

12-OCT-2017

**LHE-OPLA**

1-10

**A0I****A0I****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.

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**LHE-OPLA****1-20****A0I****A0I****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.

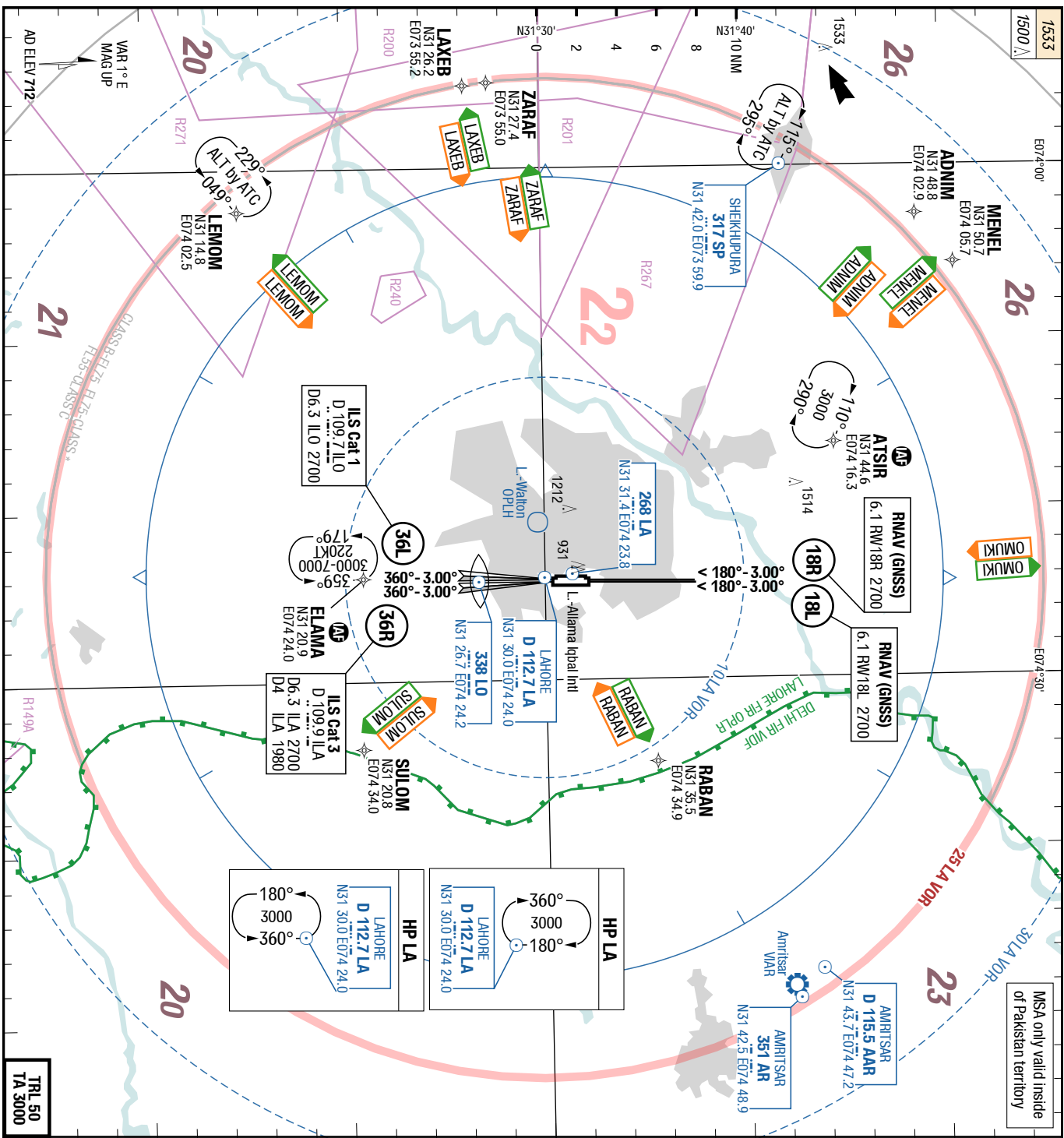
Stands 1-20 push-back/towing to TWY P or R as instructed. Follow guide line for push-back after aligning on central TWY lane, start ENG and disengage tow bar abeam the stand of push-back. Start one ENG on idle PWR at the bay and rest on central TWY lane.

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.

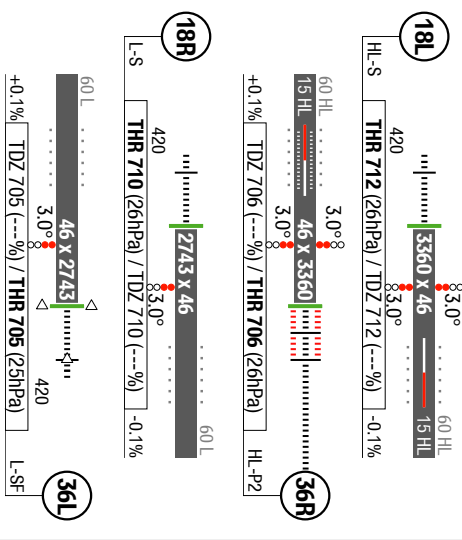
Stand 26 push-back/towing to TWY M and start ENG. Start one ENG on idle PWR at the bay and rest on TWY M.

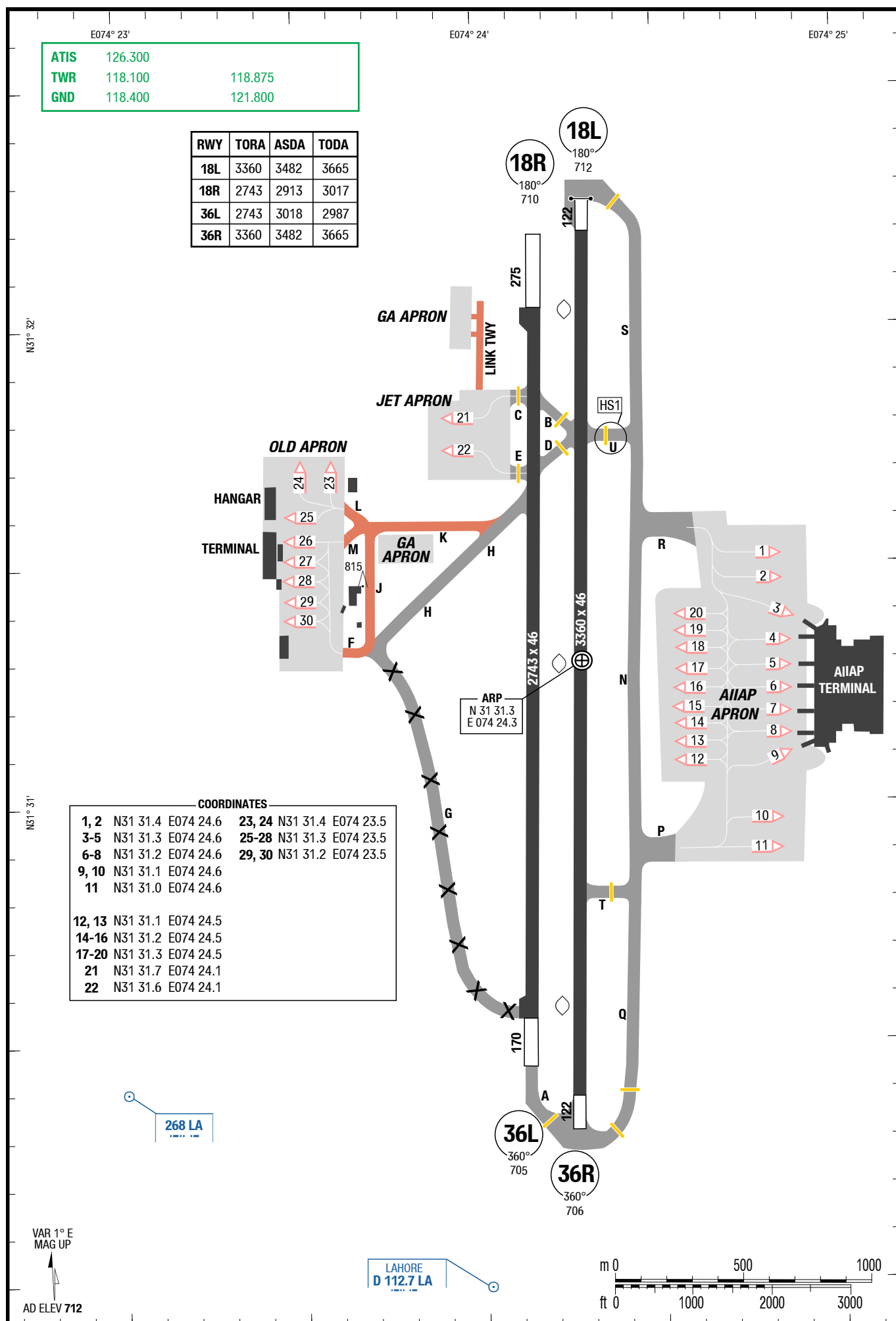
Stands 27-30 push-back/towing to TWY M or F as instructed, then start ENGs. Start one ENG on idle PWR at the bay and rest on TWY M or F.



ATIS	126.300	125.300
APP	121.300	118.875
TWR	118.100	121.800
GND	118.400	

Landing RWY system:





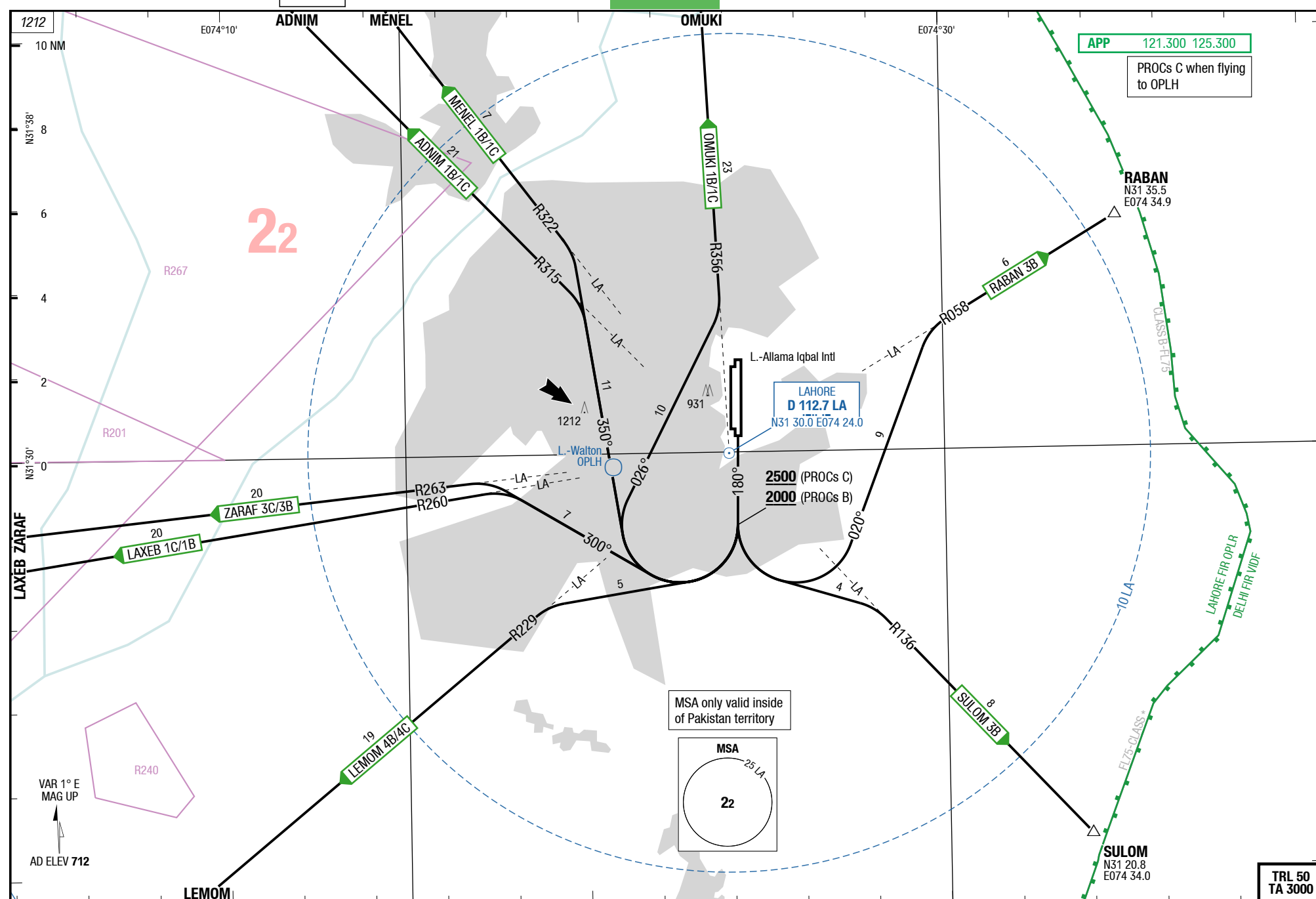
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## SIDs RWYs 18L/R

SID

SID

## SIDs RWYs 18L/R



Changes: Completely revised

TRL 50  
TA 3000

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Effective 21-JUN-2018

14-JUN-2018

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SID

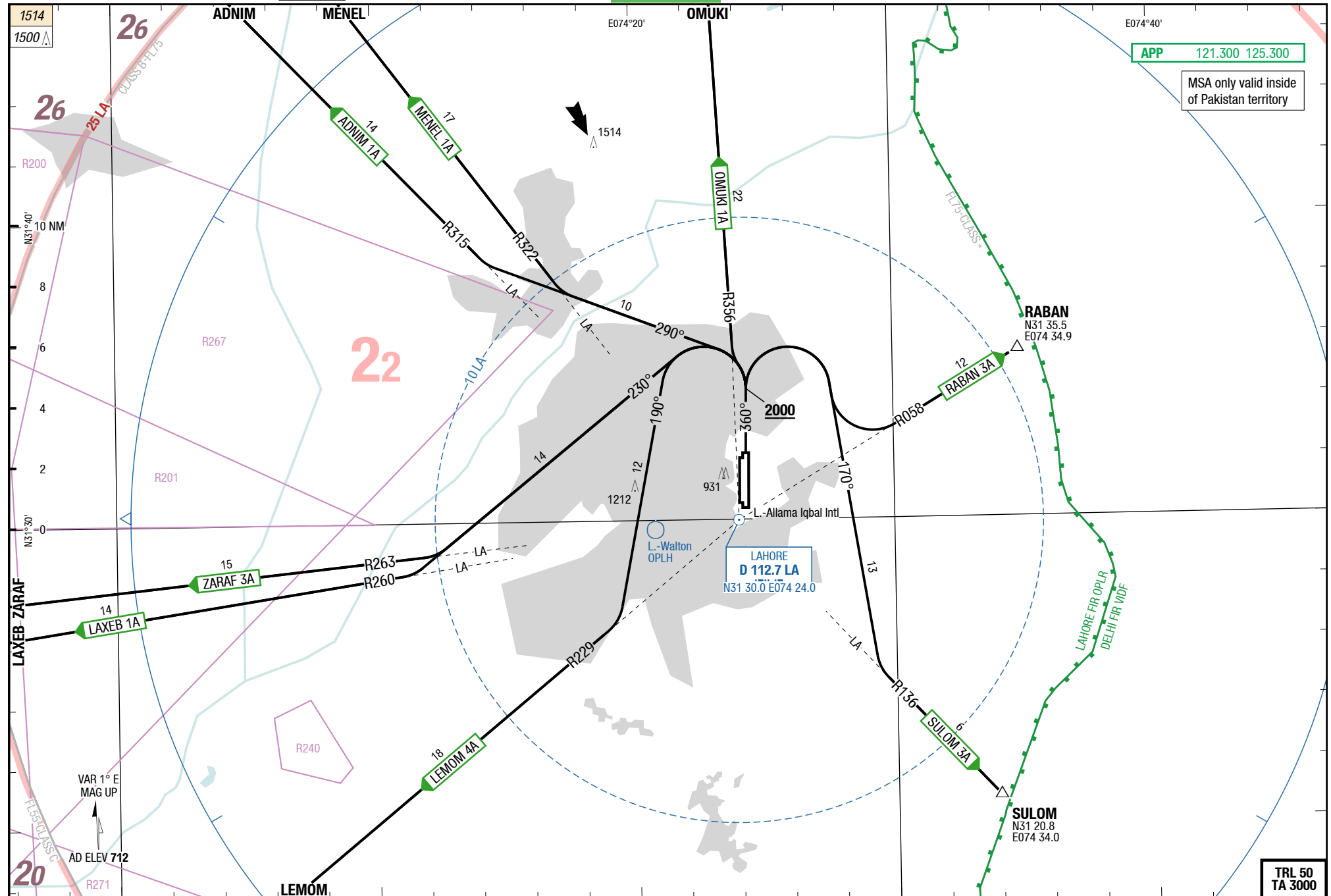
SID

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SIDs RWYs 36L/R

4-20

SIDs RWYs 36L/R



Changes: Completely revised

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

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

① When flying to OPLA.

14-JUN-2018

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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	
LEMOM 4A 121.300	at MNM 2000 LT 190° - intercept R229 LA to LEMOM	
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	



## LHE-OPLA

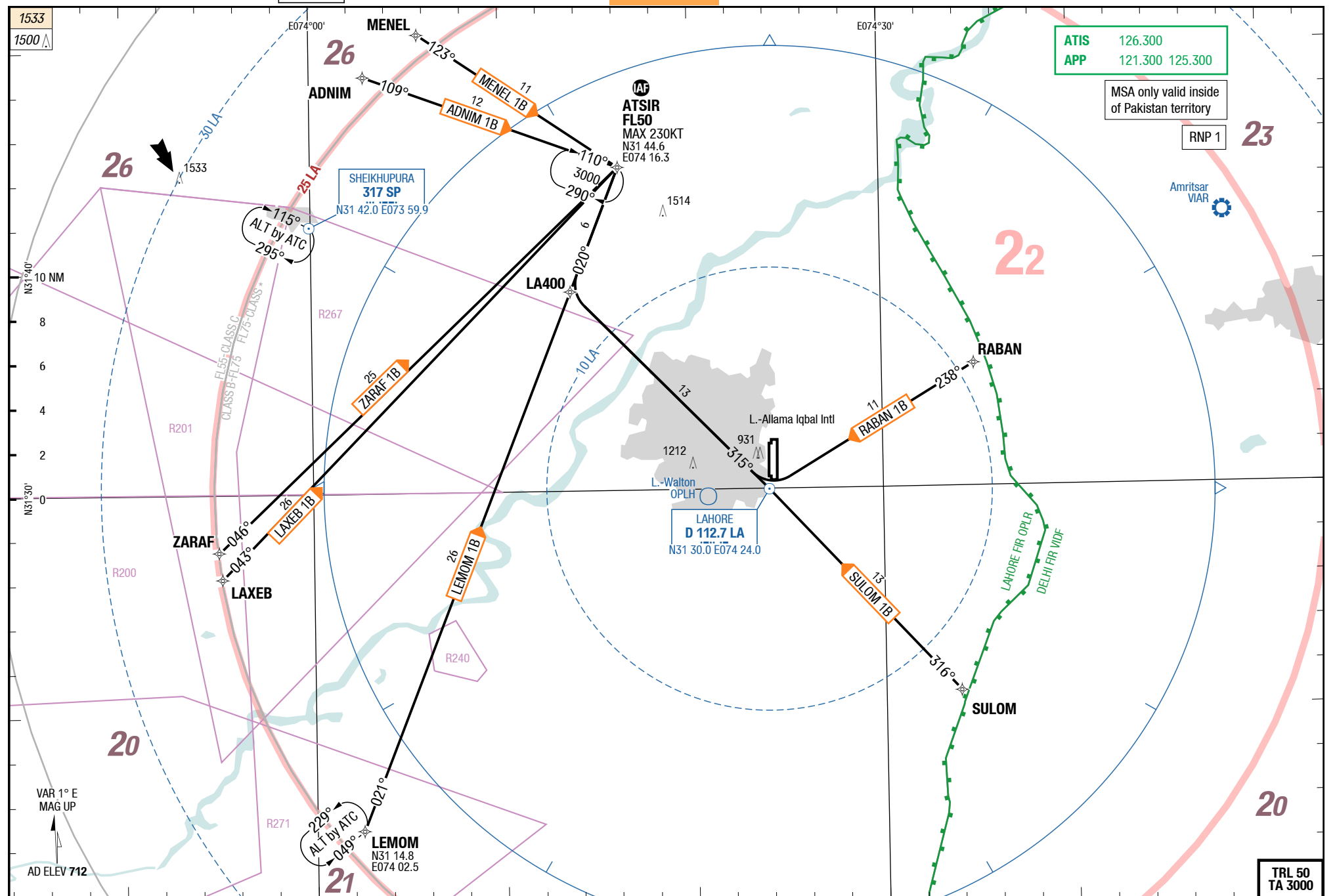
6-10

## RNAV STARs (PROCs B)

# STAR

**STAR**

## RNAV STARs (PROCs B)



Changes: PROC

TRL 50  
TA 3000

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14-JUN-2018

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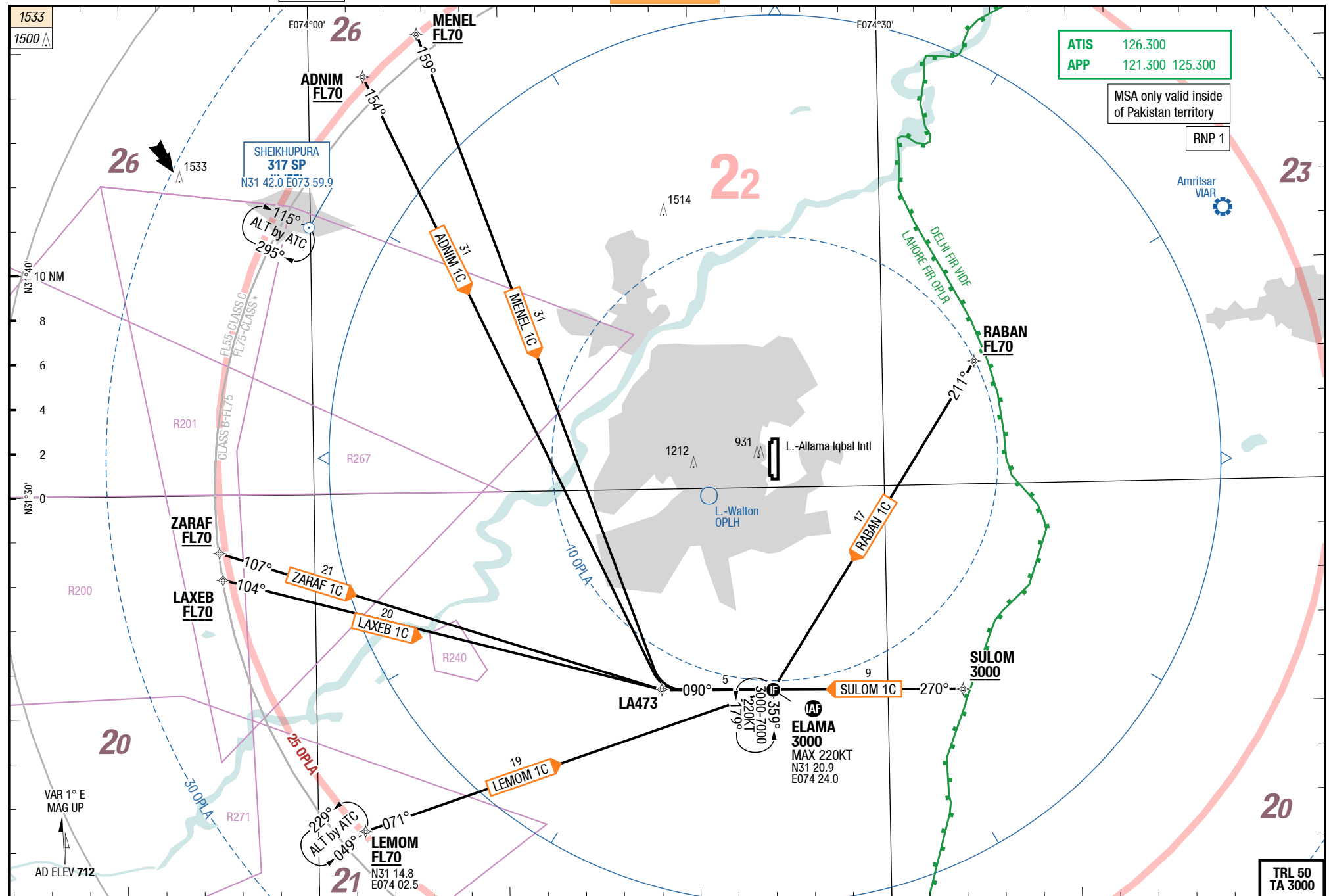
6-20 RNAV STARs (PROCs C/D)

STAR

STAR

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RNAV STARs (PROCs C/D)



Changes: PROC

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14-JUN-2018

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NIL

STARs

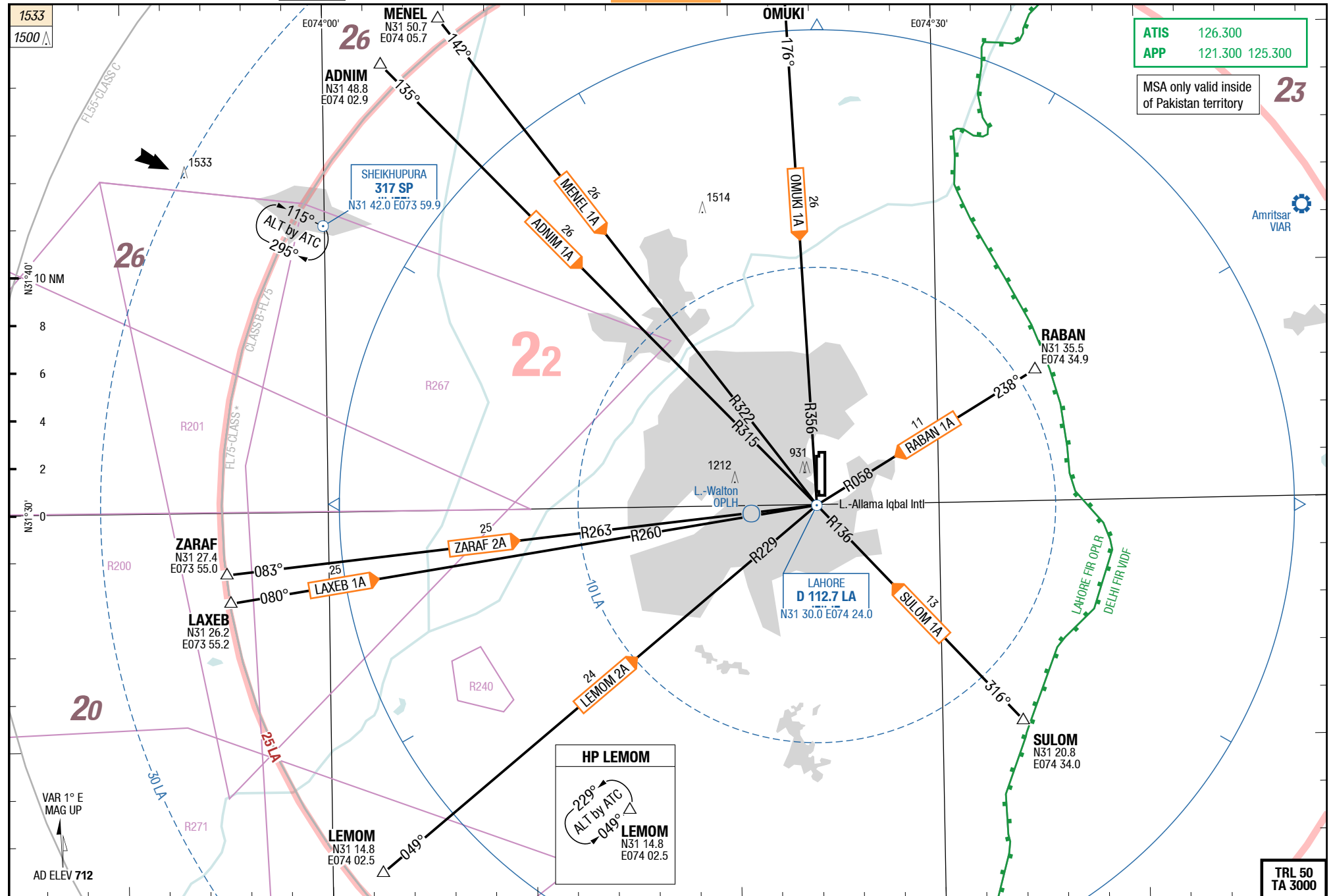
STAR

STAR

Allama Iqbal Intl Lahore Pakistan

NIL

STARs

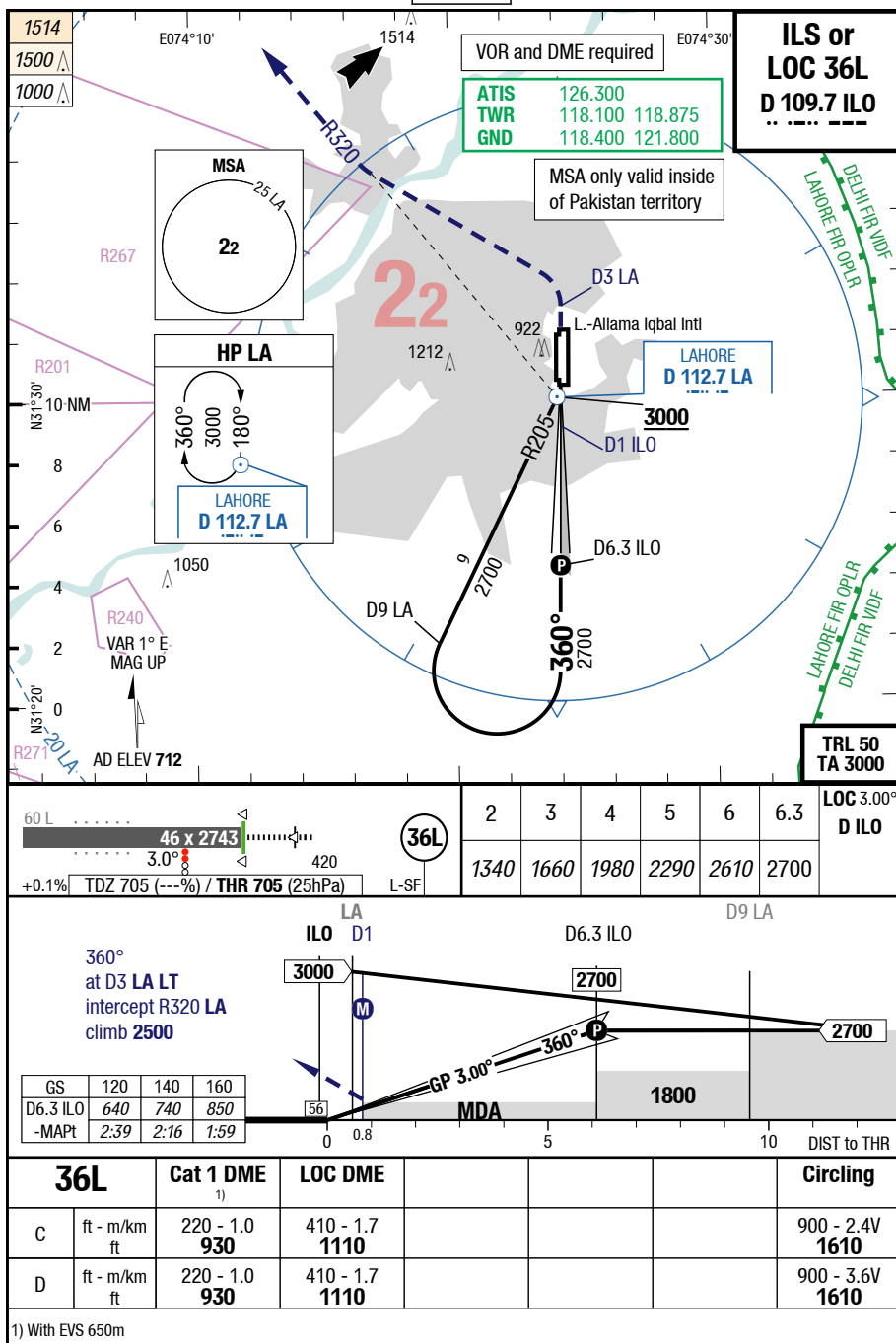


Changes: Completely revised

# LHE-OPLA

**7-10**

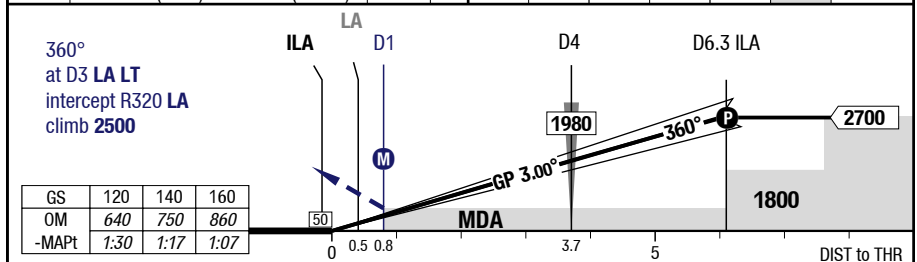
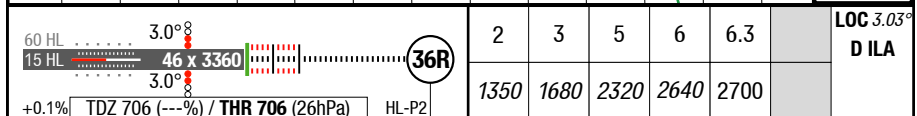
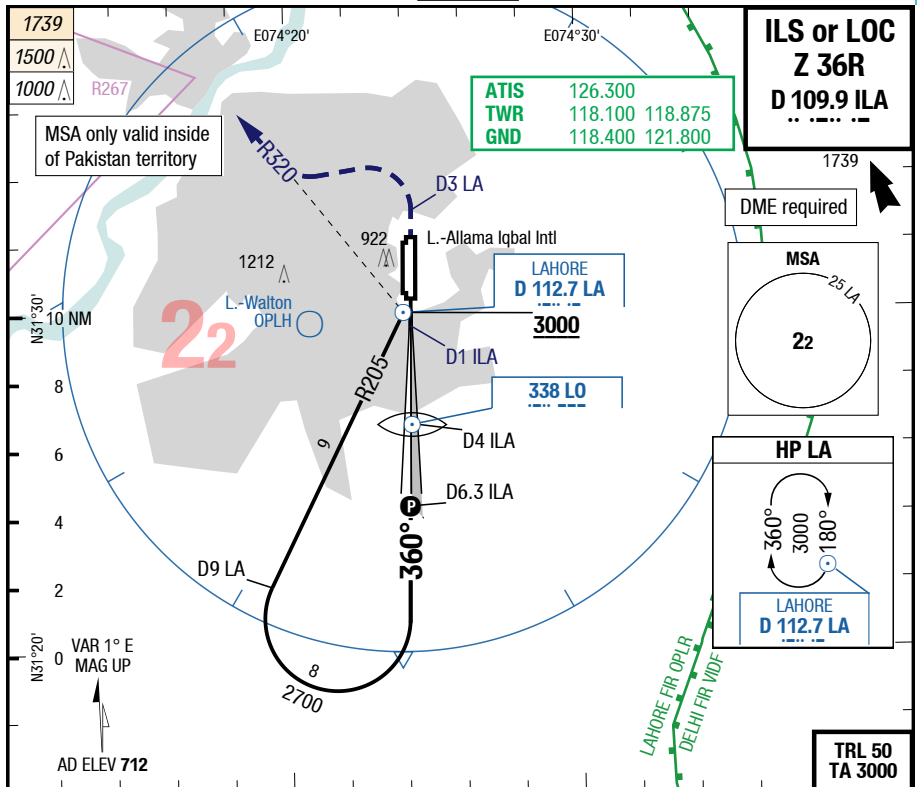
## ILS or LOC 36L



## LHE-OPLA

7-20

## ILS or LOC Z 36R



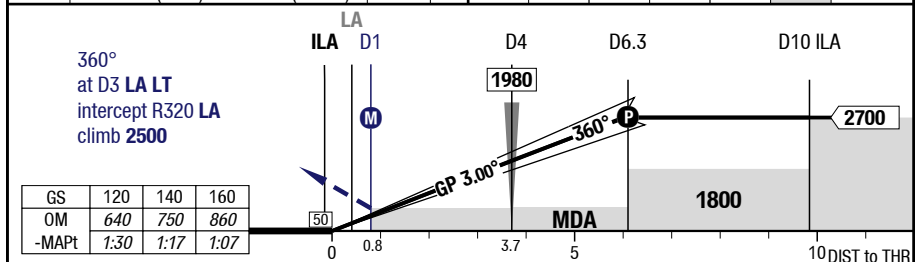
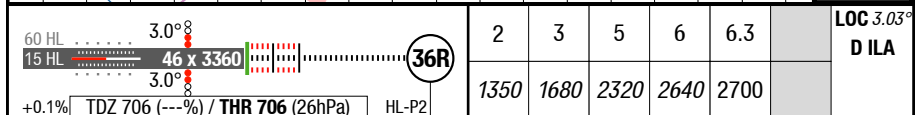
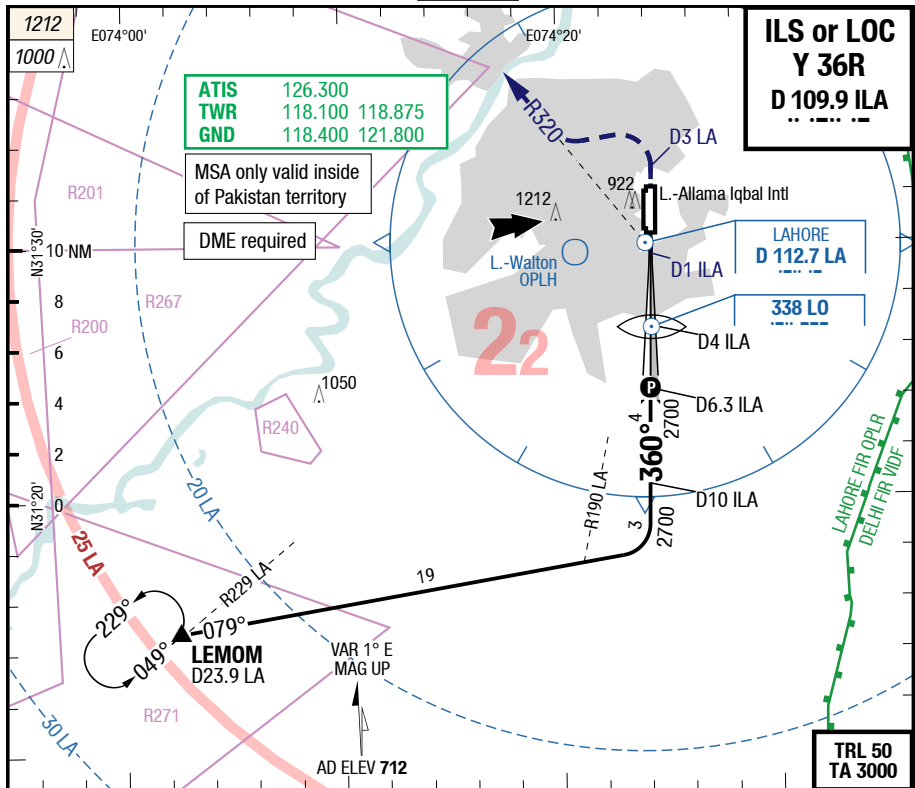
36R		Cat 3b	Cat 2	Cat 1 <i>Lts</i> 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	120 - 300R 123 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 2.4V 1610
D	ft - m/km ft	0 - 75R Company	140 - 400R 139 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 3.6V 1610

1) With EVS 350m

# LHE-OPLA

7-30

## ILS or LOC Y 36R



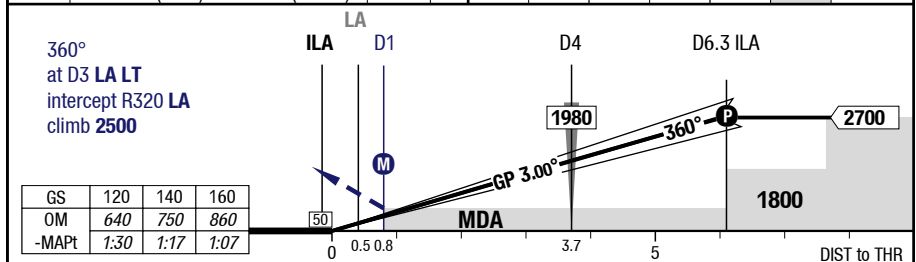
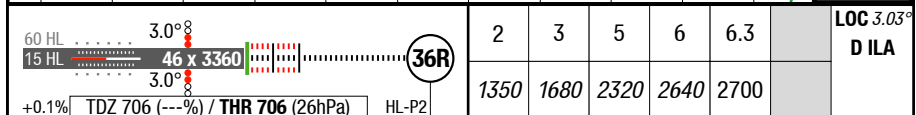
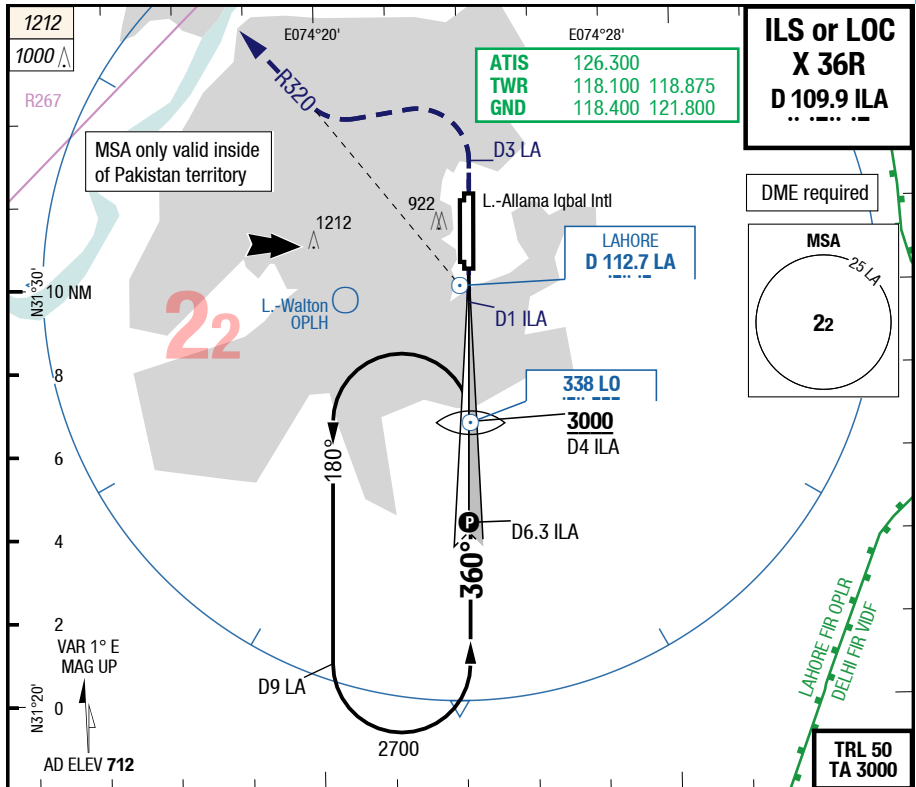
36R	Cat 3b	Cat 2	Cat 1	Cat 1	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	120 - 300R 123 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 2.4V 1610
D	ft - m/km ft 0 - 75R Company	140 - 400R 139 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 3.6V 1610

1) With EVS 350m

## LHE-OPLA

7-40

## ILS or LOC X 36R



36R		Cat 3b	Cat 2	Cat 1 <i>LTS</i> 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	120 - 300R 123 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 2.4V 1610
D	ft - m/km ft	0 - 75R Company	140 - 400R 139 RA	220 - 450 930	220 - 550 930	410 - 1.2 1110	900 - 3.6V 1610

1) With EVS 350m

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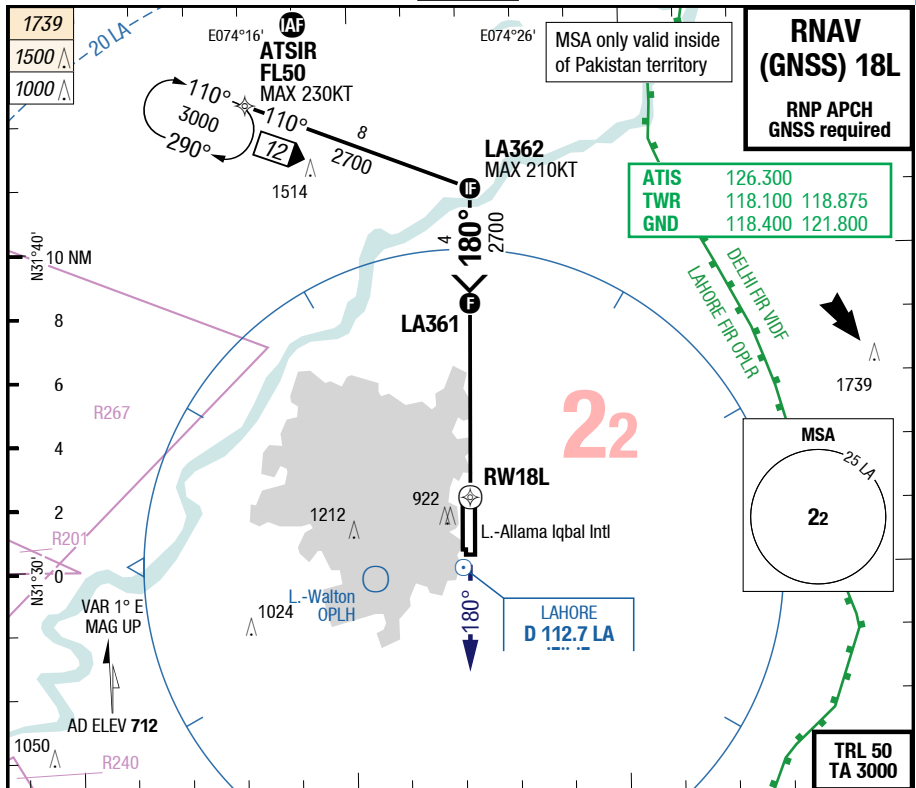
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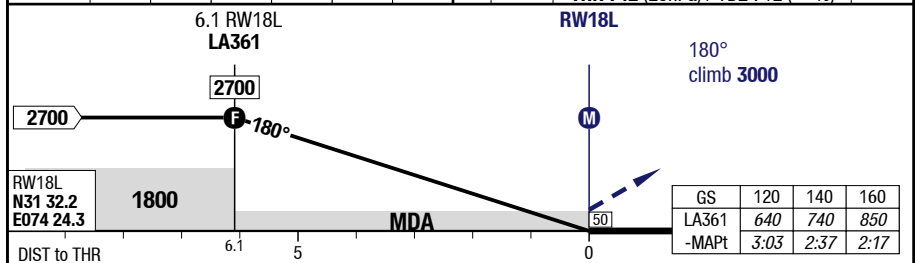
LHE-OPLA

7-50

RNAV (GNSS) 18L



3.00° <b>RW18L</b>	6.1	5	4	3	2	1	<b>(18L)</b>	83.0° ..... 60 HL 3360 x 46 83.0° ..... 15 HL	THR 712 (26hPa) / TDZ 712 (---%) -0.1%
	2700	2360	2040	1720	1400	1080	HL-S		



18L	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft 340 - 1.1 1050	430 - 1.6 1140				Not published
D	ft - m/km ft 340 - 1.1 1050	430 - 1.6 1140				Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F)

2) With EVS 750m

Changes: MIN, APL, OBST, DIST ALT table



30-JUN-2016

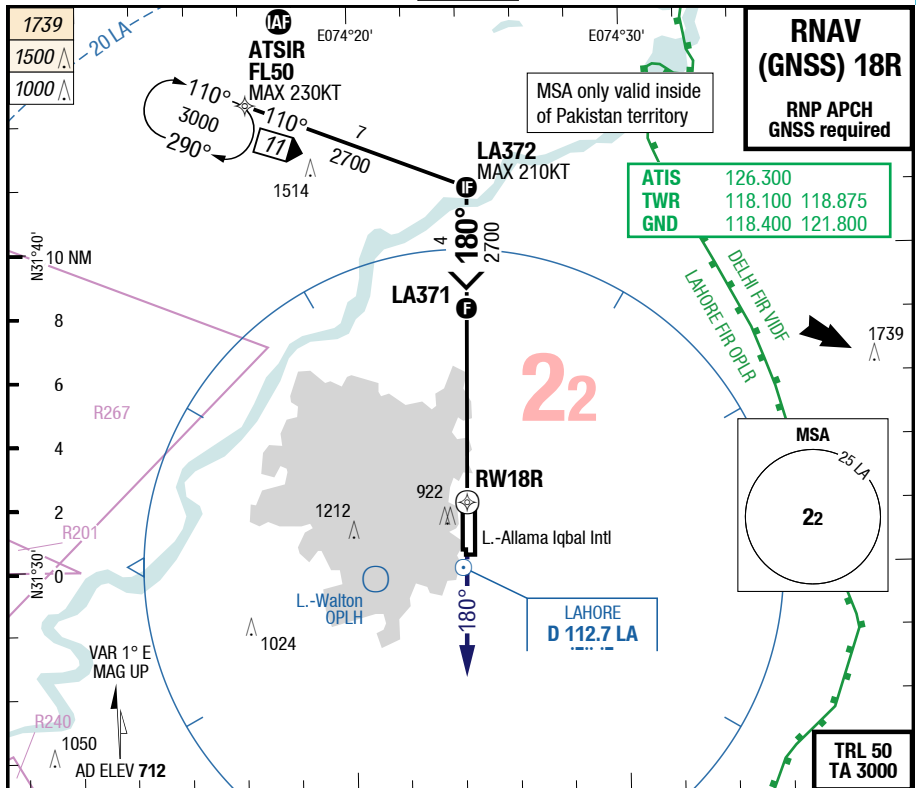
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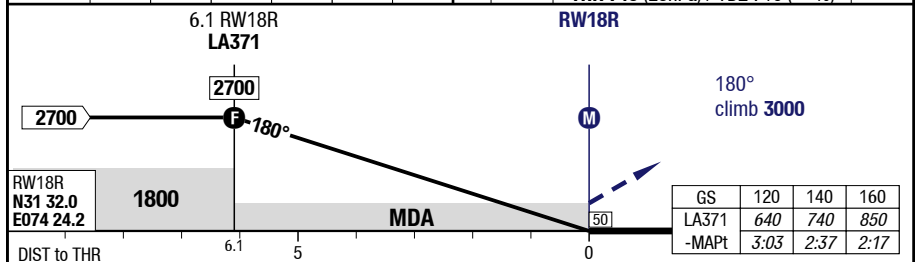
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7-60

RNAV (GNSS) 18R



3.00° <b>RW18R</b>	6.1	5	4	3	2	1	<b>(18R)</b>	2743 x 46	60 L
	2700	2360	2040	1720	1400	1080	L-S	THR 710 (26hPa) / TDZ 710 (---%)	-0.1%



18R	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling
C	ft - m/km ft 340 - 1.3 1050	430 - 1.8 1140	Not published
D	ft - m/km ft 340 - 1.3 1050	430 - 1.8 1140	Not published

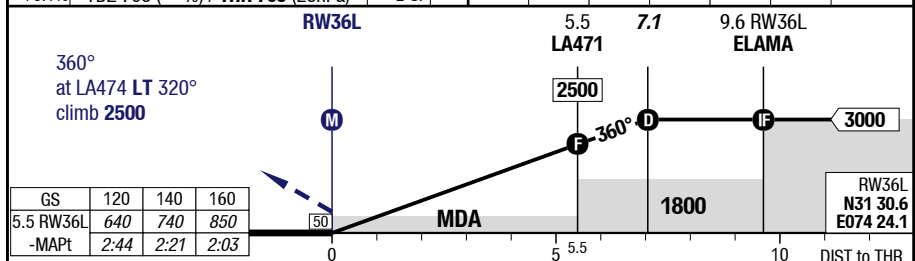
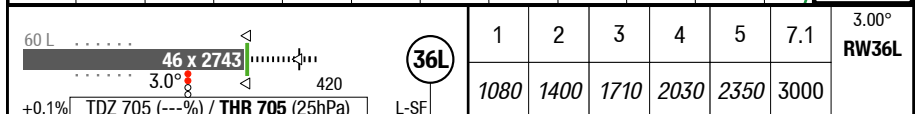
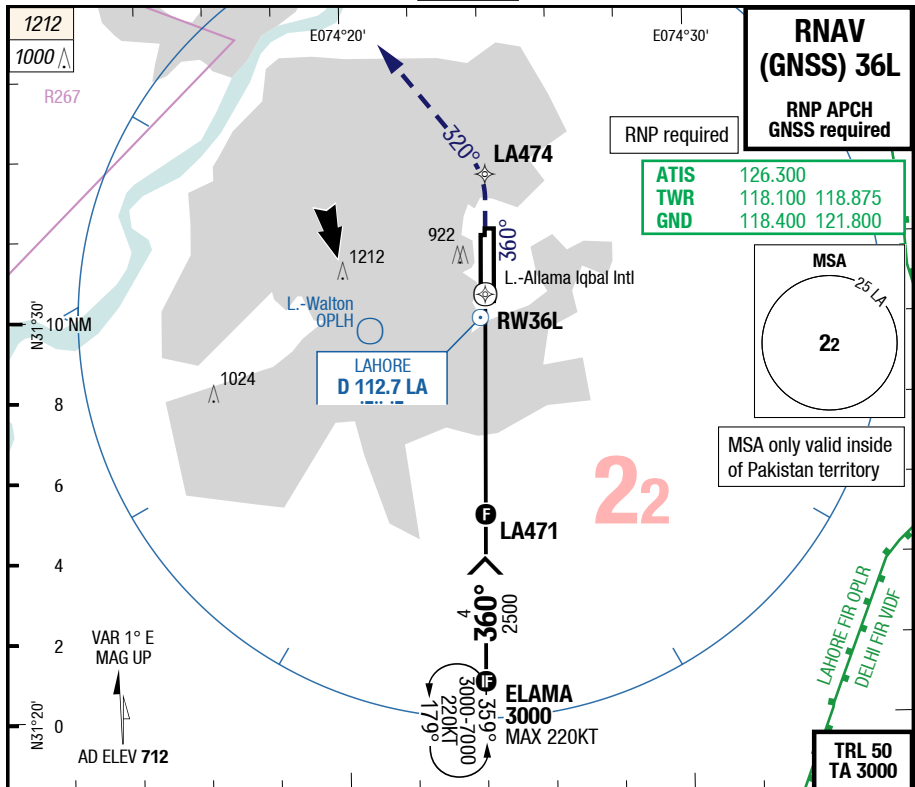
1) Uncompensated BARO VNAV NA below 0°C (32°F)  
2) With EVS 900m, wo EVS use STD

Changes: APL, DIST ALT table, OBST

## LHE-OPLA

7-70

## RNAV (GNSS) 36L



36L		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	350 - 1.4 1050	440 - 1.8 1140		Not published
D	ft - m/km ft	350 - 1.4 1050	440 - 1.8 1140		Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F)

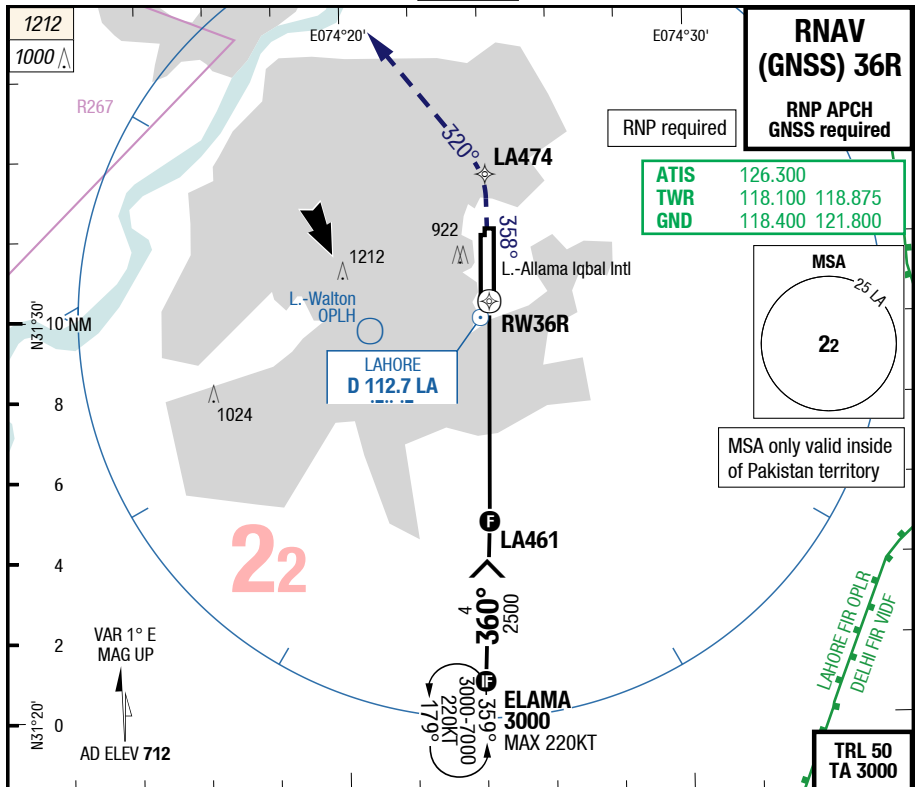
2) With EVS 900m

Changes: Nil

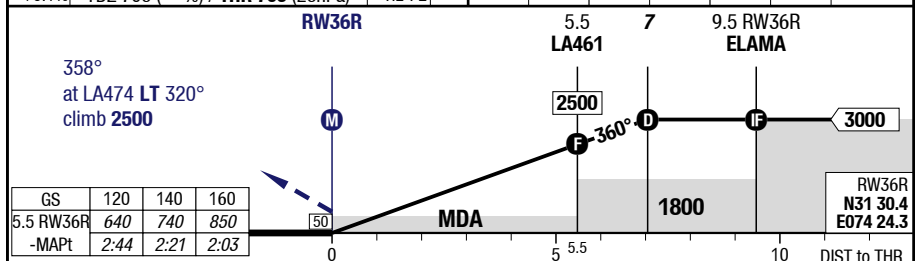
## LHE-OPLA

7-80

## RNAV (GNSS) 36R



60 HL	3.0°	8	1	2	3	4	5	7	3.00°
15 HL	46 x 3360								RW36R
	3.0°	8							
+0.1% TDZ 706 (---%) / THR 706 (26hPa) HL-P2									
			1080	1400	1720	2030	2350	3000	



36R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	350 - 900 1050	440 - 1.3 1140		Not published
D	ft - m/km ft	350 - 900 1050	440 - 1.3 1140		Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F)

2) With EVS 600m

Changes: Reprint

30-JUN-2016

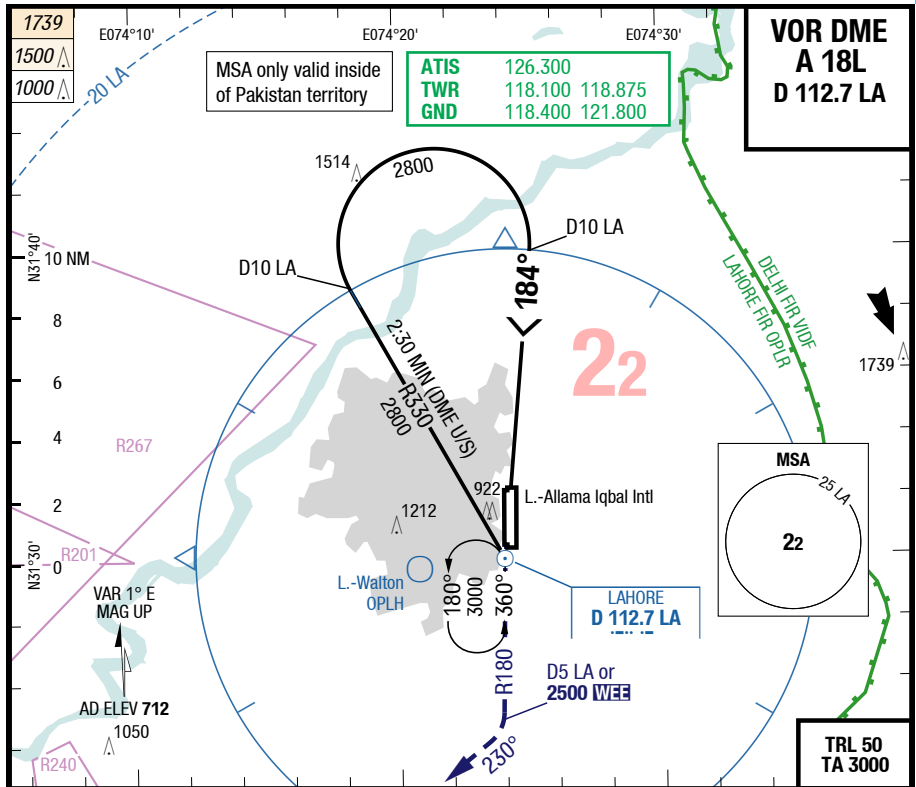
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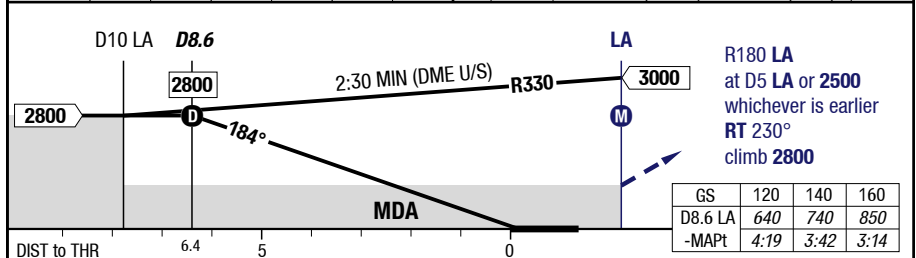
LHE-OPLA

7-90

VOR DME A 18L



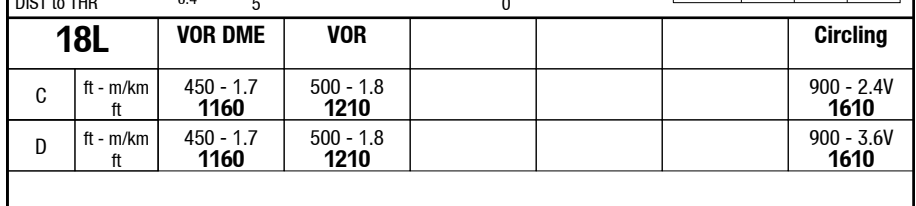
3.00°	8.6	8	7	6	5	4	18L	83.0°	60 HL
D LA	2800	2610	2290	1970	1650	1330	HL-S	3360 x 46	15 HL
184°								THR 712 (26hPa) / TDZ 712 (---%)	-0.1%
RWY 180°									

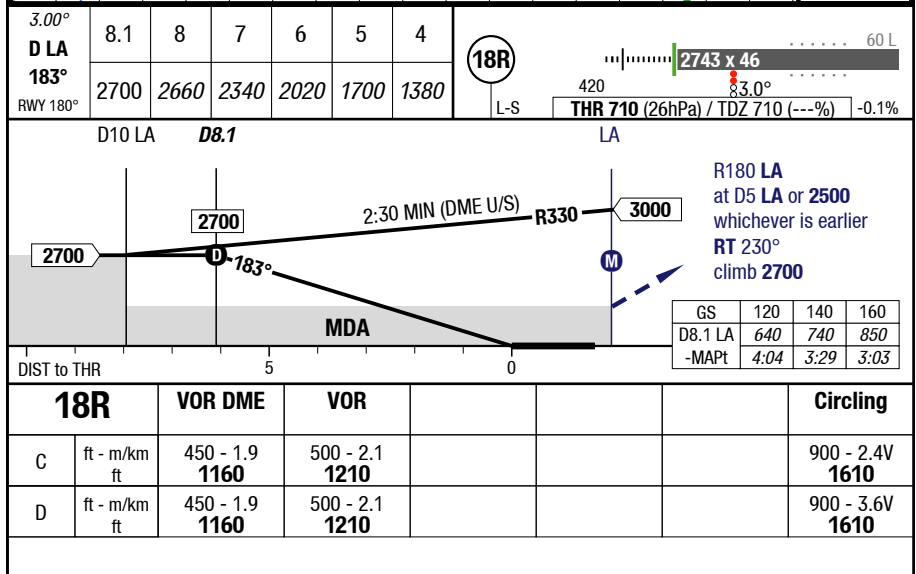


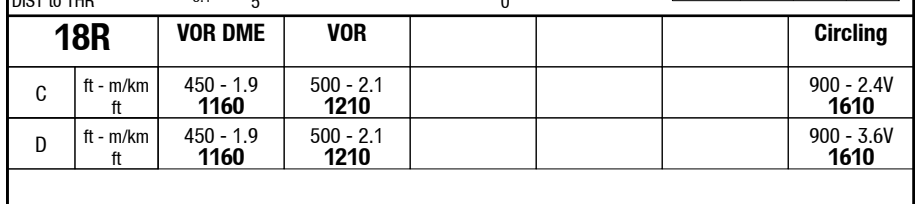
18L	VOR DME	VOR				Circling
C	ft - m/km ft	450 - 1.7 1160	500 - 1.8 1210			900 - 2.4V 1610
D	ft - m/km ft	450 - 1.7 1160	500 - 1.8 1210			900 - 3.6V 1610

Changes: MIN, APL

**VOR DME B 18L**



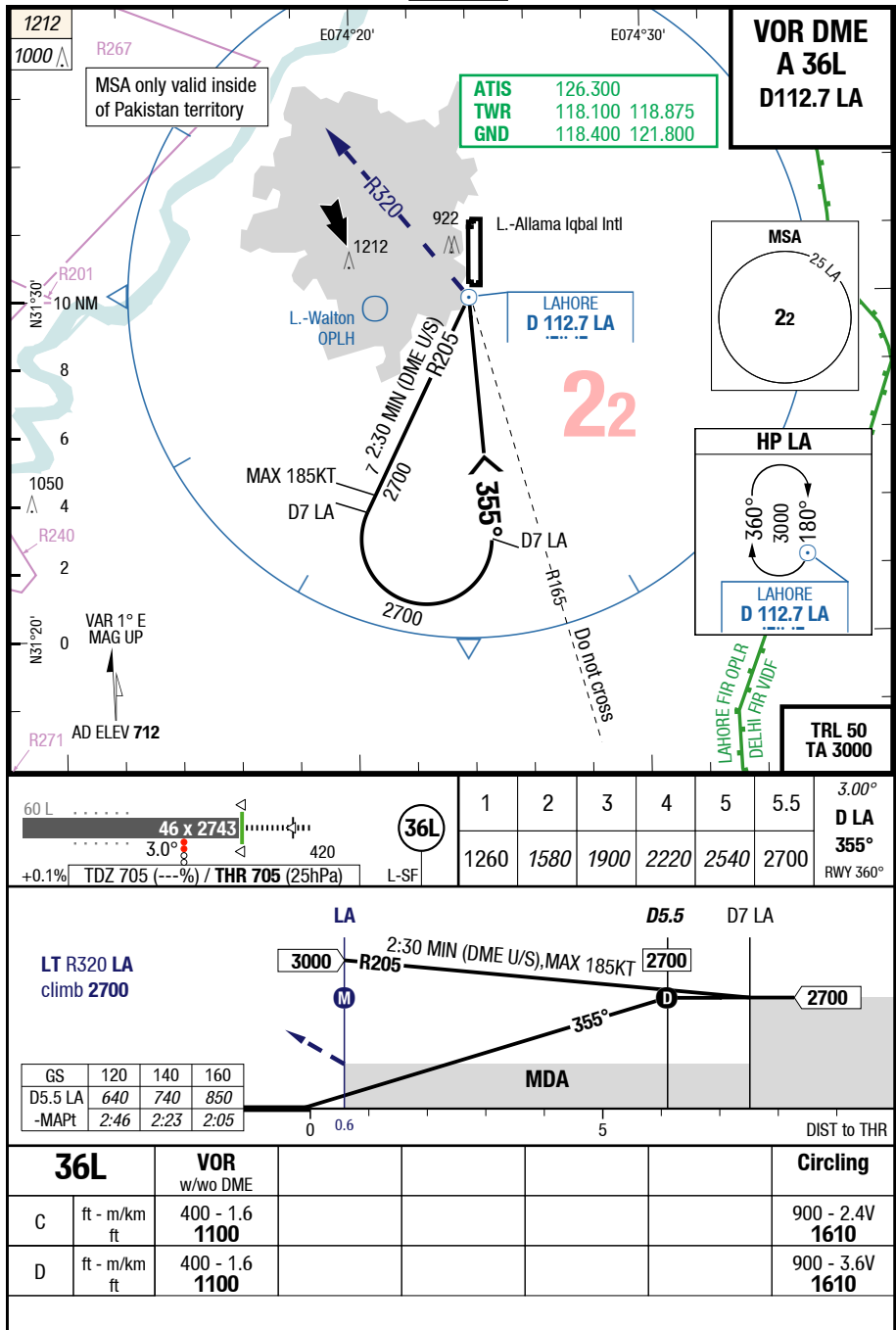




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**LHE-OPLA****7-130****VOR DME A 36L**

Changes: MIN, APL, ROD



30-JUN-2016

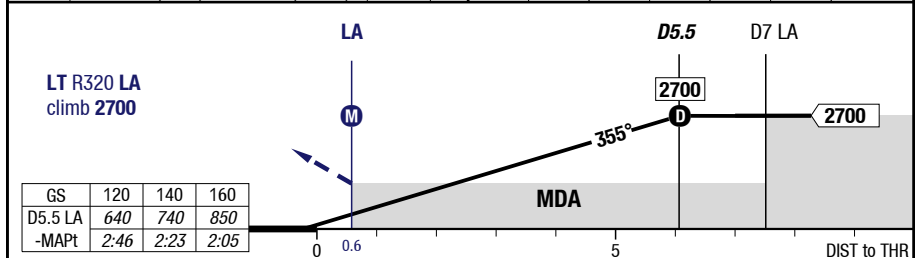
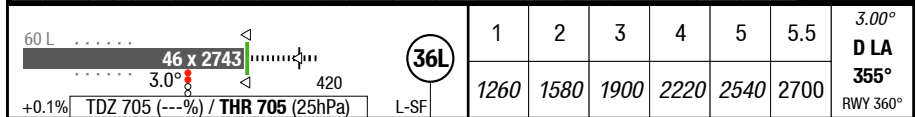
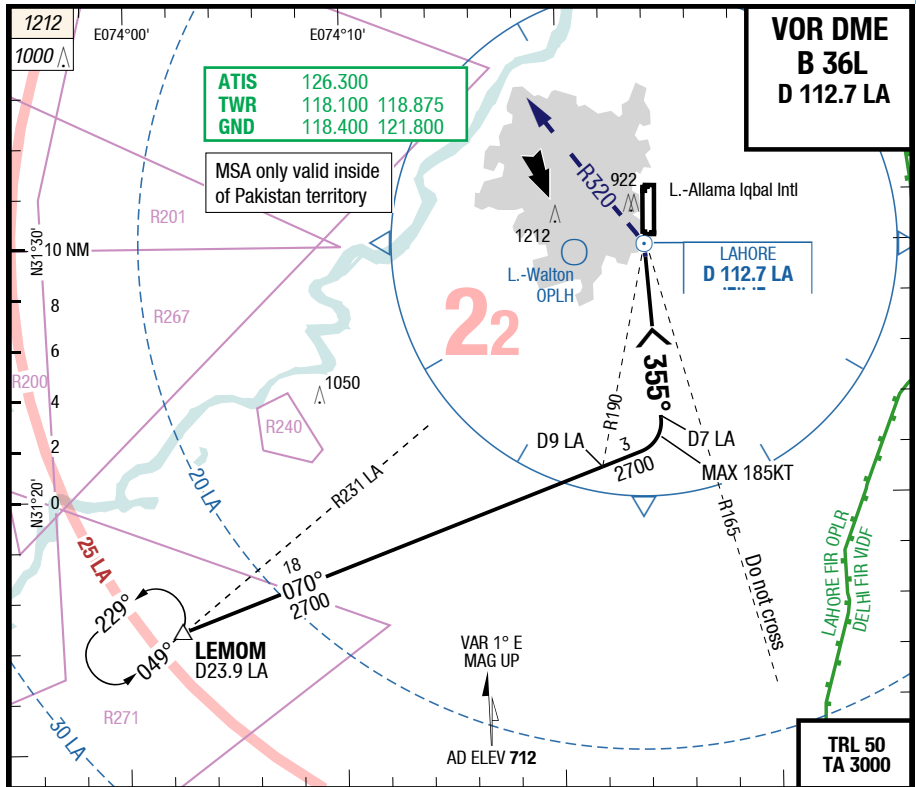
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LHE-OPLA

7-140

VOR DME B 36L



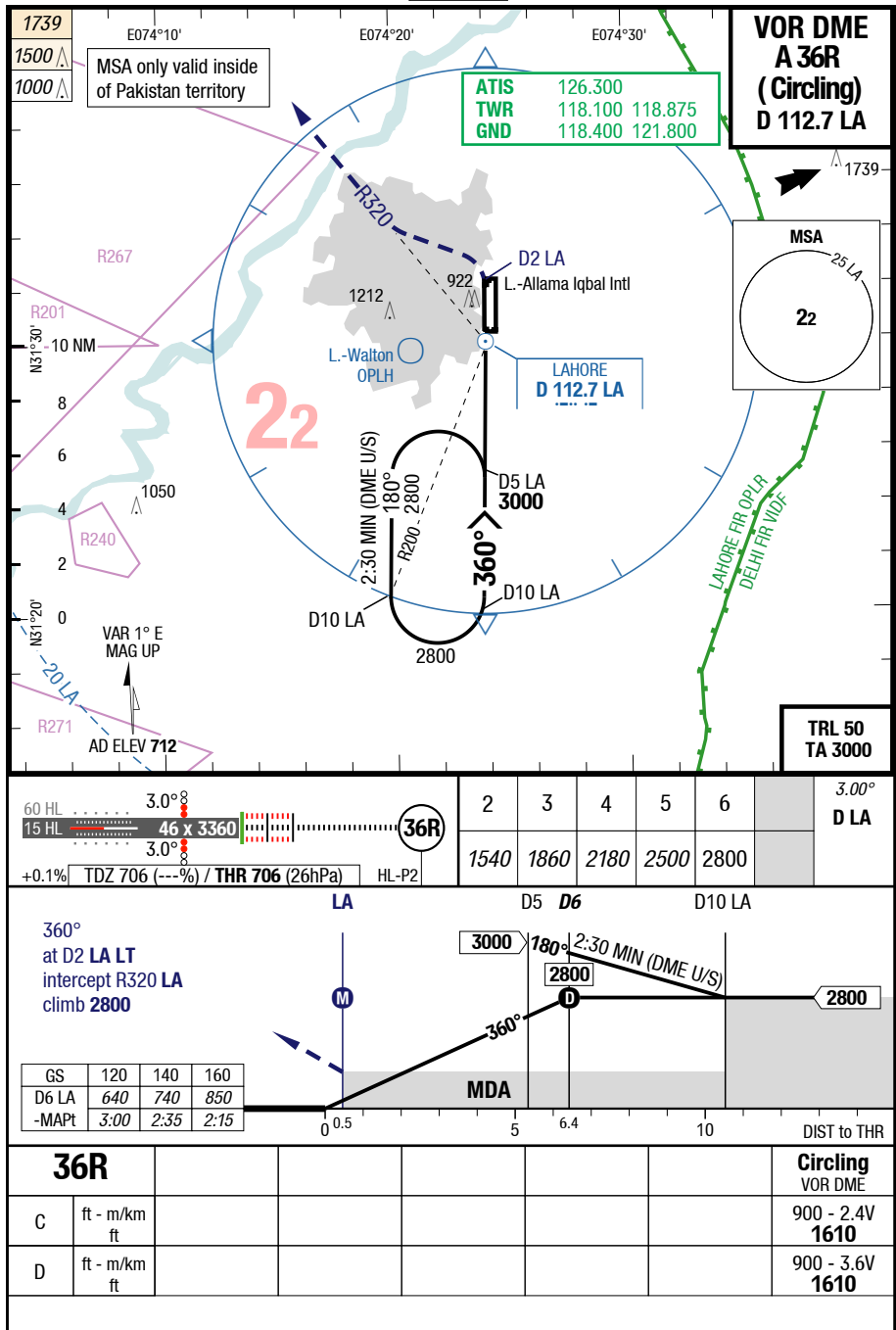
36L	VOR DME					Circling
C	ft - m/km ft	400 - 1.6 1100				900 - 2.4V 1610
D	ft - m/km ft	400 - 1.6 1100				900 - 3.6V 1610

Changes: MIN, APL, ROD

## LHE-OPLA

7-150

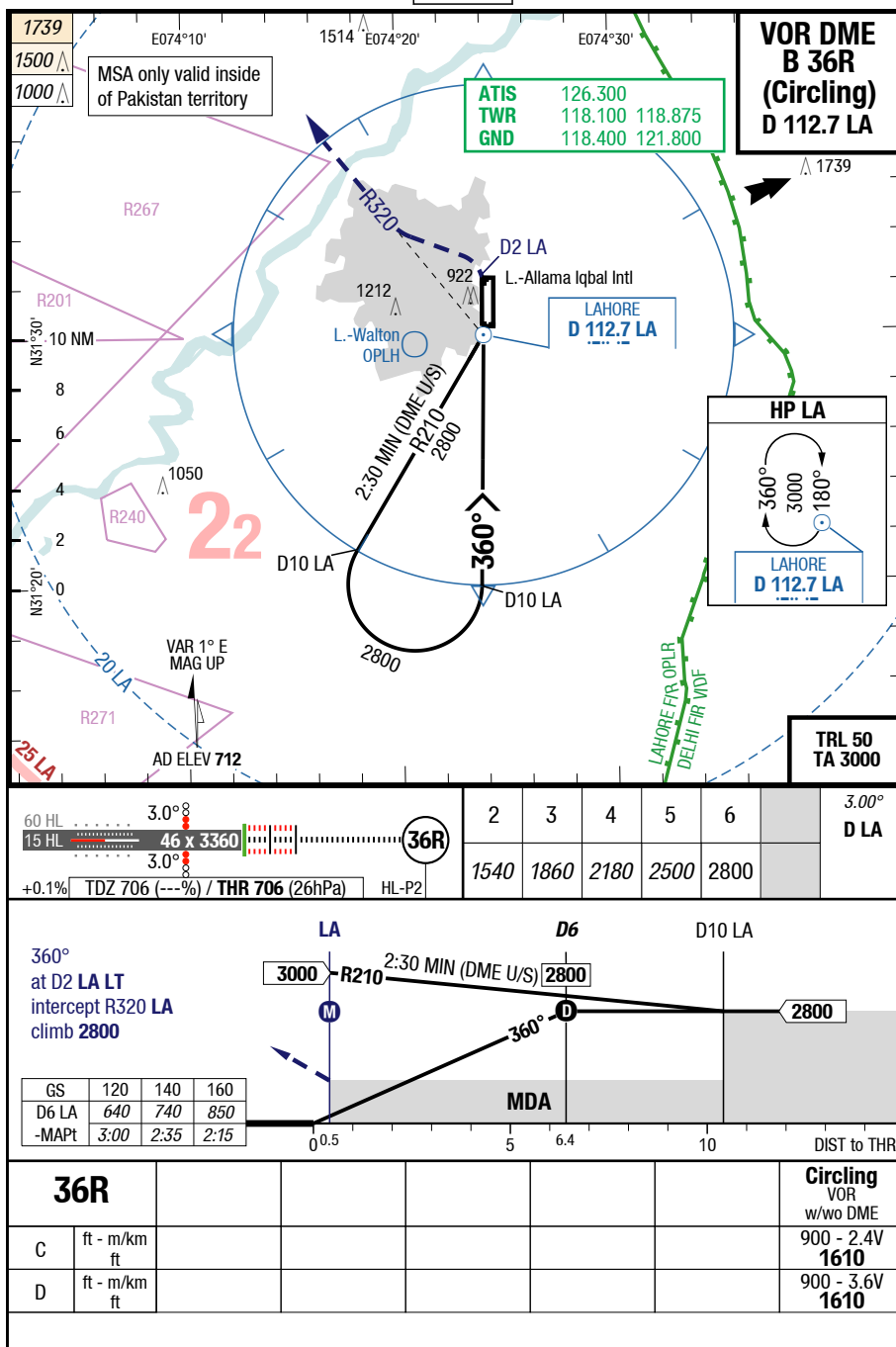
## VOR DME A 36R Circling



# LHE-OPLA

7-160

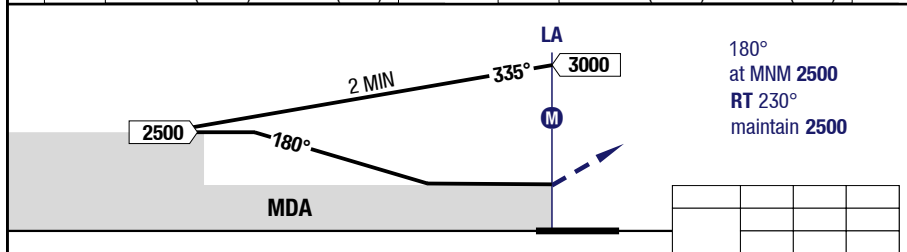
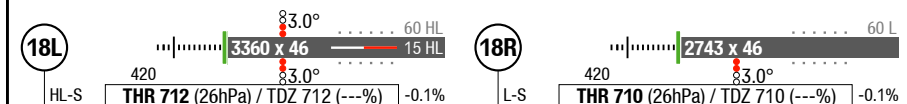
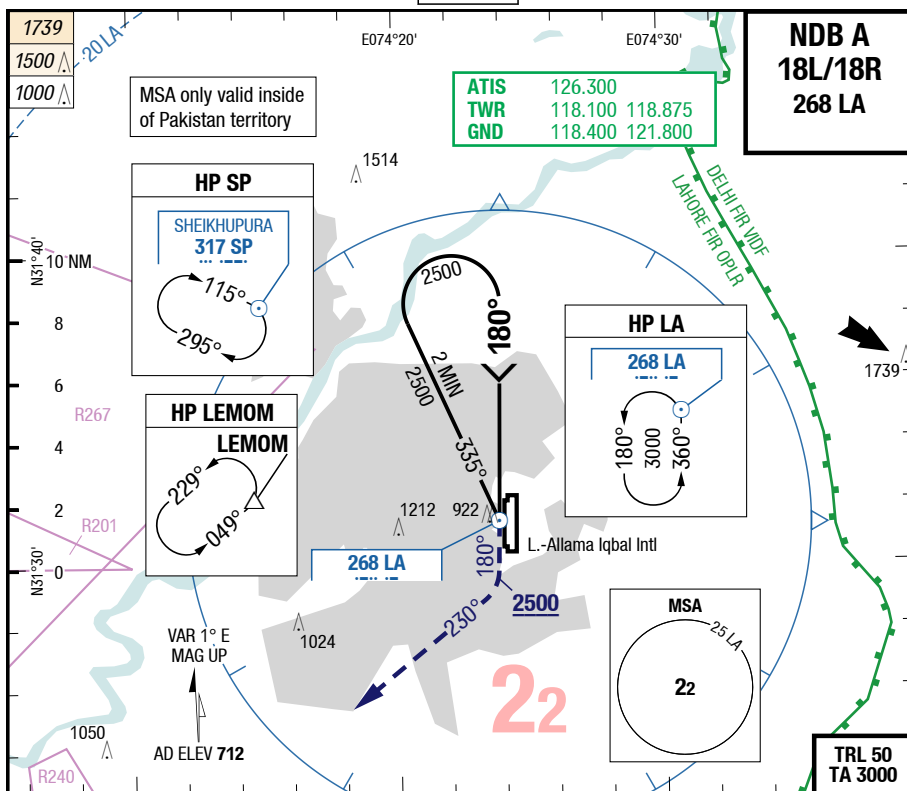
## VOR DME B 36R Circling



# LHE-OPLA

**7-170**

## NDB A 18L/18R

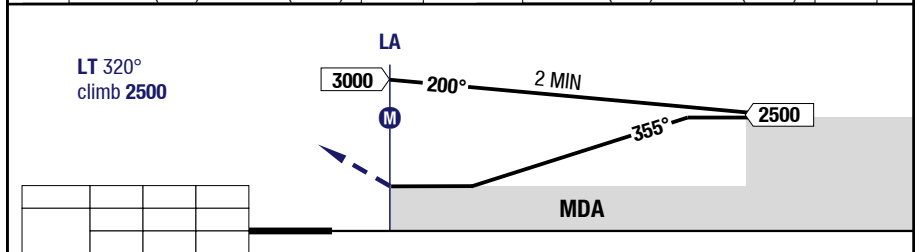
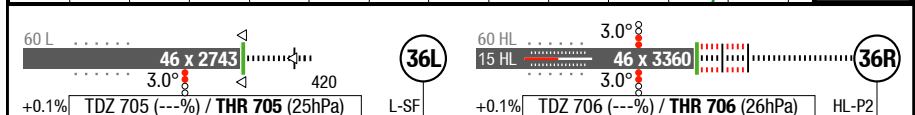
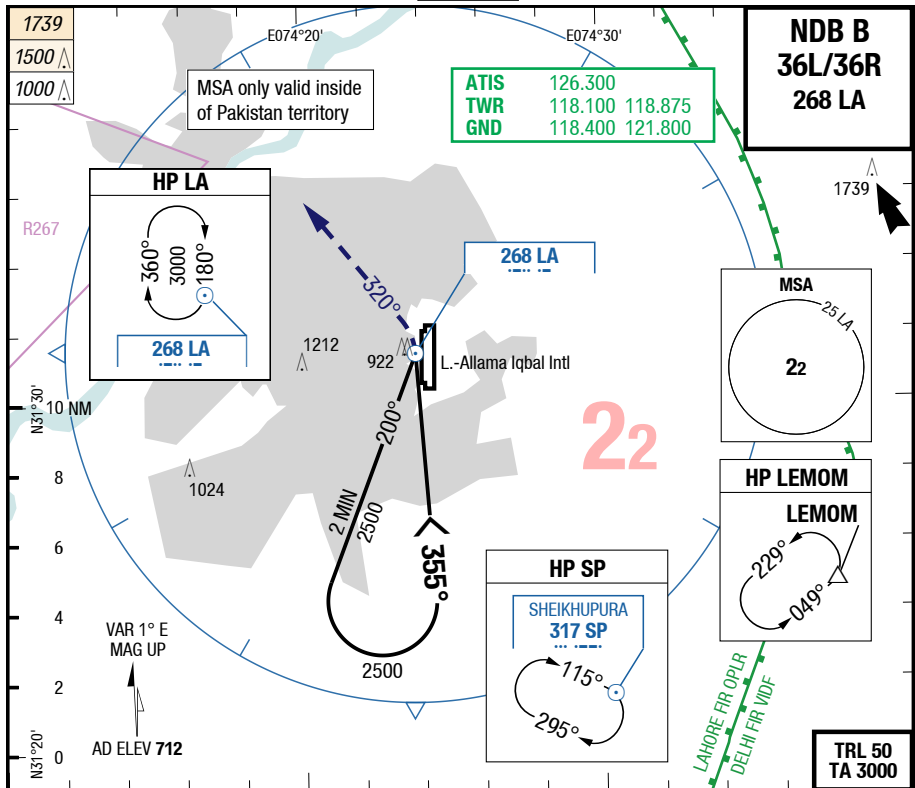


<b>18L/R</b>							<b>Circling</b>
C	ft - m/km ft						900 - 2.4V <b>1610</b>
D	ft - m/km ft						900 - 3.6V <b>1610</b>

LHE-OPLA

7-180

NDB B 36L/36R



36L/R							Circling
C	ft - m/km ft						900 - 2.4V 1610
D	ft - m/km ft						900 - 3.6V 1610

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

LHE-OPLA

Pakistan Lahore Allama Iqbal Intl

NIL

MRC

MRC

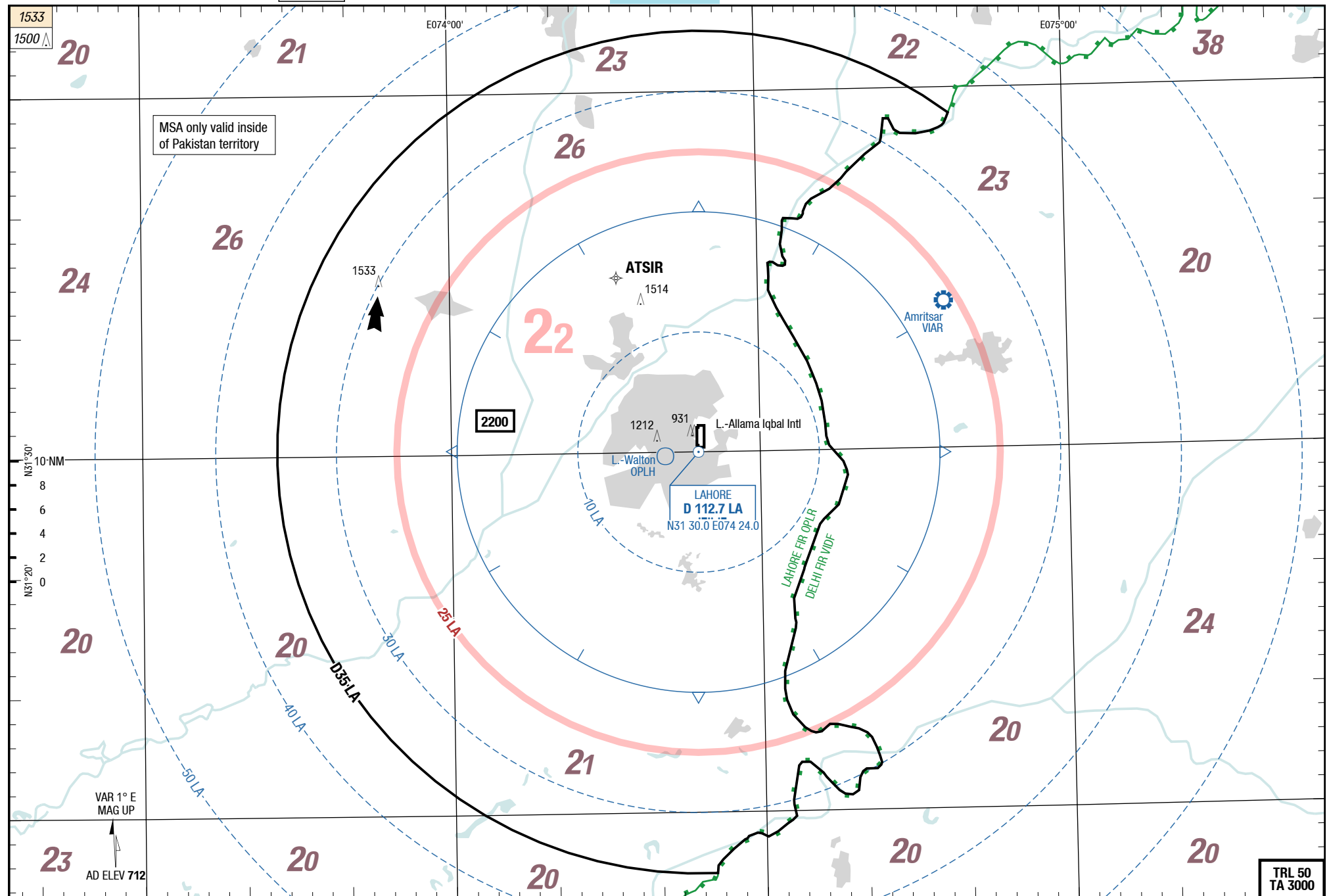
MRC

Allama Iqbal Intl Lahore Pakistan

NIL

MRC

8-10



Changes: MGA, OBST

TRL 50  
TA 3000

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