

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 17/35: 77/F/B/X/T

Due to APN and TWY restrictions, ACFT OPS restricted to 68/F/C/X/U.

Operation**RWY Restriction**

Jets and C130 make 180°-turns clockwise on THR of RWY 17 and anticlockwise on THR of RWY 35 with MNM PWR on concrete portion and not on flexible/bituminised surface. Open PWR only when 152m / 500ft down RWY 17/35 to avoid damage to the ACFT arresting barriers.

Taxi/Parking

Marshaller AVBL via TWR.

Wide-body ACFT shut down at TWY B, C and tow/push-back for parking/taxi.

A330/B777 use TWY B and G for taxiing in/out.

| Loop TWY H and J AVBL for type of ACFT up to B777-300 vacate/enter RWY and HLDG.

Parking space limitations:

- Night parking not AVBL.
- Adhere strictly to SKED times, in case of delay contact FIC.
- Non-SKED and cargo flights between 0200-0900 prohibited.
- Delayed non-SKED and cargo flights shall coordinate with Peshawar ATC prior to DEP to OPPS.
- 24HR PN and approval REQ for ground time in excess of 2HR.
- 24HR PN for non-SKED flights.

Warnings

Due to intensive MIL OPS expect undetermined/unusual delay on ARR/DEP. All ACFT are advised to come with sufficient HLDG fuel.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Arrival Procedure

All ACFT arriving HN or during HRs of reduced visibility HJ must carry out INSTR APCHs.

VFR Traffic Pattern: RWY 35 right-hand circuit.**Non-standard GP Intercept Position on RWY 35**

GP intercepts RWY 35 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2423m / 7950ft.

DEPARTURE**Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

MAX IAS 250KT below 10000ft.

Departure Procedure**Push-back/Start-up**

Contact TWR for push-back and start-up 5min before ready.

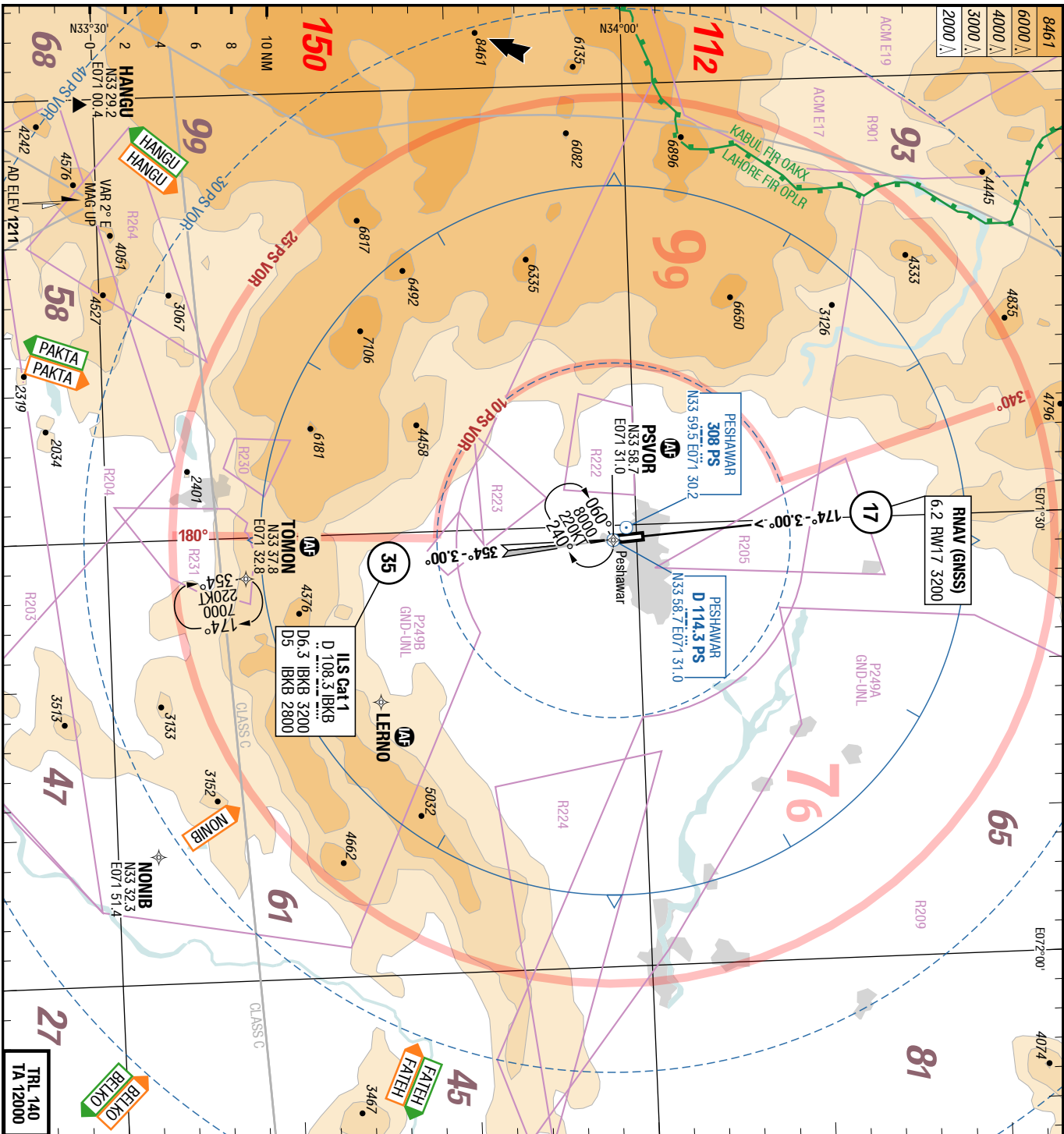
Expect ATC CLR together with start-up approval. Start-up approval will remain valid for 5min.

ACFT parked at stand 1 - 4 will be pushed-back/towed to TWY G.

ACFT parked at stands 5 and 6 will be towed for taxi if required due to TFC situation.

ACFT at stands may be started on idle PWR.

When ready for push-back contact TWR and indicate RWY predetermined by DEP route designator.

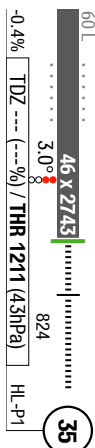


ATIS	126.700
Charat APP	125.600
TWR	122.900
	118.400
	121.800
GND	118.300

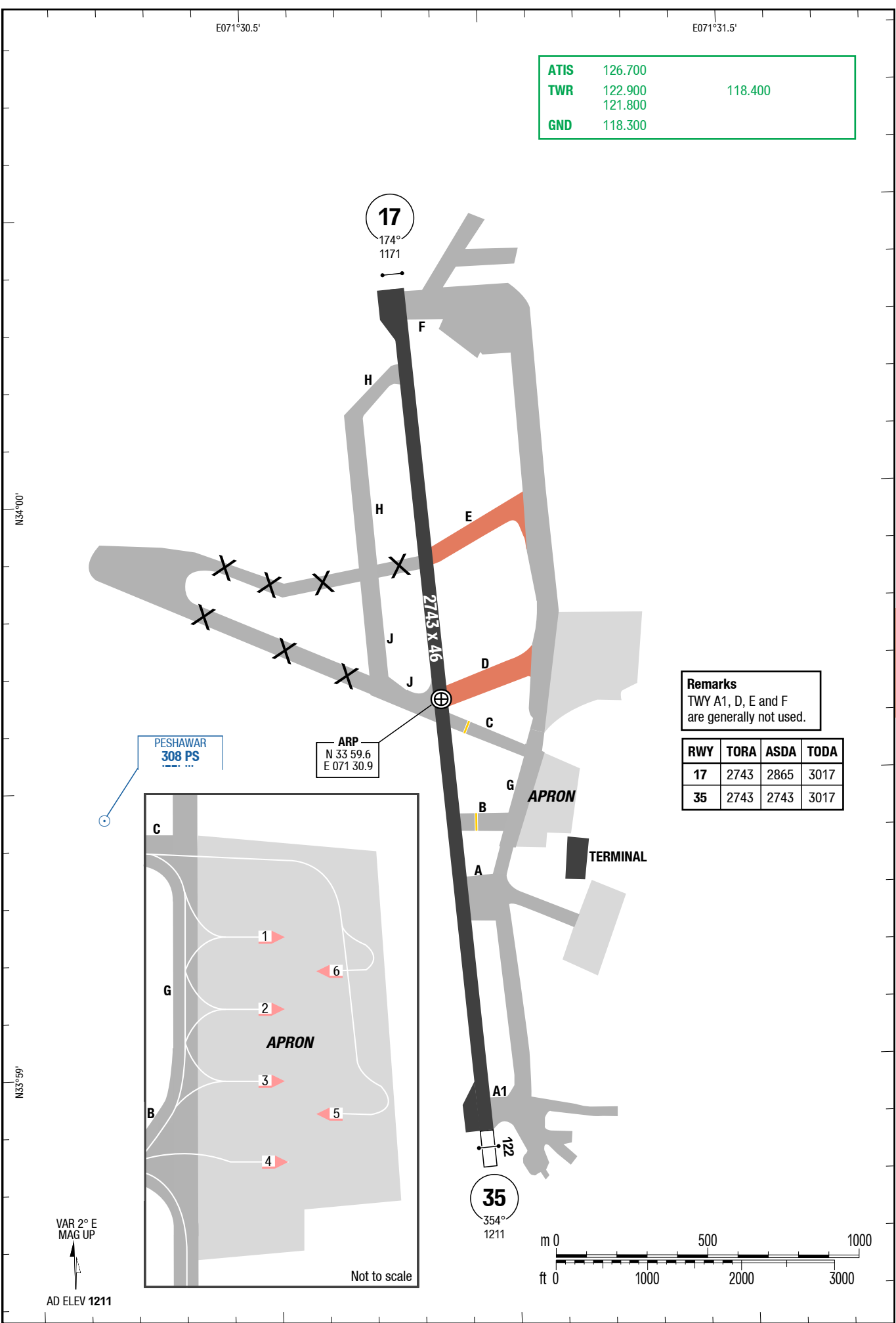
Landing RWY system:



HL-N THR 1171 (42hPa) / TDZ --- (+0.4%)



HL-N THR 1211 (43hPa) / TDZ --- (+0.4%)



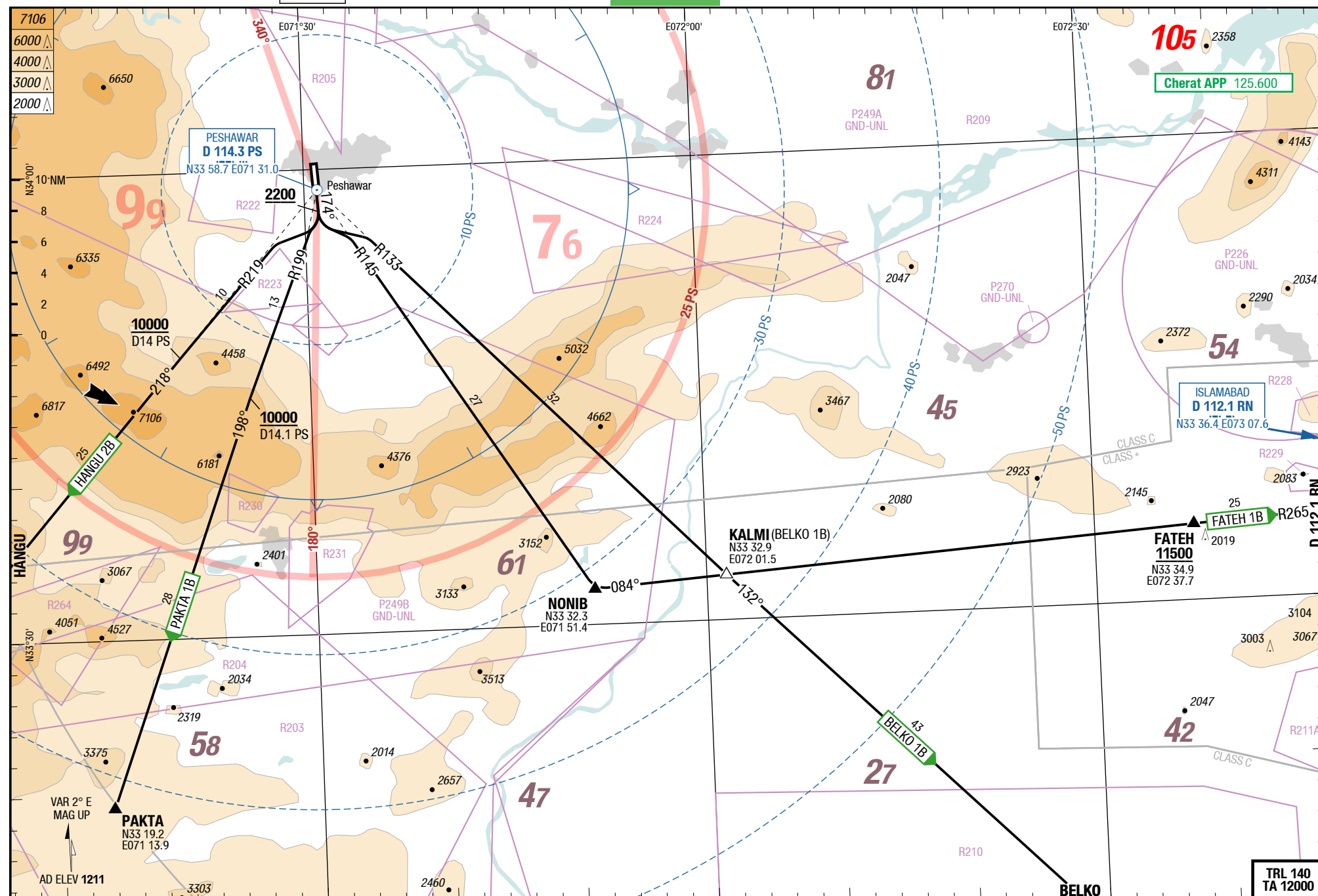
PEW-OPPS

SIDs RWY 17

SID

SID

SIDs RWY 17



Changes: PROC renumbered

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PEW-OPPS

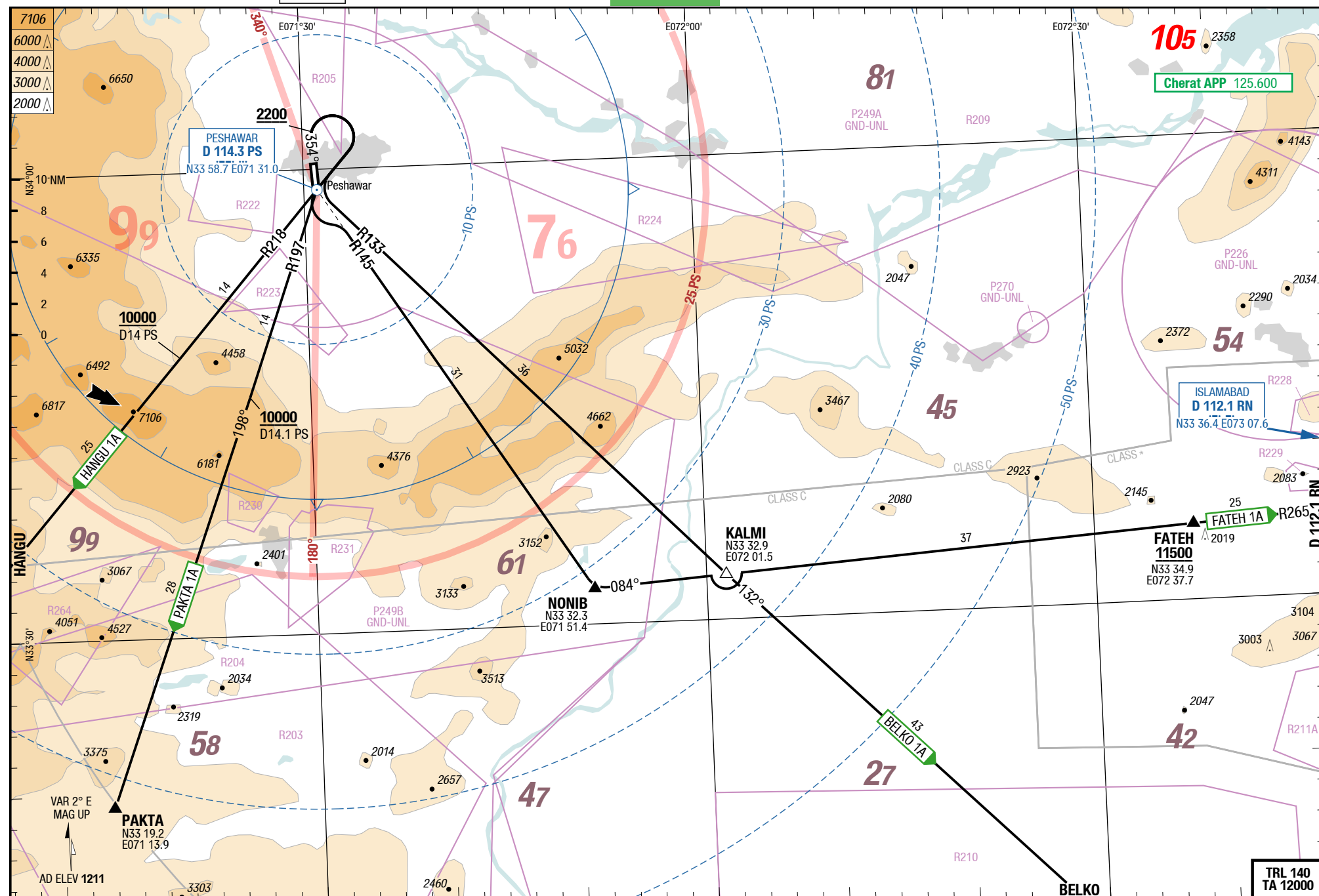
4-20

SIDs RWY 35

SID

SID

SIDs RWY 35



Changes: Nil

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PEW-OPPS

5-10

SIDs RWY 17

BELKO 1B / FATEH 1B / HANGU 2B / PAKTA 1B

RWY 17 (174°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
BELKO 1B 125.600	at MNM 2200 LT - intercept R133 PS to KALMI - BELKO	
FATEH 1B 125.600	at MNM 2200 LT - intercept R145 PS to NONIB - LT intercept R265 RN to FATEH - RN	FATEH MNM 11500
HANGU 2B 125.600	at MNM 2200 RT - intercept R219 PS to HANGU	R219/D14 PS MNM 10000
PAKTA 1B 125.600	at MNM 2200 RT - intercept R199 PS to PAKTA	R199/D14.1 PS MNM 10000

PEW-OPPS

5-20

SIDs RWY 35

BELKO 1A / FATEH 1A / HANGU 1A / PAKTA 1A

RWY 35 (354°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
BELKO 1A 125.600	at MNM 2200 RT direct PS - R133 PS to KALMI - BELKO	
FATEH 1A 125.600	at MNM 2200 RT direct PS - R145 PS to NONIB - LT intercept R265 RN to FATEH - RN	FATEH MNM 11500
HANGU 1A 125.600	at MNM 2200 RT direct PS - R218 PS to HANGU	R219/D14 PS MNM 10000
PAKTA 1A 125.600	at MNM 2200 RT direct PS - R197 PS to PAKTA	R197/D14.1 PS MNM 10000

Effective 21-JUN-2018

14-JUN-2018

PEW-OPPS

6-10

Pakistan Peshawar Bacha Khan Intl

STARs

RNAV STARs

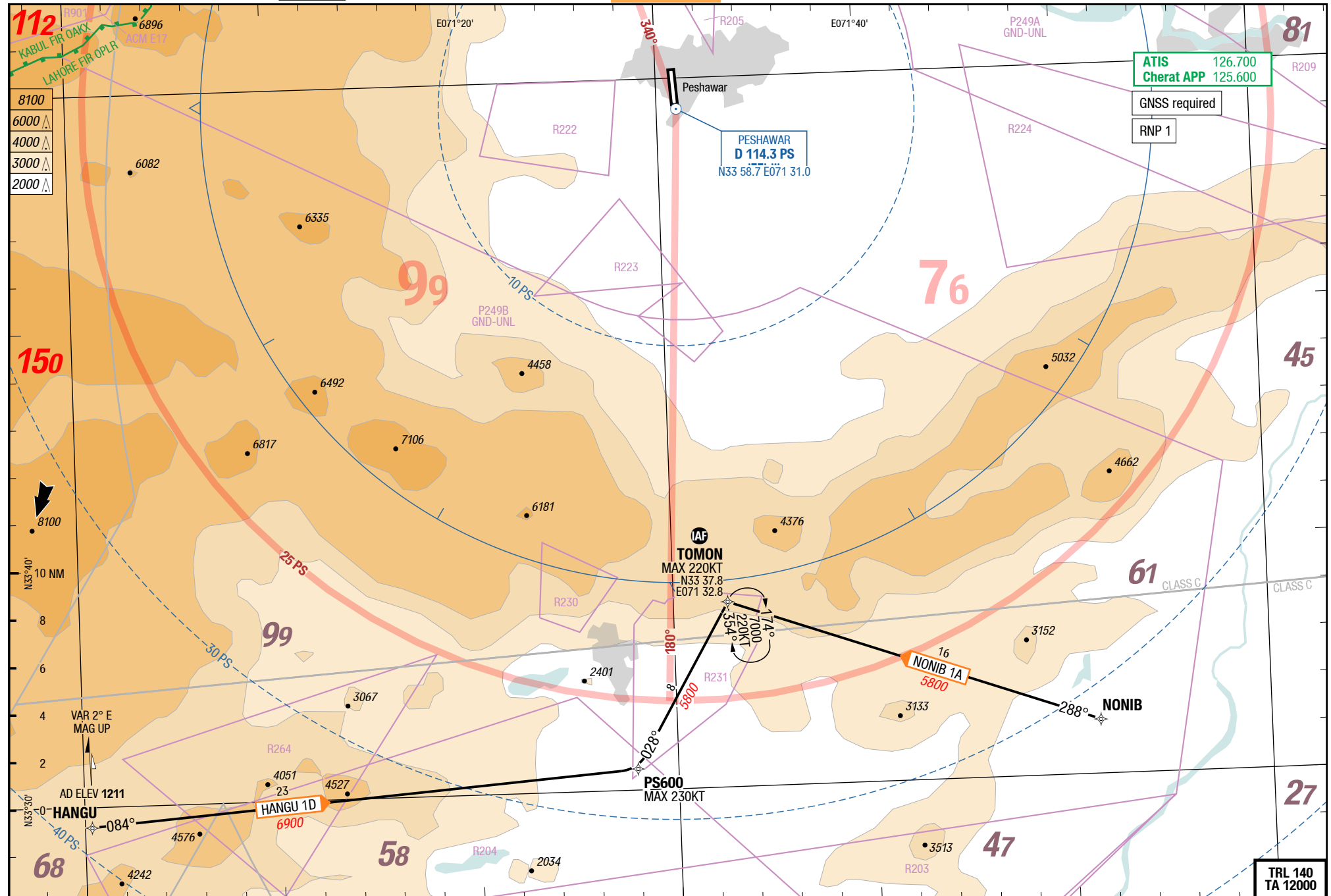
STAR

STAR

Bacha Khan Intl Peshawar Pakistan

STARs

RNAV STARs



Changes: ASP, WPT, PROC renamed, OBST, SUAs, Note

TRL 140
TA 12000

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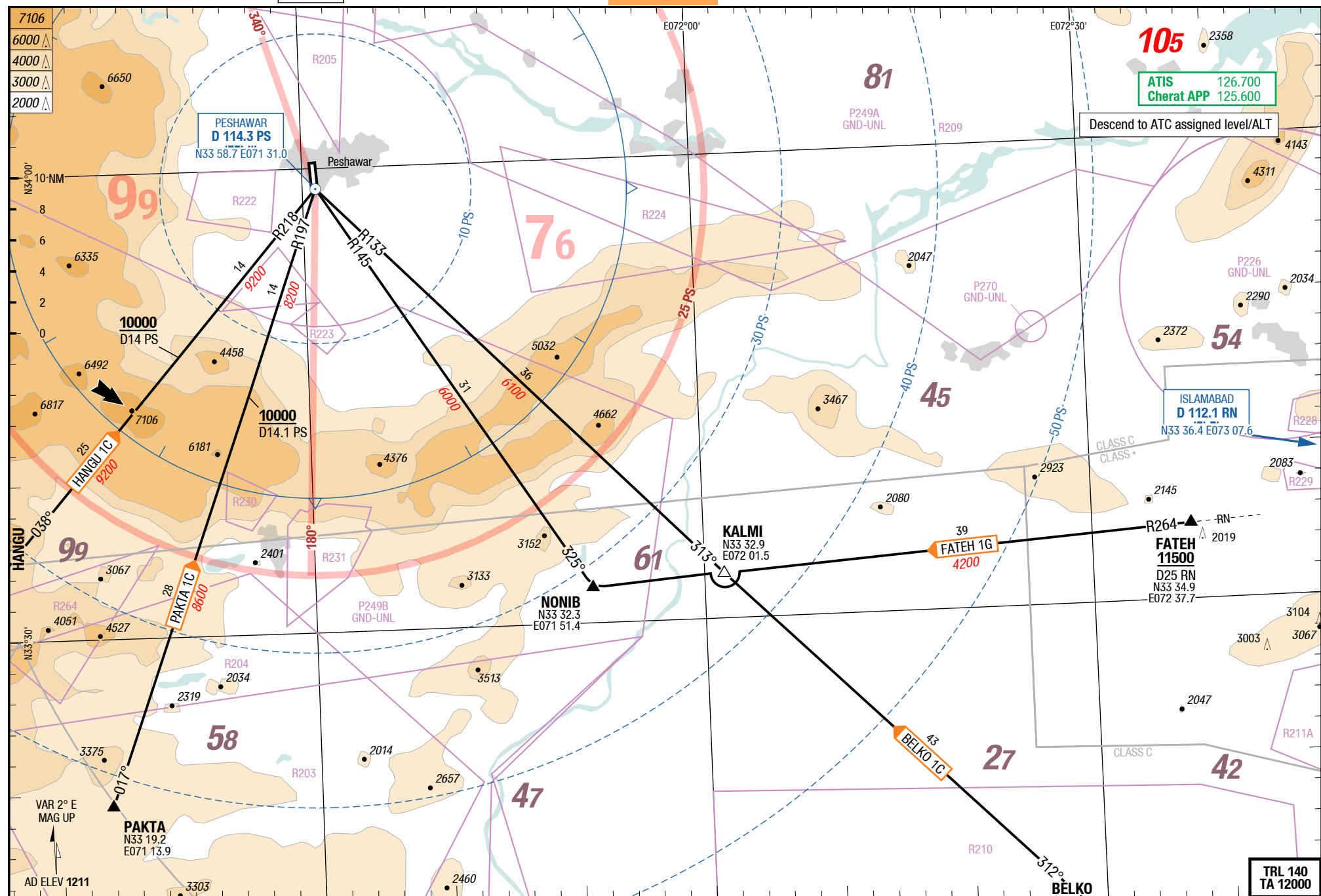
PEW-OPPS

STARs

STAR

STAR

STARS



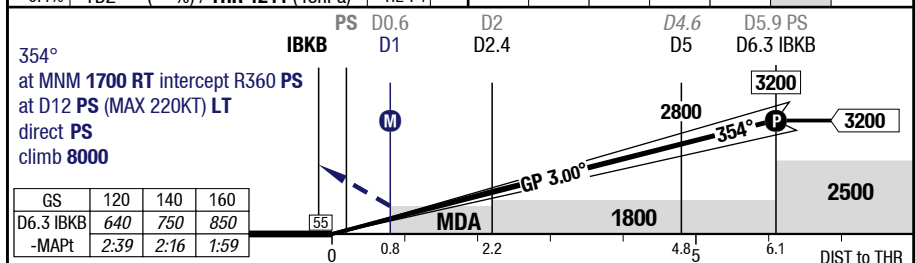
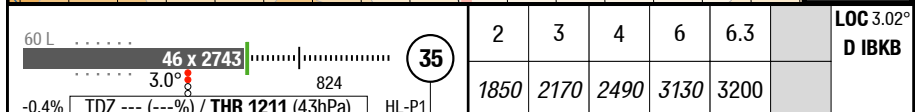
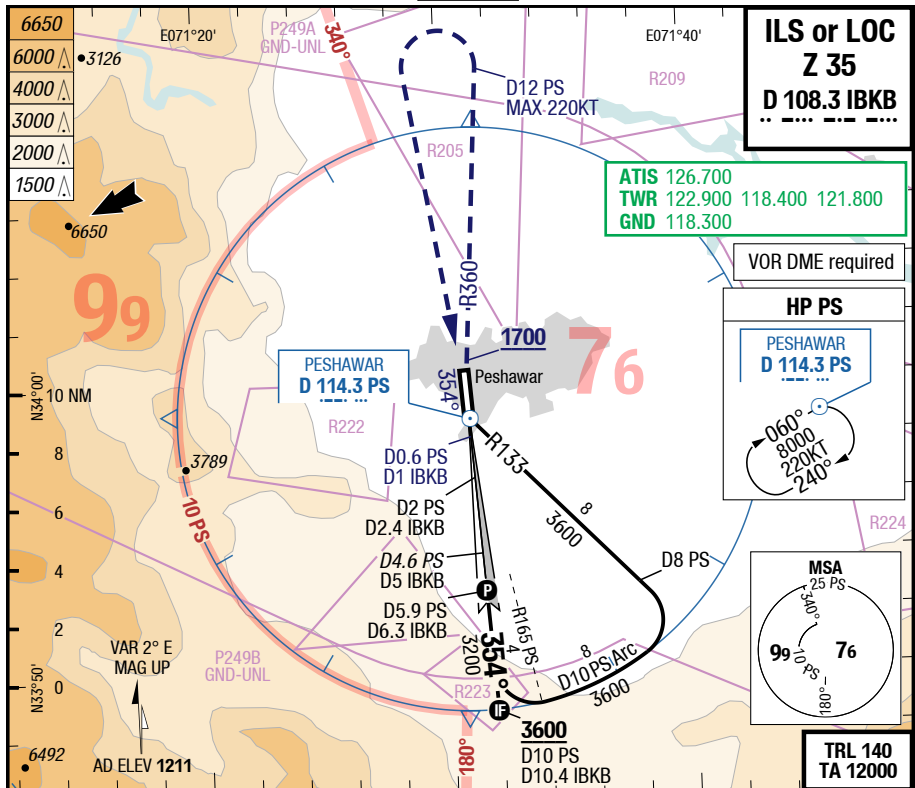
Changes: WPT , MTCA, ASP

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PEW-OPPS

7-10

ILS or LOC Z 35



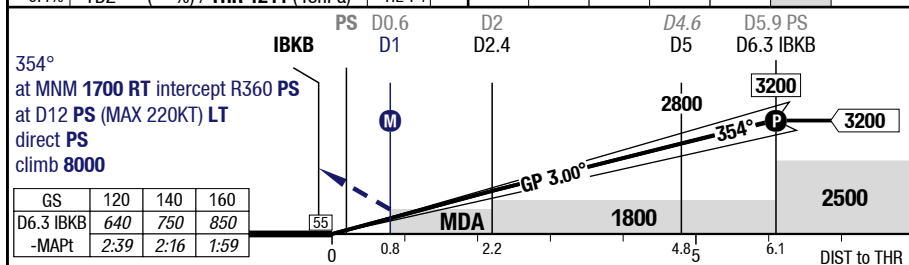
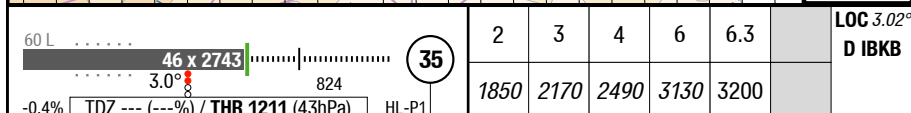
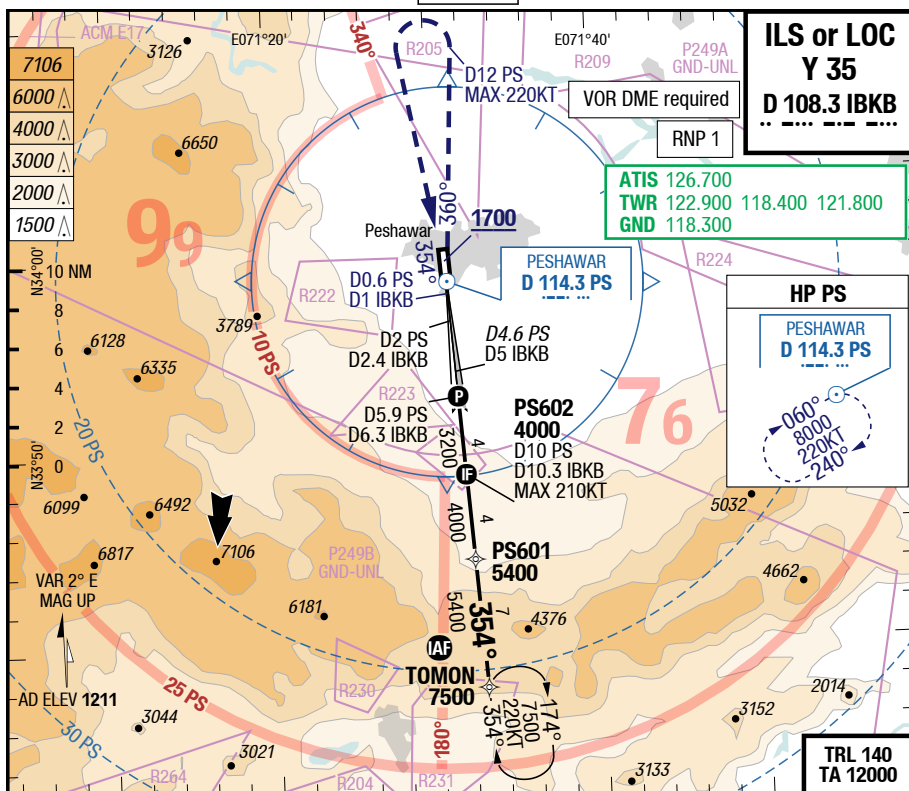
35		Cat 1 DME 1)	LOC DME				Circling E of AD only
C	ft - m/km ft	210 - 550 1420	430 - 1.3 1640				690 - 2.4V 1900
D	ft - m/km ft	210 - 550 1420	430 - 1.3 1640				700 - 3.6V 1920

1) FD or AP or HGS to DA required, else use 750m RVR

PEW-OPPS

7-20

ILS or LOC Y 35



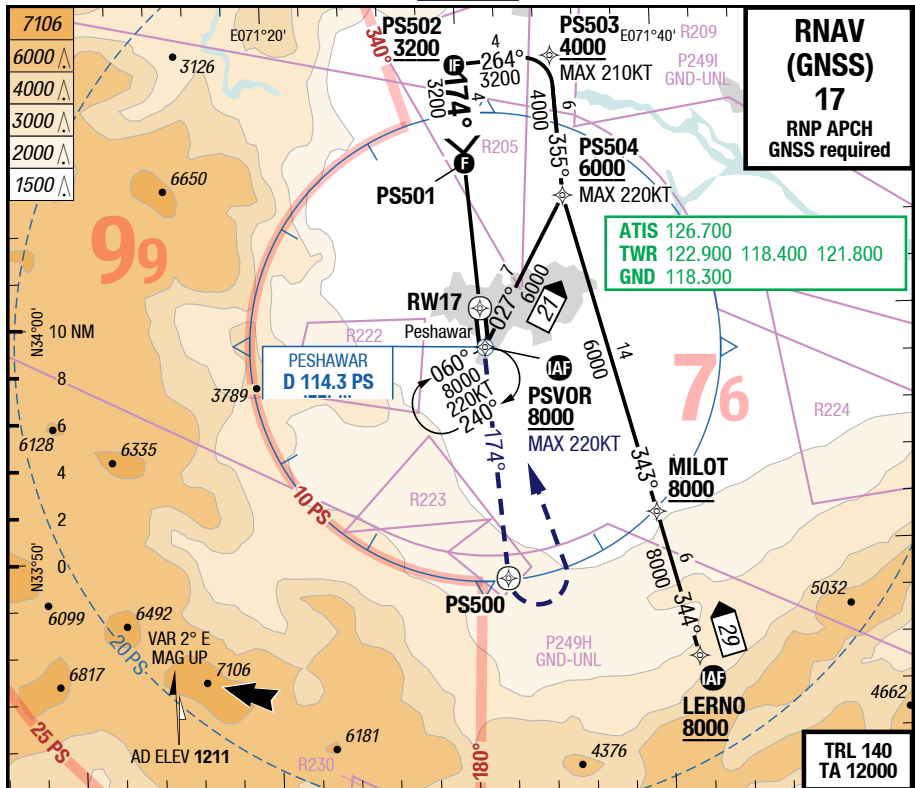
35		Cat 1 DME 1)	LOC DME				Circling E of AD only
C	ft - m/km ft	210 - 550 1420	430 - 1.3 1640				690 - 2.4V 1900
D	ft - m/km ft	210 - 550 1420	430 - 1.3 1640				700 - 3.6V 1920

1) FD or AP or HGS to DA required, else use 750m RVR

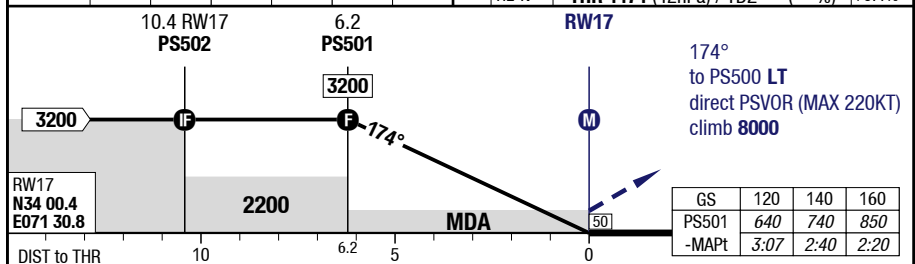
PEW-OPPS

7-30

RNAV (GNSS) 17



3.00° RW17	6.2	6	5	4	3	2	<div> <div>17</div> <div>HL-N</div> </div>	<div> <div>3.0°</div> <div>8.30°</div> <div>60 L</div> </div>
	3200	3130	2810	2490	2180	1860		<div> <div>267</div> <div>THR 1171 (42hPa) / TDZ --- (---%) +0.4%</div> </div>



17		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV				Circling E of AD only
C	ft - m/km ft	330 - 1.3 1500	430 - 1.8 1600				690 - 2.4V 1900
D	ft - m/km ft	330 - 1.3 1500	430 - 1.8 1600				700 - 3.6V 1920

1) SBAS use for VNAV not applicable or not authorized
2) Uncompensated BARO VNAV NA below -5°C (23°F)

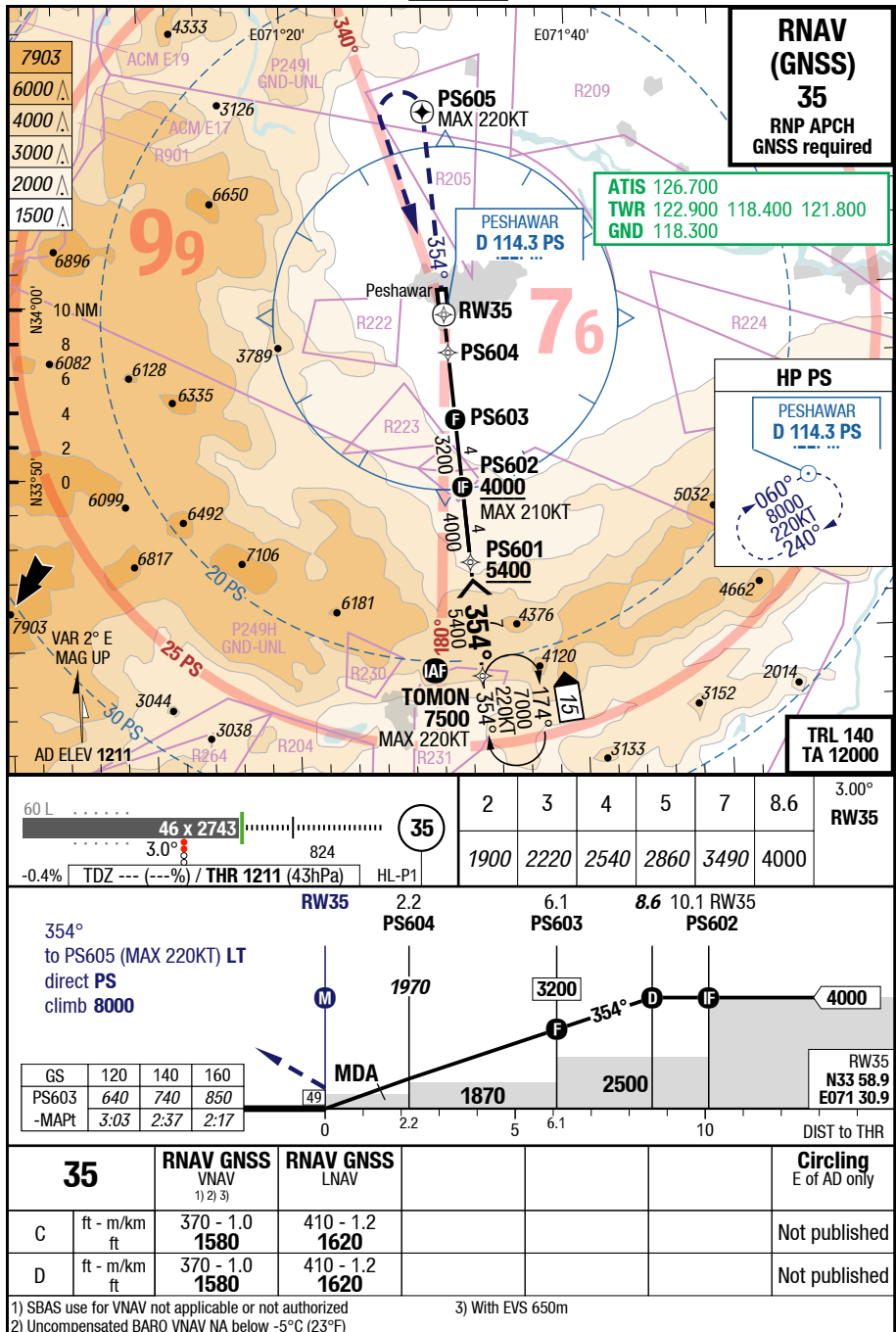
3) With EVS 900m

Changes: MIN, APL

PEW-OPPS

7-40

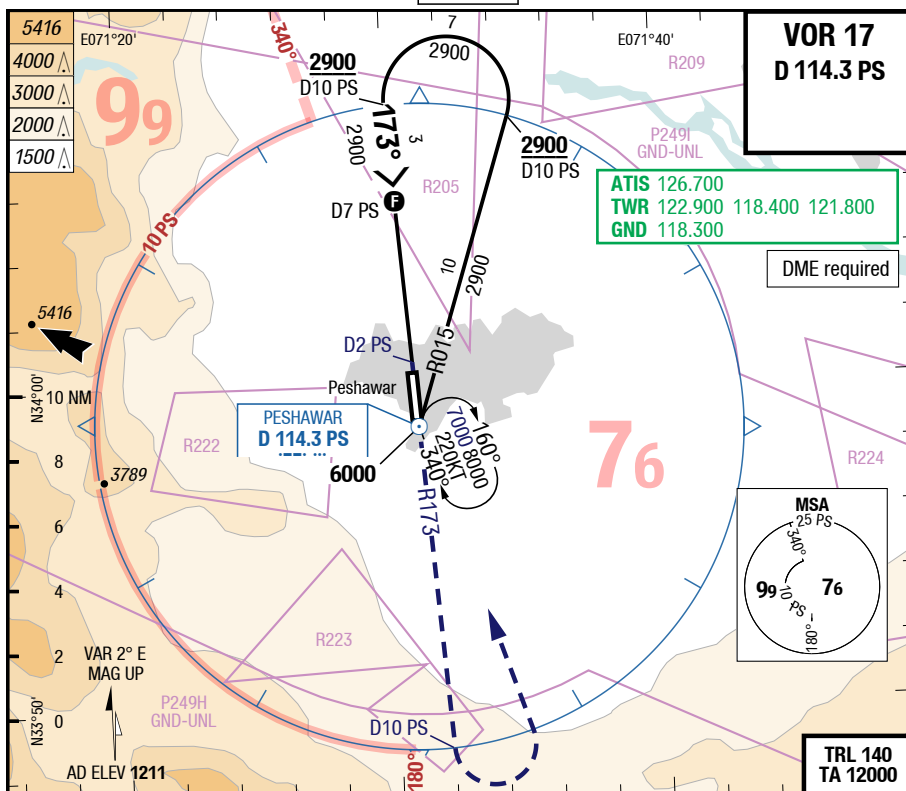
RNAV (GNSS) 35



PEW-OPPS

7-50

VOR 17

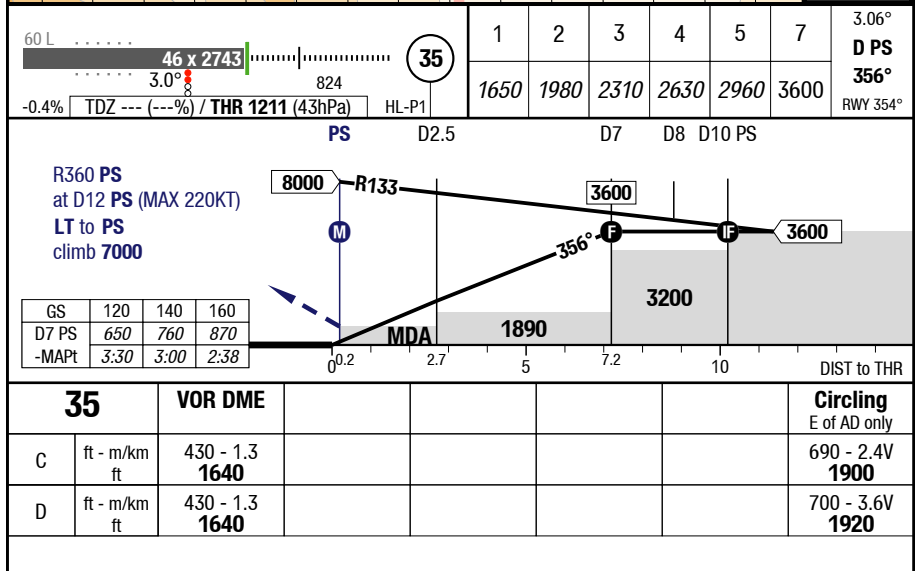
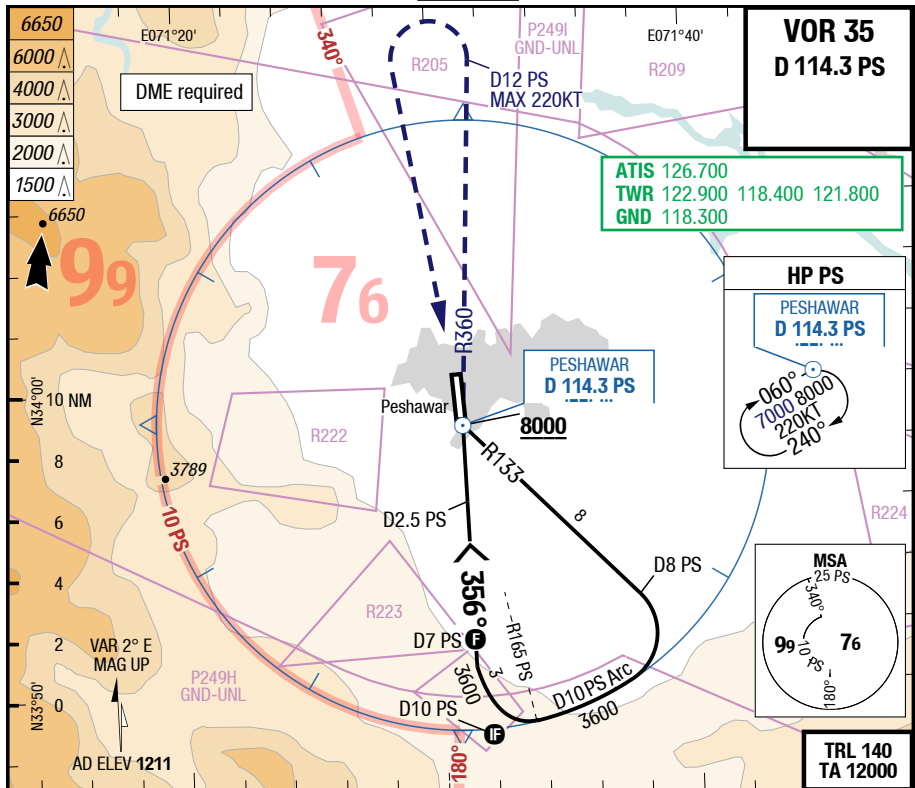


17		VOR DME		Circling E of AD only	
C	ft - m/km ft	430 - 1.8 1600		690 - 2.4V 1900	
D	ft - m/km ft	430 - 1.8 1600		700 - 3.6V 1920	

PEW-OPPS

7-60

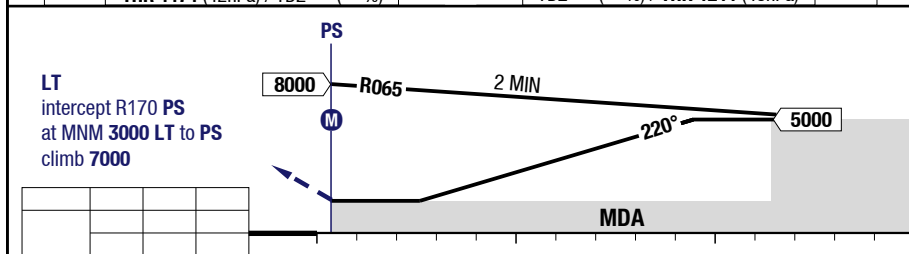
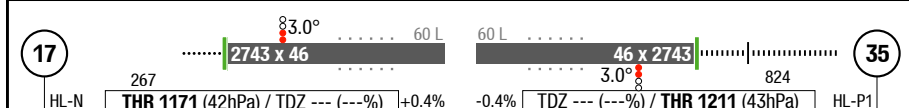
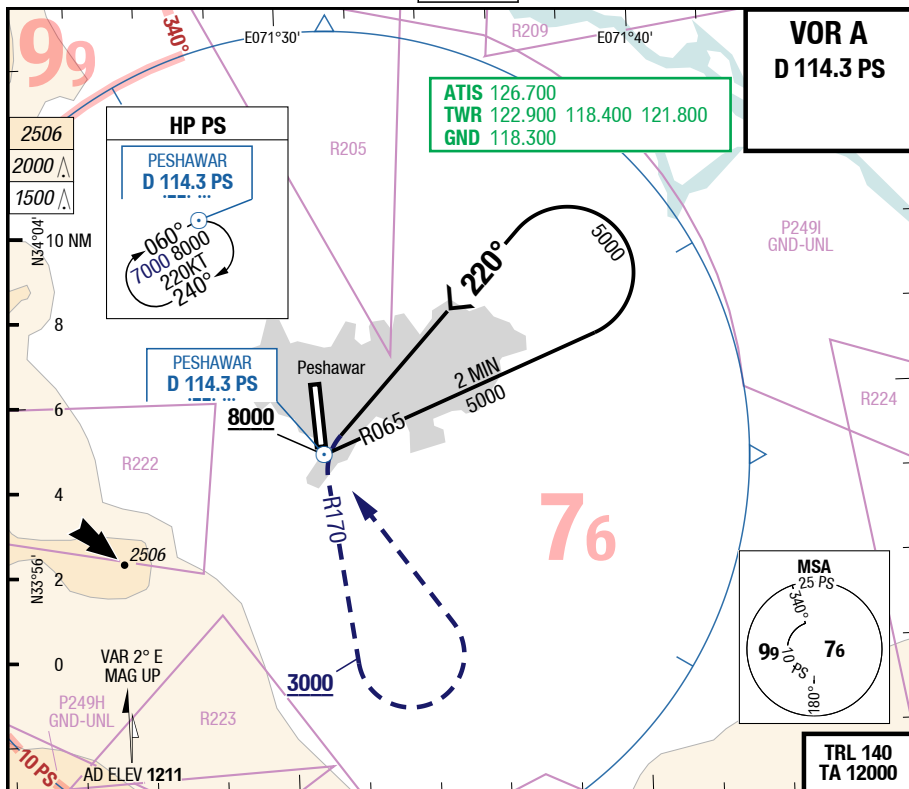
VOR 35



PEW-OPPS

7-70

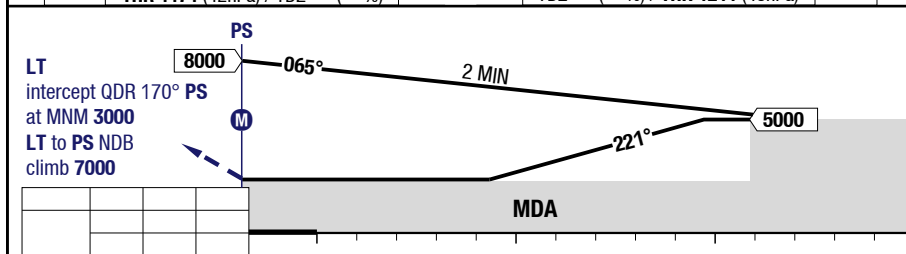
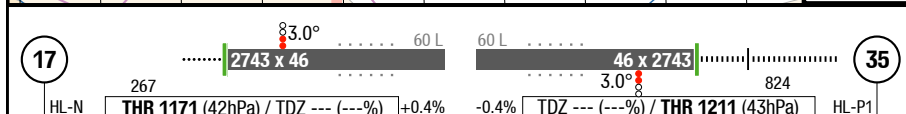
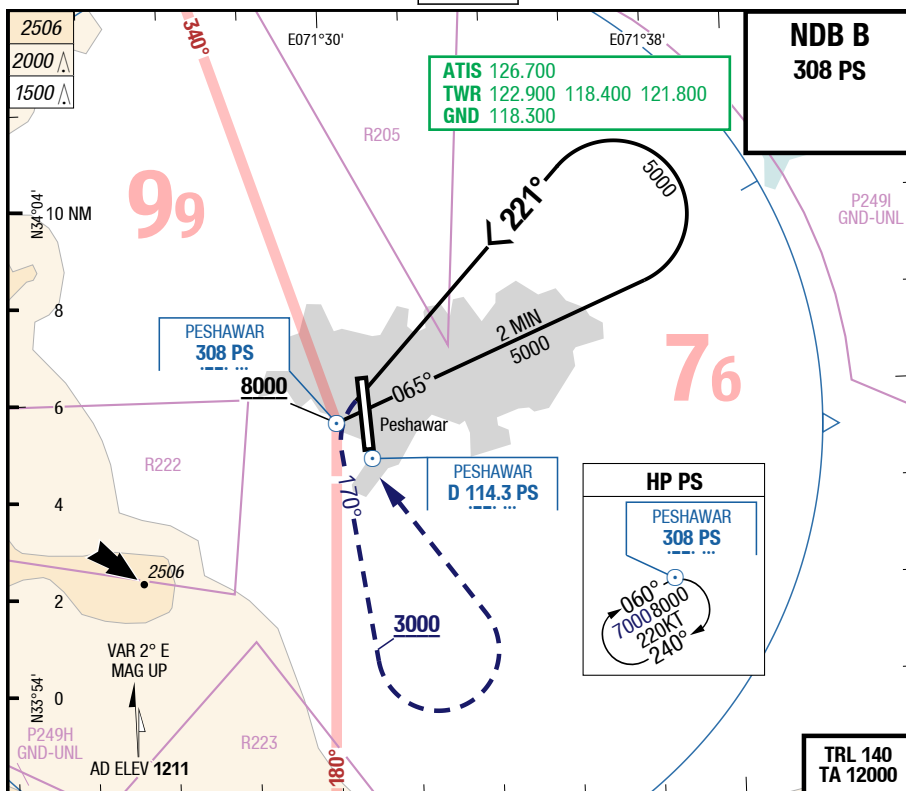
VOR A



17/35						Circling E of AD only	
C	ft - m/km ft					690 - 2.4V	1900
D	ft - m/km ft					700 - 3.6V	1920

7-80

NDB B



17/35							Circling E of AD only
C	ft - m/km ft						690 - 2.4V 1900
D	ft - m/km ft						700 - 3.6V 1920