

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**PCN:** RWY 10L/28R, RWY 10R/28L: 110/F/C/X/T**Operation****Taxi/Parking**

Advanced Visual Docking Guidance Systems (AVGDS) AVBL for all stands.

Four ENG ACFT shall avoid excessive PWR on outer ENG while taxiing so as to prevent FOD on movement area.

**Standard Taxi Routes**

DEP from SE-APN: Use TWY N, F, K towards RWY in use.

DEP from NW-APN: use TWY M, T, K towards RWY in use.

Stand 1, 2 taxi out via TWY F.

**Warnings**

Birds in the vicinity of AD.

**ARRIVAL****Arrival Procedure****Arrival Note**

Cross KIMUL at or above ALT 10000ft and KALNA at or below FL170.

West-in from KALMI and KIMUL to intercept finals in RWY 10L/R directly is not permitted.

**Non-standard GP Intercept Position on****RWY 10R**

GP intercepts RWY 10R at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3338m / 10952ft.

**RWY 28R**

GP intercepts RWY 28R at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3338m / 10952ft.

**RWY 28L**

GP intercepts RWY 28L at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3338m / 10952ft.

**VFR Traffic Pattern:** RWY 10L/R right-hand circuit. RWY 28L/R left-hand circuit.**Visual APCH:** RWY 28L/R remain within 4NM of BTR VOR.**Warnings**

Small AD with RWY 32/14 exists at 9.5NM ENE of AD. Maintain 3700ft until over FAP/FAF.

**DEPARTURE****Take-off Minima**

RWY		28L	
All ACFT	ft - m/km	0 - 150R	-
RWY		10L, 10R	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		28R	
All ACFT	ft - m/km	0 - 400V	-

**Communication**

Contact GND when ready for taxi instructions.

Contact TWR while approaching RWY and change FREQ without delay when advised to do so.

**Departure Procedure****Departure Note**

Cross KIMUL at or above ALT 10000ft and KALNA at or below FL170.

Right turns for DEP RWY 28L/R not permitted.

Strictly follow published DEP PROC to stay clear of Murat hill and Qasim AD circuit flying.

**Start-up/Push-back**

Request start-up CLR 5 MIN before ready on GND FREQ. CLR valid for 5 MIN only. Request new CLR if delayed.

Start-up approved for one ENG only on idle PWR at the bay, start-up of other ENG on TWY.

24-MAY-2018

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2-10

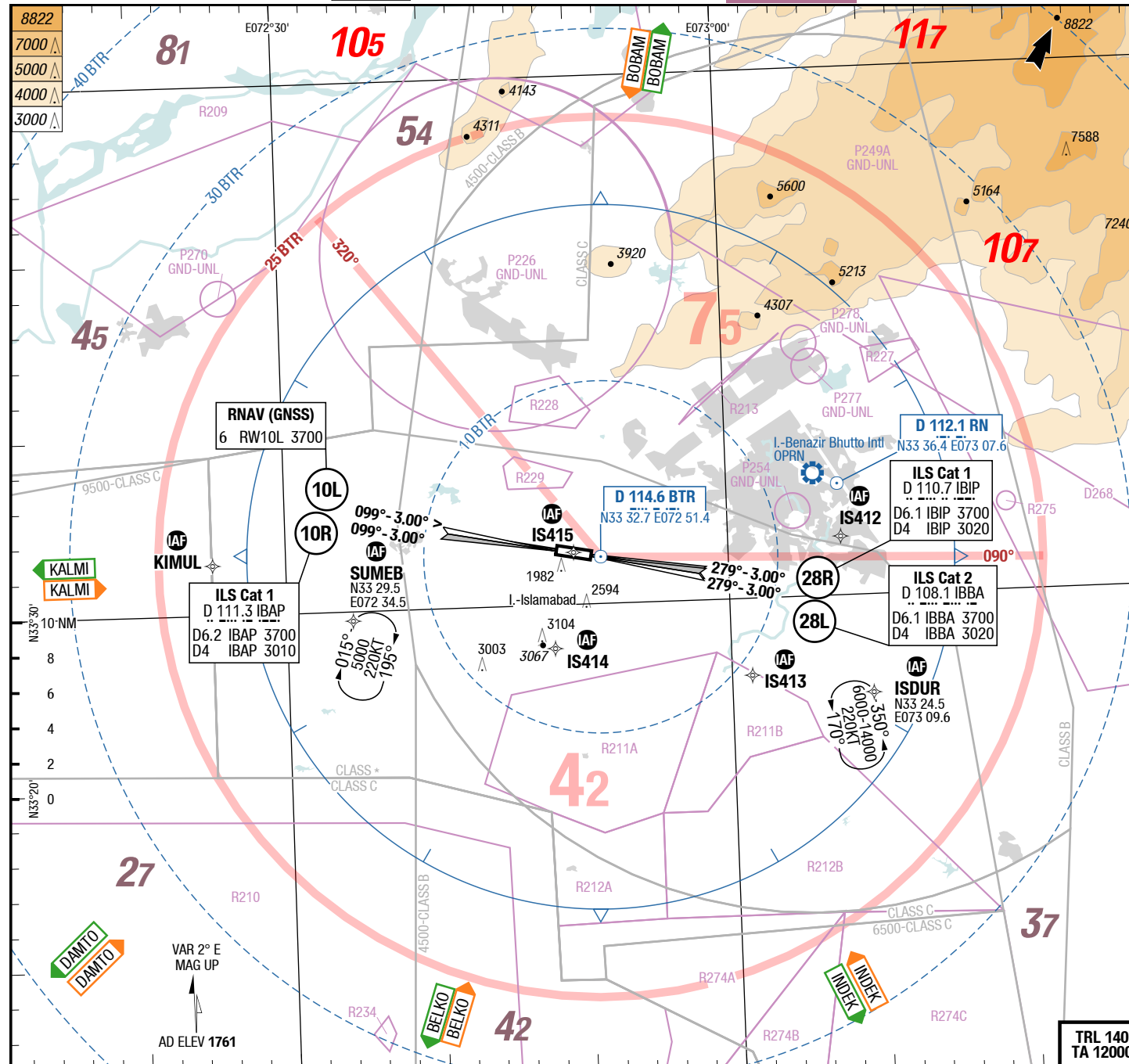
Pakistan Islamabad

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Changes: ASP, PROC renamed, SUAs

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3-20

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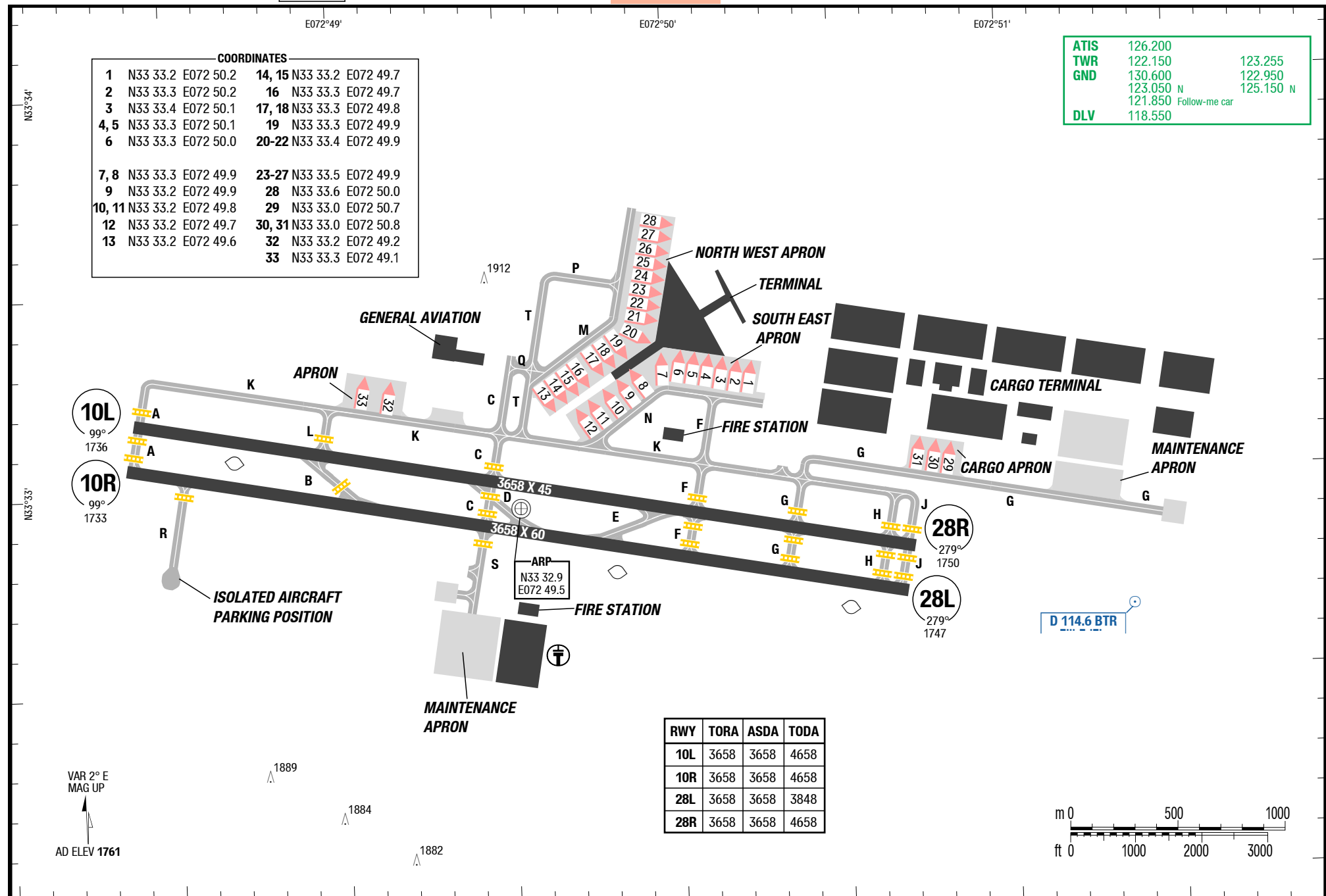
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Changes: Nil

24-MAY-2018

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4-10

RNAV SIDs RWYs 10L/R

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RNAV SIDs RWYs 28L/R

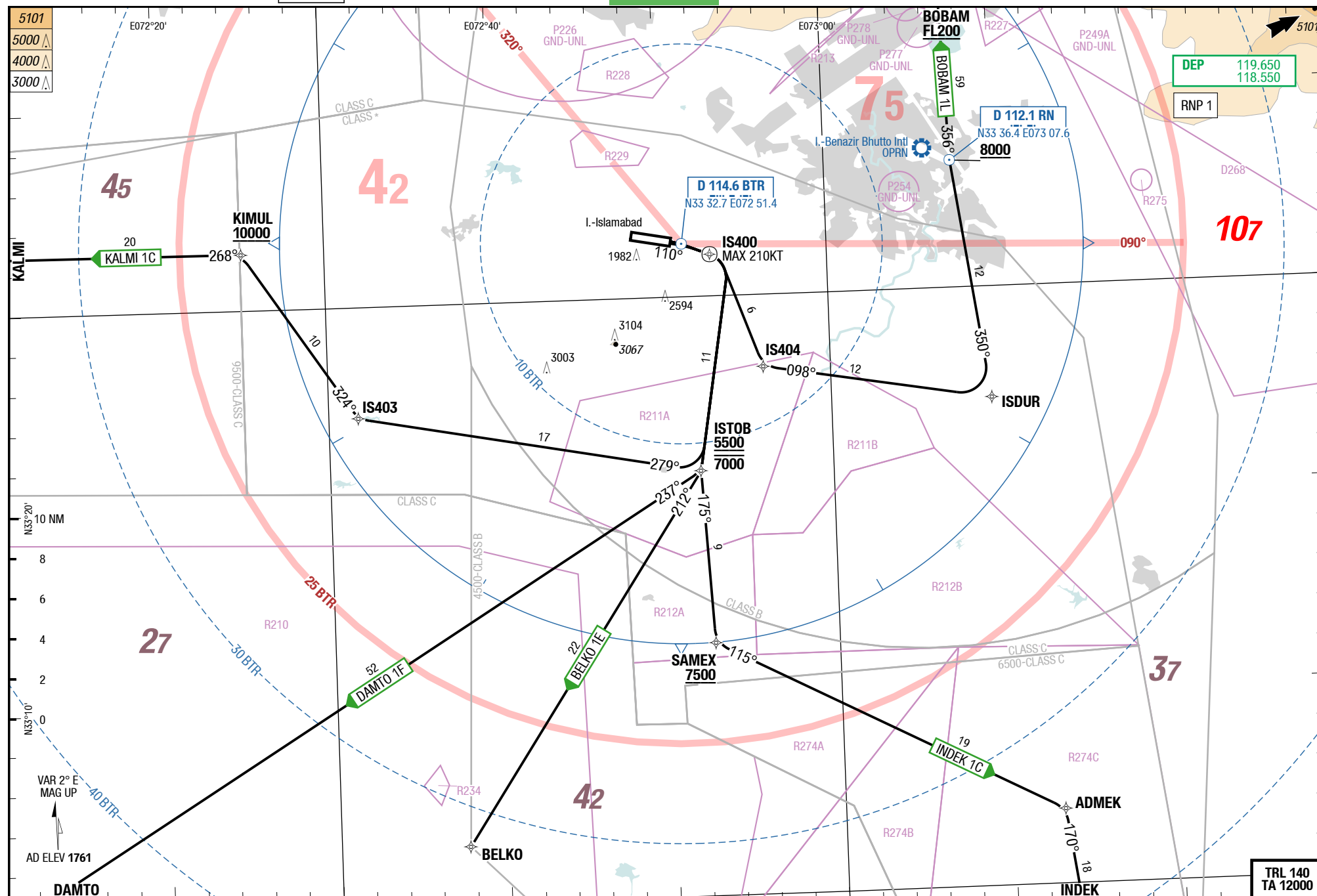
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RNAV SIDs RWYs 28L/R

RNAV SIDs RWYs 10L/R



Changes: ASP, PROC renamed, SUAs

TRL 140  
TA 12000

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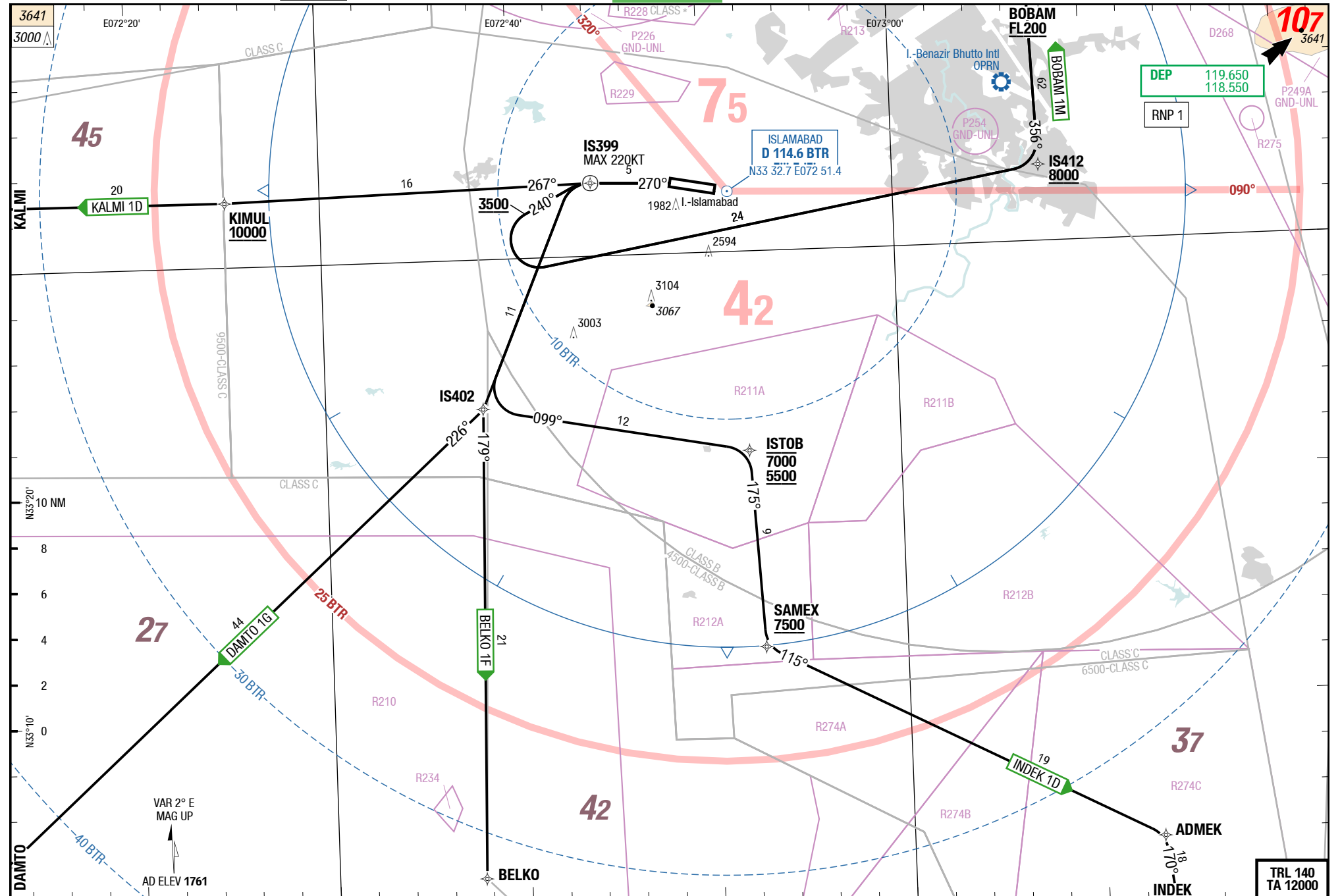
## RNAV SIDs RWYs 28L/R

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## RNAV SIDs RWYs 28L/R

4-20



Changes: ASP, PROC renamed, SUAs

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SIDs RWYs 28L/R

SIDs RWYs 10L/R

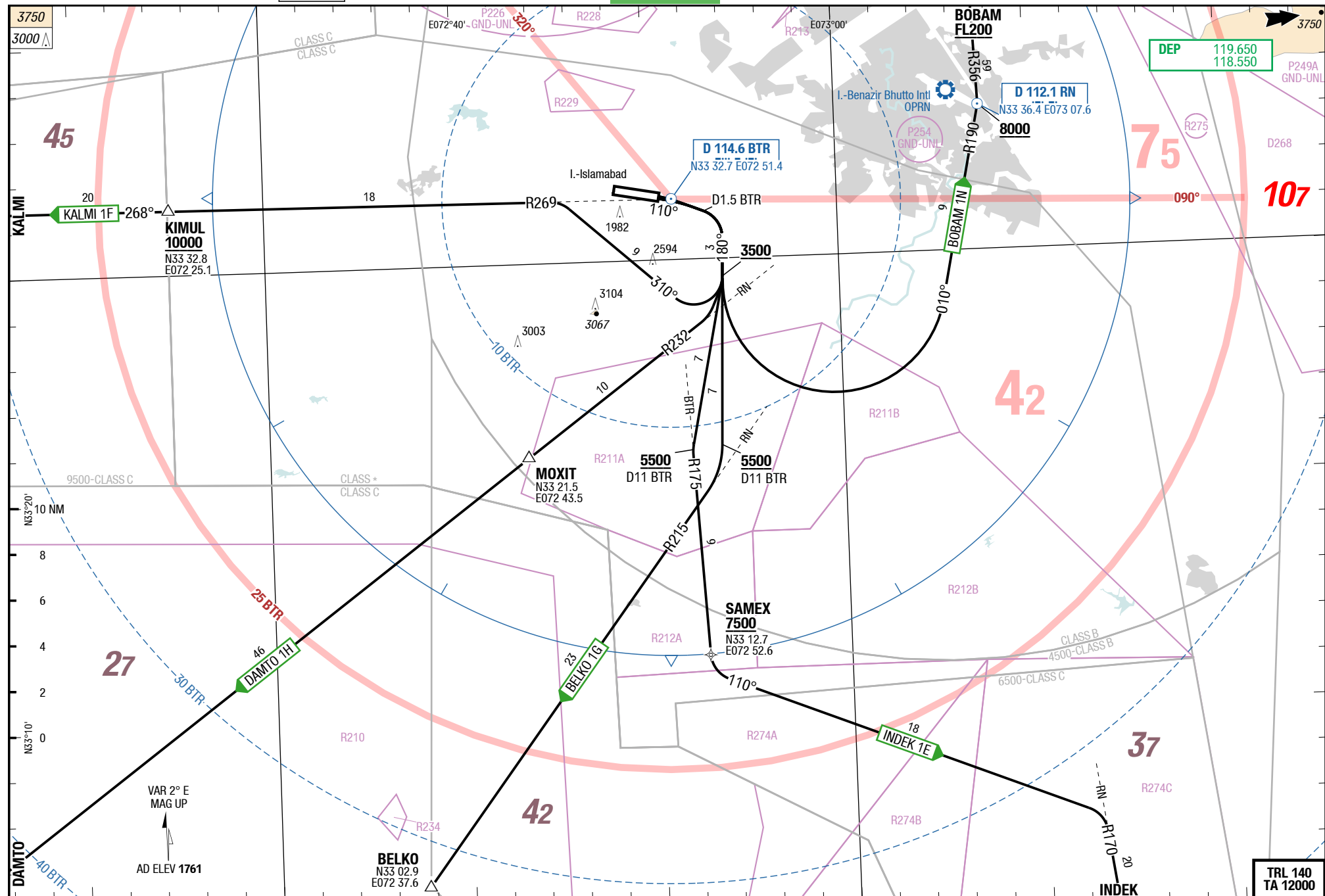
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SIDs RWYs 28L/R

SIDs RWYs 10L/R



Changes: ASP, PROC renamed, SUAs

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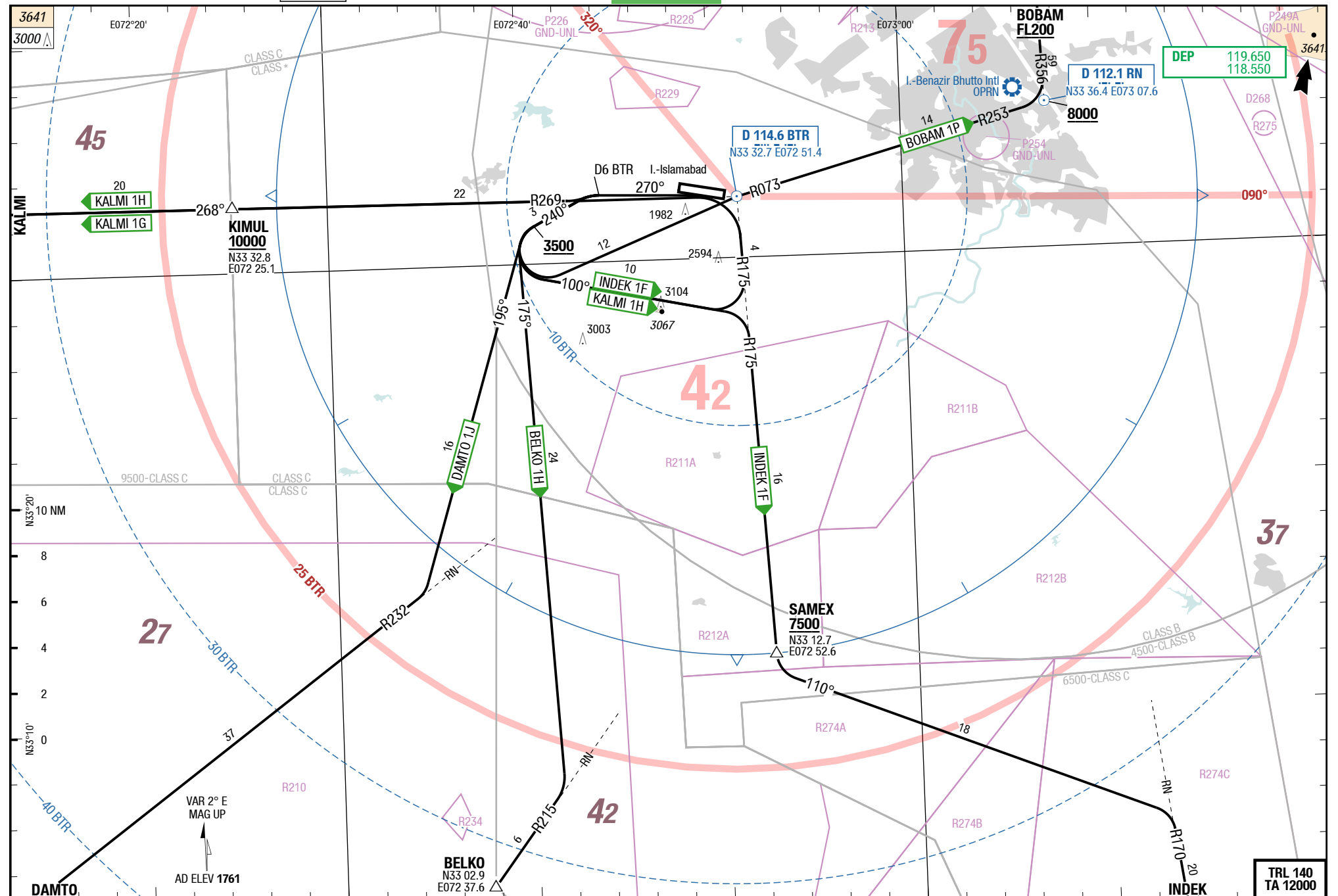
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## SIDs RWYs 28L/R

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## SIDs RWYs 28L/R



Changes: ASP, PROC renamed, SUAs

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5-10

RNAV SIDs RWYs 10L/R

**BELKO 1E / BOBAM 1L / DAMTO 1F / INDEK 1C / KALMI 1C**

RWYs 10L/R (099°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10L/10R</b>	
<b>BELKO 1E</b> 4.0% to 4500 <b>119.650</b>	110° - at IS400 (MAX 210KT) <b>RT</b> to ISTOB - <b>RT</b> 212° to BELKO <b>FMS</b> <u>IS400</u> [K210-; R] - ISTOB [R] - BELKO	ISTOB between <b>5500</b> and <b>7000</b>  ISTOB between <b>5500</b> and <b>7000</b>
<b>BOBAM 1L</b> 4.0% to 4500 <b>119.650</b>	110° - at IS400 (MAX 210KT) <b>RT</b> to IS404 - <b>LT</b> 098° to ISDUR - <b>LT</b> 350° to <b>RN</b> - <b>RT</b> 356° to BOBAM <b>FMS</b> <u>IS400</u> [K210-; R] - IS404 [L] - ISDUR [L] - RN [R] - BOBAM	<b>RN MNM 8000</b> <b>BOBAM MNM FL200</b>  <b>RN MNM 8000</b> <b>BOBAM MNM FL200</b>
<b>DAMTO 1F</b> 4.0% to 4500 <b>119.650</b>	110° - at IS400 (MAX 210KT) <b>RT</b> to ISTOB - <b>RT</b> 237° to DAMTO <b>FMS</b> <u>IS400</u> [K210- ;R] - ISTOB [R] - DAMTO	ISTOB between <b>5500</b> and <b>7000</b>  ISTOB between <b>5500</b> and <b>7000</b>
<b>INDEK 1C</b> 4.0% to 4500 <b>119.650</b>	110° - at IS400 (MAX 210KT) <b>RT</b> to ISTOB - <b>LT</b> 175° to SAMEX - <b>LT</b> 115° to ADMEK - <b>RT</b> 170° to INDEK <b>FMS</b> <u>IS400</u> [K210- ;R] - ISTOB [L] - SAMEX [L] - ADMEK [R] - INDEK	ISTOB between <b>5500</b> and <b>7000</b> <b>SAMEX MNM 7500</b>  ISTOB between <b>5500</b> and <b>7000</b> <b>SAMEX MNM 7500</b>
<b>KALMI 1C</b> 4.0% to 4500 <b>119.650</b>	110° - at IS400 (MAX 210KT) <b>RT</b> to ISTOB - <b>RT</b> 279° to IS403 - <b>RT</b> 324° to KIMUL - <b>LT</b> 268° to KALMI <b>FMS</b> <u>IS400</u> [K210-; R] - ISTOB [R] - IS403 [R] - KIMUL [L] - KALMI	ISTOB between <b>5500</b> and <b>7000</b> <b>KIMUL MNM 10000</b>  ISTOB between <b>5500</b> and <b>7000</b> <b>KIMUL MNM 10000</b>

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5-20

RNAV SIDs RWYs 28L/R

**BELKO 1F / BOBAM 1M / DAMTO 1G / INDEK 1D / KALMI 1D**

RWYs 28L/R (279°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28L/28R</b>	
<b>BELKO 1F</b> 4.0% to 4500 <b>119.650</b>	270° - at IS399 (MAX 220KT) <b>LT</b> to IS402 - <b>LT</b> 179° to BELKO <b>FMS</b> IS399 [K220- ;L] - IS402 [L] - BELKO	
<b>BOBAM 1M</b> 4.0% to 4500 <b>119.650</b>	270° - at IS399 (MAX 220KT) <b>LT</b> 240° - at MNM <b>3500 LT</b> to IS412 - <b>LT</b> 356° to BOBAM <b>FMS</b> IS399 [K220- ;L] - [A3500+ ;L] - IS412 [L] - BOBAM	IS412 MNM <b>8000</b> BOBAM MNM <b>FL200</b>  IS412 MNM <b>8000</b> BOBAM MNM <b>FL200</b>
<b>DAMTO 1G</b> 4.0% to 4500 <b>119.650</b>	270° - at IS399 (MAX 220KT) <b>LT</b> to IS402 - <b>RT</b> 226° to DAMTO <b>FMS</b> IS399 [K220- ;L] - IS402 [R] - DAMTO	
<b>INDEK 1D</b> 4.0% to 4500 <b>119.650</b>	270° - at IS399 (MAX 220KT) <b>LT</b> to IS402 - <b>LT</b> 099° to ISTOB - <b>RT</b> 175° to SAMEX - <b>LT</b> 115° to ADMEK - <b>RT</b> 170° to INDEK <b>FMS</b> IS399 [K220- ;L] - IS402 [L] - ISTOB [R] - SAMEX [L] - ADMEK [R] - INDEK	ISTOB between <b>5500</b> and <b>7000</b> SAMEX MNM <b>7500</b>  ISTOB between <b>5500</b> and <b>7000</b> SAMEX MNM <b>7500</b>
<b>KALMI 1D</b> 4.0% to 4500 <b>119.650</b>	270° - at IS399 (MAX 220KT) <b>LT</b> 267° to KIMUL - KALMI <b>FMS</b> IS399 [K220-] - KIMUL - KALMI	KIMUL MNM <b>10000</b>  KIMUL MNM <b>10000</b>

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SIDs RWYs 10L/R

**BELKO 1G / BOBAM 1N / DAMTO 1H / INDEK 1E / KALMI 1F**

RWYs 10L/R (099°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10L/10R</b>	
<b>BELKO 1G</b> 4.0% to 4500 <b>119.650</b>	110° - at D1.5 <b>BTR RT</b> 180° - when passing MNM <b>3500 RT</b> intercept R215 <b>RN</b> to BELKO	D11 <b>BTR MNM 5500</b>
<b>BOBAM 1N</b> 4.0% to 4500 <b>119.650</b>	110° - at D1.5 <b>BTR RT</b> 180° - when passing MNM <b>3500 LT</b> 010° to <b>RN</b> - <b>LT R356 RN</b> to BOBAM	<b>RN MNM 8000</b> BOBAM MNM <b>FL200</b>
<b>DAMTO 1H</b> 4.0% to 4500 <b>119.650</b>	110° - at D1.5 <b>BTR RT</b> 180° - when passing MNM <b>3500 RT</b> intercept R232 <b>RN</b> to MOXIT - DAMTO	
<b>INDEK 1E</b> 4.0% to 4500 <b>119.650</b>	110° - at D1.5 <b>BTR RT</b> 180° - when passing MNM <b>3500 RT</b> intercept R175 <b>BTR</b> to SAMEX - <b>LT</b> 110° intercept R170 <b>RN</b> to INDEK	D11 <b>BTR MNM 5500</b> SAMEX MNM <b>7500</b>
<b>KALMI 1F</b> 4.0% to 4500 <b>119.650</b>	110° - at D1.5 <b>BTR RT</b> 180° - when passing MNM <b>3500 RT</b> 310° intercept R269 <b>BTR</b> to KIMUL - KALMI	KIMUL MNM <b>10000</b>

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SIDs RWYs 28L/R

**BELKO 1H / BOBAM 1P / DAMTO 1J / INDEK 1F / KALMI 1G / KALMI 1H**  
RWYs 28L/R (279°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28L/28R</b>	
<b>BELKO 1H</b> 4.0% to 4500 <b>119.650</b>	270° - at D6 <b>BTR LT</b> 240° - when passing MNM <b>3500 LT</b> 175° to intercept R215 <b>RN</b> to BELKO	
<b>BOBAM 1P</b> 4.0% to 4500 <b>119.650</b>	270° - at D6 <b>BTR LT</b> 240° - when passing MNM <b>3500 LT</b> to <b>BTR</b> - R073 <b>BTR</b> to <b>RN</b> - <b>LT</b> R356 <b>RN</b> to BOBAM	<b>RN MNM 8000</b> BOBAM MNM <b>FL200</b>
<b>DAMTO 1J</b> 4.0% to 4500 <b>119.650</b>	270° - at D6 <b>BTR LT</b> 240° - when passing MNM <b>3500 LT</b> 195° to intercept R232 <b>RN</b> to DAMTO	
<b>INDEK 1F</b> 4.0% to <b>4500</b> <b>119.650</b>	270° - at D6 <b>BTR LT</b> 240° - when passing MNM <b>3500 LT</b> 100° to intercept R175 <b>BTR</b> to SAMEX - <b>LT</b> 110° to intercept R170 <b>RN</b> to INDEK	SAMEX MNM <b>7500</b>
<b>KALMI 1G</b> 4.0% to 4500 <b>119.650</b>	270° - at D6 <b>BTR LT</b> intercept R269 <b>BTR</b> to KIMUL - 268° to KALMI	KIMUL MNM <b>10000</b>
<b>KALMI 1H</b> 4.0% to 4500 <b>119.650</b>	270° - at D6 <b>BTR LT</b> 240° - when passing MNM <b>3500 LT</b> 100° to intercept R175 <b>BTR</b> to <b>BTR</b> - <b>LT</b> intercept R269 <b>BTR</b> to KIMUL - 268° to KALMI	KIMUL MNM <b>10000</b>

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STARS

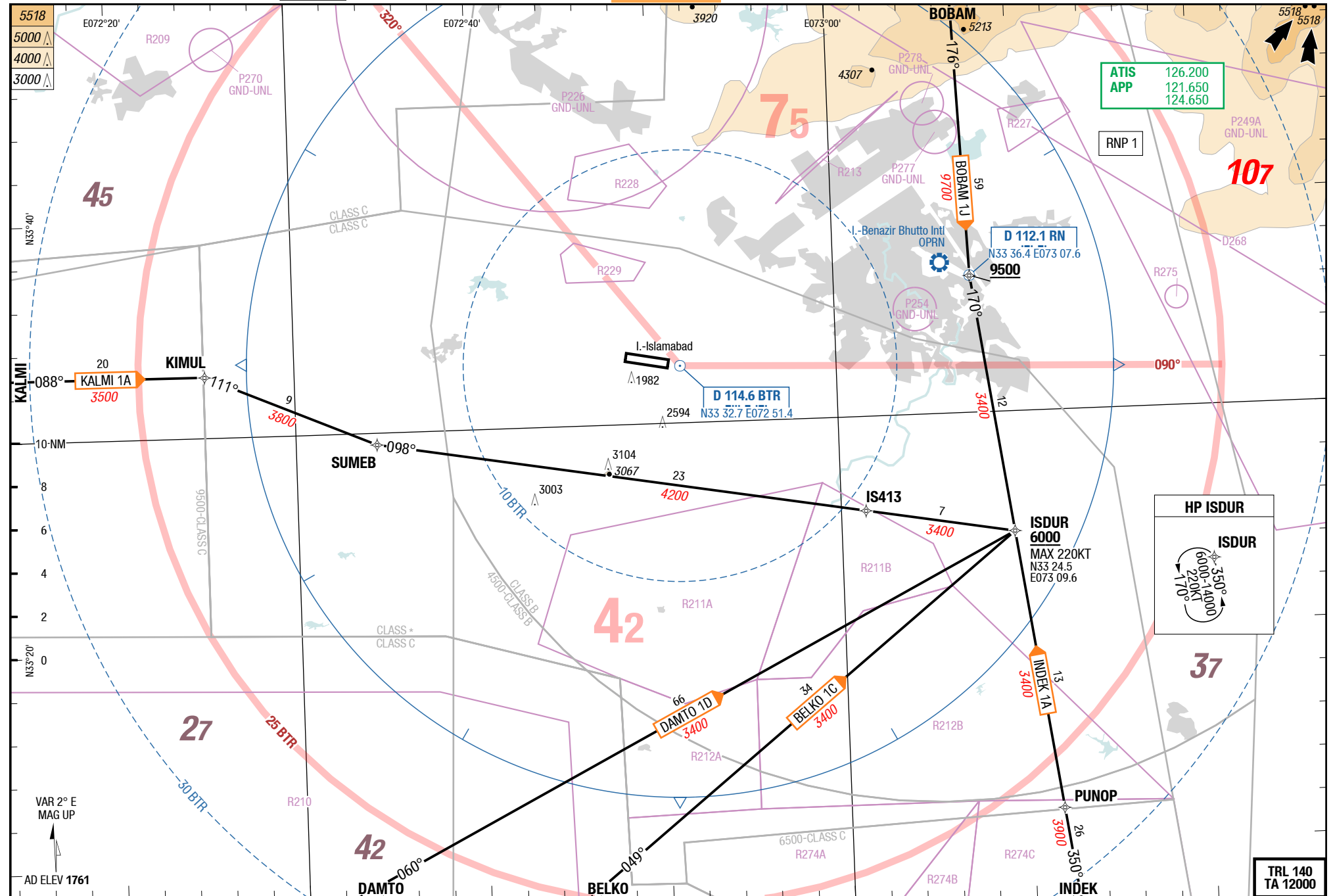
## RNAV STARs

# STAR

# STAR

STARS

## RNAV STARs



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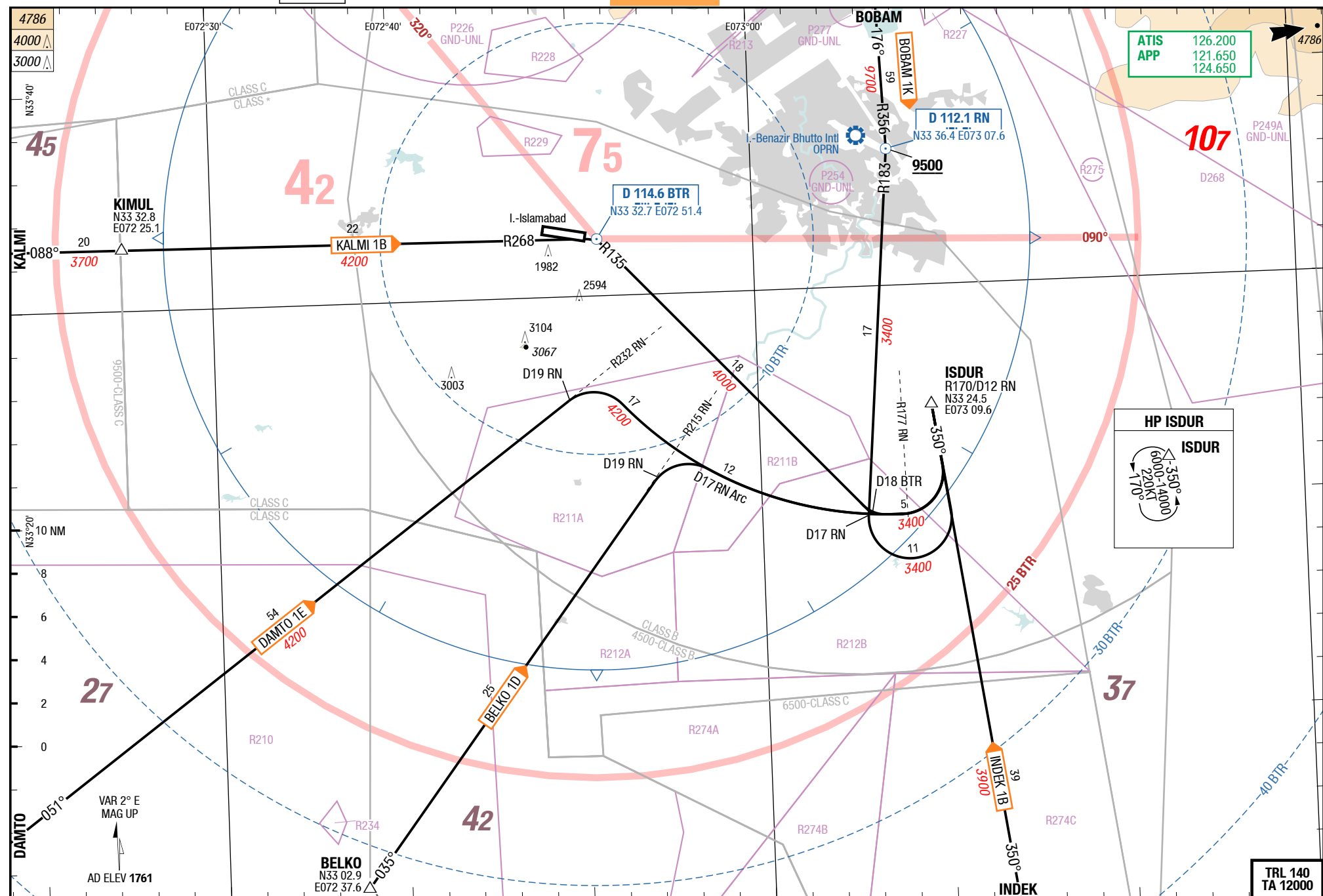
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## STARs

**STAR**

## STARs

6-20



Changes: ASP, PROC renamed, SUAs

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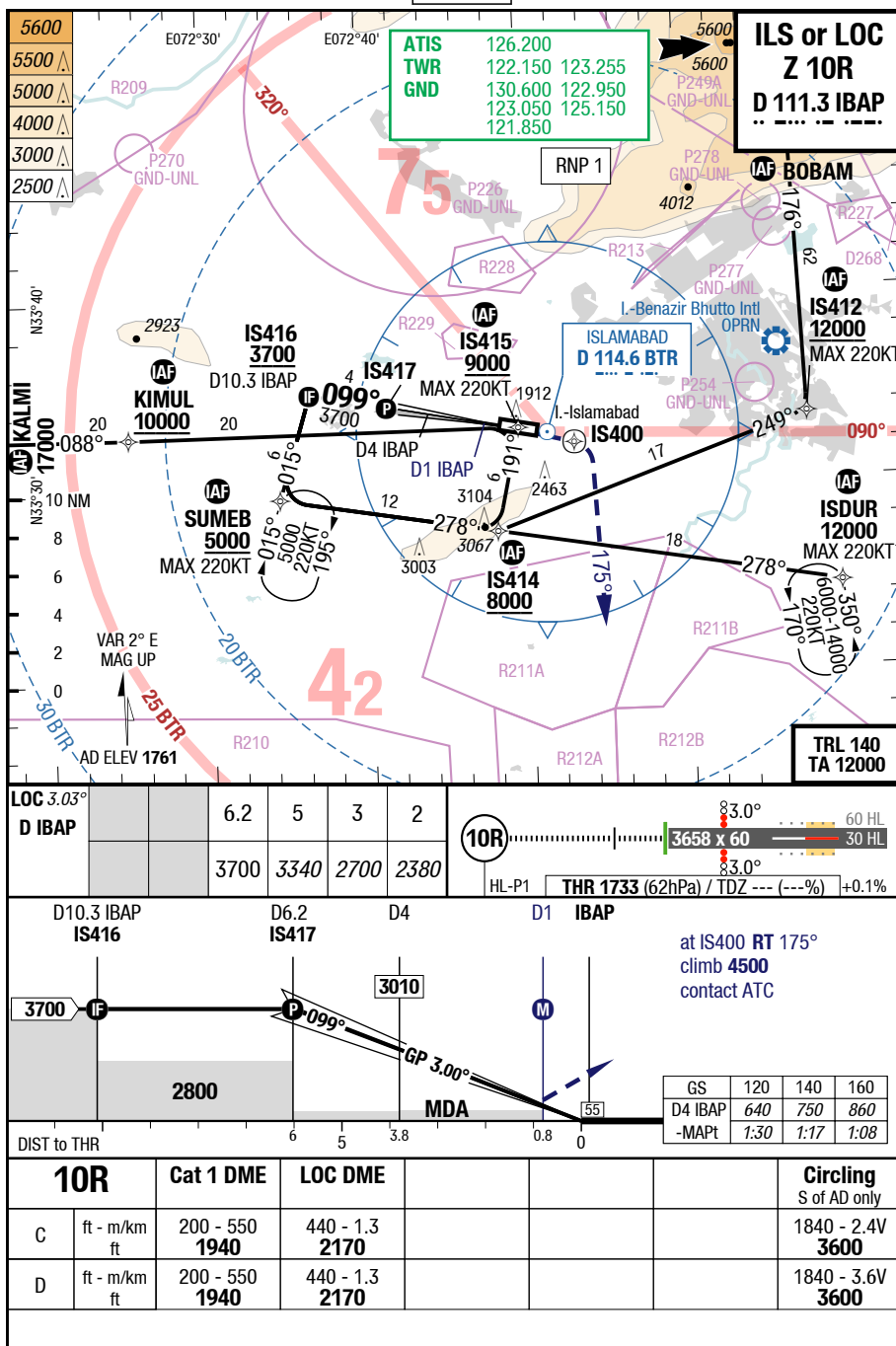
Pakistan Islamabad

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7-10

ILS or LOC Z 10R



Changes: AD Name



28-JUN-2018

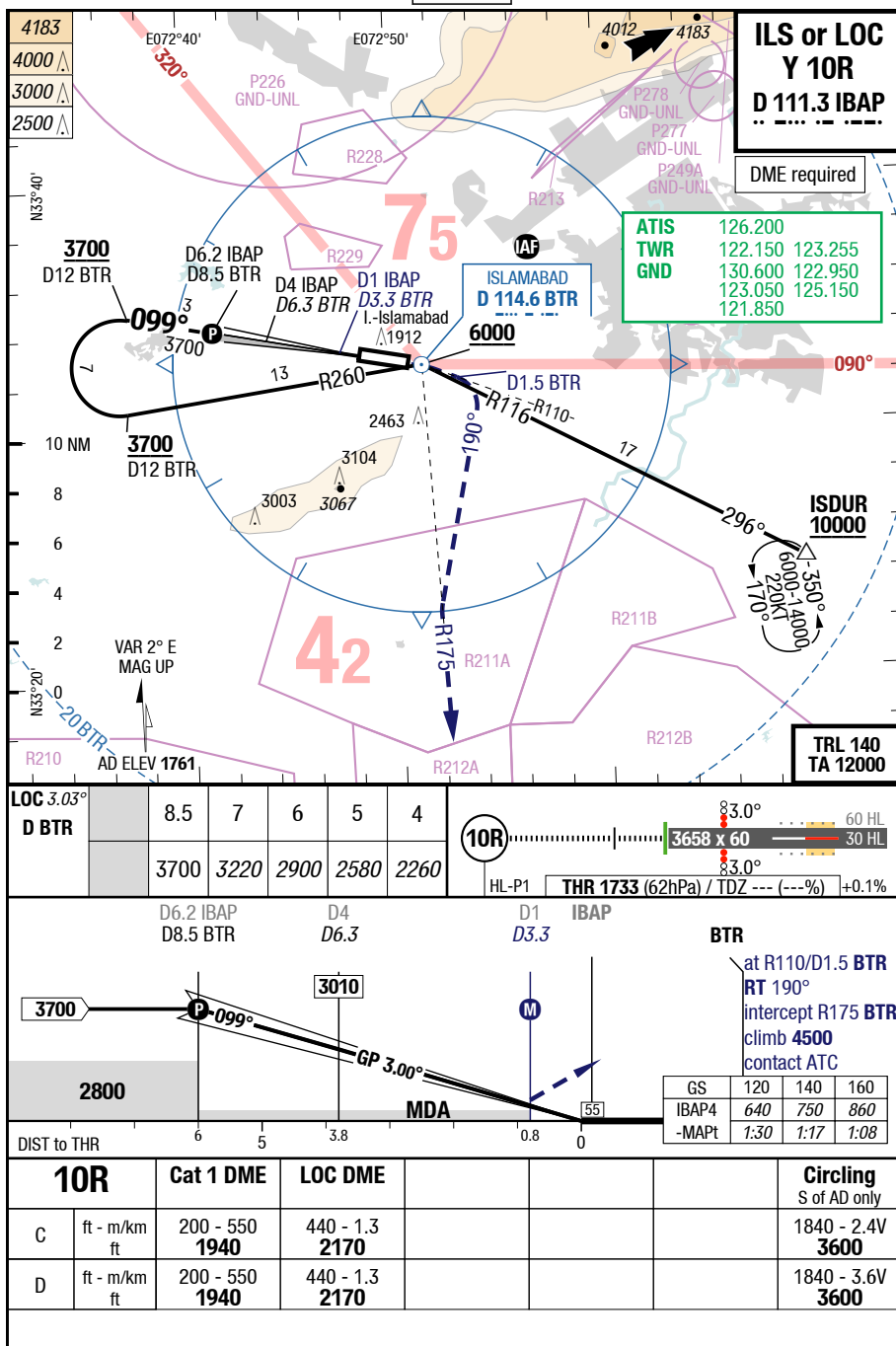
Pakistan Islamabad

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7-20

ILS or LOC Y 10R

IAC



Changes: AD Name

28-JUN-2018

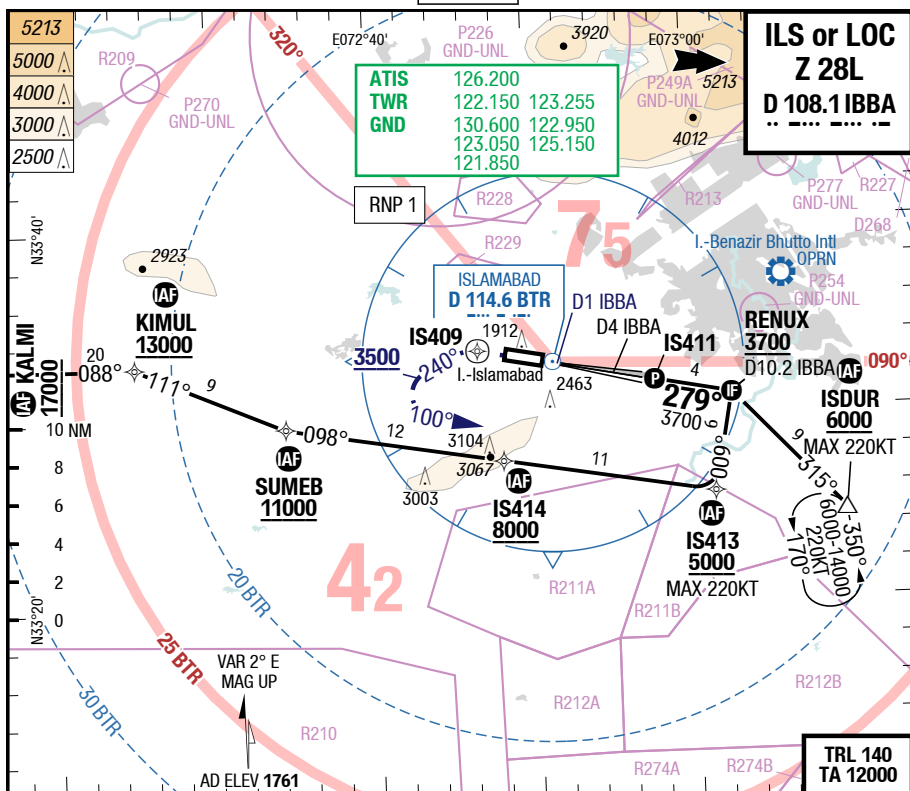
Pakistan Islamabad

IAC

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7-30

ILS or LOC Z 28L

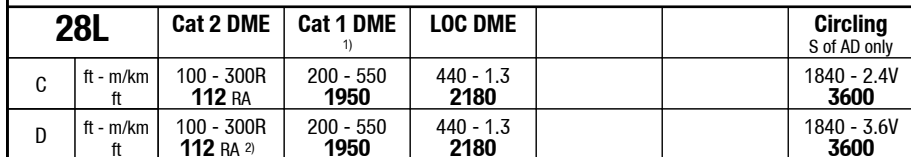


28L		Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC DME	Circling S of AD only	
C	ft - m/km ft	100 - 300R 112 RA	200 - 550 1950	440 - 1.3 2180		1840 - 2.4V 3600
D	ft - m/km ft	100 - 300R 112 RA <sup>2)</sup>	200 - 550 1950	440 - 1.3 2180		1840 - 3.6V 3600

1) With EVS 350m  
2) If not conducting autoland RVR 350m required

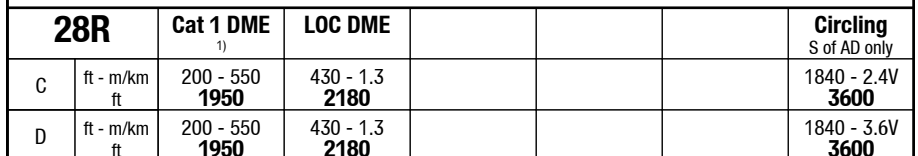
Changes: chart title, ALT

## ILS or LOC Y 28L



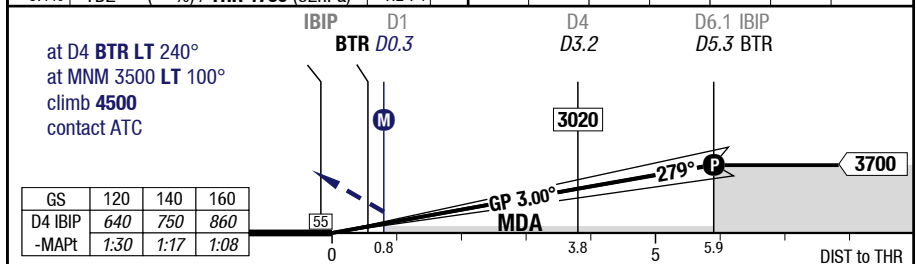
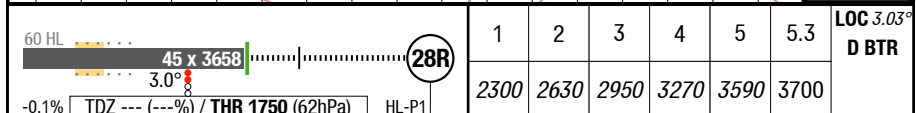
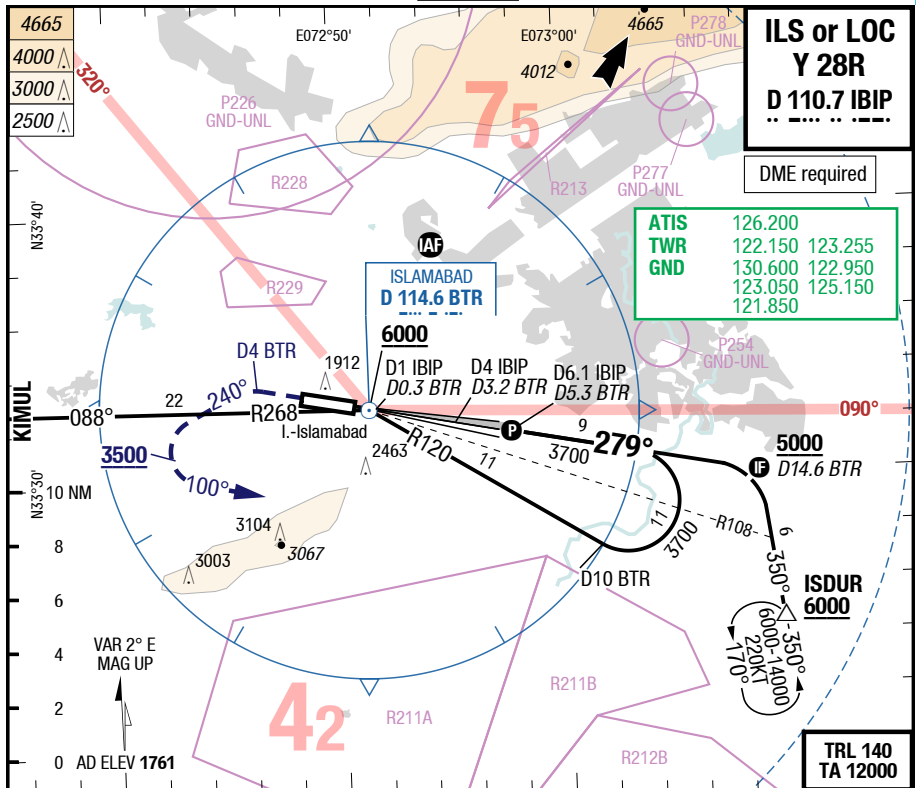
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## ILS or LOC Z 28R



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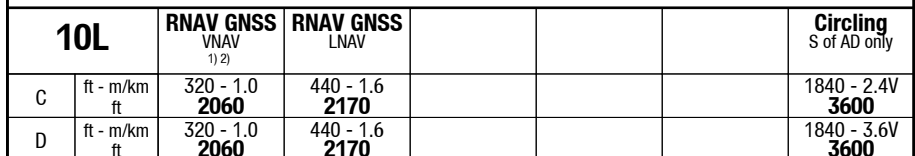


28R		Cat 1 DME 1)	LOC DME				Circling S of AD only
C	ft - m/km ft	200 - 550 1950	430 - 1.3 2180				1840 - 2.4V 3600
D	ft - m/km ft	200 - 550 1950	430 - 1.3 2180				1840 - 3.6V 3600

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

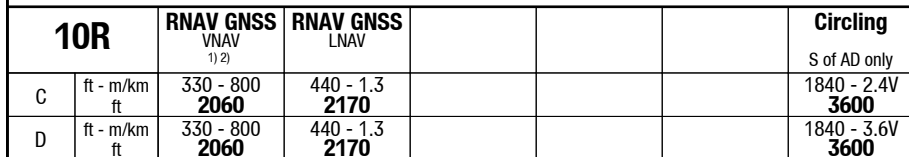
Changes: AD Name

## RNAV (GNSS) 10L



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## RNAV (GNSS) 10R



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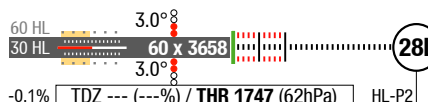
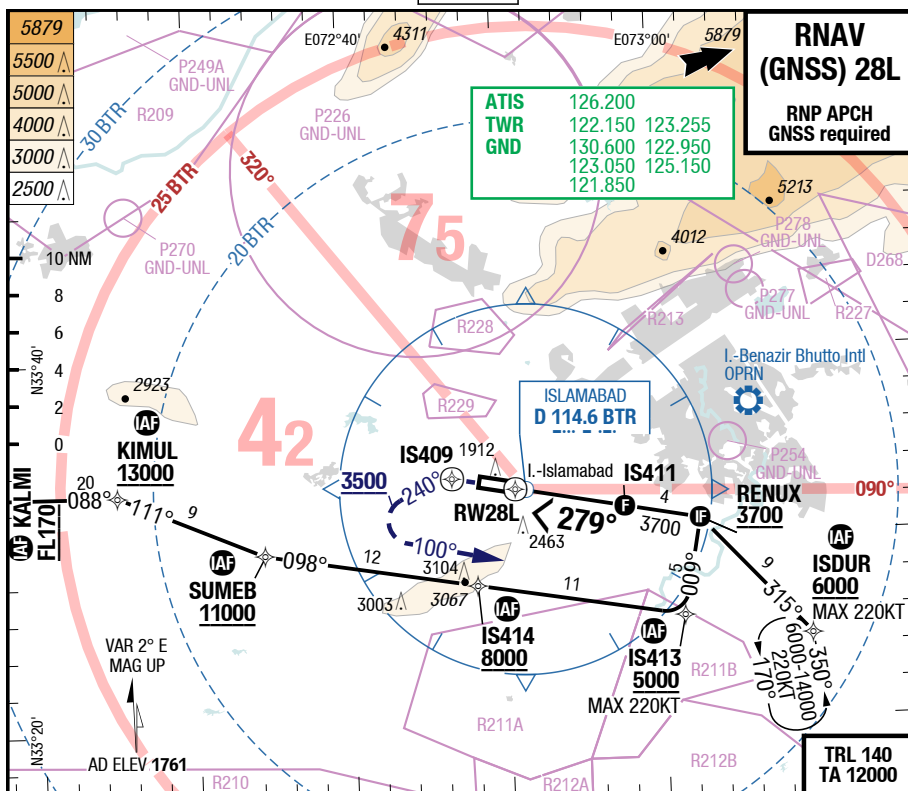
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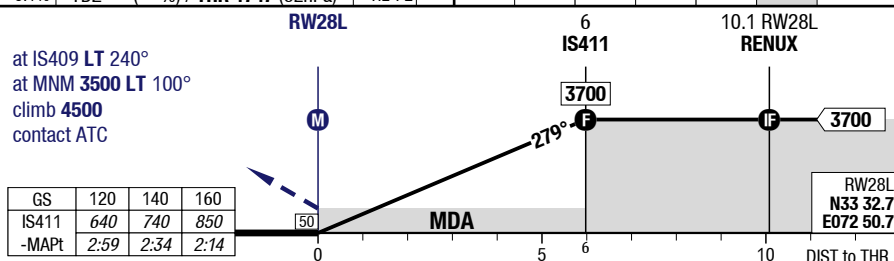
7-90

RNAV (GNSS) 28L

IAC



2	3	4	5	6	3.00°
2440	2760	3080	3390	3700	RW28L



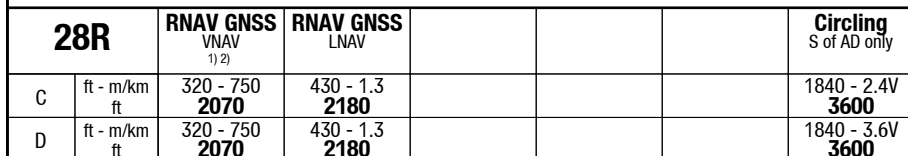
28L	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV				Circling S of AD only
C	ft - m/km ft 2070	440 - 1.3 2180				1840 - 2.4V 3600
D	ft - m/km ft 2070	440 - 1.3 2180				1840 - 3.6V 3600

1) Uncompensated BARO VNAV NA below -5°C (23°F)

3) With EVS 450m

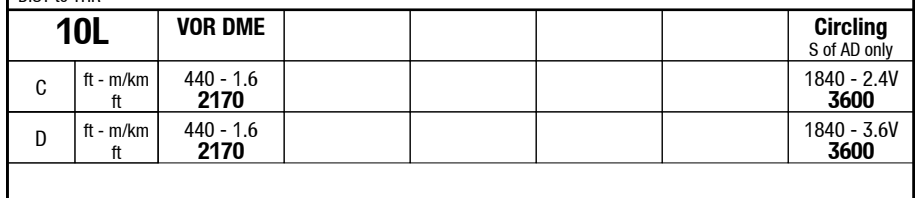
2) wo HGSR RVR 750m required

Changes: AD Name



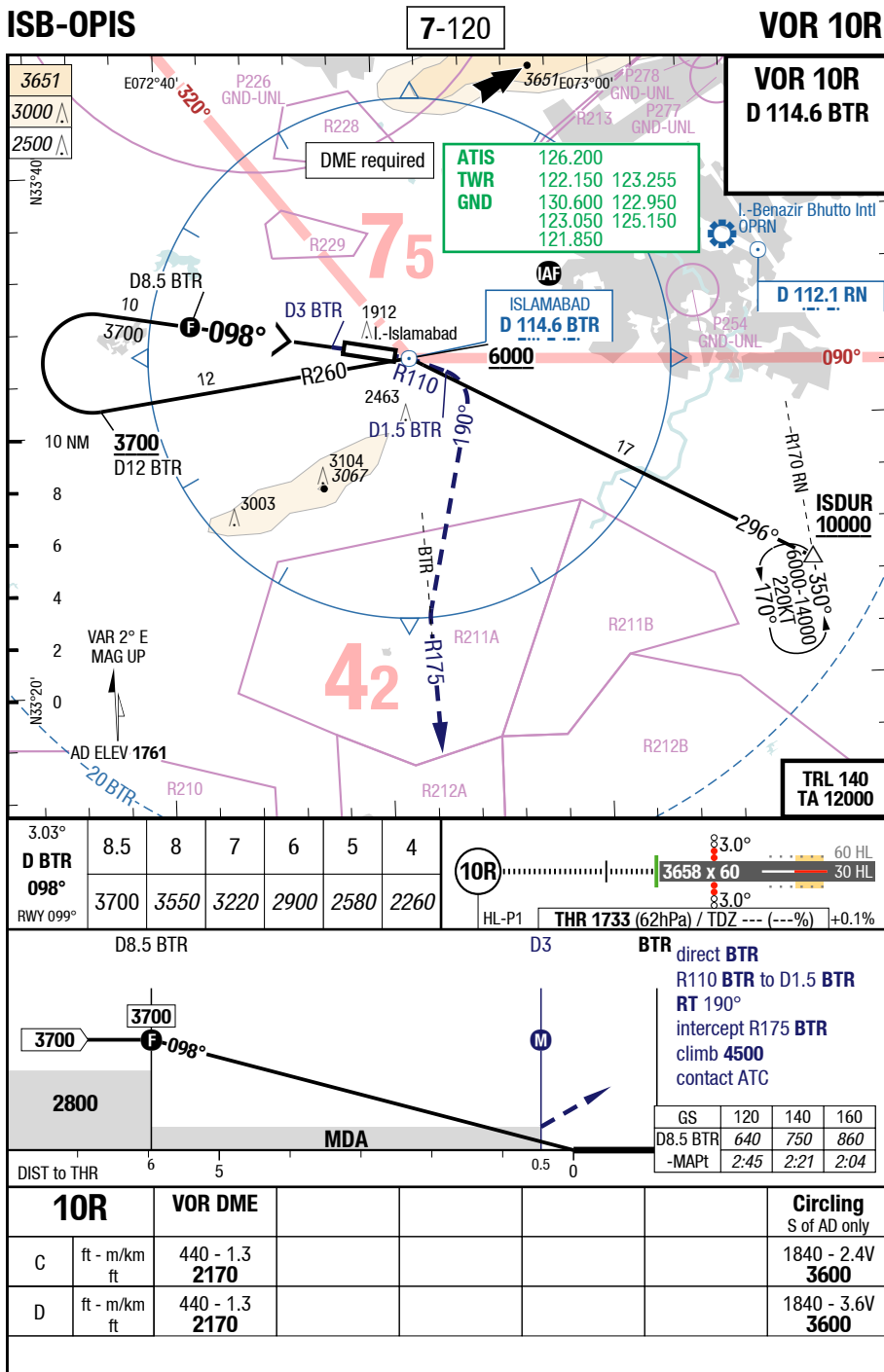
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**VOR 10L**



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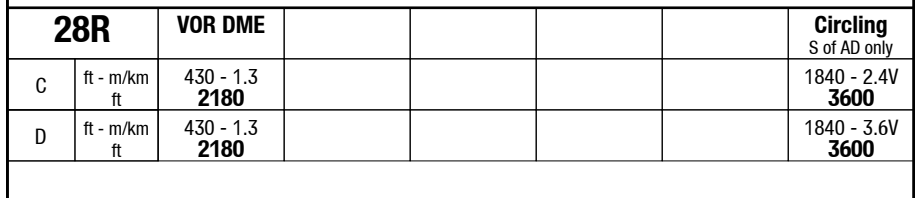
**VOR 10R**



**VOR 28L**



**VOR 28R**



Effective 21-JUN-2018

14-JUN-2018

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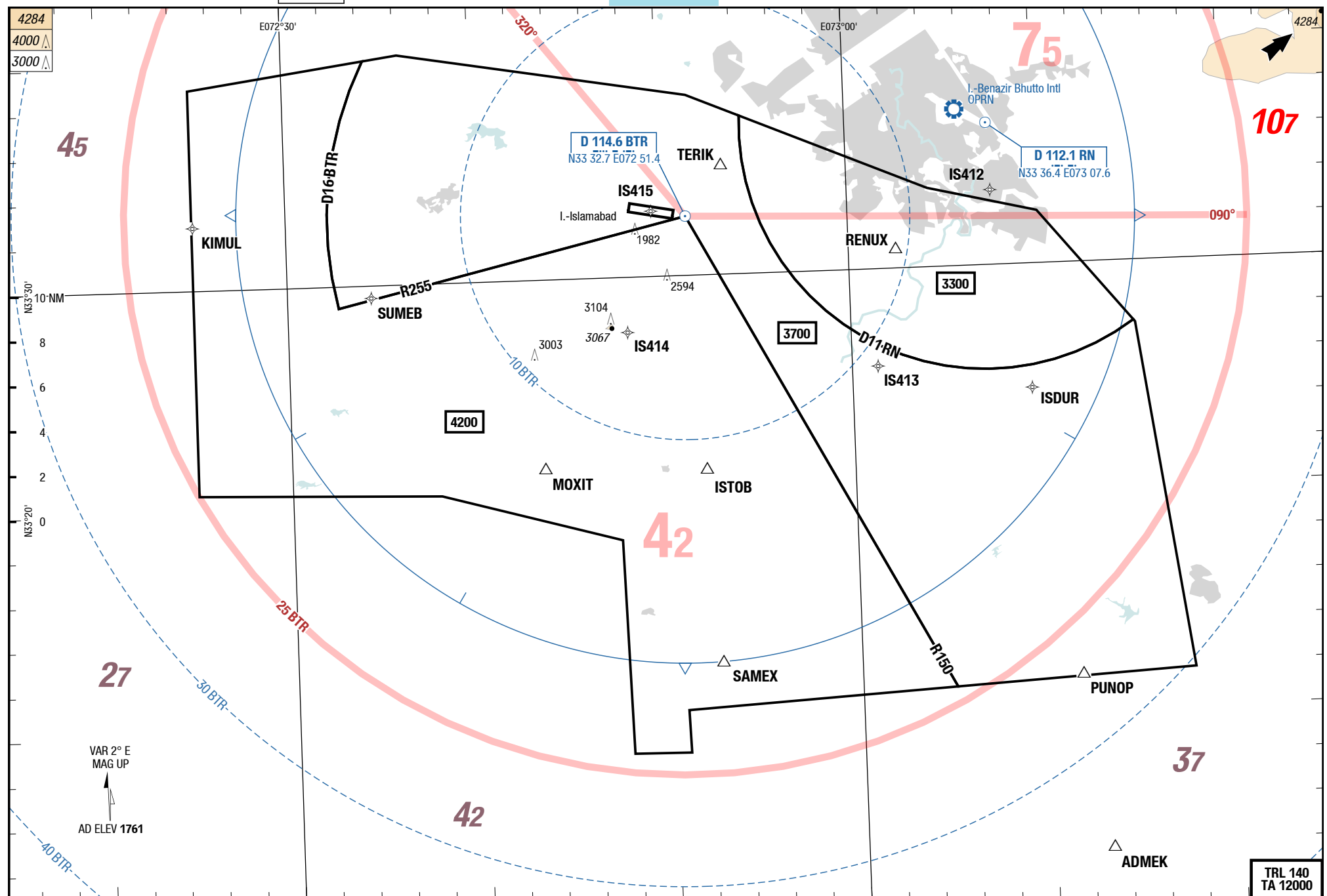
NIL  
MRC

MRC

MRC

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NIL  
MRC



Changes: new

TRL 140  
TA 12000

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