

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 VIP APN. Shut down ENG (except VIP FLT) abeam stand 13 on TWY C short of VIP APN, then you will be towed to parking stand.

DEP Taxi PROC: All medium ACFT and above parked at VIP 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.

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.

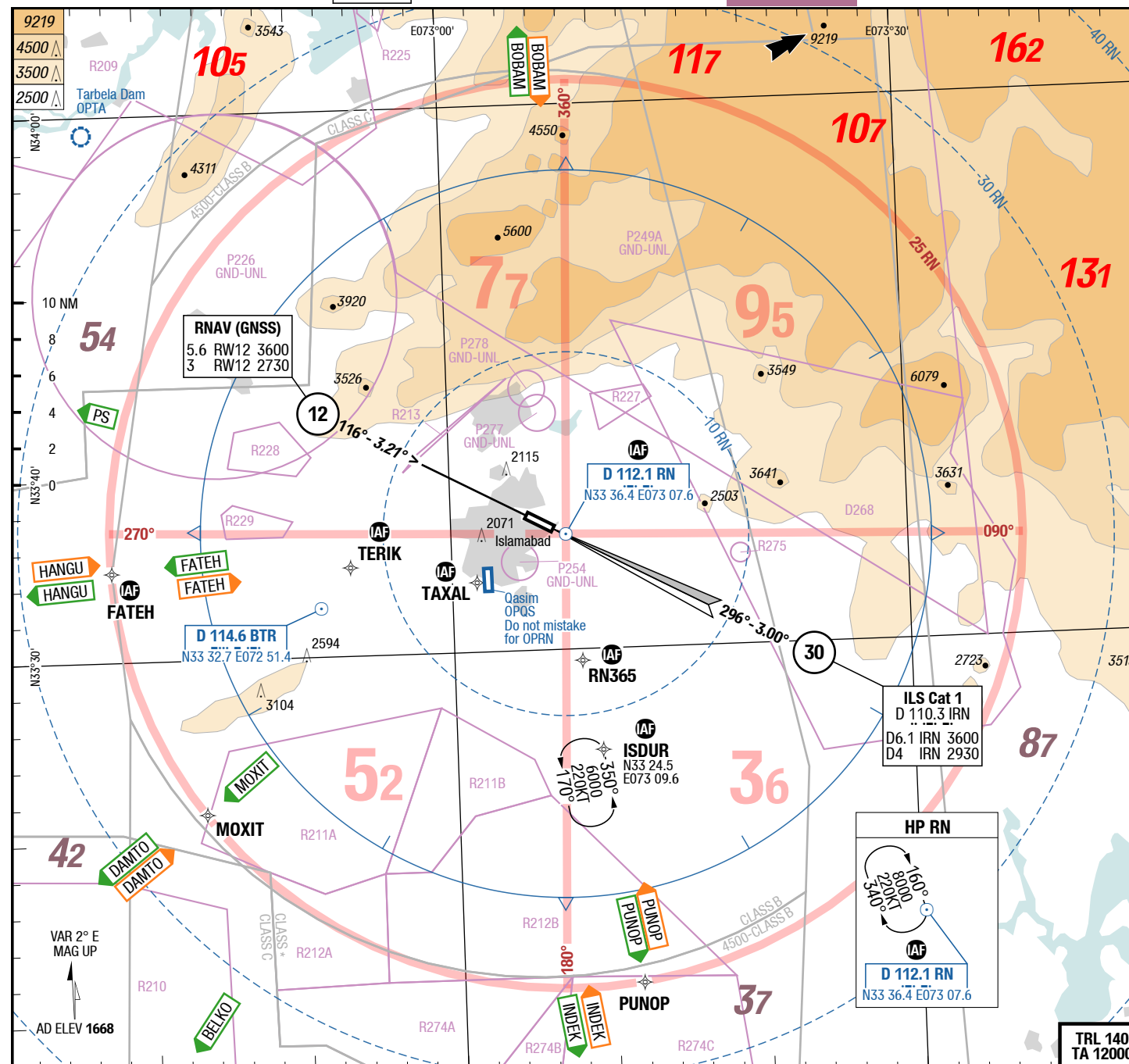
Wide bodied ACFT on stands 2-8 do not start ENGs until towed to abeam stand 9.

N/A-OPRN

AFC

AFC

2-10



ATIS	129.600
APP	124.900
	125.500
Cherat APP	125.600
Chaklala TWR	123.700
	119.700

Landing RWY system:

12

H-S

518

274 | 3017 x 46

3.0°

60 L

30 L

1660 / 59hPa

TDZ ---%

-0.1%

60 L

30 L

46 x 274

3.0°

60 L

30 L

1657 / 59hPa

TDZ ---%

+0.1%

30

H-P1

TRL 140
TA 12000

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

Effective 24-MAY-2018

17-MAY-2018

N/A-OPRN

Pakistan Islamabad Benazir Bhutto Intl

AGC

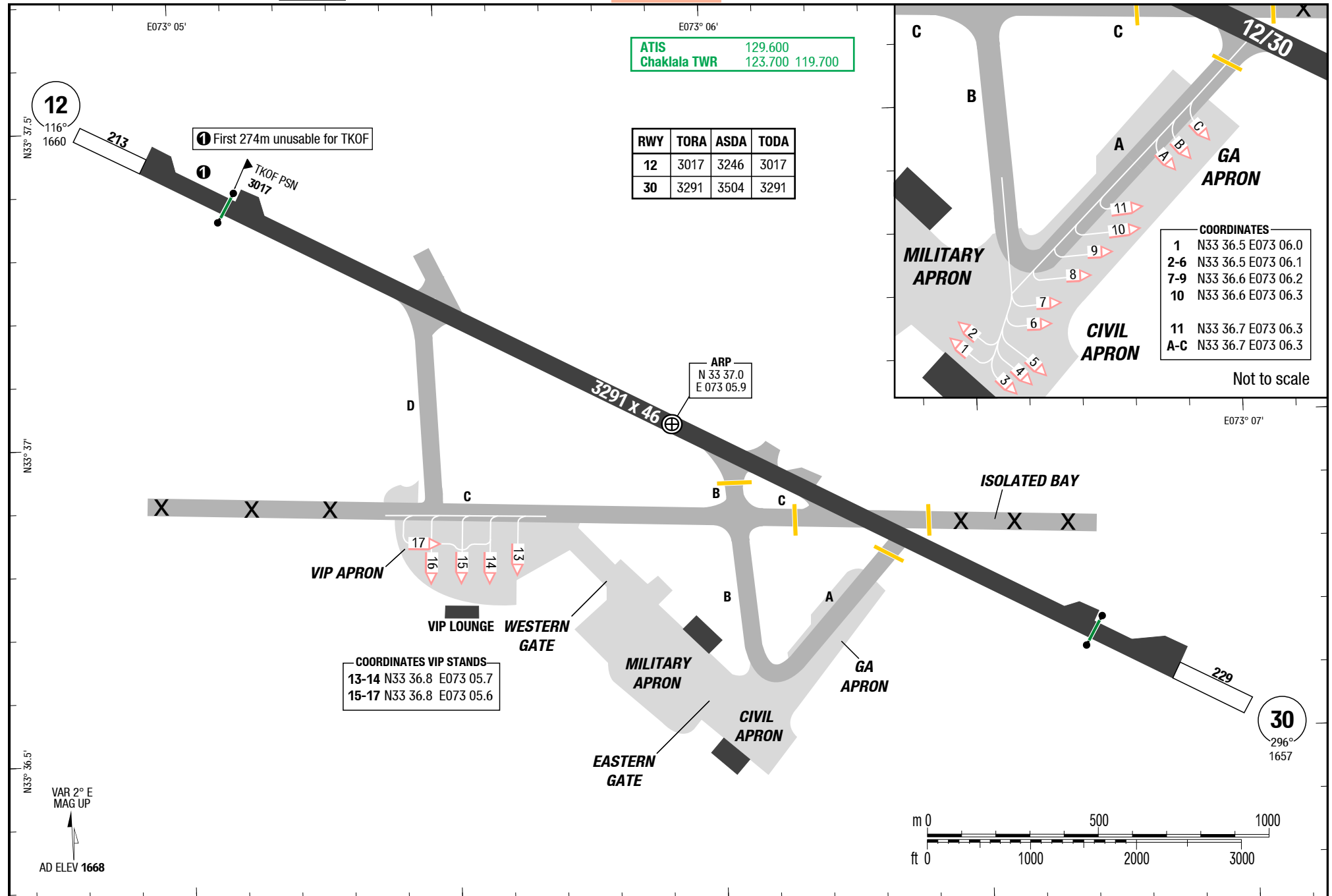
AGC

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Benazir Bhutto Intl Islamabad Pakistan

AGC

3-20

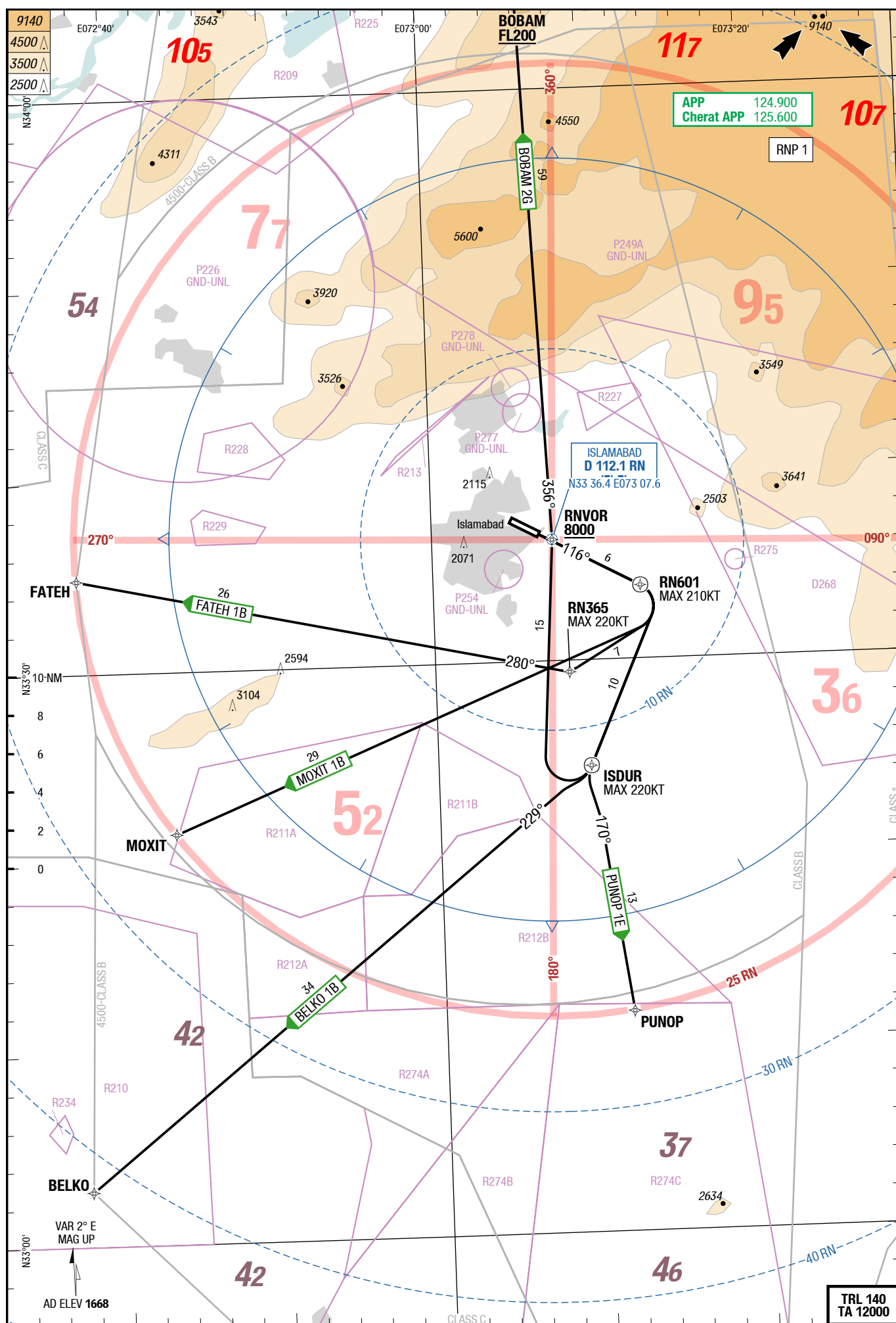


Changes: Nil

Benazir Bhutto Intl **Islamabad** Pakistan

RNAV SIDS RWY 30

RNAV SIDS RWY 12



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

17-MAY-2018

N/A-OPRN

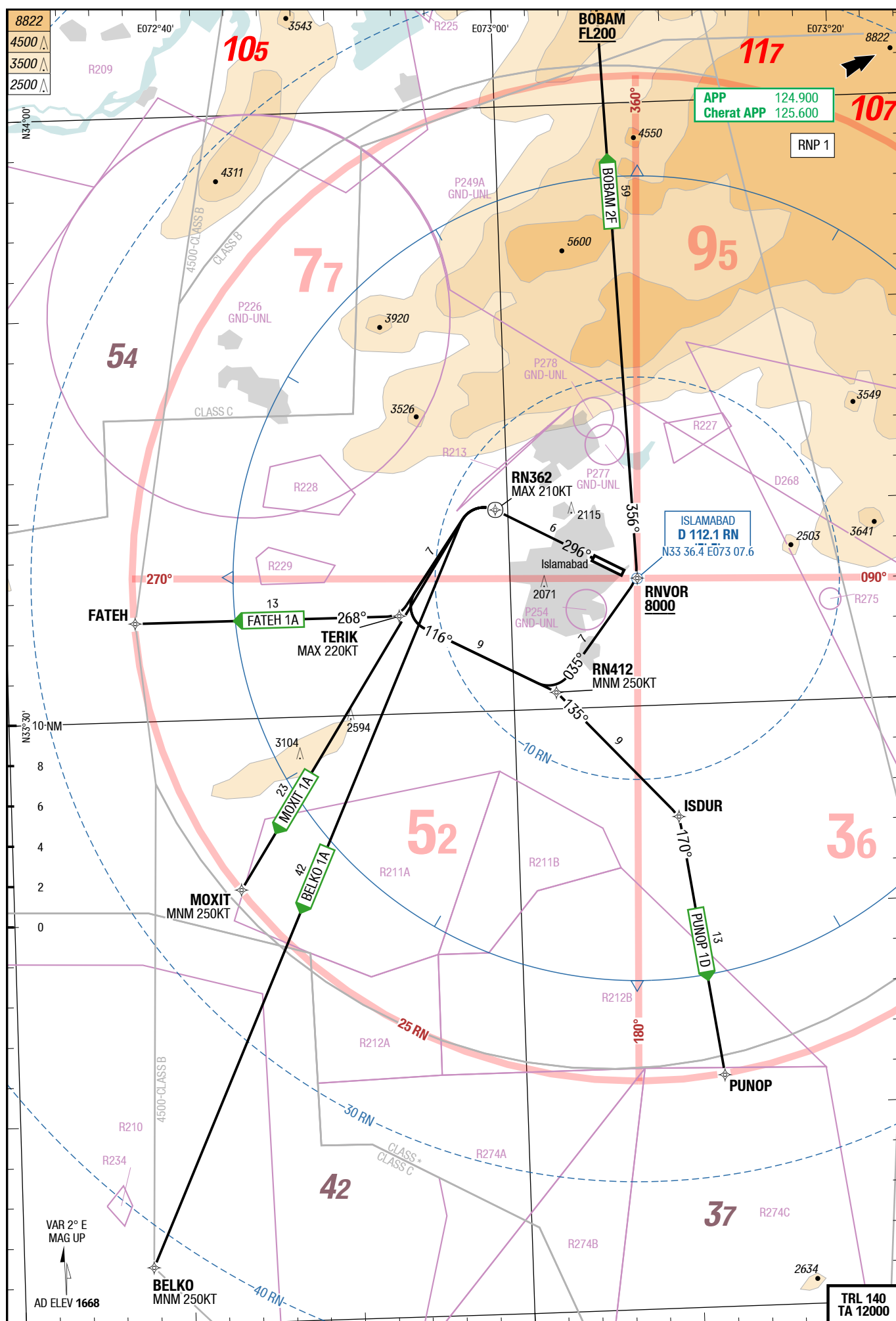
Pakistan Islamabad Benazir Bhutto Intl

4-20

RNAV SIDS RWY 30

SID**SID**Benazir Bhutto Intl **Islamabad** Pakistan

RNAV SIDS Rwy 30



N/A-OPRN

SIDs RWY 30

4-30

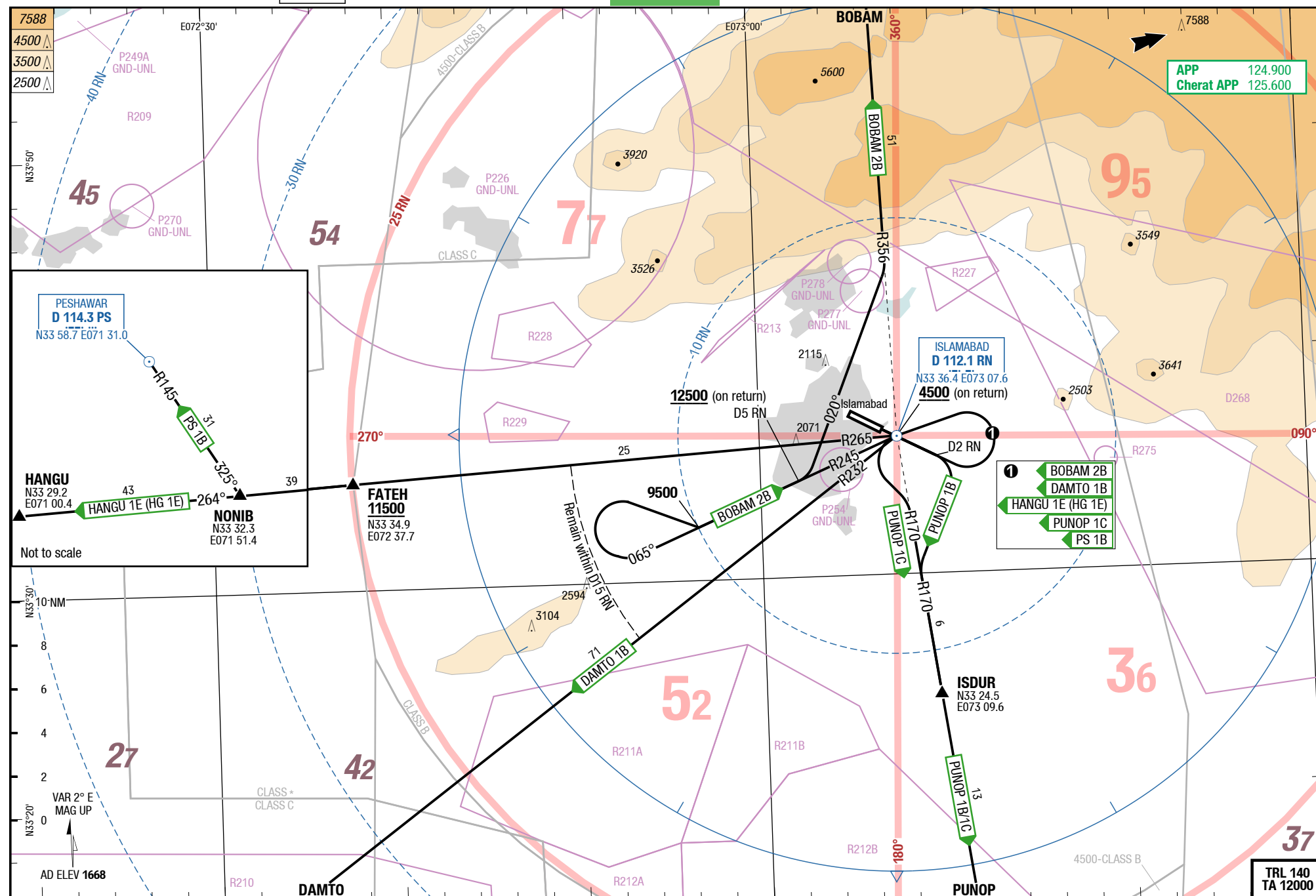
SIDs RWY 12

SID

SID

SIDs RWY 30

SIDs RWY 12



Changes: WPT NONIB

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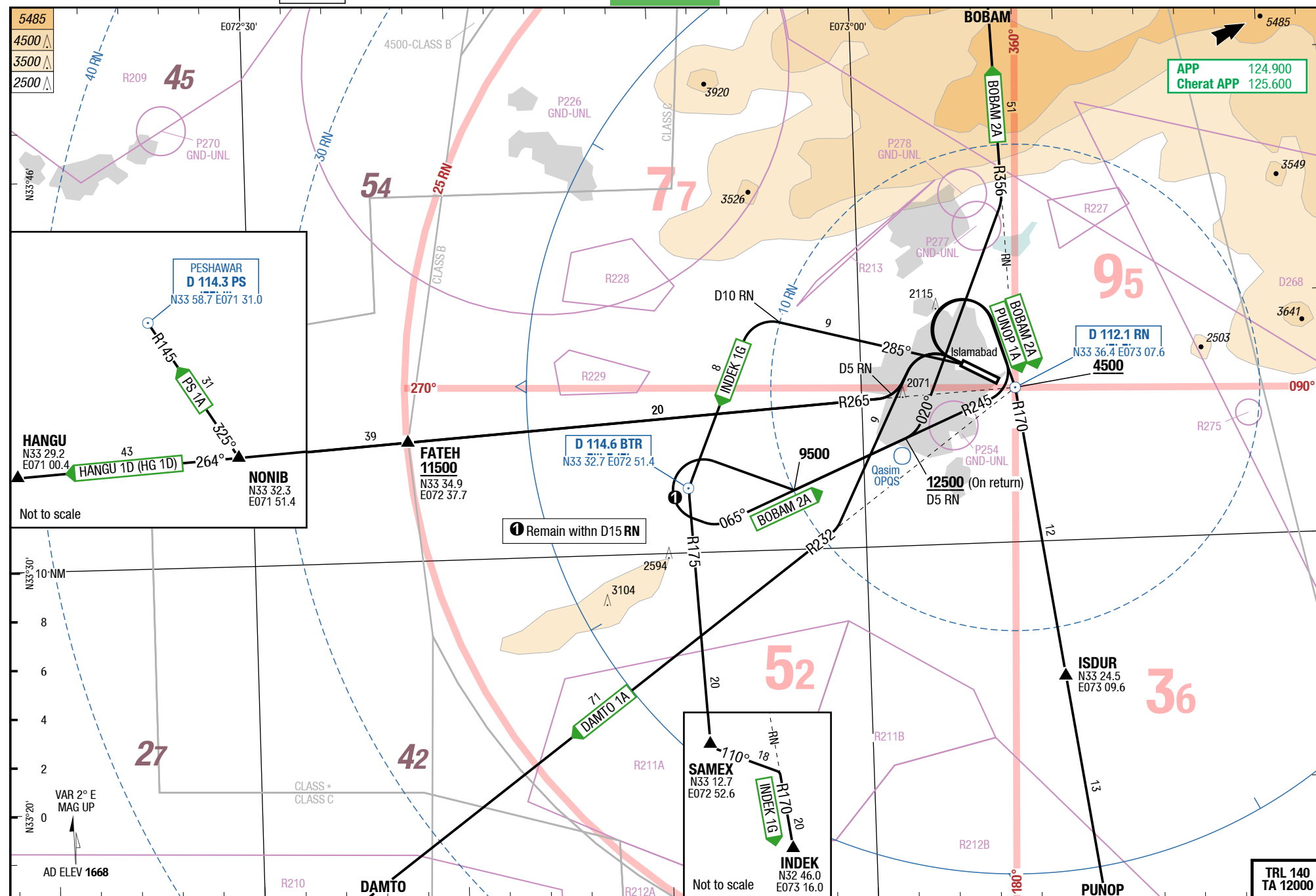
N/A-OPRN

SIDs RWY 30

SID

SID

SIDs RWY 30



Changes: WPT NONIB

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N/A-OPRN

5-10

RNAV SIDs RWY 12

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 FL200
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	

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 FL200
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	

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

N/A-OPRN

5-40

SIDs RWY 30

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

N/A-OPRN

STARS

RNAV STARs

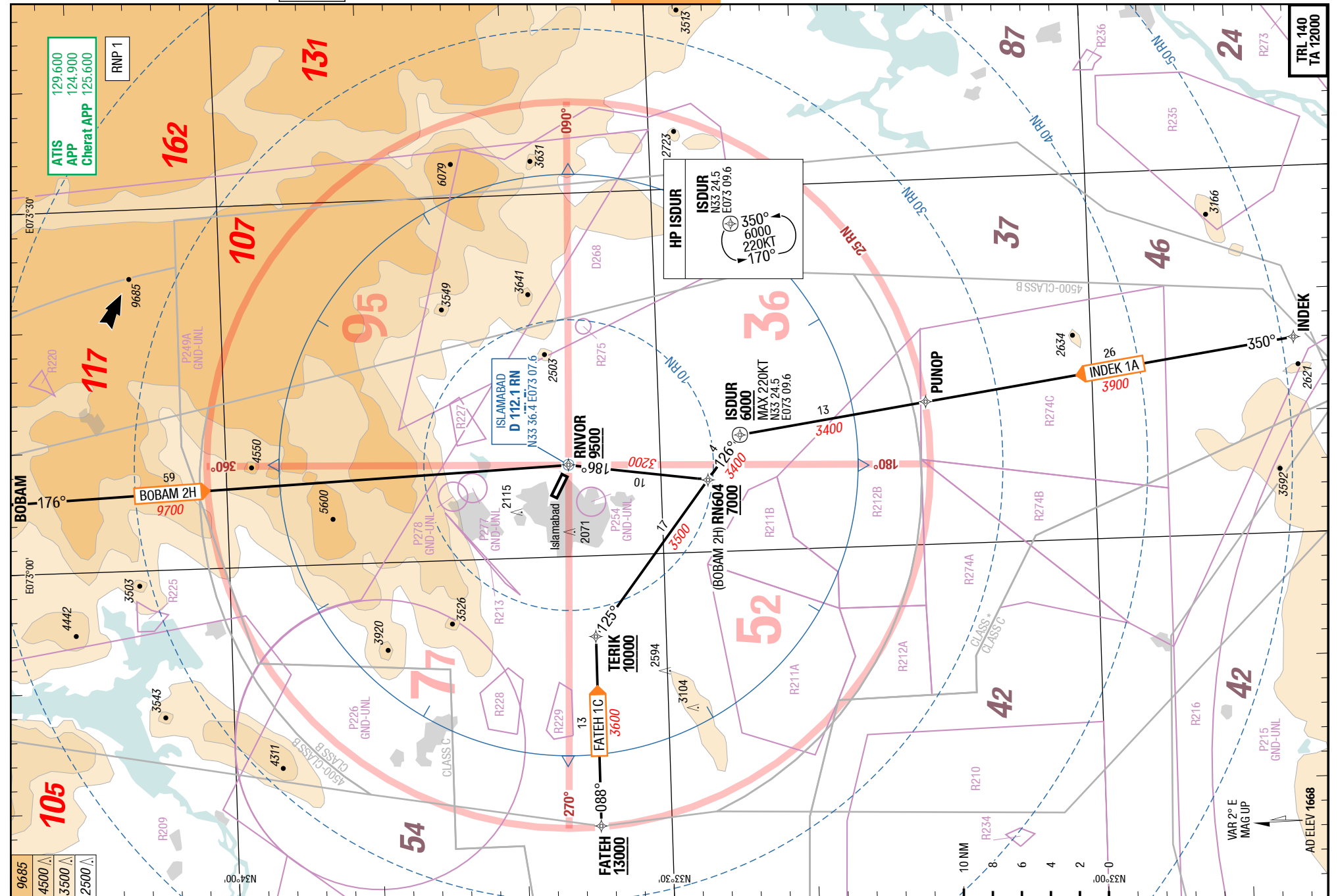
STAR

STAR

STARS

RNAV STARs

6-10



Changes: WPT PUNOP, ASP, Note, SUAs

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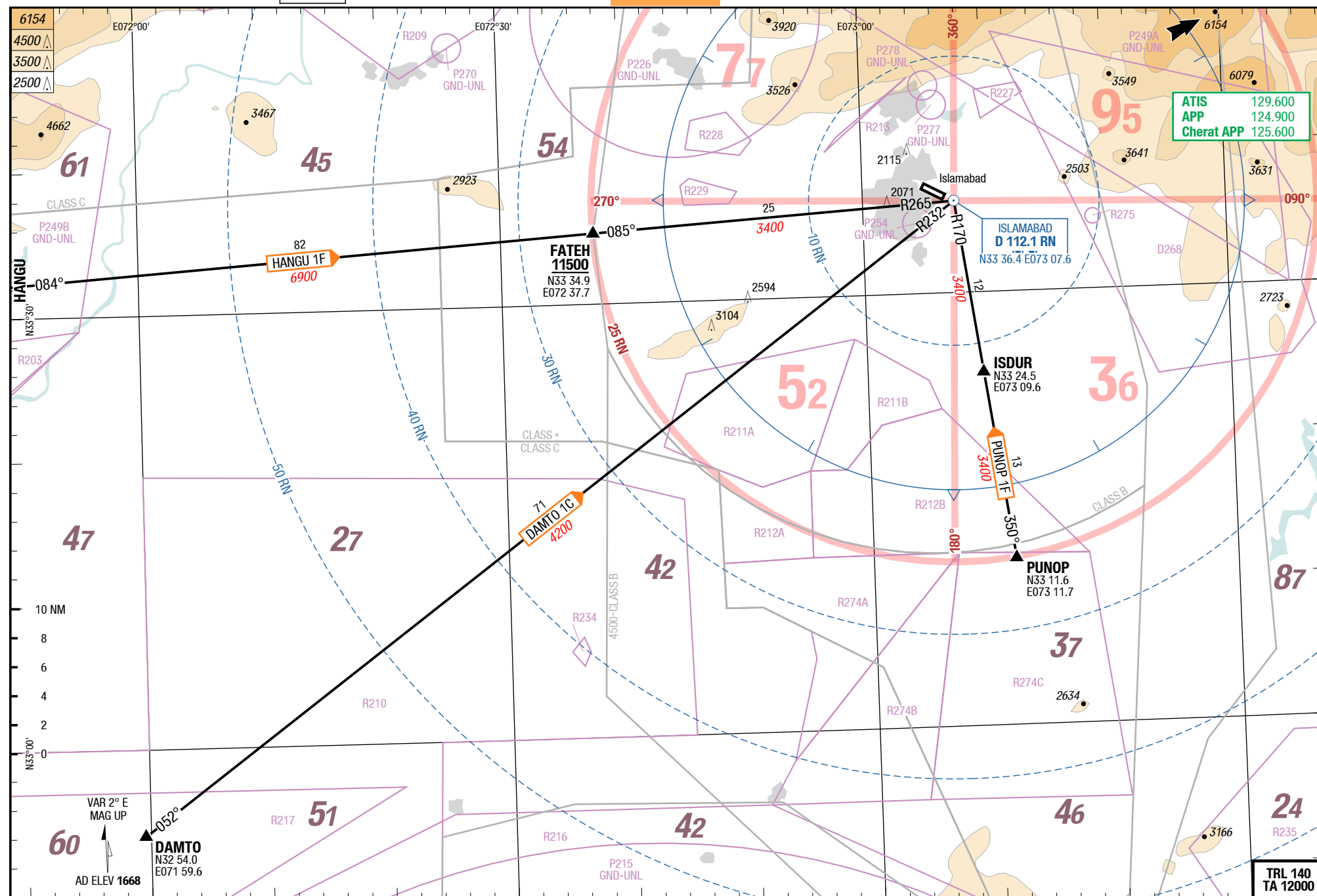
N/A-OPRN

STARs

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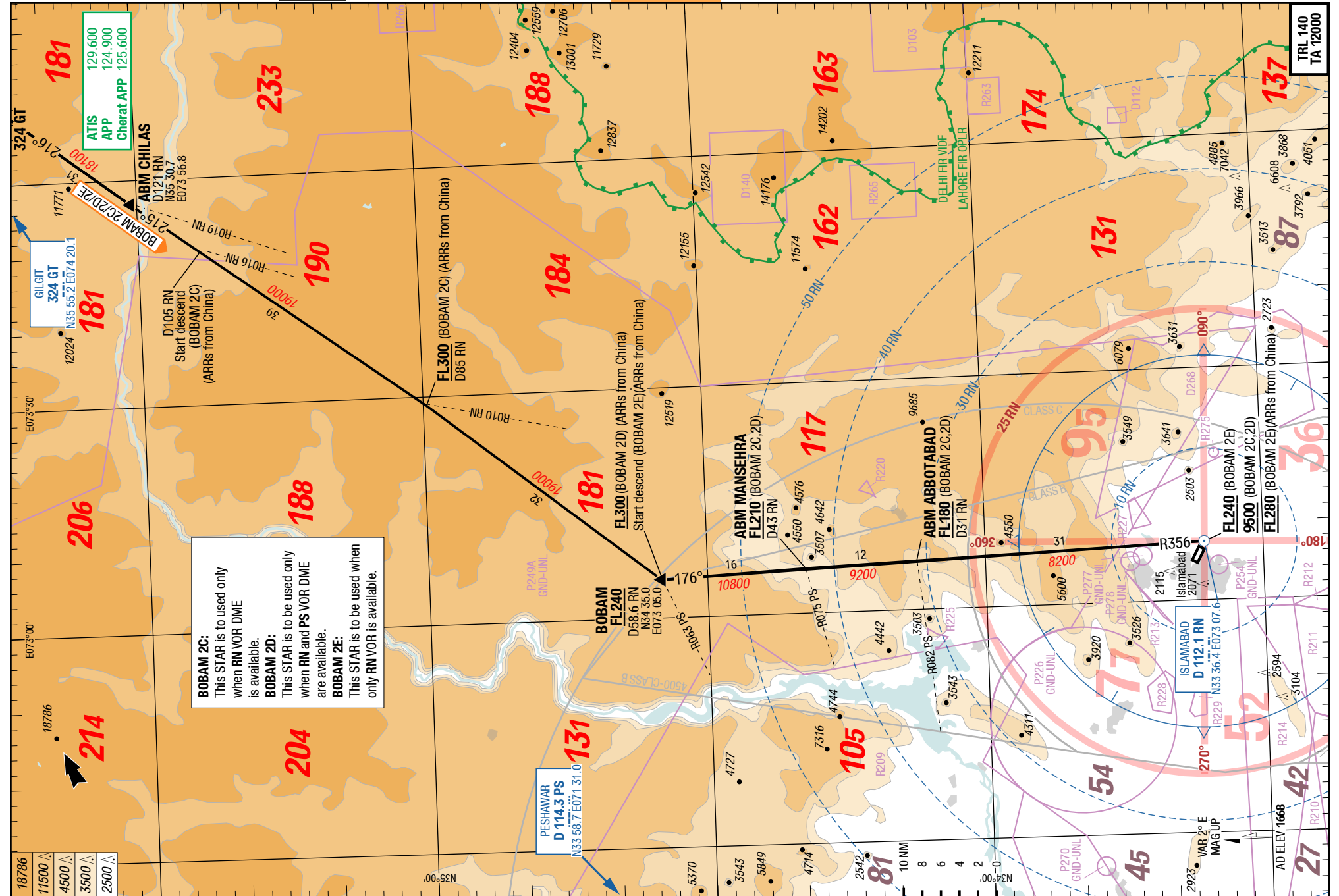
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STARS

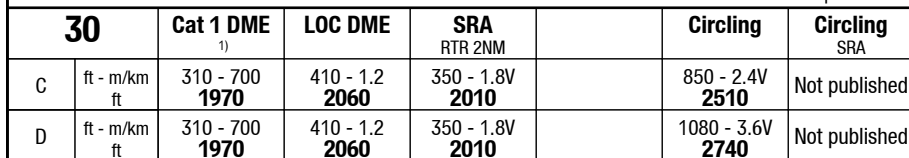


Changes: WPT DAMTO, PUNOP, ASP, PROC renamed, SUAs

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ILS Z or LOC Z 30



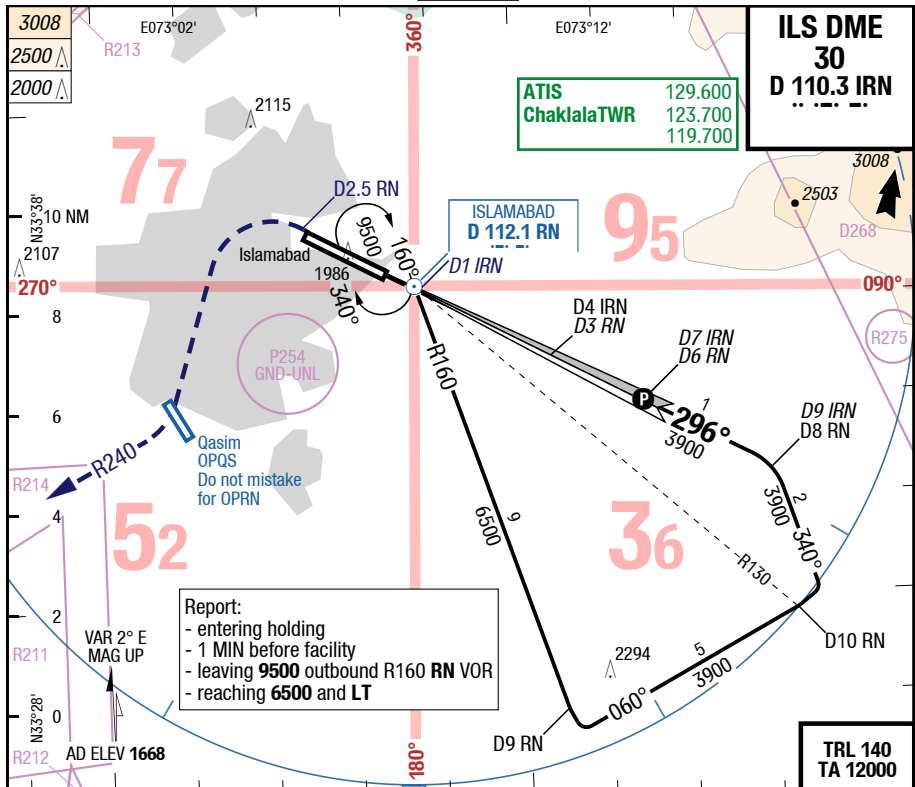
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Changes: new

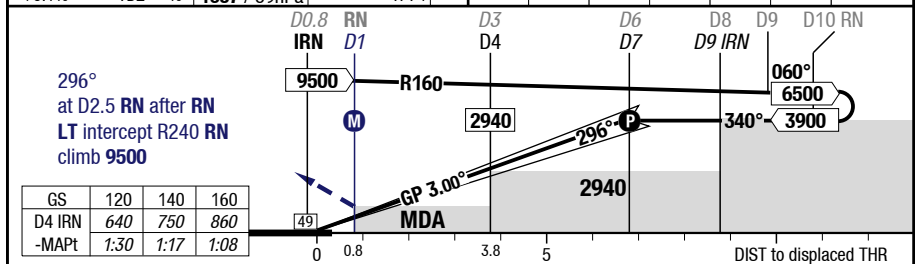
ISB-OPRN

7-20

ILS DME 30



60 L	46 x 2743	274	30	1	2	3	5	6	7	LOC 3.03°
30 L				1980	2300	2620	3270	3590	3900	D IRN
+0.1%	TDZ ---%	1657 / 59hPa	H-P1							



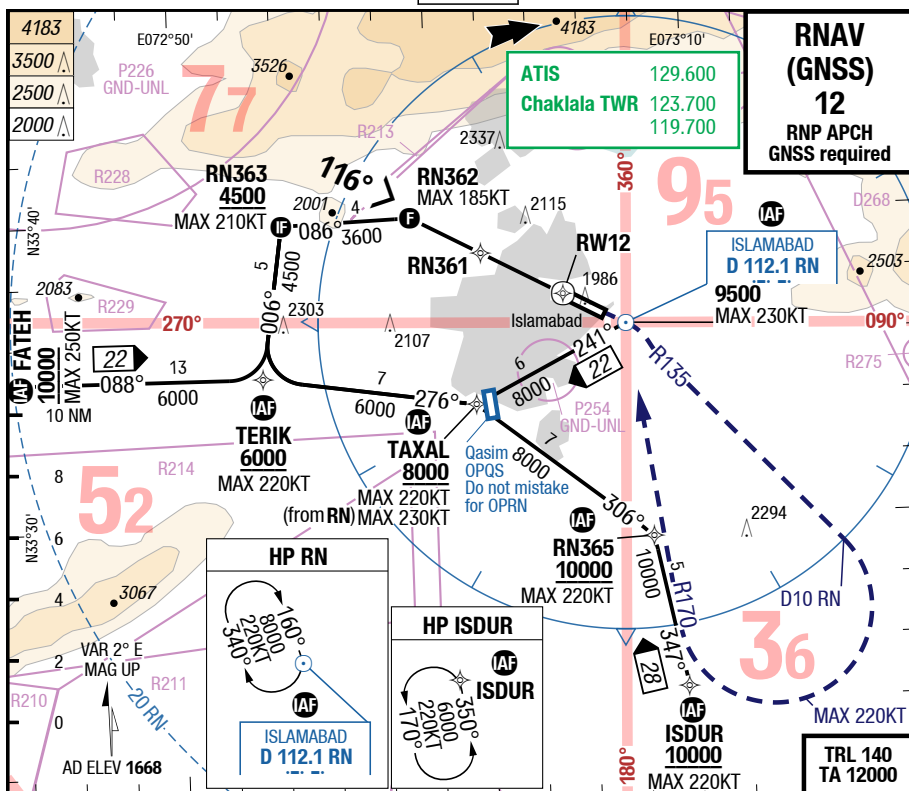
30	Cat 1 DME 1)	LOC DME	SRA RTR 2NM	Circling	Circling SRA
C	ft - m/km ft	310 - 700 1970	310 - 750 1970	350 - 1.8V 2010	850 - 2.4V 2510
D	ft - m/km ft	310 - 700 1970	310 - 750 1970	350 - 1.8V 2010	1080 - 3.6V 2740

1) With EVS 550m, wo EVS use STD

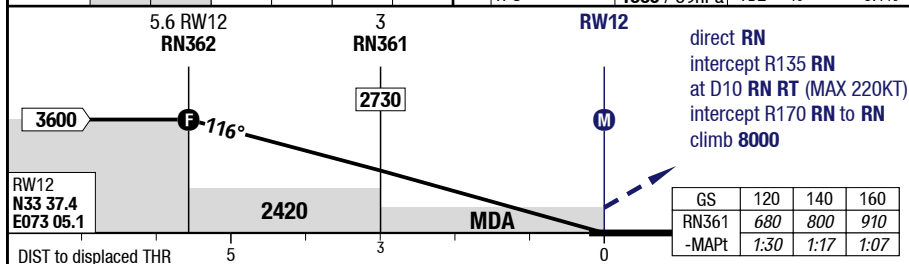
ISB-OPRN

7-30

RNAV (GNSS) 12



3.21° RW12			5.6	5	4	2	<div> <div>12</div> <div>H-S</div> </div>	<div> <div> <div>8.3.0°</div> <div>60 L</div> </div> <div> <div>274</div> <div>3017 x 46</div> <div>30 L</div> </div> <div> <div>518</div> <div>1660 / 59hPa</div> <div>TDZ ---%</div> <div>-0.1%</div> </div> </div>
			3600	3420	3080	2400		

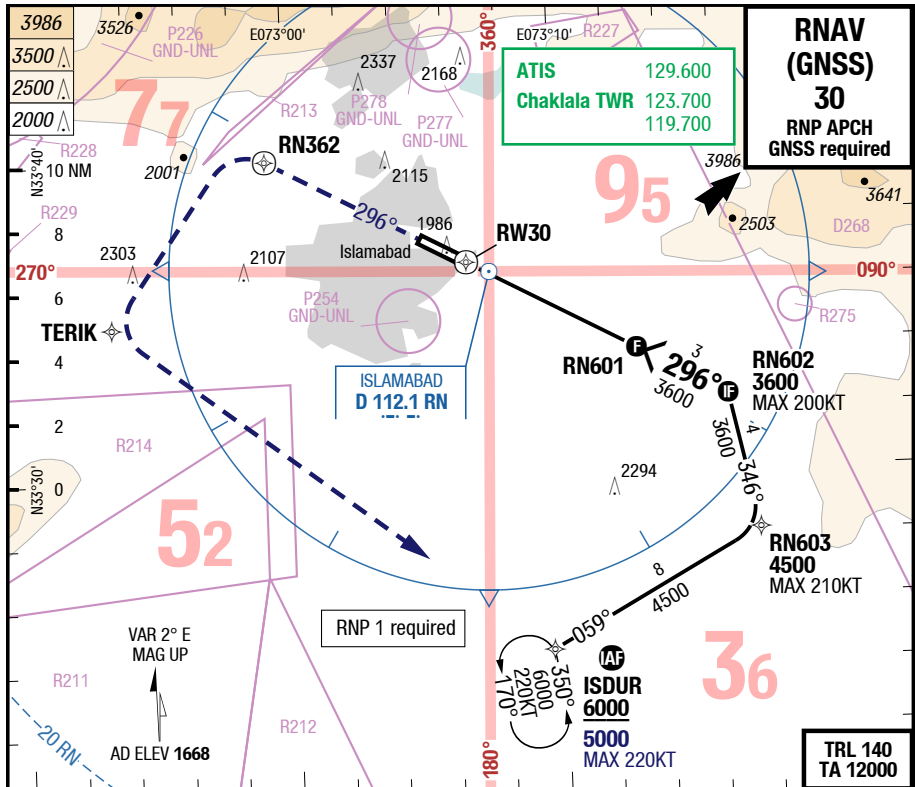


12		RNAV GNSS LNAV					Circling
C	ft - m/km ft	440 - 1.6 2100					850 - 2.4V 2510
D	ft - m/km ft	440 - 1.6 2100					1080 - 3.6V 2740

ISB-OPRN

7-40

RNAV (GNSS) 30



2	3	4	5	5.9	3.00°
2350	2670	2980	3300	3600	RW30

RN362 [L] - TERIK - ISDUR [K200-;A5000]

296°
at RN362 LT
direct TERIK
direct ISDUR (MAX 220KT)
climb 5000

GS	120	140	160
RN601	640	740	850
-MAPt	2:58	2:33	2:14

RW30

M

50

MDA

296°

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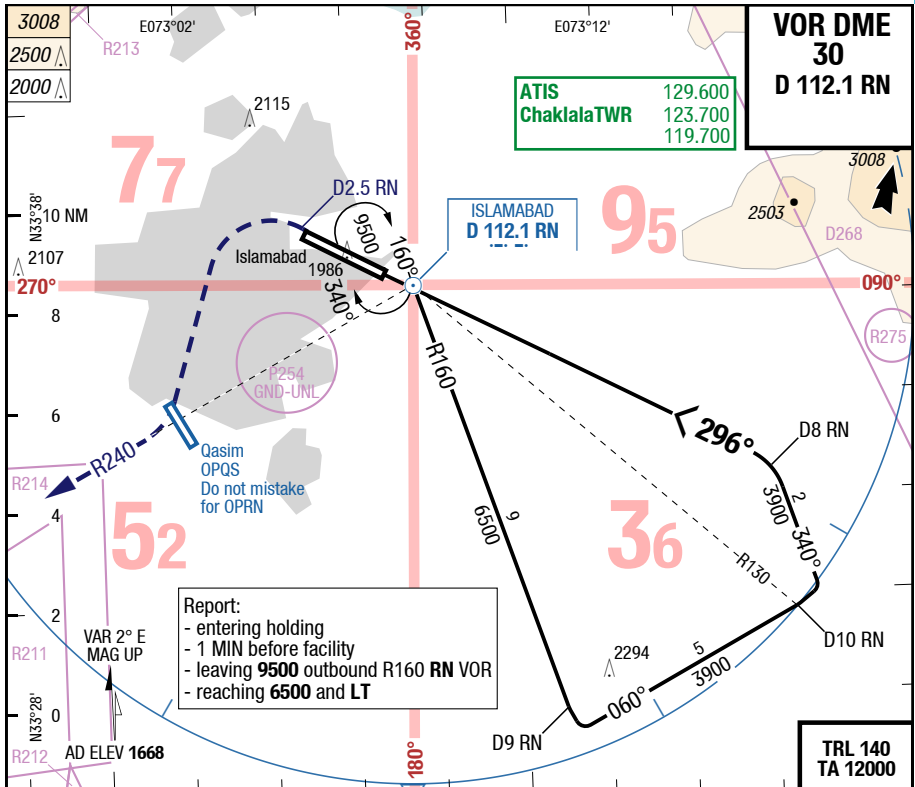
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14-JUN-2018

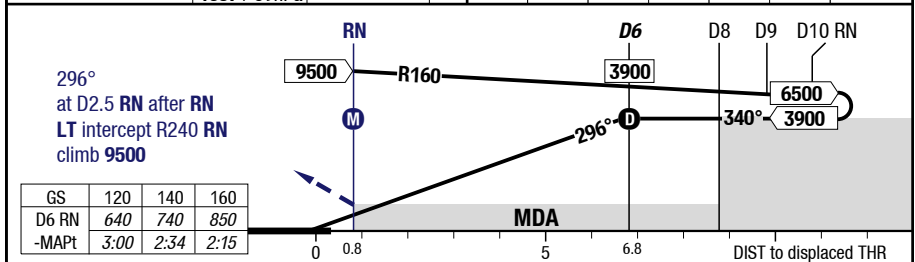
N/A-OPRN

7-50

VOR DME 30



60 L	46 x 2743	274	30	1	2	3	4	5	6	3.00°
30 L				2270	2590	2910	3230	3550	3900	D RN
+0.1%	TDZ ---%	1657 / 59hPa	H-P1							



30	VOR DME ¹⁾					Circling
C	ft - m/km ft	400 - 1.1 2060				850 - 2.4V 2510
D	ft - m/km ft	400 - 1.1 2060				1080 - 3.6V 2740

1) Timing to determine MAPt NA

Changes: Nil

14-JUN-2018

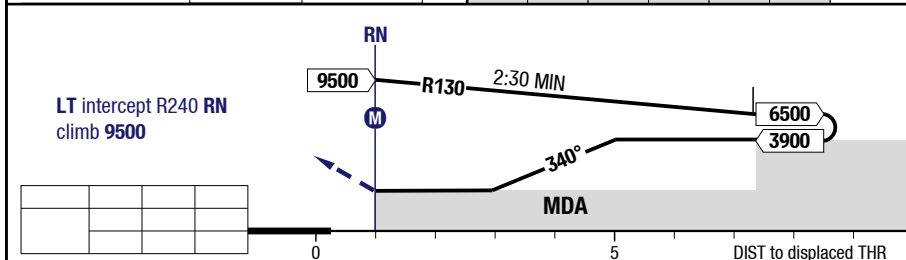
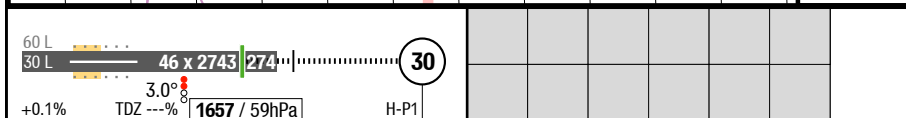
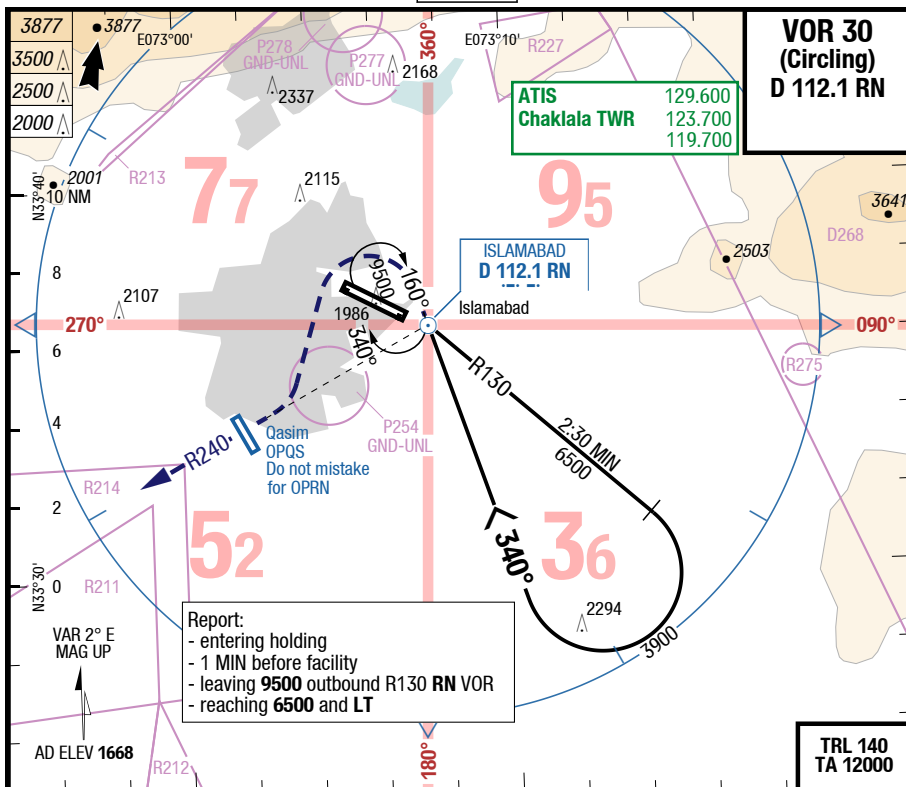
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IAC

N/A-OPRN

7-60

VOR 30 (Circling)



30						Circling
C	ft - m/km ft					850 - 2.4V 2510
D	ft - m/km ft					1080 - 3.6V 2740

Changes: MIN

07-SEP-2017
ISB-OPRN

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NIL
MRC

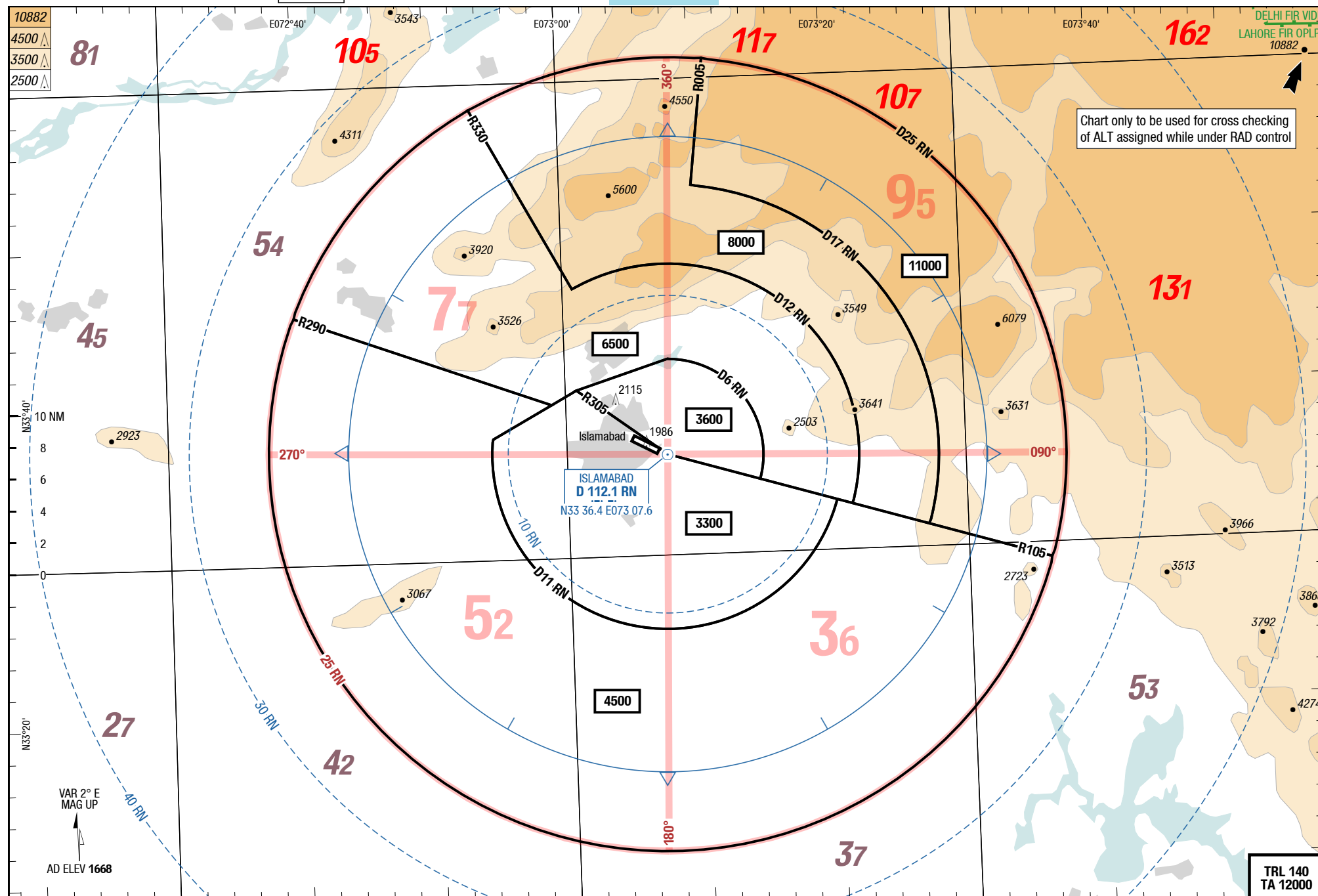
MRC

MRC

Benazir Bhutto Intl Islamabad Pakistan

NIL
MRC

8-10



Changes: MGA