

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible service(s)

1.1 The Civil Aviation Authority of Pakistan provides a range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces the charts that are part of the AIP. All other aeronautical charts are produced by Survey of Pakistan. Charts, suitable for preflight planning and briefing are available for reference at aerodrome AIS units. The charts published in AIP are produced in accordance with the provisions contained in ICAO Annex-4 Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM or AIP SUP.

3. Purchase arrangements

3.1 The charts as listed under paragraph 5 of this subsection may be obtained from

Aeronautical Information Management (AIM)
Ops. Directorate,
Pakistan Civil Aviation Authority,
Headquarters, Terminal-1
Jinnah International Airport,
Karachi – 75200. Pakistan.
Tel: + 92 21 9924 2155

3.2 The topographical charts may be obtained from:

Director of Maps and Publications
Survey of Pakistan
Faizabad, Muree Road
Rawalpindi.
Fax + 92 51 929 0229

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are available except the chart marked by an asterisk (*):

- a) * World Aeronautical Charts - ICAO.
- b) Aerodrome/Heliport Chart - ICAO
- c) Aerodrome Obstacle Chart - ICAO Type A.
- d) Aircraft Parking/Docking Chart - ICAO.
- e) En-route - Chart.
- f) Area Chart - ICAO.
- g) Standard Departure Chart-Instrument (SID) - ICAO.
- h) Standard Arrival Chart - Instrument (STAR) - ICAO.
- i) Instrument Approach Chart - ICAO.

4.2 General description of each series

a) **World Aeronautical Charts - ICAO 1:1 000 000.** This series is constructed on Lambert Conical Projection. The published sheets are 2441 (Quetta),

2549 (Jiwani) and 2550 (Karachi). The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) **Aerodrome/Heliport Chart - ICAO.** This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

- From the aircraft stand to the runway; and
- From the runway to the aircraft stand;

It also provides essential operational information at the aerodrome/heliport.

c) **Aircraft Parking / Docking Chart - ICAO.** This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart - ICAO or on the Aerodrome Ground Movement Chart - ICAO.

d) **Aerodrome Obstacle Chart - ICAO - Type A** (Operating limitations). This chart contains detailed information on obstacles in take-off flight path areas of aerodromes. It is shown in plan and profile view. This Chart is not produced if:-

- i) The required obstacle DATA is published in the AIP, or
- ii) No significant obstacle exists and this fact is published in the AIP..

e) **Precision approach terrain Chart – ICAO.** Precision approach terrain Chart – ICAO provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assist the effect of the terrain on decision height by the use of radio altimeter. This chart is produced for all precision approach runways Category II and III (when available).

f) **En-route Chart - ICAO.** These charts produced for the entire Karachi and Lahore FIR. The aeronautical data include all aerodromes and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

g) **Area Chart - ICAO.** This chart is produced when the air traffic services routes or position-reporting requirements are complex and cannot be shown on an En-route chart - ICAO. It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- The transition between the en-route phase and the approach to an aerodrome.
- The transition between the take-off/missed approach and the en-route phase of flight; and
- Flights through areas of complex ATS routes or airspace.
- Lights through areas of complex ATS routes or airspace structure.

h) Standard Departure Chart - Instrument (SID) - ICAO. This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome that affects the designated standard departure route - instrument and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route instrument from the take-off phase to the en-route phase.

i) Standard Arrival Chart - Instrument (STAR) - ICAO. This chart is produced whenever a standard arrival route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

j) Instrument Approach Chart - ICAO. This chart is produced for all aerodromes used by Civil Aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in

plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding pattern.

5. List of Aeronautical Charts Available.

Title	Scale	Charts name and/ or number	Page No.	Date
Instrument Approach Chart - ICAO	1:250,000	OPBW/NDB RWY 08	AD 2 OPBW -17	08 OCT 20
"	"	OPBW/NDB RWY 26	AD 2 OPBW -15	08 OCT 20
"	"	OPBW/RNP RWY 08	AD 2 OPBW -11	08 OCT 20
"	"	OPBW/RNP RWY 26	AD 2 OPBW-13	08 OCT 20
"	"	OPBT/NDB A RWY 17	AD2. OPBT-7	23 APR 20
"	1:400,000	OPDB/RNP RWY13	AD2 OPDB-9	08 OCT 20
"	"	OPDB/RNP RWY 31	AD2 OPDB-11	08 OCT 20

"	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/ NBD 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	-	-