

12-OCT-2017

LHE-OPLA**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 18R/36L: 55/F/C/X/T, RWY 18L/36R: 85/R/B/X/U**Operation****Transponder OPS**

Advanced Surface Movement Guidance and Control System in operation, select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL:

- when requesting push-back / taxi (whichever is earlier)
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures

ILS CAT IIIB OPS RWY 36R

The following designated taxi routes shall be used:

ARR: TWYs S and R.

DEP: TWYs P and Q.

TWY Restrictions

TWY F, J, L, M width 15m.

TWY G U/S.

TWY K unusable for Jet ACFT.

Taxi/Parking

Follow-me O/R from TWR.

Marshaller AVBL O/R when AVDGS is operating.

Advanced Visual Docking Guidance System (AVDGS) AVBL at stands: 1-11.

On stands keep on NAV lights and anti-collision lights during night and day when VIS 5KM or below.

Fuel Dumping Area

OP(R) 201, PPR from Lahore APP. Avoid overflight below FL70. MNM fuel dumping ALT is FL50.

Arrival Procedure**Non-standard GP Intercept Position on RWY 36L**

GP intercepts RWY 36L at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2417m / 7930ft.

Warnings

HJ: Light ACFT and gliders in vicinity of AD.

Birds in vicinity of AD.

12-OCT-2017

LHE-OPLA**1-20****AOI****AOI****DEPARTURE****Take-off Minima**

RWY		36R	
All ACFT	ft - m/km	0 - 75R	-
RWY		18L	
All ACFT	ft - m/km	0 - 125R	-
RWY		18R/36L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

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

Contact TWR for push-back/start-up 5min before ready. Start-up CLR is valid for 5min.

When ready for push-back contact GND indicating the RWY predetermined by DEP route designator.

Stands 1-20 push-back/towing to TWY P or R as instructed. Follow guide line for push-back after aligning on central TWY lane, start ENG and disengage tow bar abeam the stand of push-back. Start one ENG on idle PWR at the bay and rest on central TWY lane.

Stands 21, 22 push-back/towing to TWY C or E as instructed, then start ENGs. Start one ENG on idle PWR at the bay and rest on TWY C or E.

Stands 23-25 push-back/towing to TWY L and start ENG. Start one ENG on idle PWR at the bay and rest on TWY L.

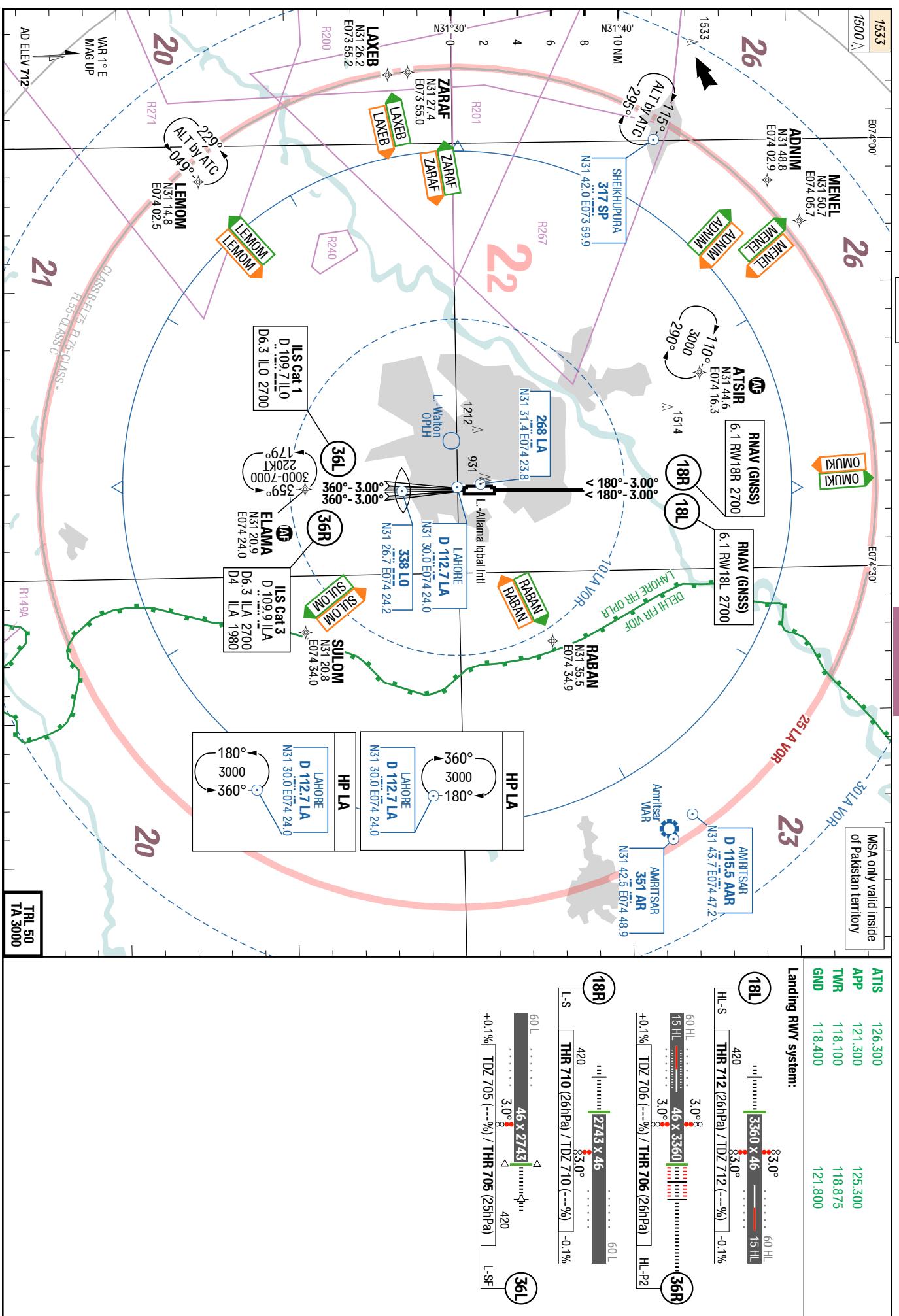
Stand 26 push-back/towing to TWY M and start ENG. Start one ENG on idle PWR at the bay and rest on TWY M.

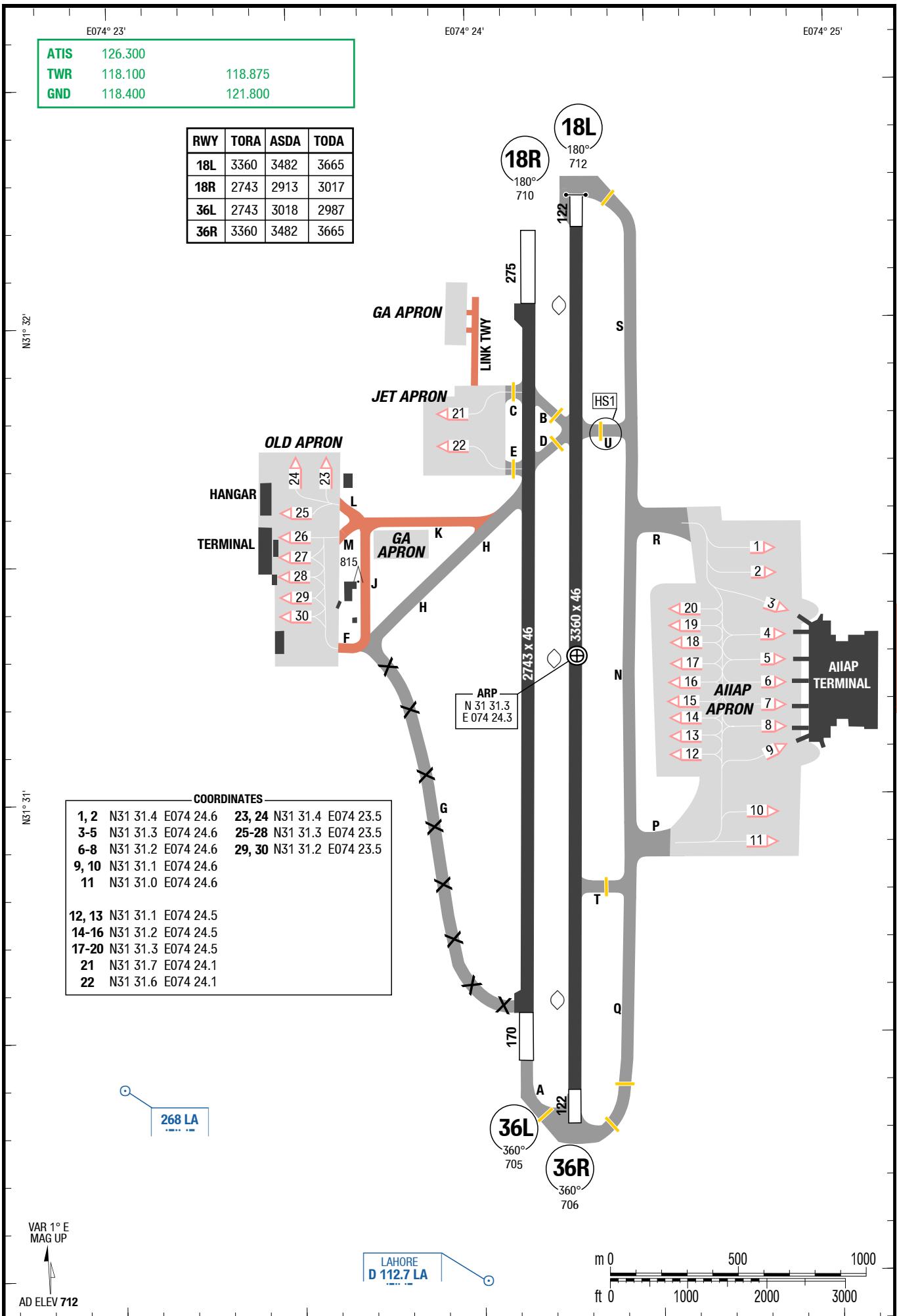
Stands 27-30 push-back/towing to TWY M or F as instructed, then start ENGs. Start one ENG on idle PWR at the bay and rest on TWY M or F.

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14-JUN-2018
Effective 21-JUN-2018

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SIDs RWYs 36L/R

SIDs RWYs 18L/R

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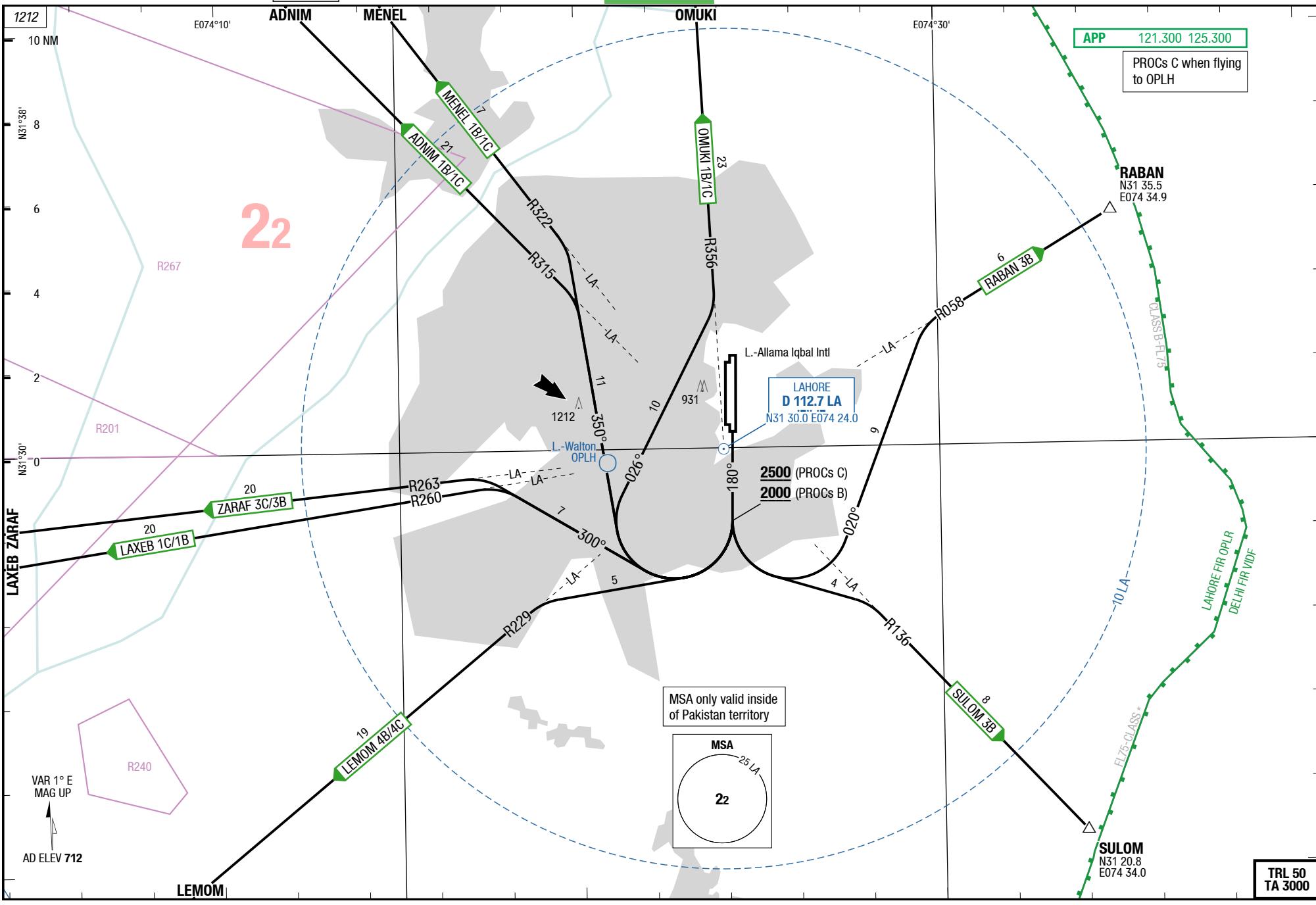
SIDs RWYs 36L/R

SIDs RWYs 18L/R

4-10

SID

SID



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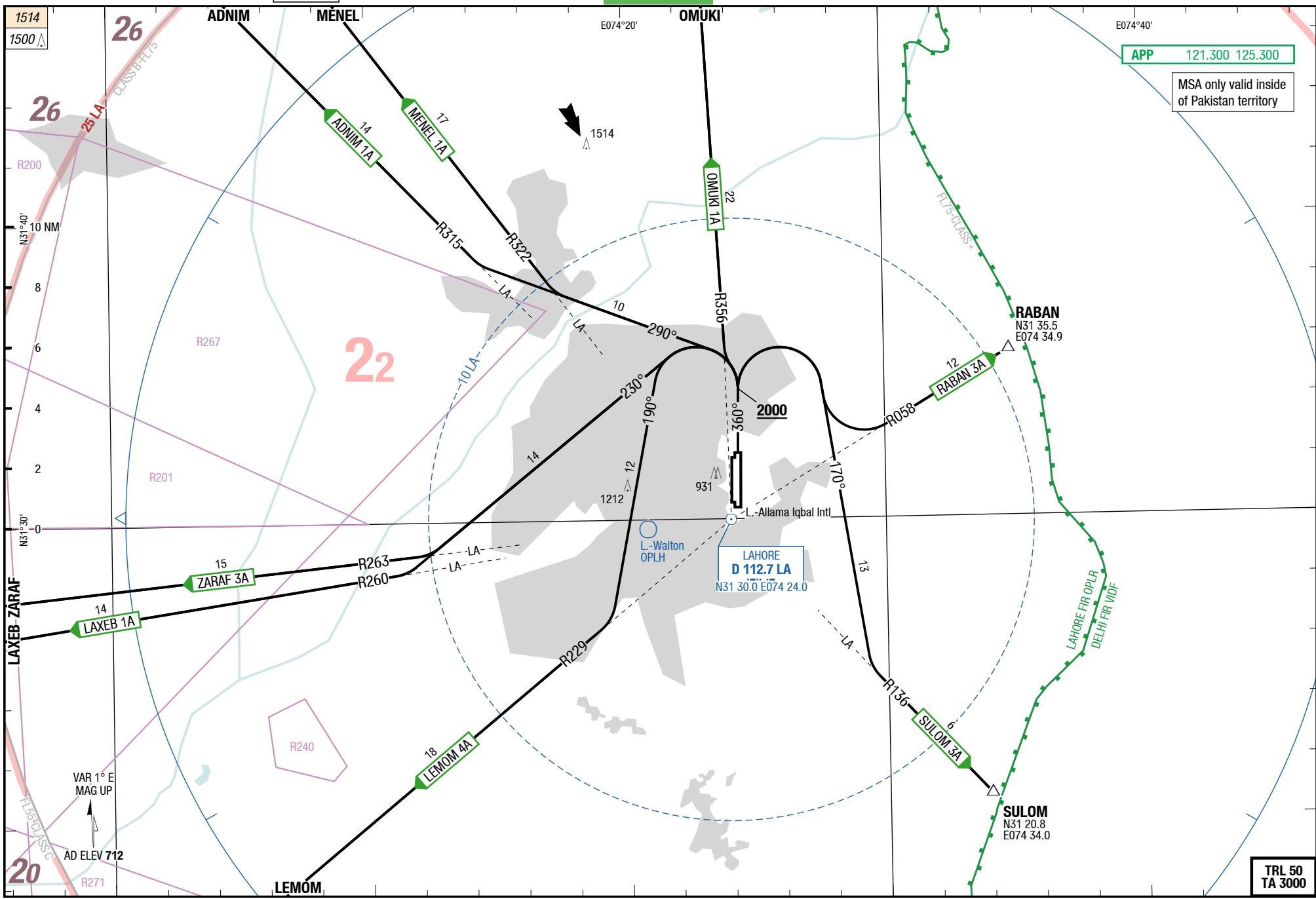
-20

SIDs RWYs 36L/R

SD

cid

SIDs RWYs 36L/R



Changes: Completely revised

LHE-OPLA

5-10

SIDs RWYs 18L/R

ADNIM 1B / ADNIM 1C / LAXEB 1B / LAXEB 1C / LEMOM 4B / LEMOM 4C / MENEL 1B / MENEL 1C / OMUKI 1B / OMUKI 1C / RABAN 3B / SULOM 3B / ZARAF 3B / ZARAF 3C RWYs 18L/R (180°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 18L/18R		
ADNIM 1B 121.300 ①	at MNM 2000 RT 350° - intercept R315 LA to ADNIM	
ADNIM 1C 121.300 ①	at MNM 2500 RT 350° - intercept R315 LA to ADNIM	
LAXEB 1B 121.300	at MNM 2000 RT 300° - intercept R260 LA to LAXEB	
LAXEB 1C 121.300 ①	at MNM 2500 RT 300° - intercept R260 LA to LAXEB	
LEMOD 4B 121.300	at MNM 2000 RT intercept R229 LA to LEMOM	
LEMOD 4C 121.300 ①	at MNM 2500 RT intercept R229 LA to LEMOM	
MENEL 1B 121.300	at MNM 2000 RT 350° - intercept R322 LA to MENEL	
MENEL 1C 121.300 ①	at MNM 2500 RT 350° - intercept R322 LA to MENEL	
OMUKI 1B 121.300	at MNM 2000 RT 026° - intercept R356 LA to OMUKI	
OMUKI 1C 121.300 ①	at MNM 2500 RT 026° - intercept R356 LA to OMUKI	
RABAN 3B 121.300	at MNM 2000 LT 020° - intercept R058 LA to RABAN	
SULOM 3B 121.300	at MNM 2000 LT intercept R136 LA to SULOM	
ZARAF 3B 121.300	at MNM 2000 RT 300° - intercept R263 LA to ZARAF	
ZARAF 3C 121.300 ①	at MNM 2500 RT 300° - intercept R263 LA to ZARAF	

① When flying to OPLA.

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5-20

SIDs RWYs 36L/R

SIDPT

ADNIM 1A / LAXEB 1A / LEMOM 4A / MENEL 1A / OMUKI 1A / RABAN 3A / SULOM 3A / ZARAF 3A

RWYs 36L/R (360°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 36L/36R		
ADNIM 1A 121.300	at MNM 2000 LT 290° - intercept R315 LA to ADNIM	
LAXEB 1A 121.300	at MNM 2000 LT 230° - intercept R260 LA to LAXEB	
LEMOD 4A 121.300	at MNM 2000 LT 190° - intercept R229 LA to LEMOD	
MENEL 1A 121.300	at MNM 2000 LT 290° - intercept R322 LA to MENEL	
OMUKI 1A 121.300	at MNM 2000 LT intercept R356 LA to OMUKI	
RABAN 3A 121.300	at MNM 2000 RT intercept R058 LA to RABAN	
SULOM 3A 121.300	at MNM 2000 RT 170° - intercept R136 LA to SULOM	
ZARAF 3A 121.300	at MNM 2000 LT 230° - intercept R263 LA to ZARAF	

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[RNAV STARs (PROCs C/D)]

6-10

RNAV STARs (PROCs B)

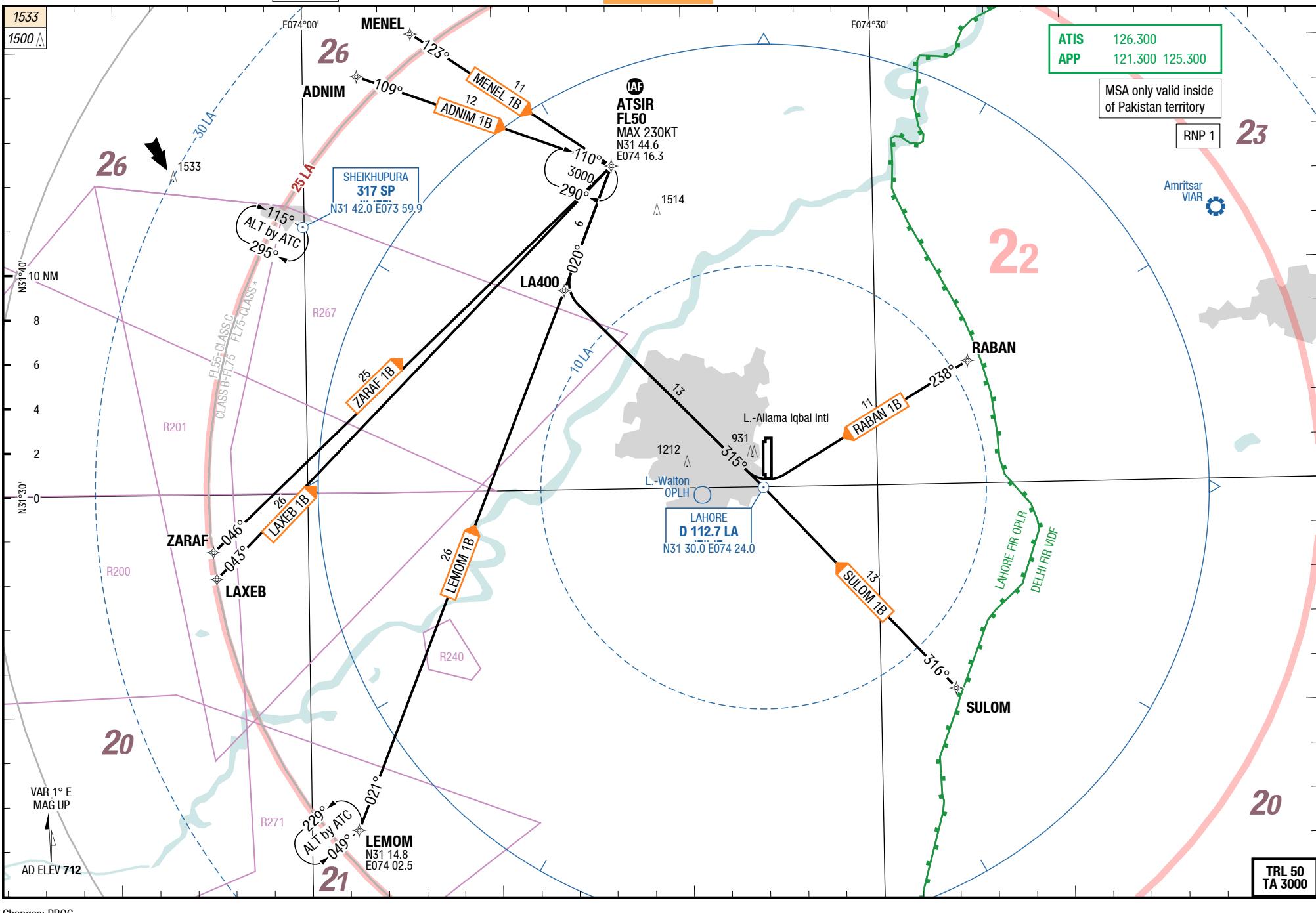
STAR

STAR

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[RNAV STARs (PROCs C/D)]

RNAV STARs (PROCs B)



Changes: PROC

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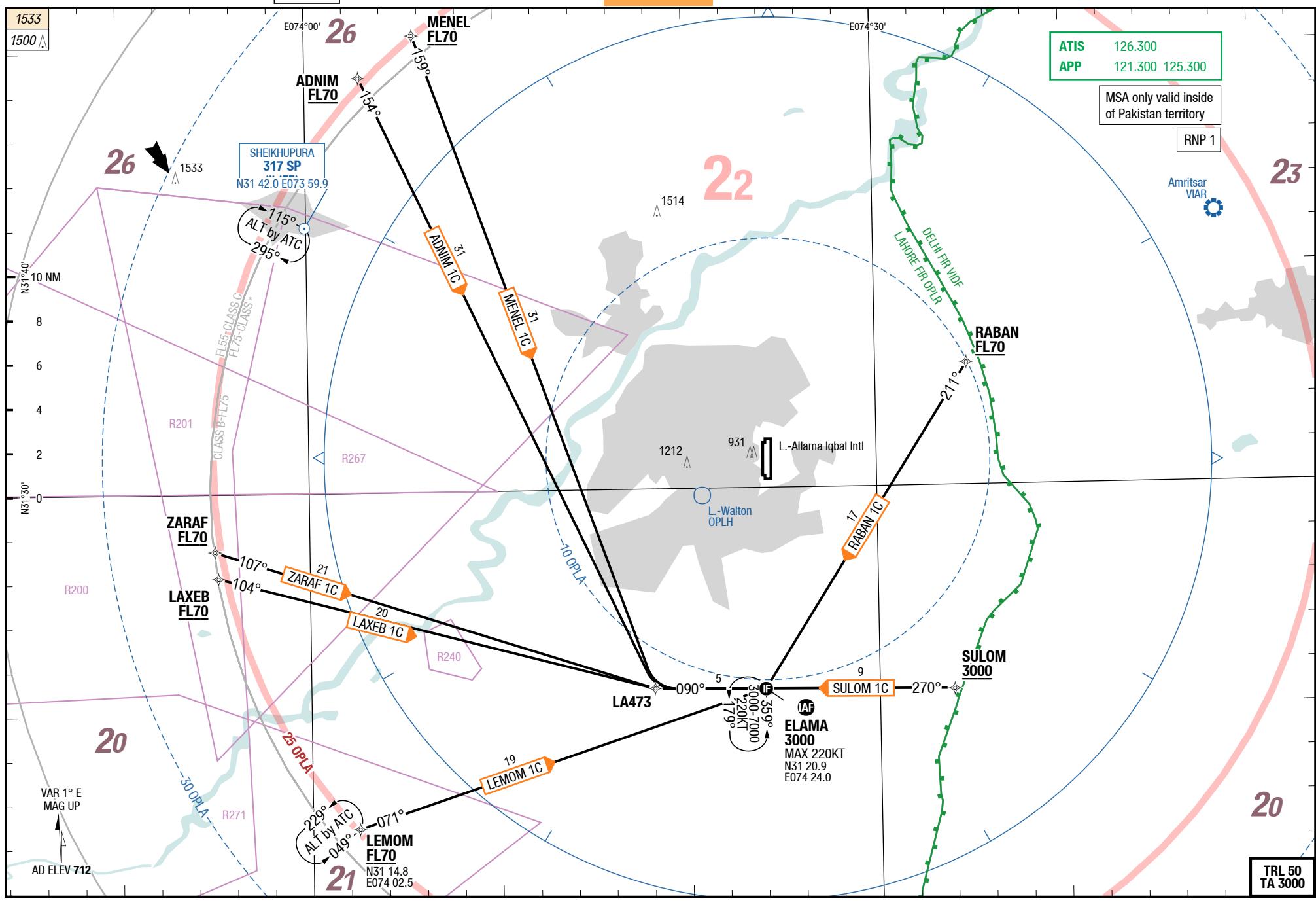
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RNAV STARs (PROCs C/D)

STAR

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RNAV STARs (PROCs C/D)



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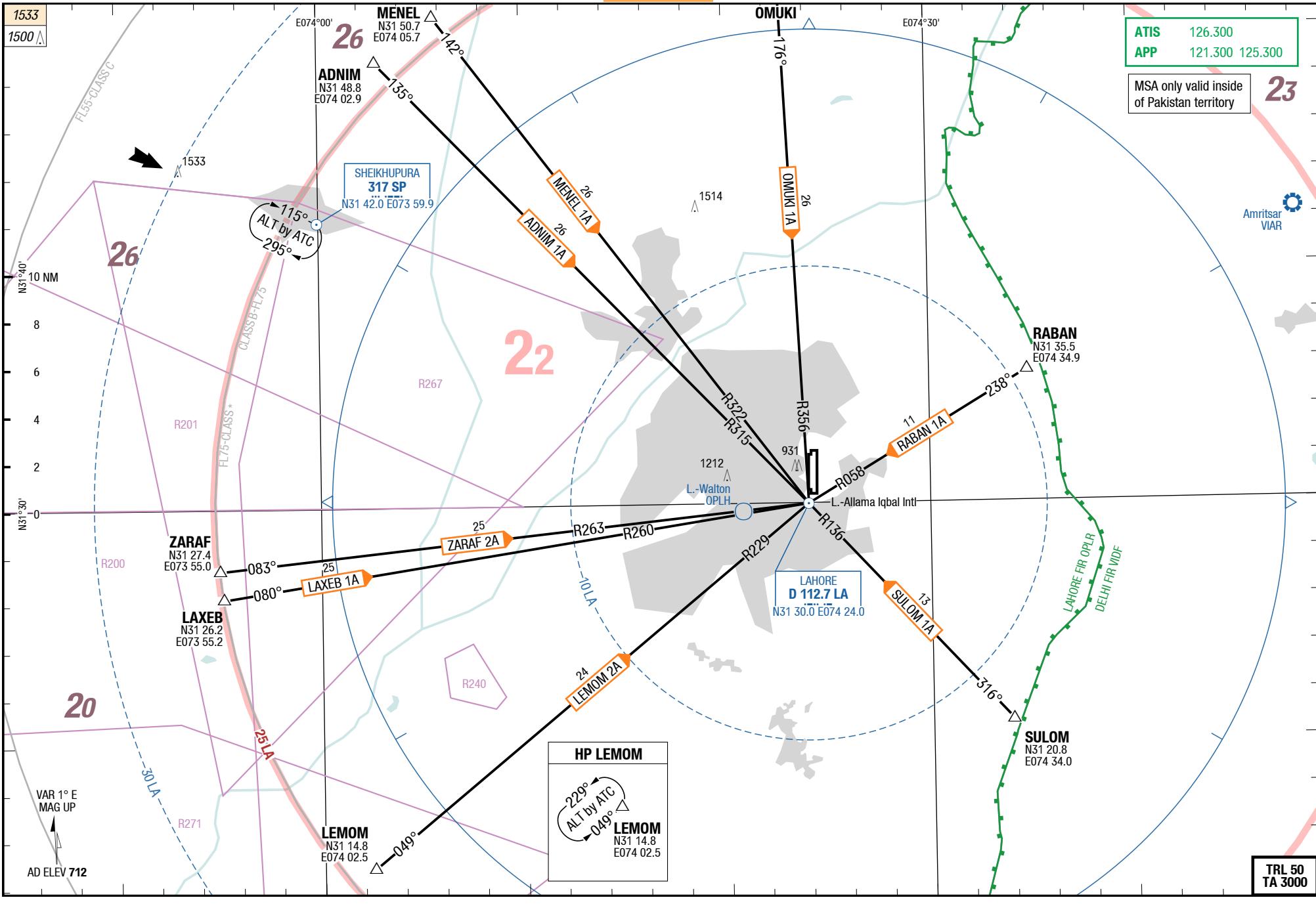
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6-30

STARs

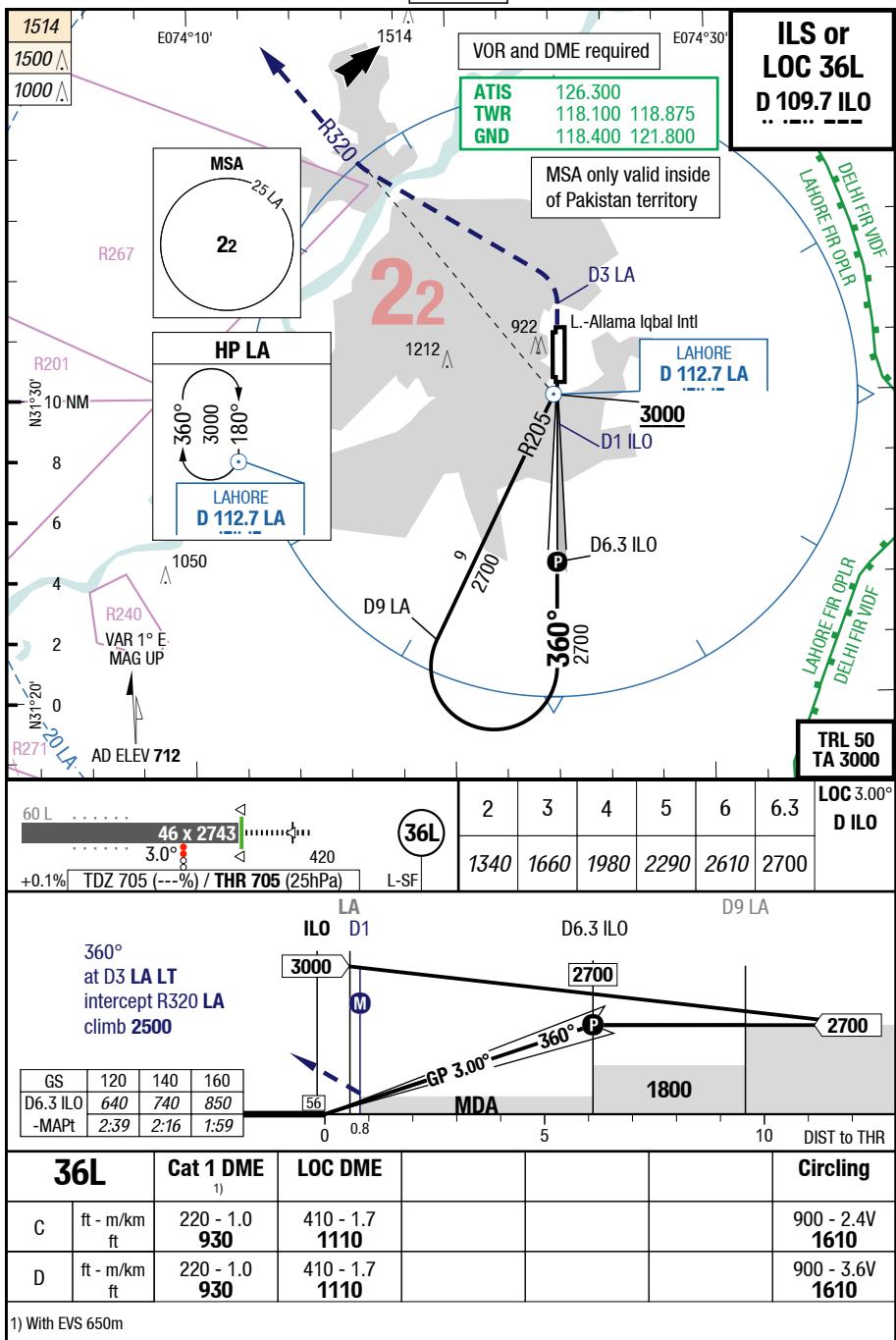
STARs



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7-10

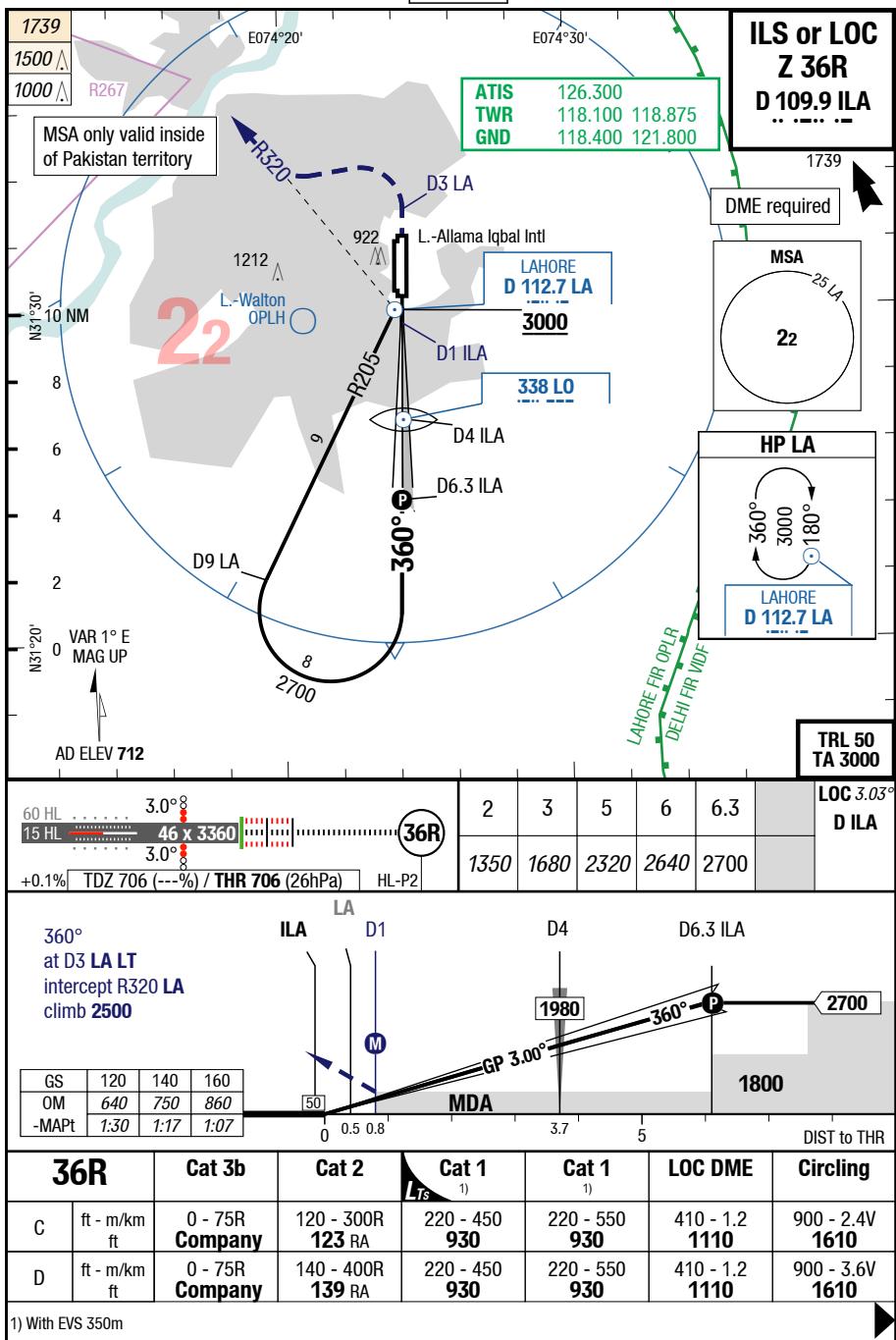
ILS or LOC 36L



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7-20

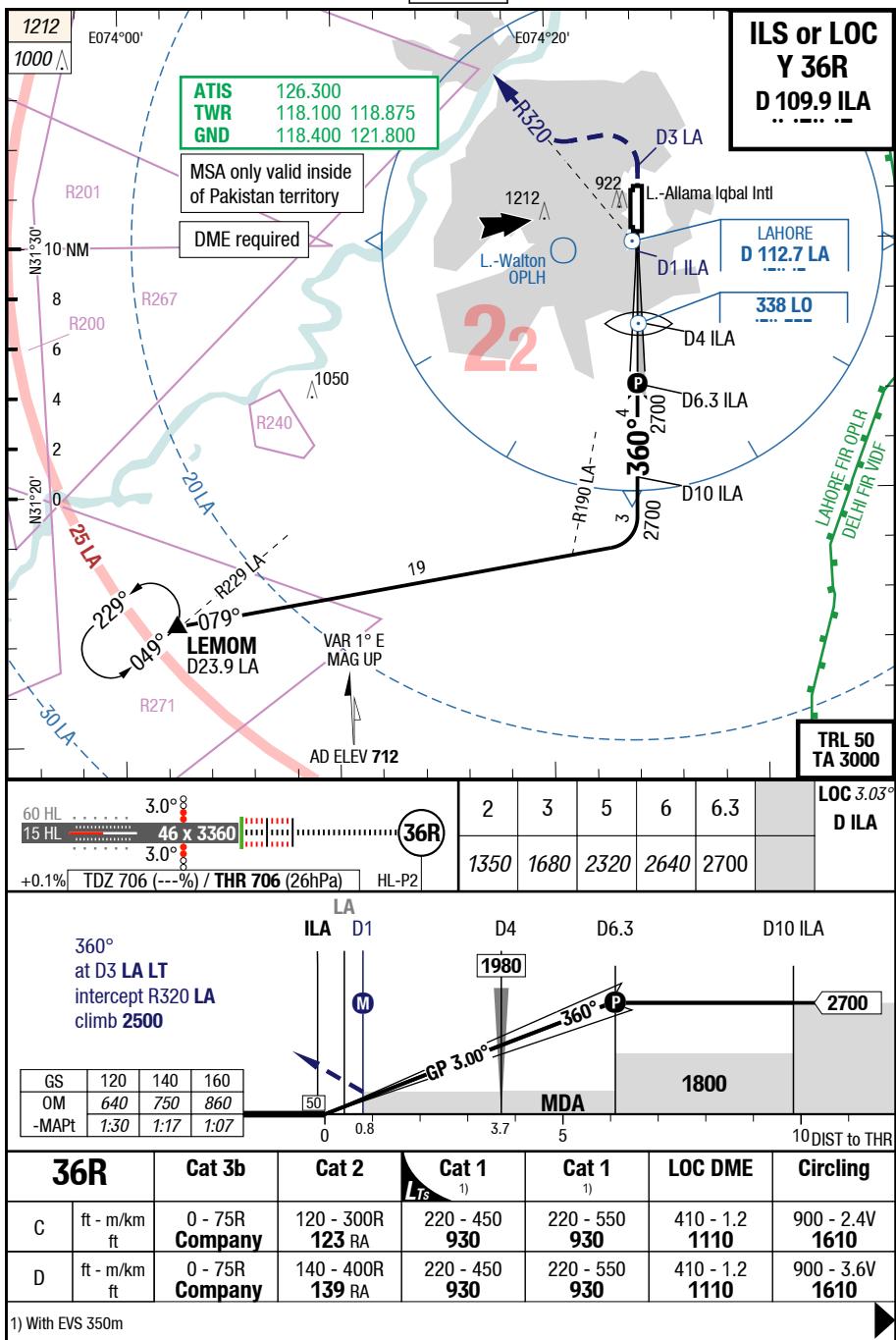
ILS or LOC Z 36R



LHE-OPLA

7-30

ILS or LOC Y 36R

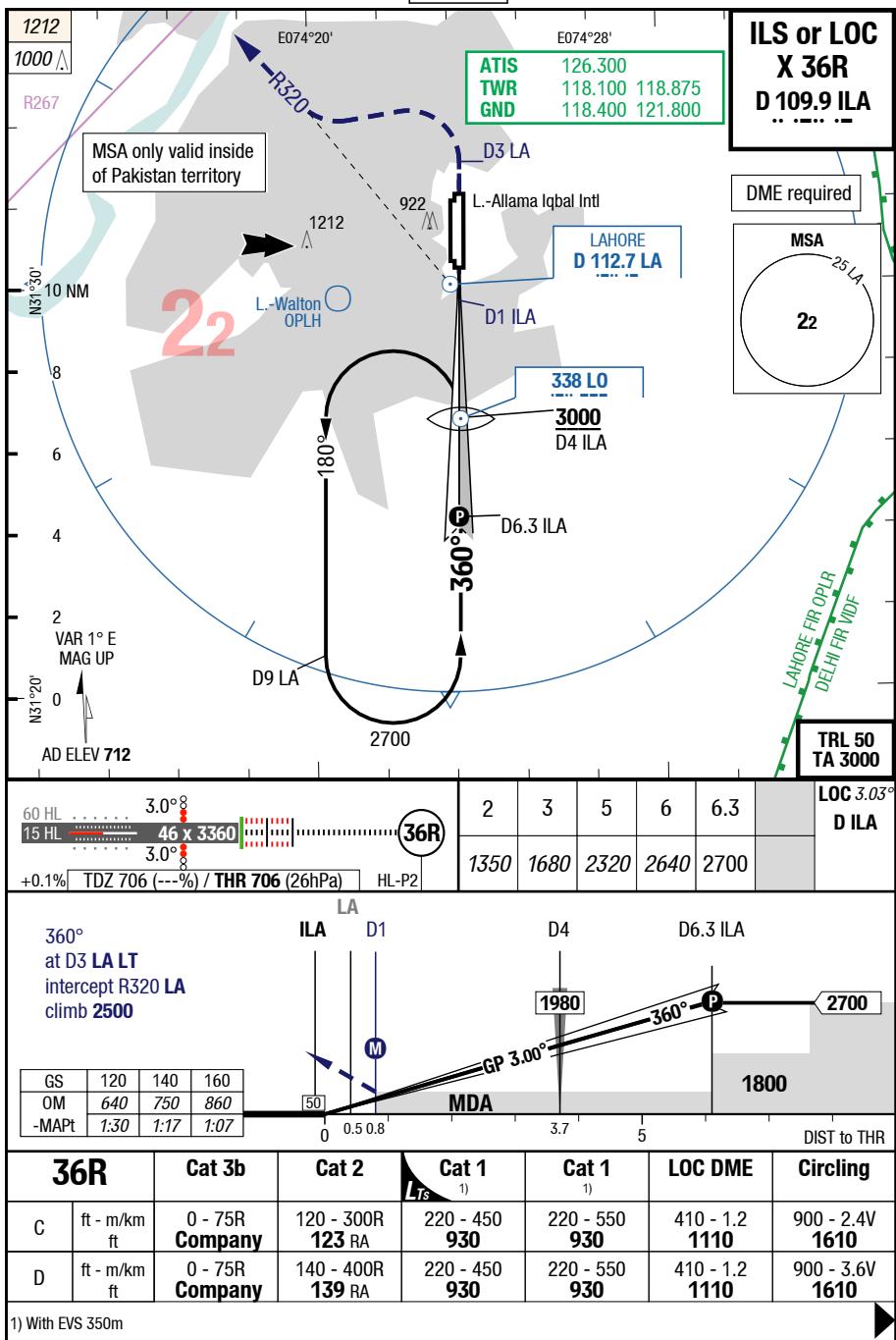


Changes: Reprint

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7-40

ILS or LOC X 36R



30-JUN-2016

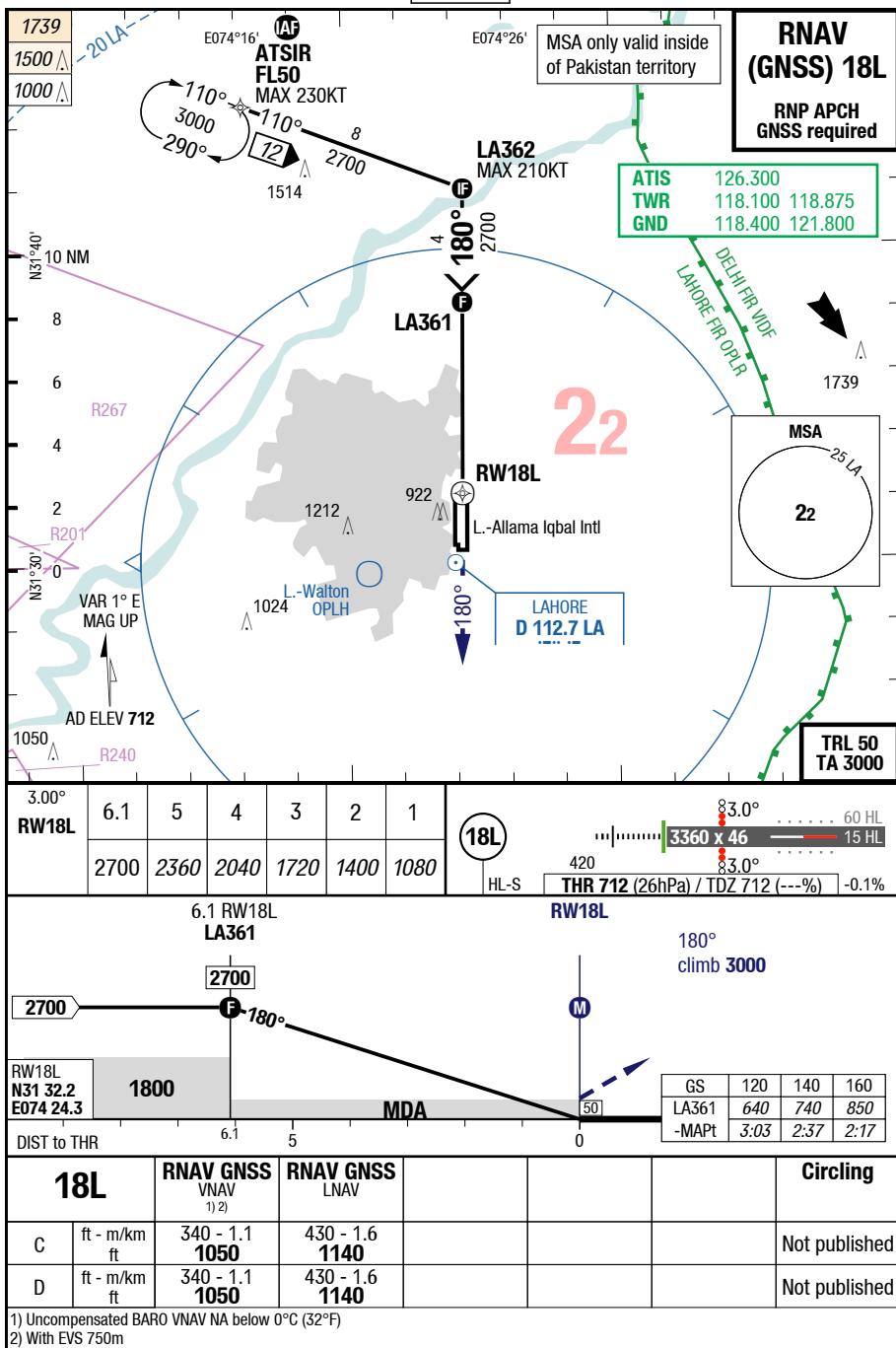
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IAC

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7-50

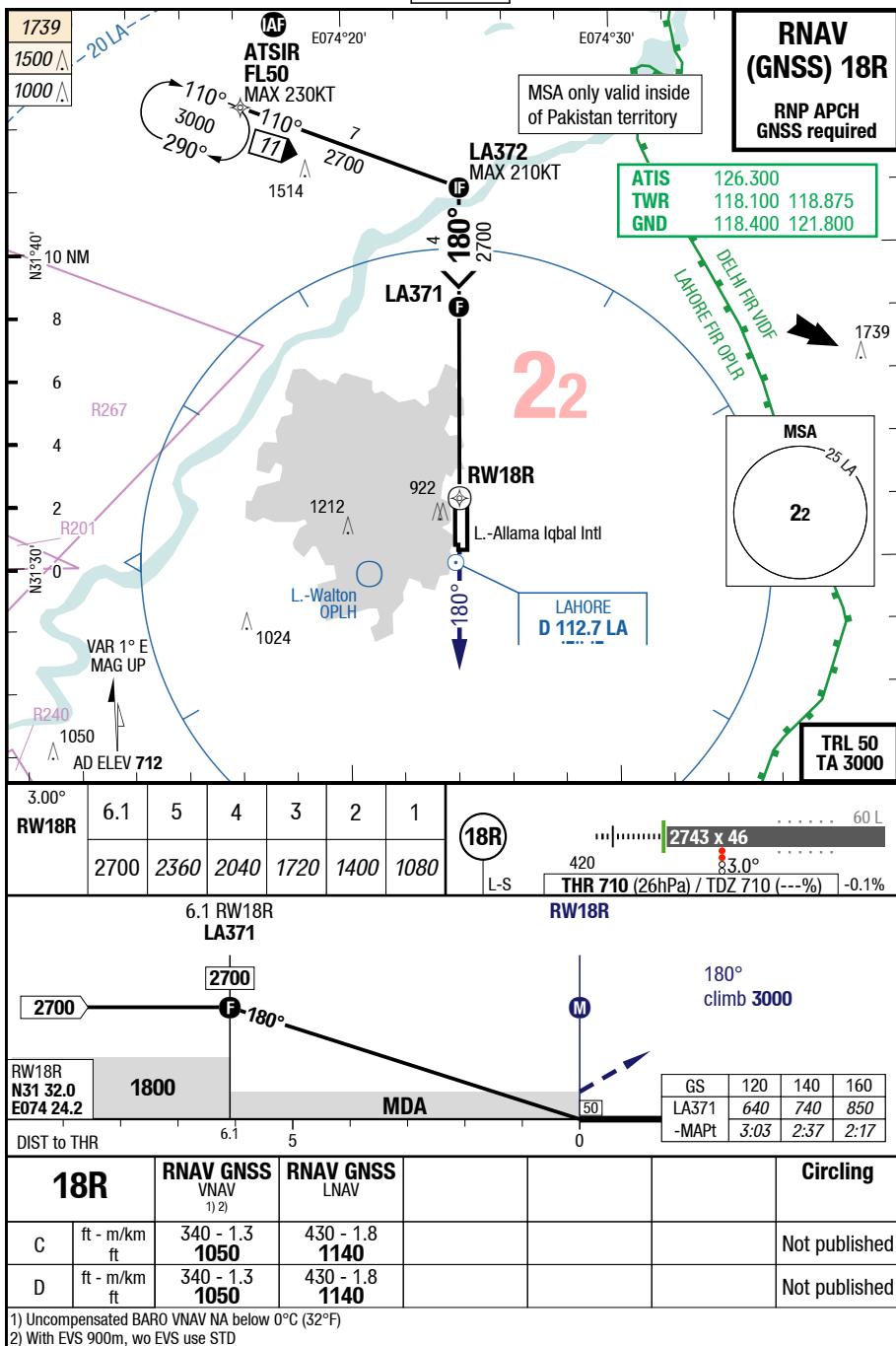
RNAV (GNSS) 18L



Changes: MIN, APL, OBST, DIST ALT table

7-60

RNAV (GNSS) 18R



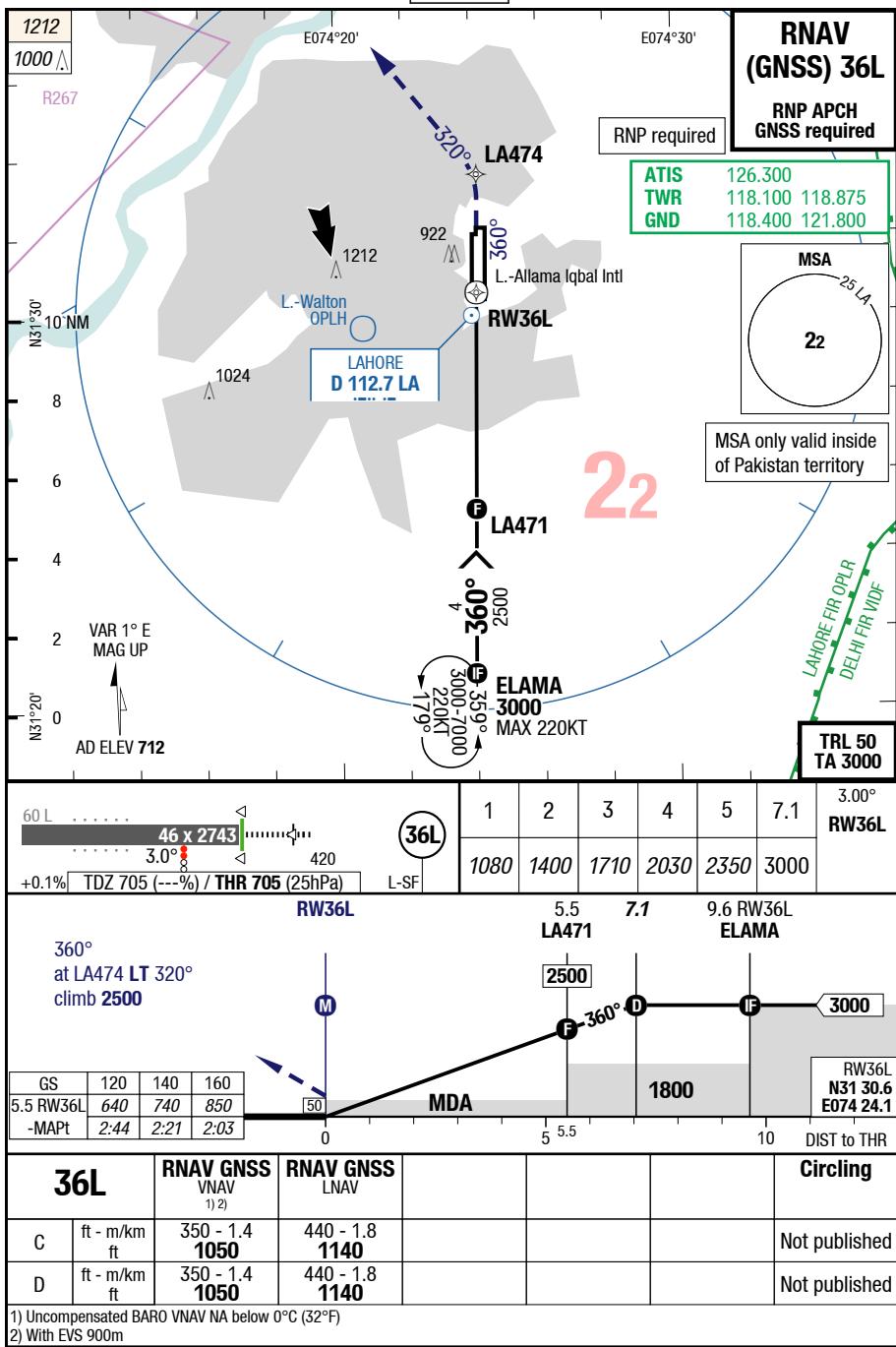
Ch 10 API - REST API AND GATE

Changes: APL, DIST ALT table, OBST

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7-70

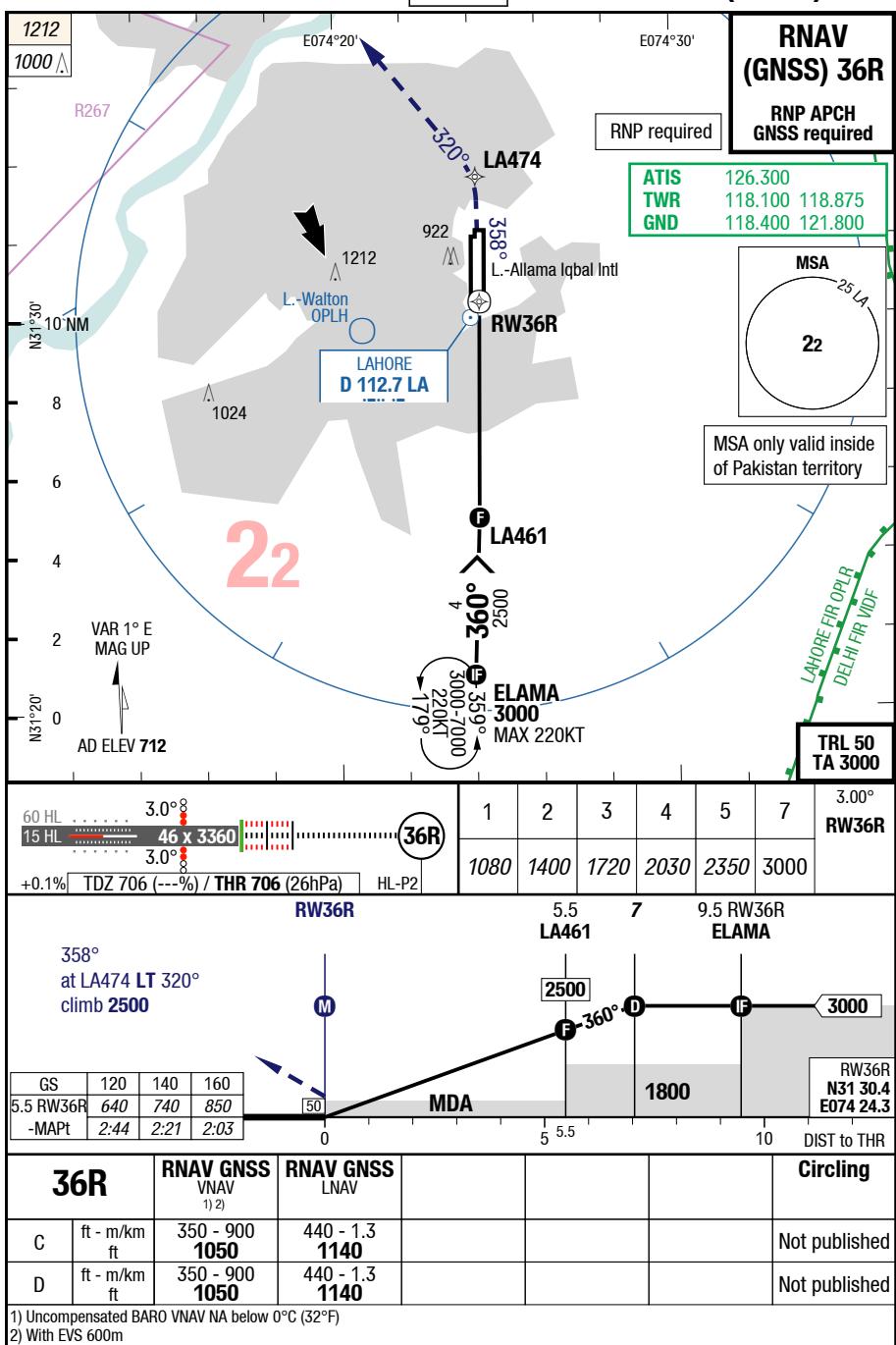
RNAV (GNSS) 36L



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7-80

RNAV (GNSS) 36R



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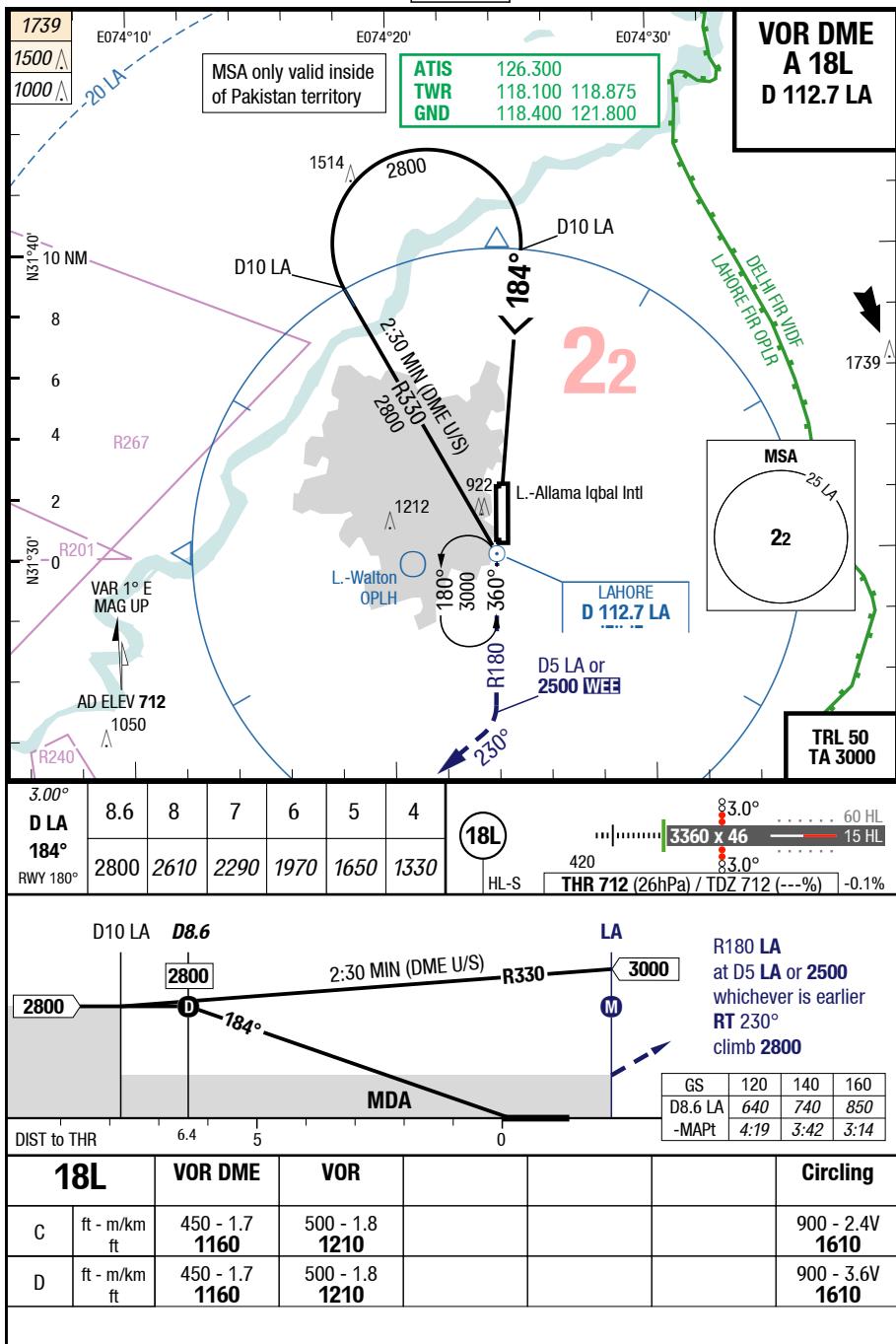
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IAC

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7-90

VOR DME A 18L



Changes: MIN, APL

30-JUN-2016

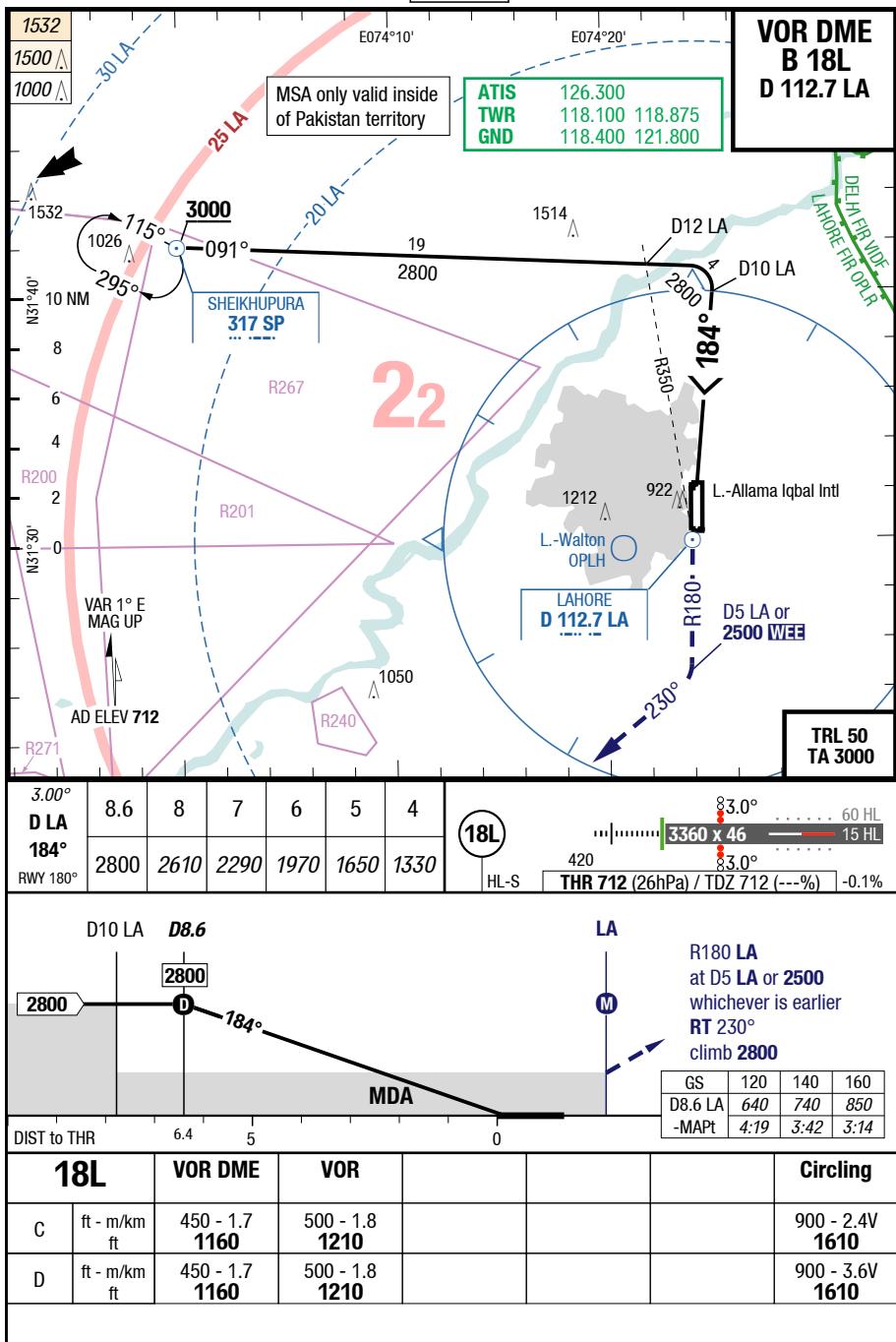
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7-100

VOR DME B 18L



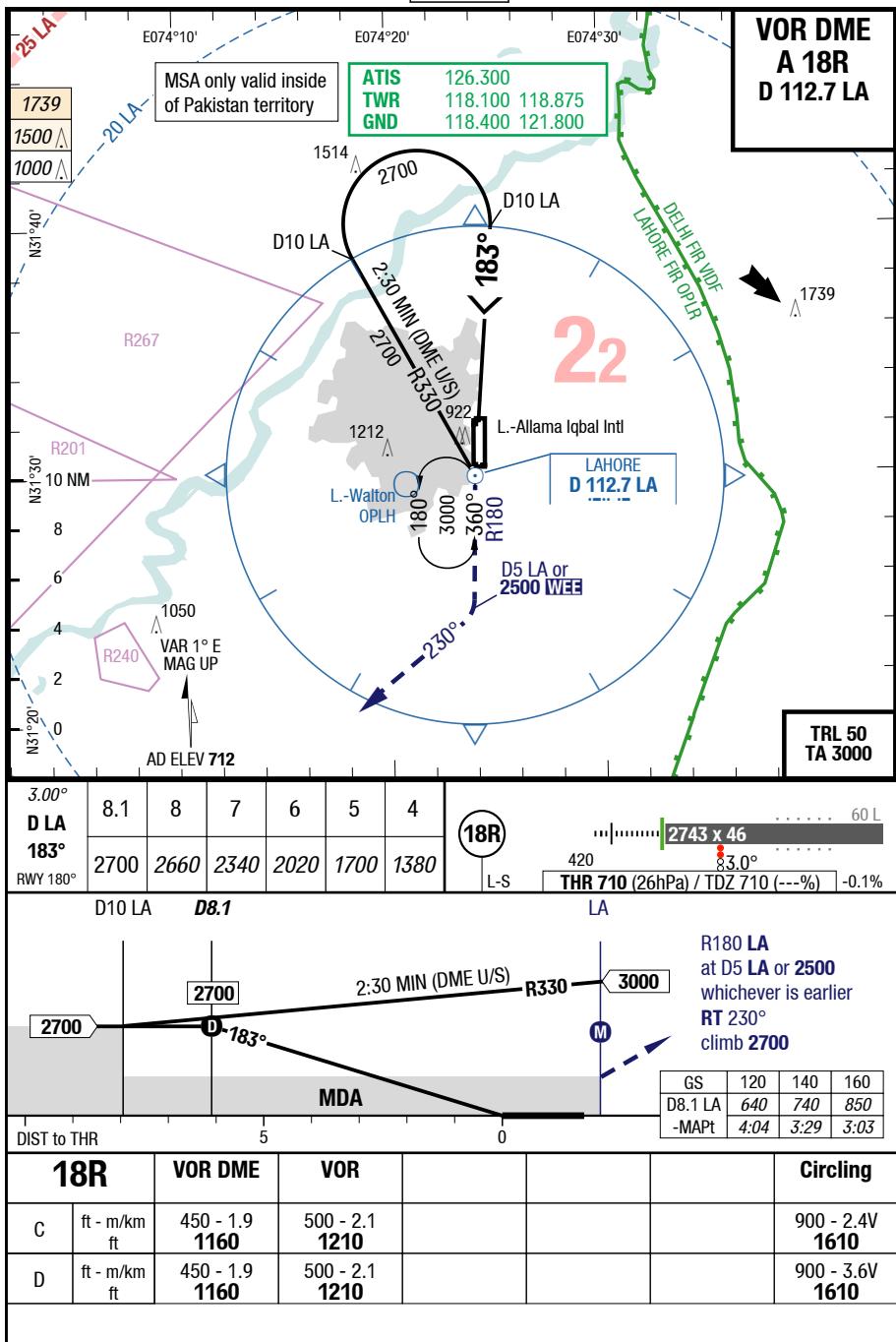
30-JUN-2016

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LHE-OPLA

7-110

VOR DME A 18R

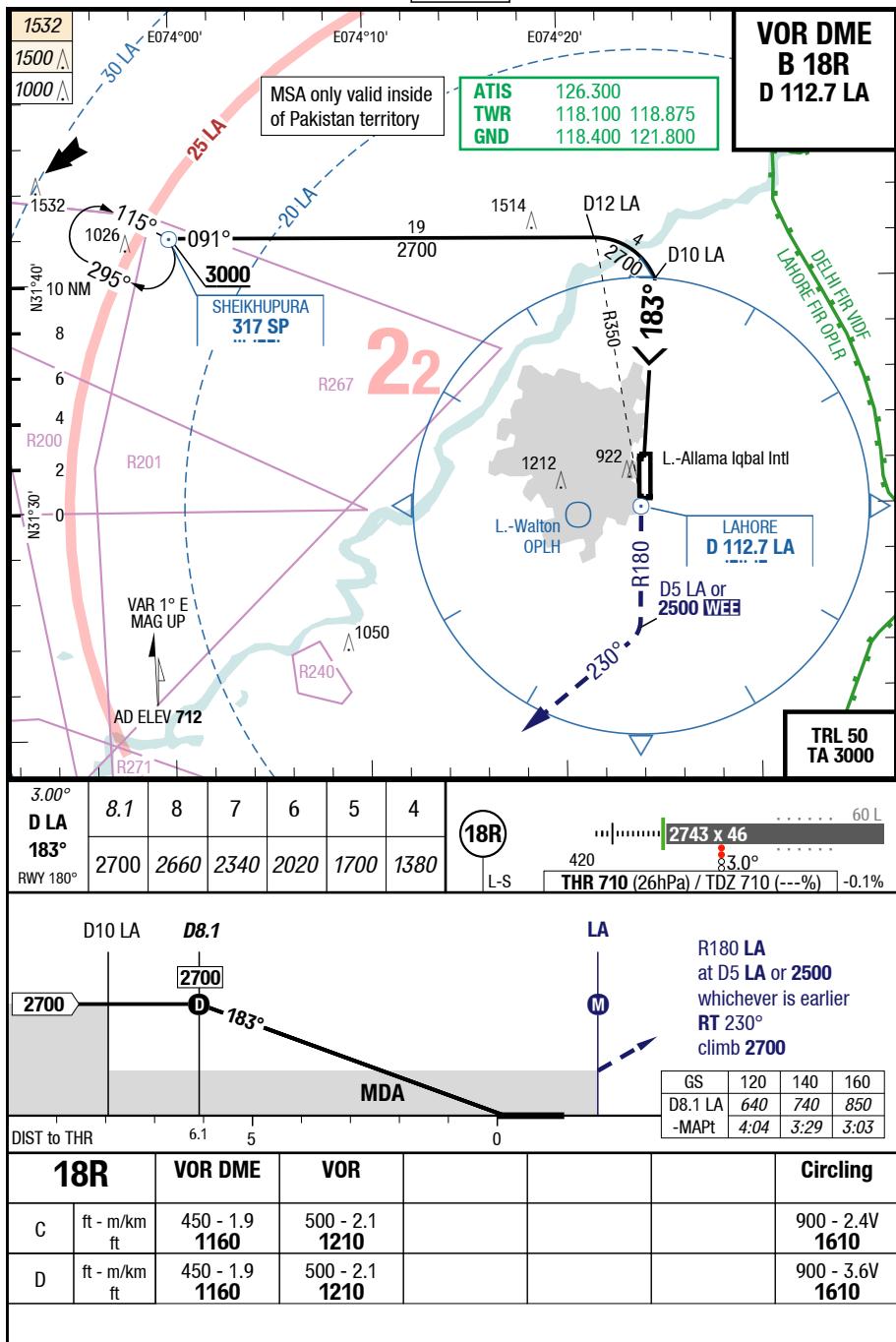


30-JUN-2016

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7-120

VOR DME B 18R



Changes: MIN, APL, ROD

30-JUN-2016

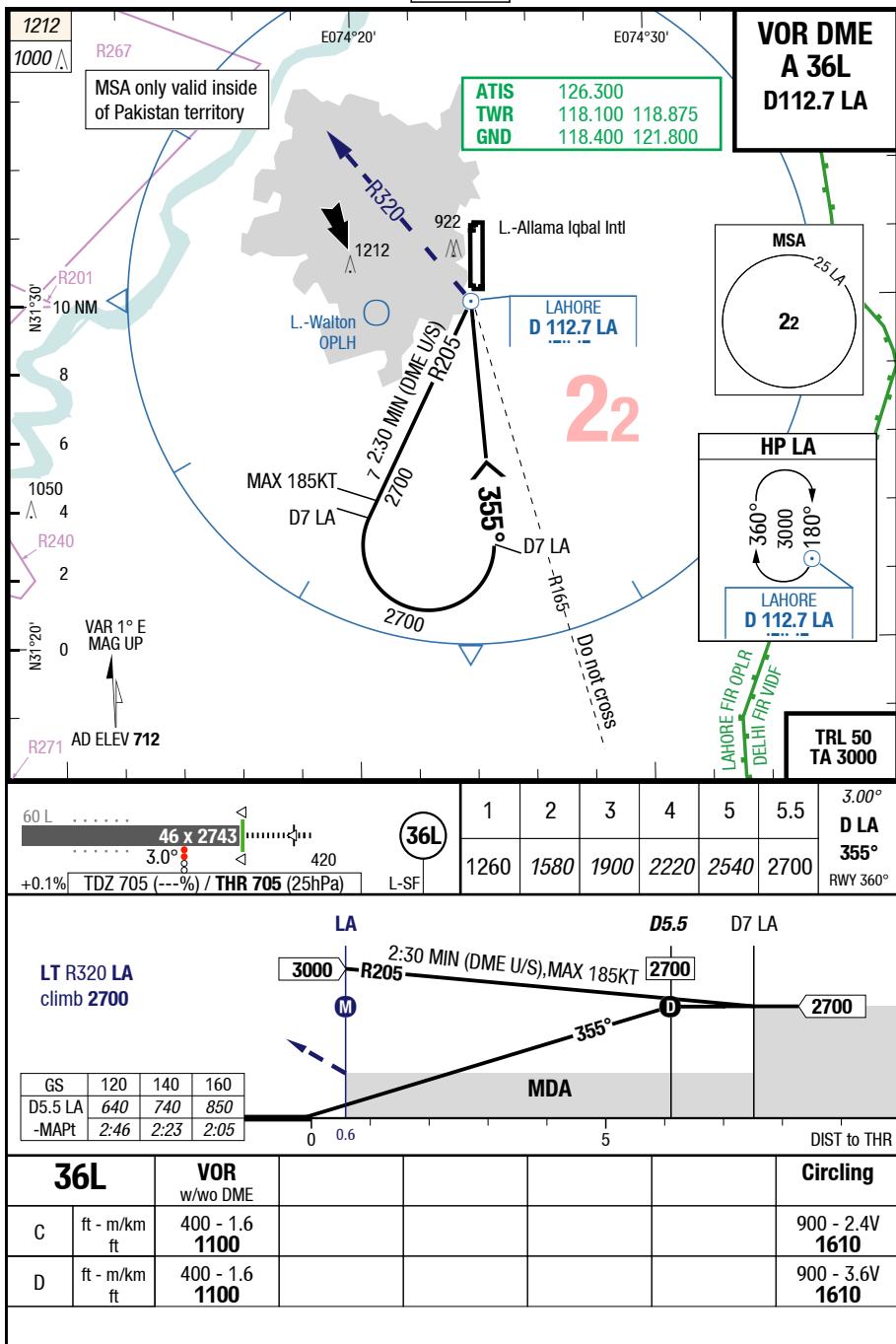
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IAC

LHE-OPLA

7-130

VOR DME A 36L



Changes: MIN, APL, ROD

30-JUN-2016

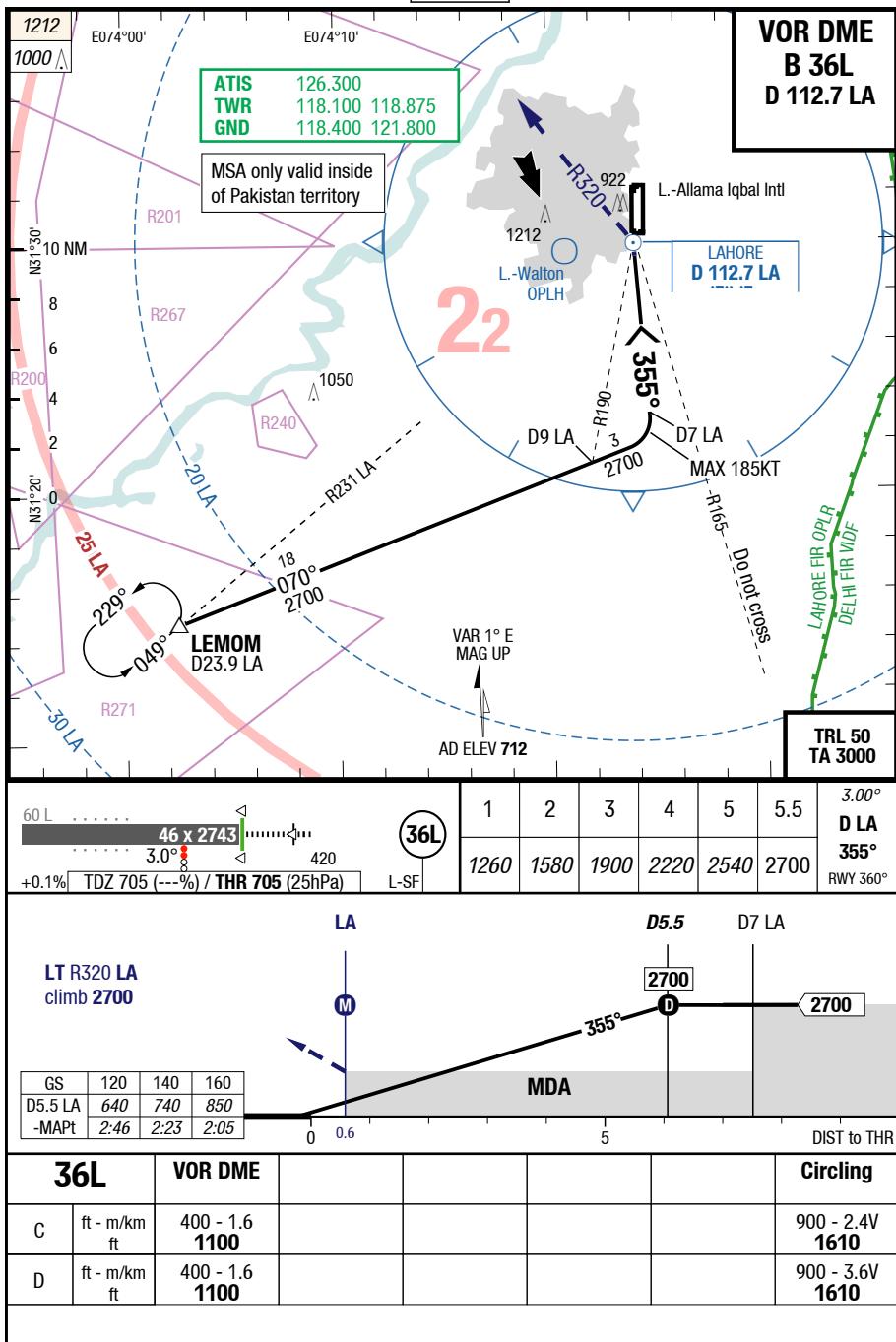
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IAC

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7-140

VOR DME B 36L

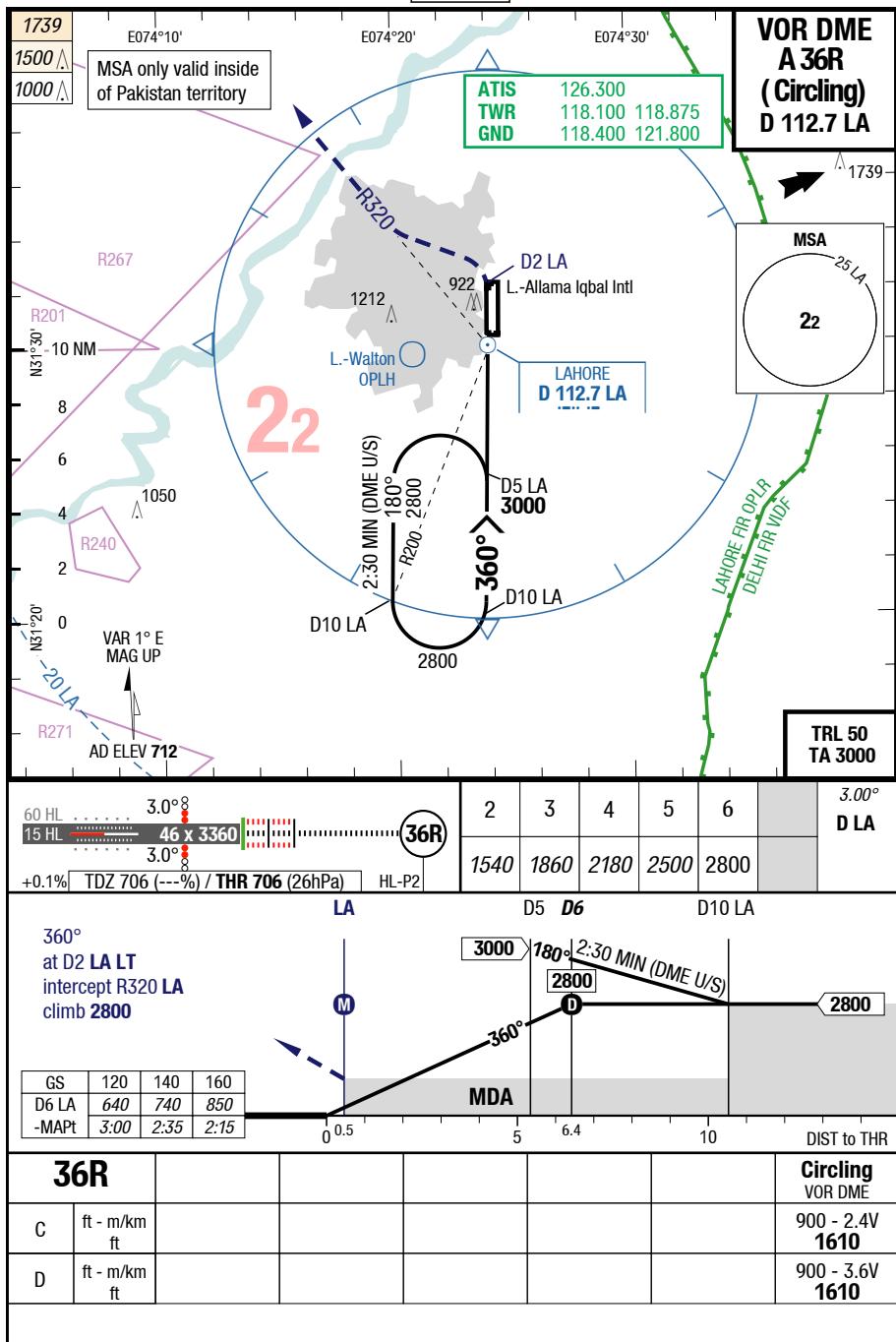


Changes: MIN, APL, ROD

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7-150

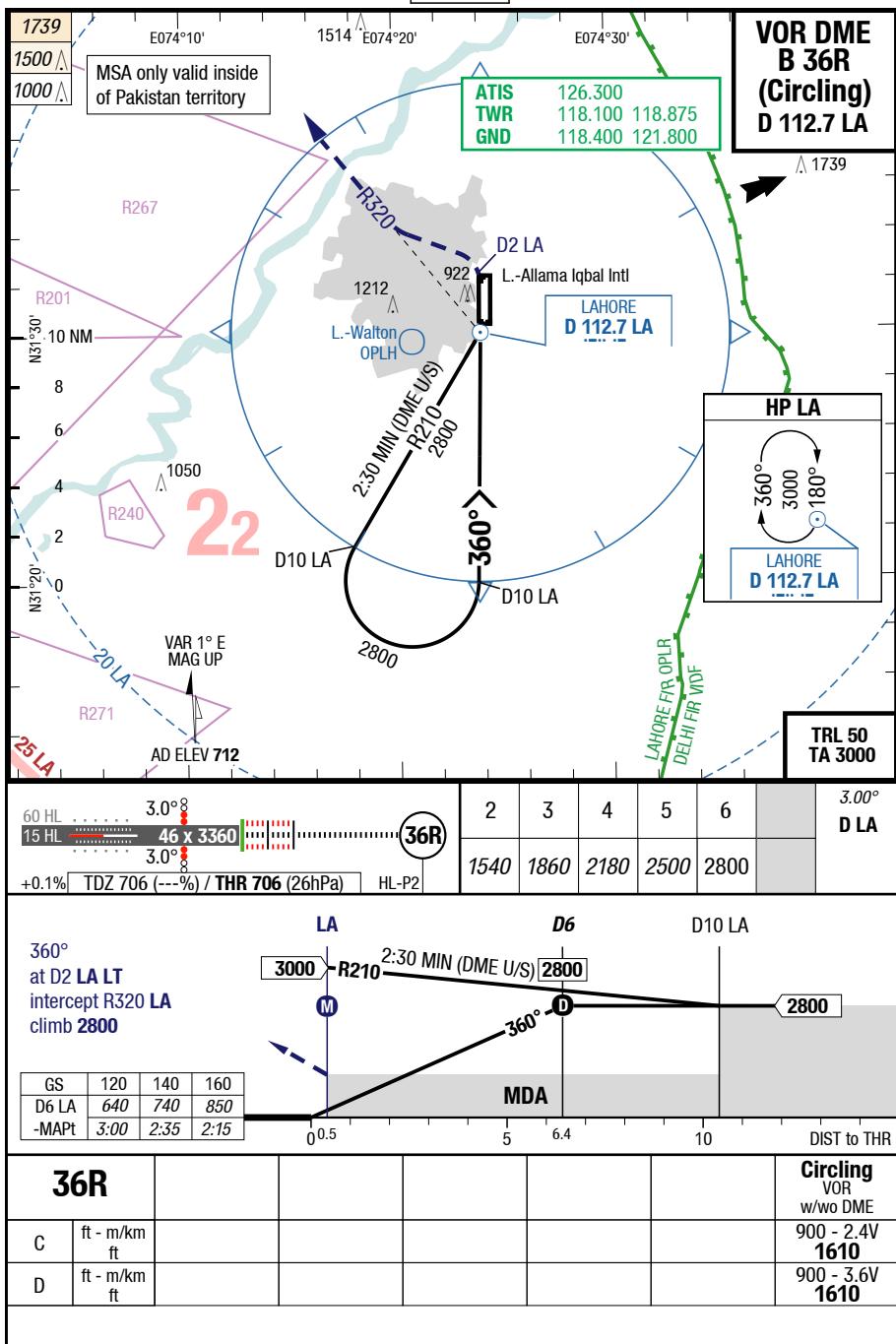
VOR DME A 36R Circling



LHE-OPLA

7-160

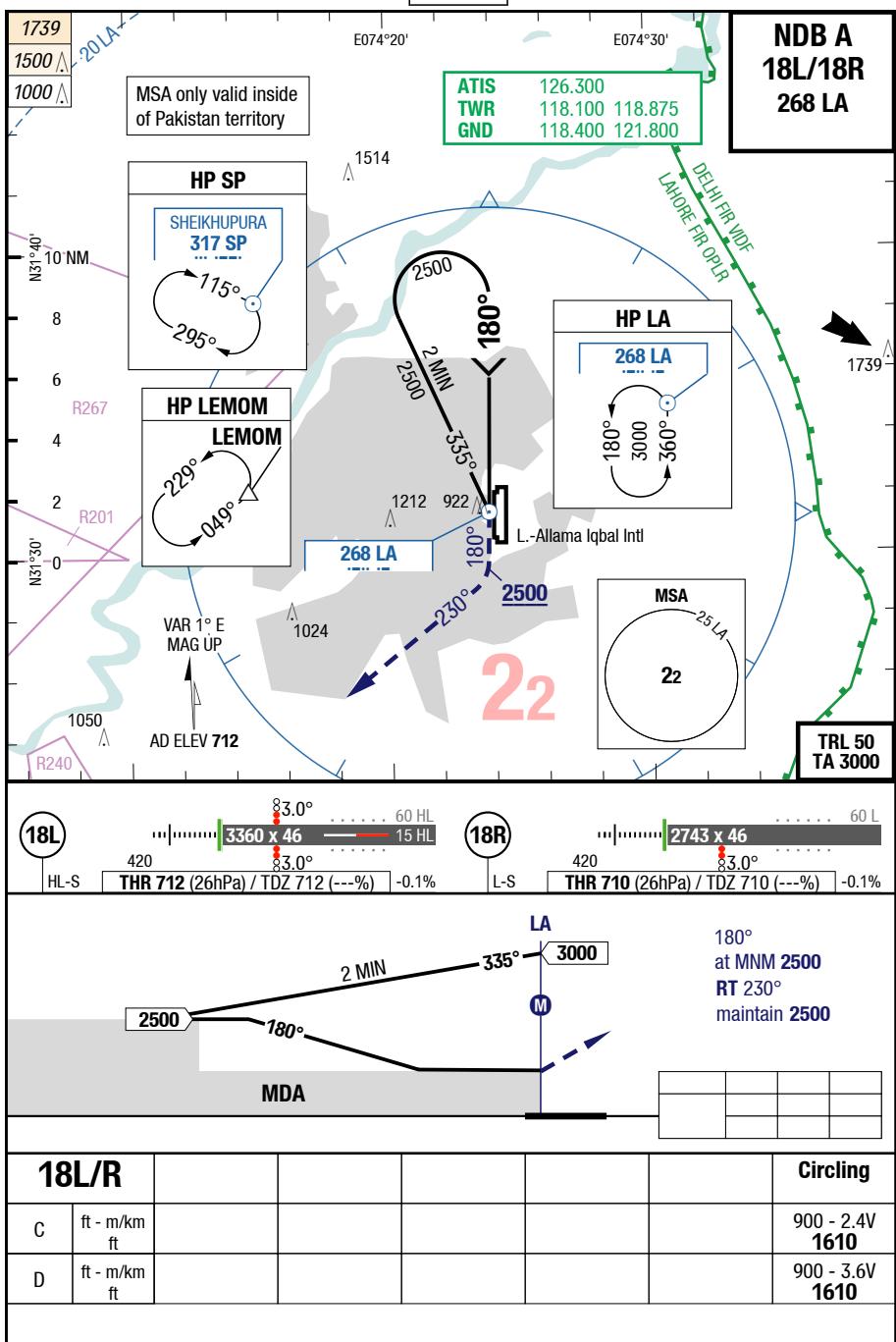
VOR DME B 36R Circling



LHE-OPLA

7-170

NDB A 18L/18R

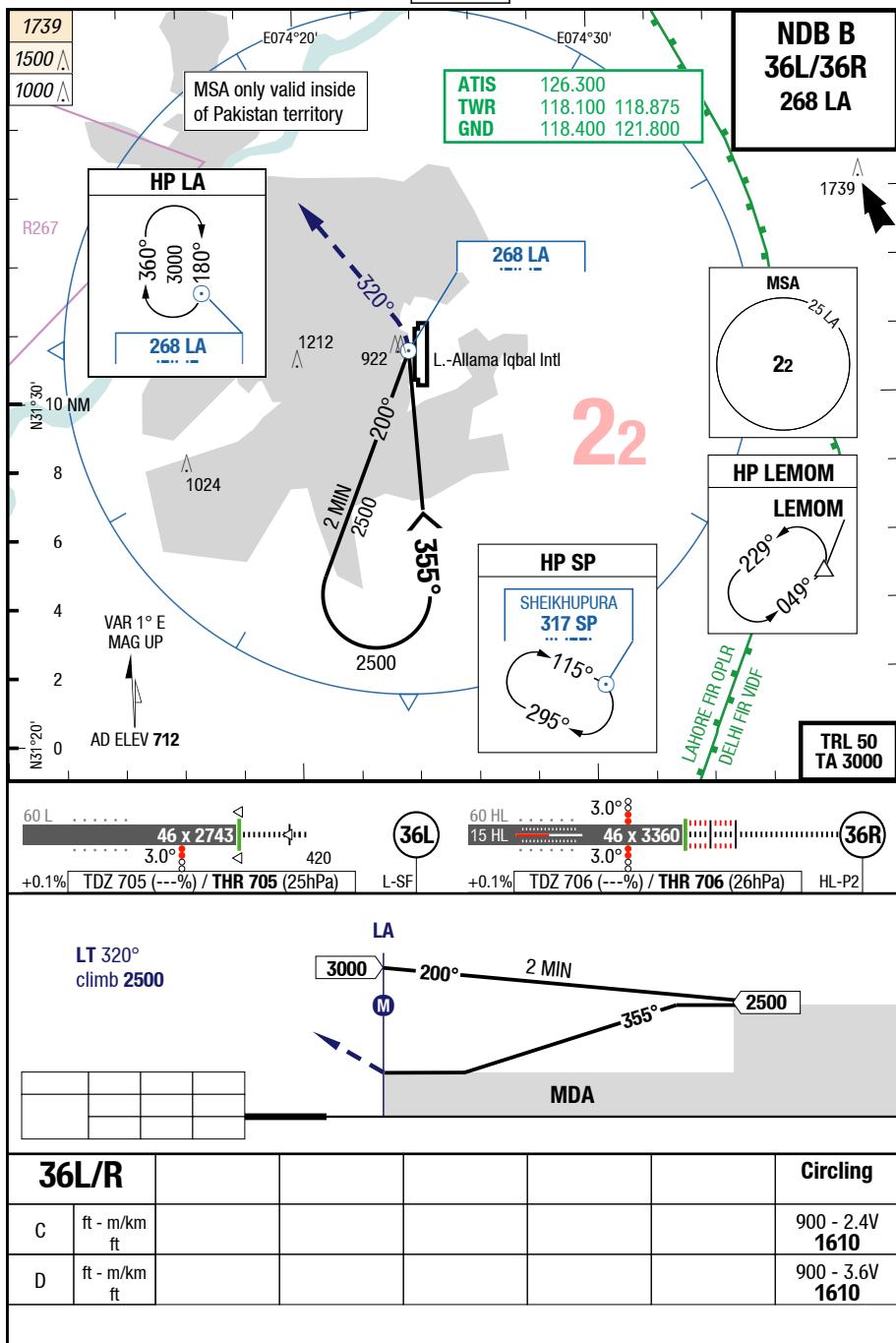


Changes: new

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7-180

NDB B 36L/36R



LHE-OPLA**7-190****WxMinima Overflow**

36R		SRA RTR 2NM					
C	ft - m/km ft	350 - 1.8V 1060					
D	ft - m/km ft	350 - 1.8V 1060					

14-JUN-2018

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MRC
NIL

Allama Iqbal Intl Lahore Pakistan

MRC
NIL