

03-NOV-2016

ISB-OPRN**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 12/30: 111/F/C/W/T**Operation****Traffic Note**

Altimeter setting PROC for ARR and DEP. All arriving and departing ACFT maintain QNH within D25 RN. Outbound: Change from QNH to STD setting upon reaching D25 RN VOR/DME even below transition ALT.

RWY Restrictions**ARR**

After landing on RWY 12 backtrack turn clockwise on pad at RWY end.

After landing on RWY 30 backtrack turn anti-clockwise on pad at RWY end.

DEP

Before TKOF on RWY 12 backtrack turn anti-clockwise on pad at RWY end.

Before TKOF on RWY 30 backtrack turn clockwise on pad at RWY end.

| RWY 12: Avoid sharp turns on dumbbell in order to reduce strain on the surface.

TWY Restrictions

TWY D to be used HJ only.

TWY C, D taxi with caution.

Standard Taxi Routes

Narrow bodied ACFT (A320, B737-800 and below) shall taxi in and out via:

- TWY D, C, B & A and vice versa.
- TWY D, C, RWY, A and vice versa.

Wide bodied ACFT (B747, B777, A340 and A330) shall taxi via TWY D, C, RWY, A and vice versa.

Taxi/Parking

Follow-me O/R.

ARR Taxi PROC: All medium ACFT and above vacate RWY 12/30 via TWY B/C for WIP APN. Shut down ENG (except WIP FLT) abeam stand 13 on TWY C short of WIP APN, then you will be towed to parking stand.

DEP Taxi PROC: All medium ACFT and above parked at WIP APN will be pushed back/towed onto TWY C and start-up/taxi when lined up facing east bearing 090°.

NOTE: Operator is responsible to ensure the availability of tow bar and tow master.

Fuel dumping area: OP(R) 214, PPR from ISLAMABAD APP. Avoid dumping below FL70, MNM FL50.

03-NOV-2016

ISB-OPRN**1-20****AOI****AOI****GENERAL****Warnings**

Do not mistake small airfield located 4NM SW for Islamabad Benazir Bhutto Intl AD.

Low lying area present in the undershoot of RWY 30, 500x500ft, depth 10-15ft, at 600ft from THR RWY 30.

Avoid prohibited area OP(P) 254 located 2.6NM SSW.

Avoid flying over the town of Islamabad.

Areas not visible from TWR:

- CIV APN between bay 1-5.
- Eastern gate between CIV APN and MIL APN.

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure**

VFR Traffic Pattern: RWY 30 right-hand circuit.

DEPARTURE**Take-off Minima**

| | | | |
|----------|-----------|---------------|---|
| RWY | 12/30 | | |
| All ACFT | ft - m/km | 0 - 400R/400V | - |

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

Contact TWR for push-back/start-up CLR 5min before ready, indicating the RWY predetermined by DEP route designator. Start-up CLR will remain valid for 5min.

Wide bodied ACFT on stands 2-8 do not start ENGs until towed to abeam stand 9.

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17-MAY-2018

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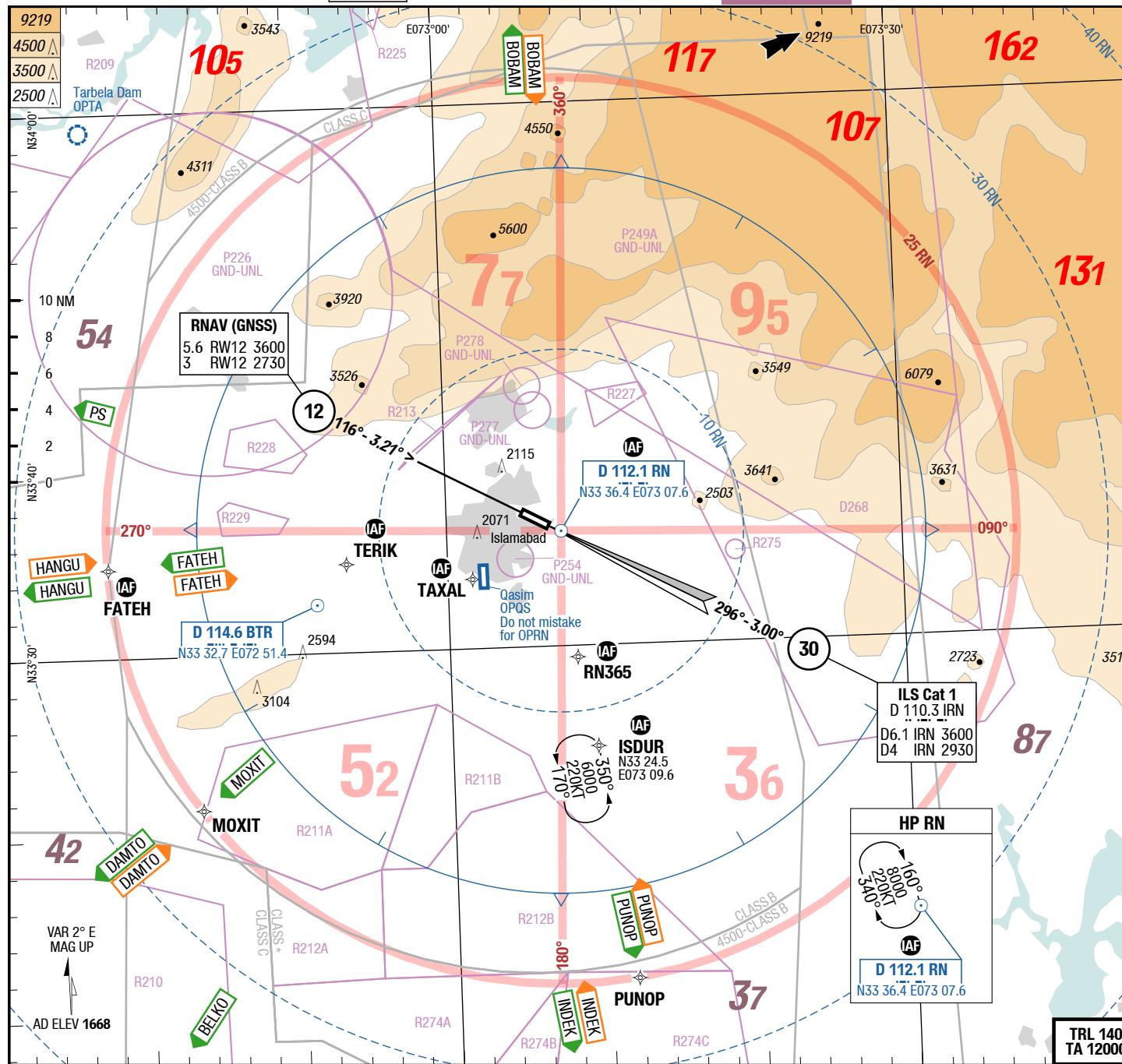
AFC

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AFC

2-10



ATIS

APP

Cherat APP
Chaklala TWR

129.600

124.900

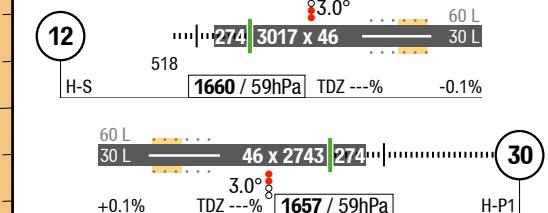
125.500

125.600

123.700

119.700

Landing RWY system:



Changes: WPT PUNOP, MOXIT, FREQ, PROC renamed, ASP, SUAs

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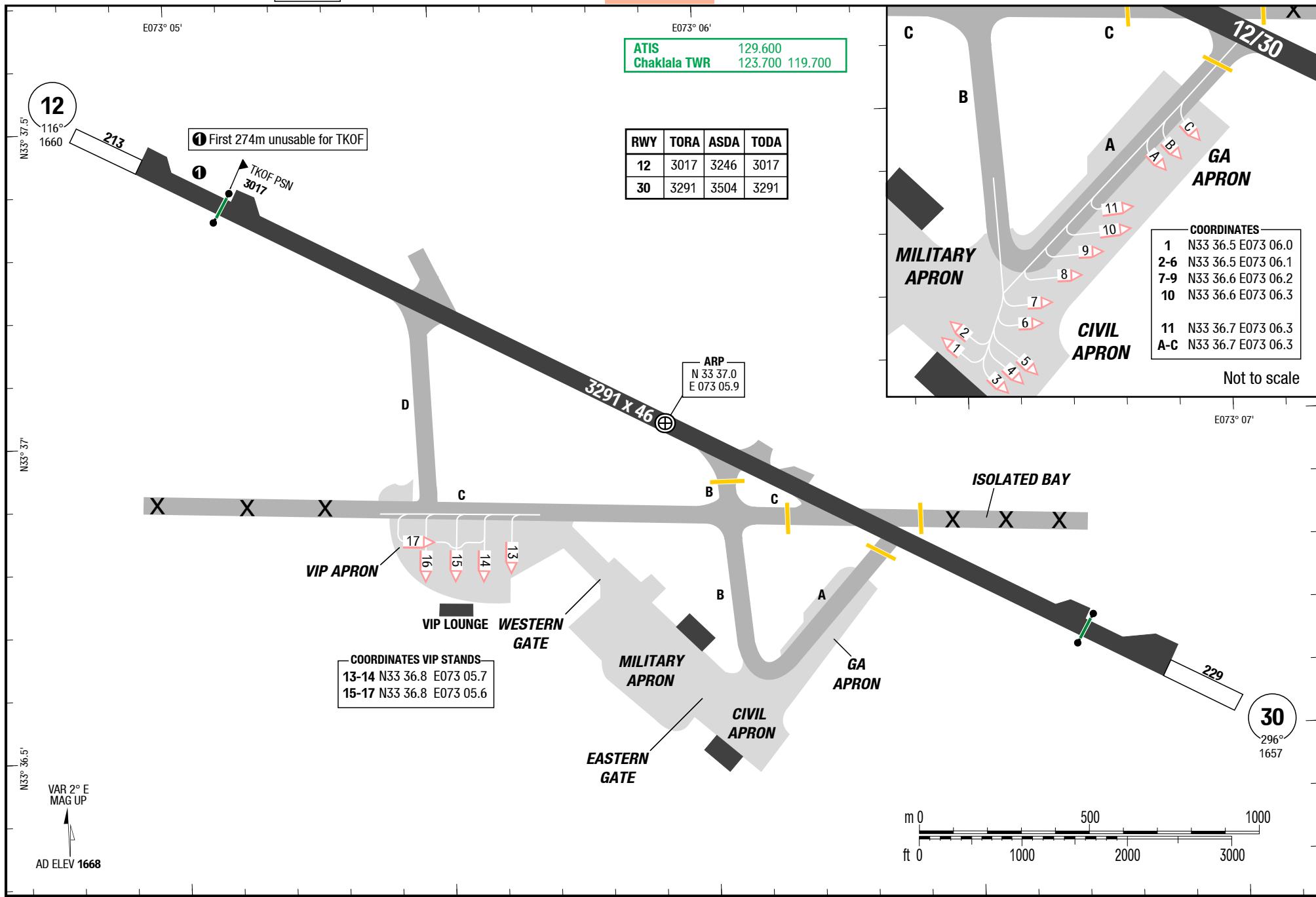
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3-20

AGC

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Changes: Nil

Effective 24-MAY-2018
17-MAY-2018

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RNAV SIDs RWY 12

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RNAV SIDs RWY 12

SID

RNAV SIDs RWY 30

RNAV SIDs RWY 30

TRL 140
TA 12000

107

117

95

36

37

46

CLASS C

CLASS B

4500-CLASS B

4500

4500-CLASS B

4500

4500

4500

4500

4500

4500

4500

4500

4500

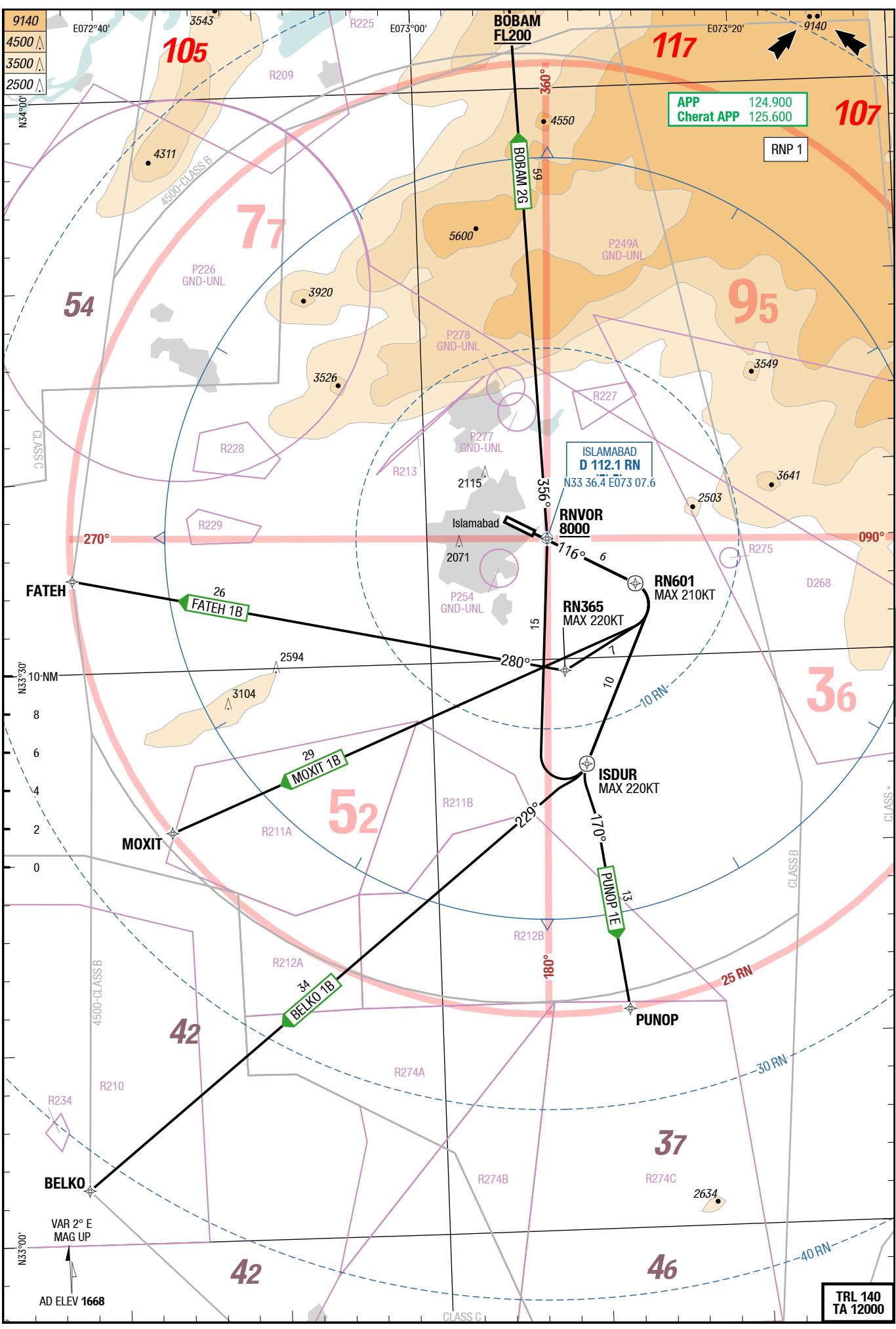
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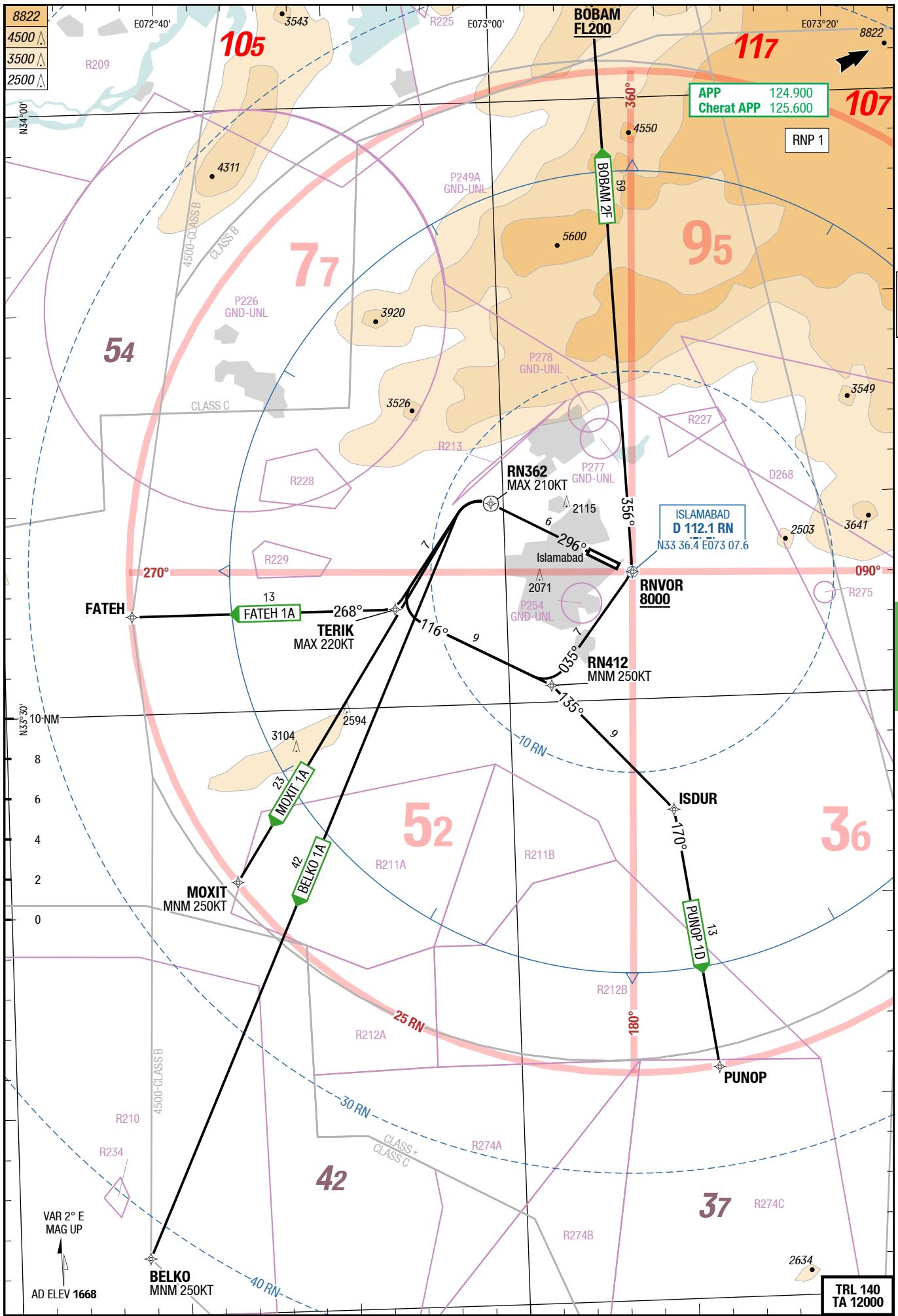
4500

4500

Changes: WPT PUNOP, MOXIT, PROC renamed, ASP, Note, SUAs



Changes: WPT PUNOP, MOXIT, PROC renamed, ASP, SUAs



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14-JUN-2018

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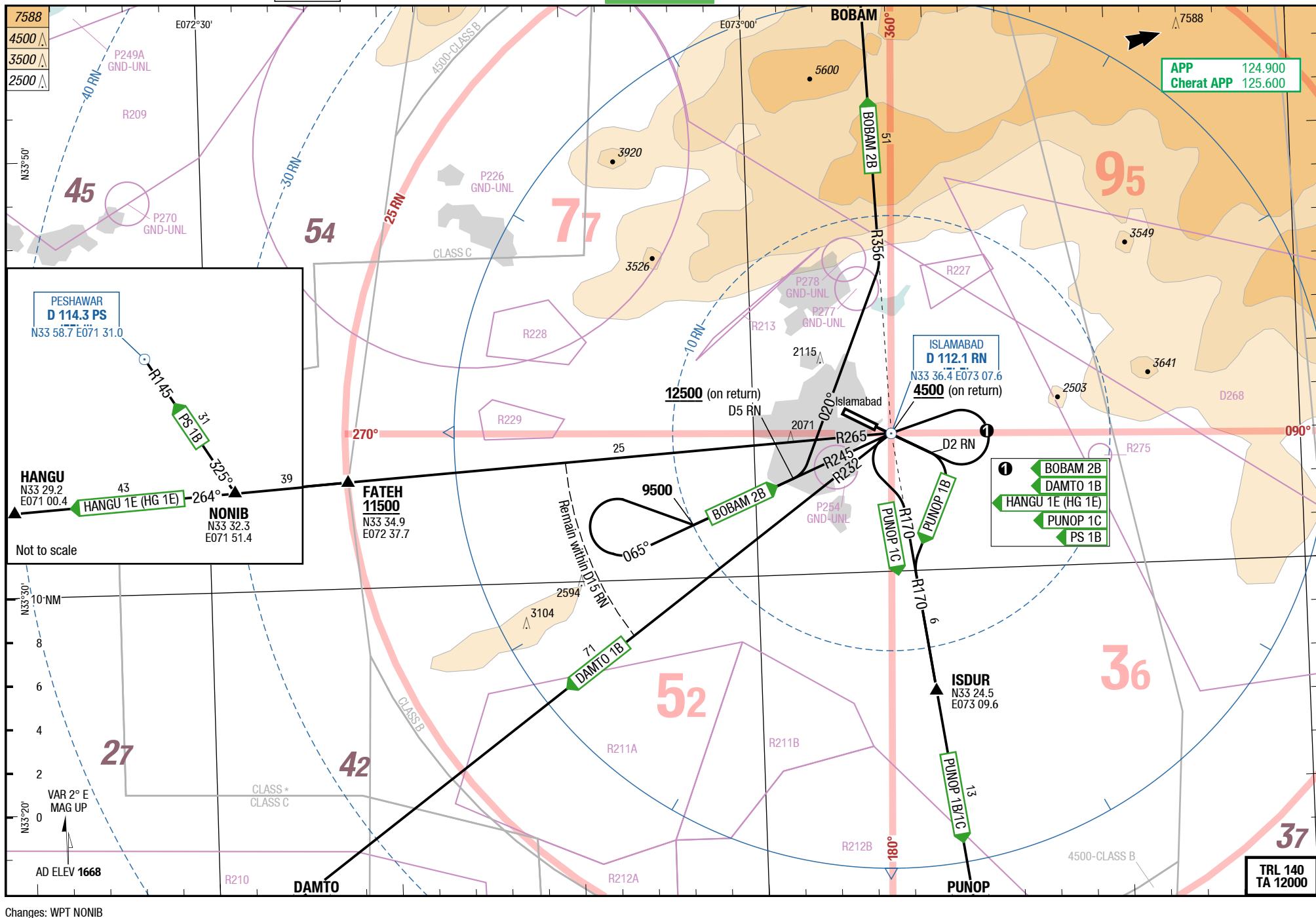
SIDs RWY 30

4-30

SIDs RWY 12

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SIDs RWY 12



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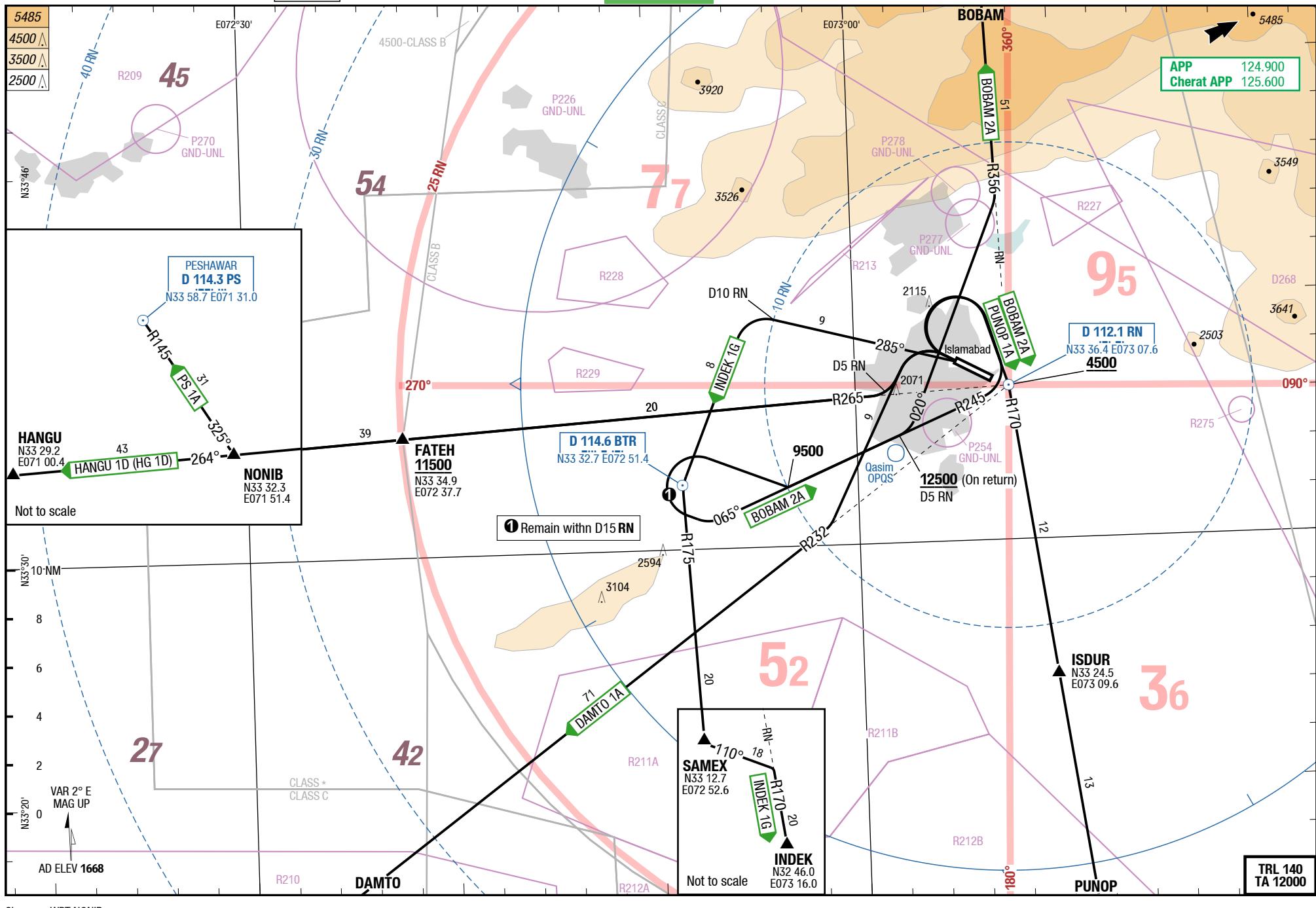
SIDs RWY 30

4-40

6

6

SIDs RWY 30



N/A-OPRN

5-10

RNAV SIDs RWY 12

SIDPT

BELKO 1B / BOBAM 2G / FATEH 1B / MOXIT 1B / PUNOP 1E

RWY 12 (116°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------|--|--|
| | Runway 12 | |
| BELKO 1B 124.900 | RW12 - <u>RN601</u> [K210-] - DCT <u>ISDUR</u> [K220-] - BELKO | |
| BOBAM 2G 124.900 | RW12 - <u>RN601</u> [K210- ;R] - DCT <u>ISDUR</u> [K220-] - DCT RNVOR - BOBAM | RNVOR MNM 8000 BOBAM MNM F200 |
| FATEH 1B 124.900 | RW12 - <u>RN601</u> [K210- ;R] - DCT RN365 [K220-] - FATEH | |
| MOXIT 1B 124.900 | RW12 - <u>RN601</u> [K210- ;R] - DCT MOXIT | |
| PUNOP 1E 124.900 | RW12 - <u>RN601</u> [K210-] - DCT <u>ISDUR</u> [K220-] - PUNOP | |

N/A-OPRN

5-20

RNAV SIDs RWY 30

SIDPT

BELKO 1A / BOBAM 2F / FATEH 1A / MOXIT 1A / PUNOP 1D

RWY 30 (296°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------|---|--|
| | Runway 30 | |
| BELKO 1A 124.900 | RW30 - <u>RN362</u> [K210- ;L] - DCT BELKO [K250+] | |
| BOBAM 2F 124.900 | RW30 - <u>RN362</u> [K210- ;L] - DCT TERIK [K220- ;L] - RN412 [K250+] - RNVOR - BOBAM | RNVOR MNM 8000 BOBAM MNM F200 |
| FATEH 1A 124.900 | RW30 - <u>RN362</u> [K210- ;L] - DCT TERIK [K220-] - FATEH | |
| MOXIT 1A 124.900 | RW30 - <u>RN362</u> [K210- ;L] - DCT MOXIT [K250+] | |
| PUNOP 1D 124.900 | RW30 - <u>RN362</u> [K210- ;L] - DCT TERIK [K220- ;L] - RN412 [K250+] - ISDUR - PUNOP | |

N/A-OPRN

5-30

SIDs RWY 12

SIDPT

BOBAM 2B / DAMTO 1B / HANGU 1E / PESHAWAR 1B / PUNOP 1B / PUNOP 1C
RWY 12 (116°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 12 | |
| BOBAM 2B 124.900 | LT (within D2 RN) direct RN - R245 RN - at 9500 execute right procedure turn (remain within D15 RN) - intercept R245 RN inbound - at D5 RN LT 020° - intercept R356 RN to BOBAM | RN MNM 4500 D5 RN MNM 12500 (on return) |
| DAMTO 1B 124.900 | LT (within D2 RN) direct RN - R232 RN to DAMTO | RN MNM 4500 |
| HANGU 1E HG 1E 124.900 | LT (within D2 RN) direct RN - R265 RN via FATEH - NONIB to HANGU | RN MNM 4500 FATEH MNM 11500 |
| PESHAWAR 1B PS 1B 124.900 | LT (within D2 RN) direct RN - R265 RN via FATEH - at NONIB RT intercept R145 PS to PS | RN MNM 4500 FATEH MNM 11500 |
| PUNOP 1B 124.900 | RT (within D2 RN) - intercept R170 RN via ISDUR to PUNOP | |
| PUNOP 1C 124.900 | LT (within D2 RN) direct RN - R170 RN via ISDUR to PUNOP | RN MNM 4500 |

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5-40

SIDs RWY 30

SIDPT

BOBAM 2A / DAMTO 1A / HANGU 1D / INDEK 1G / PESHAWAR 1A / PUNOP 1A
RWY 30 (296°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 30 | |
| BOBAM 2A 124.900 | RT direct RN - R245 RN - at 9500 execute right procedure turn (remain within D15 RN) - intercept R245 RN inbound - at D5 RN LT 020° - intercept R356 RN to BOBAM | RN MNM 4500 D5 RN MNM 12500 (on return) |
| DAMTO 1A 124.900 | LT intercept R232 RN to DAMTO | |
| HANGU 1D HG 1D 124.900 | LT at D5 RN intercept R265 RN via FATEH - NONIB to HANGU | FATEH MNM 11500 |
| INDEK 1G 124.900 | 285° - at D10 RN LT to BTR - R175 BTR to SAMEX - LT 110° - intercept R170 RN to INDEK | |
| PESHAWAR 1A PS 1A 124.900 | LT at D5 RN intercept R265 RN via FATEH - at NONIB RT intercept R145 PS to PS | FATEH MNM 11500 |
| PUNOP 1A 124.900 | RT direct RN intercept R170 RN via ISDUR to PUNOP | RN MNM 4500 |

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N/A-OPRN

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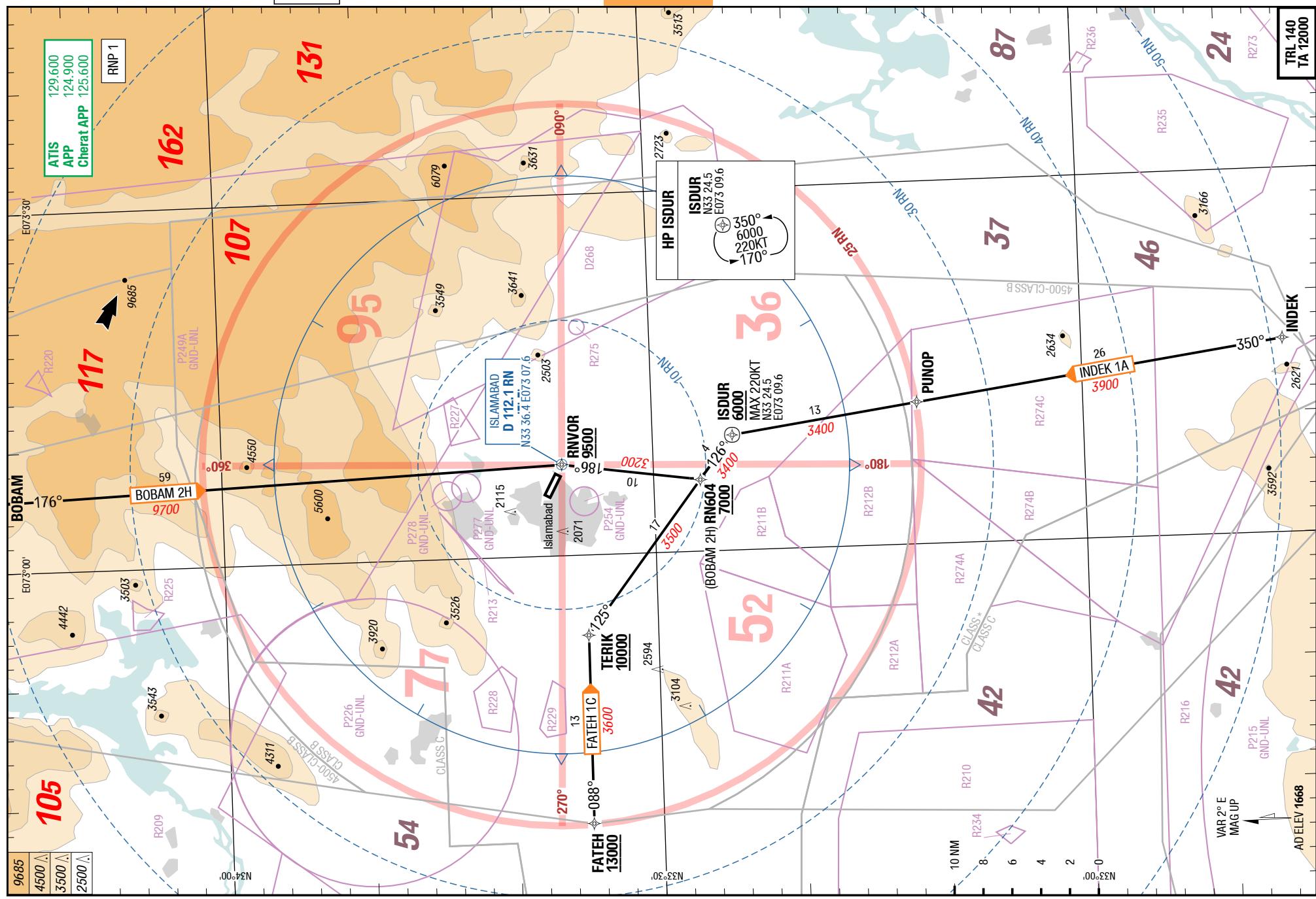
STAR

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RNAV STARS

6-10



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17-MAY-2018

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STAR

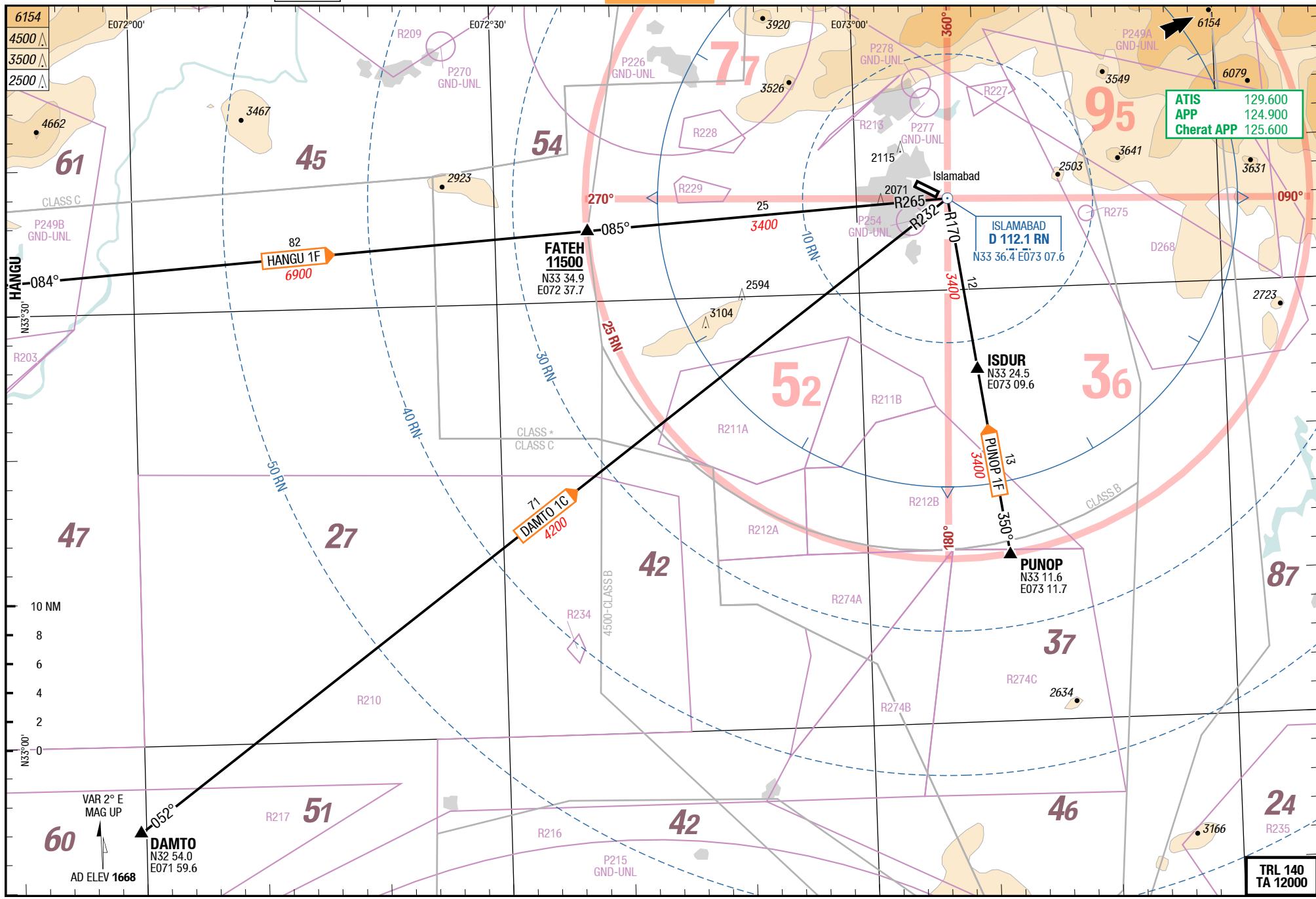
STAR

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STARs

STARs

6-20



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25-JAN-2018

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6-30

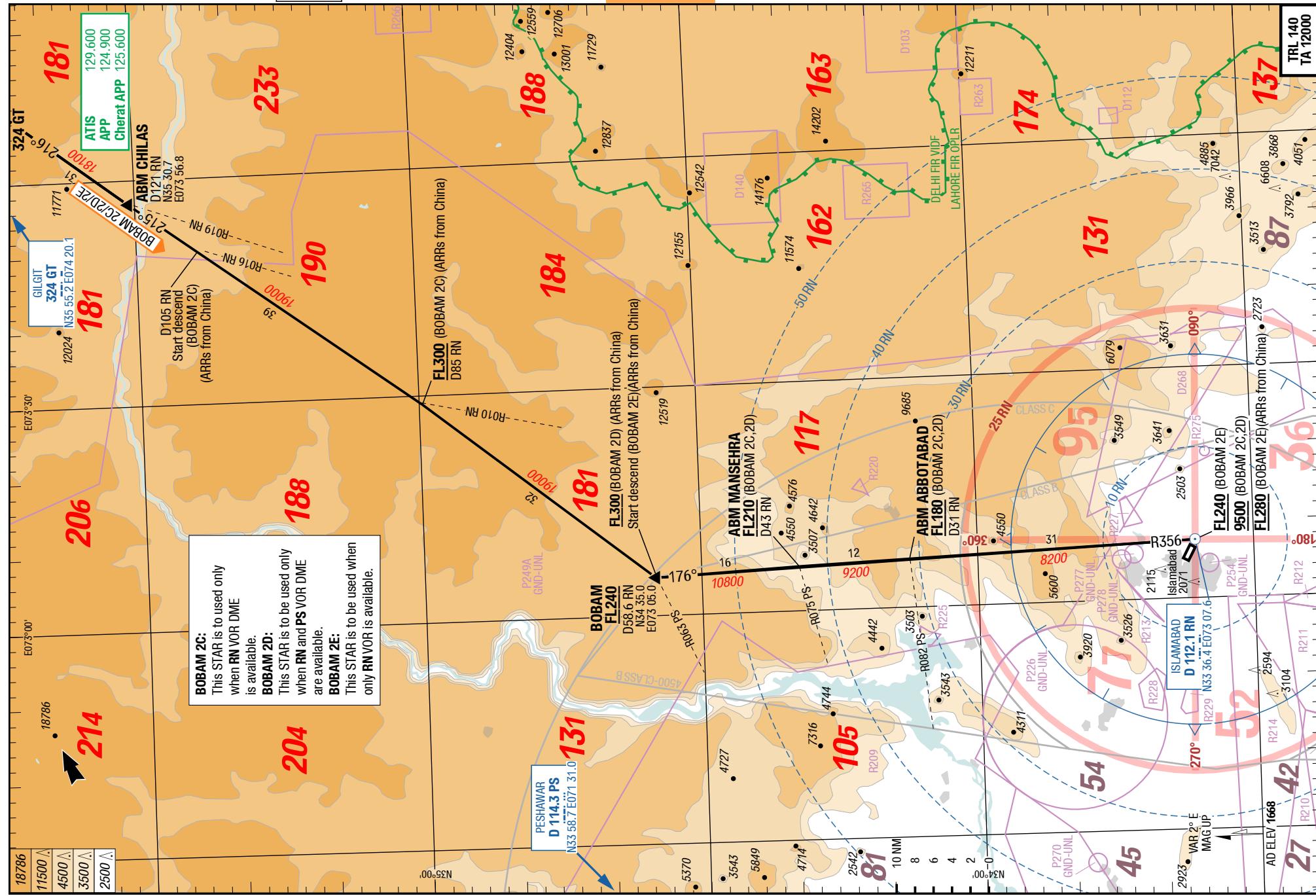
STARs BOBAM

STAR

STAR

NIL

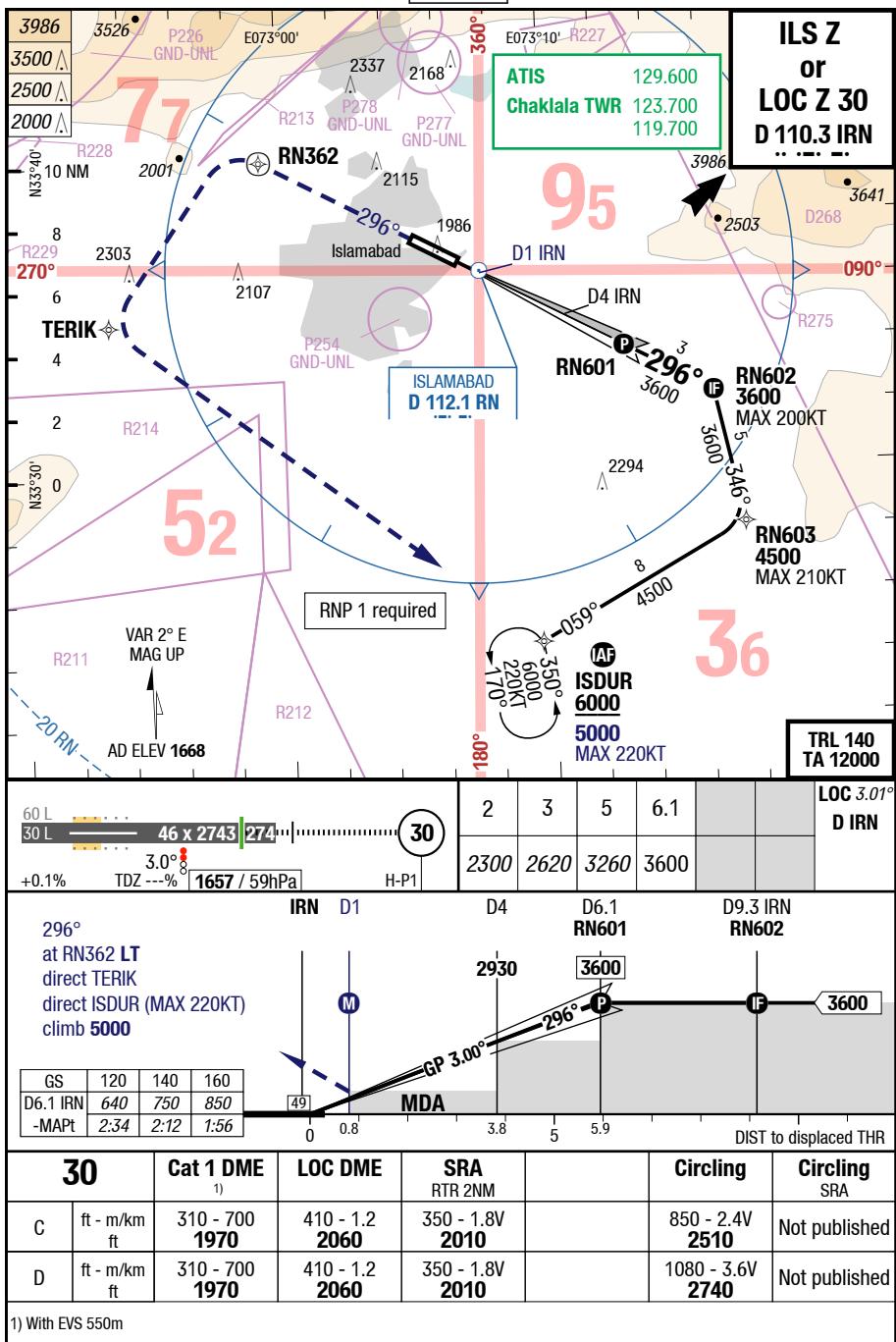
STARs BOBAM



ISB-OPRN

7-10

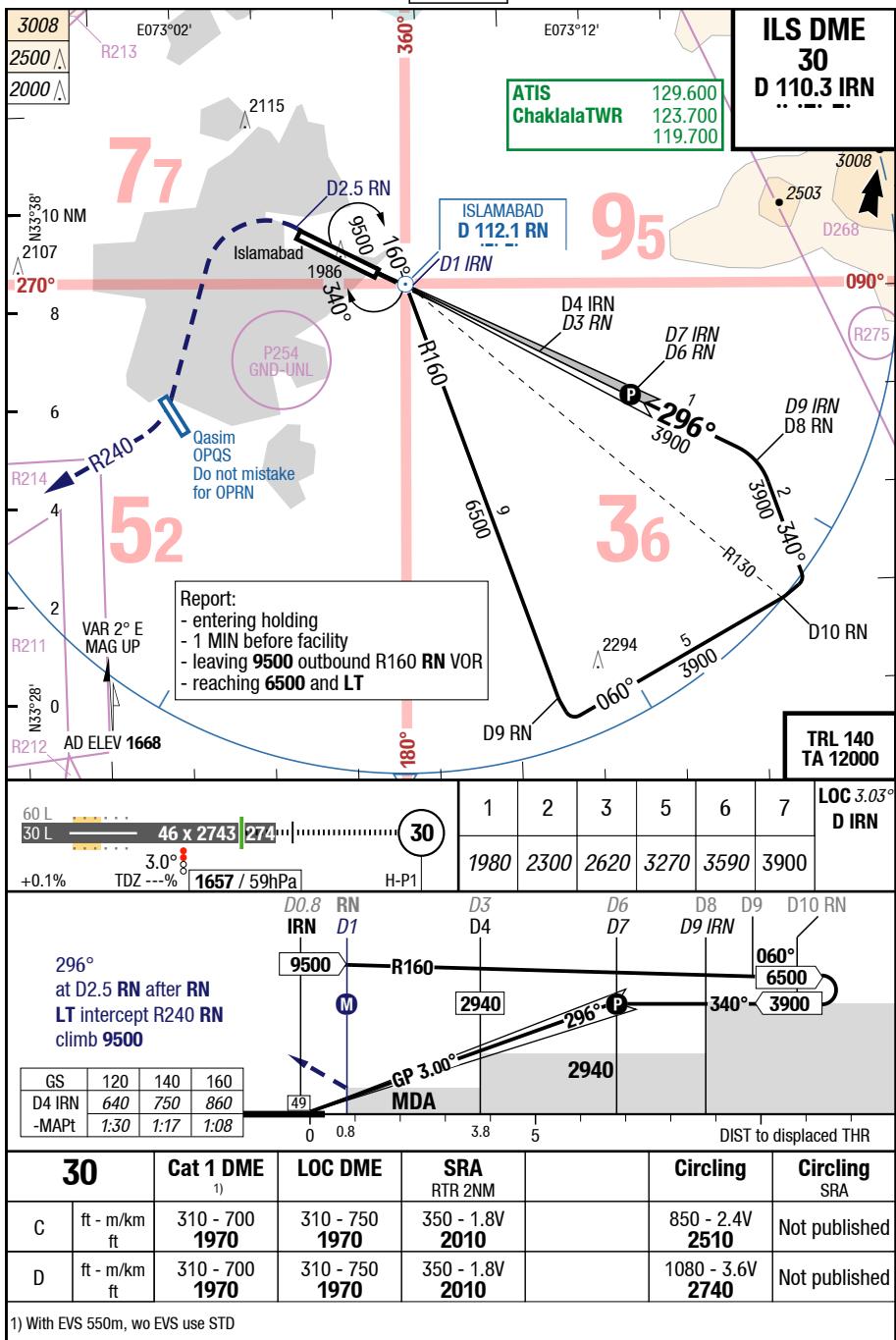
ILS Z or LOC Z 30



ISB-OPRN

7-20

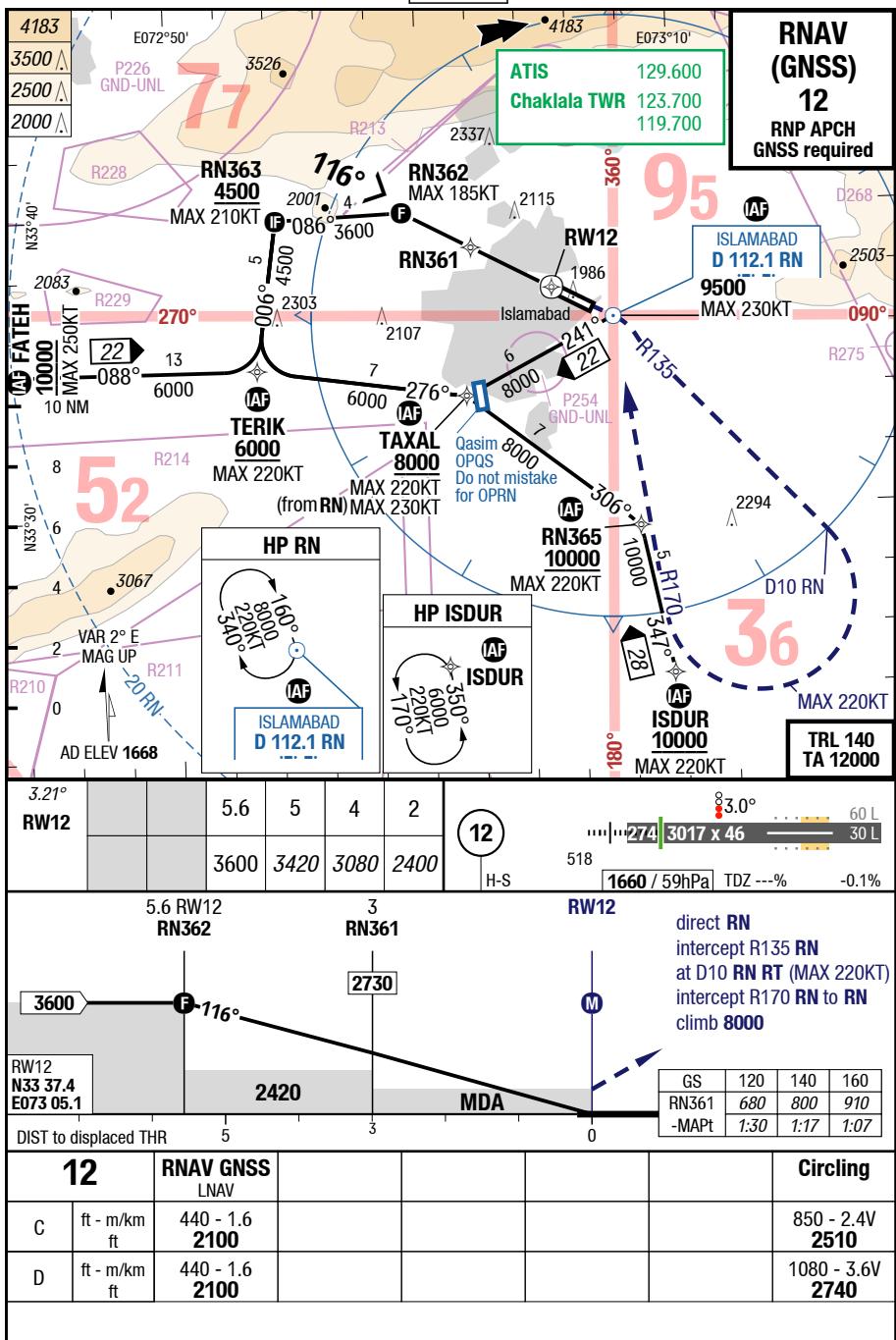
ILS DME 30



ISB-OPRN

7-30

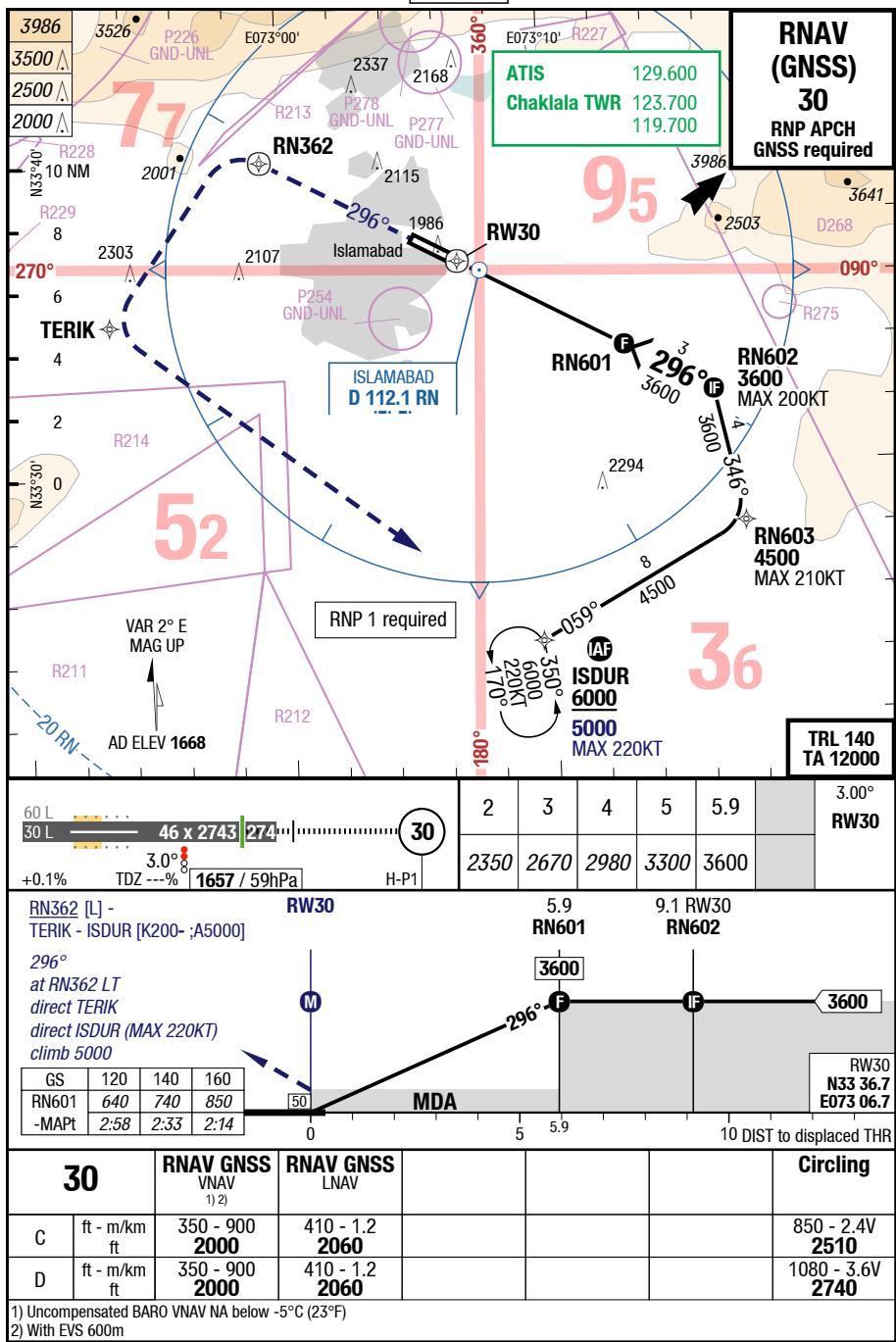
RNAV (GNSS) 12



ISB-OPRN

7-40

RNAV (GNSS) 30



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

2) With EVS 600m

14-JUN-2018

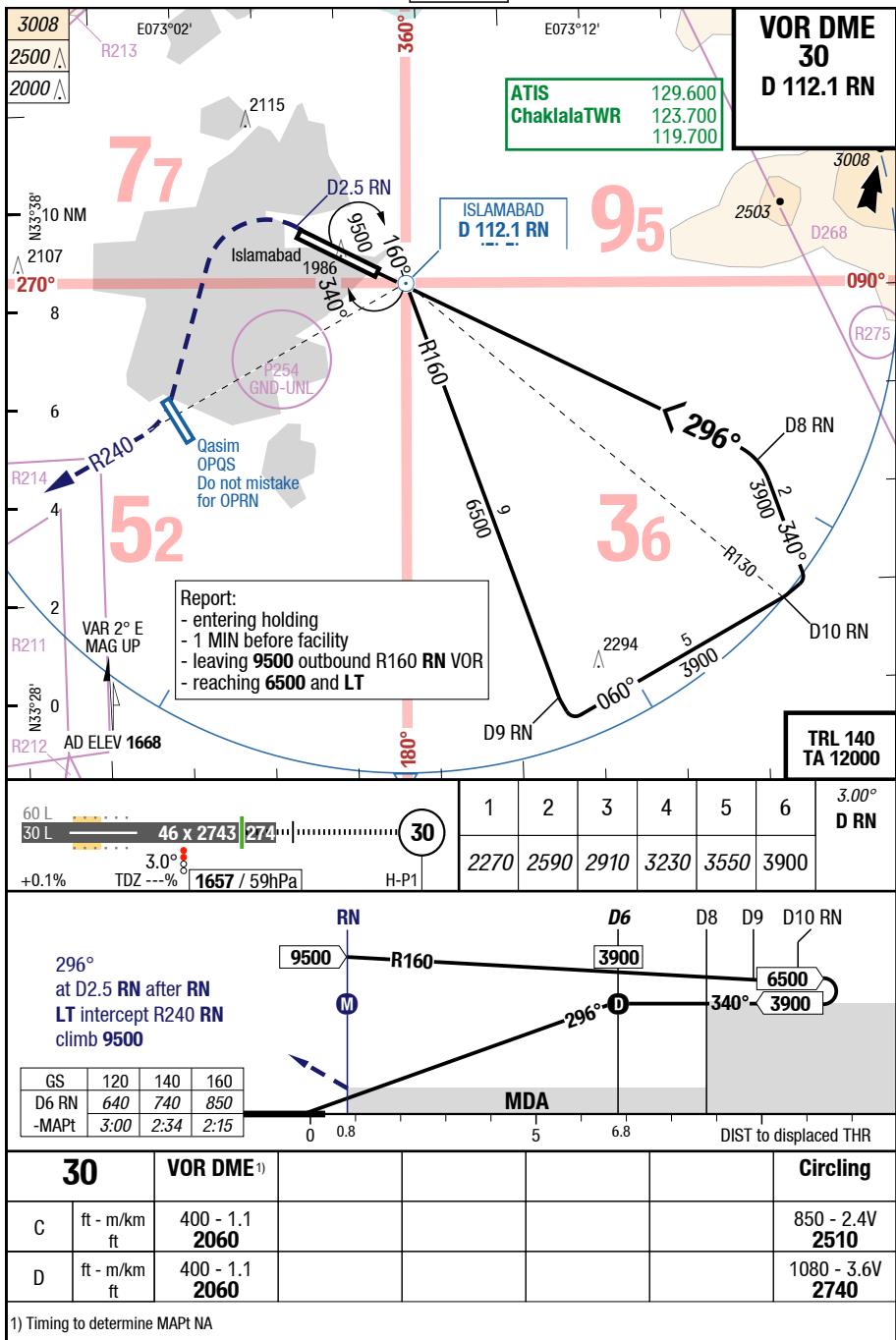
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IAC

N/A-OPRN

7-50

VOR DME 30



Changes: Nil

14-JUN-2018

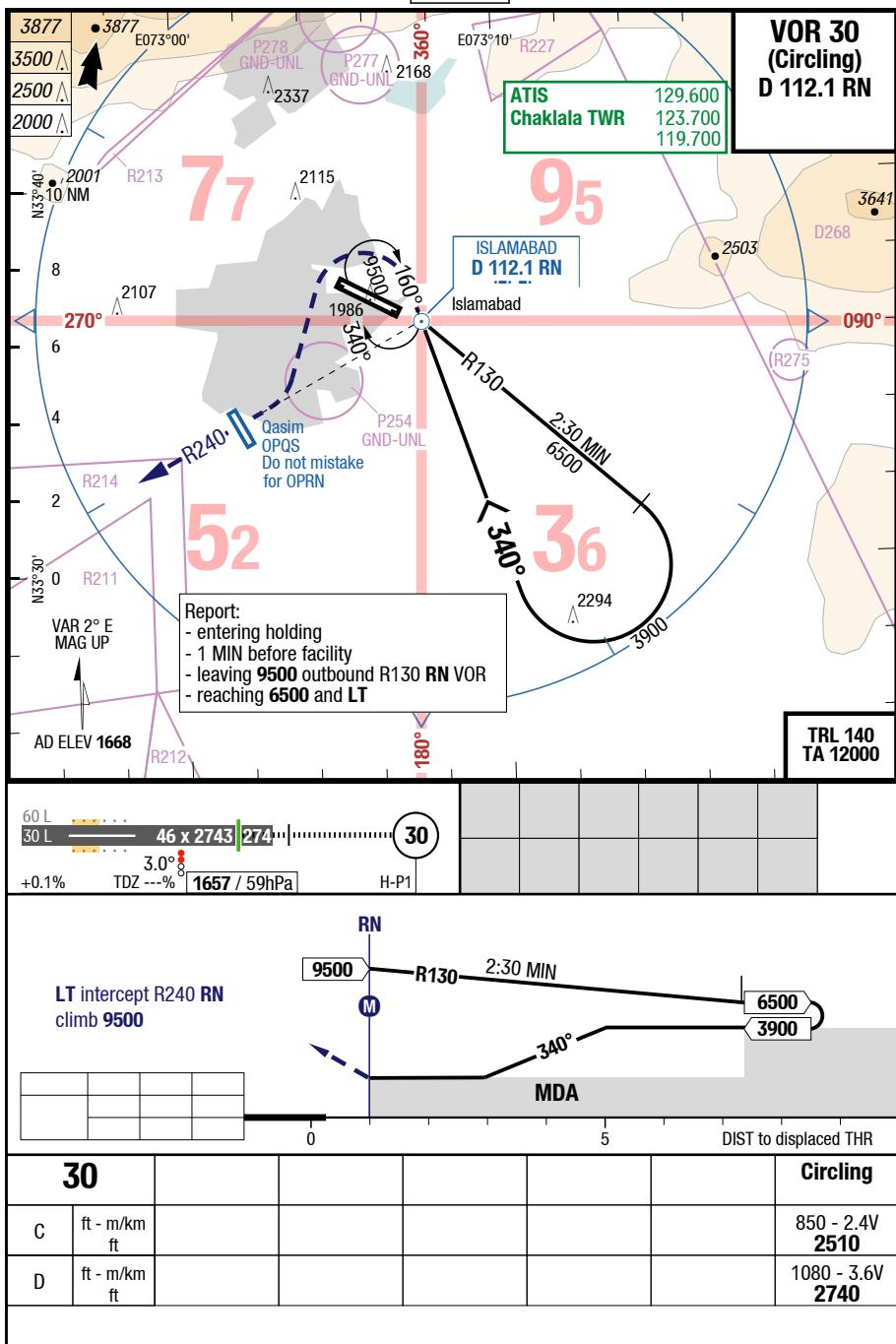
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IAC

N/A-OPRN

7-60

VOR 30 (Circling)



Changes: MIN

07-SEP-2017

ISB-OPRN

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NIL

MRC

8-10

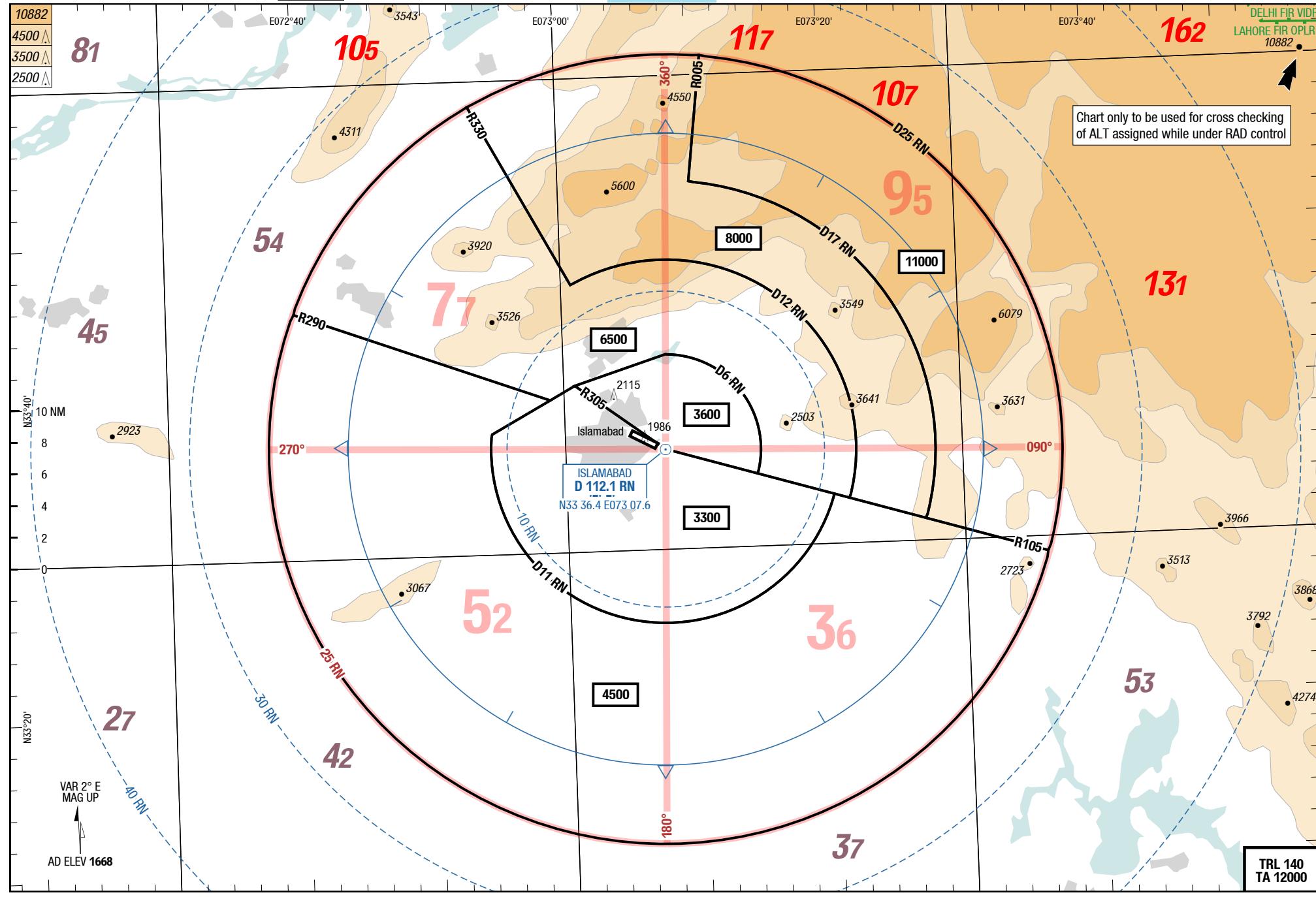
MRC

MRC

Benazir Bhutto Intl Islamabad Pakistan

NIL

MRC



Changes: MGA