	ATIS	126.300 MHZ	H24	-

BS	Radio Pakistan	630.000 KHZ	HX	0130 --1900 HR
BS	Radio Pakistan	1090.000 KHZ	HX	Variable SKED
GCA	Lahore Ground	118.400 MHZ	H24	Primary
GCA	Lahore Ground	121.800 MHZ	H24	Secondary
TWR	Lahore Tower	118.100 MHZ	H24	Primary
TWR	Lahore Tower	118.875 MHZ	H24	Secondary

OPLA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 36L	ILO	109.7 MHz	H24	313223.67N 0742410.54E	-	-
ILS/LOC CAT III 36R	ILA	109.9 MHz	H24	313224.49N 0742417.66E	-	Coverage 20 NM
NDB	LA	268.0 kHz	H24	313123.41N 0742348.18E	-	-
VOR/DME (2/2020)	LA	112.7 MHz CH74X	H24	313109.66N 0742400.05E	227.07M	200NM
MM	-	75.0 MHz	H24	312949.99N 0742414.91E	-	RWY 36R
OM	LO	338.0 kHz	H24	312641.15N 0742404.47E	-	Locator Outermarker RWY 36R
OM	-	75.0 MHz	H24	312641.50N 0742404.51E	-	RWY 36R
GP/TDME 36L	DOTS/DASHES	333.2 MHz CH34X	H24	313042.70N 0742403.86E	235.31M	-
GP/TDME 36R	DOTS/DASHES	333.8 MHz CH36X	H24	313033.31N 0742412.15E	231.04M	Coverage 7-10 NM

OPLA AD 2.20 LOCAL TRAFFIC REGULATIONS:

All aircraft parked on jet apron shall keep on their navigational lights and anti-hazard beacon during night and during day when visibility is 5KM or less.

OPLA AD 2.20.1 AIRPORT REGULATIONS:

Marshaller assistance can be requested and further information about local regulations can be obtained from the TWR or Lahore Ground.

When a local regulation is of importance for the safe operation of aircraft on apron, the information will be given to each aircraft by the TWR or Lahore Ground.

Movement areas - Apron:

Operators are responsible for ensuring that aircraft parked on the apron are provided with:

- Chocks under wheels.
- Picketing of aircraft when required.
- Fire cover during engine startup.

Wheels chocks are available from handling companies. Fire cover may be provided by the operators, handling company.

OPLA AD 2.20.2 TAXIING TO AND FROM STANDS:

The arriving aircraft will be allocated parking stand by the TWR / Lahore Ground.

Assistance from the "Follow Me" can be requested through TWR or Lahore Ground.

Taxiway "K" is available from Dawn to Dusk only.

START-UP / PUSH-BACK / TAXI PROCEDURES FOR TURBOJET AND TURBO-PROP AIRCRAFT

Departing aircraft will contact Lahore Ground for push-back / start-up approval five minutes before ready to do so.

Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained.

When ready for push back contact Lahore ground indicating the runway predetermined by departure route designator.

ATR-42 / DHL - 6 aircraft may be parked on VVIP apron (Stand No. 27 / 28) facing North and may obtain with prior authorization from ATC. Taxi out under own power.

Turn-Pad on RWY 18R with dimension 320FTx250ft available.

Parking Stand	Instructions
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1 TO 20	Push back/pull forward to TWY "P" or "R" as per instructions of Lahore Ground or Tower. Follow guide line for push back, after aligning on central TWY lane start engines and disengage TOW BAR abeam the stand of push back. Aircraft may start one engine on idle power at the bay and rest on central TWY lane.
21, 22	Push back/pull forward to TWY "C" or "E" as per instructions of Lahore Ground then start engines. Aircraft may start one engine on idle power at the bay and rest on TWY "C" or "E".
23, 24, 25	Push back/pull forward to TWY "L" and start engines. Aircraft may start one engine on idle power at the bay and rest on TWY "L".
26	Push back/pull forward to TWY "M" and start engines. May start one engine on idle power at the bay and rest on TWY "M".
27, 28, 29, 30	Push back/pull forward to TWY "M" or "F" as per instructions of Lahore Ground then start engines. Aircraft may start one engine on idle power at the bay and rest on TWY "M" or "F".

OPLA AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPLA AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPLA AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPLA AD 2.20.6: TAXIING LIMITATIONS: Nil

OPLA AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPLA AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPLA AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's / risk expense.

OPLA AD 2.21 NOISE ABATEMENT PROCEDURES: Noise abatement procedures are published on the Standard Instrument Departures (SID) Charts. These SIDs include minimum noise routes established to reduce noise disturbance to the city of Lahore.

OPLA AD 2.22 FLIGHT PROCEDURES:

GENERAL:

- Unless special permission has been obtained from Lahore Approach or Lahore Tower as appropriate, flight within Lahore TMA and Lahore CTR shall be in accordance with the Instrument Flight Rules.
- Walton Aerodrome is in close proximity. Local training flights by light aircraft and glider are in progress during day. Walton Aerodrome is fit for only CAT "A" aircraft operations. Walton Aerodrome Operation hours Dawn to Dusk, VFR operations only.
- All flights are required to notify persons on board to Lahore Ground at the time of start-up.
- All aircraft arriving at Lahore to maintain 2500ft on QNH until cleared for further descent by ATC. Aircraft departing from RWY 18 shall maintain RWY heading until passing 2500 FT on QNH.

PROCEDURES FOR IFR FLIGHTS WITHIN LAHORE TMA

The inbound, transit and outbound routes shown on the charts may vary at the discretion of ATS. In case of congestion inbound aircraft may be instructed to hold at one of the designated reporting points.

Holding points:

Following en-route holding points have been established for air traffic involved in holding when operating within Lahore **TMA**

VEREN-fix from Lahore VOR/DME

VEREN-inbound 048° degrees (M) (Radial 228 of Lahore VOR). Out-bound 228° degree (M). One minute Race track Pattern, all turns to left. Aircraft will hold at an altitude as assigned in ATC clearance.

SHEIKHUPURA-NDB.

"SP" NDB inbound 115° degrees (M) outbound 295° degrees (M). One minute Race track Pattern, all turns to right. Aircraft will hold at an altitude as assigned in ATC clearance".

RADAR PROCEDURES WITHIN LAHORE TMA

Normally, aircraft will be vectored and sequenced from CTR boundary to the final approach for RWY 36R/36L (ILS, VOR / DME) or to final approach for RWY 18L/18R, so as to ensure an expeditious flow of traffic. Radar vectors and flight levels / altitudes will be issued, as required for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume his own navigation on final approach or in the circuit.

ACTIONS BY AIRLINES OPERATIONS / HANDLING AGENCIES:

- Follow-me Van Service will be provided on request to arriving / departing aircraft and can be put into use up to visibility of 50M.
- Airlines / GHAs shall keep tug-master available at the allotted parking bay of each flight during ILS CAT III-B operations. Tug-master will be provided when requested by pilot in command (escorted by follow-Me Van) for towing the aircraft to parking stand or any other procedure as per company policy.

OPLA AD 2.23 ADDITIONAL INFORMATION:

Mooring facilities available at following parking stands as per aircraft specification:

- i. Stand No. 11, 13, 14= ATR-42
- ii. Stand No. 12, 20= B737
- iii. Stand No. 16= A300 / 310.

Due to limited number of AVIO Bridges, allotment of AVIO Bridges would be subject to availability and smooth passenger flow. Stand No.22 is an Isolated Bay.

BIRD CONCENTRATION

Heavy bird activity around AD. Kites and other birds present a hazard to air navigation at all times in the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing particularly below ALT 3000 FT. ATC will endeavor to keep pilots advised of bird concentration. Pilot reports of bird concentrations are also requested as they are useful in planning a program to attempt a reduction of bird strike hazard.

FUEL DUMPING PROCEDURES

Aircraft requiring dumping fuel in the designated area (OP/R-201) shall obtained prior approval from Lahore Approach Control. Aircraft not in radio contact with Lahore Approach Control shall avoid flight over the area below FL70. Minimum fuel dumping altitude is FL50.

LAHORE AS ALTERNATE AERODROME

Nil restrictions

OPLA AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome / Heliport Chart - ICAO
Aerodrome Obstacle Chart - ICAO (Type-A)
Precision Approach Terrain Chart - ICAO
Standard Departure Chart - Instrument - ICAO
Area Chart - ICAO (Departure and Transit Routes)
Standard Arrival Chart - Instrument - ICAO
Instrument Approach Chart - ICAO (For each Runway and Procedure Type).

AERODROME/
HELIPORT
CHART - ICAO

AD ELEV 712'

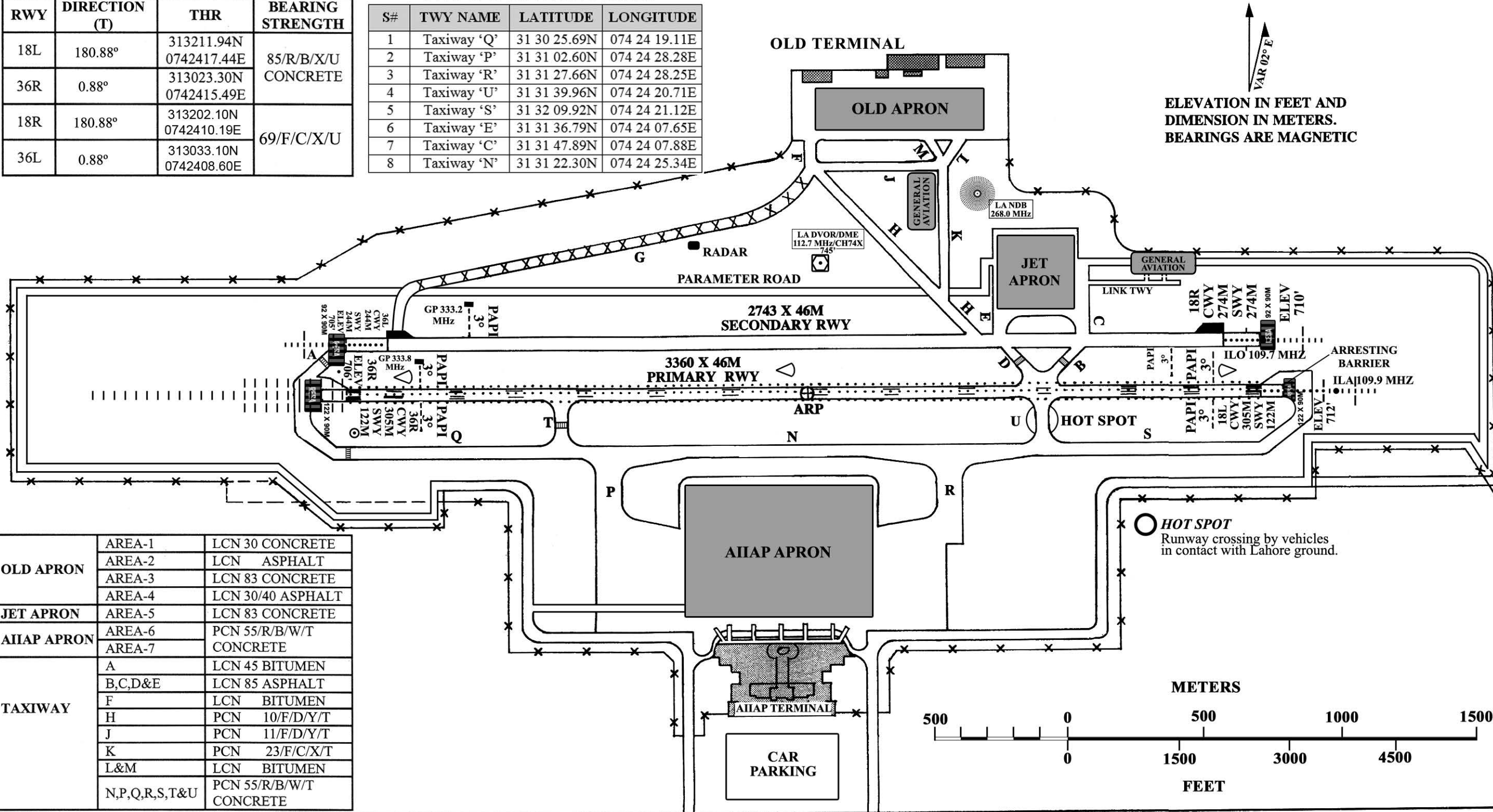
313117.62N
0742416.47E

ATIS 126.3
TWR 118.1
APP 121.3

LAHORE/
ALLAMA IQBAL INT'L

RWY	DIRECTION (T)	THR	BEARING STRENGTH
18L	180.88°	313211.94N 0742417.44E	85/R/B/X/U CONCRETE
36R	0.88°	313023.30N 0742415.49E	
18R	180.88°	313202.10N 0742410.19E	69/F/C/X/U
36L	0.88°	313033.10N 0742408.60E	

TWY CENTRE LINE POINTS			
S#	TWY NAME	LATITUDE	LONGITUDE
1	Taxiway 'Q'	31 30 25.69N	074 24 19.11E
2	Taxiway 'P'	31 31 02.60N	074 24 28.28E
3	Taxiway 'R'	31 31 27.66N	074 24 28.25E
4	Taxiway 'U'	31 31 39.96N	074 24 20.71E
5	Taxiway 'S'	31 32 09.92N	074 24 21.12E
6	Taxiway 'E'	31 31 36.79N	074 24 07.65E
7	Taxiway 'C'	31 31 47.89N	074 24 07.88E
8	Taxiway 'N'	31 31 22.30N	074 24 25.34E



OLD APRON	AREA-1	LCN 30 CONCRETE
	AREA-2	LCN ASPHALT
	AREA-3	LCN 83 CONCRETE
	AREA-4	LCN 30/40 ASPHALT
JET APRON	AREA-5	LCN 83 CONCRETE
AIIAP APRON	AREA-6	PCN 55/R/B/W/T
	AREA-7	CONCRETE
TAXIWAY	A	LCN 45 BITUMEN
	B,C,D&E	LCN 85 ASPHALT
	F	LCN BITUMEN
	H	PCN 10/F/D/Y/T
	J	PCN 11/F/D/Y/T
	K	PCN 23/F/C/X/T
	L&M	LCN BITUMEN
	N,P,Q,R,S,T&U	PCN 55/R/B/W/T CONCRETE

AD 2. AERODROMES**OPMJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPMJ - MOENJODARO****OPMJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	272006.56N 0680834.99E (RWY Centre)
2. Direction and distance from (city)	SW 28 Kilometers from city.
3. Elevation/Reference temperature	154 FT / 45.3 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Moenjodaro Tel: (074) 4169492 Fax: (074) 4169570 AFTN: OPMJYDYX
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	

OPMJ AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sundays
2. Customs and immigration	NIL
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	
7. ATS	HS 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	

OPMJ AD 2.4 HANDLING SERVICES AND FACILITIES:

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	-

OPMJ AD 2.5 PASSENGER SERVICES

1. Hotels	A Motel at airport (limited). Hotels in Larkana city
2. Restaurants	In the City
3. Transportation	TAXIs
4. Medical facilities	In the City
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	

OPMJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 6
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPMJ AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPMJ AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPMJ: Concrete PCN 40/R/C/X/U
2. Taxiway width, surface and strength	Taxiway OPMJ : 15 M Bitumen, PCN 50/F/C/X/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 271954.16N 0680823.20E Bay 2: 271954.40N 0680824.29E
5. Remarks	Space adequate for 2 ATR-42

OPMJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS: ICAO Standard

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	As per ICAO standard.
3. Stop bars	-
4. Remarks	

OPMJ AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
26/APCH 08/TKOF	High River Bund 50.20 M / 165 FT	272016.50N 0680921.29E	312 From THR
26/APCH 08/TKOF	Protection Wall 55.00 M / 180 FT	272016.50N 0680921.29E	290 From THR
26/TKOF 08/APCH	High Tension Wires 56.38 M / 185 FT	271956.43N 0680748.70E	427 M From THR
26/TKOF 08/APCH	Road for Public Transport 50.00 M / 164 FT	271956.38N 0680748.92E	312 From THR

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Wind Sock 55.49 M / 182 FT	272001.75N 0680824.29E	
Antenna 130.84 M / 429 FT	273321.97N 0681249.98E	
Antenna Tower 97.36 M / 319 FT	272223.04N 0680558.55E	
Antenna Tower 81.52 M / 267 FT	272246.15N 0680418.94E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Antenna pole 56.52 M / 185 FT	271953.43N 0680828.42E	373 M South of Runway centre line.
Antenna pole 71.50 M / 235 FT	272250.09N 0680459.60E	
Archeology Antenna 67.82 M / 223 FT	271931.65N 0680759.96E	
BTS 61.67 M / 202 FT	273331.10N 0681156.22E	
Flag on Building 57.42 M / 188 FT	271952.38N 0680824.26E	
Flood light N/E 57.13 M / 187 FT	271955.63N 0680825.96E	
Flood light N/W 57.44 M / 188 FT	271954.62N 0680821.17E	
Flood light S/E 57.09 M / 187 FT	271954.54N 0680826.23E	
Flood light S/W 57.06 M / 187 FT	271953.53N 0680821.46E	
Larkana 170.69 M / 560 FT	273620.00N 0681237.00E	
M/S RING MEDIA PVT LTD 88.00 M / 289 FT	270619.82N 0682520.54E	
Mast 77.42 M / 254 FT	271952.42N 0680826.70E	
Met Antenna 62.76 M / 206 FT	271952.25N 0680825.78E	
Met Antenna 53.07 M / 174 FT	271953.90N 0680828.15E	
Miro Road Larkana 317.00 M / 1040 FT	273620.00N 0681237.00E	
Mobile Phone Tower(Jazz) 97.54 M / 320 FT	272028.48N 0680819.56E	
Mobile Phone Tower(Telenor/Ufone) 92.66 M / 304 FT	271936.21N 0680740.32E	
Mobile Phone Tower(Zong) 92.66 M / 304 FT	271933.94N 0680737.92E	
N. D. B 67.96 M / 223 FT	271952.67N 0680827.39E	
ONLINE CONNECTIVTY 64.62 M / 212 FT	271951.20N 0680825.95E	
PTDC pole 77.35 M / 254 FT	271943.18N 0680758.68E	
RO Larkana Town 138.00 M / 453 FT	273340.00N 0681220.00E	
Rod on Building 59.15 M / 194 FT	272031.08N 0680914.15E	
Shah Nawaz Bhutto 91.44 M / 300 FT	274015.00N 0682119.00E	
Thariri Muhabbat 147.83 M / 485 FT	271135.00N 0675600.00E	
Tharri District Larkana 151.30 M / 496 FT	273245.00N 0681141.00E	
V. H. F Long Antenna 77.25 M / 253 FT	271951.60N 0680828.19E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
V.H.F Small Antenna 65.07 M / 213 FT	271950.83N 0680826.95E	
Water tank 52.87 M / 173 FT	272027.53N 0680915.51E	
Wind Sock 54.22 M / 178 FT	272002.61N 0680804.72E	
Wind Sock TH 26 53.23 M / 175 FT	272011.48N 0680910.61E	

OPMJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED: Met report

1. Associated MET Office	Moenjodaro
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	TR 01 HR 02 HR
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Moenjodaro Tower
10. Additional information (limitation of service, etc.)	

OPMJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
08	76.47°	1981 x 30	50/F/C/X/T Bitumen	271959.06N 0680800.09E	THR 46.94 M / 154.00 FT	0.070%
26	256.47°	1981 x 30	50/F/C/X/T Bitumen	272014.06N 0680909.90E	THR 46.40 M / 152.23 FT	0.070%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
121	760	2343 x 140	134 x 60	-		-
121	912	2343 x 140	172 x 60	-		-

OPMJ AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
08	1981	2102	2741	1981	-

26	1981	2102	2893	1981	-
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OPMJ AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT Spacing colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS LIL	GREEN	PAPI LEFT/ 3.05°	-	-	1981 M 60 M WHITE LIL-	RED		-
26	SALS LIL	GREEN	PAPI LEFT/ 2.98°	-	-	1981 M 60 M WHITE LIL-	RED		-

OPMJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- Anemometer: on tower lighted,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities.
5. Remarks	

OPMJ AD 2.16 HELICOPTER LANDING AREA: Nil

OPMJ 2.17 ATS AIRSPACE

1. Designation and lateral limits	Moenjodaro CTR::Circular area centered on 272007N/ 0680835E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Moenjodaro Tower English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPMJ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	Moenjodaro Tower	121.800 MHZ	NOTAM	Emergency Frequency
Communication Centre	MJ	6903.000 KHZ	H24	-
Communication Centre	MJ	8172.500 KHZ	H24	-
TWR	Moenjodaro Tower	119.600 MHZ	NOTAM	Primary Frequency
TWR	Moenjodaro Tower	121.500 MHZ	NOTAM	-
TWR	Moenjodaro Tower	239.800 MHZ	NOTAM	-

OPMJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MJ	304.0 kHz	NOTAM	271951.48N 0680827.77E	-	-

OPMJ AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPMJ AD 2.20.1 AIRPORT REGULATIONS: Nil

OPMJ AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPMJ AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPMJ AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil

OPMJ AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPMJ AD 2.20.6: TAXIING LIMITATIONS: Nil

OPMJ AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPMJ AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPMJ AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPMJ AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPMJ AD 2.22 FLIGHT PROCEDURES: Nil

OPMJ AD 2.23 ADDITIONAL INFORMATION: Nil

OPMJ AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

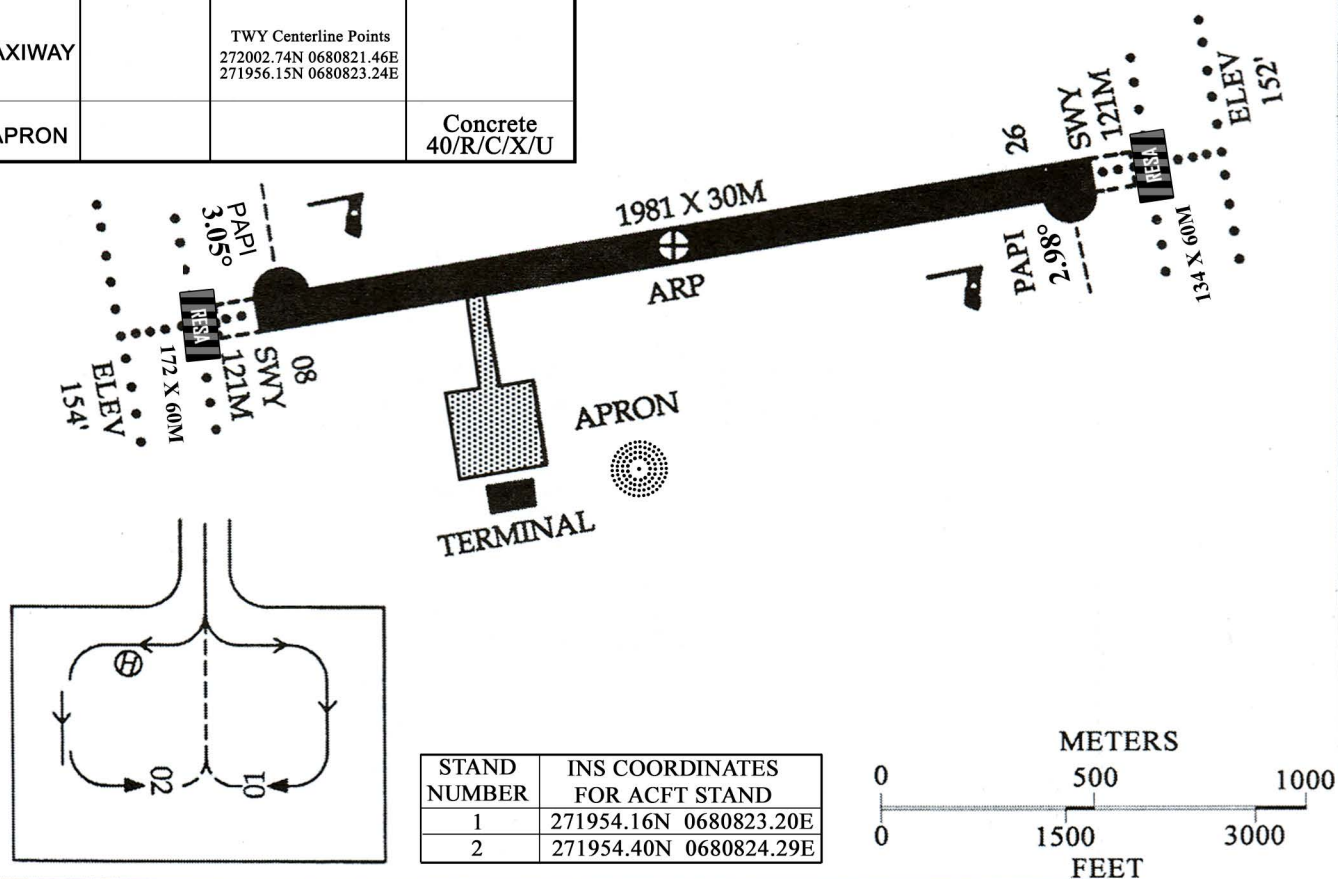
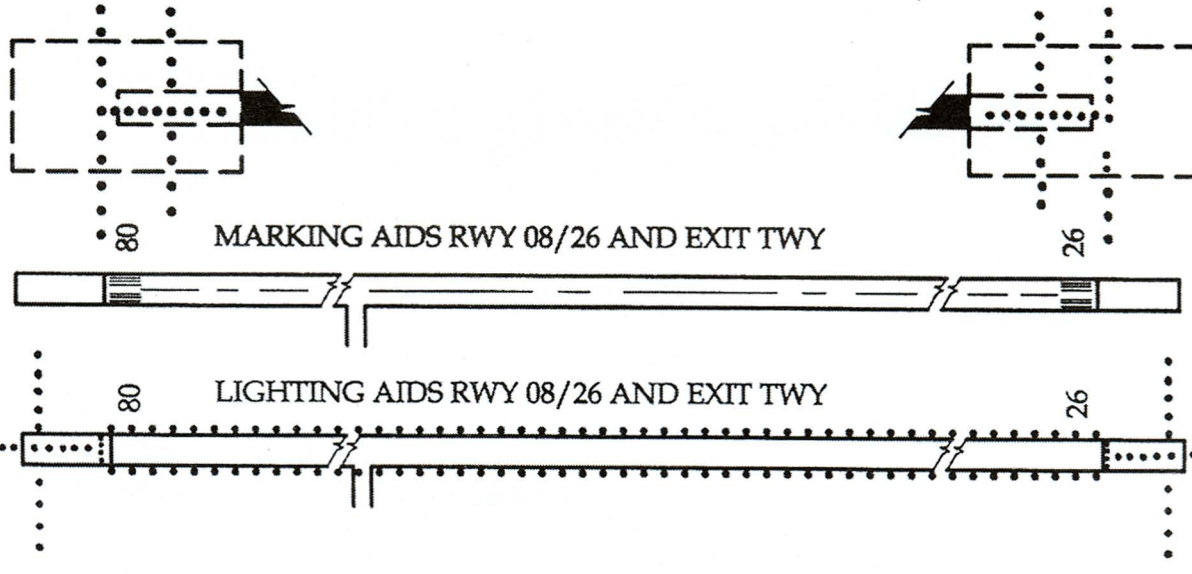
**AERODROME/
HELIPORT
CHART - ICAO**272006.56N
0680834.99E

ELEV 154'

TWR	119.6
	121.8

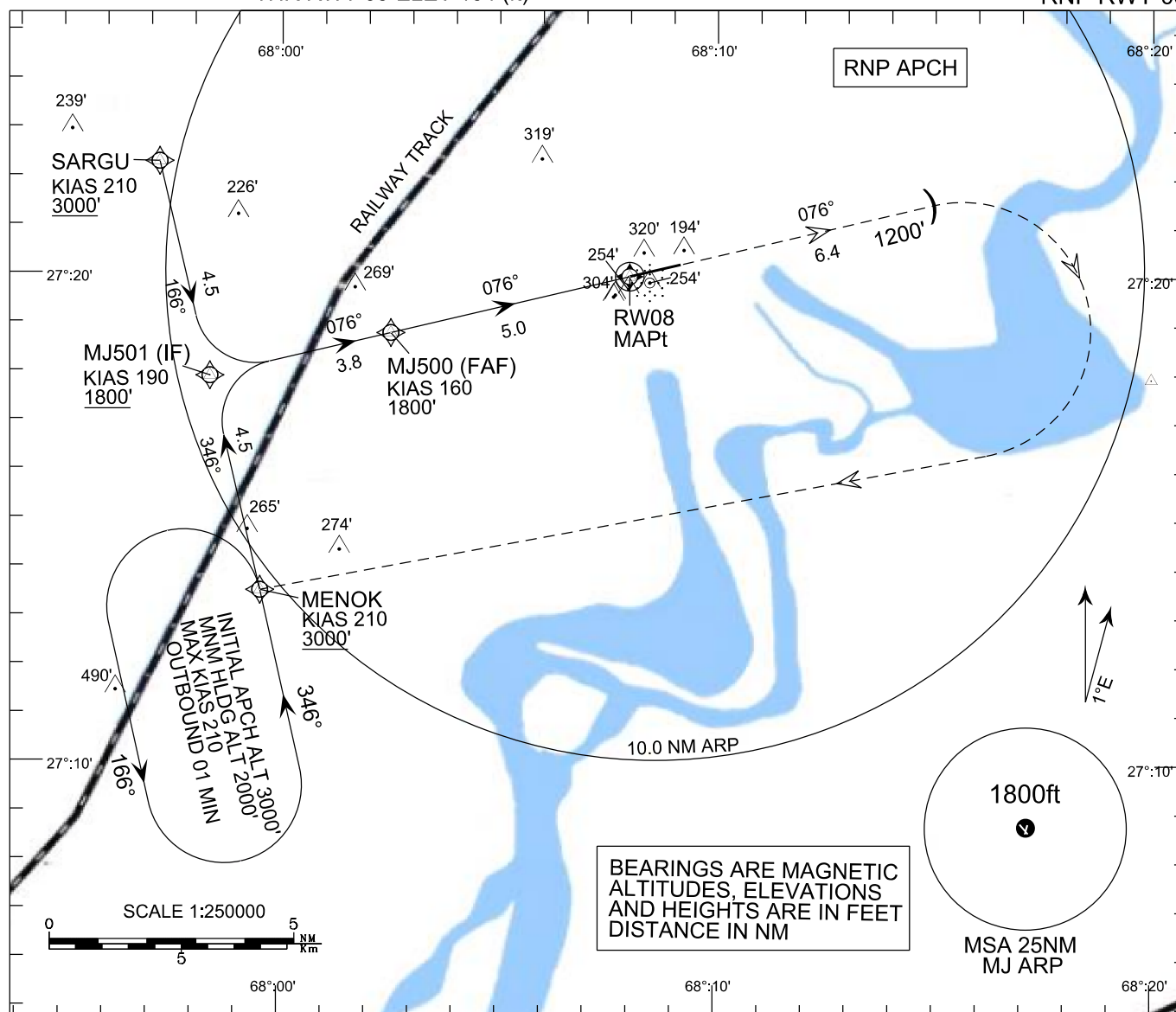
**MOENJODARO/
Moenjodaro****ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.**

RWY	DIRECTION (T)	THR	BEARING STRENGTH
08	76.47°	271959.06N 0680800.09E	50/F/C/X/T Bitumen
26	256.47°	272014.06N 0680909.90E	
TAXIWAY		TWY Centerline Points 272002.74N 0680821.46E 271956.15N 0680823.24E	
APRON			Concrete 40/R/C/X/U

**SIMPLE APPROACH LIGHTING SYSTEM RWY 08/26**

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 154 (ft)
OCH RELATED TO
THR RWY 08-ELEV 154 (ft)

TWR 119.6 MHz, 121.8 MHz

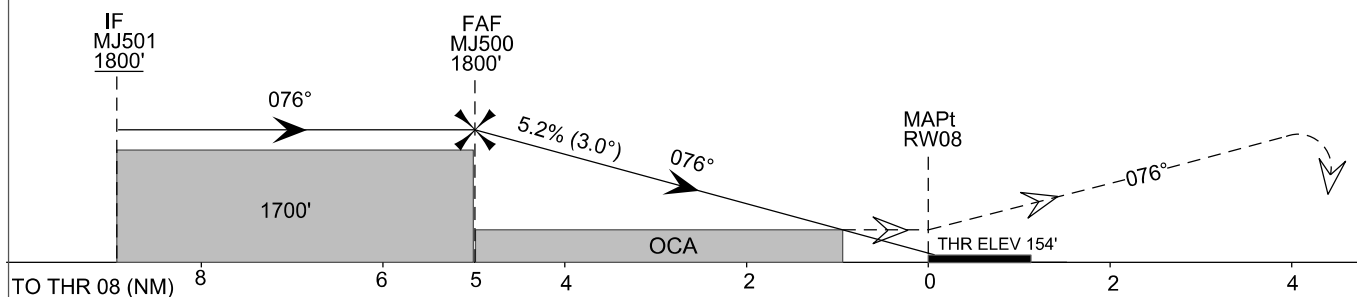
MOENJODARO /
Moenjodaro (OPMJ)
RNP RWY 08TRANSITION LEVEL FL50
TRANSITION ALT 3000ft

LNAV Vertical Advisory Profile

Dist. RWY 08	4.0	3.0	2.0
Altitude (ft)	1480	1160	840

MISSED APPROACH

Climb straight until 1200ft then turn right direct to MENOK climbing to 2000ft and contact ATC.

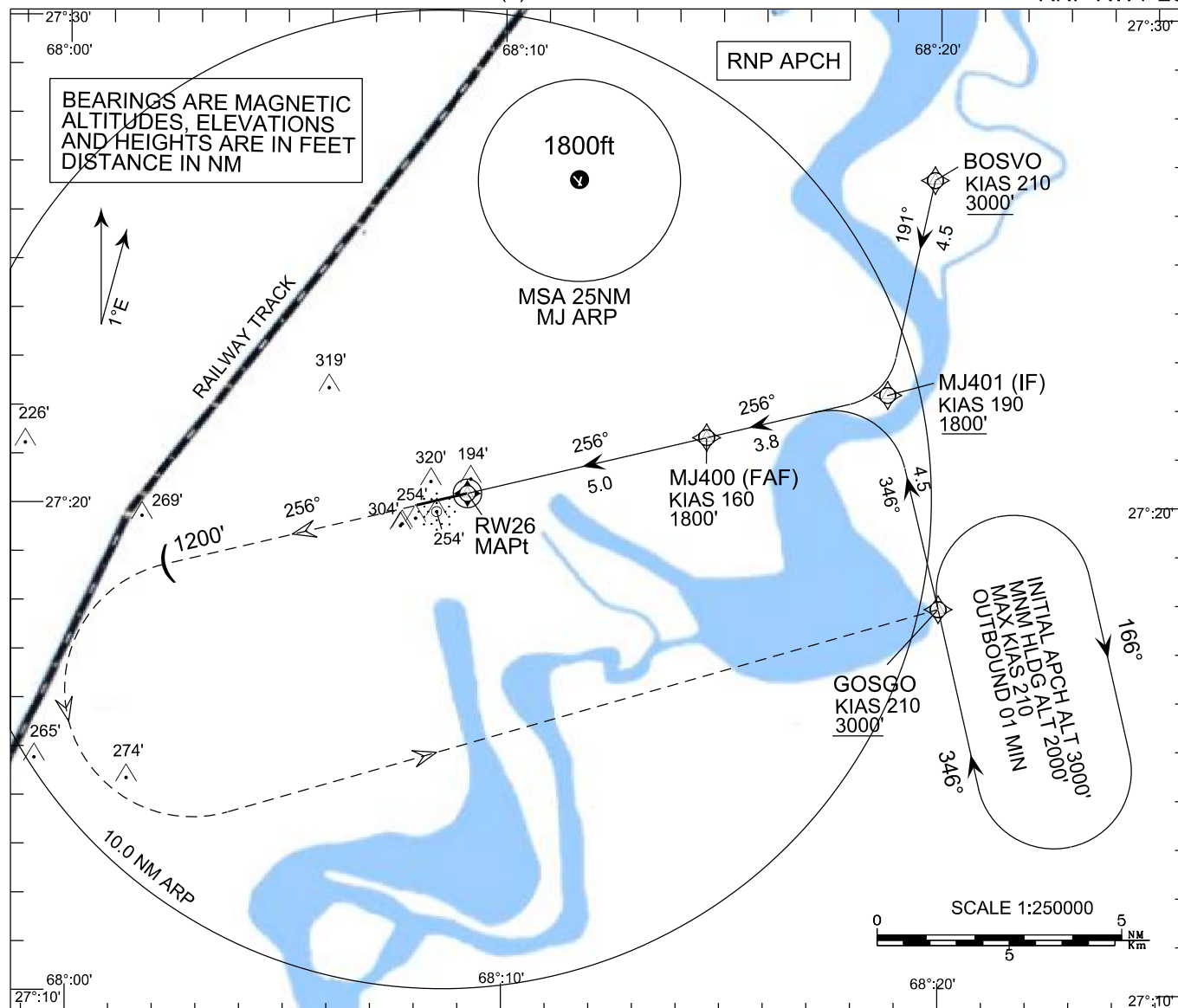


OCA / H	A	B	C
LNAV	590' (436')		

Note: Provision of RAIM prediction, if considered, is the responsibility of operator.

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 154 (ft)
OCH RELATED TO
THR RWY 26-ELEV 152 (ft)

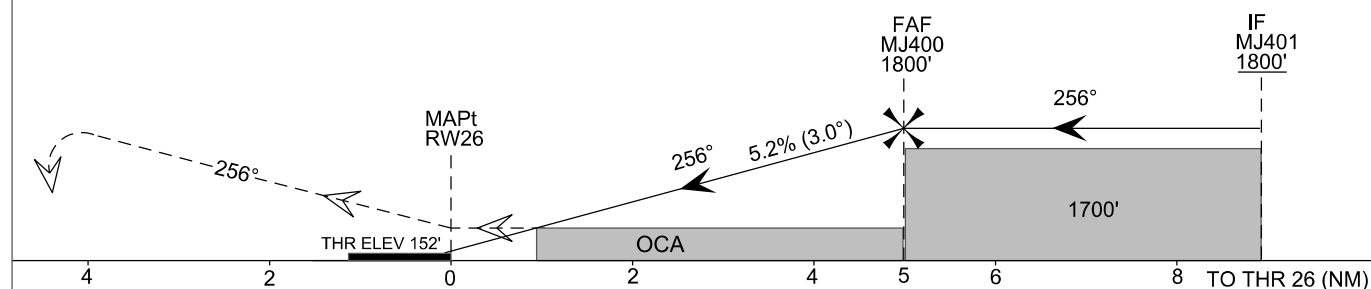
TWR 119.6 MHz, 121.8 MHz

MOENJODARO /
Moenjodaro (OPMJ)
RNP RWY 26TRANSITION LEVEL FL50
TRANSITION ALT 3000ft

LNAV Vertical Advisory Profile

Dist. RWY 26	4.0	3.0	2.0
Altitude (ft)	1480	1160	840

MISSED APPROACH

Climb straight to 1200ft then turn
left direct to GOSGO climbing to
2000ft and contact ATC.

OCA / H	A	B	C
LNAV	590' (438')		

Note: Provision of RAIM prediction, If considered, is the responsibility of operator.

AD 2. AERODROMES

OPMT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OPMT - MULTAN INT'L

OPMT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	301211.60N 0712508.80E
2. Direction and distance from (city)	2NM W of City
3. Elevation/Reference temperature	403 FT / 38.1 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Multan. Tel: +92-61- 9202611 +92-300-8250478 Fax: +92-61-6306607 AFTN: OPMTYDYX e-mail: apm.multan@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPMT AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24 (ATC TOWER)
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	Nil
12. Remarks	Nil-

OPMT AD 2.4 HANDLING SERVICES AND FACILITIES:Nil

1. Cargo-handling facilities	-
2. Fuel/oil types	Fuel Jet A1
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPMTAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the City
3. Transportation	TAXIs
4. Medical facilities	MI Room at AD and Hospitals in City

5. Bank and Post Office	In the City
6. Tourist Office	In the City.
7. Remarks	

OPMT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 9
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	As per SOP Operators responsibility
4. Remarks	

OPMT AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPMT AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	New Jet Apron: Concrete PCN 114/R/B/W/T Old Jet Apron: Bitumen PCN 62/R/C/X/T PAF Apron:: Bitumen PCN 49/F/C/X/T
2. Taxiway width, surface and strength	TWY A : 23 M Bitumen, PCN 27/F/C/Y/U. TWY B : 23 M Bitumen, PCN 15/F/C/Y/T. TWY C : 23 M Bitumen, PCN 45/F/C/X/T. TWY D (Army Aviation): 21 M Concrete, PCN 30/F/C/Y/U. TWY E : 23 M Bitumen, PCN 27/F/C/Y/U. TWY F : 23 M Bitumen, PCN 27/F/C/Y/U. TWY G : 26 M Bitumen, PCN 30/F/C/Y/U. TWY H : 28 M Concrete, PCN 114/R/B/W/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	301153.61N 0712520E MT 116.7 R 223°/43°. See INS Checkpoints on AD Chart.
5. Remarks	Bay 1 & 4 for medium category ACFTs Bay 2 & 3 for heavy and medium category ACFTs Stand No 5 for light category ACFTs Stand 6,6A & 7 not available for civil ACFTs.

OPMT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS:ICAO Standard

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	ACFT Stand ID signs available. TWY guidelines available. Visual Docking/Parking system available on stand 1,2,3 & 4.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and Runway End marked. RWY: THR, WBAR, Centrline, Edge and Runway End are lighted TWY: Centreline, holding positions at all TWY/RWY intersections are marked. TWY: Edge, Holding positions at TWY/RWY Intersections are lighted.
3. Stop bars	Stop Bar lights on TWY A not available. Stop Bar lights on TWY B,C,D,E,F,G & H are available.
4. Remarks	

OPMT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
36/APCH 18/TKOF	1 133.53 M / 438 FT	301036.96N 0712450.19E	WGE MULTAN
36/APCH 18/TKOF	AFOHS COMPLEX NEAR ASKARI COLONY-II MULTAN CANTT 149.96 M / 492 FT	300941.84N 0712506.96E	WGE MULTAN

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
36/APCH 18/TKOF	Arrester Barriers 128.32 M / 421 FT	301126.25N 0712506.85E	Platform 03 FT AGL Total Height 18 FT AGL
36/APCH 18/TKOF	BTS Tower-3 145.00 M / 476 FT	300950.11N 0712443.63E	WGE MULTAN
36/APCH 18/TKOF	Khewat No. 44/31 Khatooni No. 47 Askari Bypass Road Multan 177.09 M / 581 FT	300842.05N 0712521.24E	
36/APCH 18/TKOF	M/S PSL PC HOTEL 217.00 M / 712 FT	300847.89N 0712525.01E	
36/APCH 18/TKOF	PEARL CONT HOTEL 162.80 M / 534 FT	300848.68N 0712524.51E	
36/TKOF 18/APCH	Arrester Barriers 128.32 M / 421 FT	301311.75N 0712513.90E	Platform 03FT AGL Total Height 18FT AGL
36/TKOF 18/APCH	Localizer Building 126.50 M / 415 FT	301322.98N 0712516.00E	
36/TKOF 18/APCH	Terminal Building Antenna 123.12 M / 404 FT	301322.97N 0712513.62E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
10 135.94 M / 446 FT	301215.96N 0712521.13E	
2 154.00 M / 505 FT	301313.19N 0712456.10E	
3 140.21 M / 460 FT	301312.81N 0712459.72E	
4 140.00 M / 459 FT	301313.19N 0712456.10E	
5 129.24 M / 424 FT	301312.67N 0712502.55E	
6 127.10 M / 417 FT	301311.57N 0712522.52E	
7 127.10 M / 417 FT	301310.30N 0712522.47E	
8 151.18 M / 496 FT	301309.47N 0712529.03E	
9 151.18 M / 496 FT	301234.70N 0712526.86E	
ATC Tower 144.96 M / 476 FT	301153.61N 0712524.79E	
Antenna PTCL 171.53 M / 563 FT	301228.58N 0712936.99E	
BHAUDDIN ZAKARIYA UNIVERSITY MULTAN 140.00 M / 459 FT	301615.00N 0713003.42E	
BTS Tower-1 152.15 M / 499 FT	300912.15N 0712347.29E	
D.C Pager Antenna 180.06 M / 591 FT	301123.46N 0712708.18E	
D.G.Khan 231.96 M / 761 FT	300200.00N 0713700.00E	
Fertilizer Chimney 189.65 M / 622 FT	301242.05N 0713119.56E	
Fire Station 127.65 M / 419 FT	301156.04N 0712520.27E	
Flood Light No.1 145.31 M / 477 FT	301150.91N 0712523.55E	
Flood Light No.2 145.09 M / 476 FT	301148.83N 0712523.39E	
Flood Light No.3 144.98 M / 476 FT	301147.25N 0712523.27E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Flood Light No.4 144.27 M / 473 FT	301144.87N 0712523.09E	
Flood Light No.5 144.27 M / 473 FT	301142.91N 0712522.93E	
Flood Light-6 138.10 M / 453 FT	301140.74N 0712530.00E	
Flood Light-7 138.44 M / 454 FT	301136.33N 0712528.26E	
Flood Light-8 138.31 M / 454 FT	301136.34N 0712526.07E	
Flood Light-9 141.04 M / 463 FT	301137.47N 0712523.17E	
G.P Antenna 140.20 M / 460 FT	301139.04N 0712511.17E	
HIGH ELECTRIC POLE A 136.55 M / 448 FT	301315.51N 0712455.51E	
HIGH ELECTRIC POLE B 136.55 M / 448 FT	301336.91N 0712525.64E	
Hospital Minar 166.46 M / 546 FT	301213.48N 0712628.20E	
ISPR 165.21 M / 542 FT	301101.46N 0712626.63E	
JAMILABAD CANTT PROPERTY NO 562 9 MULTAN POINT 1 142.04 M / 466 FT	301213.10N 0712535.84E	
JAMILABAD CANTT PROPERTY NO 562 9 MULTAN POINT 2 142.04 M / 466 FT	301213.17N 0712535.39E	
KVA GRID STATION 136.25 M / 447 FT	301258.44N 0712449.87E	
KVA GRID STATION 147.52 M / 484 FT	301258.76N 0712447.87E	
Kainat Colony 129.27 M / 424 FT	301221.27N 0712523.92E	
M/S AIR BLUE 145.00 M / 476 FT	301147.99N 0712527.48E	
M/S Defence H.AUTHORITY 153.00 M / 502 FT	301453.50N 0712913.80E	
M/S PAKISTAN STATE OIL 170.00 M / 558 FT	301022.16N 0705827.15E	
M/S PSO COMPANY LTD IN MAHMOOD KOT TERMINAL 155.00 M / 509 FT	301132.00N 0705823.30E	
M/S ROYAL AIRPORT SERVICES 155.00 M / 509 FT	301143.61N 0712529.26E	
M/S SITA MUX/PIA BOOKING OFFICE 142.00 M / 466 FT	301129.29N 0712639.34E	
M/S VEDA TRANSIT SOLUTIONS (PVT) Ltd 155.00 M / 509 FT	301229.22N 0712823.97E	
M/s SECURITY 2000 Pvt Ltd CHUNGI NO.9 MULTAN 133.00 M / 436 FT	301230.78N 0712829.68E	
METEOROLOGICAL OFFICE MULTAN 128.00 M / 420 FT	301152.68N 0712522.95E	
METEOROLOGICAL TOWER 233.67 M / 767 FT	302326.00N 0711123.61E	
MIAP 151.18 M / 496 FT	301143.41N 0712526.05E	
MUHAMMAS NAWAZ SHAREEF UNIVERSITY OF AGRICULTURE 173.00 M / 568 FT	300913.05N 0712645.32E	
Microwave Tower 171.06 M / 561 FT	301114.96N 0712712.52E	
Mosque Minar 179.61 M / 589 FT	301116.34N 0712703.48E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Multan 369.39 M / 1212 FT	301055.00N 0712652.00E	
Multan City 240.70 M / 790 FT	301041.00N 0712800.00E	
Multan garrison lib. 140.21 M / 460 FT	300957.30N 0712437.15E	
Muzafargarh 208.00 M / 682 FT	301739.79N 0705758.06E	
Muzaffar Garh 224.21 M / 736 FT	300030.00N 0711045.00E	
NDB Aerial Mast 144.81 M / 475 FT	301138.70N 0712445.97E	
NDB Transmitter 144.81 M / 475 FT	301138.70N 0712445.97E	
OVER GROUND CABLE IN THE VICINITY OF RUNWAY 18 136.55 M / 448 FT	301336.34N 0712528.54E	
PLOT NO 2 NUSRAT ROAD CANTT MALL C1 159.41 M / 523 FT	301128.77N 0712630.37E	
PLOT NO 2 NUSRAT ROAD CANTT MALL C2 159.41 M / 523 FT	301129.24N 0712630.39E	
PLOT NO.128C WARD NO.9 OLD BHAWALPUR ROAD MULTAN 153.31 M / 503 FT	301159.04N 0712701.30E	
Pak Arab Boiler 202.23 M / 663 FT	301239.88N 0713212.45E	
Paktel Tower 195.69 M / 642 FT	301156.16N 0712823.81E	
Pir Ghaib (Sui Gas) 204.76 M / 672 FT	301201.79N 0713206.17E	
Plot No. 08 Gul Deen Colony Near Chowk Nawan Shehr-Multan 501.00 M / 1644 FT	301132.97N 0712715.33E	
Pole 131.95 M / 433 FT	301213.90N 0712513.59E	
RAMP BUILDING 127.72 M / 419 FT	301151.60N 0712521.40E	
Radio Pakistan Mast 244.08 M / 801 FT	300521.98N 0712929.69E	
Radio Station Tower 169.10 M / 555 FT	301121.64N 0712632.89E	
Railway Tower 250.07 M / 820 FT	301056.29N 0712655.42E	
Rajput Caters 173.00 M / 568 FT	301148.36N 0713059.02E	
Ramada Hotel 144.18 M / 473 FT	301213.66N 0712531.41E	
S.T.N Tower 191.89 M / 630 FT	301151.42N 0712816.18E	
Shahwala muzaffar Garh (Chimneys) 315.99 M / 1037 FT	300626.00N 0711006.00E	
Shahwala muzaffar Garh (Chimneys) 299.99 M / 984 FT	300630.00N 0710600.00E	
T & T Tower 191.27 M / 628 FT	301128.08N 0712705.31E	
TRAFFIC POLICE MULTAN 168.50 M / 553 FT	301222.87N 0712722.32E	
Tower Shah Abbas 260.59 M / 855 FT	301023.03N 0712801.44E	
Trees Along Runway 135.19 M / 444 FT	301145.04N 0712503.45E	
VOR 126.02 M / 413 FT	301138.56N 0712458.42E	
Wapda Tower 158.93 M / 521 FT	301045.33N 0712617.18E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Wind Sock 128.44 M / 421 FT	301251.28N 0712515.59E	
Wind Sock N TWY-C 130.92 M / 430 FT	301139.49N 0712510.92E	
TOWER 155.00 M / 509 FT	300949.37N 0712423.36E	
BUILDING 140.82 M / 462 FT	301111.78N 0712609.33E	
BUILDING 144.78 M / 475 FT	301112.64N 0712606.22E	
BUILDING 131.37 M / 431 FT	301207.24N 0712521.13E	
BUILDING 188.37 M / 618 FT	301822.16N 0712821.06E	

OPMT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED:Met report

1. Associated MET Office	Multan
2. Hours of service MET Office outside airport operational hours	24 HR -
3. Office responsible for TAF preparation Periods of validity	18 HR
4. Type of landing forecast Interval of issuance	MET REPORT, TREND 01 HR 02 HR
5. Briefing/consultation provided	Personal Consultation (P), telephone (T), Self Briefing (D)
6. Flight documentation Language(s) used	Nil English
7. Charts and other information available for briefing or consultation	Surface analysis (S) & Upper air analysis
8. Supplementary equipment available for providing information	Self Briefing, Internet, Satellite and radar Picture.
9. ATS units provided with information	Multan Tower (English)
10. Additional information (limitation of service, etc.)	Phone MET forecaster +9261-9202597, +9261-6306615, +9261-9010-7062, +9261-9010-7064.

OPMT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
18	183.35°	3204 x 46	114/R/B/W/T Concrete	301310.47N 0712512.77E	THR 122.30 M / 401.25 FT	0.013% Up
36	3.35°	3204 x 46	114/R/B/W/T Concrete	301127.11N 0712505.80E	THR 122.70 M / 402.56 FT	0.013% Down

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
21	21	3753 x 150	-90 x 92	Available	-	Fighter ACFT Arresting Barrier
37	37	3753 x 150	-90 x 92	Available	-	Fighter ACFT Arresting Barrier

OPMT AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
18	3204	3225	3225	3204	-
36	3204	3241	3241	3204	-

OPMT AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SALS 420 M LIH	GREEN	PAPI /3°	-	3204 M 15 M White/Red 900M Alternate Red/ White Last 300M Red. LIH-	3204 M 60 MWhite/ Yellow Last 600M Yellow. LIH	2.7M RED 12M-	23 M RED	-
36	CAT I PALS 900 M LIH	GREEN	PAPI /3°	-	3204 M 15 M White/Red 900M Alternate Red/ White Last 300M Red. LIH-	3204 M 60 MWhite/ Yellow Last 600M Yellow. LIH	2.7M RED 12M--	40 M RED-	-

OPMT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT Anemometer location and LGT	- Anemometer on TWR.,
3. TWY edge and centre line lighting	TWY Edge Lights ara avlbl at TWY A,B,C,D,E,F,G & H. Centreline lights N/A at all TWYs
4. Secondary power supply / switch-over time	To all AD facilities / Switch over time less than 15 sec.
5. Remarks	

OPMT AD 2.16 HELICOPTER LANDING AREA: Nil

OPMT 2.17 ATS AIRSPACE

1. Designation and lateral limits	Multan CTR: Circular area centered on 301139N/0712458E within a 20NM radius.
2. Vertical limits	GND to FL 155
3. Airspace classification	C
4. ATS unit call sign Language(s)	MULTAN Tower English
5. Transition altitude	4000 FT MSL
6. Remarks	-

OPMT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	MULTAN Tower	119.100 MHZ	H24	Primary
APP	MULTAN Tower	121.500 MHZ	H24	Emergency
APP	MULTAN Tower	122.600 MHZ	H24	Secondary
APP	MULTAN Tower	250.600 MHZ	H24	UHF
Apron	MULTAN Tower	121.800 MHZ	H24	GROUND
D-ATIS	Multan Tower	126.250 MHZ	H24	Half Hourly Basis
TWR	Multan Tower	119.100 MHZ	H24	Primary
TWR	Multan Tower	122.600 MHZ	H24	Secondary
TWR	Multan Tower	250.600 MHZ	H24	UHF

OPMT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 36	IMT	110.3 MHz	H24	301322.97N 0712513.62E	-	-

NDB	MT	387.0 kHz	H24	301138.70N 0712445.97E	-	-
VOR (1/2015)	MT	116.7 MHz	H24	301138.56N 0712458.42E	-	-
GP/TDME 36	DOTS/DASHES	335.0 MHz CH40X	H24	301139.04N 0712511.17E	140.20M	GP 3°

OPMT AD 2.20 LOCAL TRAFFIC REGULATIONS: All non scheduled flights/delayed scheduled flights are to make prior coordination before departure due to parking space limitations.

Aircraft arresting barriers installed 39.62 meters before THR RWY-36 and 22.55 meters before THR RWY-18. To avoid any Damage to arresting barrier net assembly. All departures:

- To Line up 152 Meters ahead of THR RWY-36/18.
- To Use minimum power while turning around on turn pad RWY-36/18.
- No Aircraft is to Roll over the barrier while lining up for take-off or landing from RWY 36/18 unless in emergency.
- Aircraft Arresting Barrier net assembly will remain in down position for all traffic during Landing/Takeoff except for fighter Aircraft.

OPMT AD 2.20.1 AIRPORT REGULATIONS: Marshaller assistance can be requested and further information about local regulations can be obtained from the TWR. When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR.

OPMT AD 2.20.2 TAXIING TO AND FROM STANDS: Arriving aircraft will be allocated a stand number by the TWR.

Assistance from the "FOLLOW ME" vehicle can be requested via the TWR. Acft to use RWY dumbbell for turning 180 degrees to avoid damage to RWY surface.

START UP/PUSH BACK /TAXI PROCEDURE FOR TURBO- JET AND TURBO-PROP AIRCRAFT

START UP

Departing aircraft shall contact Multan Tower for start up approval five minutes before ready. Expect ATC clearance together with start up approval. Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained. All airlines to arrange tow bar and push back the Aircraft facing North for TWY H. Disengage tow bar abeam stand after the push back is completed. Aircraft may start one engine on Idle Power at the bay and rest on TWY lane.

OPMT AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Multan Flying club Hangar and Area adjacent to Multan Flying club available.

OPMT AD 2. 20.4 PARKING AREA FOR HELICOPTERS: For parking of civil Helicopters 30 minutes prior coordination before ETD is required.

OPMT AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPMT AD 2.20.6: TAXIING LIMITATIONS: Turn 180° over the dumbbells at the end of RWY available. TWY E and F available for light ACFT's category. TWY J not available for all types of ACFT.

OPMT AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Multan Flying club- RWY 36/18.

OPMT AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPMT AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If the owner or user does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner or user's expense will remove the aircraft.

OPMT AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPMT AD 2.22 FLIGHT PROCEDURES: GENERAL

Unless special permission has been obtained from Multan Tower, flight within Multan Control Zone shall be in accordance with the Instrument Flight Rules.

PROCEDURE FOR IFR FLIGHTS WITHIN MULTAN APP AREA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion inbound aircraft may also be instructed to hold at one of the designated reporting points.

COMMUNICATION FAILURE

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN MULTAN CONTROL ZONE/TMA

Provide traffic conditions so permit; ATC clearance for VFR flights will be given under the conditions described below:

- A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
- ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
- Two-way communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from MULTAN APP/TWR.

Note:- ATC clearance is intended only Separation between IFR and VFR flights.

VFR ROUTES WITHIN MULTAN CTR: NIL

OPMT AD 2.23 ADDITIONAL INFORMATION:

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Heavy bird activity around AD. Kites and other birds present a hazard to air navigation at all times the vicinity of the airport. Pilots are advised to exercise extreme caution while Landing and Take-Off below Altitude 3000FT. ATC will endeavor to keep pilots advised of bird concentrations, but single bird circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a program to attempt a reduction of bird strike hazards.

ALTERNATE AERODROME

Multan Aerodrome is available as an alternate aerodrome daily between 0700-2400 UTC on daily basis.

OPMT AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO
Instrument Approach Chart - ICAO
Multan TMA Chart

AERODROME /
HELIPOT
CHART-ICAO

301211.60N
0712508.80E

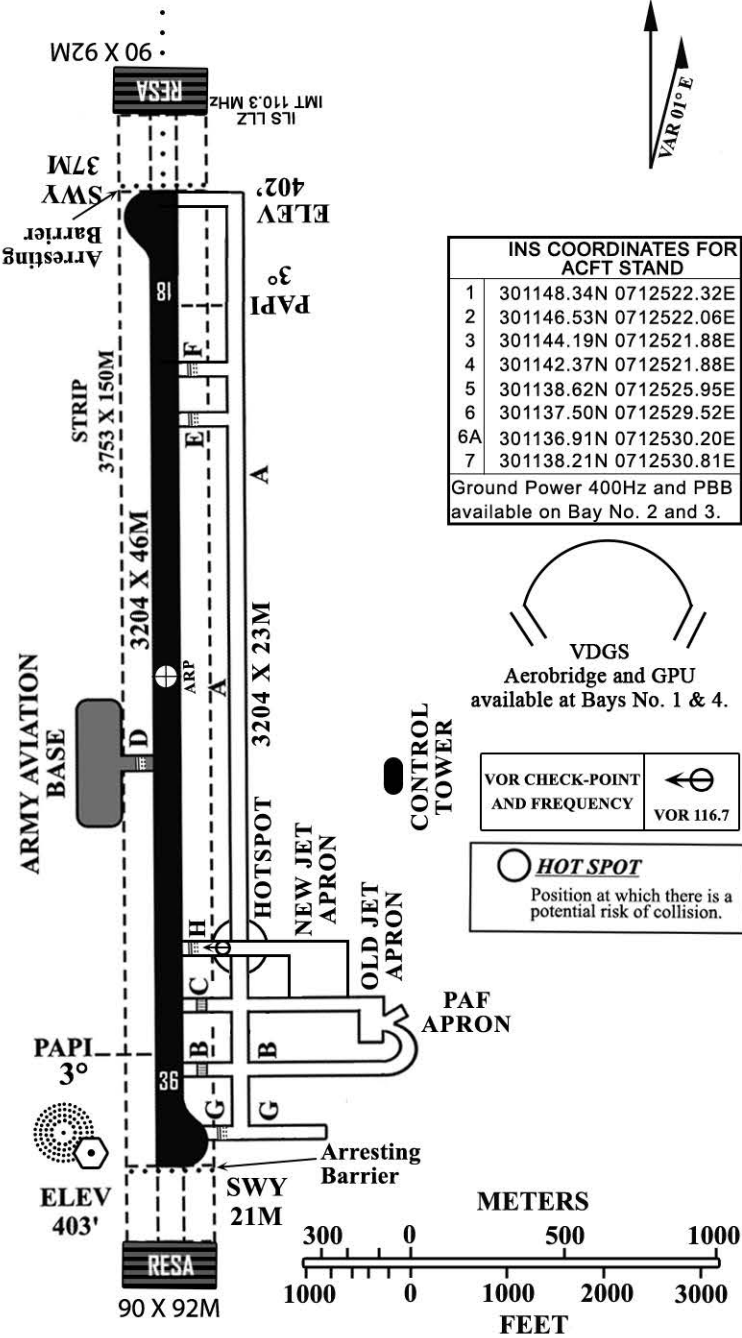
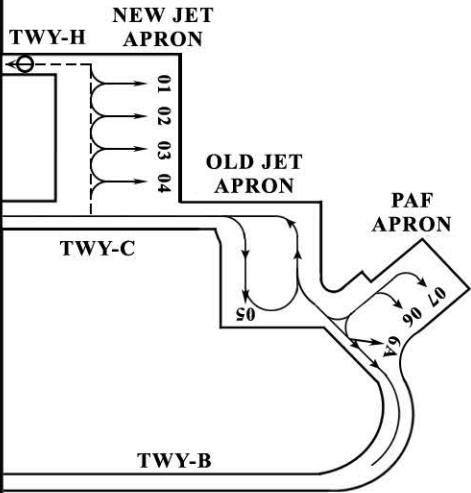
ELEV 403'

TWR 119.1

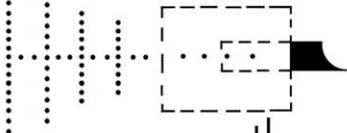
LOREM IPSUM
MULTAN /
Multan Int'l

ELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

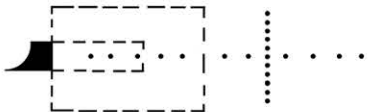
RWY	DIRECTION (T)	THR	BEARING STRENGTH
18	183.35°	301310.47N 0712512.77E	114/R/B/W/T CONCRETE
36	003.35°	301127.11N 0712505.80E	
TAXIWAY - A		TWY Centerline Points 301149.24N 0712514.56E 301133.83N 0712510.36E 301141.31N 0712511.03E 301157.67N 0712506.03E 301238.96N 0712514.45E 301256.04N 0712515.59E 301127.28N 0712511.11E 301149.46N 0712510.95E	
TAXIWAY - B*			
TAXIWAY - C			
TAXIWAY - D*			
TAXIWAY - E*			
TAXIWAY - F*			
TAXIWAY - G			
TAXIWAY - H			
NEW JET APRON			
OLD JET APRON		PCN 62/R/C/X/T Bitumen	
PAF APRON		PCN 49/F/C/X/T Bitumen	



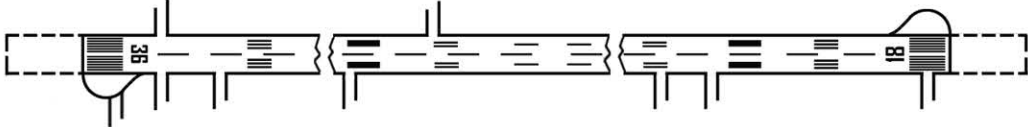
PRECISION APPROACH LIGHTING
SYSTEM CAT-I RWY-36



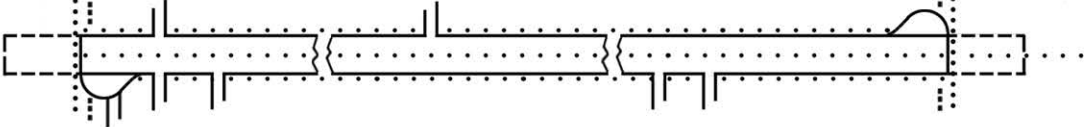
SIMPLE APPROACH LIGHTING SYSTEM
RWY - 18



MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY

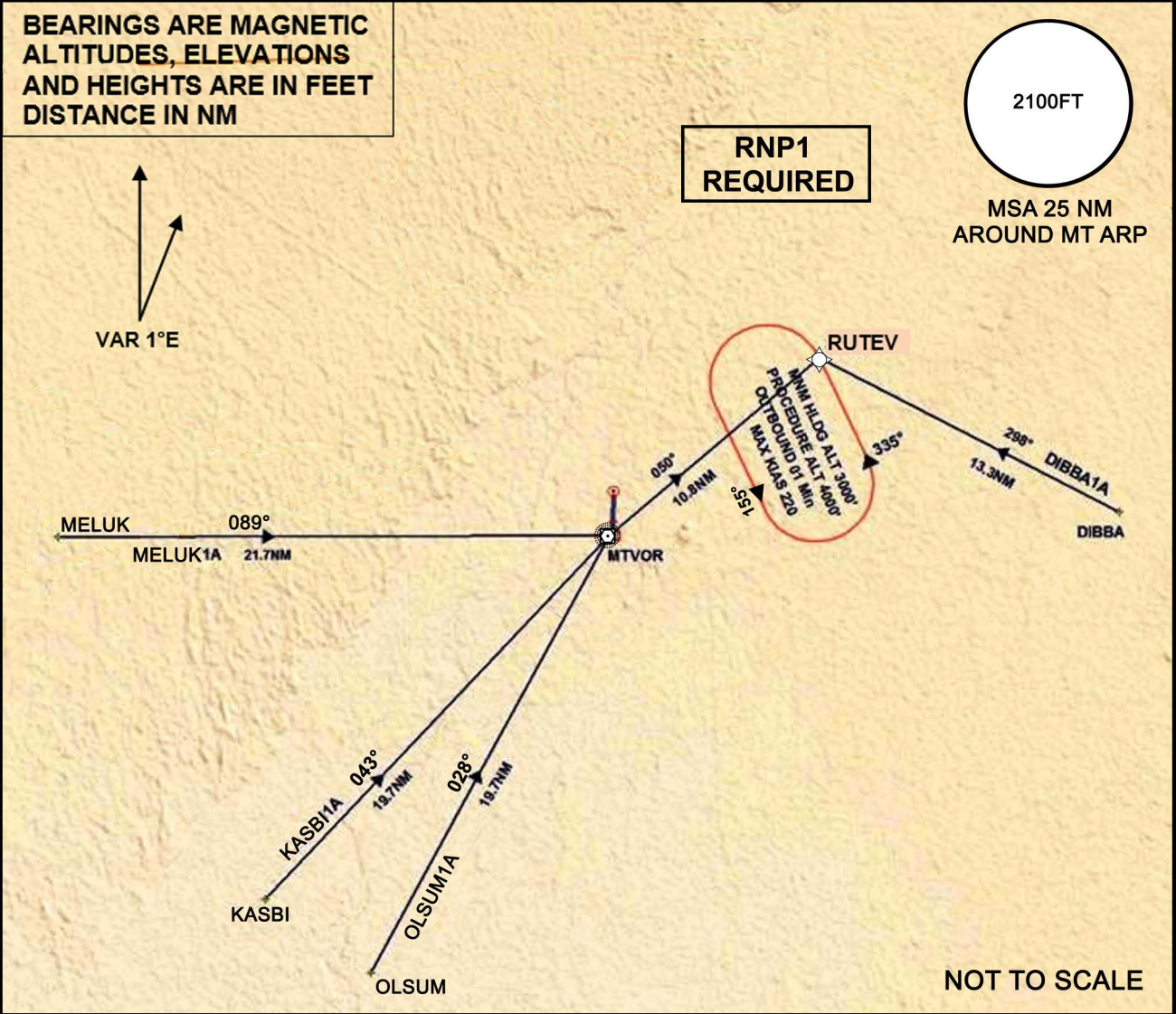


STANDARD ARRIVAL CHART
INSTRUMENT (STAR)-ICAO

TRANSITION LEVEL FL60
TRANSITION ALT 4000'

TWR 119.1 MHz
APP 122.6 MHz
D-ATIS 126.250 MHz

MULTAN Int,
RNP DIBBA 1A, RNP OLSUM 1A
RNP KASBI 1A, RNP MELUK 1A
RWY18



RNP DIBBA ONE ALPHA ARRIVAL – RUNWAY 18

From DIBBA proceed to RUTEV. Descend to ATC assigned level.

RNP OLSUM ONE ALPHA ARRIVAL – RUNWAY 18

From OLSUM proceed to RUTEV via MT VOR. Descend to ATC assigned level.

RNP KASBI ONE ALPHA ARRIVAL – RUNWAY 18

From KASBI proceed to RUTEV via MT VOR. Descend to ATC assigned level.

RNP MELUK ONE ALPHA ARRIVAL – RUNWAY 18

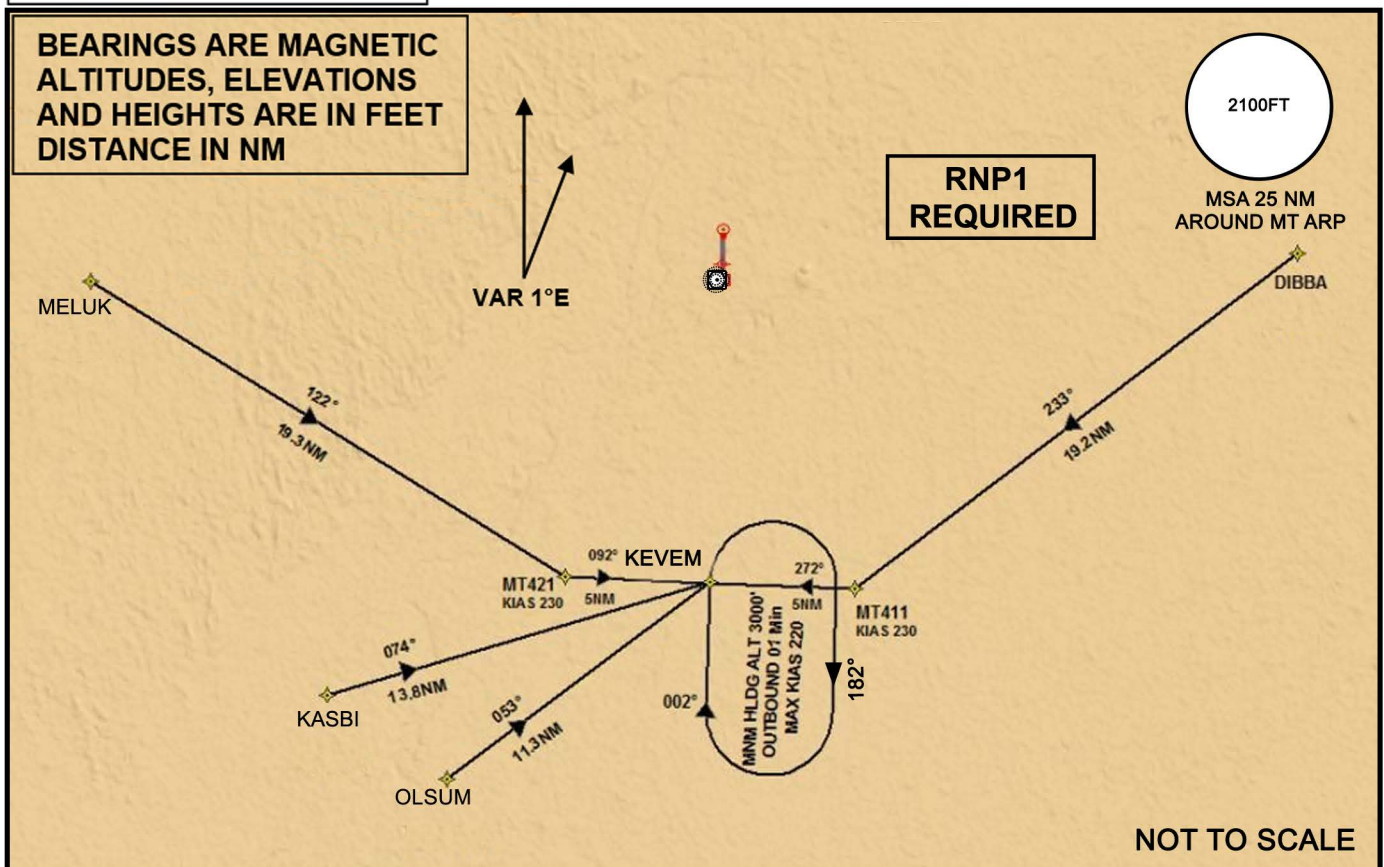
From MELUK proceed to RUTEV via MT VOR. Descend to ATC assigned level.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)-ICAO

TRANSITION LEVEL FL60
TRANSITION ALT 4000'

TWR 119.1 MHz
APP 122.6 MHz
D-ATIS 126.250 MHz

MULTAN Int,I
RNP DIBBA 1B, RNP OLSUM 1B
RNP KASBI 1B, RNP MELUK 1B
RWY36



RNP DIBBA ONE BRAVO ARRIVAL – RUNWAY 36

From DIBBA proceed to KEVEM via MT411. Descend to ATC assigned level.

RNP OLSUM ONE BRAVO ARRIVAL – RUNWAY 36

From OLSUM proceed to KEVEM Descend to ATC assigned level.

RNP KASBI ONE BRAVO ARRIVAL – RUNWAY 36

From KASBI proceed to KEVEM Descend to ATC assigned level.

RNP MELUK ONE BRAVO ARRIVAL – RUNWAY 36

From MELUK proceed to KEVEM via MT421. Descend to ATC assigned level.

AD 2. AERODROMES**OPNH AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPNH - NAWABSHAH****OPNH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	261309.99N 0682324.19E Centre of RWY 02/20
2. Direction and distance from (city)	3 KM SW of city
3. Elevation/Reference temperature	95 FT / 43.3 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/ APM, Nawabshah Tel: (92-244) 9370205 Fax: (92-244) 9370204 AFTN: OPNHYDYX e-mail: apm.nawabshah@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	Airport available as an alternate for Karachi Jinnah International during bad weather and emergency. Disembarkation facility N/A due passenger lounge limitations except ATR-42 Passengers.

OPNH AD 2.3 OPERATIONAL HOURS

1. AD Administration	0300-1000 except Sunday
2. Customs and immigration	With prior coordination
3. Health and sanitation	With prior coordination
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	With prior coordination
10. Security	H24
11. De-icing	-
12. Remarks	

OPNH AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	Jet A1
3. Fuelling facilities/capacity	15500 liters on wheels. 50,000 liters in store.
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPNH AD 2.5 PASSENGER SERVICES

1. Hotels	Nil at AD. Limited in city.
2. Restaurants	Nil at AD. Limited in city
3. Transportation	TAXIS
4. Medical facilities	First aid Treatment, Ambulances: Hospital in the city 3 KM.

5. Bank and Post Office	1 Km in city.
6. Tourist Office	5 Km in city
7. Remarks	

OPNH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 9
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	From Karachi
4. Remarks	RFF available BTN 0200-1400 UTC and at 20 Min PN BTN 1400 to 0200 UTC

OPNH AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPNH AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron: Concrete PCN 40/F/C/X/T JET Apron: Concrete PCN 66/R/C/X/T
2. Taxiway width, surface and strength	TWY A : 15 M Bitumen, PCN 20/R/B/Y/U. TWY B : 15 M Bitumen, PCN 10/F/C/Y/U. TWY C : 23 M Concrete, PCN 66/R/C/X/T. TWY D : 15 M Bitumen, PCN 20/F/B/Y/U. TWY E : 15 M Bitumen, PCN 20/R/B/Y/U. TWY F : 23 M Bitumen, PCN 40/F/C/X/T.
3. ACL location and elevation	Taxi holding PSN of TWY-C 261310.4N 0682521.7E
4. VOR/INS checkpoints	Behind Bay No 1 on Jet Apron 261312N 0682310E. On Apron 261318N 0682312E / See INS check points on AD Chart.
5. Remarks	Parking Space: Two B747 (nose out). Two ATR 42.

OPNH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Make 180 turns anti-clock wise at the dumbbell of Runway 02/20 only for back track. Taxiway guidance signs are available at intersections of TWY 'C' & 'B' with runway and holding positions are marked. Guidelines of taxiway marking at aprons.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ central line marking avbl, beginning of THR, RWY End and Runway edge marked and lighted. Distance marking board and discs also avbl. TWY: Taxi centre line, holding position is marked taxi edge lgts avbl only at TWY 'C'
3. Stop bars	-
4. Remarks	-

OPNH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
20/APCH 02/TKOF	Barrier 02R 30.18 M / 99 FT	261226.35N 0682307.57E	170FT before THR20 and 20FT Edge of Overturn/SWY and 1426M from reference point. During jet ACFT operation Height up 18FT
20/APCH 02/TKOF	Barrier20R 29.57 M / 97 FT	261353.96N 0682341.01E	170FT before THR20 and 20FT Edge of Overturn/SWY and 1426M from reference point. During Jet ACFT operation Height Up position 19.6FT
20/APCH 02/TKOF	Habib Sugar Mill Chimney 66.49 M / 218 FT	261551.09N 0682431.14E	
20/APCH 02/TKOF	PTCL Antenna 80.10 M / 263 FT	261453.44N 0682423.13E	
20/APCH 02/TKOF	Residence Officers (Rest House) 33.53 M / 110 FT	261409.00N 0682344.00E	
20/APCH 02/TKOF	Watch post No. 57 38.71 M / 127 FT	261412.00N 0682347.00E	
20/TKOF 02/APCH	BARRIER 02L 30.18 M / 99 FT	261227.19N 0682304.98E	Drums are 170FT before THR02 and 70FT edge of Overturn/SWY and 1410M from reference point. During jet ACFT operation height UP position 18FT.
20/TKOF 02/APCH	BARRIER 20L 29.57 M / 97 FT	261353.15N 0682343.56E	170FT before THR20 and 20FT edge of Overturn/SWY and 1426M from reference point. During jet ACFT Operation Height up position 19.6FT
20/TKOF 02/APCH	Watch post No. 06 36.88 M / 121 FT	261153.00N 0682247.00E	
20/TKOF 02/APCH	Watch post No. 07 35.05 M / 115 FT	261159.00N 0682249.00E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Pens C Area 38.10 M / 125 FT	261250.00N 0682303.00E	
VHF Antenna 48.60 M / 159 FT	261305.72N 0682329.78E	
VOR Nawab Shah 38.25 M / 125 FT	261303.49N 0682308.84E	
40' Obs. Tower 43.59 M / 143 FT	261355.85N 0682354.05E	Bearing/Distance from reference point=31.86°/0.90NM Transition surface parallel to RWY. Distance form edge of Overturn/SWY(Parallel) is 258M and 378M from THR20
60' Obs. Tower 47.24 M / 155 FT	261205.00N 0682322.00E	
AFSC Residence Block 45.11 M / 148 FT	261413.00N 0682338.00E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
AMSP Building 37.19 M / 122 FT	261223.00N 0682317.00E	
Amir 159.11 M / 522 FT	260300.00N 0680700.00E	
Antenna 114.37 M / 375 FT	260642.34N 0681354.41E	
Antenna 65.10 M / 214 FT	260808.40N 0681621.80E	
Antenna 72.03 M / 236 FT	261749.77N 0680621.62E	
Antenna 82.53 M / 271 FT	261749.83N 0680621.51E	
BTS 68.19 M / 224 FT	261458.34N 0682339.42E	
CAA AIRPORT 49.99 M / 164 FT	261322.31N 0682312.28E	
De-Arming Wall 02 33.53 M / 110 FT	261227.00N 0682302.00E	
De-Arming Wall 20 33.53 M / 110 FT	261353.00N 0682306.00E	
Defcon Antenna 81.31 M / 267 FT	261249.44N 0682338.23E	
Factory Chimney 64.70 M / 212 FT	261458.08N 0682448.64E	
Flight Line Building A Area 34.44 M / 113 FT	261355.00N 0682349.00E	
Flight Line Building C Area 36.58 M / 120 FT	261243.00N 0682255.00E	
Flood Light No 1 54.80 M / 180 FT	261317.11N 0682308.50E	
Flood Light No 2 54.67 M / 179 FT	261315.26N 0682307.72E	
Flood Light No 3 54.82 M / 180 FT	261313.40N 0682306.94E	
Flood Light No 4 38.95 M / 128 FT	261321.84N 0682313.99E	
M/S RING MEDIA PVT LTD 105.00 M / 344 FT	260833.91N 0681635.96E	
M/S SHAHEED BHOTTU UNIVERSITY 89.00 M / 292 FT	261322.58N 0681939.23E	
M/S XIAN SANSHE ELECTRONIC 675.40 M / 2216 FT	294809.44N 0672410.42E	
Met Office Antenna 41.58 M / 136 FT	261303.08N 0682331.09E	
Microwave Antenna 69.19 M / 227 FT	261444.70N 0682439.97E	
Mobile 20 33.53 M / 110 FT	261234.00N 0682312.00E	
Mobile 20 33.53 M / 110 FT	261343.00N 0682341.00E	
NDB Antenna 42.22 M / 139 FT	261301.79N 0682328.58E	
Nawabshah 153.16 M / 503 FT	261436.00N 0682453.00E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
New ATC Tower PAF 38.10 M / 125 FT	261254.00N 0682321.00E	190 M on extended centreline RWY 20 255 offset on western side
New Hala Hyderabad 162.00 M / 531 FT	254918.00N 0682536.00E	
P.A.F Building 64.01 M / 210 FT	261359.50N 0682334.34E	
PAF Echange Antenna 65.84 M / 216 FT	261256.00N 0682339.00E	
Pens A Area 38.10 M / 125 FT	261350.00N 0682346.00E	
Pens B Area 38.10 M / 125 FT	261227.00N 0682311.00E	
SS. L Antenna. 38.73 M / 127 FT	261254.58N 0682323.27E	
UHF Antenna 42.91 M / 141 FT	261305.07N 0682329.43E	
UNKNOWN 118.90 M / 390 FT	261437.02N 0682432.83E	
Underground ATC, PAR (OCC, MDDS) Building & UDF Hut 35.05 M / 115 FT	261255.00N 0682322.00E	
Watch post No. 08 (undershoot 20) 34.75 M / 114 FT	261205.00N 0682246.00E	
Watch post No. 55 (undershoot 02) 40.23 M / 132 FT	261417.00N 0682331.00E	
Watch post No. 56 (undershoot 02) 40.23 M / 132 FT	261414.00N 0682342.00E	
Watch post No. 58 (undershoot 02) 38.10 M / 125 FT	261408.00N 0682357.00E	
Wind Sock 02 End 36.34 M / 119 FT	261233.64N 0682305.91E	
Wind Sock TH-20 36.36 M / 119 FT	261346.09N 0682342.25E	
ZDK Hanger 44.20 M / 145 FT	261242.00N 0682326.00E	
TOWER 104.00 M / 341 FT	255543.14N 0683849.07E	

OPNH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED:MET Report

1. Associated MET Office	Nawabshah
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	TR 01 HR 02 HR
5. Briefing/consultation provided	Telephone.
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL

9. ATS units provided with information	Nawabshah Tower
10. Additional information (limitation of service, etc.)	

OPNH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
02	20.52°	2743 x 46	66/R/C/X/T Concrete SWY Bitumen	261228.23N 0682306.87E	THR 28.80 M / 94.49 FT	-
20	200.52°	2743 x 46	66/R/C/X/T Concrete SWY Bitumen	261351.74N 0682341.53E	THR 28.81 M / 94.52 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
274	274	3292 x 180	518 x 137	Available		-
274	274	3292 x 180	945 x 137	Available		-

OPNH AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
02	2743	3017	3017	2743	-
20	2743	3017	3017	2743	-

OPNH AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT Spacing colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	CAT I PALS 900 M LIH	GREEN	PAPI LEFT/3° 50 FT	-	-	2743 M 60 M WHITE LIH-	RED		-
20	SALS 300 M LIH	GREEN	PAPI LEFT/3° 50 FT	-	-	WHITE LIH-	RED		-

OPNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT Anemometer location and LGT	LDI unlighted Anemometer : on tower lighted,
3. TWY edge and centre line lighting	TWY edge lights only on central TWY
4. Secondary power supply / switch-over time	To all AD facilities. Switch over time less than one minute.
5. Remarks	-

OPNH AD 2.16 HELICOPTER LANDING AREA: Nil

OPNH 2.17 ATS AIRSPACE

1. Designation and lateral limits	Nawabshah CTR::Circular area centered on 261310N/0682324E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Nawabshah Tower English
5. Transition altitude	4000 FT MSL
6. Remarks	-

OPNH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	NAWABSHAH Tower	121.800 MHZ	H24	-
TWR	Nawabshah Tower	118.100 MHZ	H24	Primary Frequency
TWR	Nawabshah Tower	121.500 MHZ	H24	Emergency Frequency

OPNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VOR/ ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (1/2015)	NH	112.9 MHz CH76	H24	261303.49N 0682308.84E	38.25M	-
NDB	NH	393.0 kHz	H24	261301.79N 0682328.58E	-	Coverage 150NM

OPNH AD 2.20 LOCAL TRAFFIC REGULATIONS: Heavy bird activity around North, North East of the airfield.

OPNH AD 2.20.1 AIRPORT REGULATIONS: Nil

OPNH AD 2.20.2 TAXIING TO AND FROM STANDS: Make 180 turns at the dumbbell only for backtrack.

OPNH AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPNH AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPNH AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPNH AD 2.20.6: TAXIING LIMITATIONS: Nil

OPNH AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPNH AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPNH AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPNH AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPNH AD 2.22 FLIGHT PROCEDURES: Circuit west of airfield.

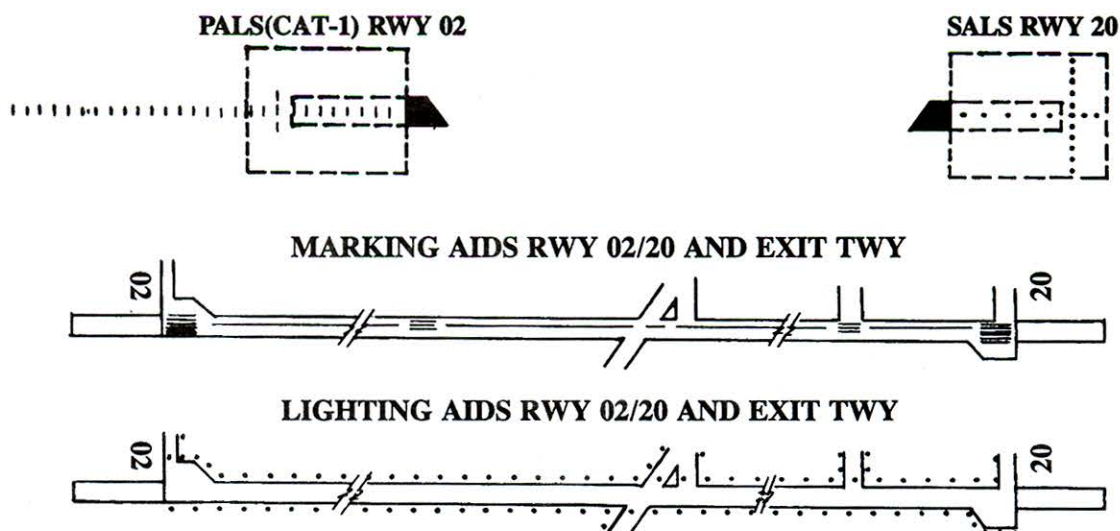
OPNH AD 2.23 ADDITIONAL INFORMATION: Intensive bird activity in approach area of RWY-20 and North / North East of airfield.

OPNH AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

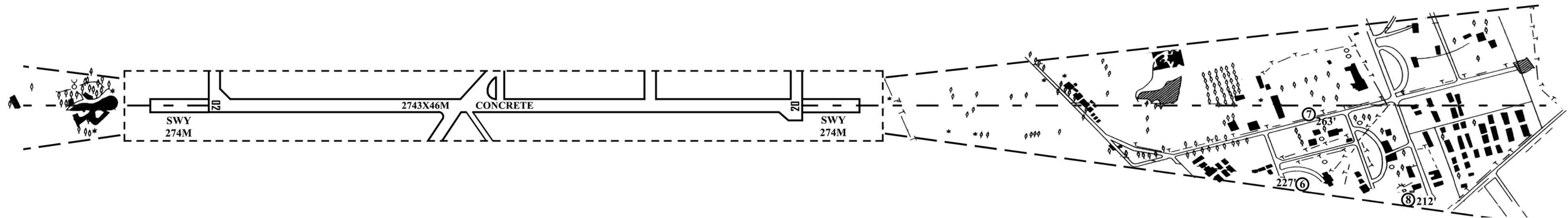
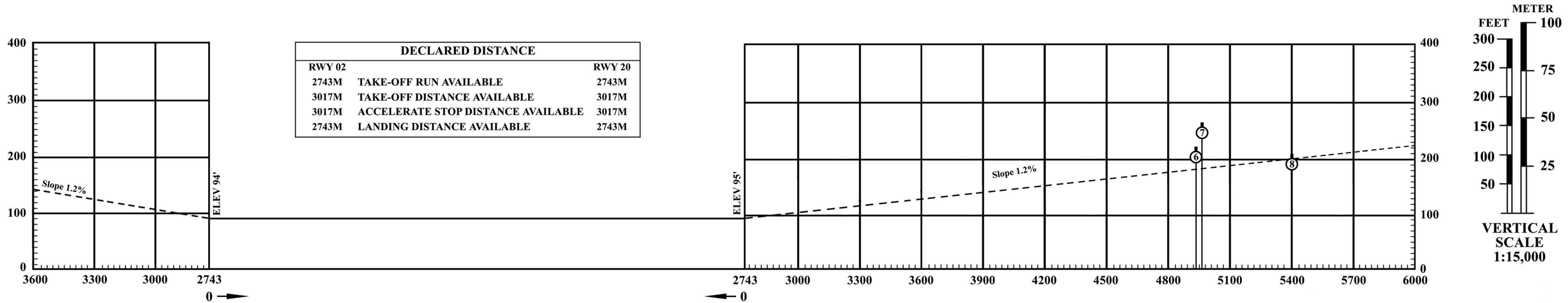
NAWABSHAH
Nawabshah



AERODROME OBSTACLE CHART-ICAO
TYPE-A (OPERATING LIMITATIONS)

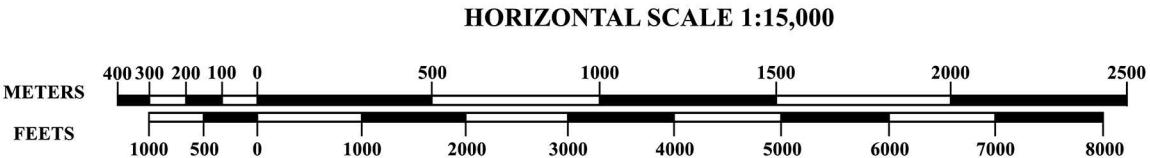
NAWABSHAH/
Nawabshah

DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 01°E (2015)



AMENDMENT RECORD		
No.	DATE	ENTERED BY

LEGEND	
Identification Number	○
Building or large structure	■
Railroad single track, double track	++ ##
Telegraph or telephone transmission line	- T - T - T -
Trees: Other, Palm, Shurb, Mosque, Well	⊙ * ♂ ○
City or Large Town, Road bridge	■
Lake	~~~~~
Primary road; secondary road; cart track	== -- - -

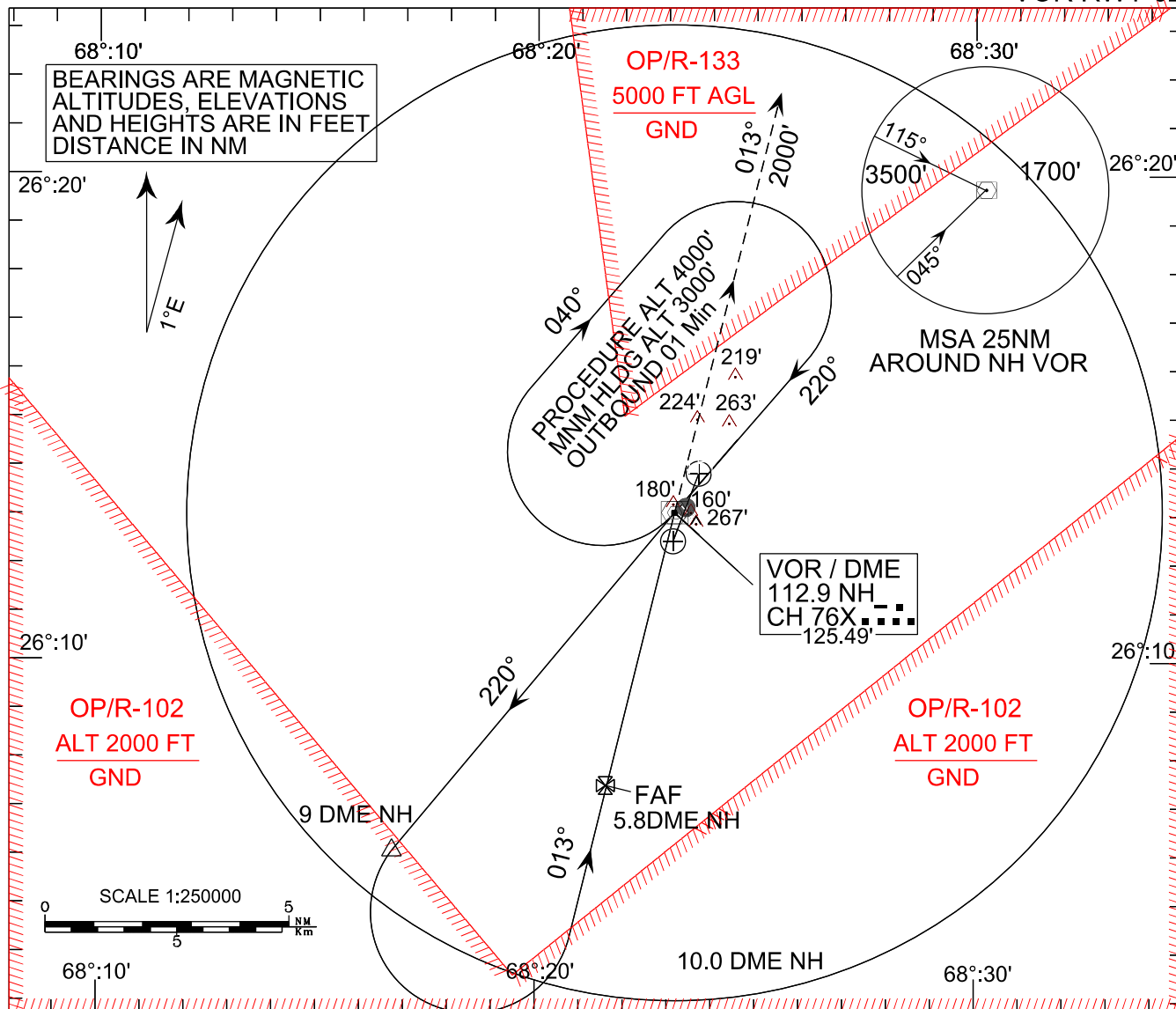


INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 95 (ft)
HEIGHTS RELATED TO
AD ELEVATION

TWR 118.1
121.8

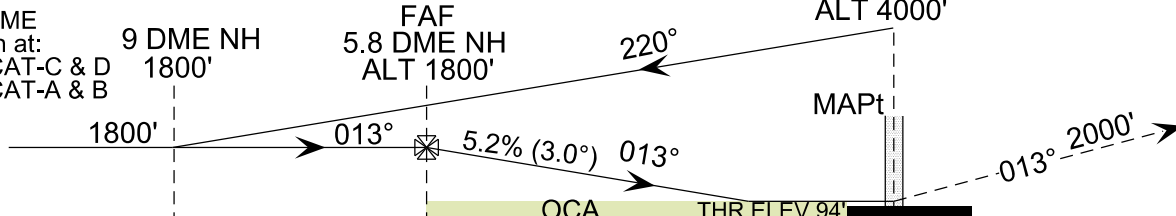
NAWABSHAH /
Nawabshah
VOR RWY 02



TRANSITION LEVEL FL60
TRANSITION ALT 4000'

MISSED APPROACH
Climb straight ahead 2000'
AMSLL and contact ATC.

Without DME
Start turn at:
02 Min CAT-C & D
03 Min CAT-A & B



TO THR 02 (NM)

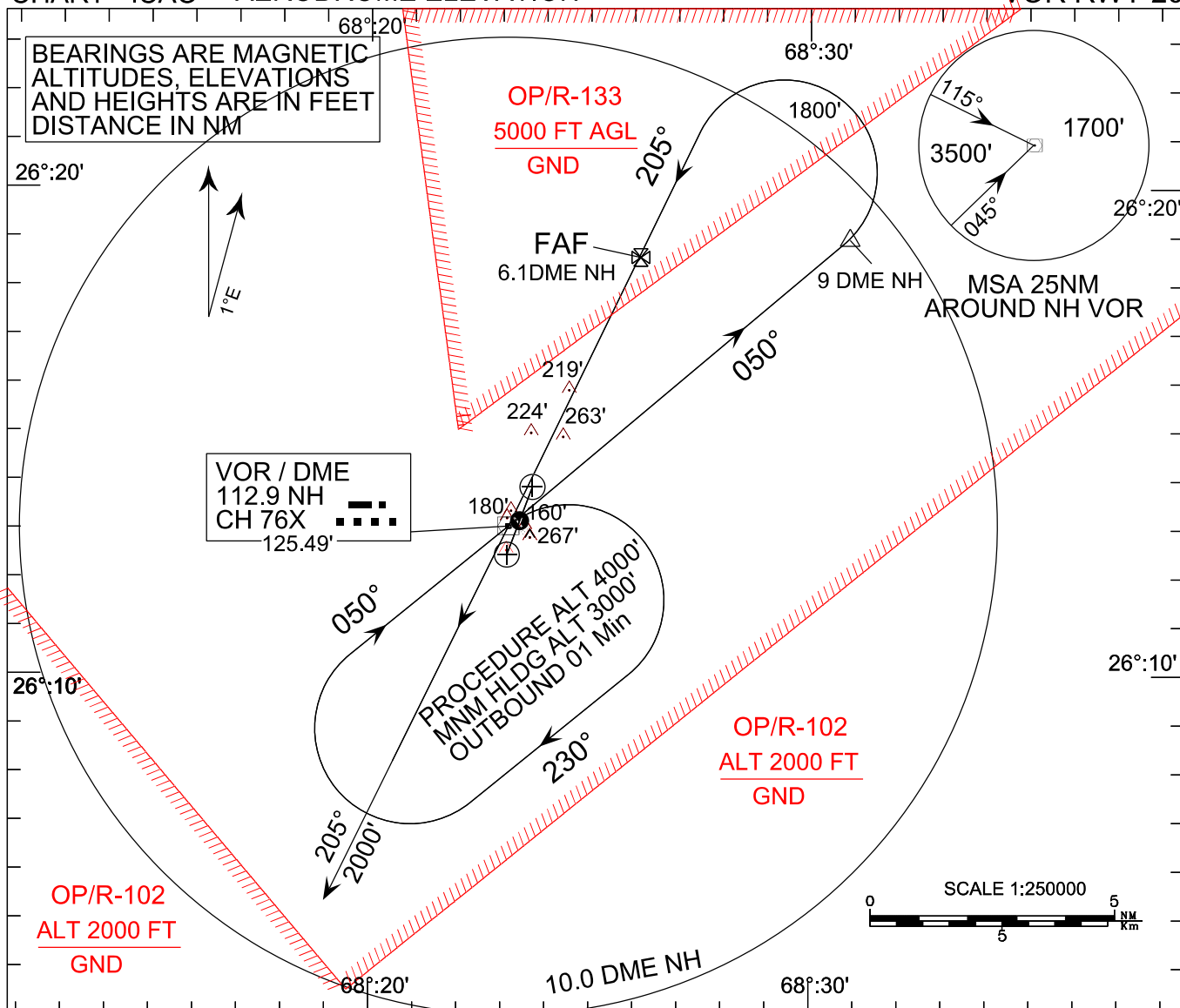
OCA / H	CAT	A	B	C	D	DME NH (NM)	5.0	4.0	3.0	2.0
						Altitude (ft)	1560	1240	920	600
Straight-in	VOR / DME	530' (435')								
Straight-in	VOR	580' (485')								
Circling		900' (805')		1000' (905')						

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 95 (ft)
HEIGHTS RELATED TO
AERODROME ELEVATION

TWR 118.1
121.8

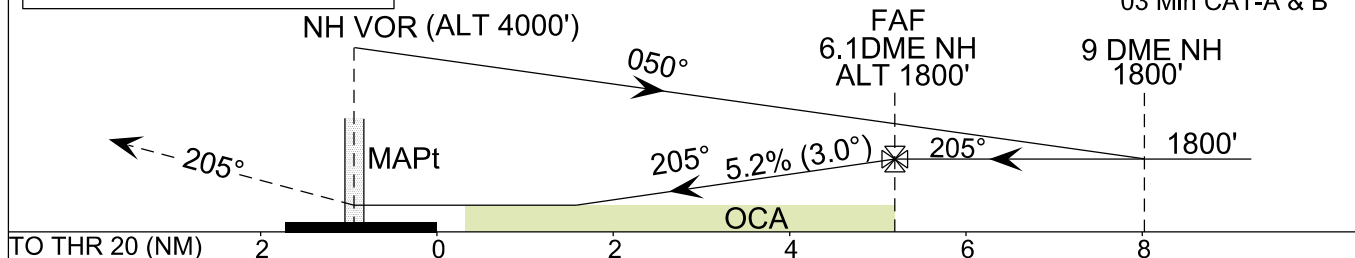
NAWABSHAH/
Nawabshah
VOR RWY 20



MISSED APPROACH
Climb straight ahead 2000'
AMSL and contact ATC.

TRANSITION LEVEL FL60
TRANSITION ALT 4000'

Without DME
Strat turn at:
02 Min CAT-C & D
03 Min CAT-A & B



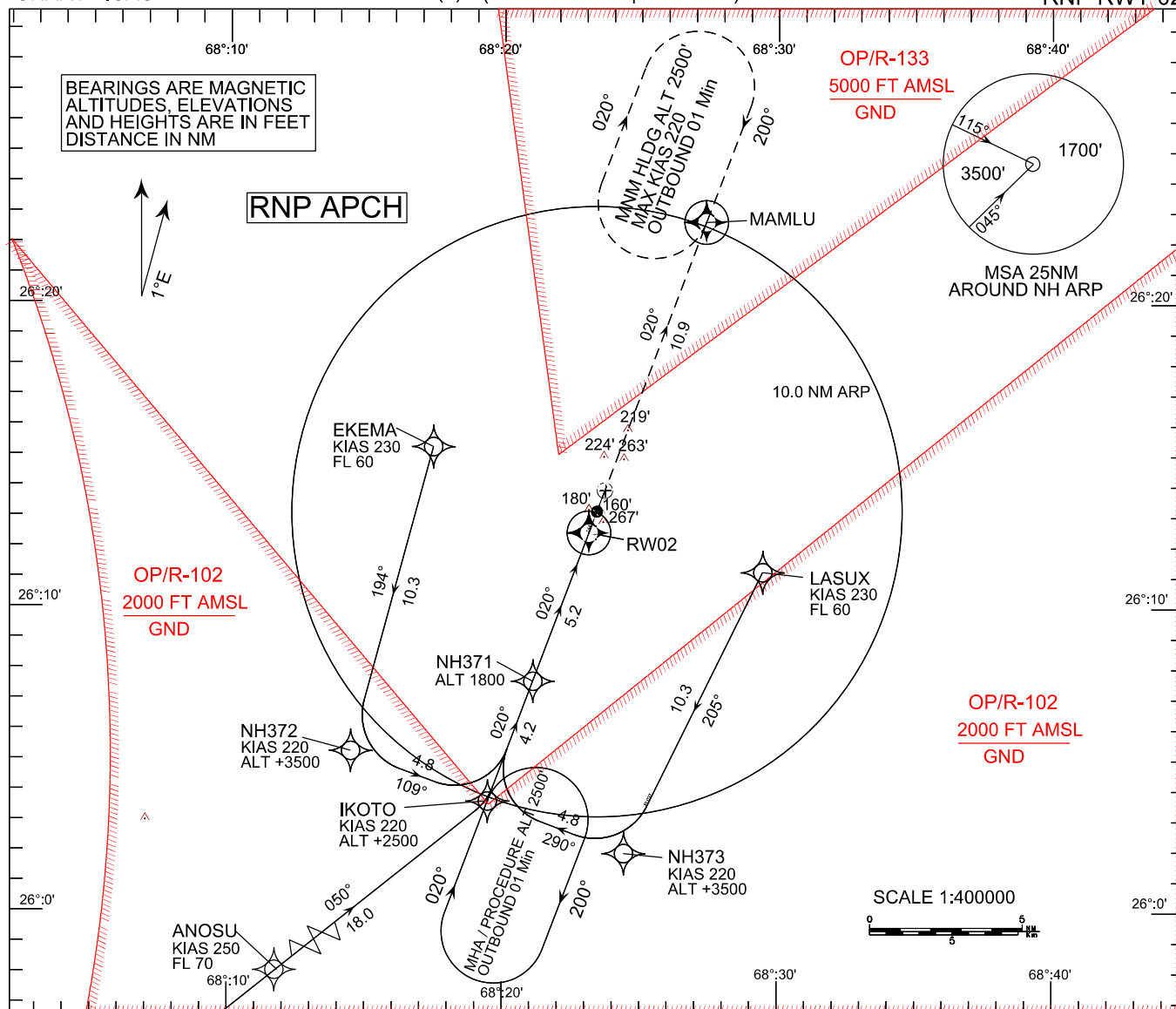
OCA / H	CAT	A	B	C	D	DME NH (NM)	6.0	5.0	4.0	3.0
Straight-in	VOR / DME	530' (435')				Altitude (ft)	1760	1440	1120	800
Straight-in	VOR	580' (485')								
Circling		900' (805')		1000' (905')						

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 95 (ft)
HEIGHTS RELATED TO
THR RWY 02 ELEV 94 (ft) (VNAV Min Temp Limit 0°C)

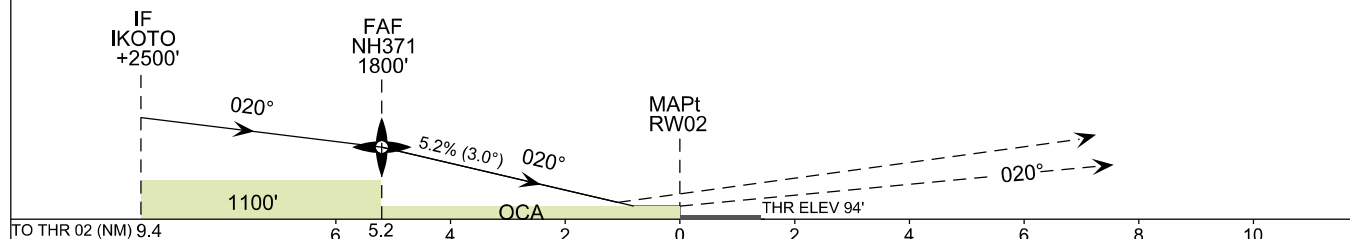
TWR 118.1
121.8

NAWABSHAH /
Nawabshah
RNP RWY 02



TRANSITION LEVEL FL60
TRANSITION ALT 4000ft

MISSED APPROACH
Climb 2500' AMSL straight
to MAMLU and contact ATC.



OCA / H		A	B	C	D	DIST THR - RW02 (NM)			
Straight-in Approach	LNAV	530' (436')				5	4	3	2
	LNAV / VNAV	430' (336')				Altitude (ft)	1740	1420	1100
Circling		900' (806')		1000' (906')		Note: Provision of RAIM prediction if required, should be done by the operator.			

Waypoints Data RNP RWY 02:

WP Name	Use	Latitude	Longitude
ANOSU	IAF	25°52'20.00"N	068°03'53.00"E
EKEMA	IAF	26°15'17.00"N	068°17'26.00"E
NH372	IAF	26°05'17.00"N	068°14'28.00"E
LASUX	IAF	26°11'11.00"N	068°29'27.00"E
NH373	IAF	26°01'56.00"N	068°24'25.00"E
IKOTO	IF/HF	26°03'38.40"N	068°19'27.30"E
NH371	FAF	26°07'35.16"N	068°21'05.35"E
RW02	MAPt	26°12'28.23"N	068°23'06.87"E
MAMLU	MAHF	26°22'41.40"N	068°27'21.70"E

Instrument Approach Procedures Coding Table

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Performance
IF	ANOSU	-	-	R	7000'	250	1.0 E	RNP APCH
TF	IKOTO	-	050° (051.2°)	L	+2500'	220		
TF	NH371	-	020° (020.5°)	-	1800'	-		
TF	RW02	Y	-	-	430'(VNAV) 530'(LNAV)	-		
DF	MAMLU	Y	-	-	2500'	220		

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Performance
IF	EKEMA	-	-	-	6000'	230	1.0 E	RNP APCH
TF	NH372	-	194° (195°)	L	+3500'	220		
TF	IKOTO	-	109° (110°)	L	+2500'	220		
TF	NH371	-	020° (020.5°)	-	1800'	-		
TF	RW02	Y	-	-	430'(VNAV) 530'(LNAV)	-		
DF	MAMLU	Y	-	-	2500'	220		

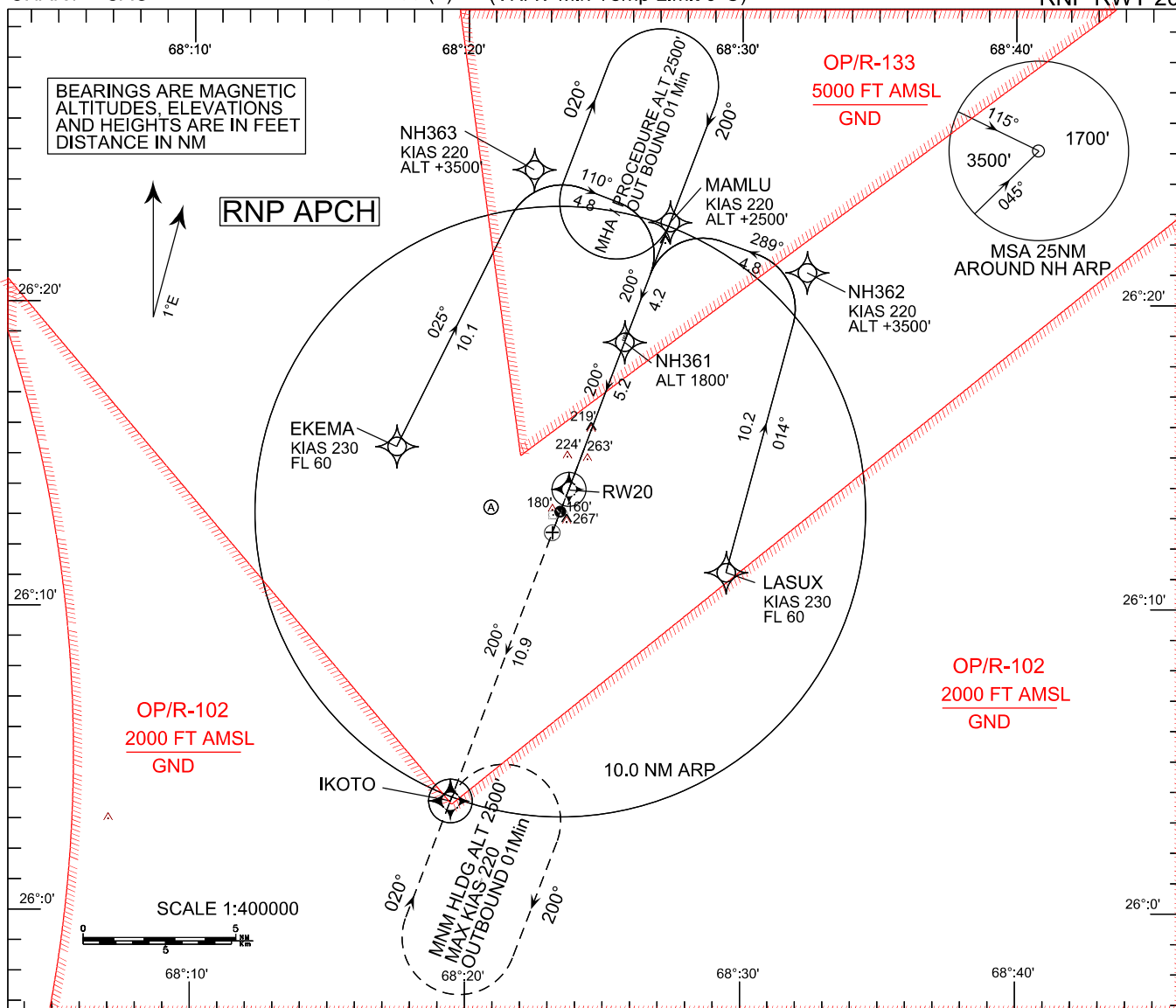
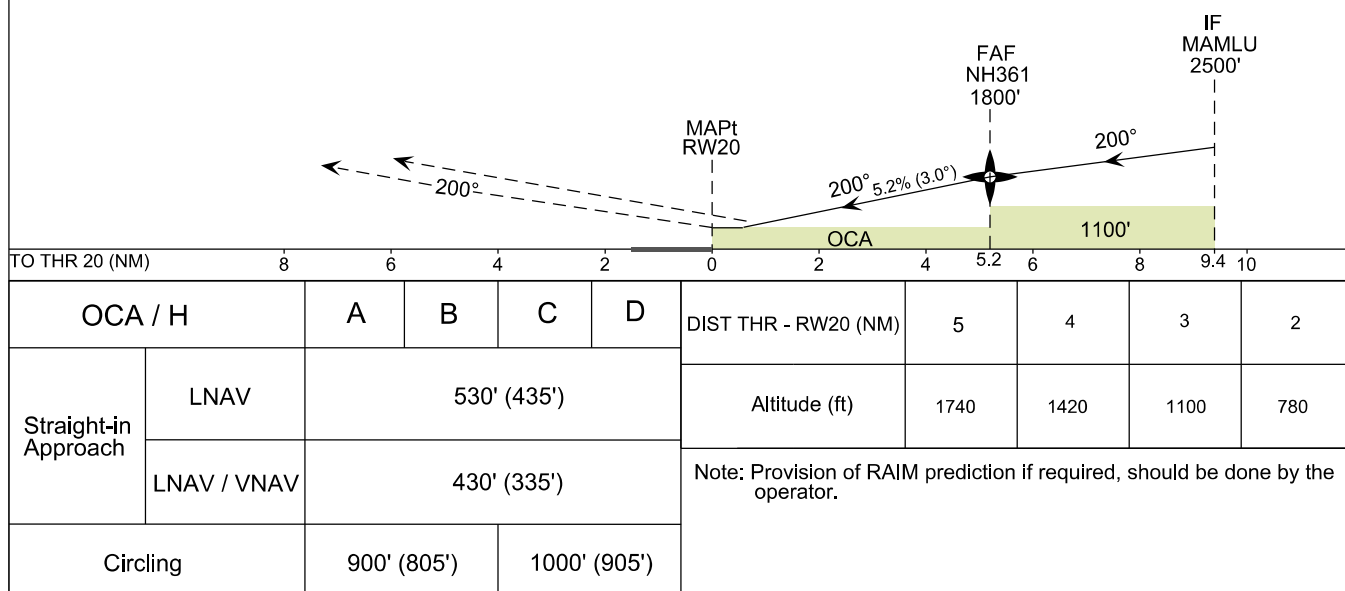
Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Performance
IF	LASUX	-	-	-	6000'	230	1.0 E	RNP APCH
TF	NH373	-	205° (206.2°)	R	+3500'	220		
TF	IKOTO	-	290° (290.8°)	R	+2500'	220		
TF	NH371	-	020° (020.5°)	-	1800'	-		
TF	RW02	Y	-	-	430'(VNAV) 530'(LNAV)	-		
DF	MAMLU	Y	-	-	2500'	220		

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 95 (ft)
HEIGHTS RELATED TO
THR RWY 20 ELEV 95 (ft)

(VNAV Min Temp Limit 0°C)

TWR 118.1
121.8NAWABSHAH /
Nawabshah

RNP RWY 20

TRANSITION LEVEL FL60
TRANSITION ALT 4000ftMISSED APPROACH
Climb 2500' AMSL straight
to IKOTO and contact ATC.

Waypoints Data RNP RWY 20:

WP Name	Use	Latitude	Longitude
EKEMA	IAF	26°15'17.00"N	068°17'26.00"E
LASUX	IAF	26°11'11.00"N	068°29'27.00"E
NH362	IAF	26°21'03.00"N	068°32'22.00"E
NH363	IAF	26°24'24.00"N	068°22'24.00"E
MAMLU	IF/HF	26°22'41.40"N	068°27'21.70"E
NH361	FAF	26°18'44.71"N	068°25'43.24"E
RW20	MAPt	26°13'51.74"N	068°23'41.53"E
IKOTO	MAHF	26°03'38.40"N	068°19'27.30"E

Instrument Approach Procedures Coding Table

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Performance
IF	EKEMA	-	-	-	6000'	230	1.0 E	RNP APCH
TF	NH363	-	025° (026.1°)	R	+3500'	220		
TF	MAMLU	-	110° (110.9°)	R	+2500'	220		
TF	NH361	-	200°(200.5°)	-	1800'	-		
TF	RW20	Y	-	-	430'(VNAV) 530'(LNAV)	-		
DF	IKOTO	Y	-	-	2500'	220		

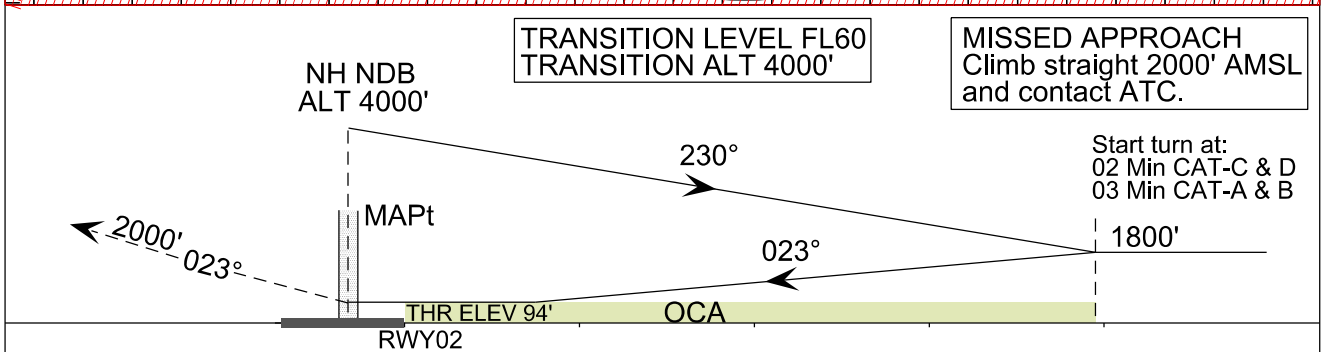
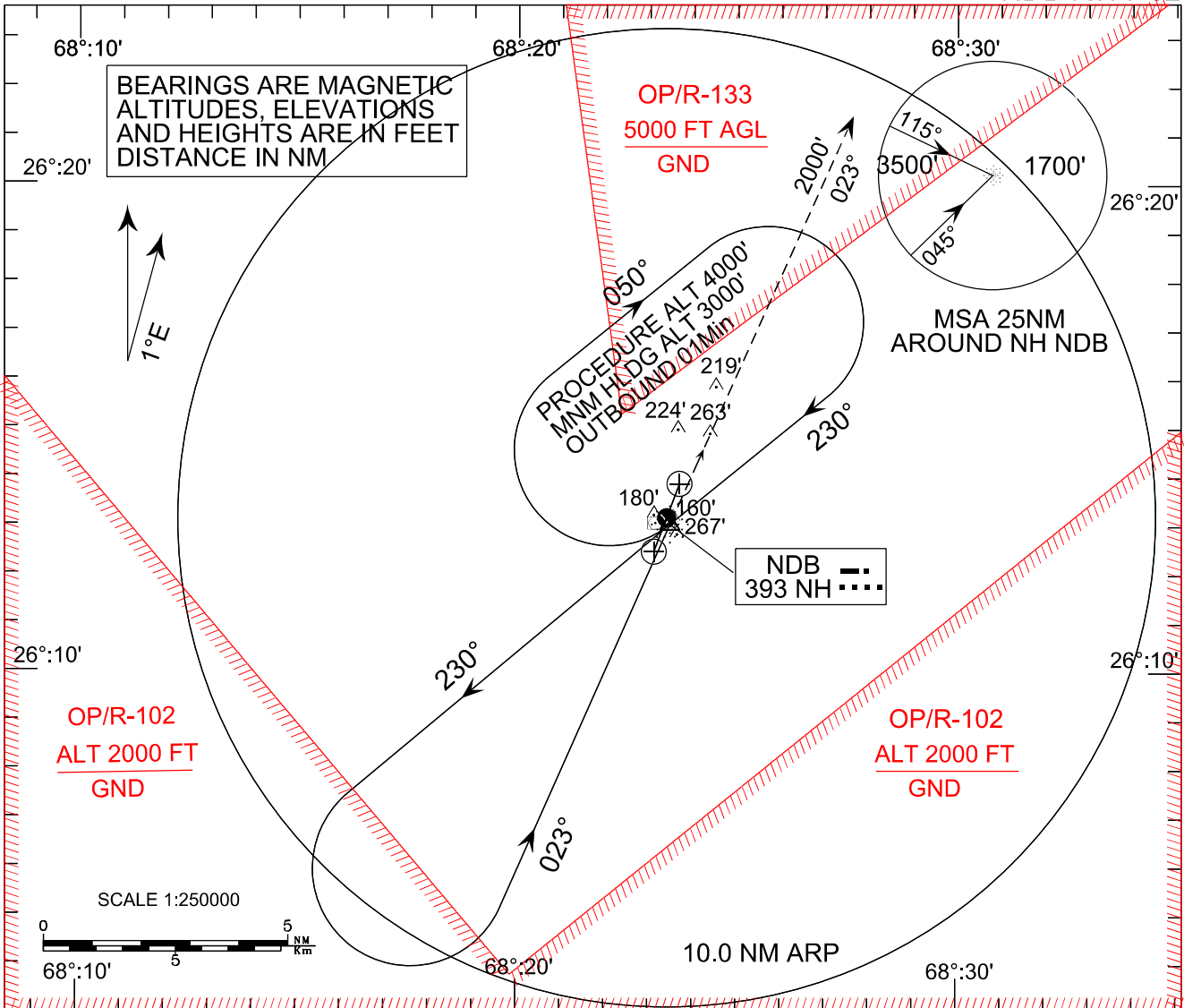
Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit	Magnetic Variation	Navigation Performance
IF	LASUX	-	-	-	6000'	230	1.0 E	RNP APCH
TF	NH362	-	014° (014.9°)	L	+3500'	220		
TF	MAMLU	-	289° (290°)	L	+2500'	220		
TF	NH361	-	200°(200.5°)	-	1800'	-		
TF	RW20	Y	-	-	430'(VNAV) 530'(LNAV)	-		
DF	IKOTO	Y	-	-	2500'	220		

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 95 (ft)
HEIGHTS RELATED TO
AERODROME ELEVATION

TWR 118.1
121.8

NAWABSHAH /
Nawabshah
NDB RWY 02



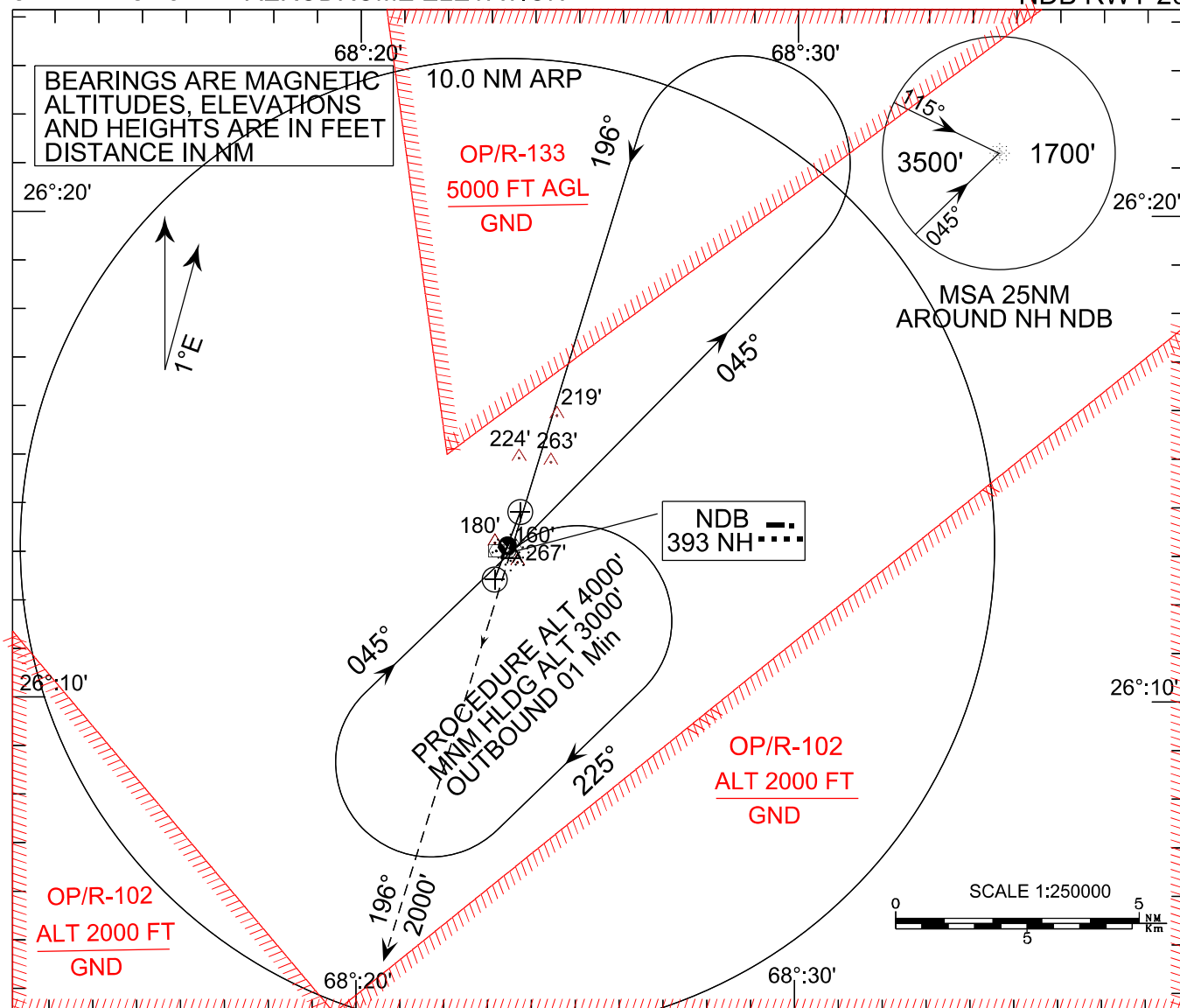
OCA / H		A	B	C	D
Straight-in	NDB	580' (485')			
Circling		900' (805')		1000' (905')	

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 95 (ft)
HEIGHTS RELATED TO
AERODROME ELEVATION

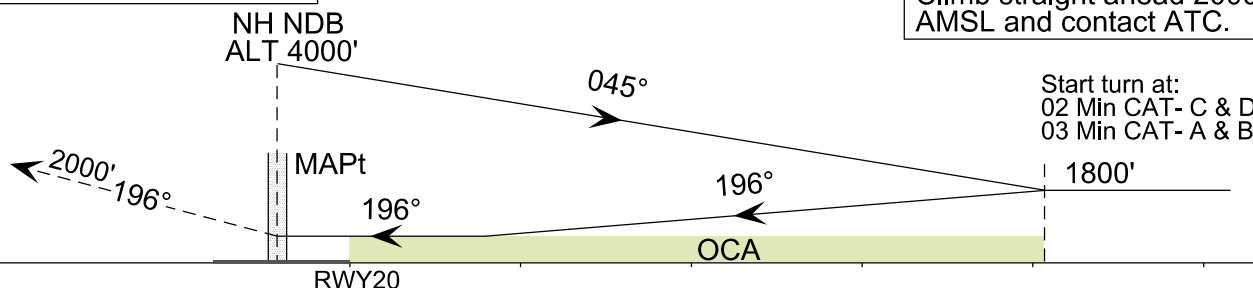
TWR 118.1
121.8

NAWABSHAH /
Nawabshah
NDB RWY 20



TRANSITION LEVEL FL60
TRANSITION ALT 4000'

MISSED APPROACH
Climb straight ahead 2000'
AMS and contact ATC.



OCA / H		A	B	C	D
Straight-in	NDB	580' (485')			
Circling		900' (805')		1000' (905')	

AD 2. AERODROMES**OPPG AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPPG - PANJGUR****OPPG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	265716.36N 0640757.06E centre of RWY
2. Direction and distance from (city)	5 KM SW of city
3. Elevation/Reference temperature	3289 FT / 34.0 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM Panjgur Tel: (0855) 642165 Fax: (0855) 641649 AFTN: OPPGYDYX e-mail: apm.panjgur@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPPG AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	NIL
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HS 24 hours PN for non-schedule flights
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPPG AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	-

OPPG AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the City.
3. Transportation	Taxi's
4. Medical facilities	Hospitals in the city.
5. Bank and Post Office	In the City.
6. Tourist Office	-
7. Remarks	

OPPG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	-

OPPG AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPPG AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPPG: Concrete PCN 14/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPPG : 23 M Bitumen, PCN 14/F/B/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 265718.83N 0640809.83E, Bay 265719.56N 0640808.91E
5. Remarks	Space adequate for 2 ATR-42

OPPG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end as appropriate, marked. TWY: Centreline, holding positions at TWY/RWY intersections, marked.
3. Stop bars	-
4. Remarks	-

OPPG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
31/TKOF 13/APCH	Levi thana 1005.53 M / 3299 FT	265837.24N 0640624.43E	
31/TKOF 13/APCH	Mobile Phone tower 1069.54 M / 3509 FT	265826.44N 0640612.94E	
31/TKOF 13/APCH	T&T tower 1022.32 M / 3354 FT	265834.80N 0640621.91E	
31/TKOF 13/APCH	Tower 1010.00 M / 3314 FT	265833.23N 0640556.36E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Control Tower 1013.12 M / 3324 FT	265721.22N 0640809.77E	
Ground Mast (NW Side) 1018.59 M / 3342 FT	265727.52N 0640811.09E	
Met Radar 1016.13 M / 3334 FT	265721.29N 0640809.85E	
NDB 1031.28 M / 3383 FT	265722.23N 0640817.92E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
TV tower 1030.09 M / 3380 FT	265719.66N 0640622.98E	
VOR 1007.88 M / 3307 FT	265710.21N 0640813.06E	
met Antenna 1021.04 M / 3350 FT	265720.85N 0640812.14E	
online connectivity 1017.74 M / 3339 FT	265721.51N 0640810.33E	
wind sock (NE) 1002.92 M / 3290 FT	265728.65N 0640745.97E	
wind sock (SE) 1006.32 M / 3302 FT	265704.63N 0640807.55E	

OPPG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Panjgur
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR Hourly.
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Panjgur Tower
10. Additional information (limitation of service, etc.)	92867-641649 92332-2966292.

OPPG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
13	131.86°	1524 x 23	14/F/B/Y/T Bitumen	265732.76N 0640736.64E	THR 993.54 M / 3259.65 FT	-
31	311.86°	1524 x 23	14/F/B/Y/T Bitumen	265659.97N 0640817.48E	THR 1002.46 M /3288.91 FT	0.800% UP till 457M then 0.5 % UP

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
		-		-		-
		-		-		-

OPPG AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
13	1524	1524	1524	1524	-
31	1524	1524	1524	1524	-

OPPG AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13			NIL						-
31			NIL						-

OPPG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	-

OPPG AD 2.16 HELICOPTER LANDING AREA: Nil

OPPG 2.17 ATS AIRSPACE

1. Designation and lateral limits	Panjgur CTR::Circular area centered on 265716N/ 0640757E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Panjgur Tower English
5. Transition altitude	7500 FT MSL
6. Remarks	-

OPPG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Panjgur Tower	121.800 MHZ	NOTAM	-
TWR	Panjgur Tower	118.100 MHZ	NOTAM	Primary Frequency

OPPG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PG	388.0 kHz	H24	265722.23N 0640817.92E	-	-
VOR/DME (1/2015)	PG	114.3 MHz CH90X	H24	265710.21N 0640813.06E	1010.00M	-

OPPG AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPPG AD 2.20.1 AIRPORT REGULATIONS:Nil

OPPG AD 2.20.2 TAXIING TO AND FROM STANDS:Nil

OPPG AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPPG AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPPG AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPPG AD 2.20.6: TAXIING LIMITATIONS: Nil

OPPG AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPPG AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPPG AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPPG AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPPG AD 2.22 FLIGHT PROCEDURES: Nil

OPPG AD 2.23 ADDITIONAL INFORMATION Nil.

OPPG AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

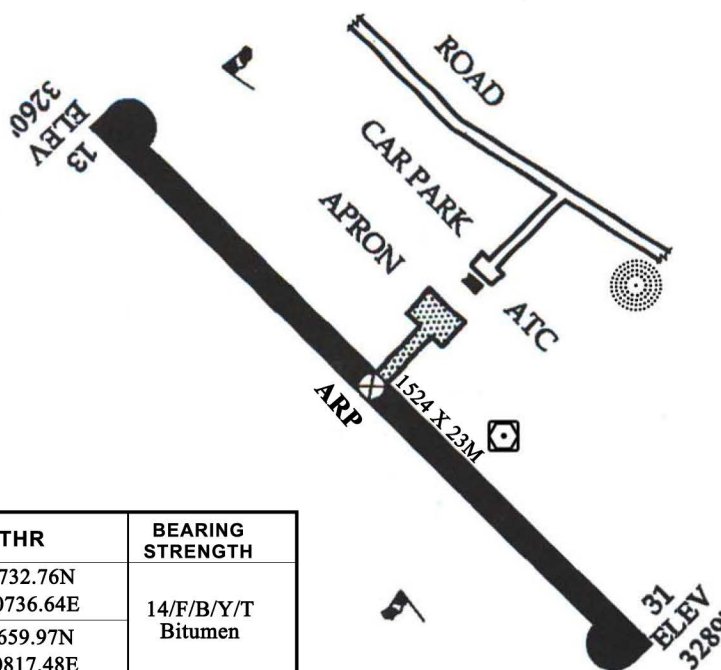
Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO265716.36N
0640757.06E

ELEV 3289'

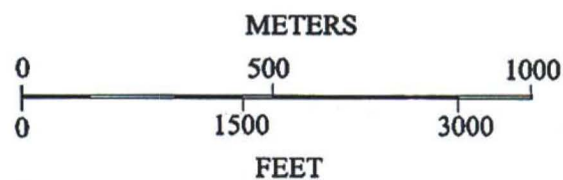
TWR 118.1

PANJGUR/Panjgur

ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

RWY	DIRECTION (T)	THR	BEARING STRENGTH
13	131.86°	265732.76N 0640736.64E	14/F/B/Y/T Bitumen
31	311.86°	265659.97N 0640817.48E	
TAXIWAY		TWY Centerline Points 265712.73N 0640802.91E 265717.75N 0640807.93E	
APRON			14/R/C/Y/T CONCRETE

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	265718.83N 0640809.83E
2	265719.56N 0640808.91E



MARKING AIDS RWY 13/31 AND EXIT TWY

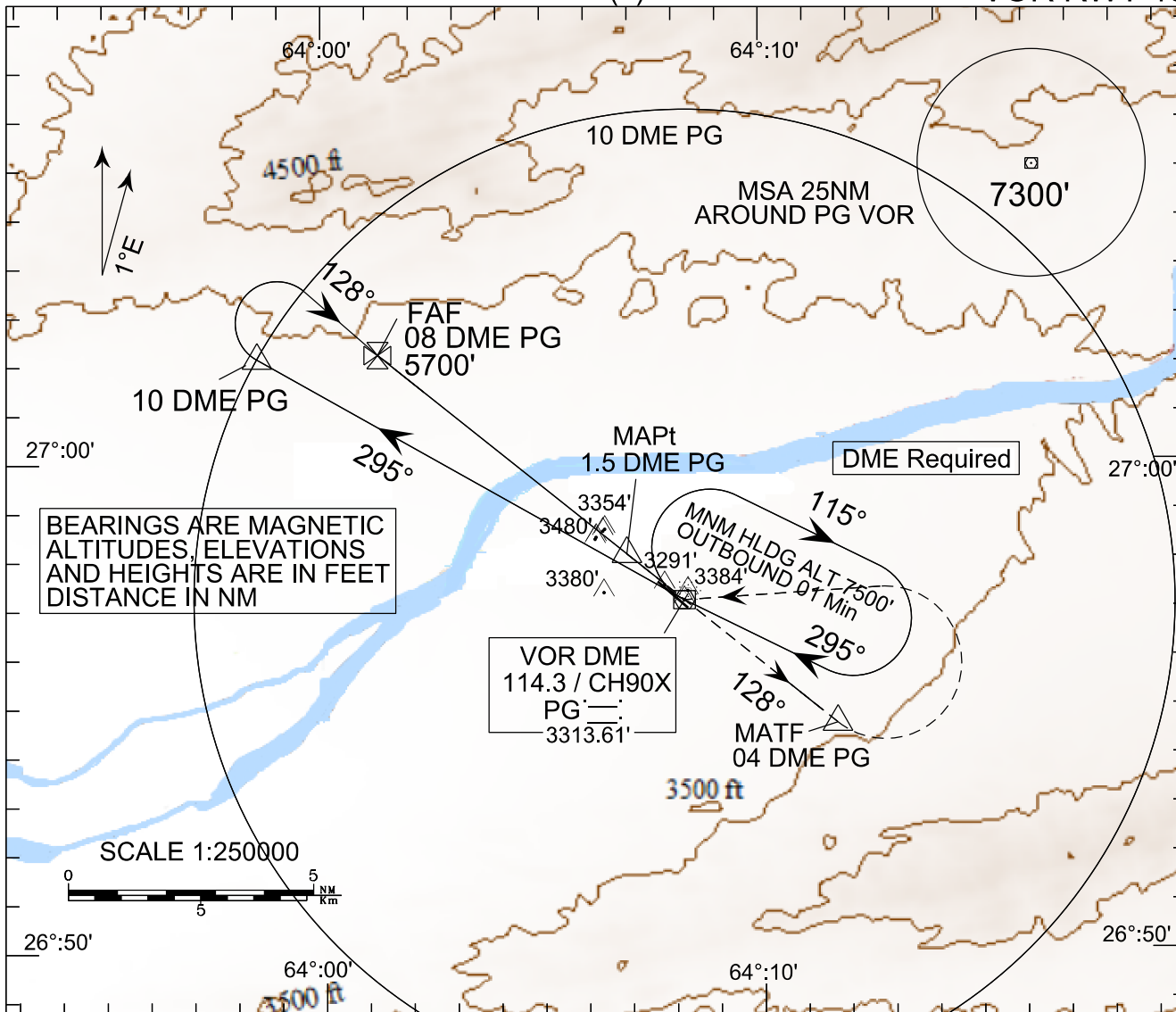


INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 3289 (ft)
OCH RELATED TO
THR RWY 13-ELEV 3260(ft)

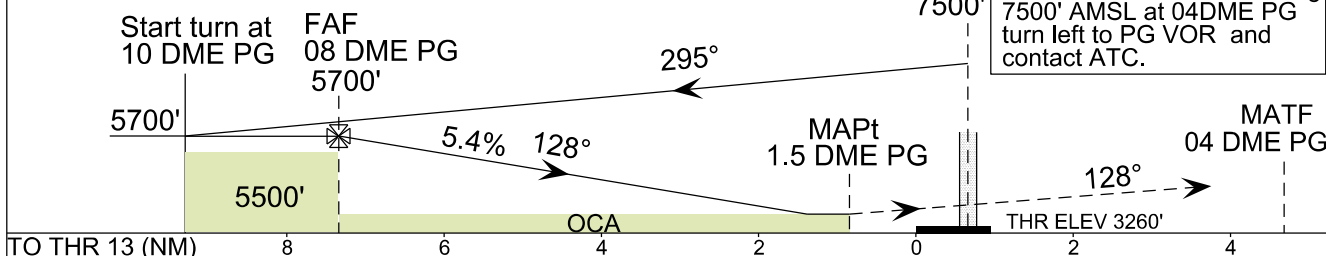
TWR 118.1

PANJGUR/
Panjgur
VOR RWY 13



TRANSITION LEVEL FL95
TRANSITION ALT 7500

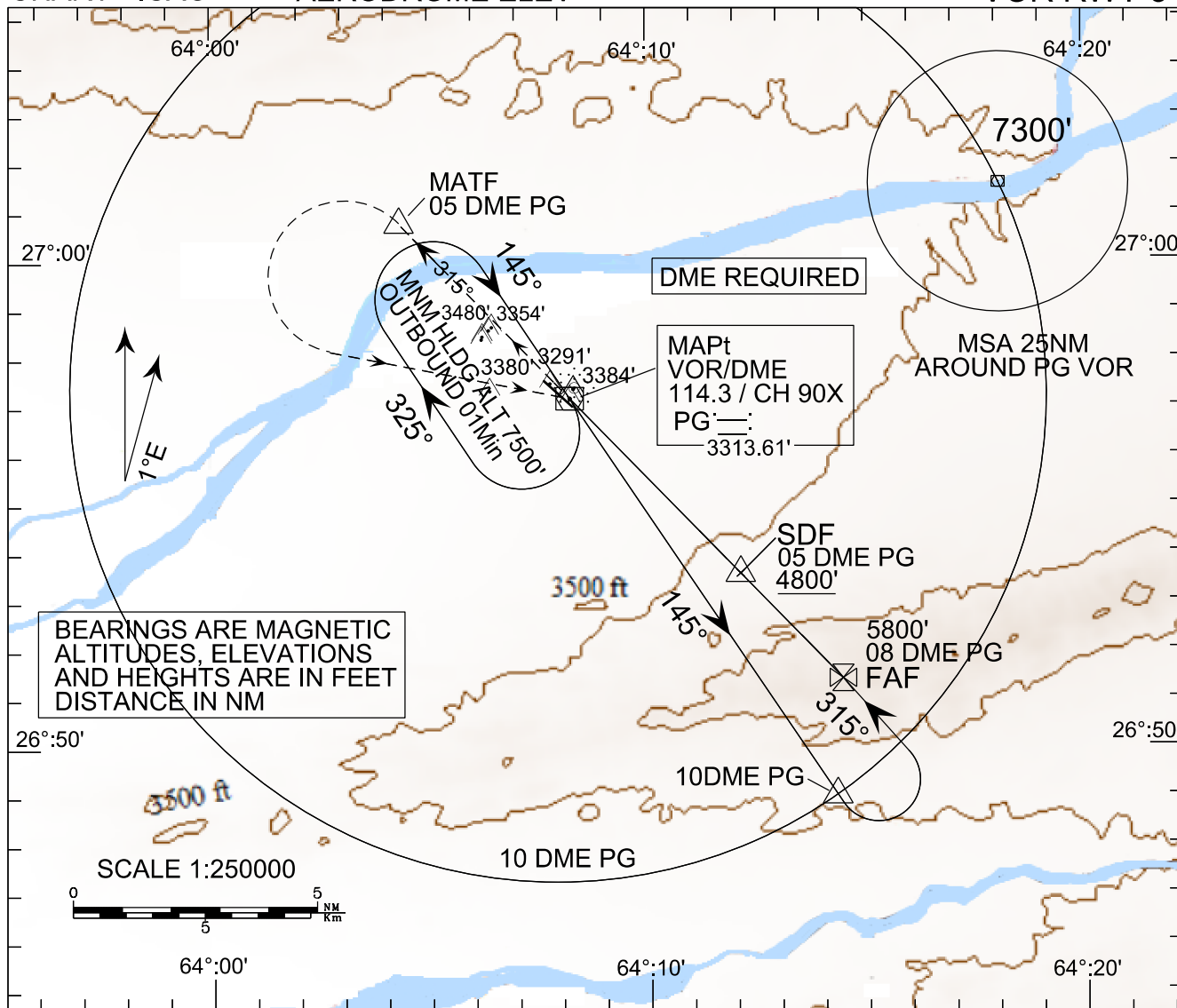
MISSED APPROACH:
Climb straight to PG VOR,
leave VOR on R128 climbing
7500' AMSL at 04DME PG
turn left to PG VOR and
contact ATC.



OCA / H	CAT	A	B	DIST PG DME	7.0	6.0	5.0	4.0	3.0
Straight-in	VOR	3810' (550')		DIST THR / RW13 (NM)	6.3	5.3	4.3	3.3	2.3
				Altitude (ft)	5370	5050	4720	4400	4070
Circling		4200' (940')							

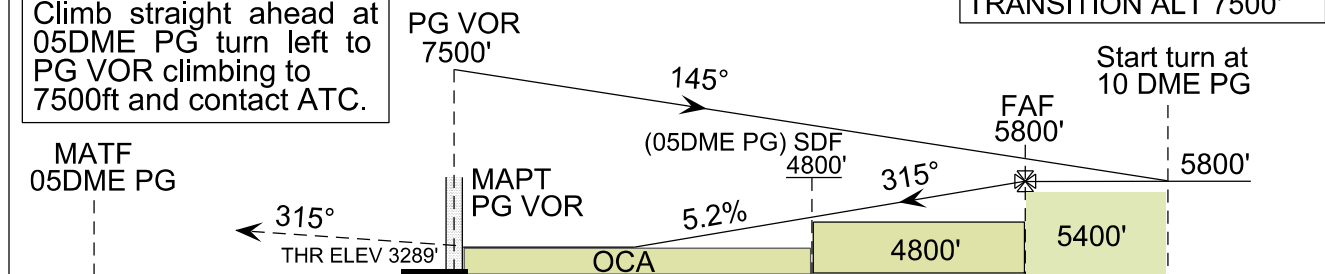
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 3289 (ft)
OCH RELATED TO
AERODROME ELEV

TWR 118.1

PANJGUR/
Panjur
VOR RWY 31

MISSED APPROACH
Climb straight ahead at
05DME PG turn left to
PG VOR climbing to
7500ft and contact ATC.

TRANSITION LEVEL FL95
TRANSITION ALT 7500'



TO THR 31 (NM) 4		2	0	2	4	6	8	10		
OCA / H	CAT	A	B	DIST PG DME		7.0	6.0	5.0	4.0	3.0
Straight-in	VOR	3960' (671')		DIST THR / RW31 (NM)		6.8	5.8	4.8	3.8	2.8
				Altitude (ft)		5490	5170	4860	4540	4230
Circling		4200' (911')								

AD 2. AERODROMES**OPPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPPI - PASNI****OPPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	251724.57N 0632039.92E centre of RWY
2. Direction and distance from (city)	10NM NW of town
3. Elevation/Reference temperature	33 FT / 32.0 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/ APM, Pasni Tel: (086) 3210333 AFTN: OPPIYDYX e-mail: apm.pasni@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	

OPPI AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday.
2. Customs and immigration	As of ATS. 3 days PN for non-scheduled for Immigration
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	By NOTAM. 24 hours PN for non-schedule flights.
8. Fuelling	
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	

OPPI AD 2.4 HANDLING SERVICES AND FACILITIES:NII

1. Cargo-handling facilities	-
2. Fuel/oil types	Jet A-1 Fuel available upon prior coordination with PSO.
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPPIAD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the city.
3. Transportation	Taxi's
4. Medical facilities	Hospitals in the city.
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	

OPPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPPI AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPPI AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPPI: Concrete PCN 15/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPPI : 15 M Bitumen, PCN 17/F/C/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 251726.71N 0632058.34E Bay 2: 251726.20N 0632057.42E
5. Remarks	Space adequate for 2 ATR-42

OPPI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS:ICAO Standard

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end as appropriate, marked. TWY: Centreline, holding positions at TWY/RWY intersections, marked. RWY Edge Lights.
3. Stop bars	-
4. Remarks	

OPPI AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
24/APCH 06/TKOF	Hut No 8. 17.28 M / 57 FT	251746.34N 0632126.89E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
*Antenna (Comm Tower) 78.64 M / 258 FT	251743.42N 0632024.43E	
AIRPORT 55.78 M / 183 FT	251700.70N 0632000.44E	
Control Tower 22.85 M / 75 FT	251724.28N 0632059.35E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Flood Light 21.31 M / 70 FT	251724.85N 0632056.53E	
Flood Light 22.85 M / 75 FT	251726.87N 0632109.27E	
Hill Top 66.54 M / 218 FT	251641.83N 0632009.56E	
Hill Top 37.79 M / 124 FT	251651.83N 0632049.96E	
Hill Top 56.63 M / 186 FT	251654.39N 0632403.30E	
Hill Top 79.94 M / 262 FT	251705.54N 0632419.28E	
Hill Top 74.73 M / 245 FT	251724.33N 0632502.27E	
Hill Top 21.77 M / 71 FT	251735.57N 0632107.89E	
Hill Top 15.27 M / 50 FT	251735.57N 0632107.89E	
Hill Top 68.34 M / 224 FT	251742.57N 0632534.27E	
Hill Top 48.46 M / 159 FT	251753.19N 0632719.30E	
Hill Top 38.70 M / 127 FT	251818.27N 0631741.62E	
Hill Top 35.43 M / 116 FT	251834.46N 0631805.85E	
Hill Top 130.94 M / 430 FT	251940.61N 0632024.71E	
Hill Top 76.20 M / 250 FT	252247.06N 0632641.44E	
Hill Top 88.53 M / 290 FT	252330.10N 0632614.47E	
Hill Top 125.31 M / 411 FT	252339.84N 0632502.21E	
Hill Top 72.87 M / 239 FT	252419.53N 0632814.86E	
Hill Top 118.56 M / 389 FT	252438.66N 0632508.33E	
Hill Top 201.56 M / 661 FT	252533.00N 0631010.06E	
Hill Top 152.22 M / 499 FT	252535.90N 0632626.82E	
Hill Top 196.79 M / 646 FT	252554.18N 0631258.68E	
Hill Top 174.21 M / 572 FT	252637.84N 0631723.91E	
Hill Top 429.70 M / 1410 FT	252644.34N 0632808.94E	
Hill Top 399.21 M / 1310 FT	252715.31N 0632953.07E	
Hill Top 23.74 M / 78 FT	251805.87N 0631702.05E	
Hut 17.02 M / 56 FT	251658.99N 0632002.68E	
Met Antenna 20.28 M / 67 FT	251726.00N 0632102.52E	
Mosque Minar 18.06 M / 59 FT	251722.49N 0632059.92E	
NDB 24.24 M / 80 FT	251716.57N 0632055.31E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
PASNI RADAR ANTENNA 32.00 M / 105 FT	251720.00N 0632100.00E	
PTV Pole 53.14 M / 174 FT	251638.87N 0632714.19E	
Radar 37.22 M / 122 FT	251935.21N 0631741.79E	
T&T Pole 48.91 M / 160 FT	251623.51N 0632812.66E	
T&T pole 48.92 M / 160 FT	251616.09N 0632822.48E	
Water Tank 22.20 M / 73 FT	251720.05N 0632056.98E	
Wind Sock 1 16.50 M / 54 FT	251726.98N 0632101.07E	
Wind Sock 2 17.50 M / 57 FT	251746.09N 0632109.70E	
Wind Sock3 14.58 M / 48 FT	251706.14N 0632000.40E	
Wireless Pole 28.61 M / 94 FT	251722.94N 0632058.89E	

OPPI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED:Met report

1. Associated MET Office	PBO Pasni
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR Hourly
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Pasni Tower
10. Additional information (limitation of service, etc.)	92321-8062410 (Met Office)

OPPI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
06	58.41°	2743 x 46	17/F/C/Y/T Bitumen	251701.31N 0631958.31E	THR 9.66 M /31.69 FT	0.006%
24	238.41°	2743 x 46	17/F/C/Y/T Bitumen	251747.84N 0632121.54E	THR 10.19 M / 33.43 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
		-		-		-
229		-		-		-

OPPI AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
06	2743	2743	2743	2743	-
24	2743	2972	2743	2743	-

OPPI AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06		GREEN	NIL	-	-	2743 M 60 M LIH-	RED		-
24	SALS LIH	GREEN	PAPI LEFT/3°	-	-	2743 M 60 M LIH-	RED		-

OPPI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	LDI Anemometer : on tower Un-Lighted,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	For all AD facilities / 2 minute
5. Remarks	

OPPI AD 2.16 HELICOPTER LANDING AREA: Nil

OPPI 2.17 ATS AIRSPACE

1. Designation and lateral limits	Pasni CTR::Circular area centered on 251725N/0632040E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Pasni Tower English
5. Transition altitude	5500 FT MSL
6. Remarks	-

OPPI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Pasni Tower	121.800 MHZ	NOTAM	-
TWR	Pasni Tower	124.300 MHZ	NOTAM	Primary Frequency
TWR	Pasni Tower	260.800 MHZ	NOTAM	-

OPPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PI	400.0 kHz	H24	251716.57N 0632055.31E	-	-

OPPI AD 2.20 LOCAL TRAFFIC REGULATIONS:

The runway surface and the surrounding area have nearly the same color due dust spread around.
Dusty winds are normally 10 to 15 Kts variable. The wind direction normally changes 10 to 15 degrees.
Distance Markers available on one side. (Right side of RWY 24).
PAF Distance Markers Discs available at the centre of the runway and at 2000' from the end of the runway both sides.
Road to city is about parallel to the runway but of shorter width.

OPPI AD 2.20.1 AIRPORT REGULATIONS: Nil

OPPI AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPPI AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPPI AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPPI AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPPI AD 2.20.6: TAXIING LIMITATIONS: Nil

OPPI AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPPI AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPPI AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. if a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPPI AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPPI AD 2.22 FLIGHT PROCEDURES: Nil

OPPI AD 2.23 ADDITIONAL INFORMATION Nil.

OPPI AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO
Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO251724.57N
0632039.92E

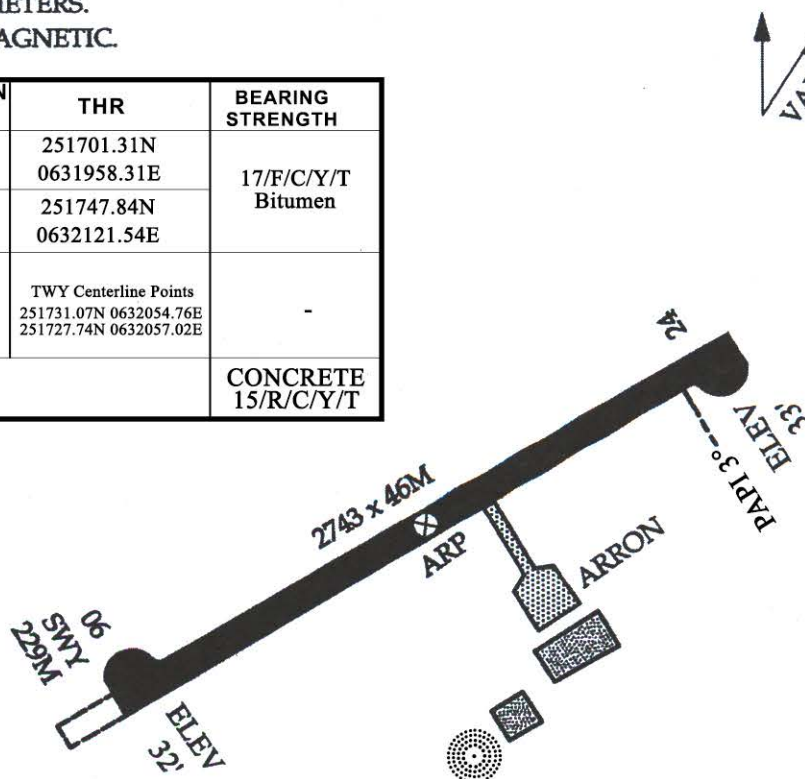
ELEV 33'

TWR 124.3
260.8

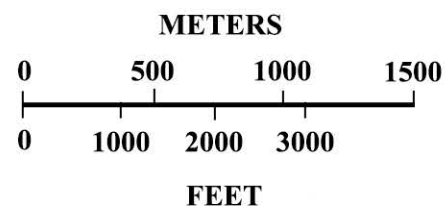
PASNI/ Pasni

ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

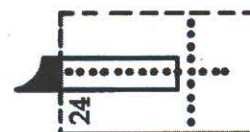
RWY	DIRECTION (T)	THR	BEARING STRENGTH
06	058.41°	251701.31N 0631958.31E	17/F/C/Y/T Bitumen
24	238.41°	251747.84N 0632121.54E	
TAXIWAY		TWY Centerline Points 251731.07N 0632054.76E 251727.74N 0632057.02E	-
APRON			CONCRETE 15/R/C/Y/T



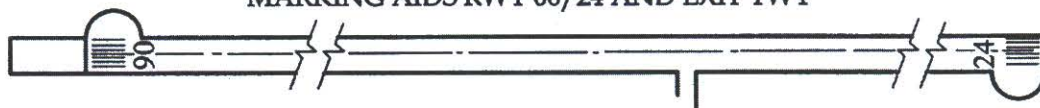
STAND NUMBER	INS COORDINATES FOR ACFT STAND
BAY-1	251726.71N 0632058.34E
BAY-2	251726.20N 0632057.42E



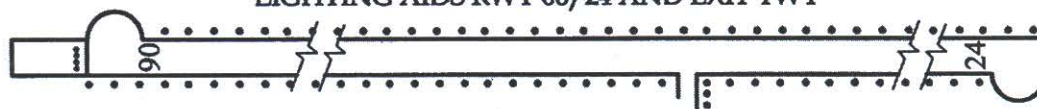
SIMPLE APPROACH LIGHTS RWY 24



MARKING AIDS RWY 06/24 AND EXIT TWY



LIGHTING AIDS RWY 06/24 AND EXIT TWY



AD 2. AERODROMES

OPPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OPPS - PESHAWAR INT'L/ Bacha Khan International

OPPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. ARP coordinates and site at AD	335938.09N 0713052.50E RWY Center
2. Direction and distance from (city)	1 NM West of Peshawar Cantt
3. Elevation/Reference temperature	1211 FT / 40.2 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	Joint user PAF and Civil Aviation Authority Chief Operating Officer/ APM, Bacha Khan Int'l Airport, Peshawar Tel: (92) (091) 9211508 Fax: (92) (091) 9211507 AFTN: OPPTYDYX e-mail: APM.Peshawar@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	AD not fit for B-747 due to parking and ground support equipment limitation.

OPPS AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24. 24 Hrs prior notice for non-scheduled parking limitations.
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	-
12. Remarks	-

OPPS AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Limited
2. Fuel/oil types	Jet A1 / ETO 274 (with PIAC)
3. Fuelling facilities/capacity	Available with PSO. JET A1 storage 1,000,000 Ltrs
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	Limited with PIAC.
7. Remarks	-

OPPS AD 2.5 PASSENGER SERVICES

1. Hotels	Nil at Airport. Unlimited in city.
2. Restaurants	Available at Airport.
3. Transportation	Buses, Taxi, rent-a-car service and hotels transport available from AD.
4. Medical facilities	First aid treatment 01 Ambulances; Hospitals in city 2 NM.
5. Bank and Post Office	Available
6. Tourist Office	Tourist counters at airport.
7. Remarks	-

OPPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 9
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPPS AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPPS AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron: Concrete PCN 68/F/C/X/U
2. Taxiway width, surface and strength	TWY A : 95 M ASPH, LCN 30
	TWY B : 23 M ASPH, PCN 68/F/C/X/U.
	TWY C : 23 M ASPH, PCN 58/F/C/X/U.
	TWY G : 23 M Concrete, PCN 68/F/C/X/U.
	TWY H : 23 M ASPH, PCN 68/F/C/X/U.
	TWY J : 23 M ASPH, PCN 68/F/C/X/U.
3. ACL location and elevation	-
4. VOR/INS checkpoints	TWY B 335927.6N/0713057.6E R355° 075 NM from VOR: See Aerodrome Chart.
5. Remarks	TWY A1,D,E & F are not used for civil Aircraft. Bridge No.1 Stand 3A & 3B available for A321 and below category aircrafts. Bridge No.2 and Stand 3 available for B777-300 and below category Aircraft. For details see AD 2.20.2

OPPS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL, Taxiway guidelines available and Visual Docking/Parking guidance system of Aircraft stand not available.
2. RWY and TWY markings and LGT	RWY: Designation , THR, TDZ, centerline, Edge, Runway End as appropriate, marked.RWY Edge lights,End lights and THR lights available. TWY: Centre line, Edge,holding positions at all TWY marked and TWY Edge lights available except TWY A.
3. Stop bars	-
4. Remarks	Illuminated guidance sign, DMBs and wind sock available.

OPPS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
35/APCH 17/TKOF	Arresting Barrier 7 FT 372.77 M / 1223 FT	335851.25N 0713056.54E	196 FT before THR
35/APCH 17/TKOF	D.V.O.R. 383.18 M / 1257 FT	335841.54N 0713100.91E	
35/APCH 17/TKOF	Light Pole 6.10 M / 20 FT	335800.93N 0713100.02E	
35/APCH 17/TKOF	Water tank 388.32 M / 1274 FT	335822.23N 0713050.96E	854 M, 188 DEG from THR 156 FT Left.
35/TKOF 17/APCH	Arresting Barrier 7 FT 374.29 M / 1228 FT	340023.03N 0713048.68E	119 FT before THR
In circling area and at AD			Remarks
3			4
Obstacle type Elevation Markings/ LGT	Coordinates		
a	b		
WATER TANK 434.52 M / 1426 FT	335901.31N 0712642.62E		
WIND SOCK 17 END 366.14 M / 1201 FT	340013.13N 0713046.24E		

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
WIND SOCK THR 35 END 373.92 M / 1227 FT	335902.27N 0713059.20E	
WIRELESS ANTENNA 381.47 M / 1252 FT	335922.30N 0713106.76E	
WIRELESS ANTENNA 395.29 M / 1297 FT	335941.57N 0713146.62E	
WIRELESS ANTENNA 373.83 M / 1226 FT	335957.32N 0713246.91E	
BUILDING 1350.00 M / 4429 FT	335901.57N 0713321.27E	
BUILDING 388.62 M / 1275 FT	335926.81N 0713209.78E	
BUILDING 375.21 M / 1231 FT	335939.36N 0713030.63E	
BUILDING 405.69 M / 1331 FT	340022.05N 0713025.96E	
BUILDING 1227.00 M / 4026 FT	340023.34N 0713033.95E	
TOWER 1007.21 M / 3304 FT	340045.47N 0714539.31E	
TOWER 1158.12 M / 3800 FT	340054.03N 0713527.64E	
BUILDING 1382.00 M / 4534 FT	340206.84N 0712618.45E	
TOWER 1151.56 M / 3778 FT	340748.62N 0714622.33E	
TOWER 1013.77 M / 3326 FT	340929.90N 0714358.34E	
A.T.C. TOWER 387.76 M / 1272 FT	335929.61N 0713113.23E	
AFRIDI EXECUTIVE APARTMENT 371.25 M / 1218 FT	340026.69N 0713133.80E	
AIRNC GROUND STATION (ACARS) 378.56 M / 1242 FT	335927.61N 0713108.86E	
AL QAMAR BUILDING 384.66 M / 1262 FT	340022.17N 0713023.10E	
AL SYED PLAZA 405.08 M / 1329 FT	340020.80N 0712751.39E	
AL-FALAH SHOPPING CENTRE 403.56 M / 1324 FT	340011.02N 0713300.46E	
ANTENNA 384.32 M / 1261 FT	340037.90N 0713353.92E	
AWOS MAST-1 379.00 M / 1243 FT	335902.00N 0713059.00E	
AWOS MAST-2 379.00 M / 1243 FT	340017.00N 0713052.00E	
Agriculture University 926 398.10 M / 1306 FT	340115.03N 0712857.79E	
BKIAP 372.50 M / 1222 FT	335927.61N 0713108.86E	
BUILDING STATE BANK 382.42 M / 1255 FT	340006.38N 0713238.44E	
BURJUMAN CENTRE 372.78 M / 1223 FT	340028.51N 0713124.31E	
Building 373.00 M / 1224 FT	335900.75N 0713000.96E	
CEMENTED PILLAR 382.61 M / 1255 FT	335958.56N 0713238.91E	
DEANS CITY 414.22 M / 1359 FT	335755.44N 0713140.16E	
DOST MOTORS UNIVERSITY ROAD NEAR TAMBO MORR PESHAWAR 356.92 M / 1171 FT	340029.20N 0713042.27E	
Deans defence Tower 368.51 M / 1209 FT	340024.40N 0713122.26E	
EMERGENCY RESCUE SERVICE 349.00 M / 1145 FT	340059.59N 0713550.73E	
FLOOD LGHT NO.2 383.73 M / 1259 FT	335925.01N 0713112.29E	
FLOOD LIGHT NO.1 380.83 M / 1249 FT	335933.55N 0713113.56E	
FLOOD LIGHT NO.3 378.16 M / 1241 FT	335924.72N 0713109.38E	
FLOOD LIGHT NO.4 374.65 M / 1229 FT	335925.77N 0713105.94E	
HILL TOP 733.96 M / 2408 FT	335632.94N 0712511.46E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
HILL TOP 725.22 M / 2379 FT	335635.14N 0712516.61E	
ISLAMIA COLLEGE PESHAWAR JUMRUD ROAD PESHAWAR 393.00 M / 1289 FT	335955.95N 0712828.07E	
JAOZAI CAMPUS OF ENGG. NOWSHERA 481.00 M / 1578 FT	335530.98N 0714739.36E	
KAUR COMPLEX TOWER-A 435.25 M / 1428 FT	335901.18N 0712733.86E	
KHASRA 192 ACHINI PAYAN RING ROAD 438.00 M / 1437 FT	335835.63N 0712807.70E	
KHASRA NO. 2581/429 MOUZA PAWKA OLD BARA ROAD PESHAWAR 408.13 M / 1339 FT	335942.40N 0713023.64E	
KHASRA NO. 5740/4878 TEHKAL PESHAWAR 414.83 M / 1361 FT	335952.38N 0712823.02E	
KHASRA NO. 809/2329/I MUZA TEHKAL BATA ARAB ROAD PESHAWAR 407.62 M / 1338 FT	340016.74N 0713009.73E	
KHASRA NO. 1482 NEAR UNIVERSITY TOWN 405.38 M / 1330 FT	335926.05N 0713017.10E	
KHASRA NO. 2122 UNIVERSITY ROAD 376.73 M / 1236 FT	340030.66N 0713103.50E	
KHATA / KHATONI # 151/237 PEOPLES STOP 405.69 M / 1331 FT	335923.32N 0713022.75E	
KHYBER WATER & SANITATION SERVICES GORKHATRI MUSEUM 374.00 M / 1227 FT	340028.68N 0713453.63E	
KHYBER WATER & SANITATION SERVICES TMA TOWN -III 403.00 M / 1322 FT	335925.68N 0712918.01E	
KPK TRAFFIC POLICE HQ 367.00 M / 1204 FT	340053.65N 0713319.41E	
Light Pole 6.10 M / 20 FT	335900.69N 0713000.99E	
Light Pole 6.10 M / 20 FT	340000.32N 0713000.88E	
Light pole 20.12 M / 66 FT	335900.41N 0713100.11E	
M/S CAPITAL TECHNO 405.00 M / 1329 FT	335931.31N 0713201.35E	
M/S CHERAT CEMENT COMPANY LTD DISTRICT NOWSHERA 525.00 M / 1722 FT	335420.80N 0715435.85E	
M/S LMK RESOURCES BASE LOCATION 358.00 M / 1175 FT	340113.61N 0713844.51E	
M/S LMK RESOURCES REPEATERS LOCATION-1 379.00 M / 1243 FT	340032.06N 0713348.23E	
M/S LMK RESOURCES REPEATERS LOCATION-2 398.00 M / 1306 FT	340019.88N 0713021.90E	
M/S NS SECURITY SERVICES 389.00 M / 1276 FT	335950.89N 0712909.37E	
M/S REHMAN MEDICAL INSTITUTE 431.00 M / 1414 FT	335931.97N 0712607.01E	
M/S ROYAL SERVICES 381.00 M / 1250 FT	335916.36N 0713106.87E	
M/S SAFETY & SECURITY SERVICES (PVT) LTD 451.00 M / 1480 FT	335841.07N 0712524.15E	
M/S SECURITY & MANAGEMENT SERVICES 396.00 M / 1299 FT	335923.53N 0713007.78E	
M/S SHAH BROADCASTERS 375.00 M / 1230 FT	341326.62N 0713348.67E	
M/S UPPAL SECURITY SERVICES 369.00 M / 1211 FT	340046.04N 0713329.59E	
M/S YALDRAM SECURITY SERVICES 405.00 M / 1329 FT	340020.28N 0713019.33E	
M/S YALDRAM SECURITY SERVICES (AWAN TOWER) 393.00 M / 1289 FT	340027.77N 0713118.64E	
M/S ZIMS SECURITY 370.00 M / 1214 FT	340016.06N 0713033.12E	
MALL & RESIDENCY 413.61 M / 1357 FT	335951.32N 0712822.92E	
MARINA HEIGHTS (MUZA PAWKA OLD BARA ROAD PESHAWAR) 408.13 M / 1339 FT	335941.53N 0713023.17E	
MIAN UNIVERSITY ROAD PESHAWAR 397.46 M / 1304 FT	340003.58N 0712949.47E	
NASEER TEACHING HOSPITAL 409.35 M / 1343 FT	340027.36N 0712746.85E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Nawaz Tower 376.43 M / 1235 FT	340034.61N 0713143.22E	
PARADISE TOWER 395.63 M / 1298 FT	340018.26N 0713025.54E	
PESHAWAR UNIVERSITY CAMPUS HOUSE NO. S-50 414.00 M / 1358 FT	340002.17N 0712915.56E	
PESHAWAR ELECTRIC SUPPLY COMPANY (PESCO) 390.00 M / 1280 FT	340126.41N 0713330.83E	
PESHAWAR HEIGHTS 396.85 M / 1302 FT	340124.27N 0712912.02E	
PHONIC TOWER 379.83 M / 1246 FT	340014.16N 0713327.44E	
PHONIX / 1013 400.20 M / 1313 FT	335934.31N 0712917.29E	
PLOT STREET NO 2 NASIR BAGH ROAD 417.27 M / 1369 FT	340001.90N 0712811.14E	
PRIME TOWER 370.64 M / 1216 FT	340122.63N 0713224.75E	
PRIME TOWN APARTMENTS 395.03 M / 1296 FT	335940.40N 0713023.34E	
PTCL 387.10 M / 1270 FT	335924.01N 0713109.03E	
PTV REBROADCASTING STATION CHERAT 1400.00 M / 4593 FT	334926.42N 0715322.21E	
Protection Wall 2 375.00 M / 1230 FT	335907.00N 0713100.00E	
Protection Wall1 375.00 M / 1230 FT	335916.00N 0713100.00E	
RABBANI HEIGHTS 430.00 M / 1411 FT	340022.51N 0712748.93E	
RAILWAY BUILDING 354.93 M / 1164 FT	340008.45N 0713300.23E	
ROD on BUILDING 423.28 M / 1389 FT	335928.88N 0712625.74E	
RUBY VILLA 369.11 M / 1211 FT	340012.93N 0713007.89E	
T & T ANTENNA 648.84 M / 2129 FT	334422.44N 0713047.80E	
T&T TOWER 381.44 M / 1251 FT	340022.49N 0713317.25E	
T&T TOWER 391.32 M / 1284 FT	340038.37N 0713357.08E	
TEHKAL PAYAN 370.04 M / 1214 FT	340031.18N 0713101.06E	
THE MALL ICON 371.25 M / 1218 FT	335956.24N 0713204.93E	
TOWER 452.30 M / 1484 FT	335845.35N 0712646.26E	
TOWER 460.68 M / 1511 FT	335912.39N 0712545.03E	
TOWER 465.69 M / 1528 FT	335924.62N 0712605.99E	
TOWN HEIGHT RESIDENCY 401.42 M / 1317 FT	335945.02N 0713012.35E	
Town Height Apartment 392.30 M / 1287 FT	335949.09N 0713011.85E	
USMAN APARTMENTS 384.35 M / 1261 FT	335921.53N 0713204.84E	
USMANIA MEDICAL COMPLEX 389.53 M / 1278 FT	335913.92N 0713257.22E	
University Road 374.30 M / 1228 FT	340033.02N 0713111.59E	
University Road 376.13 M / 1234 FT	340034.30N 0713119.18E	
University Town 381.92 M / 1253 FT	335948.05N 0713012.36E	
VHF M/S SHEHZADA SECURITY 372.00 M / 1220 FT	340026.01N 0713134.38E	
WADUD APARTMENTS 391.98 M / 1286 FT	340029.10N 0713124.26E	

OPPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	PESHAWAR
2. Hours of service MET Office outside airport operational hours	H 24 -

3. Office responsible for TAF preparation Periods of validity	Peshawar 9,12,18,24 HR
4. Type of landing forecast Interval of issuance	MET REPORT, 1 HR
5. Briefing/consultation provided	Personal consultation (P), telephone (T), self briefing (D)
6. Flight documentation Language(s) used	Charts (C), Cross sections (CR), abbreviated plain language text (PL), Tabular forms (TB) English
7. Charts and other information available for briefing or consultation	Surface analysis (S), Upper air analysis (current chart)-U 85, U 70, U 50, U 30, U 20, Prognostic upper chart P 85, P 70, P 50, P 40, P 30, P 20. W (significant weather chart), SWH Significant weather high chart, SWM significant weather medium chart, SWL significant weather low.
8. Supplementary equipment available for providing information	WXR, Self Briefing Terminal, Telefax
9. ATS units provided with information	Peshawar TWR, Cherat APP
10. Additional information (limitation of service, etc.)	Phone: (091) 9210777/2251 (Forecaster).

OPPS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	175.91°	2743 x 46	68/F/C/X/U Bitumen See remarks below	340021.62N 0713048.76E	THR 357.00 M / 1171.26 FT	0.500%
35	355.91°	2743 x 46	68/F/C/X/U Bitumen See remarks below	335853.16N 0713056.35E	THR 369.00 M / 1210.63 FT	0.500%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
60		2803 x 70	90 x 92	Available		-
60		2803 x 70	90 x 92	Available		-

Remarks: PCN Value of RWY17/35 evaluated as 77/F/B/X/T due PCN value of Apron and TWY-B ACFT operation is restricted to 68/F/C/X/U.

OPPS AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
17	2743	2803	2743	2743	-
35	2743	2803	2743	2743	-

OPPS AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	SALS 267 M LIH	GREEN	PAPI LEFT/3°	-	-	2743 M 60 M WHITE LIH-	RED		Strobe lights.
35	CAT I PALS 824 M LIH	GREEN	PAPI LEFT/3°	-	-	2743 M 60 M WHITE LIH-	RED		Strobe lights

OPPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	LDI at signal area. (Lighted) Anemometer on TWR. (Unlighted),
3. TWY edge and centre line lighting	TWY edge lights

4. Secondary power supply / switch-over time	To all facilities at AD. Switch over time less than one minute.
5. Remarks	

OPPS AD 2.16 HELICOPTER LANDING AREA: Available at PAF apron.

OPPS 2.17 ATS AIRSPACE

1. Designation and lateral limits	Cherat North & Cherat South APP For details see ENR 2.1-3
2. Vertical limits	
3. Airspace classification	-
4. ATS unit call sign Language(s)	
5. Transition altitude	12000 FT MSL
6. Remarks	

OPPS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ATIS	D-ATIS	126.700 MHZ	H24	-
TWR	Peshawar Tower	243.000 MHZ	H24	-
APP	Cherat APP	121.200 MHZ	H24	-
APP	Cherat APP	125.600 MHZ	H24	PAF. Primary Frequency.
APP	Cherat North	121.200 MHZ		Secondary FREQ.
APP	Cherat North	125.600 MHZ		Primary FREQ.
APP	Cherat South	126.250 MHZ		Secondary FREQ.
APP	Cherat South	127.350 MHZ		Primary FREQ
G/A/G	Radio	2923.000 KHZ	-	-
G/A/G	Radio	5601.000 KHZ	-	-
GCA		118.300 MHZ	H24	-
TWR	Peshawar Tower	118.400 MHZ	H24	Standby Frequency
TWR	Peshawar Tower	121.500 MHZ	H24	-
TWR	Peshawar Tower	121.800 MHZ	H24	-
TWR	Peshawar Tower	122.900 MHZ	H24	Primary Frequency.

OPPS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VAR/ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT 35	IBKB	108.3 MHz	H24	340031.00N 0713048.00E	-	-
DVOR/DME (2/2015)	PS	114.3 MHz CH90X	H24	335841.54N 0713100.91E	377.00M	-
NDB	PS	308.0 kHz	H24	335957.00N 0713010.00E	-	Coverage 150NM
GP/TDME 35	DOTS/DASHES	334.1 MHz CH20X	H24	335904.00N 0713052.00E	-	-

OPPS AD 2.20 LOCAL TRAFFIC REGULATIONS:

Right hand circuit for RWY 35.

Visual circling is permitted on the eastern side of the AD only.

All civil jet airliners and C-130 aircraft are to make clockwise 180 degrees turn on the threshold of RWY 17 and anti-clockwise turn on the THR RWY 35.

All civil jet airliners and C-130 aircraft are to make 180 degrees turn with minimum power and only on concrete portion (152m) available at both ends of RWY 17/35 and not on flexible / bituminized surface. Open power only when 152 m (500 ft) down the RWY 17/35 to avoid damage to the arresting barriers.

All arriving aircraft during night or during hours of reduced visibility in day hours must carry out instrument approach to land procedure.

Loop taxiway 'H' and 'J' available for type of aircraft upto B-777-300 to vacate/enter Runway and Holding (if required).

OPPS AD 2.20.1 AIRPORT REGULATIONS:

Marshaller assistance can be requested and further information about local regulations can be obtained from the TWR.

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR.

OPPS AD 2.20.2 TAXIING TO AND FROM STANDS:

Arriving aircraft will be allotted a stand number by the TWR.

Due to parking limitations the Aircraft parked at Bridge-1 & Bridge-2, may be required to be towed to taxiway B,C before start up. Assistance for FOLLOW ME vehicle can be requested via TOWER.

START UP/PUSH BACK /TAXI PROCEDURE FOR TURBO-JET AND TURBO-PROP AIRCRAFT

START UP

Departing aircraft shall contact Peshawar Tower for push back/ start up approval five minutes before ready. Expect ATC clearance together with start up approval.

Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained

The Aircraft shall be pushed back from Bridge-1,2, Stand-3, 3A and 3B on taxiway G as advised by ATC.

For Aircraft A330/B777, TWY B and G shall be used for taxiing in/out.

For Aircraft Category A321 or equivalent can use taxiway B,C and G can be used for taxiing in/out.

When ready for push back contact Peshawar tower indicating the runway pre determined by departure route Designator. Aircraft on the parking bays may start on idle power only.

Aircraft category A-321 or below can be parked on Bridge-1.

Aircraft category B-773 or equivalent can be parked on Bridge-2.

Aircraft category B-773 or equivalent can be parked on Stand 3.

Aircraft category A-321 or equivalent can be parked on stand 3A and 3B simultaneously.

It is clarified that stand-3 can be used for B-777 or equivalent only when there is no Aircraft on Bay 3A,3B. Similarly stand 3A,3B can be used when there is no Aircraft on stand-3.

OPPS AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPPS AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Available with PAF

OPPS AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPPS AD 2.20.6: TAXIING LIMITATIONS: Nil

OPPS AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPPS AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPPS AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS:When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If the owner or user does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner or user's expense will remove the aircraft.

OPPS AD 2.21 NOISE ABATEMENT PROCEDURES:

Noise abatement procedures are published on the Standard Instrument Departures (SID) Charts. These SIDs include minimum noise routes established to reduce noise disturbance to the city of Peshawar.

OPPS AD 2.22 FLIGHT PROCEDURES:

GENERAL

Unless special permission has been obtained from Cherat Approach or Peshawar Tower as appropriate, flight within Cherat Control Zone shall be in accordance with the Instrument Flight Rules.

PROCEDURES FOR IFR FLIGHTS WITHIN CHERAT CONTROL ZONE

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion inbound aircraft may also be instructed to hold at one of the designated reporting points.

Aircraft entering Cherat Control Zone shall establish two-way radio contact with the Cherat Approach ten minutes before entering into control zone and relay estimate of CTR boundary and flight level. Aircraft will be given an ATC clearance and shall not deviate from the provisions of the clearance unless an amended clearance has been issued.

In IMC, aircraft will not be cleared to descend below the initial approach altitude (QNH) until over the NDB/VOR at destination. Transfer of control of such aircraft will be made to destination aerodrome one minute before the EAC.

In VMC, transfer of control of aircraft will be made to the destination aerodrome when aircraft has the aerodrome of intended landing in sight or 5 NM, whichever is less.

COMMUNICATION FAILURE

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN CHERAT CONTROL ZONE

Provided traffic conditions so permit, ATC clearance for VFR flights will be given under the conditions described below:

- A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
- ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
- Deviation from the ATC clearance may only be made when prior permission has been obtained.
- The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- Two-way communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Cherat Approach.

Note: - ATC clearance is intended only to provide separation between IFR and VFR flights

VFR ROUTES WITHIN CHERAT CTR

Not specified.

OPPS AD 2.23 ADDITIONAL INFORMATION Water Channel 4.5 x 3 FT, 15 FT away from SWY RWY 31 perpendicular to centre line.

Due to intensive military flying at PS airfield. All Aircraft to expect undetermined / unusual delay on arrival / departure. All aircraft are advised to come with sufficient holding fuel.

Due parking space limitations following procedure shall apply:

- Night parking not available due delayed/non-schedule flights.
- All schedule flights shall strictly follow schedule timings in case of delay new ARR/DEP timings shall be obtained through concerned ACC.
- Operations of non-scheduled / cargo flights are not permitted during the period 0200 – 0900 UTC.
- All delayed non-scheduled / cargo flights shall coordinate with Peshawar ATC due to shortage of parking space prior to depart for Peshawar airport.
- All domestic / international operators are advised to plan their flights in a manner that prolonged ground stay is avoided. 24 Hrs prior notification and approval is required for ground time in excess of 2 Hrs.

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Heavy bird activity around AD. Kites and other birds present a hazard to air navigation at all times the vicinity of the airport.

Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 3000 FT. ATC will endeavor to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested.

These reports are very useful in planning a programmed to attempt a reduction of bird strike hazards.

OPPS AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Standard Departure Chart - Instrument - ICAO

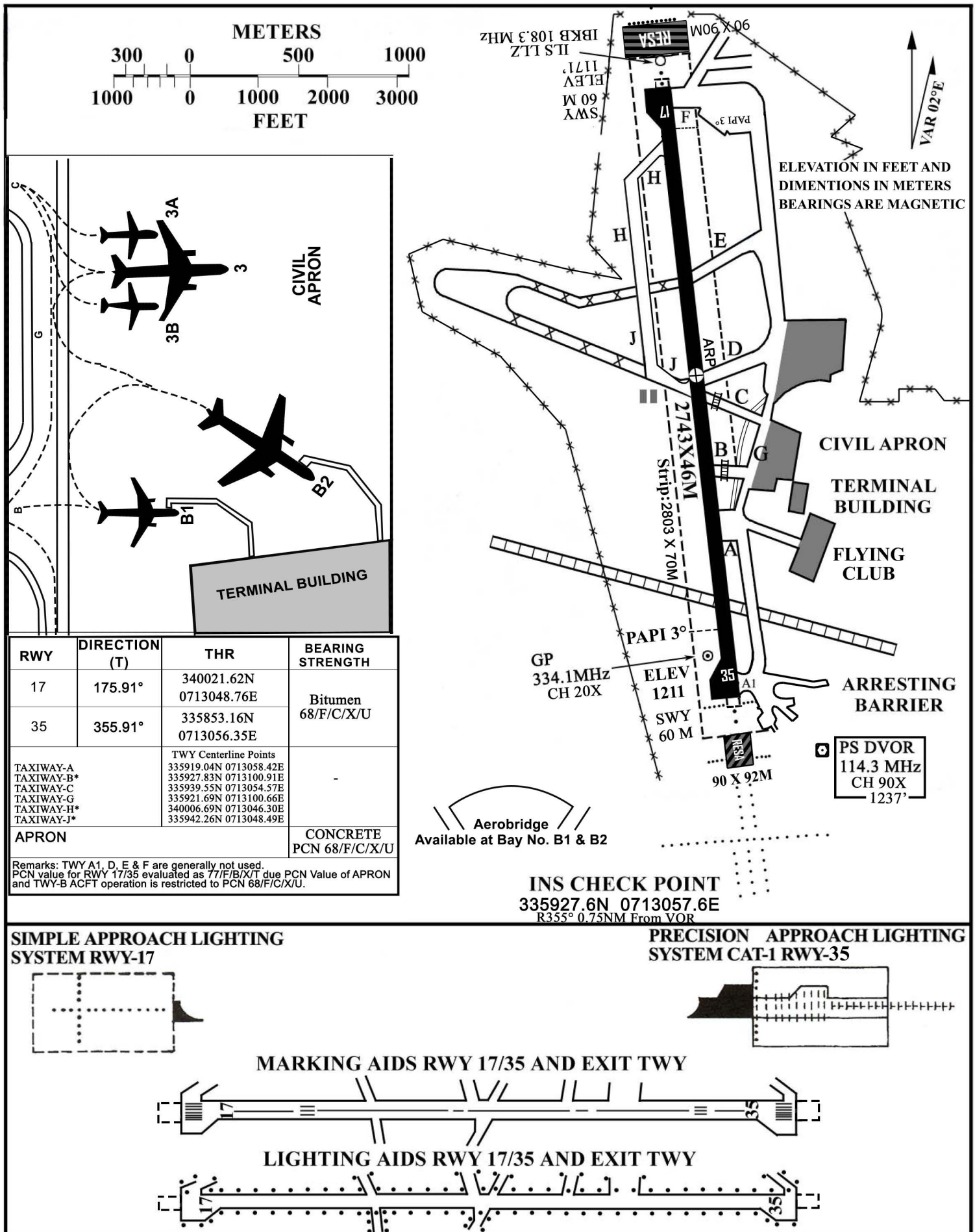
Area Chart – ICAO (Departure and Transit Routes)

Standard Arrival Chart - Instrument - ICAO

Instrument Approach Chart - ICAO

**AERODROME/
HELIPORT
CHART-ICAO****ELEV 1211'****33 59 38.09N
071 30 52.50E**

TWR	122.9
	118.4
D-ATIS	126.7

**PESHAWAR/
Bacha Khan Int'l**

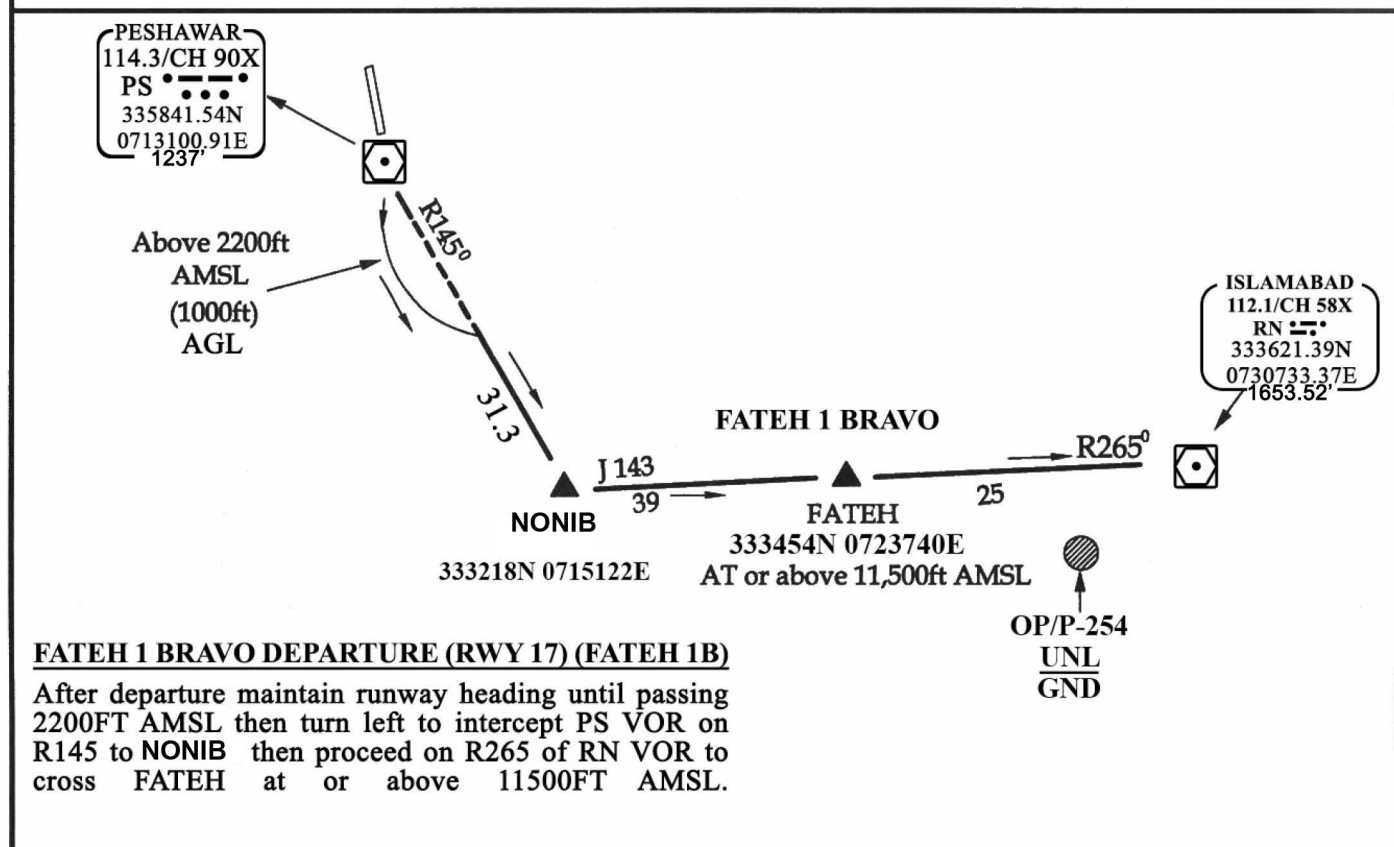
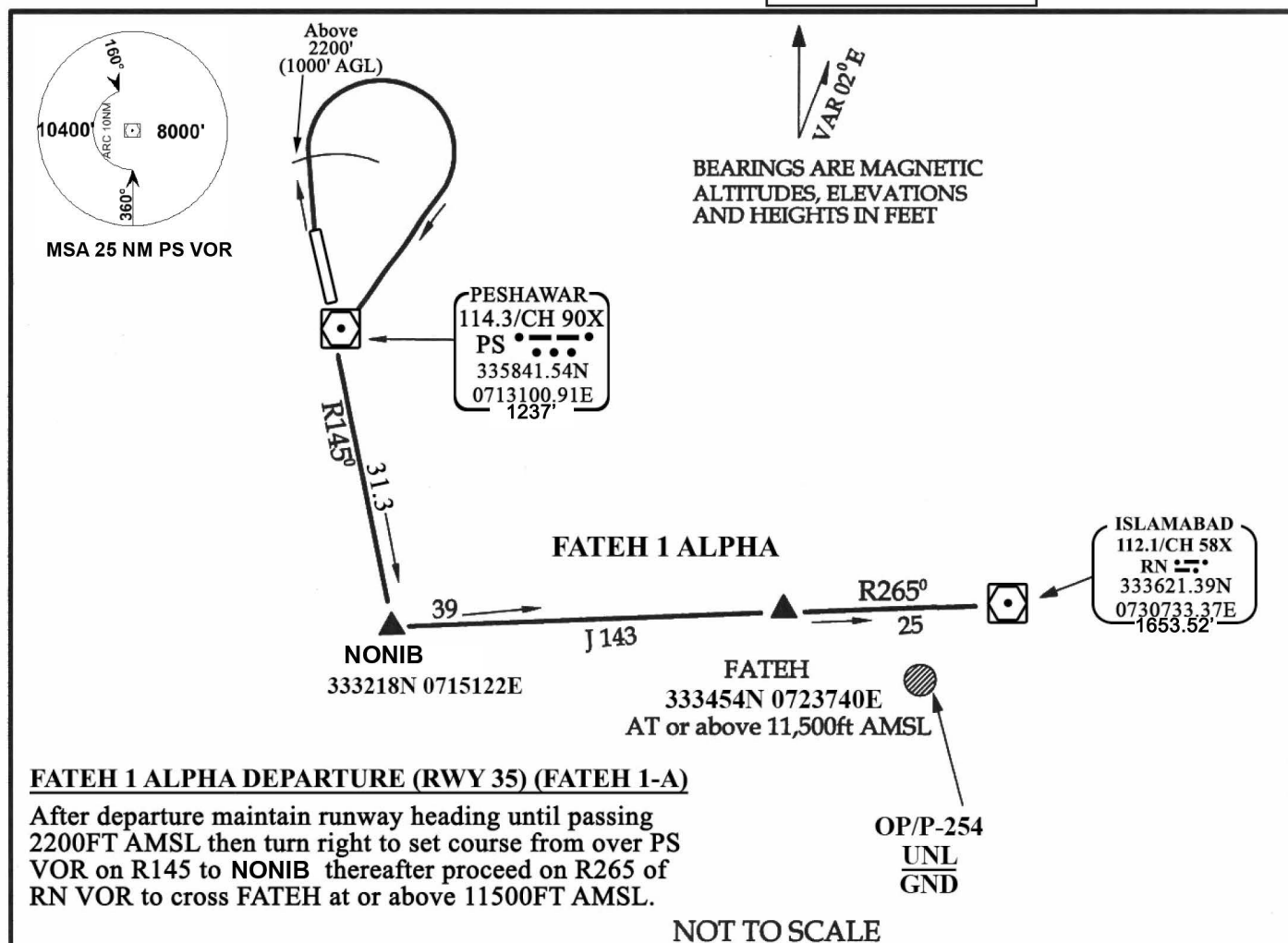
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

PESHAWAR/
Bacha Khan Int'l



STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANSITION LEVEL FL 140
TRANSITION ALT 12000 ft

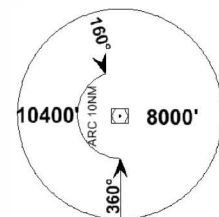
TWR	122.9
	118.4
CHERAT APP (N)	125.6
CHERAT APP (S)	127.35
D-ATIS	126.7

PESHAWAR /
Bacha Khan Int'l
FATEH 1A, 1B

TRANSITION LEVEL FL 140
TRANSITION ALT 12000 ft

TWR	122.9
	118.4
CHERAT APP (N)	125.6
CHERAT APP (S)	127.35
D-ATIS	126.7

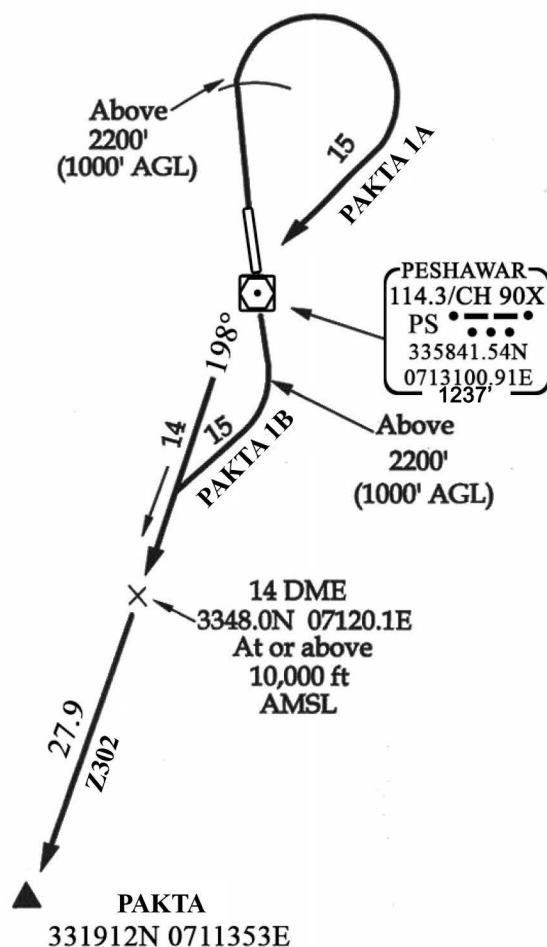
**PESHAWAR /
Bacha Khan Int'l
PAKTA 1A, 1B**



MSA 25 NM PS VOR

After take off climb on runway heading to 1000ft AGL then turn right to set course from overhead 'PS' VOR/ DME on R 198 of 'PS' VOR to PAKTA Cross 14 DME at or above 10.000FT AMSL.

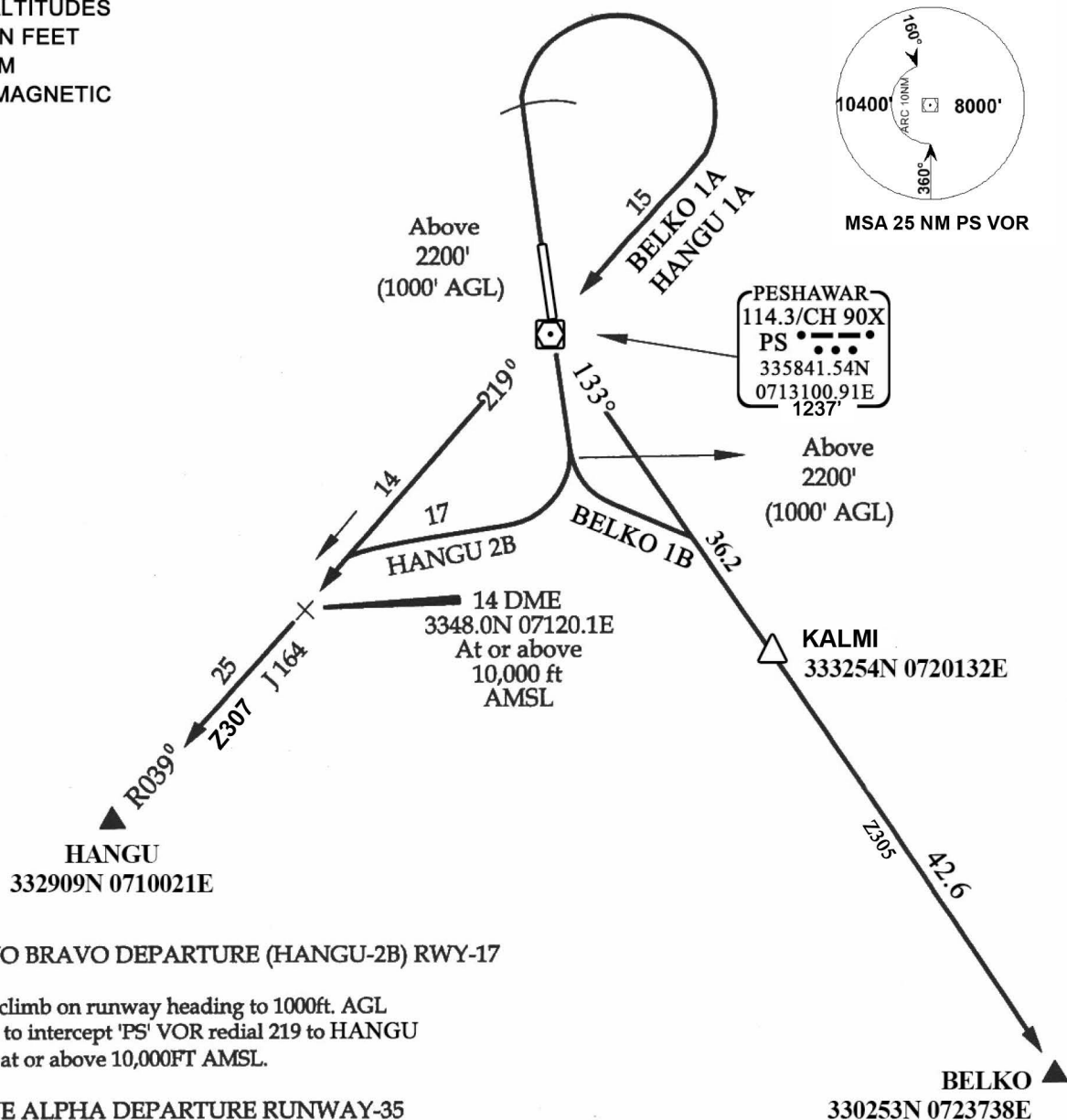
After take-off climb on runway heading to 1000 feet AGL then turn right to intercept 'PS' VOR on R 198 to PAKTA Cross 14DME at or above 10,000FT AMSL.



NOT TO SCALE

STANDARD DEPARTURE
CHART INSTRUMENT (SID) - ICAOTRANSITION LEVEL FL 140
TRANSITION ALT 12000 ft

TWR	122.9
CHERAT APP (N)	118.4
CHERAT APP (S)	125.6
D-ATIS	127.35
	126.7

PESHAWAR /
Bacha Khan Int'l
BELKO 1A, 1B
HANGU 1A, 2BELEVATIONS, ALTITUDES
AND HEIGHTS IN FEET
DISTANCE IN NM
BEARING ARE MAGNETIC

HANGU TWO BRAVO DEPARTURE (HANGU-2B) RWY-17

After take-off climb on runway heading to 1000ft. AGL
then turn right to intercept 'PS' VOR radial 219 to HANGU
Cross 14 DME at or above 10,000FT AMSL.

HANGU ONE ALPHA DEPARTURE RUNWAY-35

After take off climb on runway heading to 1000ft AGL
then turn right to set course from overhead 'PS' VOR/
DME on R 219 of 'PS' VOR to HANGU. Cross 14 DME
at or above 10,000FT AMSL.

BELKO ONE ALPHA DEPARTURE RUNWAY-35

After take off climb on runway heading to 1000ft AGL
then turn right set course from overhead 'PS' VOR/
DME on R133 via KALMI to BELKO.

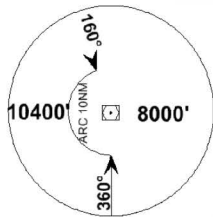
BELKO ONE BRAVO DEPARTURE RUNWAY-17

After take off climb on runway heading to 1000ft AGL
then turn left on intercept 'PS' VOR/ DME on R133
via KALMI to BELKO.

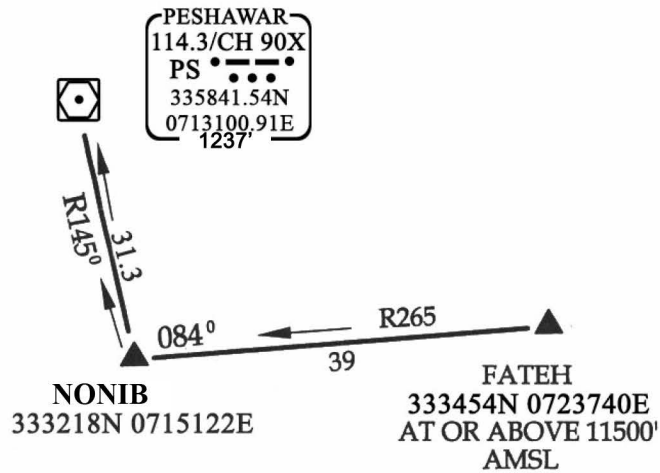
NOT TO SCALE

STANDARD ARRIVAL
CHART INSTRUMENT
STAR - ICAOTRANSITION LEVEL FL 140
TRANSITION ALT 12000 ft

TWR	122.9
	118.4
CHERAT APP (N)	125.6
CHERAT APP (S)	127.35
D-ATIS	126.7

PESHAWAR /
Bacha Khan Int'l
BELKO 1C, HANGU 1C,
PAKTA 1C, FATEH 1G

MSA 25 NM PS VOR

**FATEH ONE GOLF ARRIVAL (FATEH 1G)**

From FATEH proceed via Islamabad VOR on R265 to NONIB. Cross FATEH at or above 11500FT AMSL. From NONIB Intercept R145 PS VOR. Descend to ATC assigned level/Altitude.

FATEH 1G**PAKTA ONE CHARLIE ARRIVAL**

From PAKTA proceed to 'PS' VOR on R 198 descend to ATC assigned Level/ Altitude. Cross 14 DME at or above 10,000FT AMSL.

HANGU ONE CHARLIE ARRIVAL

From HANGU proceed to 'PS' VOR/ DME R 219 and descend to ATC assigned Level/ Altitude. Cross 14 DME at or above 10,000FT AMSL.

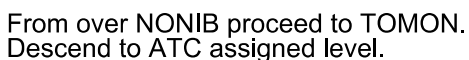
BELKO ONE CHARLIE ARRIVAL

From BELKO proceed via KALMI to 'PS' VOR/ DME R 133 and descend to ATC assigned Level/altitude.



NOT TO SCALE

RNP HANGU 1D
RNP NONIB 1A



TWR	122.9
	118.4
CHERAT APP (N)	125.6
CHERAT APP (S)	127.35
D-ATIS	126.7

PESHAWAR/
Bacha Khan Int'l

BEARING ARE MAGNETIC ELEVATIONS, ALTITUDES AND HEIGHTS IN FEET DISTANCE IN NM

MATP
12 DME PS
Max KIAS 220

OP/R-205
FL 140
SFC

OP/R-209
FL 240
SFC

RNP 1
VOR / DME REQUIRED

PESHAWAR
VOR / DME
114.3 CH 90X
PS

ILS / DME IBKB
108.3 / CH20X

OP/R-222
1000 FT
SFC

OP/R-223
8000 FT
SFC

OP/R-224
FL 320
SFC

OP/R-226
5000 FT MSL
SFC

OP/R-229
10000 FT
SFC

OP/R-231
FL 330
SFC

MHA 8000'
MAX KIAS 220
OUTBOUND 01 Min

MAPt (LOC only)
0.8 DME IBKB

SDF (LOC only)
1960'
2.2 DME IBKB

FAF (LOC only)
3200'
6.1 DME IBKB

PS602 (IF)
4000'
Max KIAS 210

PS601
5400'

TOMON
7500'

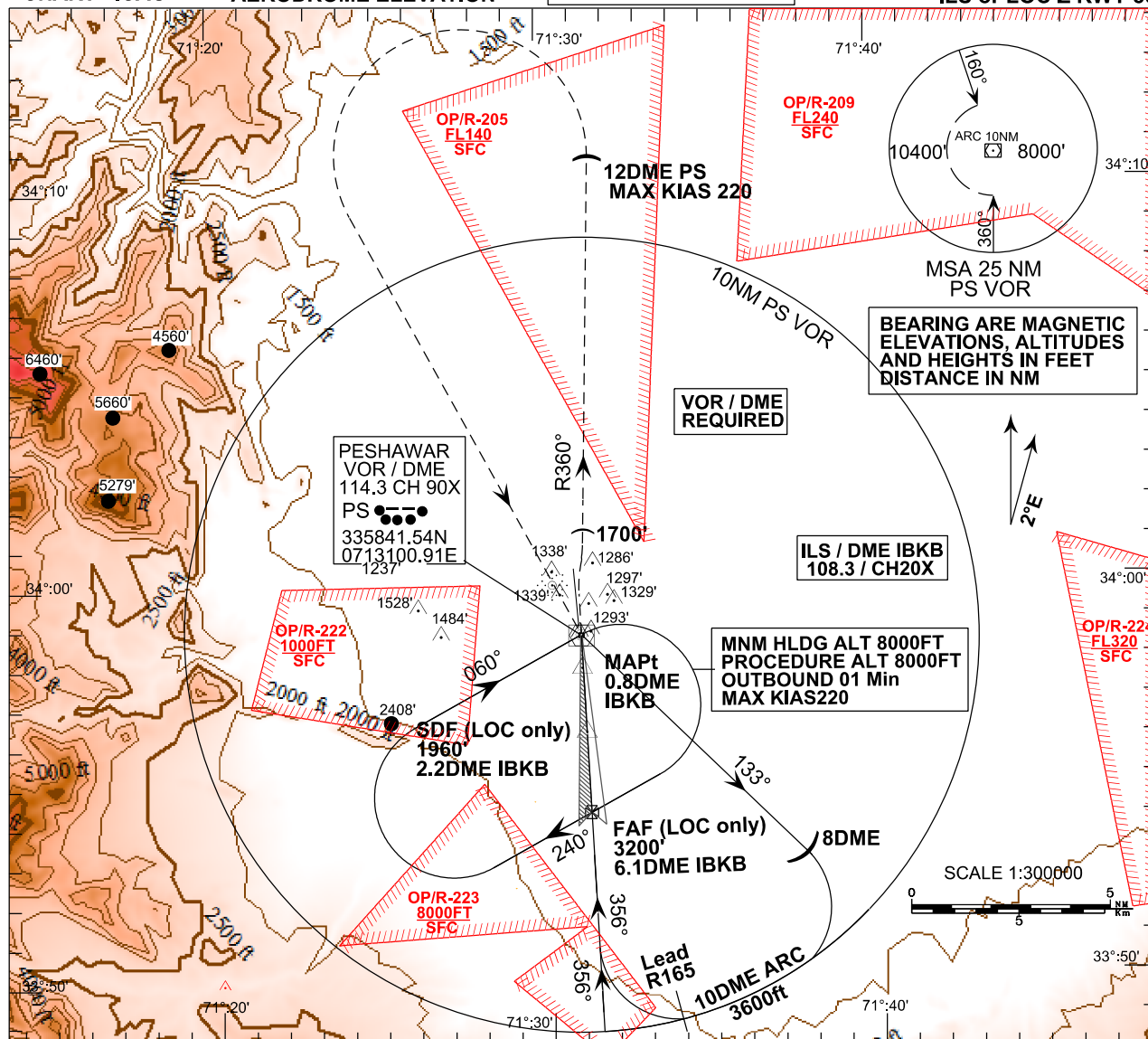
MNM HLDG ALT 7500'
MAX KIAS 220
OUTBOUND 01 Min

MSA 25 NM
PS VOR

SCALE 1:500000

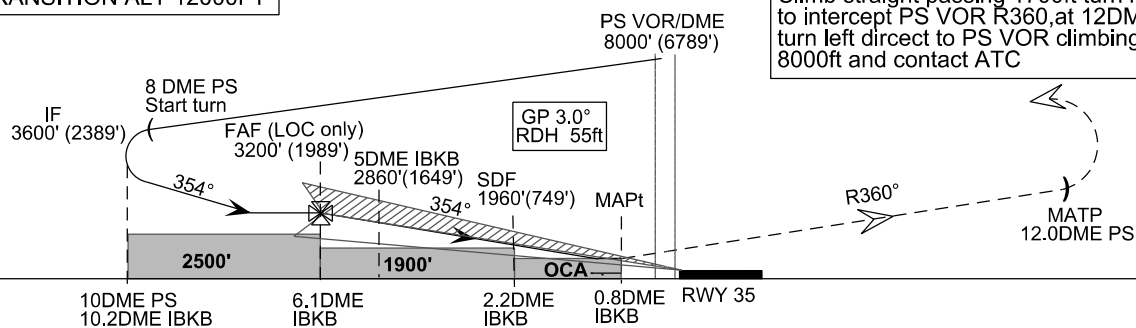
OCA / H		A	B	C	D
Straight in Approach	ILS CAT-I	1420' (209')			
	GPINOP	1680' (469')			
Circling		1810' (599')		1900' (689')	
Note: Visual Circling towards west of runway is not authorized.					

**PESHAWAR/
Bacha Khan Int'l
ILS or LOC Z RWY 35**



MISSED APPROACH

Climb straight passing 1700ft turn right to intercept PS VOR R360, at 12DME PS turn left direct to PS VOR climbing to 8000ft and contact ATC

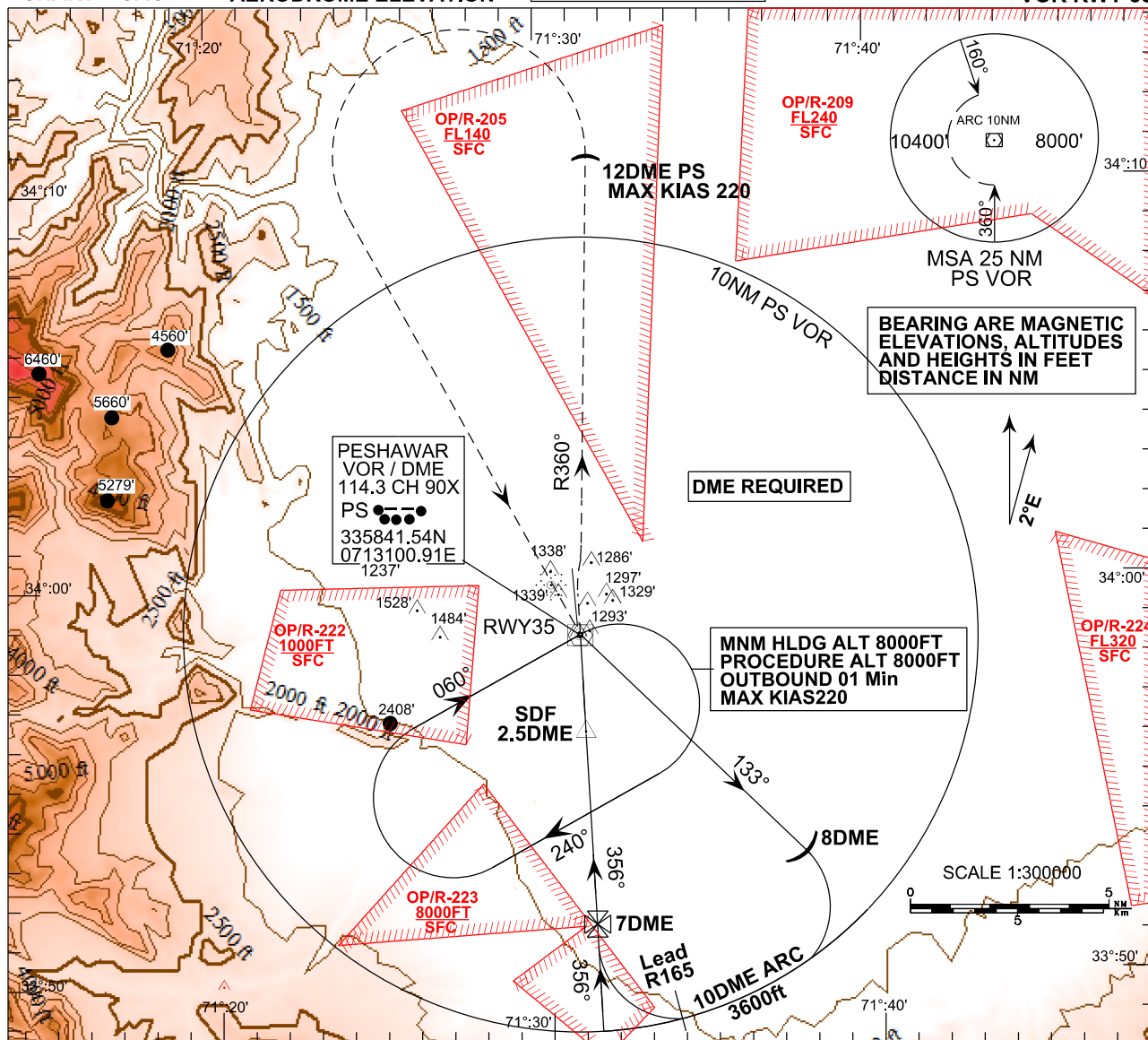


OCA / H		A	B	C	D
Straight in Approach	ILS CAT-I	1420' (209')			
	GPINOP	1680' (469')			
Circling		1810' (599')		1900' (689')	
Note: Visual Circling towards west of runway is not authorized.					

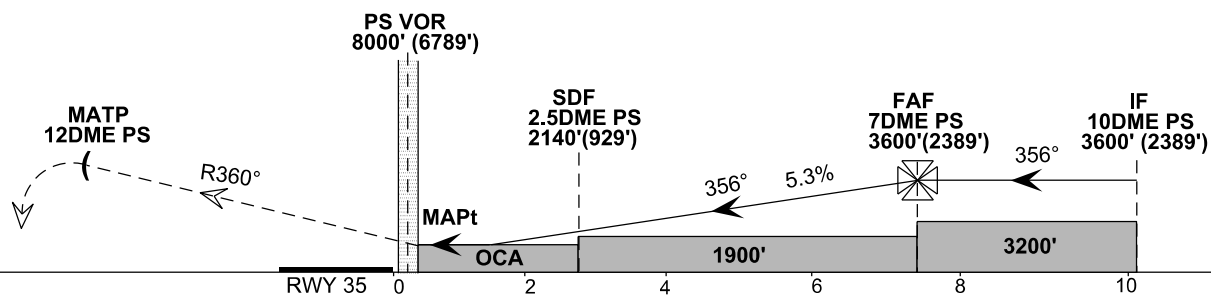
AIRAC AMDT 01/21

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1211 FT
HEIGHT RELATED TO
AERODROME ELEVATION

TWR	122.9
CHERAT APP (N)	118.4
CHERAT APP (S)	125.6
D-ATIS	127.35
	126.7

PESHAWAR/
Bacha Khan Int'l
VOR RWY 35**MISSED APPROACH**

Leave PS VOR on R360 Climbing 8000ft AMSL at 12DME PS turn left PS VOR and contact ATC.

TRANSITION LEVEL FL140
TRANSITION ALT 12000FT

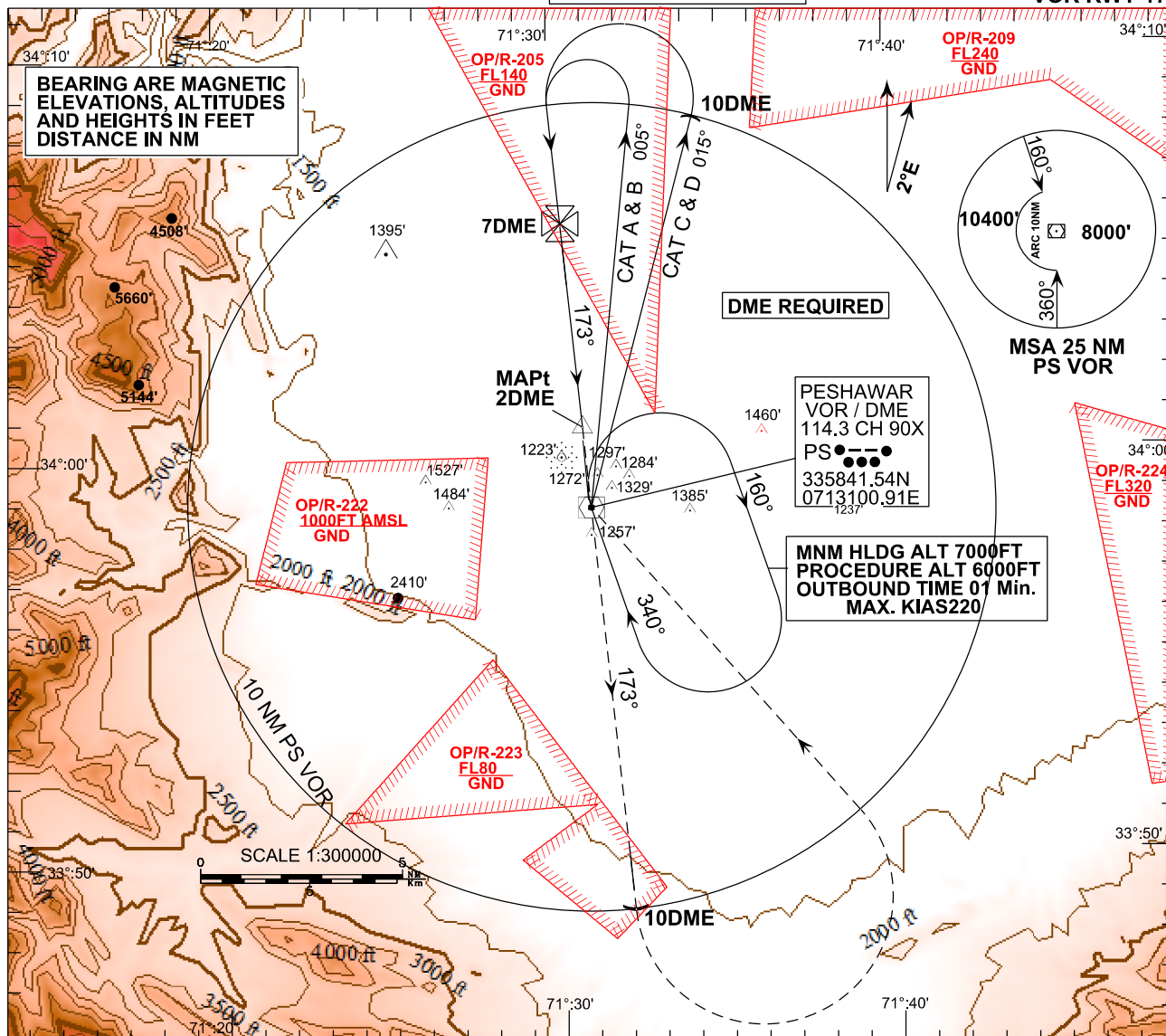
OCA / H		A	B	C	D
Straight in Approach	VOR	1680' (469')			
Circling		1810' (599')		1900' (689')	
Restriction: Visual circling is prohibited to west of the airfield.					

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 1211 FT
HEIGHT RELATED TO
THR RWY-17 ELEV 1171FT**

TWR	122.9
CHERAT APP (N)	118.4
CHERAT APP (S)	125.6
D-ATIS	127.35
	126.7

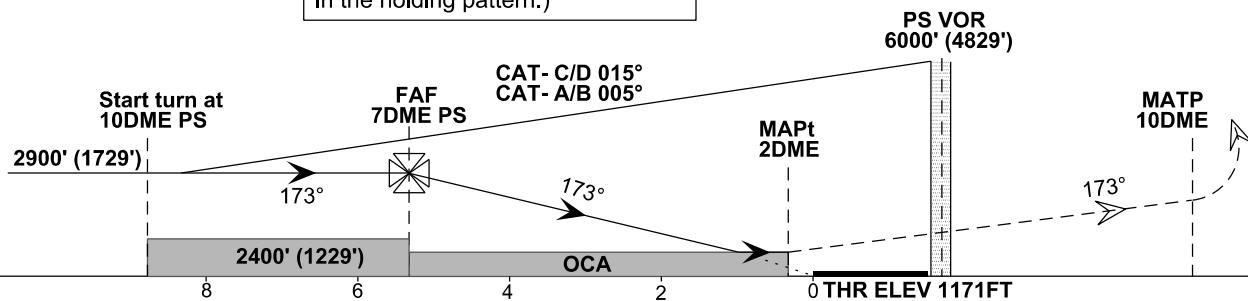
**PESHAWAR/
Bacha Khan Int'l
VOR RWY 17**



**TRANSITION LEVEL FL140
TRANSITION ALT 12000FT**

**MHA 7000' (5829')
INITIAL APCH ALT 6000' (4829')
(Aircraft descend below MSA
in the holding pattern.)**

MISSED APPROACH
Climb straight ahead at 10 DME PS turn left to
PS VOR continue climb 7000ft and contact ATC.

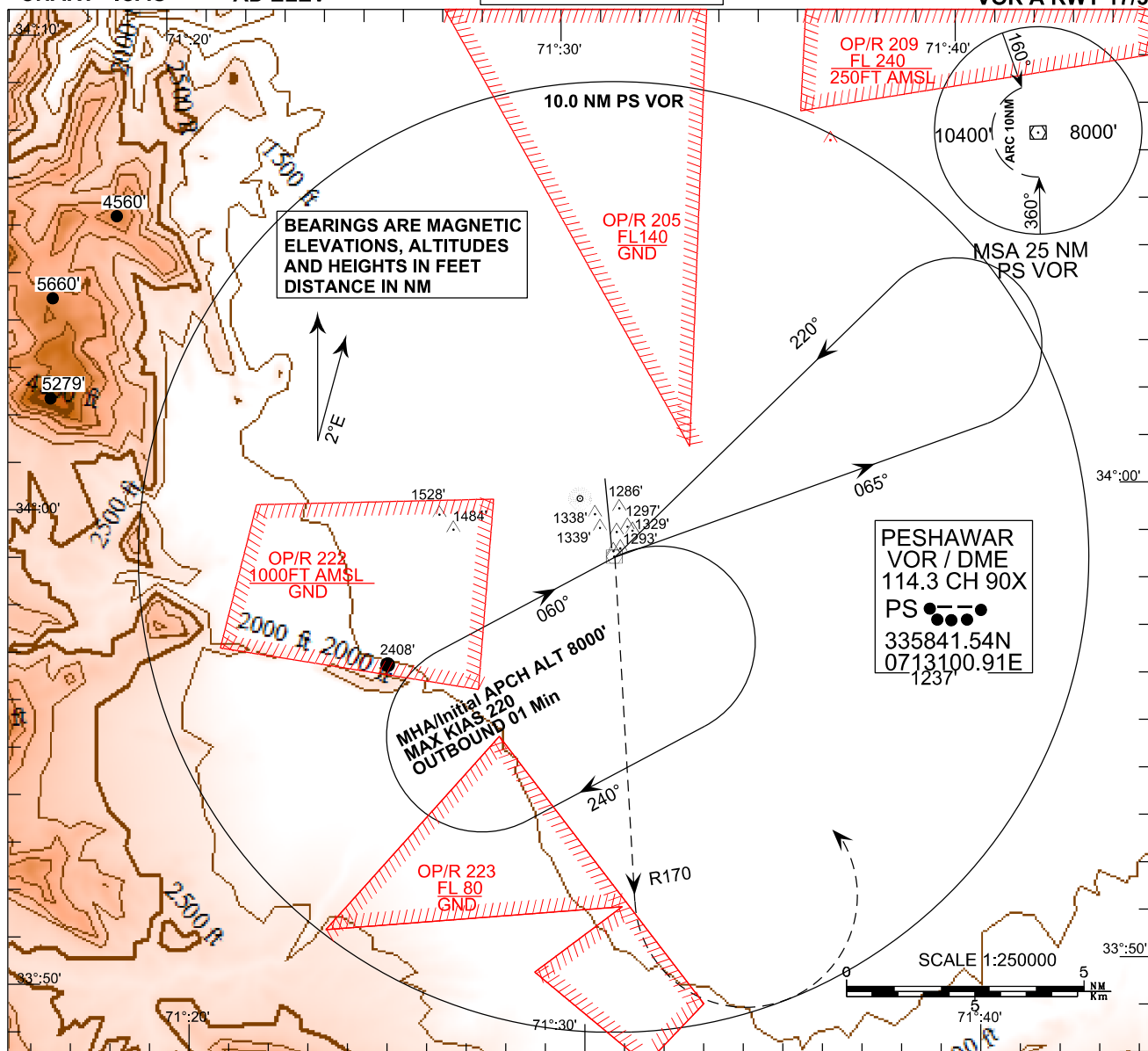


OCA / H		A	B	C	D
Straight in Approach		1600' (429')			
Circling		1810' (639')		1900' (729')	

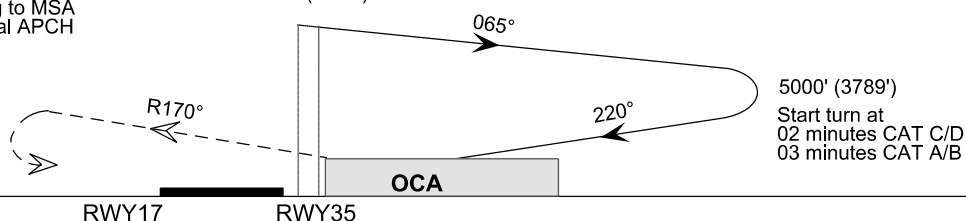
Restriction: Visual circling is prohibited to west of the airfield.

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 1211 FT
HEIGHT RELATED TO
AD ELEV

TWR	122.9
CHERAT APP (N)	118.4
CHERAT APP (S)	125.6
D-ATIS	126.7

PESHAWAR
Bacha Khan Int'l
VOR A RWY 17/35TRANSITION LEVEL FL140
TRANSITION ALT 12000'

MISSED APPROACH

Turn left to intercept R170 PS VOR passing
3000ft AMSL turn left to PS VOR continue
climb 7000ft and contact ATC.Join Holding according to MSA
MNM Holding and initial APCH
Altitude 8000' (6789').PS VOR
8000' (6789')

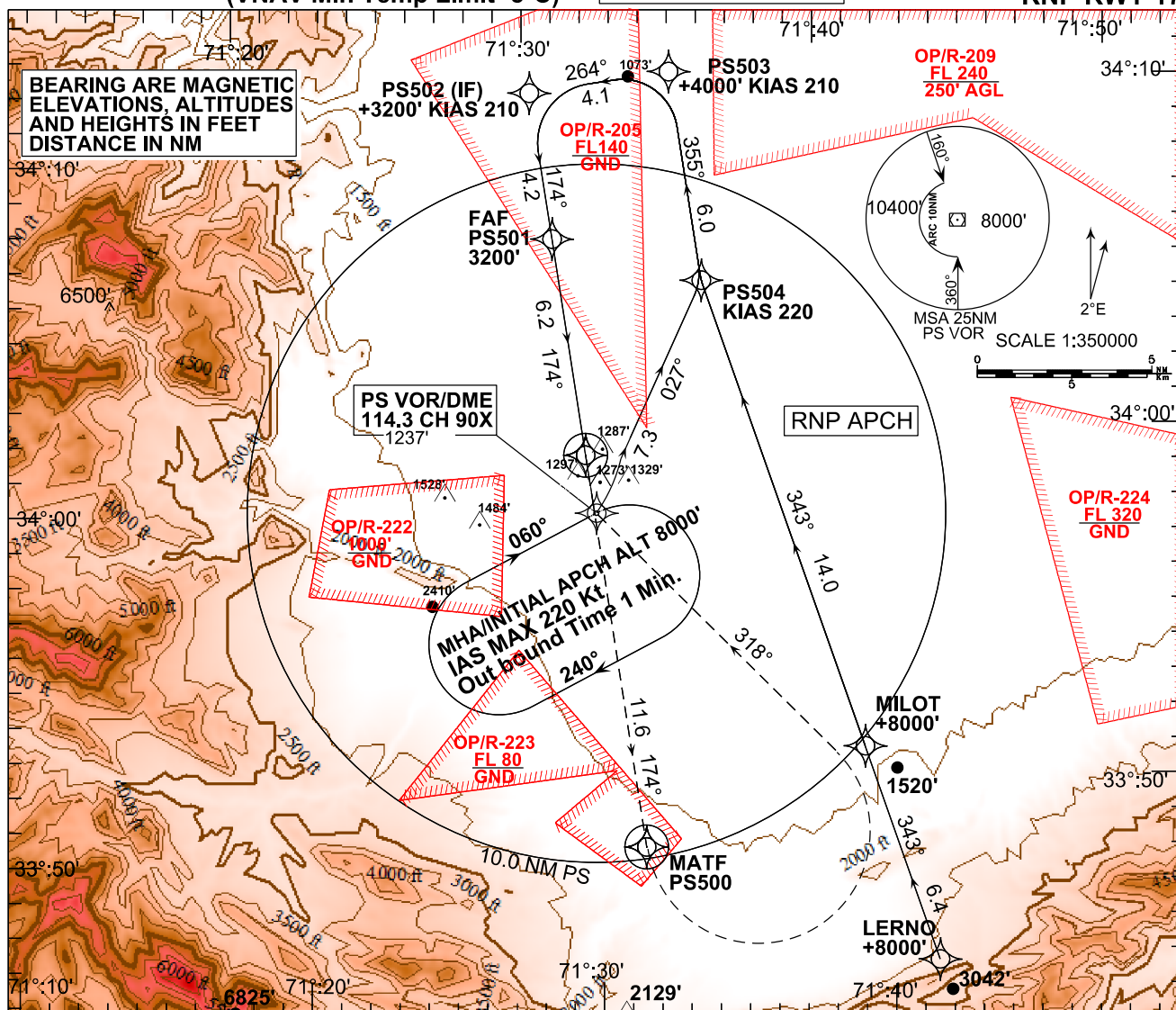
OCA / H		A	B	C	D
VOR	Circling	1810' (599')		1900' (689')	
Restriction: Visual circling is prohibited towards West of airfield					

**INSTRUMENT
APPROACH
CHART - ICAO**

**AD ELEV 1211 (ft)
HEIGHTS RELATED TO
THR RWY 17- ELEV 1171(ft)
(VNAV Min Temp Limit -5°C)**

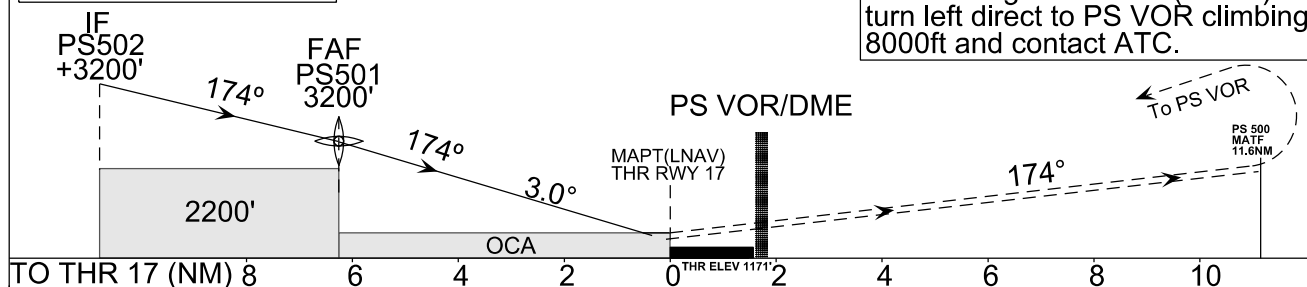
TWR	122.9
CHERAT APP (N)	118.4
CHERAT APP (S)	125.6
D-ATIS	127.35
	126.7

**PESHAWAR /
Bacha Khan Int'l
RNP RWY 17**



**TRANSITION LEVEL FL140
TRANSITION ALT 12000FT**

MISSED APPROACH
Climb straight to PS500(MATF)
turn left direct to PS VOR climbing
8000ft and contact ATC.



OCA / OCH		A	B	C	D
Straight-in-approach	LNAV/VNAV	1500'(329')			
	LNAV	1600'(429')			
CIRCLING		1810'(639')		1900'(729')	

Recommended Profile for LNAV only					
Dist. from THR RWY 17 (NM)	6	5	4	3	2
Altitude (ft)	3130	2810	2490	2170	1850

Note:
i) Visual circling towards West of runway is prohibited.
ii) Provision of RAIM prediction, if considered, is the responsibility of operator.

PESHAWAR/
Bacha Khan Int'l
RNP RWY 35

Note: Visual Circling towards west of runway is not authorized.

AD 2. AERODROMES**OPQT AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPQT - QUETTA/ Samungli International****OPQT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	301507.72N 0665619.25E RWY centre
2. Direction and distance from (city)	12 KM NW from city.
3. Elevation/Reference temperature	5267 FT / 34.5 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	Joint user PAF and CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Quetta Tel: (92) (81) 2880212, 2880177NTC Direct Number:091-9241001 Fax: (92) (81) 2880211 091-9241002 AFTN: OPQTYDYX e-mail: apm.quetta@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	

OPQT AD 2.3 OPERATIONAL HOURS

1. AD Administration	Five Days a week except Saturday and Sunday.
2. Customs and immigration	As of ATS
3. Health and sanitation	As of ATS
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HS
8. Fuelling	As of ATS
9. Handling	As of ATS
10. Security	As of ATS
11. De-icing	-
12. Remarks	Airport will be available for 24 Hrs operation basis, subject to schedule approved by PCAA. For non-scheduled flights 24 HRS PN required.

OPQT AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Handling Facilities as of ATS
2. Fuel/oil types	Jet A1, AVGAS
3. Fuelling facilities/capacity	Jet A1: Storage capacity of 287000 Liters 01 Fueller of 11000 liters 02 Fuellers of 18000 liters each Avgas: Mobile fueling unit with 900 liters capacity.
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPQTAD 2.5 PASSENGER SERVICES

1. Hotels	Nil at Airport. Unlimited in city.
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2. Restaurants	In the City.
3. Transportation	Taxis, rent-a-car service and hotels transport available from city.
4. Medical facilities	Hospitals In the City
5. Bank and Post Office	In the City.
6. Tourist Office	-
7. Remarks	

OPQT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 9
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPQT AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPQT AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	New Jet Apron: Concrete PCN 107/R/B/W/T Old Jet Apron: Concrete PCN 56/R/C/X/T
2. Taxiway width, surface and strength	TWY J : 23 M Bitumen, PCN 64/R/B/X/T. TWY K : 23 M Bitumen, PCN 56/F/B/X/T. TWY L : 15 M Bitumen, PCN 16/F/B/X/T.
3. ACL location and elevation	Location: At Apron Bays # 1 & 2. Elevation: 1600M/5250 FT.
4. VOR/INS checkpoints	See AD chart:
5. Remarks	TWY J closed due uneven surface.wide body ACFT to use TWY K.

OPQT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Taxiways: Centerline marking on all Taxiways.
2. RWY and TWY markings and LGT	Markings: RWY 31R/13L: Designation, THR, TDZ, Centerline, Edge, Aiming points marked. Lights: RWY 31R/13L: THR. end and edges lighted. TWY: Edges lighted.
3. Stop bars	-
4. Remarks	

OPQT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
31R/APCH 13L/TKOF	Barrier HUT 31R 1607.52 M / 5274 FT	301422.70N 0665706.10E	
31R/APCH 13L/TKOF	Barrier HUT 31R BAK-12 West 1607.52 M / 5274 FT	301423.60N 0665709.70E	
31R/APCH 13L/TKOF	Barrier Hut 31R BAK-12 East 1607.52 M / 5274 FT	301421.90N 0665706.50E	

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
31R/APCH 13L/TKOF	De Arming Wall (ORP31) 1609.04 M / 5279 FT	301422.00N 0665706.00E	
31R/APCH 13L/TKOF	M/S UPPAL SECURITY SERVICES (COMMISSIONER OFFICE QUETTA) 1704.00 M / 5591 FT	301149.70N 0670038.06E	
31R/APCH 13L/TKOF	Society 1625.00 M / 5331 FT	301358.85N 0665724.53E	
31R/APCH 13L/TKOF	T&T TOWER 1814.88 M / 5954 FT	301200.45N 0670025.77E	
31R/TKOF 13L/APCH	DELTA Area AC Pen 01 1612.70 M / 5291 FT	301555.00N 0665532.00E	
31R/TKOF 13L/APCH	Delta Area AC Pen No 02 1612.70 M / 5291 FT	301555.00N 0665532.00E	
31R/TKOF 13L/APCH	V.O.R PIA 1567.30 M / 5142 FT	301749.49N 0665320.35E	
In circling area and at AD			Remarks
3			4
Obstacle type Elevation Markings/ LGT	Coordinates		
a	b		
AIP PAKISTAN 2435.10 M / 7989 FT	301914.25N 0665845.67E		
AJIRAN H.S. 1660.90 M / 5449 FT	302018.85N 0664719.21E		
ALHAMD ISLAMIC UNIVERSITY (NACP) 1650.00 M / 5413 FT	301457.26N 0665846.73E		
AWOS MAST1 1608.00 M / 5276 FT	301427.00N 0665657.00E		
AWOS MAST2 1608.00 M / 5276 FT	301540.00N 0665538.00E		
BRUERY MICRO 1793.80 M / 5885 FT	301127.62N 0665725.38E		
BTS 112.58 M / 369 FT	282358.98N 0701929.88E		
BTS 1699.90 M / 5577 FT	301306.93N 0670010.62E		
BUILDING FOR MI-171 HELICOPTER QUETTA AIRPORT 1608.73 M / 5278 FT	301452.33N 0665704.80E		
BUIEMS 1607.60 M / 5274 FT	301605.17N 0665625.23E		
CAIRN 1451.50 M / 4762 FT	302731.43N 0664333.91E		
CONTROL TOWER 1608.31 M / 5277 FT	301458.00N 0665611.52E		
Chimney 1644.00 M / 5394 FT	301545.42N 0665750.28E		
DAIRY DEV.DEPTT. 1670.00 M / 5479 FT	301755.00N 0665912.59E		
DINNAR KAREZ H.S. 1490.20 M / 4889 FT	302259.26N 0664415.63E		
FLOOD LIGHT 1 1626.53 M / 5336 FT	301459.41N 0665648.58E		
FLOOD LIGHT 2 1616.19 M / 5302 FT	301454.14N 0665647.61E		
FLOOD LIGHT 3 1628.25 M / 5342 FT	301452.53N 0665655.32E		

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
FM Transmitter 1747.50 M / 5733 FT	300949.83N 0665929.24E	
GABAR H.S. 2332.00 M / 7651 FT	301031.54N 0665448.01E	
GHAZABAND H.S. 1892.80 M / 6210 FT	302742.47N 0665325.95E	
GHAZABAND MICRO 1647.86 M / 5406 FT	301818.57N 0665046.50E	
HUT 2 1608.27 M / 5276 FT	301428.17N 0665656.97E	
KATUR S. 1556.90 M / 5108 FT	302055.16N 0665530.59E	
M/S MUSTANG SECURITY PVT LTD REGAL JINNAH ROAD QUETTA 1698.00 M / 5571 FT	301202.18N 0670048.17E	
M/S SITA UET/ QIAP QUETTA 1614.00 M / 5295 FT	301455.97N 0665654.48E	
MALKHUZGI H.S. 1722.40 M / 5651 FT	301715.32N 0664411.17E	
MASHELAK-i H.S. 2247.60 M / 7374 FT	301616.57N 0664623.39E	
MASHELAK-ii H.S. 2389.30 M / 7839 FT	301330.45N 0664447.48E	
MET 1651.00 M / 5417 FT	301617.06N 0665614.35E	
METEOROLOGICAL MAST 92.41 M / 303 FT	252535.76N 0693436.14E	
MOUZA SAMUNGLI BALELI TEHSIL SADDAR QUETTA 1606.91 M / 5272 FT	301459.29N 0665707.62E	
MULAGHUTAR 2 H.S. 1503.90 M / 4934 FT	302827.68N 0664744.33E	
MURDAR H.S. 3184.50 M / 10448 FT	300949.60N 0670559.63E	
MURDAR HILL 2614.00 M / 8576 FT	301115.48N 0670531.50E	
Mobile Antenna 1676.00 M / 5499 FT	301406.96N 0665929.76E	
Mobile Antenna 1662.00 M / 5453 FT	301422.56N 0665935.34E	
Mobile Antenna 1650.00 M / 5413 FT	301434.26N 0665812.05E	
Mobile Antenna 1656.00 M / 5433 FT	301456.76N 0665842.71E	
Mobile Antenna 1656.00 M / 5433 FT	301456.76N 0665842.78E	
Mobile Antenna 1660.00 M / 5446 FT	301524.18N 0665816.68E	
Mobile Antenna 1623.00 M / 5325 FT	301634.86N 0665517.28E	
Mobile Antenna 1669.00 M / 5476 FT	301325.08N 0665728.73E	
Mobile Antenna 1640.00 M / 5381 FT	301326.51N 0665725.31E	
Mobile Antenna 1652.00 M / 5420 FT	301447.64N 0665754.83E	
Mobile Antenna 1652.00 M / 5420 FT	301449.98N 0665750.76E	
Mobile Antenna 1651.00 M / 5417 FT	301450.34N 0665750.70E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Mobile Antenna 1654.00 M / 5427 FT	301524.54N 0665812.83E	
Mobile Antenna 1648.00 M / 5407 FT	301529.34N 0665742.17E	
Mobile Antenna 1636.00 M / 5367 FT	301530.96N 0665733.59E	
Mobile Antenna 1628.00 M / 5341 FT	301540.32N 0665720.88E	
Mobile Antenna 1675.00 M / 5495 FT	301616.44N 0665546.76E	
Mobile Antenna 1618.00 M / 5308 FT	301627.18N 0665356.94E	
NAR (NAHAR) H.S. 2395.70 M / 7860 FT	301721.24N 0670651.64E	
PASHIN YARO 1704.75 M / 5593 FT	302929.00N 0665641.62E	
PEAK CAIRN 1887.60 M / 6193 FT	302449.20N 0665154.12E	
PIA BUILDING 1611.82 M / 5288 FT	301456.56N 0665654.39E	
PTC MICRO 1787.08 M / 5863 FT	300923.49N 0665907.55E	
PTCL ONLINE 1601.44 M / 5254 FT	301457.51N 0665654.79E	
PTV MAST QUETTA 1814.28 M / 5952 FT	301218.85N 0670021.85E	
Quetta PBC TV Mast 1802.97 M / 5915 FT	301000.00N 0670000.00E	
RADIO PAKISTAN QUETTA 1792.25 M / 5880 FT	301207.02N 0670047.28E	
RE - BROADCASTING GHAZA 1847.96 M / 6063 FT	301900.89N 0664906.15E	
SHARP PEAK 2237.20 M / 7340 FT	301931.03N 0670512.92E	
SINJI H.S. 2055.60 M / 6744 FT	300954.57N 0665513.27E	
SURGHAR (NORTH) H.S. 2353.40 M / 7721 FT	301112.41N 0664407.77E	
Sadikabad 205.80 M / 675 FT	281852.00N 0701025.00E	
Society 1571.00 M / 5154 FT	301421.42N 0665737.86E	
TAKA TU (HILL) 2784.30 M / 9135 FT	302055.60N 0670144.81E	
TAKA TU H.S. 3455.20 M / 11336 FT	302337.29N 0670643.88E	
TULIP VILLAS P1 1606.30 M / 5270 FT	301504.97N 0665700.70E	
TULIP VILLAS P2 1606.30 M / 5270 FT	301517.60N 0665647.64E	
TUNGI H.S. 2120.20 M / 6956 FT	301452.85N 0670502.65E	
USDANU H.S. 1725.80 M / 5662 FT	301707.21N 0665554.17E	
WIND SOCK 1 1592.46 M / 5225 FT	301542.50N 0665535.48E	
WIND SOCK 2 1601.15 M / 5253 FT	301427.25N 0665634.65E	
WIND SOCK 3 1612.34 M / 5290 FT	301502.35N 0665617.06E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Water Tank 1626.00 M / 5335 FT	301631.26N 0665420.27E	
TOWER 1672.00 M / 5486 FT	301306.72N 0670010.54E	
OTHER 1616.35 M / 5303 FT	301421.82N 0665733.08E	
OTHER 1606.30 M / 5270 FT	301500.86N 0665707.43E	

OPQT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	MET, SQN, SMG Quetta
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	Quetta 00.03, 06, 09, 12, 15, 18, 21 HR 0018, 0624, 1821, 1206.
4. Type of landing forecast Interval of issuance	MET REPORT, 01 HR
5. Briefing/consultation provided	Personal consultation(P),telephone(T), self briefing (D)
6. Flight documentation Language(s) used	Charts (C),Cross sections (CR), abbreviated plain language English
7. Charts and other information available for briefing or consultation	Surface analysis(S), Upper air analysis(current chart)-U 85, U 70, U 50, U 30, U 20, Prognostic upper chart P 85, P 70, P 50, P 30, P 20. W (significant weather chart), SWH Significant weather high chart, SWM significant weather medium chart, SWL significant weather low
8. Supplementary equipment available for providing information	LLP, BOLTEK, SENSOR
9. ATS units provided with information	Quetta TWR
10. Additional information (limitation of service, etc.)	Phone: (92) (81) 9502253 (Forecaster) Fax no: (92) (81) 9502261

OPQT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
13L	136.43°	3658 x 46	52/F/A/X/T Bitumen	301550.76N 0665532.12E	THR 1583.00 M / 5193.57 FT	0.442% Up
31R	316.43°	3658 x 46	52/F/A/X/T Bitumen	301424.69N 0665706.38E	THR 1605.36 M / 5266.93 FT	1.014% Up

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
267		-		-		Note: Parallel taxi track/RWY (11345ft x 98ft) direction 13R / 31L is in use by military aircraft only. The same is painted with RWY designator, centre line and threshold marking.
274		-		-		Note: Parallel taxi track/RWY (11345ft x 98ft) direction 13R / 31L is in use by military aircraft only. The same is painted with RWY designator, centre line and threshold marking.

OPQT AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
13L	3658	3925	3658	3658	-
31R	3658	3932	3658	3658	-

OPQT AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13L	CAT I PALS LIH	GREEN	PAPI LEFT/3°	-	-	3658 M 60 M WHITE LIH-	RED		Strobe LGT
31R	CAT I PALS LIH	GREEN	PAPI LEFT/3°	-	-	-	RED		-

OPQT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	ABN: Rotating beacon on Top of the Control Tower
2. LDI location and LGT Anemometer location and LGT	- Anemometer: on tower lighted,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities.
5. Remarks	

OPQT AD 2.16 HELICOPTER LANDING AREA: Nil

OPQT 2.17 ATS AIRSPACE

1. Designation and lateral limits	Quetta CTR::Area bounded by lines joining points 302500N/0670001E; 303457N/0671401E; 303959N/0670001E then along the clockwise arc of a circle of 25NM radius centred on 301508N/0665616E to point of origin.
2. Vertical limits	GND to FL195
3. Airspace classification	C
4. ATS unit call sign Language(s)	Quetta Tower English
5. Transition altitude	15000 FT MSL
6. Remarks	-

OPQT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	Quetta Tower	121.800 MHZ	HS	-
G/A/G	Radio	2923.000		-
G/A/G	Radio	5601.000	HS	-
TWR	Quetta Tower	118.050 MHZ	HS	VHF range limited to 25NM on VOR R042 and R167
TWR	Quetta Tower	118.500 MHZ		Standby Frequency
TWR	Quetta Tower	121.500 MHZ		Emergency only

OPQT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VOR/ ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7

ILS/LOC CAT I 13L	IUTA	108.7 MHz	H24	301415.18N 0665716.91E	-	1253 FT after RWY end
NDB	QT	348.0 kHz	HJ	301403.40N 0665655.80E	-	-
DVOR/DME (2/2015)	QT	114.7 MHz CH94X	H24	301527.96N 0665609.65E	1567.30M	-
GP/TDME 13L	DOTS/DASHES	330.5 MHz CH24X	H24	301541.59N 0665536.75E	-	966 FT after THR 350 FT offset

OPQT AD 2.20 LOCAL TRAFFIC REGULATIONS:

Wide bodied aircraft to make 180 degrees turn only on concrete portions at both ends of RWY unless otherwise instructed by ATC and are to make anticlockwise turn at the end of RWY 31R and clockwise turn at the end of RWY 13L. All ACFT to avoid nose wheel lock turning on the RWY..

AD not available for B747 Aircraft operations for parking and ground support equipment limitations.

The Aircraft flying at lower altitude like below 15000 FT indicated might establish late R/T contact with ATC due high terrain all around. All pilots are advised to adhere to their flight plans till positive two ways R/T contact with Quetta ATC.

Bays 1 TO 6 Including 1 to 6 are available.

02 PBBs available on Bay 01 & 02 on first come and first serve basis.

All bays are available for Nose in parking for narrow bodied Aircraft.

Provisional Bay 1A available for use of small Aircraft (up to ATR72) if B737 are parked at both bay 1 & 2. This bay will not be available if A310 or B777 is parked on either Bay 01 or 02.

Aircraft Parked on Bay 03 & 04 are requested for engine start-up abeam Bay 05 intersection on exit path after push back.

During push back of Aircraft from Bay 03 Vehicle lane next to Bay 03 will be closed by Air side.

Aircraft Parked on Bay 01 & 02 are requested for engine start abeam Bay 02 intersection on exit path after push back.

VVIP flights will either be parked on bay 03 or 06 depending upon further mode of journey / departure of on board VVIP from QIAP.

OPQT AD 2.20.1 AIRPORT REGULATIONS:Nil

OPQT AD 2.20.2 TAXIING TO AND FROM STANDS: Nose in parking system will be implemented. All operators are advise to arrange Tug Master for Push back / Pull forward their aircraft.

OPQT AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nose in Parking system implemented. All Operators are advice to arrange Tug Master for Push back / Pull forward their aircraft.

OPQT AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPQT AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPQT AD 2.20.6: TAXIING LIMITATIONS: Taxi way "L" is available for taxing of light Aircraft only.

OPQT AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPQT AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPQT AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPQT AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPQT AD 2.22 FLIGHT PROCEDURES:Nil

OPQT AD 2.23 ADDITIONAL INFORMATION

Parallel taxi track / RWY (11345ft x 98ft) direction 13R / 31L is in use by military aircraft only. The same is painted with RWY designator, centre line and threshold marking. All aircraft making approaches are advised to exercise caution, not to mistake parallel taxi track for main RWY.

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Flocks of small birds present a hazard to air navigation at all times in the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 3000 FT. ATC will endeavor to keep pilots advised of bird concentrations, but single bird circling at any height are very difficult to observe from ATC.

Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

OPQT AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/Heliport Chart – ICAO

Instrument Approach Chart – ICAO

Visual Circling Chart

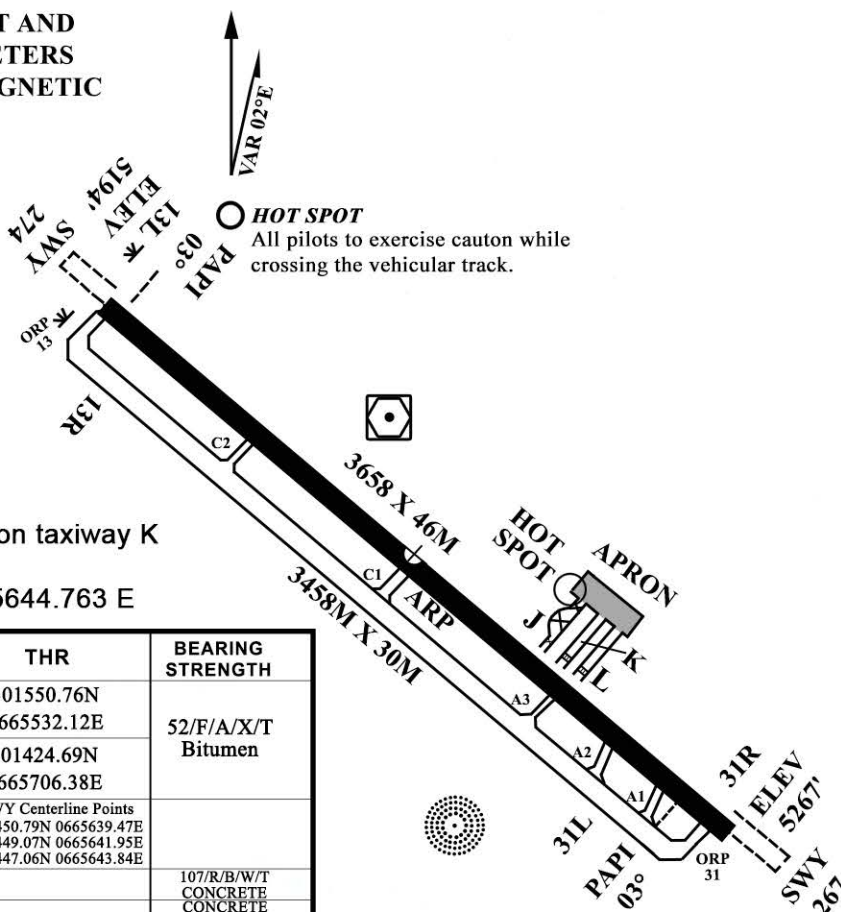
Standard Arrival Chart – Instrument - ICAO

Standard Departure Chart – Instrument - ICAO

AERODROME/
HELIPORT
CHART-ICAO301507.72N
0665619.25E

ELEV 5267'

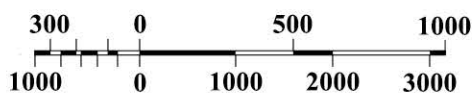
TWR 118.050

QUETTA/
Samungli Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC**Note:**

DVOR check points on taxiway K
R 138° 0.8NM
301451.1695 N 0665644.763 E

RWY	DIRECTION (T)	THR	BEARING STRENGTH
13L	136.43°	301550.76N 0665532.12E	52/F/A/X/T Bitumen
31R	316.43°	301424.69N 0665706.38E	
TAXIWAY J TAXIWAY K TAXIWAY L		TWY Centerline Points 301450.79N 0665639.47E 301449.07N 0665641.95E 301447.06N 0665643.84E	
NEW JET APRON			107/R/B/W/T CONCRETE
OLD JET APRON			56/R/C/X/T

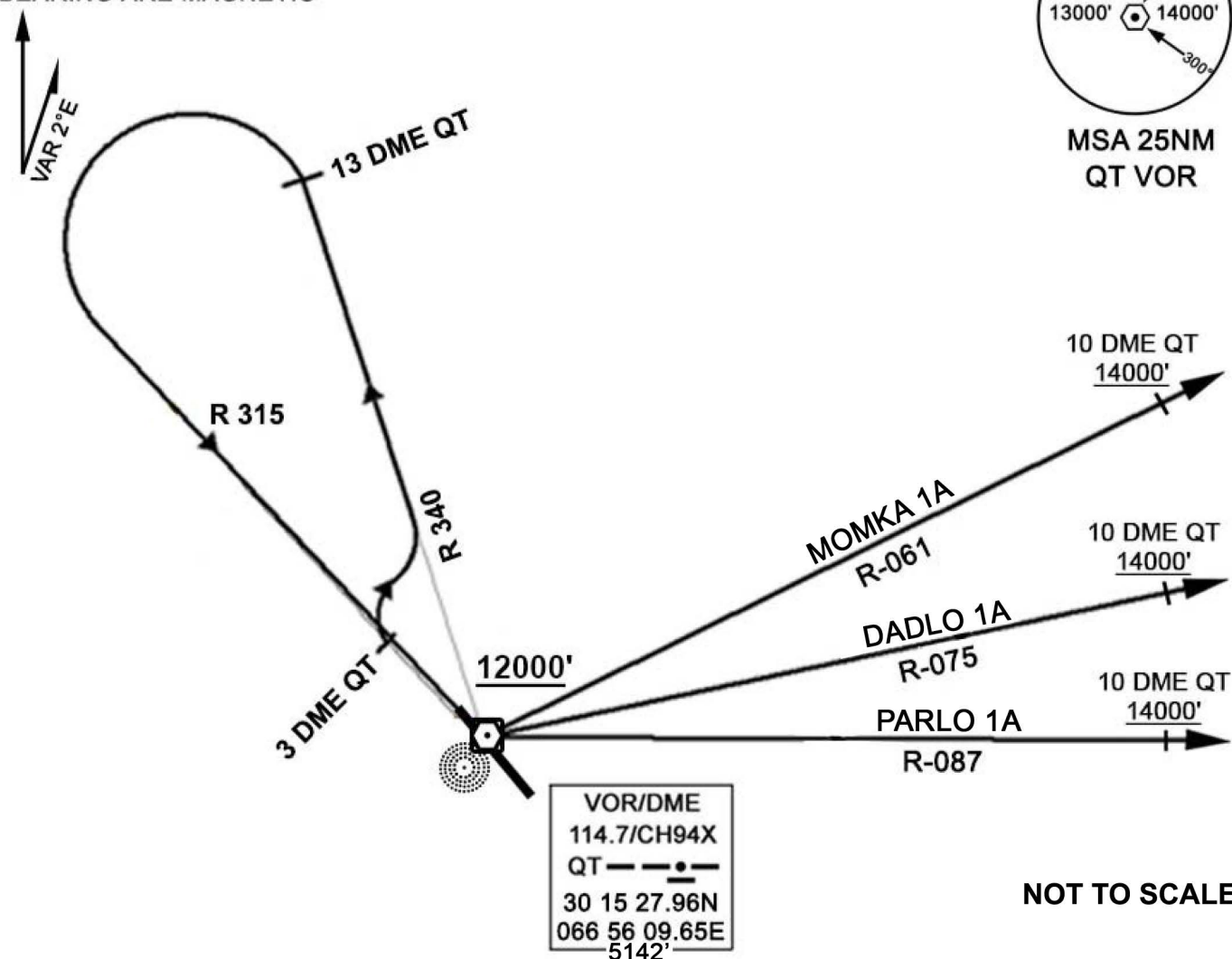
METERS



FEET

Note: Parallel taxi track / RWY (11345ft x 98ft)

QUETTA / Samungli Int'l

STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANS LEVEL FL 170
TRANS ALT 15000FTTWR 118.050
121.8RWY 31R
MOMKA 1A
DADLO 1A
PARLO 1AELEVATIONS, ALTITUDES
AND HEIGHTS IN FEET
DISTANCE IN NM
BEARING ARE MAGNETIC**MOMKA ONE ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT Turn right to intercept and proceed outbound on QT VOR R340. At 13 DME QT Turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R 061 and cross 10DME QT at or above 14000ft climbing to ATC assigned Flight level.

**DADLO ONE ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT Turn right to intercept and proceed outbound on QT VOR R340. At 13DME QT Turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R 075 and cross 10DME QT at or above 14000ft climbing to ATC assigned Flight level.

**PARLO ONE ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT Turn right to intercept and proceed outbound on QT VOR R340. At 13DME QT Turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R 087 and cross 10DME QT at or above 14000ft climbing to ATC assigned flight level.

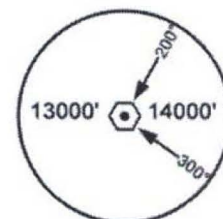
STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS LEVEL FL 170
TRANS ALT 15000FT

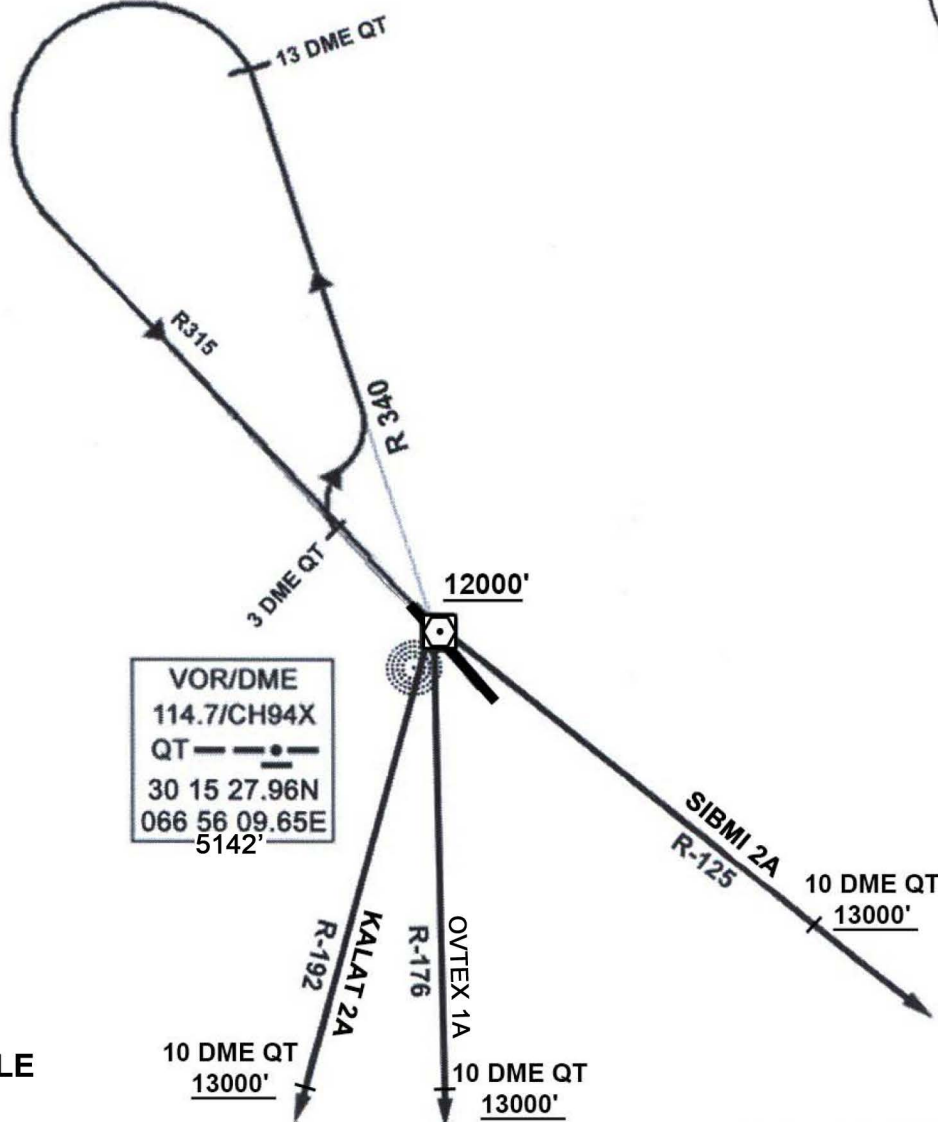
TWR 118.05
121.80

QUETTA / Samungli Int'l
RWY 31R
SIBMI 2A
OVTEX 1A
KALAT 2A

ELEVATIONS, ALTITUDES
AND HEIGHTS IN FEET
DISTANCE IN NM
BEARING ARE MAGNETIC



MSA 25NM
QT VOR



NOT TO SCALE

**SIBMI TWO ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT Turn right to intercept and proceed outbound on QT VOR R340. At 13 DME QT turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R125 and cross 10DME QT at or above 13000ft climbing to ATC assigned flight level.

**OVTEX ONE ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT turn right to intercept and proceed outbound on QT VOR R340. At 13DME QT turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R176 and cross 10DME QT at or above 13000ft climbing to ATC assigned flight level.

**KALAT TWO ALPHA
DEPARTURE RWY 31R**

After departure RWY 31R at 3DME QT turn right to intercept and proceed outbound on QT VOR R340. At 13DME QT turn left to intercept and proceed inbound on QT VOR R315 cross VOR at or above 12000ft. Leave VOR on R192 and cross 10DME QT at or above 13000ft climbing to ATC assigned flight level.

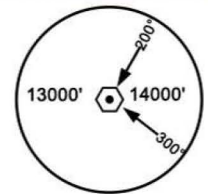
STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANS LEVEL FL 170
TRANS ALT 15000FT

TWR 118.050
121.8

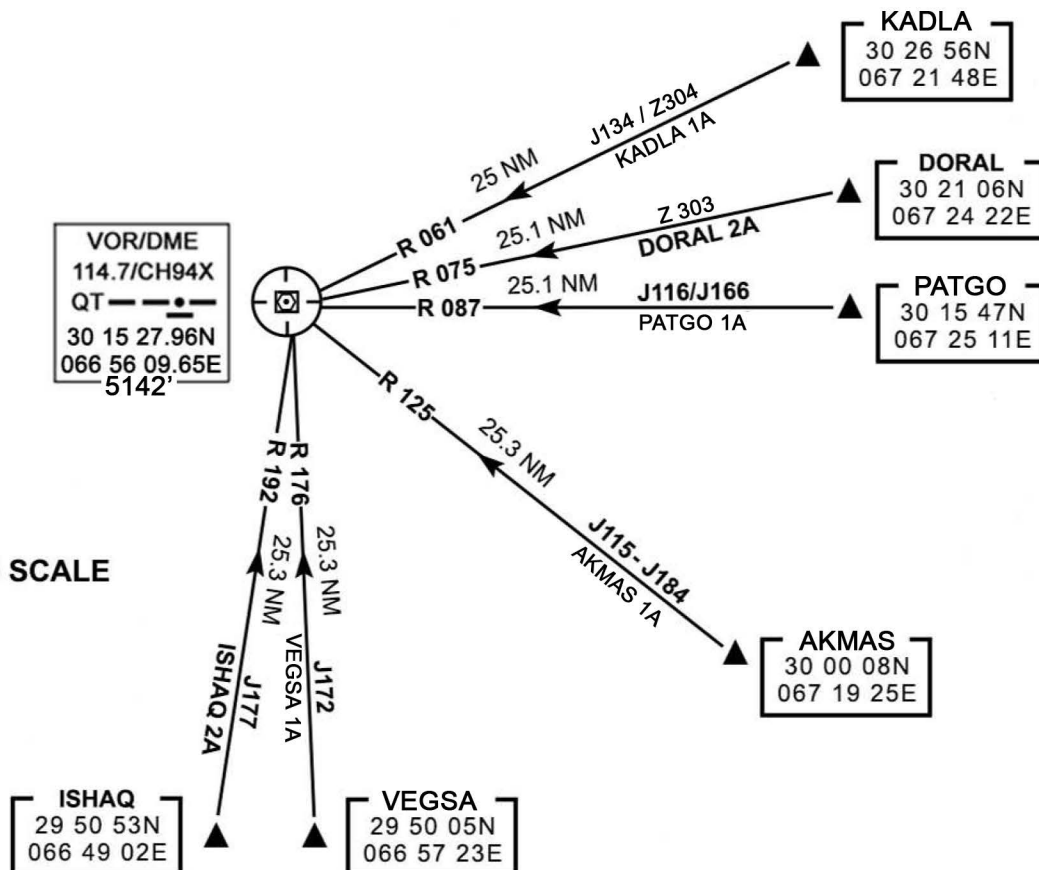
QUETTA / Samungli Int'l
KADLA 1A/DORAL 2A
PATGO 1A/AKMAS 1A
VEGSA 1A/ISHAQ 2A

ELEVATIONS, ALTITUDES
AND HEIGHTS IN FEET
DISTANCE IN NM
BEARING ARE MAGNETIC



MSA 25 NM
QT VOR

NOT TO SCALE



KADLA ONE Alpha Arrival

From over KADLA proceed to QT VOR on Radial 061 Descent to ATC assigned level.

DORAL Two Alpha Arrival

From over DORAL proceed to QT VOR on Radial 075 Descent to ATC assigned level.

PATGO ONE Alpha Arrival

From over PATGO proceed to QT VOR on Radial 087 Descent to ATC assigned level.

AKMAS ONE Alpha Arrival

From over AKMAS proceed to QT VOR on Radial 125 Descent to ATC assigned level.

VEGSA ONE Alpha Arrival

From over VEGSA proceed to QT VOR on Radial 176 Descent to ATC assigned level.

ISHAQ Two Alpha Arrival

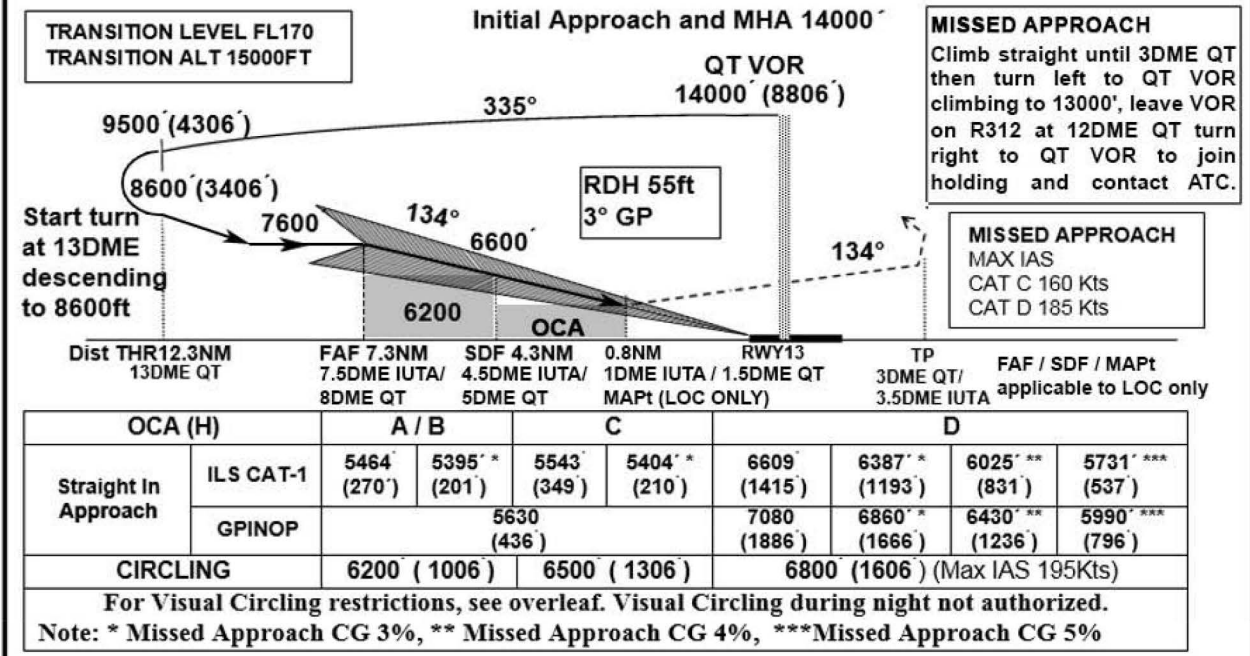
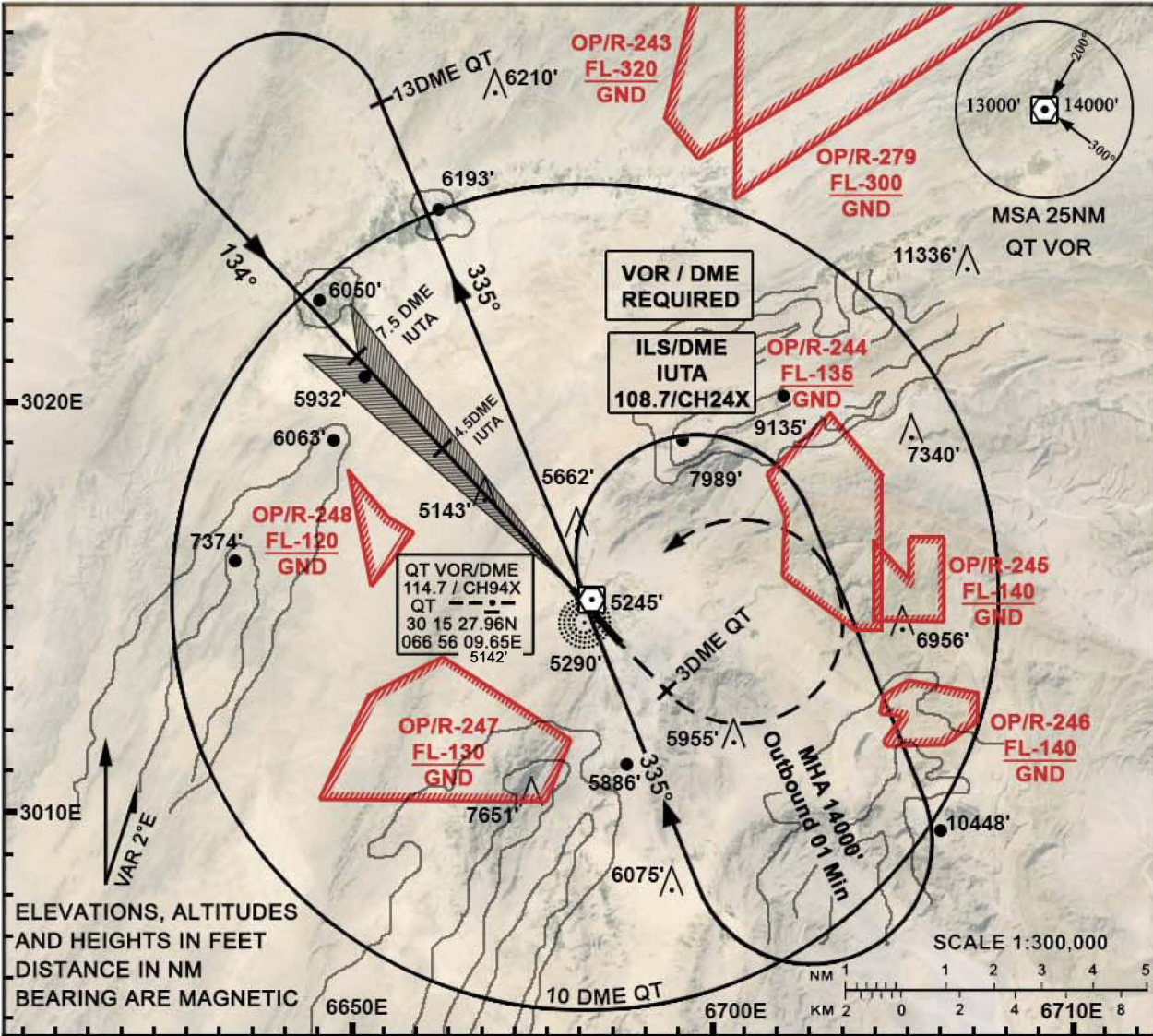
From over ISHAQ proceed to QT VOR on Radial 192 Descent to ATC assigned level.

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 5267 FT
HEIGHTS RELATED
TO RWY13- ELEV 5194FT

TWR 118.050
121.8

QUETTA / Samungli Int'l
ILS or LOC RWY-13L

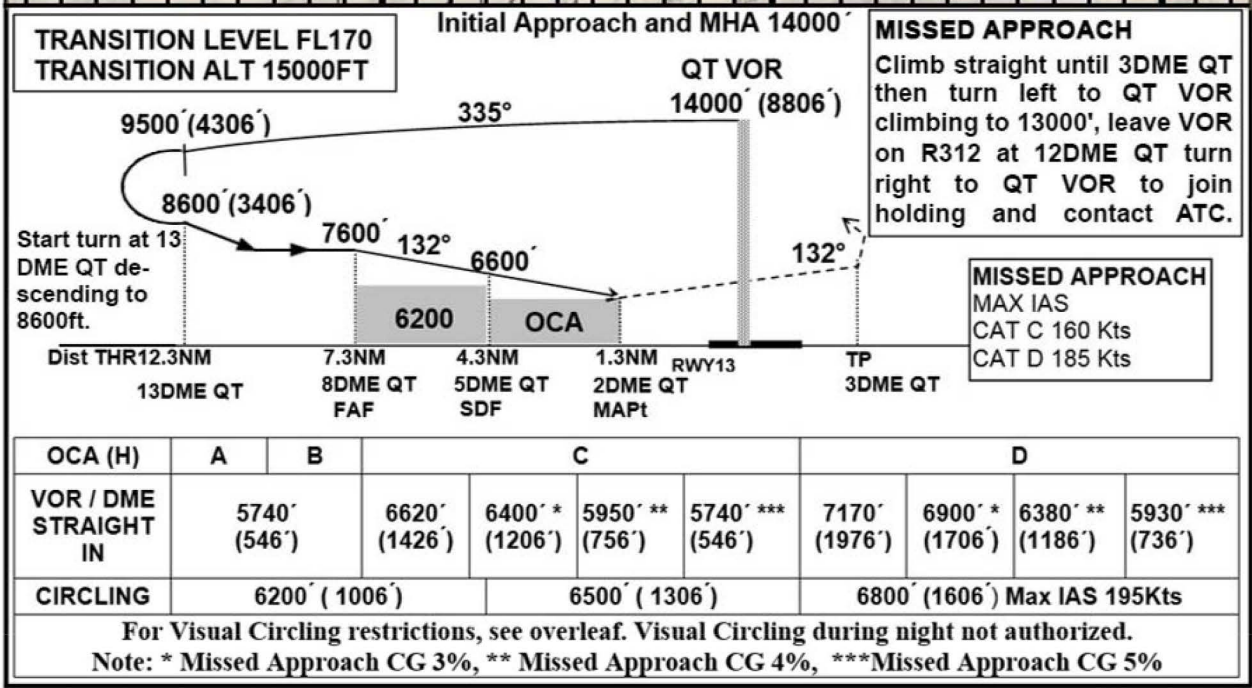
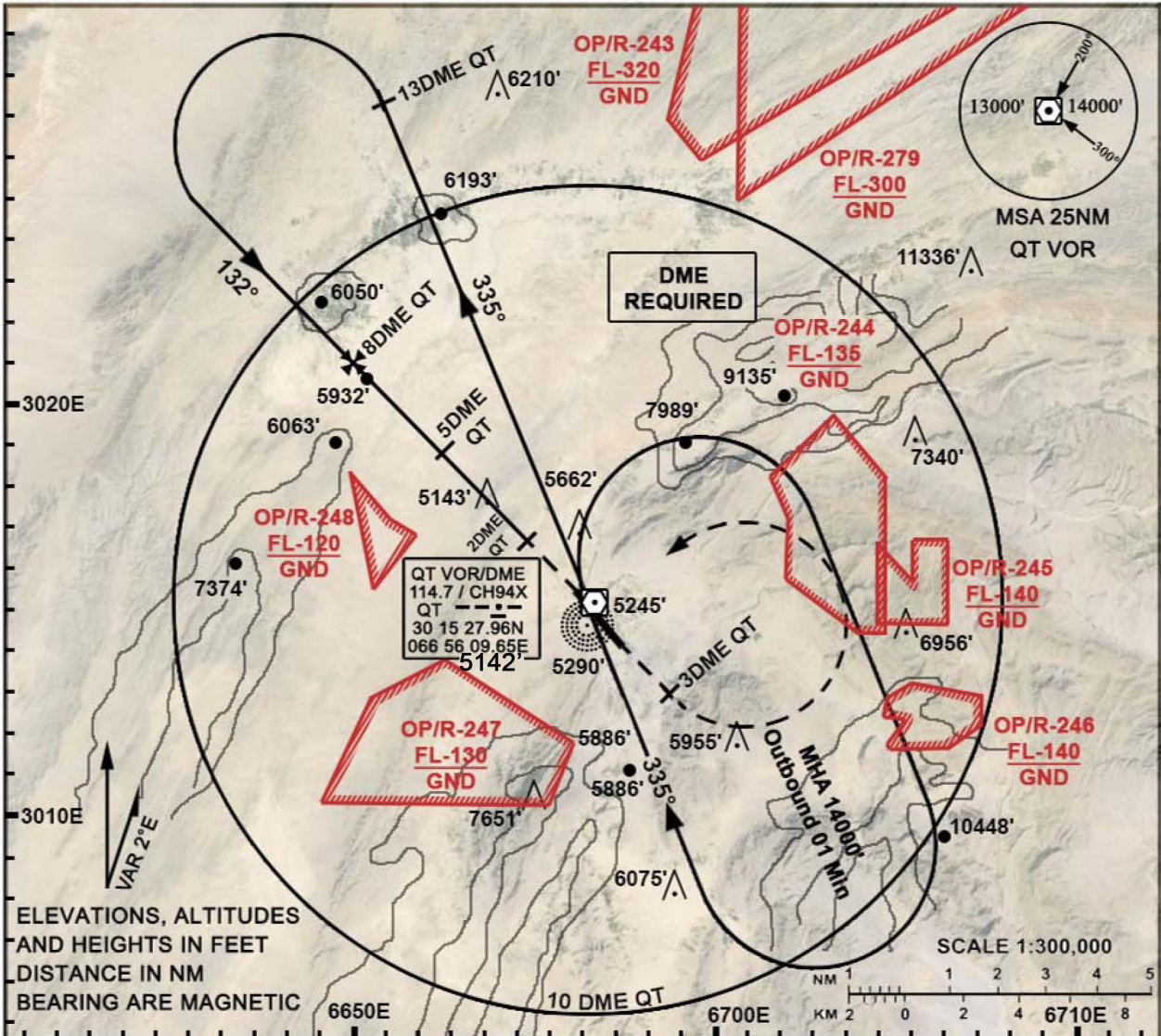


INSTRUMENT
APPROACH
CHART - ICAO

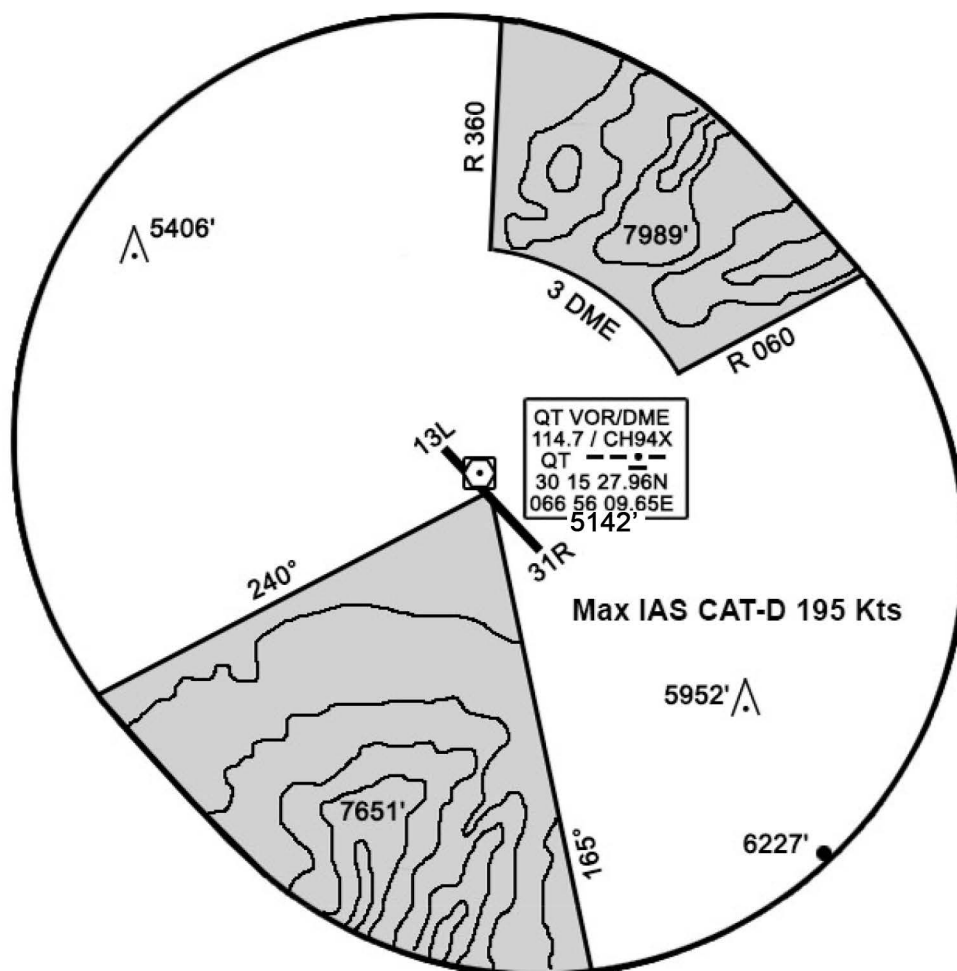
AD ELEV 5267 FT
HEIGHTS RELATED
TO RWY13 ELEV 5194FT

TWR 118.050
121.8

QUETTA / Samungli Int'l
VOR RWY-13L



VISUAL CIRCLING QUETTA



Note: Visual Circling is prohibited in shaded area.

AD 2. AERODROMES**OPRK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPRK - RAHIM YAR KHAN/ Sheikh Zayed Int'l****OPRK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	282307.52N 0701647.27E centre of RWY
2. Direction and distance from (city)	2.5 NM SW of City
3. Elevation/Reference temperature	271 FT / 42.0 °C
4. MAG VAR/Annual change	02° E (2020)
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Rahim Yar Khan Tel: (068) 9231002, (068) 5035518 Fax: (068) 9231003 AFTN: OPRKYDYX e-mail: apm.rykhan@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	24 hrs PN through ACC for non-sch. Flts outside AD OPS Hrs.

OPRK AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	As of ATS
3. Health and sanitation	As of ATS
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HS. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPRK AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPRK AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the city.
3. Transportation	Taxi's
4. Medical facilities	Hospital in the city
5. Bank and Post Office	In the city.

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25 MAR 21

AIP
Pakistan

6. Tourist Office	-
7. Remarks	

OPRK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 7
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	Nil
4. Remarks	

OPRK AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPRK AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPRK: Concrete PCN 54/R/B/X/T
2. Taxiway width, surface and strength	TWY A : 23 M Concrete, PCN 54/R/B/X/T.
	TWY B : 23 M Concrete, PCN 54/R/B/X/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	On TWY B 282329.40N 0701658.74E SEE INS Checkpoints on AD Chart
5. Remarks	Parking pace for two(02) A320 and two(02) ATR.

OPRK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designator, THR, TDZ, centerline, edge runway end as appropriate, marked. Lighted. TWY: Centre line, marked. Apron, edge, Lighted.
3. Stop bars	N/A
4. Remarks	DMB Lighted

OPRK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
19/APCH 01/TKOF	Main Railway Line 83.00 M / 272 FT	282419.20N 0701708.54E	
19/APCH 01/TKOF	Trees 83.00 M / 272 FT	282406.13N 0701704.52E	
19/TKOF 01/APCH	CVOR 88.10 M / 289 FT	282156.33N 0701623.35E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
AIR VIEW VILLAS 112.17 M / 368 FT	282334.28N 0701742.10E	
ATC tower 97.47 M / 320 FT	282330.70N 0701710.43E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
BUILDING MAIN KLP ROAD KARAMABAD 188.06 M / 617 FT	283410.69N 0701931.85E	
Flood Light 1 112.98 M / 371 FT	282335.67N 0701707.28E	
KHASRA NO 495/13 MOZA BINDORE TEHSIL RAHIM YAR KHAN 85.04 M / 279 FT	282356.23N 0701712.05E	
KHASRA NO 495/13 MOZA BINDORE TEHSIL RAHIM YAR KHAN 90.53 M / 297 FT	282356.31N 0701714.98E	
KHATONI NO.250-260 NEAR ASF CAMP BINDOOR ROAD 93.27 M / 306 FT	282427.14N 0701730.83E	
M/S DANA GEOPHYSICS 96.00 M / 315 FT	280556.51N 0700314.36E	
Manthar road 99.67 M / 327 FT	282328.30N 0701737.42E	
ORCHARD COLONY 113.39 M / 372 FT	282337.05N 0701742.69E	
PARADISE HOSING SCH P1 103.94 M / 341 FT	282348.49N 0701719.67E	
PARADISE HOSING SCH P2 103.94 M / 341 FT	282354.42N 0701719.55E	
Rahim Yar Khan 244.21 M / 801 FT	282521.00N 0701814.00E	
T&T pole 119.80 M / 393 FT	282523.14N 0701834.52E	
T&T pole 165.95 M / 544 FT	282523.78N 0701833.36E	
T&T pole 182.21 M / 598 FT	282422.03N 0701916.07E	
building 102.54 M / 336 FT	282401.09N 0701551.23E	
flood light 2 112.78 M / 370 FT	282334.97N 0701710.35E	
flood light 3 112.93 M / 370 FT	282327.23N 0701708.07E	
flood light 4 112.94 M / 371 FT	282327.93N 0701704.99E	
mill chimney 120.03 M / 394 FT	282533.93N 0701816.94E	
mill chimney 121.00 M / 397 FT	282524.22N 0701803.76E	
mosque minar 103.63 M / 340 FT	282302.92N 0701711.68E	
pole 113.07 M / 371 FT	282545.73N 0701900.24E	
tower 169.60 M / 556 FT	282521.99N 0701814.32E	
water tank 94.33 M / 309 FT	282332.87N 0701715.72E	
wind sock 1 84.58 M / 277 FT	282226.83N 0701634.23E	

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25 MAR 21

AIP
Pakistan

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
wind sock 2 88.88 M / 292 FT	282343.86N 0701700.51E	
BUILDING 93.27 M / 306 FT	282330.84N 0701717.24E	

OPRK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Aero Met Observatory RK
2. Hours of service MET Office outside airport operational hours	HS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Rahim Yar Khan Tower
10. Additional information (limitation of service, etc.)	

OPRK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
01	14.64°	3000 x 45	Bitumen For PCN see Remarks	282216.62N 0701632.22E	THR 80.57 M / 264.34 FT	0.098%
19	194.64°	3000 x 45	Bitumen For PCN see Remarks	282350.56N 0701659.98E	THR 82.55 M / 270.83 FT	0.071%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
150	300	3420 x 300	148 x 91	-		PCN:257M FM THR RWY-01=54/ R/B/X/T, 250M FM THR RWY- 19=46/R/B/X/T, Middle portion length 2493M = 50/F/C/X/T
150	300	3420 x 300	148 x 91	-		PCN:257M FM THR RWY-01=54/ R/B/X/T, 250M FM THR RWY- 19=46/R/B/X/T, Middle portion length 2493M = 50/F/C/X/T

OPRK AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
------------------------	------	------	------	-----	---------

1	2	3	4	5	6
01	3000	3150	3300	3000	-
19	3000	3150	3300	3000	-

OPRK AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT Spacing colour WBAR	SWY LGT LEN (M) Spacing colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	CAT I PALS 900 M LIH	GREEN	PAPI LEFT/3°	-	-	3000 M 60 M WHITE LIH-	7.5M .RED	-	-
19	SALS 420 M LIH	GREEN	PAPI LEFT/3°	-	-	3000 M 60 M WHITE LIH-	RED		-

OPRK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT Anemometer location and LGT	- Anemometer: on tower lighted.,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities / less than 15 seconds.
5. Remarks	-

OPRK AD 2.16 HELICOPTER LANDING AREA: Nil

OPRK 2.17 ATS AIRSPACE

1. Designation and lateral limits	Rahim yar khan CTR::Circular area centered on 282308N/0701647E within a 10NM radius.
2. Vertical limits	FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Rahim Yar Khan Tower English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPRK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APRON	Rahim Yar Khan Tower	121.800 MHZ	NOTAM	Ground Frequency
TWR	Rahim Yar Khan Tower	121.500 MHZ	NOTAM	Emergency Frequency
TWR	Rahim Yar Khan Tower	122.200 MHZ	NOTAM	Primary Frequency

OPRK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VOR/ ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RK	290.0 kHz	HJ	282440.60N 0701812.52E	-	-
VOR/DME (1/2015)	RK	113.7 MHz CH84X	H24	282156.33N 0701623.35E	88.10M	-

OPRK AD 2.20 LOCAL TRAFFIC REGULATIONS: Turns should be made at Dumbbells only.

OPRK AD 2.20.1 AIRPORT REGULATIONS: Operators are responsible for ensuring that an aircraft parked on the apron is provided with:

- a) Chocks under wheels.
- b) Picketing of aircraft when required.
- c) Fire cover during engine startup.

OPRK AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPRK AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPRK AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPRK AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPRK AD 2.20.6: TAXIING LIMITATIONS: Nil

OPRK AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPRK AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPRK AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPRK AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPRK AD 2.22 FLIGHT PROCEDURES: Nil

OPRK AD 2.23 ADDITIONAL INFORMATION: Heavy birds activity over and around airfield, all pilots to exercise caution while landing / take-off.

OPRK AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

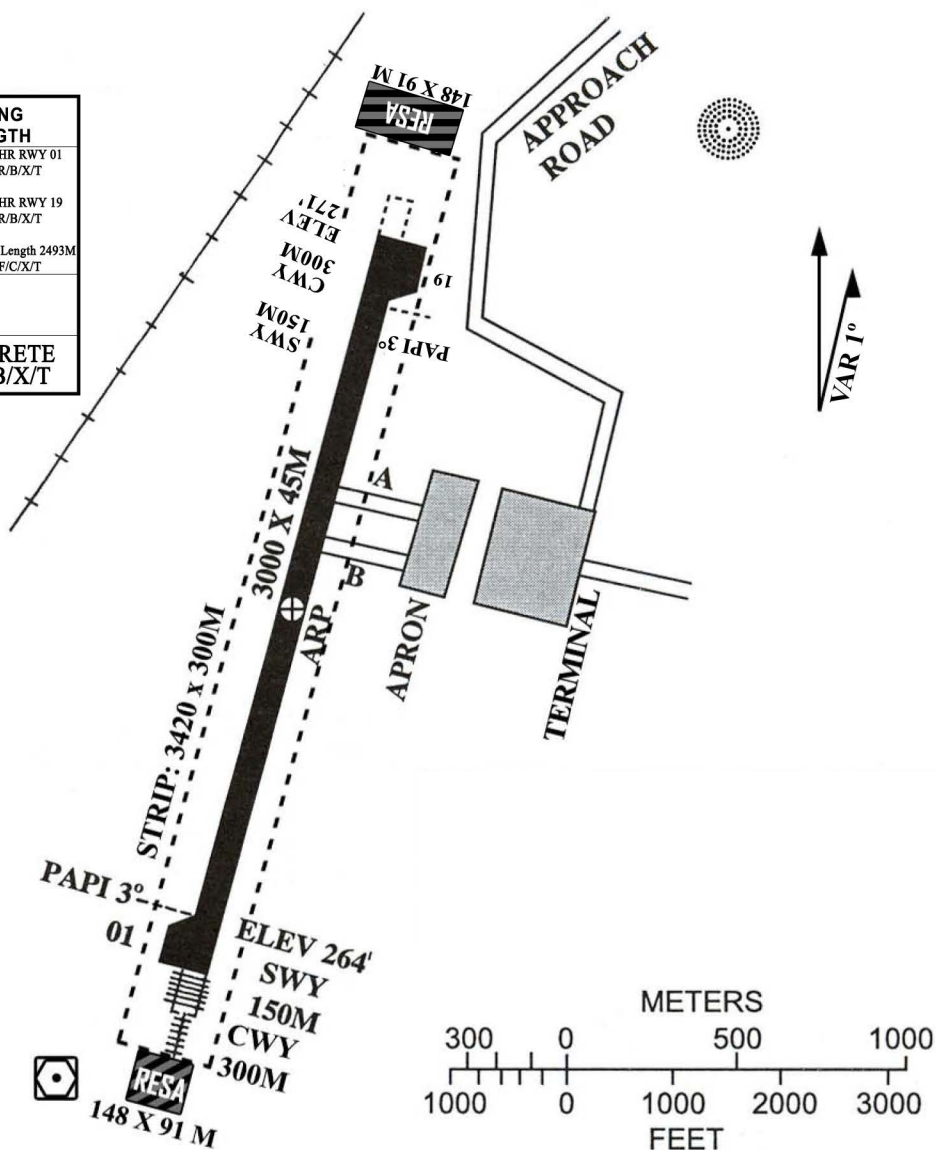
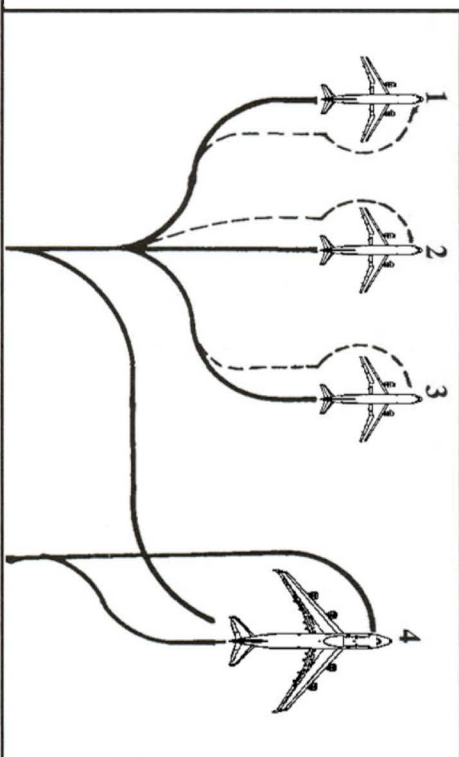
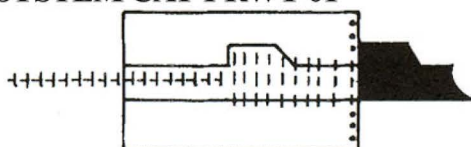
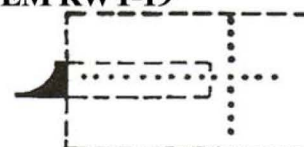
Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO282307.52N
0701647.27E

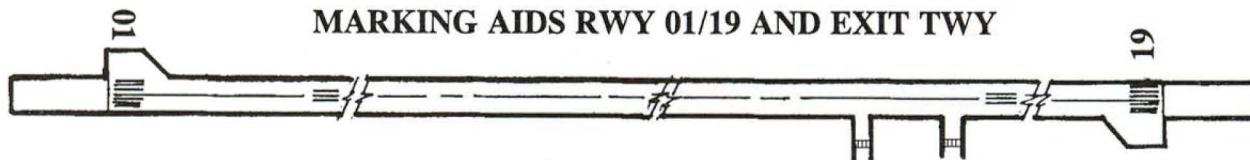
ELEV 271'

TWR 122.2
121.8RAHIM YAR KHAN/
Sheikh Zayed InternationalELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

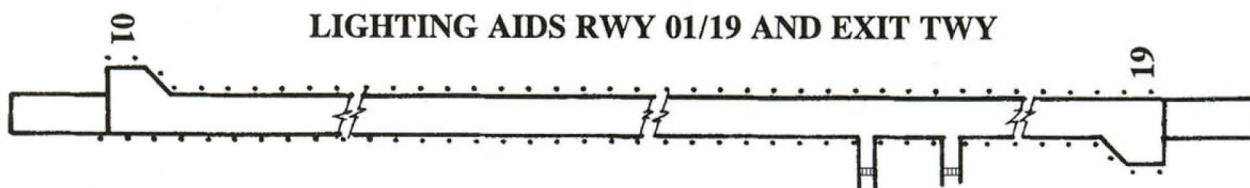
RWY	DIRECTION (T)	THR	BEARING STRENGTH
01	014.64°	282216.62N 0701632.22E	257 M FM THR RWY 01 PCN 54/R/B/X/T
19	194.64°	282350.56N 0701659.98E	250 M FM THR RWY 19 PCN 46/R/B/X/T
			Middle Portion Length 2493M PCN 50/F/C/X/T
TAXIWAY - A * TAXIWAY - B		TWY Centerline Points 282329.09N 0701659.68E 282332.98N 0701700.77E	
APRON			CONCRETE 54/R/B/X/T

PRECISION APPROACH LIGHTING
SYSTEM CAT-1 RWY-01SIMPLE APPROACH LIGHTING
SYSTEM RWY-19

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



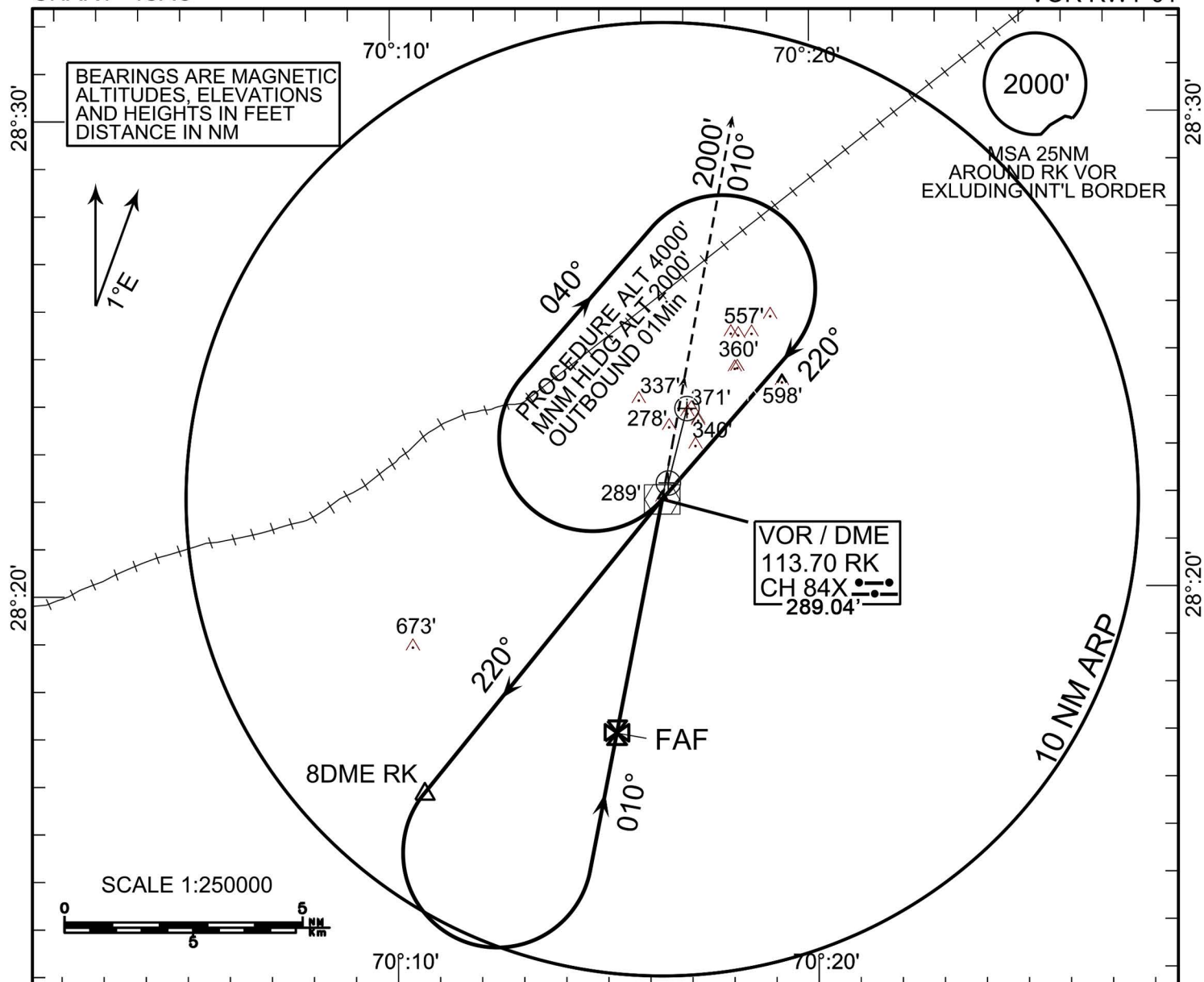
AIP
PAKISTAN

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 271 (ft)
HEIGHTS RELATED
TO AD ELEV

TWR 122.2
121.8

AD 2.OPRK-13
25 MAR 21
RAHIM YAR KHAN/
Sheikh Zayed Int'l
VOR RWY 01



TRANSITION LEVEL FL60
TRANSITION ALT 4000'

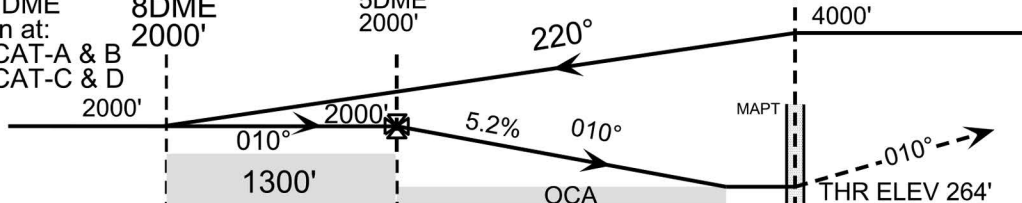
MISSED APPROACH
Climb straight 2000' AMSL
and contact ATC

Without DME
Start turn at:
03 Min CAT-A & B
02 Min CAT-C & D

8DME
2000'

FAF
5DME
2000'

RK VOR
4000'



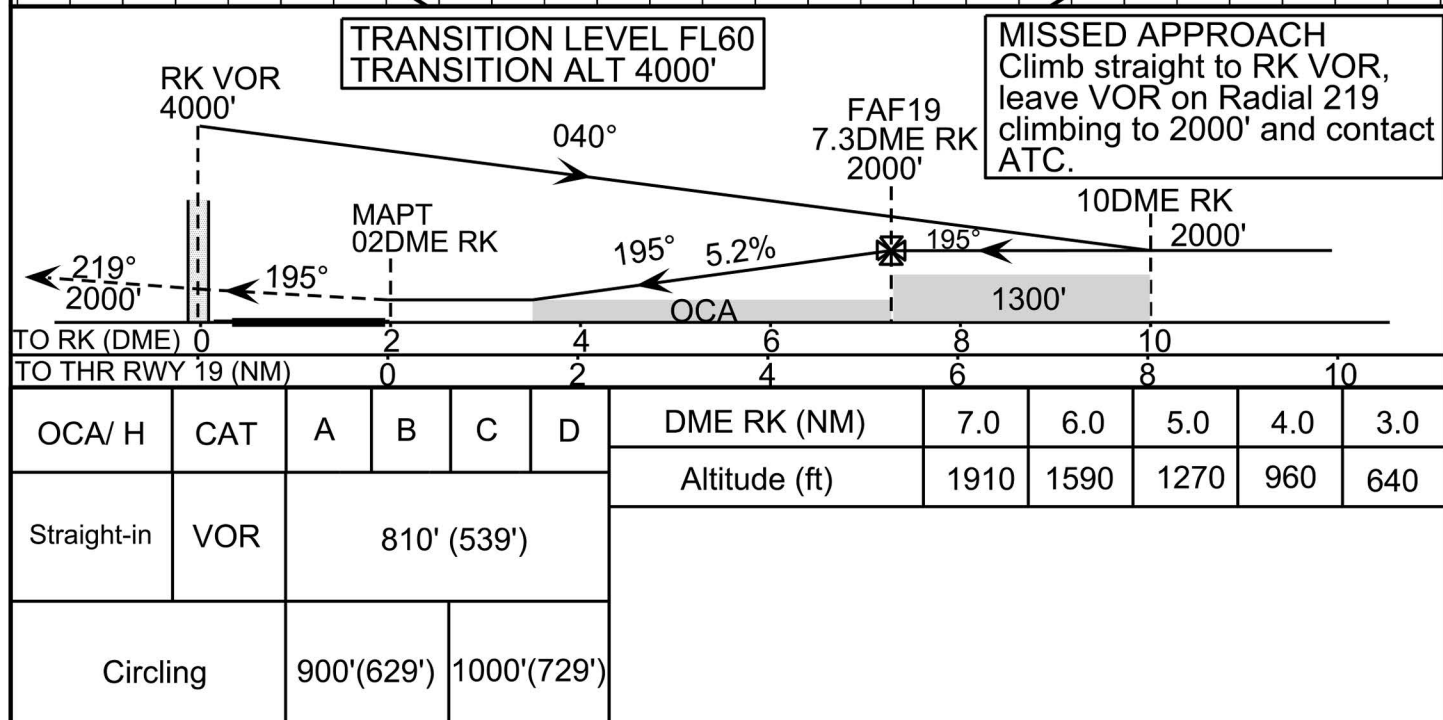
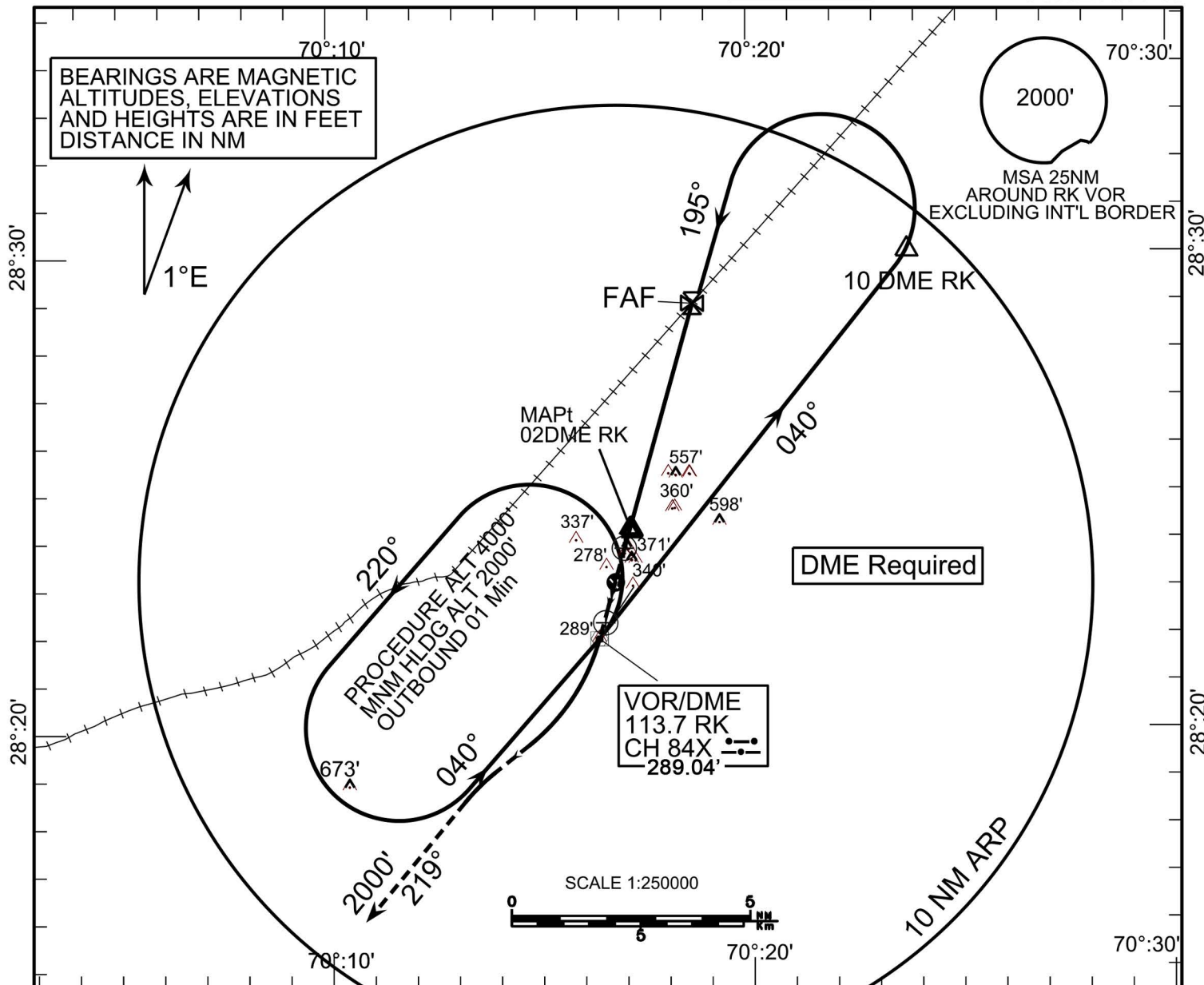
TO THR RWY 01 (NM)						8	6	4	2	0	2	4
OCA/H	CAT	A	B	C	D	DME RK (NM)		4.0	3.0	2.0	1.0	
Straight-in VOR / DME		700' (429')				Altitude (ft)		1700	1380	1060	750	
Straight-in VOR		750' (479')										
Circling		900'(629')		1000'(729')								

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 271 (ft)
HEIGHTS RELATED TO
AD ELEVATION

TWR 122.2
121.8

RAHIM YAR KHAN/
Sheikh Zayed Int'l
VOR Z RWY 19

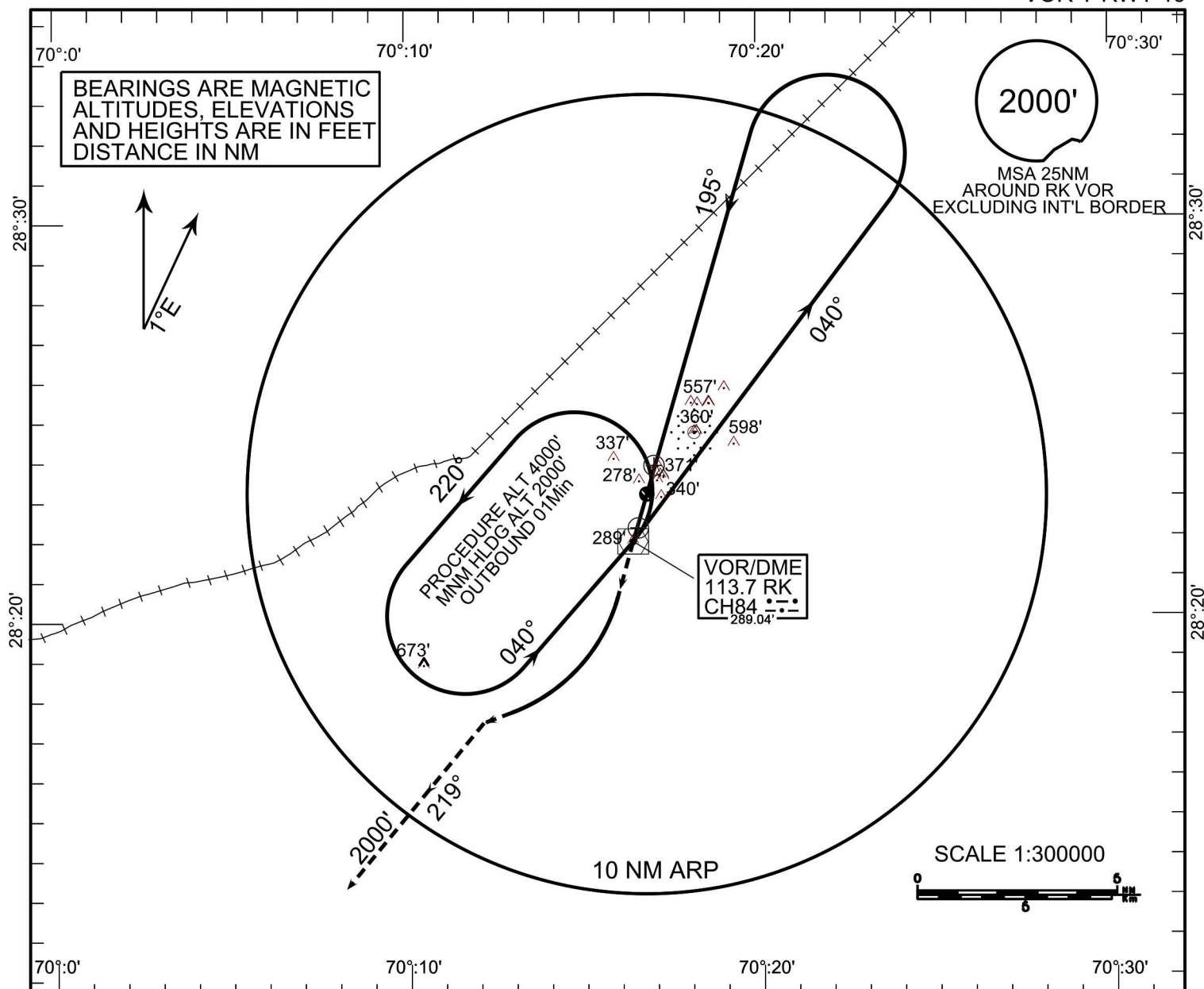


INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 271 (ft)
HEIGHTS RELATED TO
AD ELEV

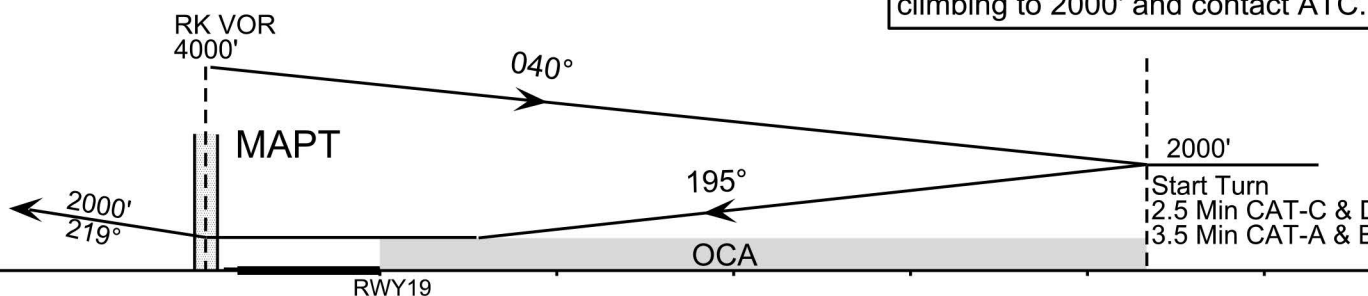
TWR 122.2
121.8

RAHIM YAR KHAN/
Sheikh Zayed Int'l
VOR Y RWY 19



TRANSITION LEVEL FL60
TRANSITION ALT 4000'

MISSED APPROACH
Leave RK VOR on Radial 219
climbing to 2000' and contact ATC.



OCA/H	CAT	A	B	C	D
Straight-in	VOR	860' (589')			
Circling		900' (629')		1000' (729')	

AD 2. AERODROMES**OPRN AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPRN - ISLAMABAD/ Benazir Bhutto International****OPRN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	333700.36N 0730555.46E Center of RWY 30/12
2. Direction and distance from (city)	1.4 NM East of Town
3. Elevation/Reference temperature	1668 FT / 33.7 °C
4. MAG VAR/Annual change	02° E (1995)
5. AD Administration, address, telephone, telefax, AFS	Joint user PAF and Civil Aviation Authority Chief Operating Officer/APM, Benazir Bhutto International Airport, Islamabad. Tel: (92) (51) 9280337 Fax: (92) (51) 9280339 AFTN: OPRNYDYX e-mail: apm.islamabad@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPRN AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	Not Available.
12. Remarks	-

OPRN AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Adequate for all anticipated requirements.
2. Fuel/oil types	Jet A1,AVGAS 100 LL, W120 (On request from Karachi)
3. Fuelling facilities/capacity	4 stands with hydrant refueling system
4. De-icing facilities	Not Available
5. Hangar space for visiting aircraft	Not Available.
6. Repair facilities for visiting aircraft	Minor repair for all type in coordination with PIA.
7. Remarks	-

OPRNAD 2.5 PASSENGER SERVICES

1. Hotels	Nil at Airport. Adequate in city hotels.
2. Restaurants	Limited at airport & adequate in city.
3. Transportation	Taxi, Rent-a-car service and hotel transport available.
4. Medical facilities	First aid treatment 2 Ambulances, Hospitals in Rawalpindi.
5. Bank and Post Office	Available
6. Tourist Office	PTDC (92) (51) 9280563
7. Remarks	-

OPRN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 7
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPRN AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPRN AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPRN: Concrete PCN 53/R/C/X/U
2. Taxiway width, surface and strength	TWY A: 23 M , PCN 53/R/C/X/U.
	TWY B: 23 M , PCN 58/F/C/X/T.
	TWY C: 23 M , PCN 53/R/C/X/U.
	TWY D: 23 M , PCN 89/F/C/X/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	See Aerodrome Chart.
5. Remarks	-

OPRN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS:ICAO Standard

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. "Follow me" van
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centerline, edge and Runway End as appropriate, marked & Lighted. Distance to go marker boards available. TWY: Centerline, holding positions at all TWY/RWY intersections, marked & Lighted. On TWY D only edge light available.
3. Stop bars	-
4. Remarks	-

OPRN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
30/APCH 12/TKOF	Arresting Barrier2(Metallic drum painted Red&White 2.5x3.5ft) 509.32 M / 1671 FT	333634.76N 0730652.01E	50 FT before THR 48 FT FM edge 200 FT before THR 50FT FM edge. Metallic drum painted red and white 2.5x3.5 FT
30/APCH 12/TKOF	Glide Path Mast 521.21 M / 1710 FT	333639.92N 0730629.53E	312 from displaced THR RWY-30 offset by 152 M on the left from RWY centre line.
30/APCH 12/TKOF	Green Light Signal 509.31 M / 1671 FT	333641.27N 0730630.68E	
30/APCH 12/TKOF	Mosque 511.00 M / 1677 FT	333655.43N 0730700.80E	
30/APCH 12/TKOF	Mosque 514.00 M / 1686 FT	333656.43N 0730641.80E	
30/APCH 12/TKOF	Mosque 524.00 M / 1719 FT	333658.16N 0730652.85E	
30/APCH 12/TKOF	Tower 520.55 M / 1708 FT	333639.80N 0730629.88E	
30/TKOF 12/APCH	2 Water tanks 529.74 M / 1738 FT	333747.86N 0730408.38E	1769 M from displced THR-RWY-12 on extended centre line.
30/TKOF 12/APCH	Antenna 514.23 M / 1687 FT	333959.02N 0730236.34E	
30/TKOF 12/APCH	Arresting Barriers platfroms (marked Day & Night) 508.86 M / 1670 FT	333726.91N 0730456.51E	123 FT before displaced THR-RWY-12 & 30 on RWY shoulders
30/TKOF 12/APCH	Hospital 1705.00 M / 5594 FT	333739.15N 0730418.83E	975 M from displaced THR RWY-12 1600FT before.
30/TKOF 12/APCH	Hut 678.00 M / 2224 FT	334251.50N 0725459.51E	
30/TKOF 12/APCH	ILS Localizer Antenna Array 511.76 M / 1679 FT	333734.43N 0730444.81E	564M from displaced THR RWY-12 in approach area.
30/TKOF 12/APCH	Localizer 510.24 M / 1674 FT	333732.56N 0730443.56E	1600 FT before displaced THR RWY-12
30/TKOF 12/APCH	Mosque 633.00 M / 2077 FT	334208.14N 0725552.44E	
30/TKOF 12/APCH	Pole 582.00 M / 1909 FT	333922.86N 0730001.36E	
30/TKOF 12/APCH	Pole 593.00 M / 1946 FT	333936.93N 0730018.99E	
30/TKOF 12/APCH	Pole 564.00 M / 1850 FT	333945.92N 0730038.55E	
30/TKOF 12/APCH	Water Tank 530.66 M / 1741 FT	333734.88N 0730408.52E	5640 Ft before displaced THR RWY-12
30/TKOF 12/APCH	Water Tank 539.50 M / 1770 FT	333800.99N 0730342.43E	2518 M from displaced THR RWY-12 on the extended centre line.
30/TKOF 12/APCH	Water tank 539.50 M / 1770 FT	333751.55N 0730338.57E	8264 FT before displaced THR RWY-12

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
AWOS Mast-1 511.00 M / 1677 FT	333717.30N 0730509.00E	Barrier net assemblies may be installed on short notice at THR RWY 12 and 275m before displaced THR RWY 30
AWOS Mast-2 511.00 M / 1677 FT	333641.40N 0730626.90E	
Antenna 494.10 M / 1621 FT	333546.49N 0730252.27E	
Antenna 481.67 M / 1580 FT	333613.64N 0730253.71E	
Antenna 524.42 M / 1721 FT	333626.18N 0730602.20E	
Board Pole-1 510.00 M / 1673 FT	333649.67N 0730557.69E	
Board pole-2 510.00 M / 1673 FT	333652.60N 0730557.69E	
Booster 598.94 M / 1965 FT	332848.31N 0731138.30E	
Centaurus Building 712.28 M / 2337 FT	334229.00N 0730303.00E	
Chouki South West of Runway 514.36 M / 1688 FT	333713.89N 0730514.01E	
Faisal Mosque 649.10 M / 2130 FT	334345.03N 0730212.41E	
Flood light No. 1 531.30 M / 1743 FT	333625.34N 0730605.86E	
Flood light No. 2 530.24 M / 1740 FT	333627.17N 0730608.43E	
Flood light No. 3 530.38 M / 1740 FT	333629.28N 0730611.66E	
Flood light No. 4 530.27 M / 1740 FT	333631.59N 0730611.29E	
Flood light No. 5 530.52 M / 1741 FT	333633.13N 0730613.29E	
Flood light No. 6 530.37 M / 1740 FT	333634.67N 0730615.34E	
Flood light No. 7 530.53 M / 1741 FT	333637.23N 0730617.37E	
Flood light No. 8 531.11 M / 1742 FT	333639.94N 0730619.23E	
Flood light No. 9 529.44 M / 1737 FT	333636.24N 0730603.70E	
LDN Mast 514.00 M / 1686 FT	333718.10N 0730506.40E	
Monitoring Mast 520.60 M / 1708 FT	333640.97N 0730624.75E	
Monitoring Mast 1 523.00 M / 1716 FT	333714.39N 0730513.19E	
New ATC Tower 26.00 M / 85 FT	333646.50N 0730558.30E	
Phonics Tower 531.55 M / 1744 FT	333510.33N 0730518.53E	
Radio antenna 653.56 M / 2144 FT	332813.51N 0731220.96E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Railway booster 490.11 M / 1608 FT	333607.84N 0730251.43E	
Shalimar recording company (booster) 557.64 M / 1830 FT	334026.78N 0730308.14E	
Silver antenna 527.01 M / 1729 FT	333627.89N 0730557.80E	
T & T booster 604.46 M / 1983 FT	332936.84N 0731200.94E	
T .V booster 637.00 M / 2090 FT	333721.99N 0730009.46E	
Wind Sock East 518.45 M / 1701 FT	333651.69N 0730631.57E	
Wind Sock No. 3 515.33 M / 1691 FT	333719.13N 0730520.50E	
Wind Sock South 517.77 M / 1699 FT	333655.10N 0730556.33E	
Wireless antenna - 1 540.85 M / 1774 FT	333517.84N 0730420.66E	
Wireless antenna - 2 545.37 M / 1789 FT	333511.24N 0730419.55E	
Wireless tower 516.58 M / 1695 FT	333533.76N 0730456.87E	

OPRN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	ISLAMABAD
2. Hours of service MET Office outside airport operational hours	H24 -
3. Office responsible for TAF preparation Periods of validity	Islamabad 09,12,18,24 HR
4. Type of landing forecast Interval of issuance	MET REPORT, 01 HR
5. Briefing/consultation provided	Personal consultation (P), telephone (T), self briefing (D)
6. Flight documentation Language(s) used	Charts (C), Cross sections (CR), abbreviated plain language text (PL), Tabular forms (TB), English
7. Charts and other information available for briefing or consultation	Surface analysis (S), Upper air analysis (current chart)- U 85, U 70, U 50, U 30, U 20, Prognostic upper chart P 85, P 70, P 50, P 40, P 30, P 20. W (significant weather chart), SWH Significant weather high chart, SWM significant weather medium chart, SWL significant weather low.
8. Supplementary equipment available for providing information	WXR, receiver for satellite picture (APT), Self Briefing Terminal, Telefax
9. ATS units provided with information	ISLAMABAD APPROACH/ TWR
10. Additional information (limitation of service, etc.)	Phone: (92) (51) 9502261,9502267. Fax: (92) (51) 9280036. Runway Visual Range (RVR) not avbl.

OPRN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	118.00°	3291 x 46	111/F/C/W/T Bitumen	333721.41N 0730508.49E	THR 506.00 M / 1660.10 FT	0.150% up till 1981 M from displaced THR
30	298.00°	3291 x 46	111/F/C/W/T Bitumen	333639.32N 0730642.38E	THR 505.00 M / 1656.82 FT	0.500% up till 762 M from displaced THR then .15%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
229	-	-	-	-	-	THR RWY 12 displaced 274 m. LCN 68 for 274 m (900') in the portion of runway before displaced THR RWY 12. Fair weather strip on both sides of RWY 12 not available due uneven level.
213	-	-	-	-	-	THR RWY 30 displaced 274 m. Fair weather strip on both sides of RWY 30 not available due uneven level.

OPRN AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
12	3017	3246	3017	3017	-
30	3291	3504	3291	2743	-

OPRN AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	SALS 518 M LIH	GREEN	PAPI LEFT/3°		2743 M 30 M WHITE LIL	2743 M 60 M WHITE LIL Last 600 M yellow	RED-	Additional Stand by RWY edge lights.	PAPI Max range 3 NM. Strobe LGT
30	CAT I PALS 900 M LIH	GREEN	PAPI LEFT/3°		2743 M 30 M WHITE LIL	2743 M 60 M WHITE LIL Last 600 M yellow	RED-	Sequence flasher.	-

Strobe lights will be available when RWY 12 is in use or Bad WX or on request.

OPRN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	-
2. LDI location and LGT Anemometer location and LGT	LDI at signal area Anemometer on TWR.,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all facilities at AD. Switch over time less than one minute.
5. Remarks	-

OPRN AD 2.16 HELICOPTER LANDING AREA: Nil

OPRN 2.17 ATS AIRSPACE

1. Designation and lateral limits	CTR::Area bounded by lines joining points 344353N/0725228E (TANED); 333454N/0723740E (FATEH); 330253N/0723738E (BELKO); 323812N/ 0730658E (SASVI); 324800N/0731958E; 332306N/ 0732258E; 343459N/0730458E (BOBAM) to point of origin.
2. Vertical limits	From ground to FL250 within 25 NM From 4500FT to FL250 beyond 25 NM.
3. Airspace classification	B within 25 NM of VOR
4. ATS unit call sign Language(s)	Islamabad APP English
5. Transition altitude	12000 FT MSL
6. Remarks	24 Hours

OPRN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Cherat Approach	125.600 MHZ	H24	Primary Frequency.
APP	Islamabad APP	124.900 MHZ	H24	Primary frequency
APP	Islamabad APP	125.500 MHZ	H24	Secondary Frequency
ATIS	ATIS	129.600 MHZ	H24	-
	Radio	2923.000 KHZ	H24	-
	Radio	5601.000 KHZ	H24	-
BS	Radio Pakistan	1150.000 KHZ	HX	-
TWRChaklala Tower	Chaklala Tower	119.700 MHZ	H24	Secondary Frequency
TWRChaklala Tower	Chaklala Tower	121.500 MHZ	H24	Emergency Frequency
TWRChaklala Tower	Chaklala Tower	123.700 MHZ	H24	Primary Frequency

OPRN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 30	IRN	110.3 MHz	H24	333728.90N 0730451.72E	522.000000 M	-
DVOR/DME (2/2015)	RN	112.1 MHz CH58X	H24	333621.39N 0730733.37E	504.47M	-
GP/TDME 30	DOTS/DASHES	335.0 MHz CH40X	H24	333639.92N 0730629.53E	-	-

OPRN AD 2.20 LOCAL TRAFFIC REGULATIONS: Due to parking space limitations, domestics / international operators are advised to plan their flights in a manner that prolonged ground stay is avoided as far as practicable and also advised to strictly adhere to the approved slot timing to avoid disruption/inconvenience.

Aircraft should avoid flying over the town and make a right hand circuit for RWY 30 and left hand for RWY 12.

Dumbbells are available on the northern side of RWY 12/30 for turn maneuvers.

All pilots are to exercise extreme caution while landing and takeoff or turning about on dumbbell and avoid short turn on dumbbells RWY 12.

All acft after landing from RWY 30 to make anti clock wise turn and after landing RWY 12 to make clock wise turn for back track.

Heavy bird activity around the airfield during dawn /dusk timings.

No aircraft Drone / RPV is permitted to fly within airspace of 1.5 NM radius centered at point 3342.50N 7301.10E. Helicopters operating from Heliports are to stay south of line joining points 334040N 730000E and 334300N 730420E. Ground / FL 070.

All Aircraft arriving at BBIAP/Noor Khan are to carry sufficient fuel to cater for excessive delays due to frequent VIP/VVIP movements on short notice and extensive military flying or any contingency in addition to fuel requirements for commencement of a flight laid down in Para 4.3.6 of ICAO Annex-6 (Operation of Aircraft) part-1.

All aircraft arriving at BBIAP/Nur Khan are to carry sufficient fuel to cater for excessive delays due to frequent VIP/VVIP movements on short notice and extensive military flying or any contingency in addition to fuel requirements for commencement of a flight laid down in para 4.3.6 of ICAO Annex-6 (Operation of Aircraft) part-1.

ALTIMETER SETTING PROCEDURE:

All arriving and departing aircraft will maintain QNH within 25 DME from Islamabad VOR/DME below transition altitude.

Aircraft operating below transition altitude will change over to standard altimeter beyond 25 DME from Chaklala.

OPRN AD 2.20.1 AIRPORT REGULATIONS: Marshaller assistance can be requested and further information about local regulations can be obtained from the TWR or surface movement control (SMC). Regarding local regulation for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR.

OPRN AD 2.20.2 TAXIING TO AND FROM STANDS: Arriving aircraft will be allocated a stand number by the TWR.

Assistance for the "FOLLOW ME" vehicle can be requested through TWR. The "FOLLOW ME" vehicle will always guide general aviation aircraft.

START UP/PUSH BACK /TAXI PROCEDURE FOR TURBOJET AND TURBO-PROP AIRCRAFT:

START UP: Departing aircraft shall contact ISLAMABAD Tower for pushback/start up approval five minutes before ready. Expect ATC clearance with startup approval.

Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained.

All acft shall start engines only after push back / pull forward on Taxiway 'A' or 'B' except light acft which may be given startup at the bay. In case any aircraft requesting single engine startup at the bay, the captain of the aircraft shall be responsible to clear exhaust / intake area and to ensure that start-up is commenced strictly on idle power with all precautions.

Light ACFT may be parked on VVIP apron, facing north and with prior authorization from ATC, may taxi out under their own power.

Due to nose in parking all Non-Sked operators/airlines operations must ensure the availability of tow bar for the push back of the acft on departure.

Maneuvering area civil tarmac between Bay No. 1-5 and PAF Tarmac bay No.1-5, 'B' and 'T'/ Eastern Gate link between Civil Tarmac and PAF Tarmac are not visible from tower due 02 PDM Hangars. All pilots to exercise caution.

TAXI IN PROCEDURE FOR VVIP APRON:

All medium and above category aircraft are to vacate the RWY- 12/30 via taxiway BRAVO/CHARLIE or DELTA/CHARLIE for VVIP Apron. The aircraft are to switch off (Except VVIP Flight) abeam Bay No. 13 on Taxiway CHARLIE short of VVIP Apron and will be towed further to the respective parking bay.

TAXI OUT PROCEDURE FOR VVIP APRON:

All medium and above category aircraft parked at VVIP Apron would be pushed back / pulled forward on Taxiway CHARLIE till clearing TWY-D towards east and shall be given start-up / taxi when lined up facing East bearing 090 degree.

NOTE: It shall be the responsibility of operator to ensure availability of tow bar and tug master.

OPRN AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPRN AD 2. 20.4 PARKING AREA FOR HELICOPTERS:

A) Main Helipad: On TWY 'D' 45 M diameter, direction 35/17 at (3337.120N 07305.519E).

B) Helipad 1: On TWY 'C' Dumbell 27, 38M Diameter, Direction 09/27 at (3336.799N 07306.648E).

C) Helipad 2: On TWY 'C' Dumbell 09, 38M Diameter, Direction 09/27 at (3336.914N 07305.114E).

OPRN AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPRN AD 2.20.6: TAXIING LIMITATIONS:

a) TWY-D will be used in conjunction with TWY-A and TWY-C.

b) TWY-D will be used in day only due to non-availability of TWY Lights on TWY-C.

c) Narrow bodied ACFT (A320, B737-800 and below) will taxi in and out via:

i. TWY D, C, B & A and vice versa.

ii. TWY D, C, RWY, A and vice versa.

iii. Wide Bodied ACFT (B747, B777, A340 and A330) shall taxi via TWY D, C, RWY, A and vice versa.

d) All ACFT taxing on "D" and "C" are to exercise caution.

OPRN AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPRN AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPRN AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or operator of such aircraft to have it removed as soon as possible. If the owner or operator does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner's or operator's expense will remove the Aircraft.

ARRANGEMENTS / ABILITY FOR REMOVAL OF AIRCRAFT

BBIAP Islamabad is not a maintenance base of any aircraft involved in operation at this location except for PIAC ATR42 only. PIAC has the ability to relocate and remove the aircraft like B-747(Maximum). Air blue, PIAC, Shaheen Airport Services, Royal Airport Services, Askari Airport Services and Gerry's Dnata are providing handling services to all aircraft operation at BBIAP Islamabad.

OPRN AD 2.21 NOISE ABATEMENT PROCEDURES: Noise abatement procedures are published on the Standard Instrument Departures (SID) Charts. These SIDs include minimum noise routes established to reduce noise disturbance to the city of ISLAMABAD.

OPRN AD 2.22 FLIGHT PROCEDURES:

GENERAL:

Unless special permission has been obtained from ISLAMABAD Approach or ISLAMABAD Tower as appropriate, flight within ISLAMABAD Approach Area shall be in accordance with the Instrument Flight Rules.

PROCEDURES FOR IFR FLIGHTS WITHIN ISLAMABAD APPROACH AREA:

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion inbound aircraft may also be instructed to hold at one of the designated reporting points.

RADAR PROCEDURES WITHIN ISLAMABAD APPROACH AREA:

Normally, aircraft will be vectored and sequenced from the boundary to the final approach for RWY 30. (ILS, VOR/DME) or to final approach for RWY 12, so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume his own navigation on final approach or in the circuit.

SURVEILLANCE RADAR APPROACHES:

Surveillance radar approaches will be carried out for runway 30 as step down commencing descent from 10NM at an altitude of 3900 FT. Surveillance radar final approaches will be terminated at 2 NM from touch down. At each nautical mile and until 2 NM from touch down, the pilot will be given the recomputed check altitude so that the normal glide path can be maintained.

Surveillance Radar Approaches operating minimum is as follows:

(a) MDA/MDH 2000 FT/332 FT

(b) Visibility 1800m.

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

COMMUNICATION FAILURE:

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN ISLAMABAD APPROACH AREA:

Provided traffic conditions so permit ATC clearance for VFR flights will be given under the conditions described below:

a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight shall be submitted.

b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.

c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.

d) Deviation from the ATC clearance may only be made when prior permission has been obtained.

e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.

f) Two-way communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from ISLAMABAD Approach.

g) The pilot-in-command shall be the holder of an International VHF License.

h) The aircraft shall be equipped with SSR transponder with 4096 Codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). ISLAMABAD Control may grant exemption from this requirement.

i) Arriving VFR Flights, desirous to avail RADAR air traffic information service required to notify their intentions prior to their departure from the aerodrome concerned or as early as possible after departure.

Note: ATC clearance is intended only to provide separation between IFR and VFR flights.

PROCEDURES IN CHERAT CTR (See AD. OPSS)

OPRN AD 2.23 ADDITIONAL INFORMATION: Small military airfield RWY 14/32 is aprx 4 NM SW of AD. Pilots to exercise caution in identification of correct RWY before landing at Islamabad / BBIAP Int'l.

No ACFT is allowed to fly at PSN 333409N 730510E at 2000ft AGL or below.

Low Flying area present in the undershoot of RWY-30, 500x500 ft depth 10-15 ft at 600 ft from THR RWY-30.

Old Dumbell of RWY-30 available for all CAT of Aircraft.

BBIAP Islamabad (Nur Khan Airbase) is closed for all regular public transport (RPT) / Civil Airlines Operations except VIP/ VVIP & General Aviation Aircraft Operation. A prior coordination with Pakistan Airforce Authorities will be done for General Aviation Aircrafts Operations.

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT:

Heavy bird activity around AD. Kites and other birds present a hazard to air navigation at all times the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 3000 FT. ATC will endeavor to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

FUEL DUMPING PROCEDURE:

Aircraft requiring dumping fuel in the designated area (OPR-214) see ENR 5 shall obtain prior approval from Islamabad Approach Control. Aircraft not in radio contact with Islamabad Approach Control shall avoid flight over the area below FL 70 minimum fuel dumping altitude is FL50.

OPRN AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Standard Departure Chart - Instrument - ICAO

Area Chart – ICAO (Departure and Transit Routes)

Standard Arrival Chart - Instrument - ICAO

Instrument Approach Chart - ICAO

APRON	Rawalakot Tower	121.800 MHZ	NOTAM	-
TWR	Rawalakot Tower	122.400 MHZ	NOTAM	Primary Frequency
TWR	Rawalakot Tower	242.300 MHZ		-

OPRT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RT	295.0 kHz	NOTAM	335050.80N 0734758.20E	-	Facility Withdrawn

OPRT AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPRT AD 2.20.1 AIRPORT REGULATIONS: Nil

OPRT AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPRT AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPRT AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPRT AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPRT AD 2.20.6: TAXIING LIMITATIONS: Nil

OPRT AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPRT AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPRT AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPRT AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPRT AD 2.22 FLIGHT PROCEDURES: Nil

OPRT AD 2.23 ADDITIONAL INFORMATION: Flood water drainage system caution for the open drain around the TWY-01/19 dist from RWY 08ft on either side of the RWY. 21ft from dumbbell of RWY-19 333ft from THR of RWY-19

OPRT AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

AD 2. AERODROMES**OPSD AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPSD - SKARDU****OPSD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	352022.17N 0753229.02E (Centre of RWY 14/32)
2. Direction and distance from (city)	NW of city. 11 miles
3. Elevation/Reference temperature	7316 FT / 26.4 °C
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Skardu. Tel: 92-05815-923090 Fax: 92-05815-923068 AFTN: OPSDYDYX
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	-

OPSD AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	-
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HJ. 24 hours PN for non-schedule flight
8. Fuelling	-
9. Handling	-
10. Security	As of ATS.
11. De-icing	-
12. Remarks	-

OPSD AD 2.4 HANDLING SERVICES AND FACILITIES: Nil

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	-

OPSD AD 2.5 PASSENGER SERVICES

1. Hotels	In the City.
2. Restaurants	In the city.
3. Transportation	Taxi's
4. Medical facilities	Hospital in the city.
5. Bank and Post Office	In the city.
6. Tourist Office	-
7. Remarks	-

OPSD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 6
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPSD AD 2.7 SEASONAL AVAILABILITY - CLEARING: Restricted due snowfall during winter.

OPSD AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron Area 1 OPSD: Concrete PCN 38/R/B/X/U
	Apron Area 2 OPSD: Bitumen PCN 22/F/C/Y/U
2. Taxiway width, surface and strength	TWY A : 54 M ASPH, PCN 39/F/C/X/U.
	TWY B: 21 M , PCN 25/F/C/Y/U.
	TWY C : 21 M Bitumen, PCN 25/F/C/Y/U.
	TWY D : 35 M Bitumen, PCN 40/R/C/X/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	
5. Remarks	Apron 02 & associated Taxiways A,B,C have been downgraded for all fixed wing ACFT.Only Helicopter can be accommodated for Landing/ Takeoff and Parking.

OPSD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and RWY End as appropriate marked. TWY centreline marked.
3. Stop bars	-
4. Remarks	

OPSD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
32/APCH 14/TKOF	Arresting Barrier 2231.62 M / 7322 FT	351932.43N 0753308.47E	Distance 45 FT from the edges of THR
32/APCH 14/TKOF	P.I.U TOWER 4067.00 M / 13343 FT	351506.40N 0753627.01E	
33/TKOF 15/APCH	PEAK 3196.42 M / 10487 FT	352417.52N 0752800.90E	
In circling area and at AD			Remarks
3			4
Obstacle type Elevation Markings/ LGT	Coordinates		
a	b		
Arresting Barrier- Installed at both ends of RWY 2231.62 M / 7322 FT	352111.88N 0753149.53E		Distance 45 FT from the edges of THR

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
BAMCHO HILL 4874.40 M / 15992 FT	351509.67N 0755906.00E	
CONTROL TOWER 2245.57 M / 7367 FT	351940.68N 0753147.03E	
GAYULLOGO HILL 5074.00 M / 16647 FT	351252.94N 0753206.08E	
KHARAMOR PHOLOGO HILL 5074.00 M / 16647 FT	351324.77N 0753150.71E	
M/S 3RD ADVERTISING PVT LTD SATPARA SKARDU 2477.00 M / 8127 FT	351558.17N 0753822.73E	
MAMIL HILL 4880.00 M / 16010 FT	352620.08N 0752336.13E	
MOROSHALA 5152.90 M / 16906 FT	352450.98N 0753841.33E	
Mast 2300.02 M / 7546 FT	352036.76N 0752842.03E	3.5 NM on airport Skardu town road
Mobile Hut 2235.10 M / 7333 FT	352110.13N 0753148.10E	Distance of 170 FT from edge of RWY on Western Side
NDB Antenna 2245.16 M / 7366 FT	351952.08N 0753120.00E	
PEAK 3029.49 M / 9939 FT	352030.47N 0753002.70E	
PEAK 2812.25 M / 9227 FT	352116.12N 0753010.08E	
PEAK 4993.33 M / 16382 FT	352636.25N 0753340.48E	
PEAK 4807.02 M / 15771 FT	352744.44N 0753104.53E	
PEAK 5150.52 M / 16898 FT	352811.34N 0753123.86E	
PEAK 4596.08 M / 15079 FT	353016.58N 0752352.15E	
PEAK 4751.52 M / 15589 FT	353021.87N 0752513.45E	
PEAK 5690.60 M / 18670 FT	353304.02N 0752722.00E	
PHARA HILL 4540.40 M / 14896 FT	352140.70N 0752735.37E	
R.BOASTER 2301.08 M / 7549 FT	351750.46N 0753645.84E	
RANGA HILL 3173.00 M / 10410 FT	352115.41N 0754303.61E	
SHIMASHAK 5609.20 M / 18403 FT	352430.05N 0755157.80E	
SOLDIERS BUILDING 2236.93 M / 7339 FT	351918.61N 0753204.48E	
Structure Height on Esatern side of RWY 14 2236.93 M / 7339 FT	352112.20N 0753155.01E	Distance of 300 FT from THR RWY 14
THALANKA 5129.80 M / 16830 FT	351304.00N 0752759.24E	
THURIGO 5256.60 M / 17246 FT	351433.98N 0754439.58E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
WIND SOCK 14 END 2222.91 M / 7293 FT	352104.87N 0753158.96E	
WIND SOCK 32 END 2235.14 M / 7333 FT	351942.20N 0753304.57E	

OPSD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED- Met Report

1. Associated MET Office	Skardu
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR Hourly.
5. Briefing/consultation provided	NIL
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Skardu Tower
10. Additional information (limitation of service, etc.)	Phone 92(05815) 923087

OPSD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
14	147.00°	3657 x 30	40/R/C/X/T Bitumen	352111.93N 0753149.56E	THR 2211.62 M / 7255.97 FT	0.180%
32	327.00°	3657 x 30	40/R/C/X/T Bitumen	351932.40N 0753308.45E	THR 2225.34 M / 7300.98 FT	0.180%
15	-	2590 x 30	15/F/C/Y/T Bitumen	352036.13N 0753120.63E	THR 2225.64 M / 7301.96 FT	0.180%
33	-	2590 x 30	15/F/C/Y/T Bitumen	351924.17N 0753206.34E	THR 2229.93 M / 7316.04 FT	0.180%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
183		-		AVBL		-
183		-		AVBL		-
61	339	-				-
61	73	-		-		-

OPSD AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
14	3657	3840	3657	3657	-
32	3657	3840	3657	3657	-
15	1981	2042	2320	1981	-
33	1981	2042	2054	1981	-

OPSD AD 2.14 APPROACH AND RUNWAY LIGHTS: Nil

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14			NIL						-
32			NIL						-
15			NIL						-
33			NIL						-

OPSD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY: Nil

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	04 backup generators with 02 mins switch over time.
5. Remarks	

OPSD AD 2.16 HELICOPTER LANDING AREA: Nil

OPSD AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Skardu ATZ: Circular area centered on 352022N/ 0753229E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Skardu Tower English
5. Transition altitude	9500 FT MSL
6. Remarks	-

OPSD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Skardu Tower	121.800 MHZ	HJ	-
G/A/G	Radio	2923.000 KHZ	HJ	-
G/A/G	Radio	5601.000 KHZ	HJ	-
TWR	Skardu Tower	118.000 MHZ	HJ	Standby Frequency
TWR	Skardu Tower	118.075 MHZ	HJ	Primary Frequency
TWR	Skardu Tower	121.500 MHZ	HJ	Emergency Frequency
TWR	Skardu Tower	250.700 MHZ	HJ	-

OPSD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SD	247.0 kHz	HJ	351952.08N 0753120.00E	-	-

OPSD AD 2.20 LOCAL TRAFFIC REGULATIONS:

- a) Pilots are to exercise caution while landing from old RWY-15 direction due to ditch/embankment to the north of old runway.
b) Old apron-2 with associated taxiways a.b.c has been downgraded for all fixed wing aircrafts. only helicopters can be accommodated at old apron-2 for landing/take off/parking
c) Old rwy 15/33 has been downgraded. Aircraft upto ATR 42 can be accommodated in case of emergency only. Dumbbells/turn pads are not available at both ends of RWY 15/33

OPSD AD 2.20.1 AIRPORT REGULATIONS: Nil**OPSD AD 2.20.2 TAXIING TO AND FROM STANDS:** Nil**OPSD AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION):** Nil**OPSD AD 2.20.4 PARKING AREA FOR HELICOPTERS:** Nil.**OPSD AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS:** Nil**OPSD AD 2.20.6: TAXIING LIMITATIONS:** Nil**OPSD AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY:** Nil**OPSD AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION:** Nil

OPSD AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPSD AD 2.21 NOISE ABATEMENT PROCEDURES: Nil**OPSD AD 2.22 FLIGHT PROCEDURES:** Nil**OPSD AD 2.23 ADDITIONAL INFORMATION:** Nil.**OPSD AD 2.24 CHARTS RELATED TO AN AERODROME:**

Aerodrome/ Heliport Chart - ICAO

AERODROME/
HELIPORT
CHART-ICAO352022.17N
0753229.02E

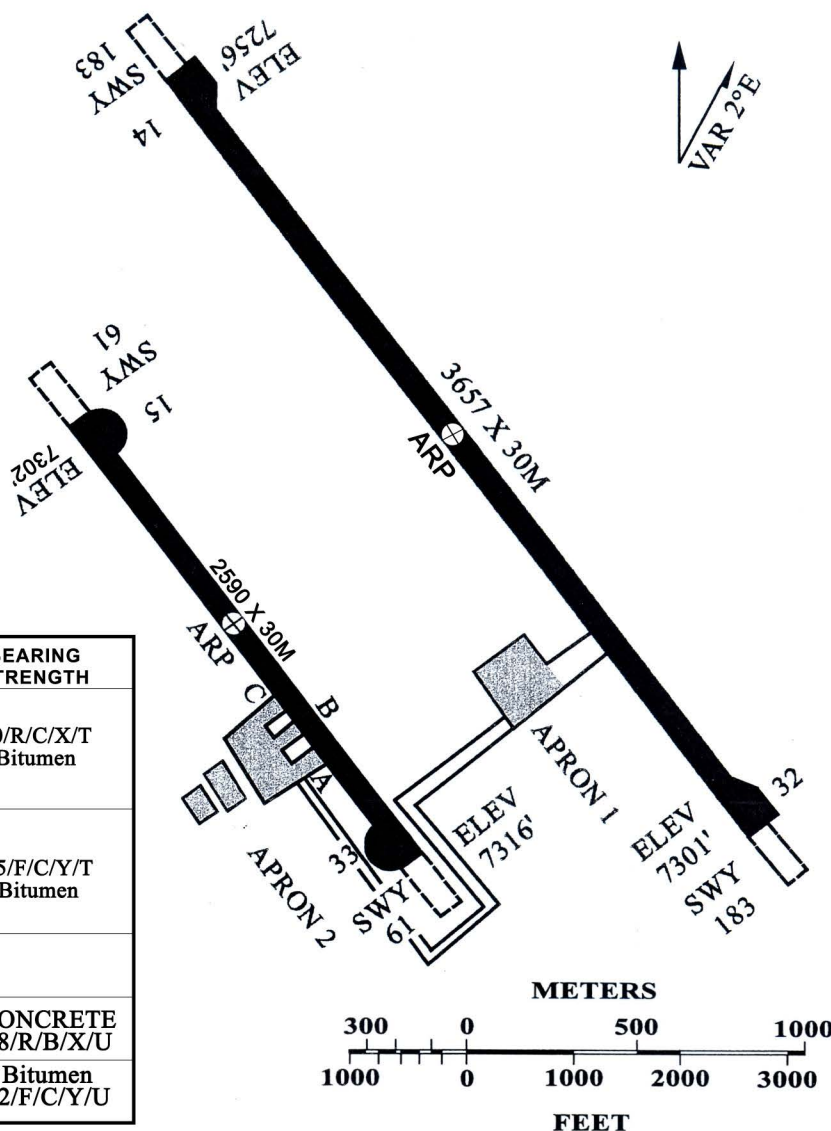
ELEV 7316'

TWR 118.075

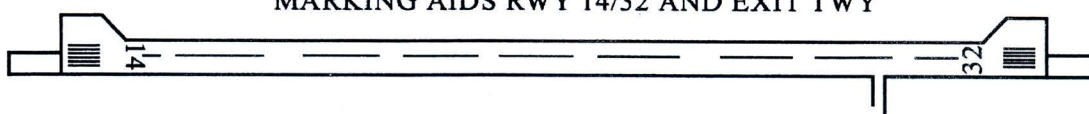
SKARDU/Skardu

ELEVATION IN FEET AND
DIMENSIONS IN METERS.
BEARINGS ARE MAGNETIC.

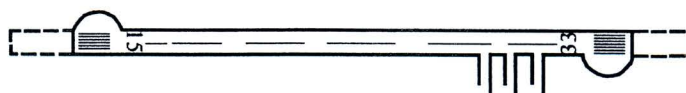
RWY	DIRECTION (T)	THR	BEARING STRENGTH
14	147°	352111.93N 0753149.56E	40/R/C/X/T Bitumen
32	327°	351932.40N 0753308.45E	
15	-	352036.13N 0753120.63E	15/F/C/Y/T Bitumen
33	-	351924.17N 0753206.34E	
TAXIWAY - D		TWY Centerline Points 351958.78N 0753246.74E	
APRON - 1			CONCRETE 38/R/B/X/U
APRON - 2			Bitumen 22/F/C/Y/U



MARKING AIDS RWY 14/32 AND EXIT TWY



MARKING AIDS RWY 15/33 AND EXIT TWY



AD 2. AERODROMES**OPSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPSK - SUKKUR/Begum Nusrat Bhutto INT'L****OPSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	274319.26N 0684730.58E
2. Direction and distance from (city)	4.3 NM West of Sukkur GPO
3. Elevation/Reference temperature	196 FT / 38.0 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM BNBA, Sukkur Tel: (071) 581600 Fax: (071) 581609 AFTN: OPSKYDYX e-mail: apm.sukkur@caapakistan.com.pk
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	Prior clearance required for non-schedule flight due Parking limitations.

OPSK AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	-/ 24 Hr P.N
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	H24
8. Fuelling	Avbl for Schedule flights and 24 Hrs PN for Non-Schedule flights.
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	

OPSK AD 2.4 HANDLING SERVICES AND FACILITIES:NII

1. Cargo-handling facilities	-
2. Fuel/oil types	JET A-1
3. Fuelling facilities/capacity	Storage capacity 50000 LTRS. 2 refueling bowsters capacity 14000 LTRS and 4500 LTRS.
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	-

OPSK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 6
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	-

OPSK AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPSK AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPSK: Concrete PCN 54/R/C/X/T
2. Taxiway width, surface and strength	TWY A,B & C : 23 M Bitumen, PCN 41/F/C/X/U.
3. ACL location and elevation	-
4. VOR/INS checkpoints	See Aerodrome Chart.
5. Remarks	Nose out parking available for 2 aircraft, not bigger than A 320.

OPSK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and runway end as appropriate, marked. TWY: Centreline, holding positions marked.
3. Stop bars	-
4. Remarks	

OPSK AD 2.10 AERODROME OBSTACLES

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
220KV Transmission Line 105.46 M / 346 FT	274317.47N 0684658.36E	Parallel to RWY 14/32 at 549M West of RWY Centreline
AIRPORT 92.97 M / 305 FT	274320.89N 0684747.48E	
Antenna 92.82 M / 305 FT	274300.04N 0684725.64E	
BANDER ROAD ROHRI CITY 132.59 M / 435 FT	274127.43N 0685328.40E	
BTS 85.16 M / 279 FT	274313.36N 0684951.54E	
Barrage colony tower 150.08 M / 492 FT	274144.67N 0685106.14E	
FLOG POLE SUKKUR WALKING TRACK AT MILITARY ROAD 144.00 M / 472 FT	274118.05N 0685054.49E	
Factory Chimney 108.38 M / 356 FT	274140.88N 0685159.32E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Fire Station 59.39 M / 195 FT	274314.93N 0684746.36E	1000M from THR RWY 32 and 271M east of RWY Centreline 1220 FT East of RWY Centreline
Fire Station 64.62 M / 212 FT	274318.47N 0684744.92E	
Flood Light Pole 88.88 M / 292 FT	274322.28N 0684743.78E	
Flood Light Pole-01 59.52 M / 195 FT	274324.22N 0684741.84E	
Flood Light Pole-02 59.54 M / 195 FT	274322.40N 0684743.52E	
Flood Light Pole-03 59.49 M / 195 FT	274320.63N 0684745.18E	
HF Antenna 78.80 M / 259 FT	274320.48N 0684740.21E	
Habib Kot 178.77 M / 587 FT	275225.00N 0683945.00E	
M/S ATTOCK PETROLEM SHIKARPUR 68.00 M / 223 FT	280137.48N 0684914.87E	
M/S CAPITAL BROADCASTING SERVICES PVT LTD. HMB 133.00 M / 436 FT	275716.95N 0683816.51E	
M/S ONLINE INDUS PVT LTD 137.00 M / 449 FT	273149.46N 0684529.76E	
M/S PAKISTAN STATE OIL 76.00 M / 249 FT	280157.90N 0685001.79E	
MES Antenna 77.23 M / 253 FT	274315.97N 0684747.99E	
MO – Antenna MYC – 2000 90.08 M / 296 FT	273949.58N 0682157.28E	
MO – Antenna tower – 2000 91.01 M / 299 FT	274014.10N 0682116.49E	
MO – Antenna wireless – 2000 92.20 M / 303 FT	274004.77N 0682128.51E	
MO – Antenna – 2000 85.41 M / 280 FT	274138.56N 0682017.86E	
MO – Chimney sugar mill – 2000 99.15 M / 325 FT	273936.31N 0682049.51E	
Micro Tower 185.40 M / 608 FT	275115.37N 0684205.21E	
NDB Antenna 73.85 M / 242 FT	274320.46N 0684740.21E	Parallel to and from THR RWY 14 upto 914M at 300M east of RWY Centreline
NOORANI TOWER 101.80 M / 334 FT	274123.04N 0685133.99E	
Over Head Electricity wires 66.45 M / 218 FT	274331.99N 0684732.59E	
PL 275/2 WARDB SUKKUR 130.46 M / 428 FT	274130.70N 0685209.19E	
PLOT NO 1479 WARD-A SHEET 16 BANDER ROAD ROHRI CITY SUKKUR 132.59 M / 435 FT	274128.43N 0685328.40E	
PLOT NO 199 200 201 202 NEW SUKKUR 135.33 M / 444 FT	274159.86N 0685015.51E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
PLOT NO.3501 WARD -B BHUTTA ROAD SUKKUR 118.87 M / 390 FT	274126.08N 0685133.68E	1300M from THR RWY 32 and 271M East of RWY Centreline
PTCL Tower 141.72 M / 465 FT	274237.60N 0685200.82E	
PTV Booster 121.36 M / 398 FT	274252.12N 0685206.21E	
Pung Gula Khairpur 159.69 M / 524 FT	273141.00N 0684529.00E	
Railway Micro Tower 115.49 M / 379 FT	274106.38N 0685347.85E	
SHAH ABDUL LATIF UNIVERSITY IN KHAIRPUR 101.00 M / 331 FT	272934.58N 0684541.89E	
Shah Nawaz Bhutto 91.44 M / 300 FT	274015.00N 0682119.00E	
Shell Installation 64.62 M / 212 FT	274318.34N 0684742.66E	
Shell Pakistan 59.89 M / 196 FT	274318.27N 0684743.05E	
Sukkur 160.05 M / 525 FT	274202.00N 0685149.00E	
T&T Tower 127.37 M / 418 FT	274147.15N 0685218.38E	
TX Line 92.10 M / 302 FT	274145.28N 0685038.47E	
TX Line 92.10 M / 302 FT	274146.39N 0685043.12E	
TX Line 92.10 M / 302 FT	274147.51N 0685032.50E	
TX Line 92.10 M / 302 FT	274151.43N 0685024.32E	
TX Line 92.10 M / 302 FT	274159.75N 0685019.03E	
TX Line 92.10 M / 302 FT	274223.54N 0684953.72E	
TX Line 92.10 M / 302 FT	274248.82N 0684921.61E	
TX Line 92.10 M / 302 FT	274312.25N 0684837.66E	
TX Line 92.10 M / 302 FT	274318.80N 0684827.79E	
TX Line 92.10 M / 302 FT	274323.88N 0684822.05E	
Water Tank 77.71 M / 255 FT	274254.97N 0684823.87E	
Wind Sock (THR 14) 66.72 M / 219 FT	274349.93N 0684706.44E	
Wind Sock (THR 32) 65.09 M / 214 FT	274251.08N 0684801.24E	
barrage road 125.88 M / 413 FT	274133.48N 0685131.96E	

OPSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Sukkur
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Sukkur Tower
10. Additional information (limitation of service, etc.)	-

OPSK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
14	140.51°	2743 x 30	43/F/C/X/T Bitumen SWY: Bitumen	274353.51N 0684658.88E	THR 59.88 M / 196.46 FT	0.500%
32	320.51°	2743 x 30	43/F/C/X/T Bitumen SWY: Bitumen	274245.01N 0684802.28E	THR 58.63 M / 192.36 FT	0.500%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
274		3292 x 152	280 x 60	-		Note: Parallel TWY C (2438 x 23M) used for military aircraft only.
274		3292 x 152	400 x 60	-		-

OPSK AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
14	2743	3017	2743	2743	-
32	2743	3017	2743	2743	-

OPSK AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	SALS 427 M LIH	GREEN	PAPI /3°	-	-	2743 M 60 M WHITE	5.3M/RED		-
32	SALS 427 M LIH	GREEN	PAPI /3°	-	-	2743 M 60 M WHITE-	5.3M/RED		-

OPSK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	LDI:- Anemometer on tower. Lighted,
3. TWY edge and centre line lighting	TWY edge lights on TWY A only
4. Secondary power supply / switch-over time	To all AD facilities.
5. Remarks	-

OPSK AD 2.16 HELICOPTER LANDING AREA: Nil

OPSK 2.17 ATS AIRSPACE

1. Designation and lateral limits	Sukkur ATZ: Circular area centered on 274319N/ 0684731E within a 10NM radius.
2. Vertical limits	SFC to FL 75
3. Airspace classification	C
4. ATS unit call sign Language(s)	Sukkur Tower English
5. Transition altitude	3000 FT MSL
6. Remarks	-

OPSK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Sukkur Tower	121.800 MHZ	H24	-
TWR	Sukkur Tower	122.500 MHZ	H24	Primary Frequency
TWR	Sukkur Tower	240.300 MHZ	H24	-

OPSK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SK	375.0 kHz	H24	274320.26N 0684746.02E	-	Coverage 50NM

OPSK AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPSK AD 2.20.1 AIRPORT REGULATIONS: Nil

OPSK AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPSK AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPSK AD 2.20.4 PARKING AREA FOR HELICOPTERS: Available.

OPSK AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPSK AD 2.20.6: TAXIING LIMITATIONS: Nil

OPSK AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPSK AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPSK AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPSK AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPSK AD 2.22 FLIGHT PROCEDURES: Nil

OPSK AD 2.23 ADDITIONAL INFORMATION

Rain drain 6M wide, 6ft deep parallel to main RWY (14/32) on both sides 61m away from the RWY edge.
Extensive birds activity over and around the airfield, all pilots to exercise caution while landing / take-off.

OPRN AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO
Instrument Approach Chart - ICAO

AERODROME/
HELIPORT
CHART-ICAO274319.26N
0684730.58E

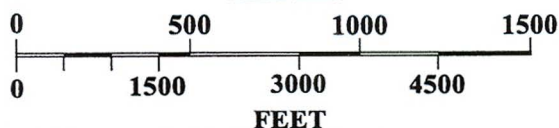
ELEV 196'

TWR 122.5
240.3SUKKUR/
Begum Nusrat
Bhutto Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

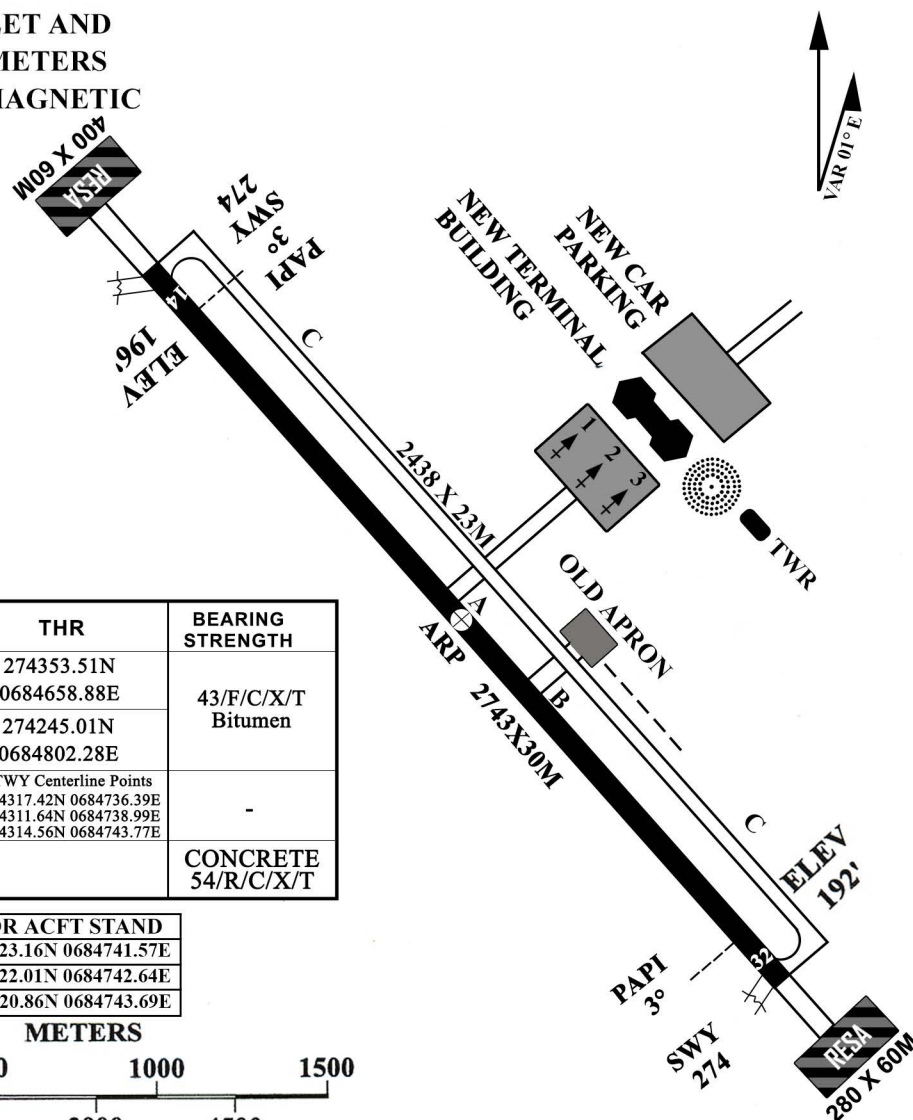
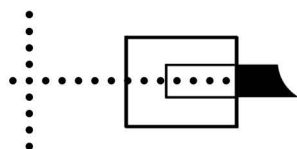
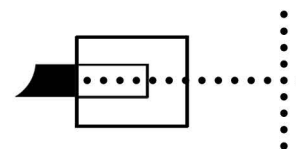
RWY	DIRECTION (T)	THR	BEARING STRENGTH
14	140.51°	274353.51N 0684658.88E	43/F/C/X/T Bitumen
32	320.51°	274245.01N 0684802.28E	
TAXIWAY - A TAXIWAY - B TAXIWAY - C		TWY Centerline Points 274317.42N 0684736.39E 274311.64N 0684738.99E 274314.56N 0684743.77E	-
APRON			CONCRETE 54/R/C/X/T

INS COORDINATES FOR ACFT STAND	
BAY-1	274323.16N 0684741.57E
BAY-2	274322.01N 0684742.64E
BAY-3	274320.86N 0684743.69E

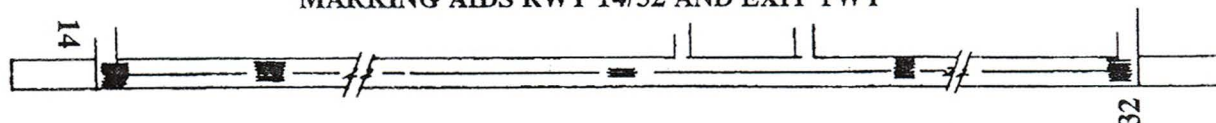
METERS



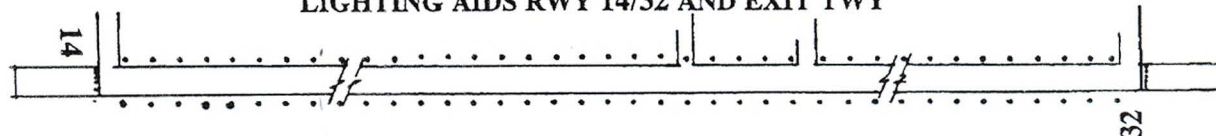
FEET

SIMPLE APPROACH LIGHTING
SYSTEM RWY-14SIMPLE APPROACH LIGHTING
SYSTEM RWY-32

MARKING AIDS RWY 14/32 AND EXIT TWY

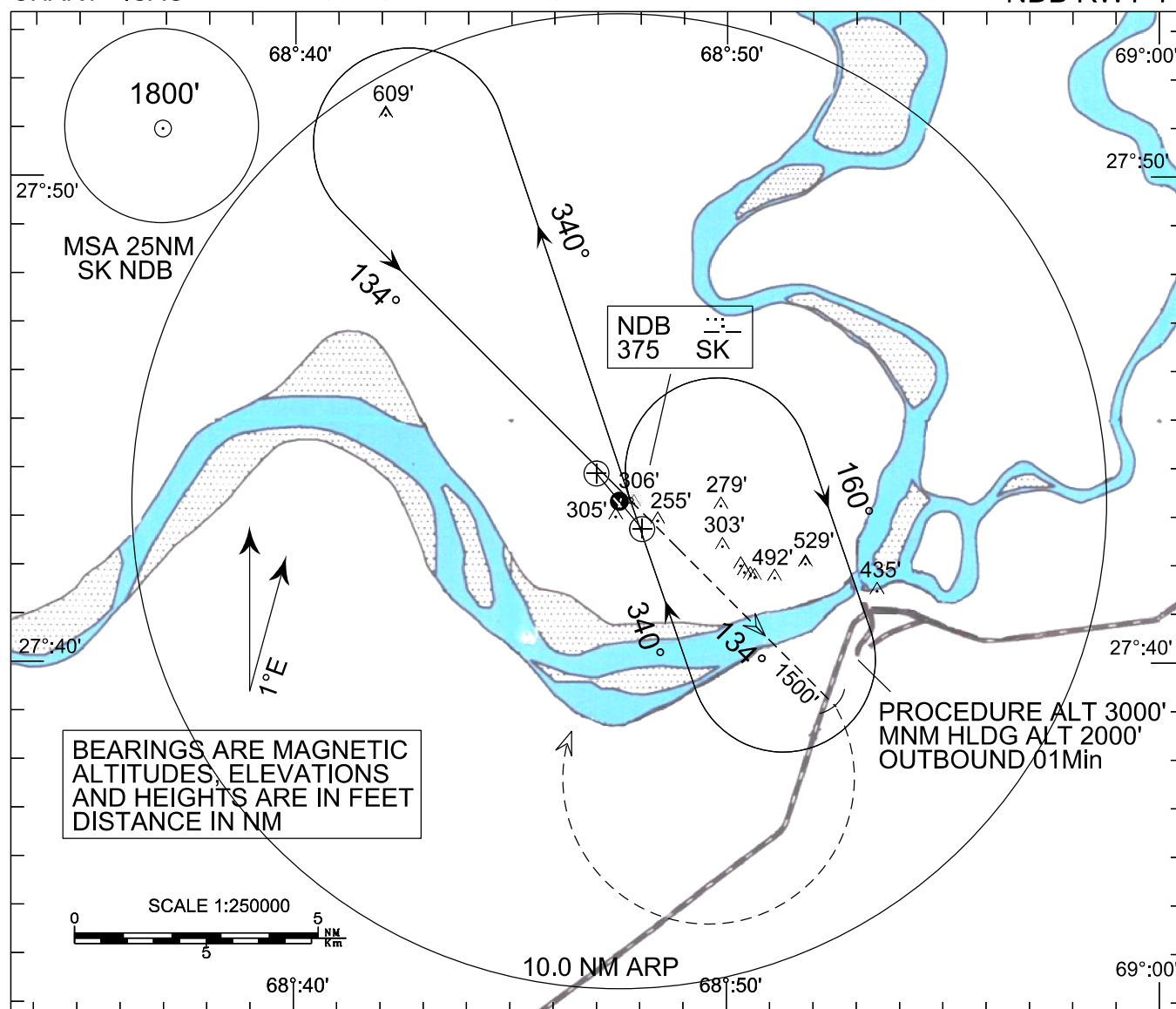


LIGHTING AIDS RWY 14/32 AND EXIT TWY



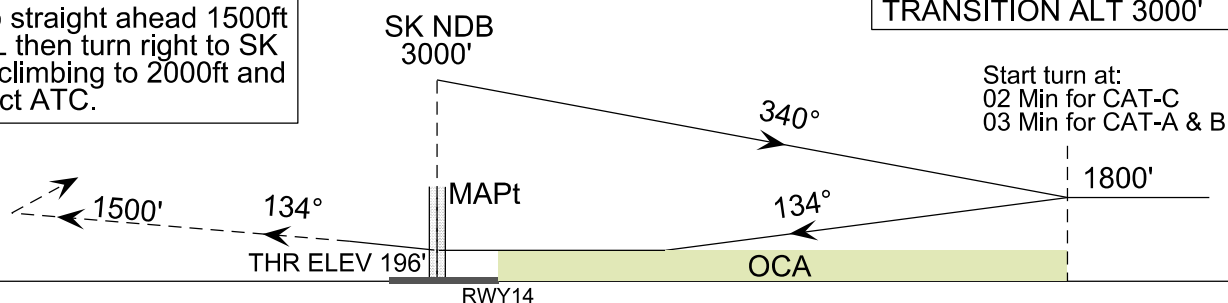
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 196 (ft)
HEIGHTS RELATED TO
AERODROME ELEVATION

TWR 122.5

SUKKUR/
Begum Nusrat Bhutto Int'l
NDB RWY 14**MISSED APPROACH**

Climb straight ahead 1500ft
AMSL then turn right to SK
NDB climbing to 2000ft and
contact ATC.

TRANSITION LEVEL FL50
TRANSITION ALT 3000'



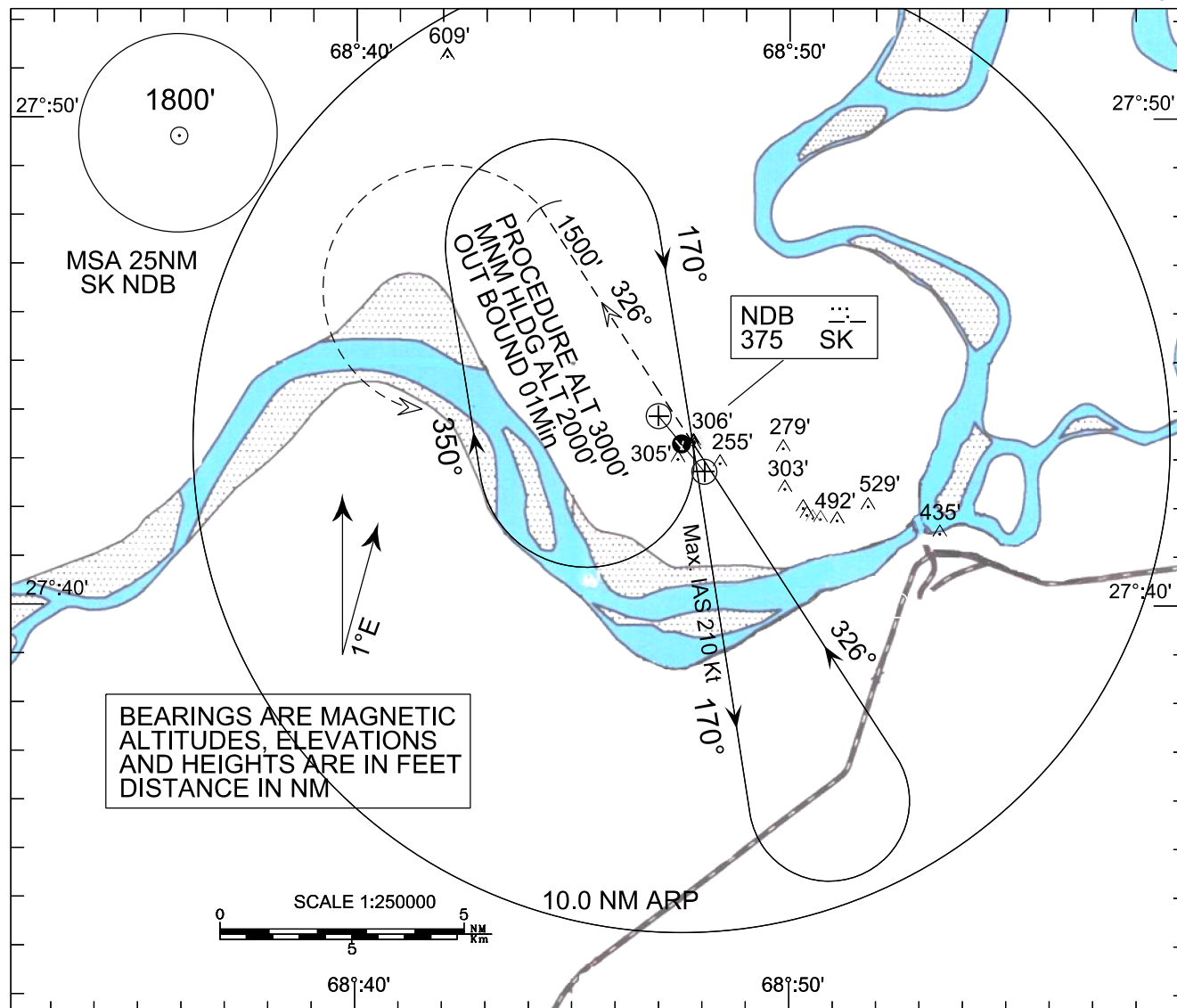
OCA / H		A	B	C
Straight-in	NDB	800' (604')		
Circling		1000' (804')		1100' (904')

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 196 (ft)
HEIGHTS RELATED TO
AERODROME ELEVATION

TWR 122.5

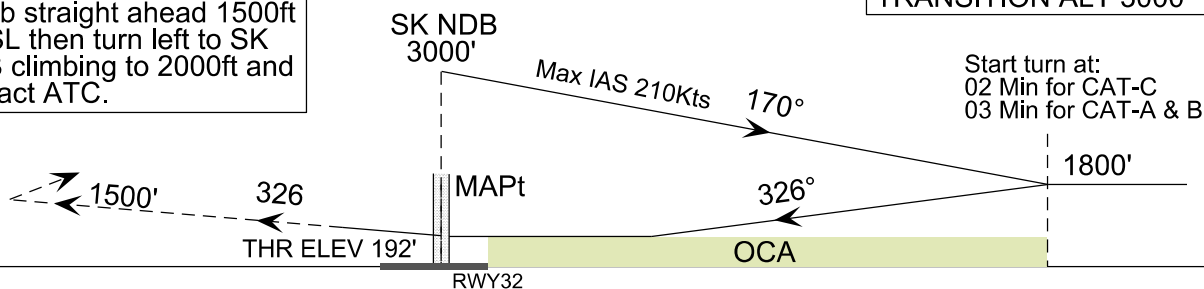
SUKKUR /
Begum Nusrat Bhutto Int'l
NDB RWY 32



MISSED APPROACH

Climb straight ahead 1500ft
AMSL then turn left to SK
NDB climbing to 2000ft and
contact ATC.

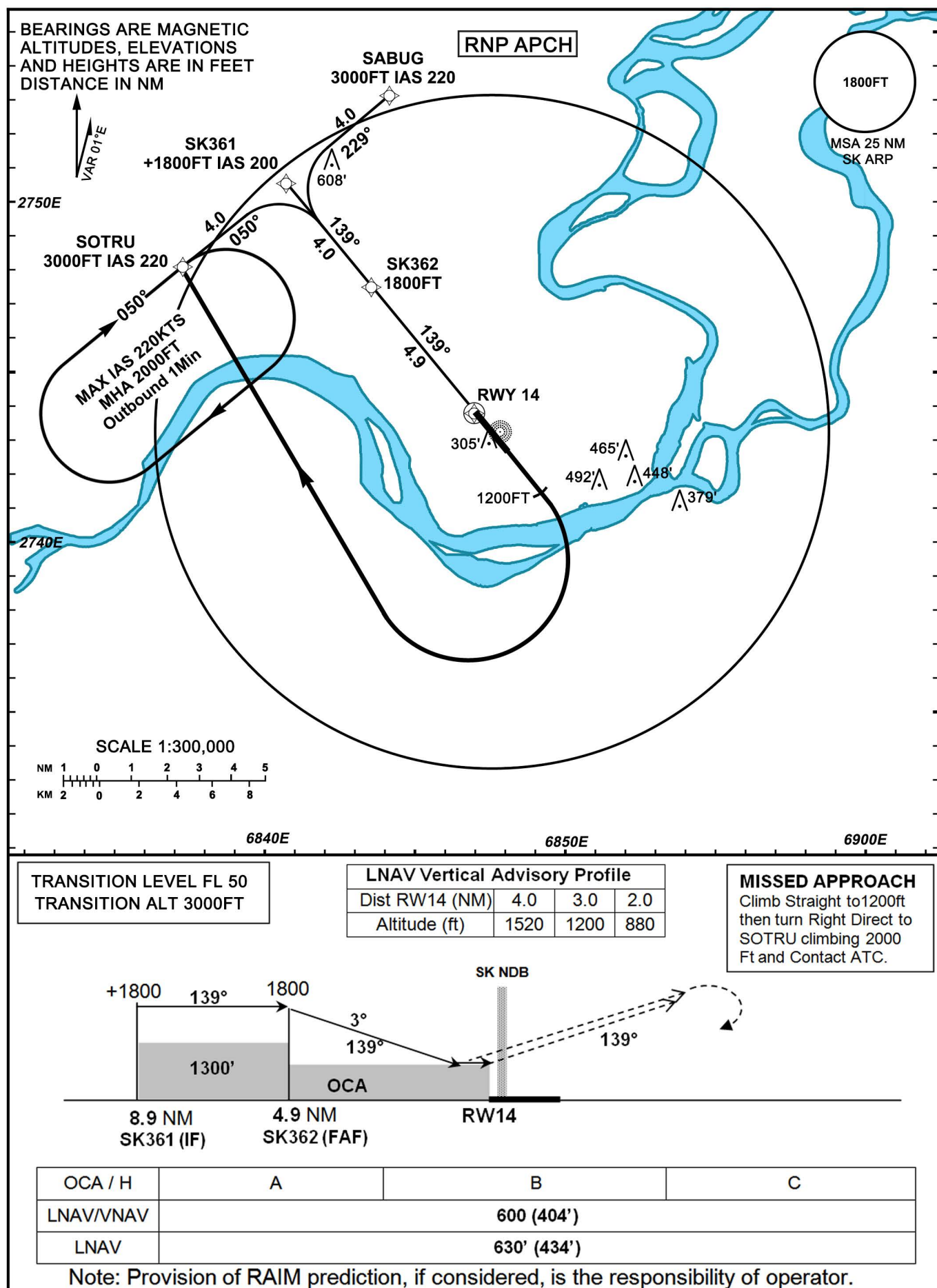
**TRANSITION LEVEL FL50
TRANSITION ALT 3000'**



OCA / H		A	B	C
Straight-in	NDB	800' (604')		
Circling		1000' (804')		1100' (904')

INSTRUMENT
APPROACH
CHART- ICAOAD ELEV 196 FT
HEIGHTS RELATED
TO AD ELEV 196 FT

TWR 122.5

SUKKUR /
Begum Nusrat Bhutto Int'l
RNP RWY 14

Waypoints Data

WP Name	Use	Latitude	Longitude
SABUG	IAF	27°53'20.50"N	068°44'04.10"E
SOTRU	IAF/MAHF	27°48'14.40"N	068°37'06.30"E
SK361	IF	27°50'45.90"N	068°40'36.60"E
SK362	FAF	27°47'40.20"N	068°43'28.90"E
RW14	MAPt (THR)	27°43'53.51"N	068°46'58.88"E

Instrument Approach Procedures Coding Table

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude	Speed Limit	Magnetic Variation	Navigation Specification
IF	SABUG	-	-	-	+3000	220	1.0E	RNP APCH
TF	SK361	-	229(230.02)	-	+1800	200	1.0E	RNP APCH
TF	SK362	-	139(140.47)	L	1800	-	1.0E	RNP APCH
TF	RW14	Y	139(140.49)	-	600(VNAV) 630 (LNAV)	-	1.0E	RNP APCH
CA	-	-	139	R	1200	-	1.0E	RNP APCH
DF	SOTRU	Y	-	-	2000	220	1.0E	RNP APCH

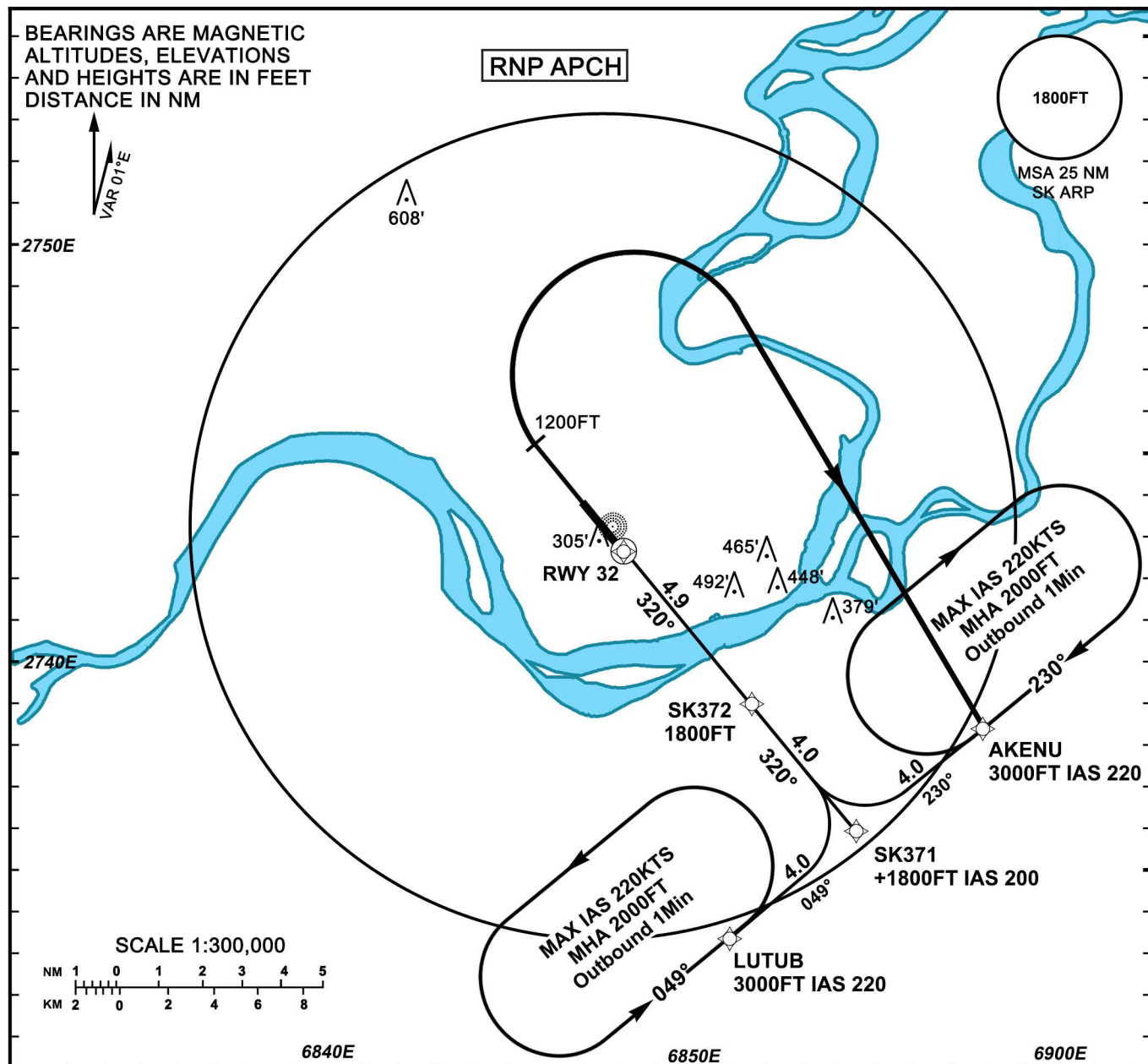
Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude	Speed Limit	Magnetic Variation	Navigation Specification
IF	SOTRU	-	-	-	+3000	220	1.0E	RNP APCH
TF	SK361	-	050(050.98)	R	+1800	200	1.0E	RNP APCH
TF	SK362	-	139(140.47)	-	1800	-	1.0E	RNP APCH
TF	RW14	Y	139(140.49)	-	600(VNAV) 630 (LNAV)	-	1.0E	RNP APCH
CA	-	-	139	R	1200	-	1.0E	RNP APCH
DF	SOTRU	Y	-	-	2000	220	1.0E	RNP APCH

INSTRUMENT
APPROACH
CHART- ICAO

AD ELEV 196 FT
HEIGHTS RELATED
TO AD ELEV 196 FT

TWR 122.5

SUKKUR /
Begum Nusrat Bhutto Int'l
RNP RWY 32



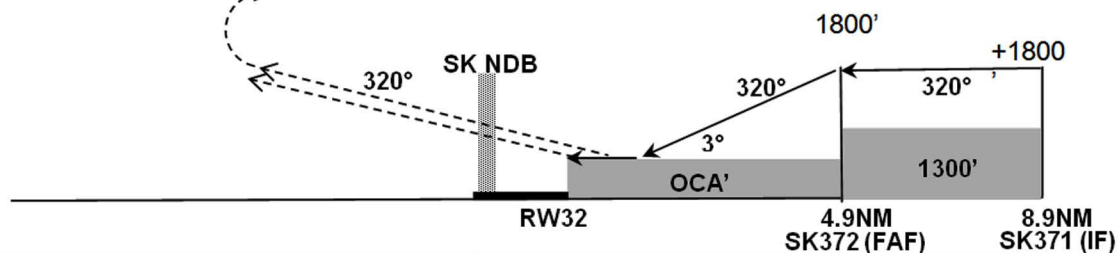
TRANSITION LEVEL FL 50
TRANSITION ALT 3000FT

LNAV Vertical Advisory Profile

Dist from RW32 (NM)	4.0	3.0	2.0
Altitude (ft)	1520	1200	880

MISSED APPROACH

Climb straight until 1200ft then
turn right direct to AKENU
climbing 2000ft and contact ATC.



OCA / H	A	B	C
LNAV/VNAV		600 (404')	
LNAV		630' (434')	

Note: Provision of RAIM prediction, if considered, is the responsibility of operator.

Waypoints Data

WP Name	Use	Latitude	Longitude
AKENU	IAF	27°38'23.20"N	068°57'54.20"E
LUTUB	IAF/MAHF	27°33'17.00"N	068°50'57.30"E
SK371	IF	27°35'51.70"N	068°54'24.20"E
SK372	FAF	27°38'57.60"N	068°51'32.50"E
RW32	MAPt (THR)	27°42'45.01"N	068°48'02.28"E

Instrument Approach Procedures Coding Table

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude	Speed Limit	Magnetic Variation	Navigation Specification
IF	AKENU	-	-	-	+3000	220	1.0E	RNP APCH
TF	SK371	-	230(231.02)	R	+1800	200	1.0E	RNP APCH
TF	SK372	-	320(320.58)		1800	-	1.0E	RNP APCH
TF	RW32	Y	320(320.56)	-	600(VNAV) 630 (LNAV)	-	1.0E	RNP APCH
CA	-	-	320	R	1200	-	1.0E	RNP APCH
DF	AKENU	Y	-	-	2000	220	1.0E	RNP APCH

Path Descriptor	Waypoint Name	Fly over	Course °M (°T)	Turn Direction	Altitude	Speed Limit	Magnetic Variation	Navigation Specification
IF	LUTUB	-	-	-	+3000	220	1.0E	RNP APCH
TF	SK371	-	049(049.97)	L	+1800	200	1.0E	RNP APCH
TF	SK372	-	320(320.58)	-	1800	-	1.0E	RNP APCH
TF	RW32	Y	320(320.56)	-	600(VNAV) 630 (LNAV)	-	1.0E	RNP APCH
CA	-	-	320	R	1200	-	1.0E	RNP APCH
DF	AKENU	Y	-	-	2000	220	1.0E	RNP APCH

AD 2. AERODROMES**OPSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPSS - SAIDU SHARIF****OPSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	344847.78N 0722107.72E
2. Direction and distance from (city)	2.5 Miles NE of Mingora city
3. Elevation/Reference temperature	3183 FT / -
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Saidu Sharif. Tel: (0946) 812572 AFTN: OPSSYDYX
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	Aerodrome Facility withdrawn -

OPSS AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday
2. Customs and immigration	-
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	By NOTAM. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPSS AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	-

OPSS AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the City
3. Transportation	Taxi's
4. Medical facilities	Hospital in the city
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	-

OPSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	NIL
2. Rescue equipment	NIL
3. Capability for removal of disabled aircraft	-
4. Remarks	RFF facility withdrawn.

OPSS AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPSS AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPSS: Concrete PCN 15/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPSS : 23 M Bitumen, PCN 17/F/C/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	See Aerodrome Chart.
5. Remarks	Space adequate for 2 ATR-42

OPSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY:THR TDZ RWY End TWY: Centerline Marked
3. Stop bars	-
4. Remarks	

OPSS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
23/APCH 05/TKOF	Peak 1356.38 M / 4450 FT	345025.88N 0722325.64E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
TOWER 3681.06 M / 12077 FT	345547.82N 0722432.39E	1NM South of AD
Antenna 952.82 M / 3126 FT	344543.88N 0722120.88E	
Antenna 1021.99 M / 3353 FT	344728.43N 0722048.02E	
CHARBAGH SWAT 1136.00 M / 3727 FT	345115.25N 0722706.77E	
Control Tower 959.89 M / 3149 FT	344835.71N 0722103.98E	
Fire Station 952.13 M / 3124 FT	344838.00N 0722105.15E	
Met Antenna 959.86 M / 3149 FT	344835.72N 0722103.49E	
Microwave Antenna 1662.71 M / 5455 FT	344736.90N 0721945.56E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Microwave Cable 949.42 M / 3115 FT	344732.81N 0721717.61E	
Microwave Pole 1 1164.07 M / 3819 FT	345616.53N 0722808.87E	
Microwave Pole 2 1223.70 M / 4015 FT	345641.90N 0722552.10E	
Mosque Minar 952.57 M / 3125 FT	344829.81N 0722108.26E	
P T C L 951.72 M / 3122 FT	344437.74N 0722145.30E	
P T V Antenna 965.65 M / 3168 FT	344436.23N 0722149.54E	
Peak 1243.41 M / 4079 FT	344420.23N 0721804.20E	
Peak N/E of Runway 1594.70 M / 5232 FT	345121.70N 0722323.32E	
Peak N/W of Runway 1354.74 M / 4445 FT	344953.52N 0721940.19E	
Peak N/W of Runway 1765.86 M / 5794 FT	345137.10N 0721937.03E	
Peak S/E of Runway 1378.50 M / 4523 FT	344703.84N 0722312.62E	
Peak South of Runway 1465.61 M / 4808 FT	344426.26N 0721913.60E	
Peak South of Runway 1593.68 M / 5229 FT	344322.80N 0722100.36E	
UNIVETSITY OF SWAT MAIN CAMPUS 1136.00 M / 3727 FT	345115.25N 0722706.77E	
University /879 938.40 M / 3079 FT	344517.94N 0721814.47E	
Water Tank N/W 956.80 M / 3139 FT	344838.85N 0722108.78E	
Wind Sock 948.69 M / 3113 FT	344839.21N 0722049.83E	
Wireless 954.07 M / 3130 FT	344438.14N 0722144.54E	
Wireless Pole 958.04 M / 3143 FT	344834.50N 0722101.69E	
TOWER 3264.40 M / 10710 FT	344513.40N 0722134.97E	

OPSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Saidu Sharif Met Observatory.
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	NIL
5. Briefing/consultation provided	Telephone.
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-

8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Saidu Sharif Tower
10. Additional information (limitation of service, etc.)	92344-9281662-

OPSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
05	52.32°	1829 x 46	17/F/C/Y/T Bitumen	344829.64N 0722039.23E	THR 933.35 M / 3062.17 FT	2.000%
23	232.32°	1829 x 46	17/F/C/Y/T Bitumen	344905.92N 0722136.21E	THR 970.01 M / 3182.45 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
61	61	-		-		-
61	278	-		-		-

OPSS AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
05	1829	1890	1890	1829	-
23	1829	1890	2107	1829	-

OPSS AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
05			NIL						-
23			NIL						-

OPSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY:

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	-
5. Remarks	Generator power Supply and partially commercial power supply available-

OPSS AD 2.16 HELICOPTER LANDING AREA: Nil

OPSS 2.17 ATS AIRSPACE

1. Designation and lateral limits	Saidu Sharif: Circular area centered on 344848N/ 0722108E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT

3. Airspace classification	C
4. ATS unit call sign Language(s)	Saidu Sharif Tower English
5. Transition altitude	-
6. Remarks	-

OPSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	Saidu Sharif Tower	121.800 MHZ	NOTAM	-
G/A/G	Radio	2923.000 KHZ	-	-
G/A/G	Radio	5601.000 KHZ	-	-
TWR	Saidu Sharif Tower	120.700 MHZ	NOTAM	Primary Frequency
TWR	Saidu Sharif Tower	242.800 MHZ	NOTAM	Primary Frequency

OPSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	SS	357.0 kHz	NOTAM	344832.22N 0722107.05E	-	Facility withdrawn

OPSS AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPSS AD 2.20.1 AIRPORT REGULATIONS: Nil

OPSS AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPSS AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPSS AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPSS AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPSS AD 2.20.6: TAXIING LIMITATIONS: Nil

OPSS AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPSS AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPSS AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPSS AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPSS AD 2.22 FLIGHT PROCEDURES: Nil

OPSS AD 2.23 ADDITIONAL INFORMATION Nil.

OPSS AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO344847.78N
0722107.72E

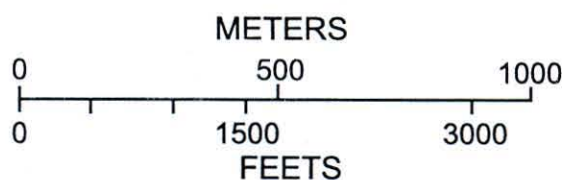
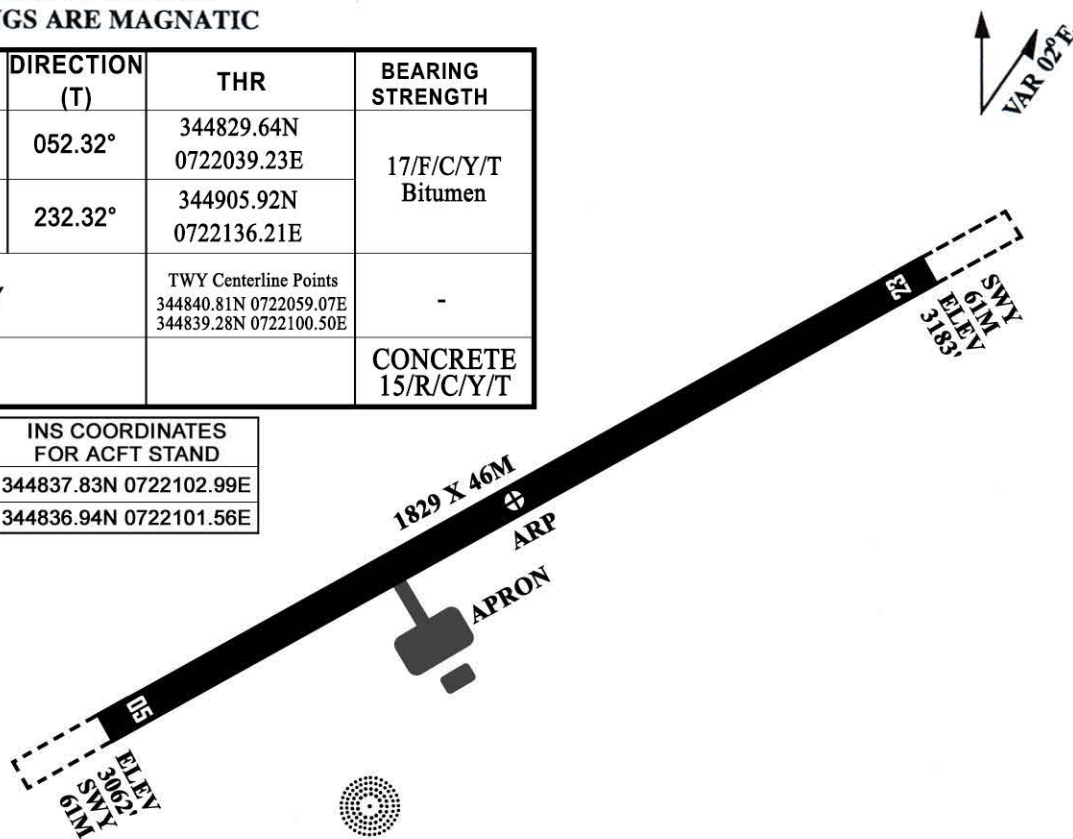
ELEV 3183'

TWR 120.7

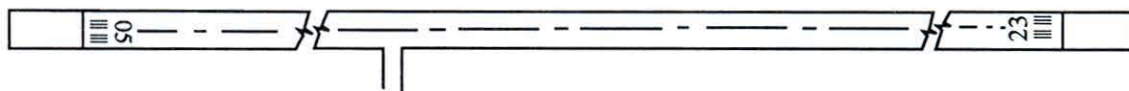
SAIDU SHARIF/
Saidu SharifELEVATION IN FEET AND
DIMENSION IN METERS
BEARINGS ARE MAGNATIC

RWY	DIRECTION (T)	THR	BEARING STRENGTH
05	052.32°	344829.64N 0722039.23E	17/F/C/Y/T Bitumen
23	232.32°	344905.92N 0722136.21E	
TAXIWAY		TWY Centerline Points 344840.81N 0722059.07E 344839.28N 0722100.50E	-
APRON			CONCRETE 15/R/C/Y/T

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	344837.83N 0722102.99E
2	344836.94N 0722101.56E



MARKING AIDS RWY 05/23 AND EXIT TWY



AD 2. AERODROMES**OPST AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPST - SIALKOT INT'L****OPST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	323208.66N 0742149.79E
2. Direction and distance from (city)	17 KM NW of Town
3. Elevation/Reference temperature	786 FT / 39.3 °C
4. MAG VAR/Annual change	01° E
5. AD Administration, address, telephone, telefax, AFS	Chief Operating Officer/APM Sialkot International Airport Limited, Sialkot. Tel: 92-52-6633001-6633004 Fax: 92-52-6633023 AFTN: OPSTYDYX
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	Private Airport.

OPST AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday.
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	-
12. Remarks	Airlines OPS may coordinates with Ground Handling Agency for availability of Handling Services if required.

OPST AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Adequate for all anticipated requirements.
2. Fuel/oil types	Jet A 1
3. Fuelling facilities/capacity	3,60,000 Litres
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	

OPST AD 2.5 PASSENGER SERVICES

1. Hotels	Nil at airport, limited in city.
2. Restaurants	Limited at airport, unlimited at city.
3. Transportation	Taxi to the city.
4. Medical facilities	First aid treatment, ambulance.
5. Bank and Post Office	Available.

AD 2 OPST-2
25 MAR 21

AIP
Pakistan

6. Tourist Office	-
7. Remarks	

OPST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT-9 H24 / CAT-9 H3 PPR (Prior Permission Required)
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	Aerodrome not equipped.
4. Remarks	

OPST AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPST AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPST: Concrete PCN 64/F/B/X/T
2. Taxiway width, surface and strength	Taxiway OPST : 23 M Bitumen, PCN 64/R/B/X/T.
3. ACL location and elevation	Bays # 1 to 7, see coordinate on AD2.OPST-7 / AVG ELEV. 239.388M / 785.432FT.
4. VOR/INS checkpoints	323205.45N 0742151.52E Bearing 046° at 1.5 NM from DVOR
5. Remarks	Space available for Seven aircraft B747/B777 and three equivalent to ATR 42 aircraft.

OPST AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and all holding positions. Guidelines at Apron, "Follow Me" van.
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, Edge and Runway end as appropriate, Marked, Lighted. TWY: Centreline, Holding positions at all TWY/RWY Intersections, marked, lighted.
3. Stop bars	Provided
4. Remarks	Runway Guard Lights Provided

OPST AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
22/APCH 04/TKOF	DVOR ANTENNA 241.58 M / 793 FT	323106.94N 0742036.23E	
22/APCH 04/TKOF	LLZ Antenna 238.69 M / 783 FT	323303.09N 0742250.06E	
22/APCH 04/TKOF	LLZ HUT 240.28 M / 788 FT	323305.51N 0742252.74E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
AIRPORT GREEN HOUSING SCH 256.64 M / 842 FT	323045.17N 0742232.16E	WGE SIALKOT

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ATV Tower 335.69 M / 1101 FT	321737.46N 0741830.87E	
COMMERCIAL COMPLEX 248.11 M / 814 FT	323140.36N 0742216.07E	
Glide Slope Antenna 252.42 M / 828 FT	323136.29N 0742107.65E	
Kashmir Plaza GT Rd Gujranwala 388.99 M / 1276 FT	321036.00N 0741100.00E	
M/S MUSTANG SECURITY SERVICES PVT LTD 259.00 M / 850 FT	321019.71N 0741044.00E	
M/S SAILKOT AIRPORT ATC TOWER 274.00 M / 899 FT	323154.40N 0742158.54E	
M/S SIALKOT INTL AIRPORT LTD 271.00 M / 889 FT	323154.40N 0742158.54E	
M/S SITA 257.00 M / 843 FT	323156.78N 0742204.08E	
MARRIAGE HALL 251.76 M / 826 FT	322858.86N 0742241.94E	
Mobilink Tower 319.54 M / 1048 FT	322029.84N 0745405.40E	
Mobilink Tower 311.16 M / 1021 FT	322630.00N 0740747.54E	
Mobilink Tower 285.47 M / 937 FT	323204.57N 0742655.37E	
Mosque Minar-1 258.48 M / 848 FT	323316.19N 0742219.45E	
Mosque Minar-2 261.80 M / 859 FT	323209.17N 0742042.26E	
PAKISTAN METEOROLOGICAL DEPARTMENT GHAZI ROAD SIALKOT CANTT 302.00 M / 991 FT	323112.68N 0743431.21E	
PTCL Tower 306.23 M / 1005 FT	323415.76N 0740409.34E	
Paktel Tower 318.14 M / 1044 FT	323512.18N 0742941.86E	
Prop.Tower Near P-No. 227 237.68 M / 780 FT	323219.77N 0742218.23E	
Prop.Tower Near P-No. 3682 236.77 M / 777 FT	323105.76N 0742055.01E	
Prop.Tower Near P-No. 4206 237.00 M / 778 FT	323142.68N 0742136.45E	
Prop.Tower Near P-No. 436 238.17 M / 781 FT	323234.61N 0742234.90E	
Prop.Tower Near P-No. 644	323249.31N 0742251.10E	
Prop.Tower Near P-No. 753 238.76 M / 783 FT	323257.61N 0742257.42E	
Prop.Tower Near P-No. 862 238.52 M / 783 FT	323304.60N 0742306.84E	
Ramada Plaza 268.53 M / 881 FT	323149.95N 0742215.17E	
SONY HOUSING TEHSIL SAMBRIAL DISTRICT SIALKOT 262.13 M / 860 FT	323118.89N 0742508.15E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
SURGICAL INS FACTORY 255.12 M / 837 FT	323101.06N 0742217.24E	
Shalimar Broadcasting 274.00 M / 899 FT	321737.93N 0741830.23E	
Sial Klin 1 255.19 M / 837 FT	323107.04N 0742012.01E	
Sial klin 4 256.58 M / 842 FT	323336.05N 0742258.91E	
TV Booster 358.70 M / 1177 FT	322559.83N 0740659.47E	
Telenor Tower 300.84 M / 987 FT	322834.11N 0742108.37E	
Telenor Tower 289.34 M / 949 FT	322840.24N 0742533.77E	
Telenor Tower 284.66 M / 934 FT	323259.49N 0742441.41E	
Telenor Tower 329.58 M / 1081 FT	324203.85N 0742201.20E	
Telenor Tower 319.23 M / 1047 FT	324453.72N 0741652.73E	
Tower Ufone 277.54 M / 911 FT	323140.94N 0742203.91E	
Tower Village 282.97 M / 928 FT	323202.20N 0741948.92E	
Tower Warid 295.55 M / 970 FT	322742.96N 0741354.76E	
Ufone Kotli 319.80 M / 1049 FT	323515.82N 0743029.01E	
Ufone Tower 312.60 M / 1026 FT	322939.41N 0743228.74E	
Ufone Tower 316.24 M / 1038 FT	324136.45N 0742042.00E	
V-Wireless Tower 293.91 M / 964 FT	323912.64N 0742839.89E	
Vault House 244.20 M / 801 FT	323119.77N 0742106.73E	
WATCH TOWER NO.01 244.43 M / 802 FT	323212.49N 0742209.66E	
WATCH TOWER NO.02 244.64 M / 803 FT	323227.69N 0742227.18E	
WATCH TOWER NO.03 244.46 M / 802 FT	323242.52N 0742243.51E	
WATCH TOWER NO.04 244.95 M / 804 FT	323312.91N 0742317.12E	
WATCH TOWER NO.05 244.73 M / 803 FT	323325.32N 0742301.21E	
WATCH TOWER NO.06 244.63 M / 803 FT	323301.93N 0742236.44E	
WATCH TOWER NO.07 244.32 M / 802 FT	323238.23N 0742209.45E	
WATCH TOWER NO.08 244.34 M / 802 FT	323214.16N 0742142.85E	
WATCH TOWER NO.09 243.84 M / 800 FT	323156.49N 0742122.53E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
WATCH TOWER NO.10 243.77 M / 800 FT	323138.48N 0742102.33E	
WATCH TOWER NO.11 243.35 M / 798 FT	323120.60N 0742041.20E	
WATCH TOWER NO.12 243.60 M / 799 FT	323105.15N 0742019.05E	
WATCH TOWER NO.13 243.42 M / 799 FT	323050.17N 0742037.34E	
WATCH TOWER NO.14 243.74 M / 800 FT	323119.28N 0742109.86E	
WATCH TOWER NO.15 243.48 M / 799 FT	323134.45N 0742127.25E	
WATCH TOWER NO.16 244.08 M / 801 FT	323150.95N 0742145.37E	
Warid Tower 303.05 M / 994 FT	322442.52N 0742150.78E	
Warid Tower 300.76 M / 987 FT	322842.63N 0742036.42E	
Warid Tower 292.80 M / 961 FT	322930.17N 0743132.32E	
Water Tank 271.21 M / 890 FT	323150.62N 0742201.99E	
Water Tank 257.81 M / 846 FT	323322.09N 0742230.91E	
Wazirabad 338.33 M / 1110 FT	322615.00N 0740615.00E	
Wireless Tower 296.59 M / 973 FT	322953.20N 0743217.33E	
Wireless Tower 289.50 M / 950 FT	323215.72N 0742644.10E	
paktel 311.04 M / 1020 FT	323837.17N 0741153.57E	
TOWER 330.00 M / 1083 FT	321957.12N 0742113.43E	

OPST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Sialkot International Airport
2. Hours of service MET Office outside airport operational hours	HS -
3. Office responsible for TAF preparation Periods of validity	Met Office Sialkot airport As Annexed
4. Type of landing forecast Interval of issuance	Trend type forecast at hourly interval with Metars or on the demand of operators.
5. Briefing/consultation provided	Met Office SIAL International Airport.
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	All Met. Charts and Met. Information of ICAO standard.
8. Supplementary equipment available for providing information	AWS, APT, Radar Echo and Satellite cloud imageries, internet.
9. ATS units provided with information	TWR
10. Additional information (limitation of service, etc.)	On demand of operators.

OPST AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
04	43.16°	3600 x 45	64/F/B/X/T For surface (See remarks)	323126.04N 0742102.61E	THR 239.00 M / 784.12 FT TDZ 239.06 M(784.32 FT)	0.017% up
22	223.16°	3600 x 45	64/F/B/X/T For surface (See remarks)	323251.28N 0742236.98E	THR 239.46 M / 785.63 FT	Nil

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
300	1000	4320 x 150	100 x 120	-	-	-
300	1000	4320 x 150	100 x 120	-	-	Bitumen concrete 125mm. cement treated base 200mm, sub-base course 400mm & engineered fill.

OPST AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
04	3600	3900	4600	3600	-
22	3600	3900	4600	3600	-

OPST AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	CAT I PALS 900 M LIH	GREEN	PAPI BOTH/3°	900 M-	3600 M 30 M WHITE White/Red up to 300M then alternate White + White/Red up to 600M to each ends LIH-	3600 M 60 MWhite/ Yellow upto 600 M each Ends. WHITE LIH		RED	-
22	SALS 420 M LIH	GREEN	PAPI BOTH/3°		3600 M 30 M WHITE White/Red up to 300M then alternate White + White/Red up to 600M to each ends LIH	3600 M 60 MWhite/ Yellow upto 600 M each Ends. WHITE		RED	-

OPST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- 300 M South of ARP, Anemometer on control tower and lighted.,
3. TWY edge and center line lighting	Edge/ Centre line: All TWY
4. Secondary power supply / switch-over time	Secondary power supply to all facilities at AD. Switch-over time: As per ICAO Standard. Switch Over Time 13 Seconds.
5. Remarks	

OPST AD 2.16 HELICOPTER LANDING AREA: Nil

OPST 2.17 ATS AIRSPACE

1. Designation and lateral limits	Sialkot CTR::Area bounded by lines joining points 324415N/0741159E then along the counter clockwise arc of a circle of 15NM radius centred on 323107N/0742036E to 324206N/0743244E to point of origin.
2. Vertical limits	SFC to FL 80
3. Airspace classification	C
4. ATS unit call sign Language(s)	Sialkot Tower English
5. Transition altitude	6000 FT MSL
6. Remarks	-

OPST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC		121.950 MHZ	H24	Stand by
TWR	Sialkot Tower	119.850 MHZ	H24	-
TWR	Sialkot Tower	119.950 MHZ	H24	-

OPST AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID CAT of ILS (VAR VOR/ ILS)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC CAT I 04	ISL	109.3 MHz	H24	323305.51N 0742252.74E	-	-
VOR/DME (2/2015)	SLT	113.8 MHz CH85X	H24	323106.94N 0742036.23E	241.58M	-
GP/TDME 04	DOTS/DASHES	332.0 MHz CH30X	H24	323136.29N 0742107.65E	252.42M	Angle 03°

OPST AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil

OPST AD 2.20.1 AIRPORT REGULATIONS: Nil

OPST AD 2.20.2 TAXIING TO AND FROM STANDS: Arriving aircraft will be allocated a stand number by the TWR assistance from the "Follow Me" can be requested through TWR. Aircraft to use runway dumbbell for turning 180 degree to avoid damage to runway surface.

OPST AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Available

OPST AD 2. 20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPST AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPST AD 2.20.6: TAXIING LIMITATIONS: Nil

OPST AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPST AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPST AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPST AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPST AD 2.22 FLIGHT PROCEDURES: Nil

OPST AD 2.23 ADDITIONAL INFORMATION: Birds activity around aerodrome. Pilots are advised to exercise caution when approaching or departing particularly below 3000'.

Landing and Taking off Aircraft should not use RWY shoulders for back tracking maneuver. Turn pad provided may be used for back tracking. If Aircraft are not capable of backtracking within the limits of RWY width.

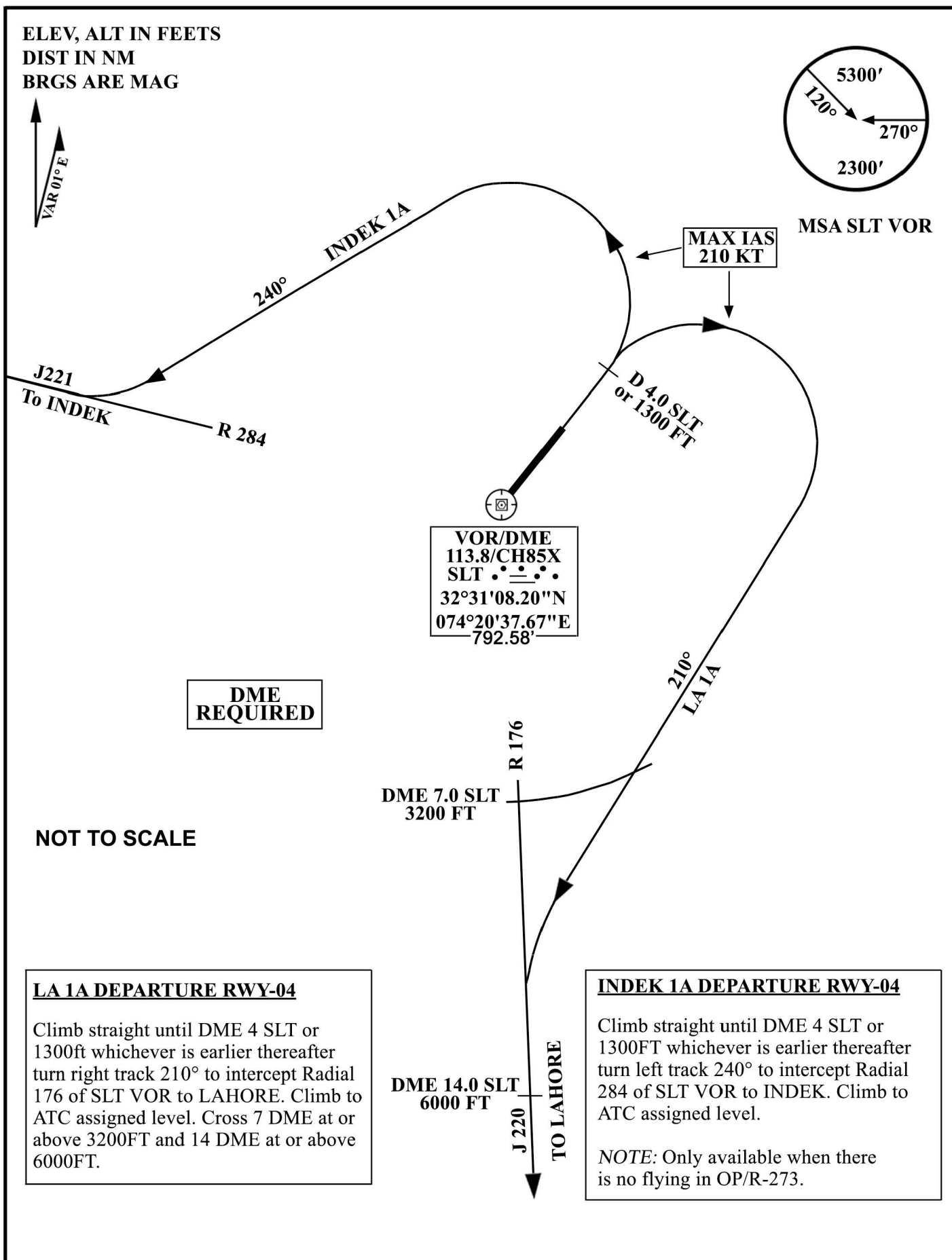
No prior notice required for non-sked flights. Airlines OPS may however coordinate with ground handling agency for availability of handling services if required.

OPST AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

Standard Departure Chart (SID) - ICAO

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOTRANSITION
ALTITUDE
6000 FTTWR 119.85
119.95
ACC 127.5SIALKOT / Sialkot Int'l
RWY 04
INDEK 1A,LA,1A

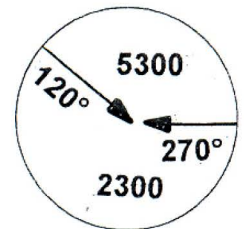
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) – ICAO**

**TRANSITION
ALTITUDE
6000 ft**

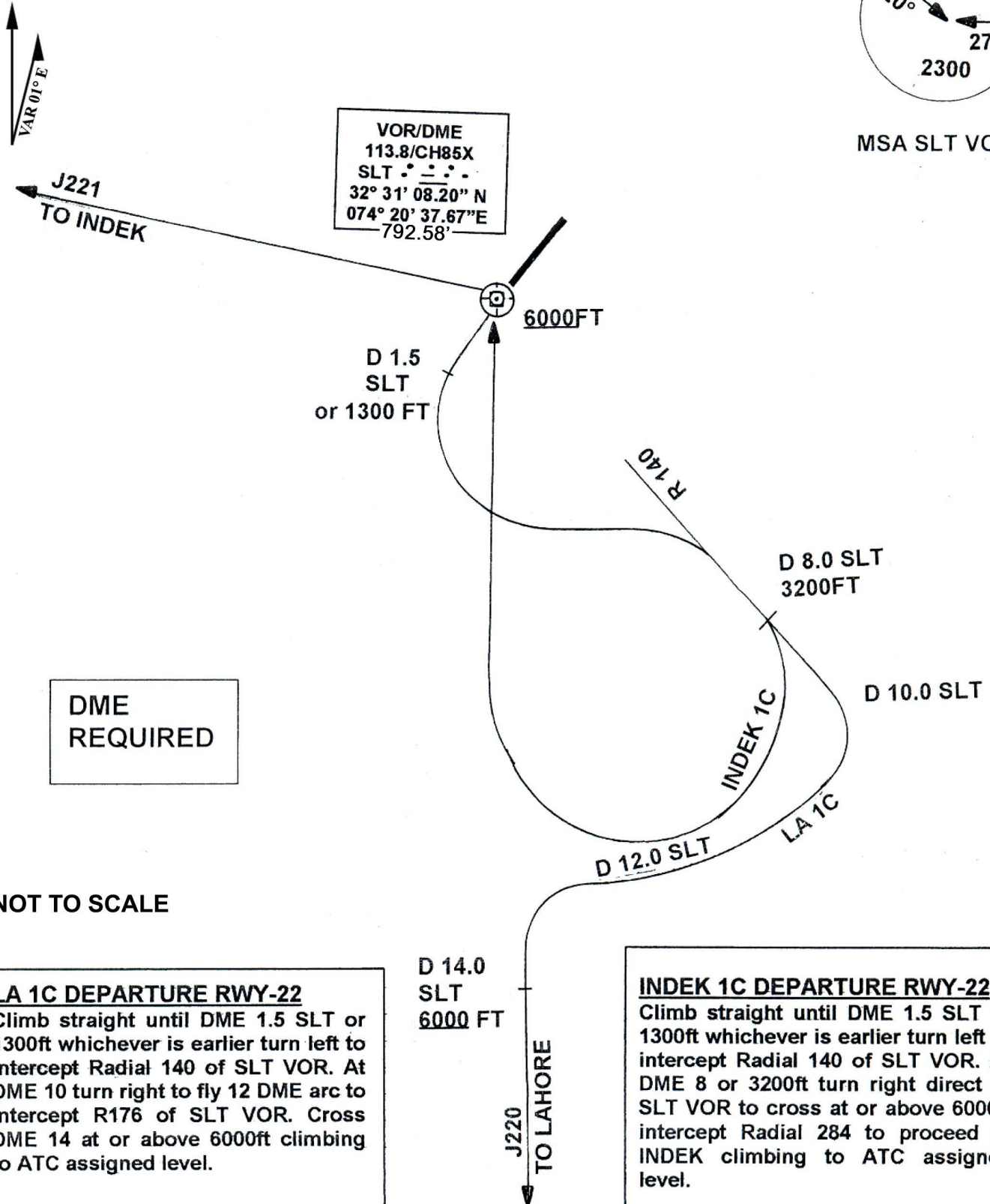
**TWR 119.85
119.95
ACC 127.5**

**SIALKOT/Intl (OPST)
RWY 22
INDEK 1C, LA 1C**

ELEV, ALT IN FEET
DIST IN NM
BRGS ARE MAG



MSA SLT VOR



LA 1C DEPARTURE RWY-22

Climb straight until DME 1.5 SLT or 1300ft whichever is earlier turn left to intercept Radial 140 of SLT VOR. At DME 10 turn right to fly 12 DME arc to intercept R176 of SLT VOR. Cross DME 14 at or above 6000ft climbing to ATC assigned level.

INDEK 1C DEPARTURE RWY-22

Climb straight until DME 1.5 SLT or 1300ft whichever is earlier turn left to intercept Radial 140 of SLT VOR. At DME 8 or 3200ft turn right direct to SLT VOR to cross at or above 6000ft intercept Radial 284 to proceed to INDEK 1C climbing to ATC assigned level.

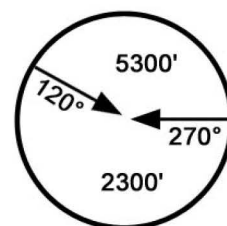
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION
ALTITUDE
6000 FT

TWR 119.85
119.95
ACC 127.5

SIALKOT/Int'l (OPST)
RWY 22
INDEX 1B, LA 1B

ELEV, ALT IN FEET
DIST IN NM
BRGS ARE MAG



MSA SLT VOR

J221
To INDEK

INDEX 1B

D 1.5 SLT
1300FT

VOR/DME
113.8/CH85X
SLT
32° 31' 08.20" N
074° 20' 37.67" E
792.58'

DME 7.0 SLT
3200 FT

**DME
REQUIRED**

NOT TO SCALE

LA 1B
J 220
To LAHORE

D 14.0 SLT
6000 FT

LA 1B DEPARTURE RWY-22

Climb straight until DME 1.5 SLT or 1300ft whichever is earlier thereafter turn left to intercept Radial 176 of SLT VOR to LAHORE. Climb to ATC assigned level. Cross 7 DME at or above 3200FT and 14 DME at or above 6000FT.

INDEX 1B DEPARTURE RWY-22

Climb straight until DME 1.5 SLT or 1300ft whichever is earlier thereafter turn right to intercept Radial 284 of SLT VOR to INDEK. Climb to ATC assigned level.

NOTE: Only available when there is no flying in OP/R-273.

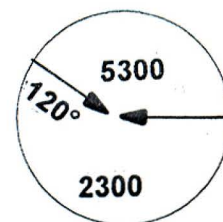
**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) – ICAO**

**TRANSITION
ALTITUDE
6000 ft**

**TWR 119.85
119.95
ACC 127.5**

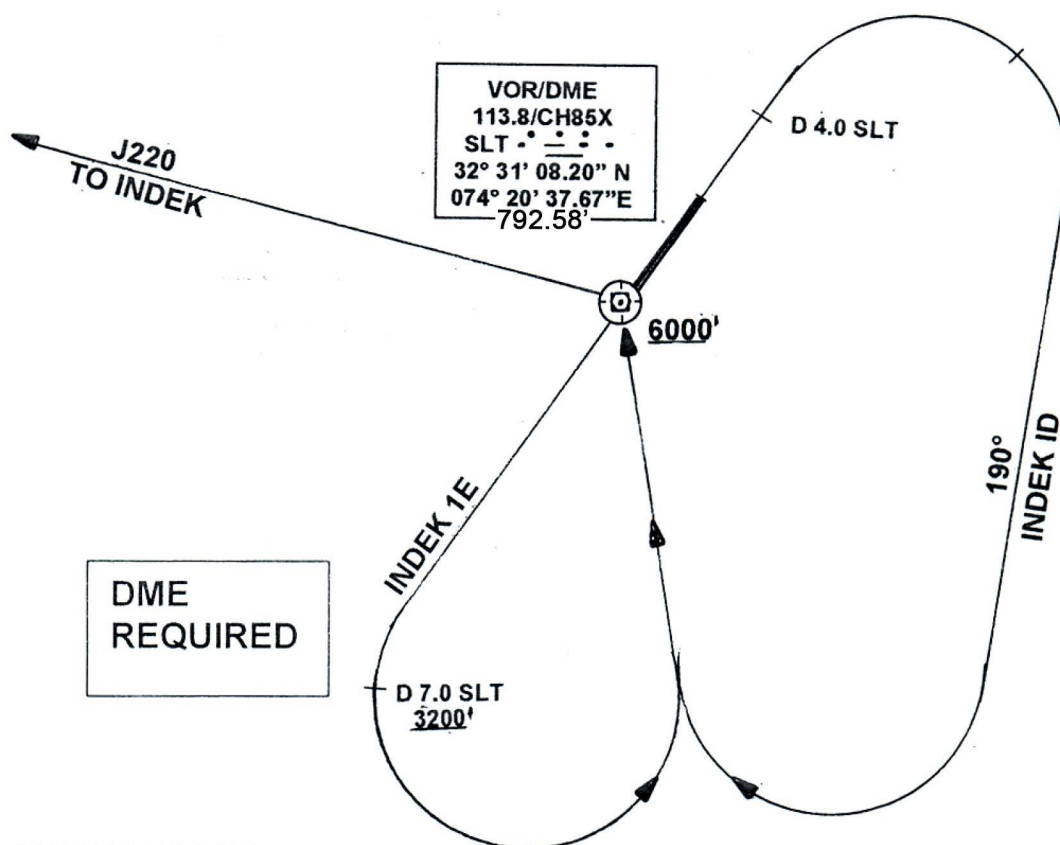
**SIALKOT/Intl (OPST)
RWY 04/22
INDEK 1D, INDEK 1E**

ELEV, ALT IN FEET
DIST IN NM
BRGS ARE MAG



MSA SLT VOR

MAX IAS
210 KT



NOT TO SCALE

INDEK 1D DEPARTURE RWY-04

Climb straight until 4 DME SLT thereafter turn right track 190°. At or above 10 DME SLT turn right to SLT VOR. Cross SLT VOR at or above 6000ft climbing to ATC assigned level. Leave VOR on Radial 284 to INDEK.

INDEK 1E DEPARTURE RWY-22

Climb straight to reach 3200ft at or before DME 7 SLT thereafter turn left to proceed to SLT VOR. Cross SLT VOR at or above 6000ft climbing to ATC assigned level. Leave VOR on Radial 284 to INDEK.

NOTE: Do not over fly radial 140 during turn to SLT VOR.



In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Flag on Terminal Building 156.96 M / 515 FT	255919.21N 0630139.97E	
Flash Light (E) 161.66 M / 530 FT	255917.37N 0630144.50E	
Flash Light (W) 161.97 M / 531 FT	255916.87N 0630140.00E	
Hill 249.84 M / 820 FT	255808.62N 0630110.19E	
Hill Top Stone 265.72 M / 872 FT	255727.15N 0630021.32E	
Hill Tree 284.25 M / 933 FT	255738.18N 0625638.03E	
N. D. B. 162.28 M / 532 FT	255924.30N 0630147.38E	
ONLINE CONNECTIVITY 147.83 M / 485 FT	255920.21N 0630141.55E	
Peak on hill 256.96 M / 843 FT	255737.77N 0625742.45E	
Red Water Tank 153.52 M / 504 FT	255935.36N 0630118.81E	
T&T Antenna 194.27 M / 637 FT	260023.08N 0630349.37E	
Water T. Well 178.81 M / 587 FT	255937.06N 0630249.98E	
Water Tank 171.54 M / 563 FT	255903.06N 0630316.17E	
Water Tank 159.56 M / 523 FT	255937.11N 0630155.26E	
Water Tank (W) 150.44 M / 494 FT	255938.31N 0630048.72E	
Water Tank Center 155.72 M / 511 FT	255941.71N 0630126.84E	
Wind Sock-08 151.76 M / 498 FT	255912.91N 0630120.75E	

OPTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Aero MetTurbat
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR 01 HR 02 HR
5. Briefing/consultation provided	Telephone.
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Turbat Tower
10. Additional information (limitation of service, etc.)	92-0861-413366.

OPTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
08L	83.11°	1829 x 30	13/F/A/Y/T Bitumen	255907.39N 0630116.17E	THR 147.21 M / 482.97 FT	0.330% UP till 914 M then 0.17%
26R	263.11°	1829 x 30	13/F/A/Y/T Bitumen	255914.47N 0630221.03E	THR 151.76 M / 497.90 FT	0.330% UP till 914M then 0.17%

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
		-		-		-
		-	90 x 150	-		-

OPTU AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
08L	1829	1829	1829	1829	-
26R	1829	1829	1829	1829	-

OPTU AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L		GREEN	NIL	-	-	1829 M 60 M LIH-	RED		-
26R	SALS LIL	GREEN	PAPI /2.75°	-	-	1829 M 60 M LIH-	RED		-

OPTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	LDI:- Anemometer: on tower lighted,
3. TWY edge and centre line lighting	TWY edge lights
4. Secondary power supply / switch-over time	To all AD facilities.
5. Remarks	-

OPTU AD 2.16 HELICOPTER LANDING AREA: Nil

OPTU AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Turbat CTR::Circular area centered on 255911N/ 0630149E within a 10NM radius.
2. Vertical limits	SFC to FL 75
3. Airspace classification	C

4. ATS unit call sign Language(s)	Turbat Tower English
5. Transition altitude	6000 FT MSL
6. Remarks	-

OPTU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	TURBAT Tower	121.800 MHZ		-
TWR	Turbat Tower	118.700 MHZ		-
TWR	Turbat Tower	240.100 MHZ	NOTAM	Primary Frequency

OPTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	TU	237.0 kHz	NOTAM	255924.30N 0630147.38E	-	Below FL100 fluctuation exceeds (+/-) 10 degrees at closer ranges of 5 to 8 NM from NDB. 100 Watts Coverage 50 NM.

OPTU AD 2.20 LOCAL TRAFFIC REGULATIONS: Nil**OPTU AD 2.20.1 AIRPORT REGULATIONS:** Nil**OPTU AD 2.20.2 TAXIING TO AND FROM STANDS:** Nil**OPTU AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION):** Nil**OPTU AD 2.20.4 PARKING AREA FOR HELICOPTERS:** Nil.**OPTU AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS:** Nil**OPTU AD 2.20.6: TAXIING LIMITATIONS:** Nil**OPTU AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY:** Nil**OPTU AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION:** Nil

OPTU AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPTU AD 2.21 NOISE ABATEMENT PROCEDURES: Nil**OPTU AD 2.22 FLIGHT PROCEDURES:** Nil**OPTU AD 2.23 ADDITIONAL INFORMATION** Nil.**OPTU AD 2.24 CHARTS RELATED TO AN AERODROME:**

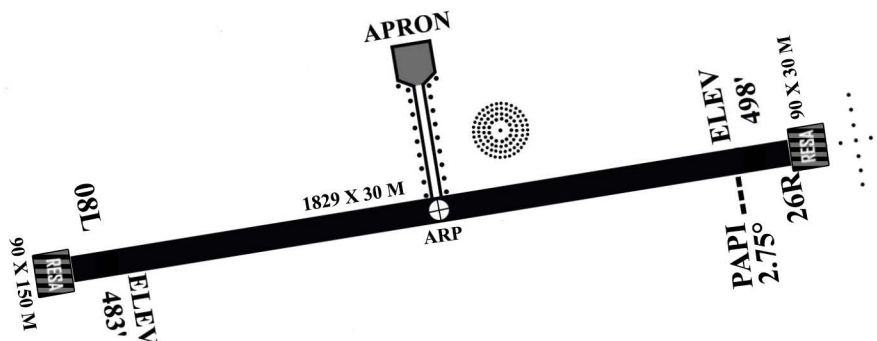
Aerodrome/ Heliport Chart - ICAO

Instrument Approach Chart - ICAO

AERODROME /
HELIPORT
CHART - ICAO255910.93N
0630148.60E

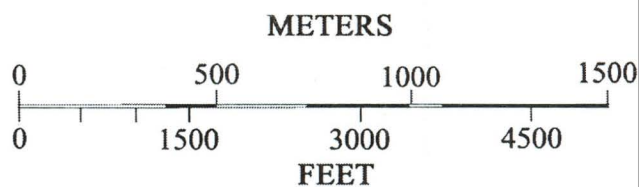
ELEV 498'

TWR 118.7

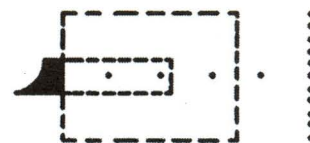
TURBAT /
Turbat Int'lELEVATION IN FEET AND
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

RWY	DIRECTION (T)	THR	BEARING STRENGTH
08L	083.11°	255907.39N 0630116.17E	13/F/A/Y/T Bitumen
26R	263.11°	255914.47N 0630221.03E	
TAXIWAY		TWY Centerline Points 255911.21N 0630143.04E 255915.87N 0630142.41E	
APRON			Bitumen 13/F/A/Y/T

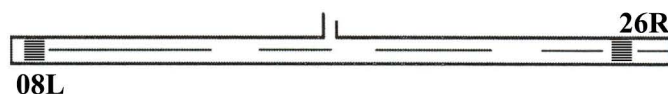
STAND #	INS COORDINATES FOR ACFT STANDS
01	255917.42N 0630141.60E
02	255917.58N 0630142.85E



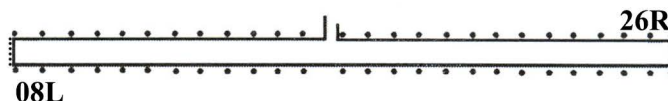
SIMPLE APPROACH LIGHTING SYSTEM RWY 26R



MARKING AIDS RWY 08L / 26R AND EXIT TWY



LIGHTING AIDS RWY 08L / 26R AND EXIT TWY



AD 2. AERODROMES**OPZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPZB - ZHOB****OPZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	312129.75N 0692750.03E RWY Centre
2. Direction and distance from (city)	3 Km NE OF TOWN
3. Elevation/Reference temperature	4729 FT / -
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Chief Operating Officer/APM, Zhob Tel: (0822) 412927, 413576 Fax: (0822) 414161 AFTN: OPZBYDYX
6. Types of traffic permitted (IFR/VFR)	VFR
7. Remarks	-

OPZB AD 2.3 OPERATIONAL HOURS

1. AD Administration	Week days except Sunday.
2. Customs and immigration	-
3. Health and sanitation	-
4. AIS Briefing Office	As of ATS
5. ATS Reporting Office (ARO)	As of ATS
6. MET Briefing Office	As of ATS
7. ATS	HS. 24 hours PN for non-schedule flights.
8. Fuelling	-
9. Handling	-
10. Security	As of ATS
11. De-icing	-
12. Remarks	-

OPZB AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	-
2. Fuel/oil types	-
3. Fuelling facilities/capacity	-
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	-

OPZB AD 2.5 PASSENGER SERVICES

1. Hotels	Hotels in city
2. Restaurants	In the city.
3. Transportation	Taxi's
4. Medical facilities	Hospital in the city.
5. Bank and Post Office	In the City
6. Tourist Office	-
7. Remarks	-

OPZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT 5
2. Rescue equipment	Adequately provided as recommended by ICAO.
3. Capability for removal of disabled aircraft	-
4. Remarks	-

OPZB AD 2.7 SEASONAL AVAILABILITY - CLEARING: Restricted due snowfall during winter

OPZB AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	Apron OPZB: Concrete PCN 15/R/C/Y/T
2. Taxiway width, surface and strength	Taxiway OPZB : 23 M Bitumen, PCN 15/F/B/Y/T.
3. ACL location and elevation	-
4. VOR/INS checkpoints	Bay 1: 312123.22N 0692748.53E
5. Remarks	Parking space Max 1 ATR-42

OPZB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2. RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, centreline, edge and runway end as appropriate, marked. TWY: Centreline, holding positions at TWY/RWY intersections, marked.
3. Stop bars	-
4. Remarks	

OPZB AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
28/TKOF 10/APCH	HF R/T Mast 1459.69 M / 4789 FT	312125.43N 0692741.03E	Distance 270M and bearing 240 from centre of RWY

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ATC Tower 1438.96 M / 4721 FT	312121.21N 0692748.12E	
Antenna 1437.11 M / 4715 FT	312001.29N 0692558.31E	
Antenna 1445.07 M / 4741 FT	312006.07N 0692606.20E	
Antenna 1439.40 M / 4722 FT	312046.23N 0692637.53E	
EVHF Antenna 1463.00 M / 4800 FT	312130.00N 0692749.00E	
Fort 1487.03 M / 4879 FT	312041.89N 0692647.36E	
Hill Top 2355.69 M / 7729 FT	311618.02N 0693048.95E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Hill Top 1554.13 M / 5099 FT	312035.11N 0692858.48E	
Hill Top 1579.03 M / 5181 FT	312339.59N 0692941.57E	
House 1504.05 M / 4935 FT	312126.60N 0693055.33E	
NDB 1444.06 M / 4738 FT	312120.91N 0692717.81E	
Old Fort 1527.27 M / 5011 FT	312016.30N 0692747.85E	
PTCL Antenna 1437.83 M / 4717 FT	312020.10N 0692639.38E	
Pole 1446.05 M / 4744 FT	312121.28N 0692746.09E	
VOR 1431.61 M / 4697 FT	312121.36N 0692735.65E	
Wapda Colony 1394.71 M / 4576 FT	312123.74N 0692610.81E	
Wind Sock 1444.31 M / 4739 FT	312122.26N 0692816.57E	
Wind Sock 1422.76 M / 4668 FT	312137.26N 0692722.25E	

OPZB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	Zhob
2. Hours of service MET Office outside airport operational hours	As of ATS -
3. Office responsible for TAF preparation Periods of validity	-
4. Type of landing forecast Interval of issuance	METAR (Hourly)
5. Briefing/consultation provided	Telephone
6. Flight documentation Language(s) used	-
7. Charts and other information available for briefing or consultation	-
8. Supplementary equipment available for providing information	NIL
9. ATS units provided with information	Zhob Tower
10. Additional information (limitation of service, etc.)	-

OPZB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
10	100.64°	1829 x 30	15/F/B/Y/T Bitumen	312135.21N 0692716.13E	THR 1415.70 M /4644.69 FT	1.440%
28	280.64°	1829 x 30	15/F/B/Y/T Bitumen	312124.28N 0692823.94E	THR 1441.48 M /4729.27 FT	-

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
61	252	-		-		-
61	110	-		-		-

OPZB AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
10	1829	1890	2081	1829	-
28	1829	1890	1939	1829	-

OPZB AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10			NIL						-
28			NIL						-

OPZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	
2. LDI location and LGT Anemometer location and LGT	- -
3. TWY edge and centre line lighting	
4. Secondary power supply / switch-over time	Secondary power supply to all lighting at AD.
5. Remarks	-

OPZB AD 2.16 HELICOPTER LANDING AREA: Nil

OPZB AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Zhob ATZ: Circular area centered on 312130N/ 0692750E within a 5NM radius.
2. Vertical limits	SFC to 2000 FT
3. Airspace classification	C
4. ATS unit call sign Language(s)	Zhob Tower English
5. Transition altitude	-
6. Remarks	-

OPZB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Apron	ZHOB Tower	121.800 MHZ		-
TWR	Zhob Tower	120.700 MHZ	HS	Primary Frequency
TWR	Zhob Tower	121.500 MHZ		Emergency Frequency
TWR	Zhob Tower	242.200 MHZ		-

OPZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	ZB	245.0 kHz	H24	312120.91N 0692717.81E	-	-
VOR/DME (2/2015)	ZB	115.7 MHz CH104X	H24	312121.36N 0692735.65E	-	DME Range 40NM below 10,000FT

OPZB AD 2.20 LOCAL TRAFFIC REGULATIONS: Dumbbells have been provided on both ends of RWY. All pilots are requested to back track to the end of RWY after landing or before take-off.

OPZB AD 2.20.1 AIRPORT REGULATIONS: Nil

OPZB AD 2.20.2 TAXIING TO AND FROM STANDS: Nil

OPZB AD 2.20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION): Nil

OPZB AD 2.20.4 PARKING AREA FOR HELICOPTERS: Nil.

OPZB AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil

OPZB AD 2.20.6: TAXIING LIMITATIONS: Nil

OPZB AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil

OPZB AD 2.20.8 HELICOPTER TRAFFIC - LIMITATION: Nil

OPZB AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS: When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

OPZB AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPZB AD 2.22 FLIGHT PROCEDURES: Nil

OPZB AD 2.23 ADDITIONAL INFORMATION: Nil.

OPZB AD 2.24 CHARTS RELATED TO AN AERODROME:

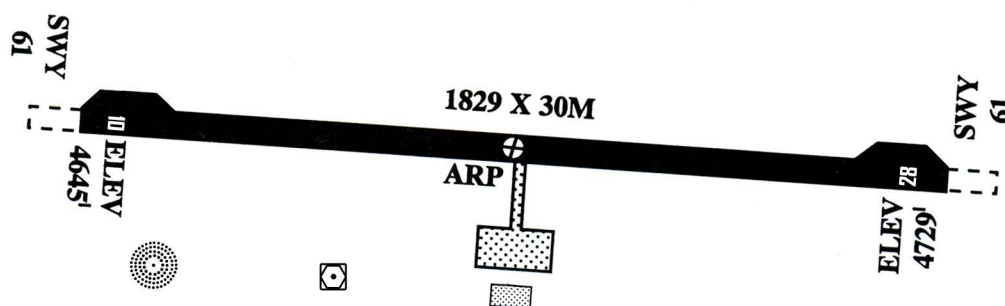
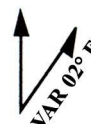
Aerodrome/ Heliport Chart - ICAO

AERODROME/
HELIPORT
CHART - ICAO312129.75N
0692750.03E

ELEV 4729'

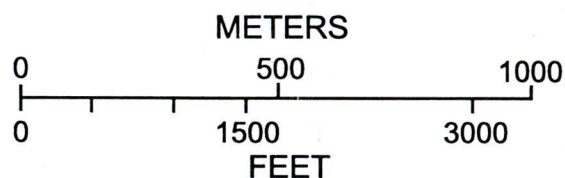
TWR 120.7

ZHOB/Zhob

ELEVATION IN FEET AND
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

RWY	DIRECTION (T)	THR	BEARING STRENGTH
10	100.64°	312135.21N 0692716.13E	15/F/B/Y/T Bitumen
28	280.64°	312124.28N 0692823.94E	
TAXIWAY		TWY Centerline Points 312128.80N 0692749.76E 312124.31N 0692748.77E	-
APRON			CONCRETE 15/R/C/Y/T

STAND NUMBER	INS COORDINATES FOR ACFT STAND
1	312123.22N 0692748.53E



MARKING AIDS RWY 10/28 AND EXIT TWY

