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Terminal Charts For OPKC
Revision Letter For Cycle 10-2025
Change Notices
Notebook

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General Information

Location: KARACHI PAK
ICAO/IATA: OPKC / KHI
Lat/Long: N24° 54.5', E067° 09.8'
Elevation: 100 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0044 Z
Sunset: 1412 Z

Runway Information

Runway: 07L
Length x Width: 10499 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, REIL
Stopway: 328 ft

Runway: 07R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 71 ft
Lighting: Edge, ALS, Centerline
Stopway: 1001 ft

Runway: 25L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 987 ft

Runway: 25R
Length x Width: 10499 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 100 ft
Lighting: Edge, ALS
Stopway: 328 ft

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Communication Information

ATIS: 126.700
Karachi Tower: 118.800 Secondary
Karachi Tower: 118.300
Karachi Ground Ramp/Taxi: 123.000 Secondary
Karachi Ground Ramp/Taxi: 118.400 Secondary
Karachi Ground Ramp/Taxi: 121.600
Karachi Ground Ramp/Taxi: 121.800
Karachi Approach: 125.500
Karachi Approach: 121.300 Secondary

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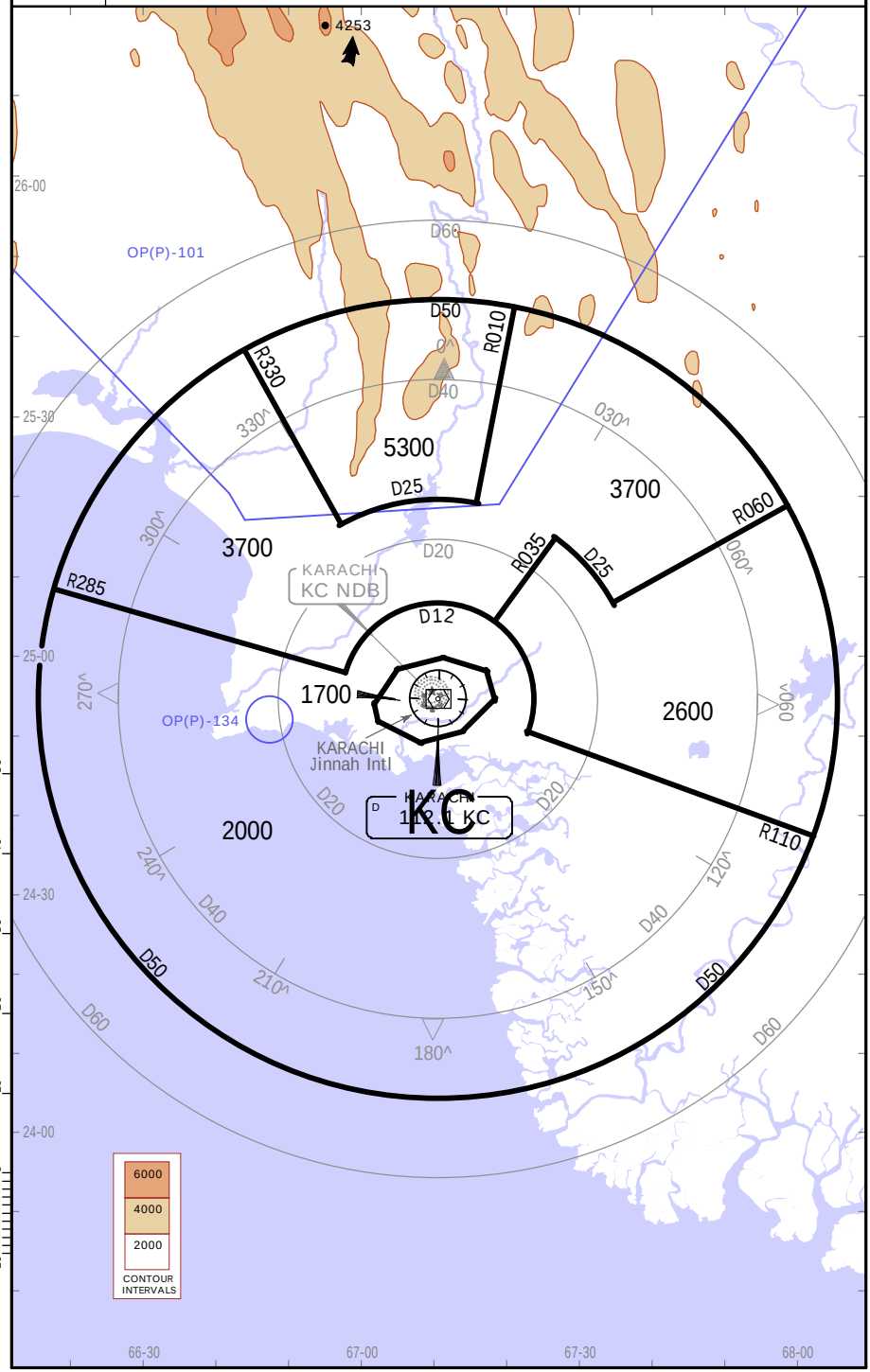
OPKC/KHI
JINNAH INTL

JEPPESEN

26 JUL 24 (10-1R) .Eff.8.Aug.

KARACHI, PAKISTAN
.RADAR.MINIMUM.ALTITUDES.

Apt Elev	Alt Set: hPa (IN on request)
100	Trans level: FL050 Trans alt: 3000



CHANGES: Sectors & altitudes.

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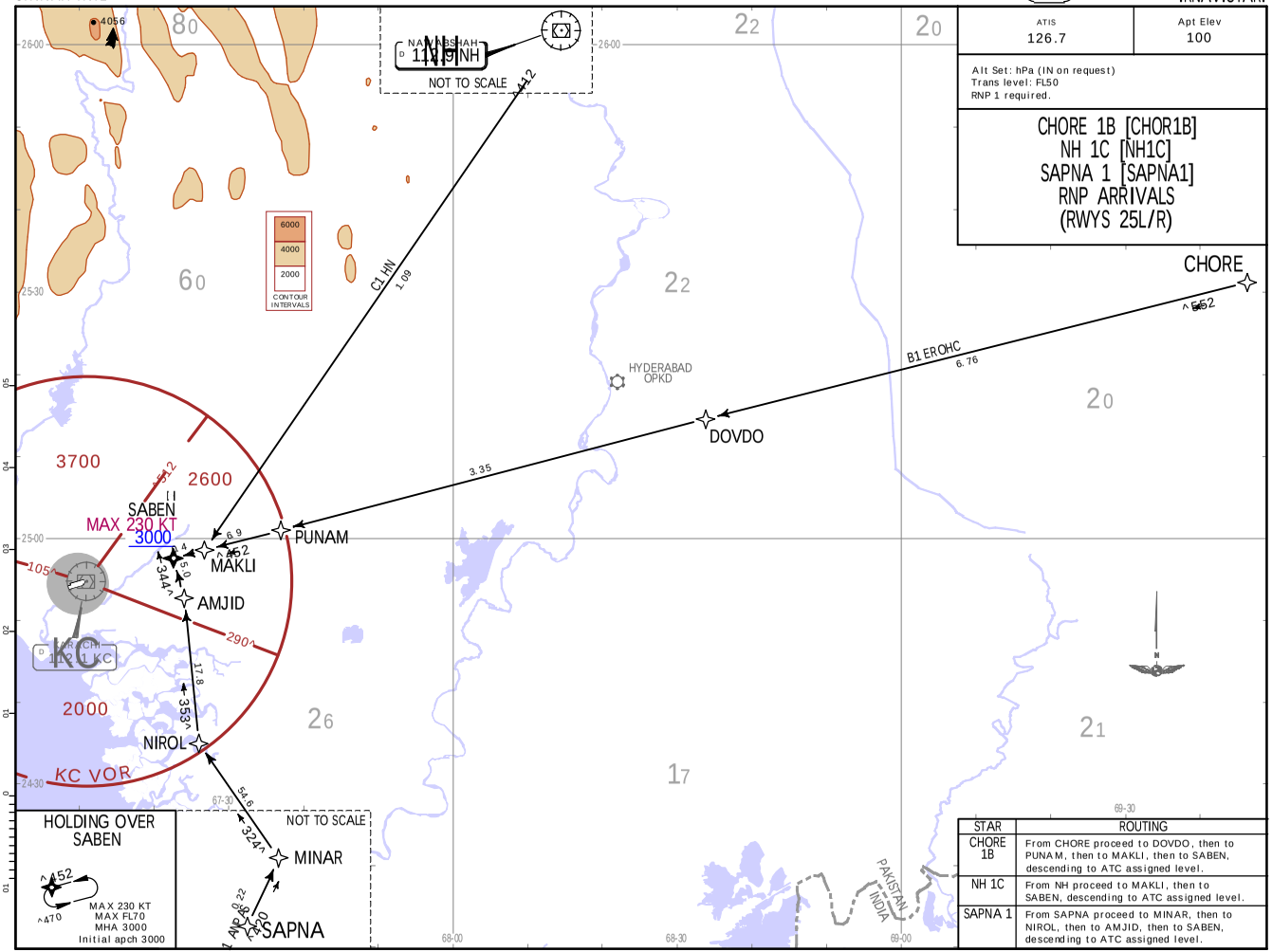
OPKC/KHI
JINNAH INTL

JEPPESEN KARACHI, PAKISTAN
4 JUN 21 (10-2) .Eff.17.Jun. .RNAV.STAR.

ATIS	Apt Elev
126.7	100

Alt Set: hPa (IN on request)
Trans level: FL50
RNP 1 required.

CHORE 1B [CHOR1B]
NH 1C [NH1C]
SAPNA 1 [SAPNA1]
RNP ARRIVALS
(RWYS 25L/R)



STAR	ROUTING
CHORE 1B	From CHORE proceed to DOVDO, then to PUNAM, then to MAKLI, then to SABEN, descending to ATC assigned level.
NH 1C	From NH proceed to MAKLI, then to SABEN, descending to ATC assigned level.
SAPNA 1	From SAPNA proceed to MINAR, then to NIROL, then to AMJID, then to SABEN, descending to ATC assigned level.

CHANGES: MSA.

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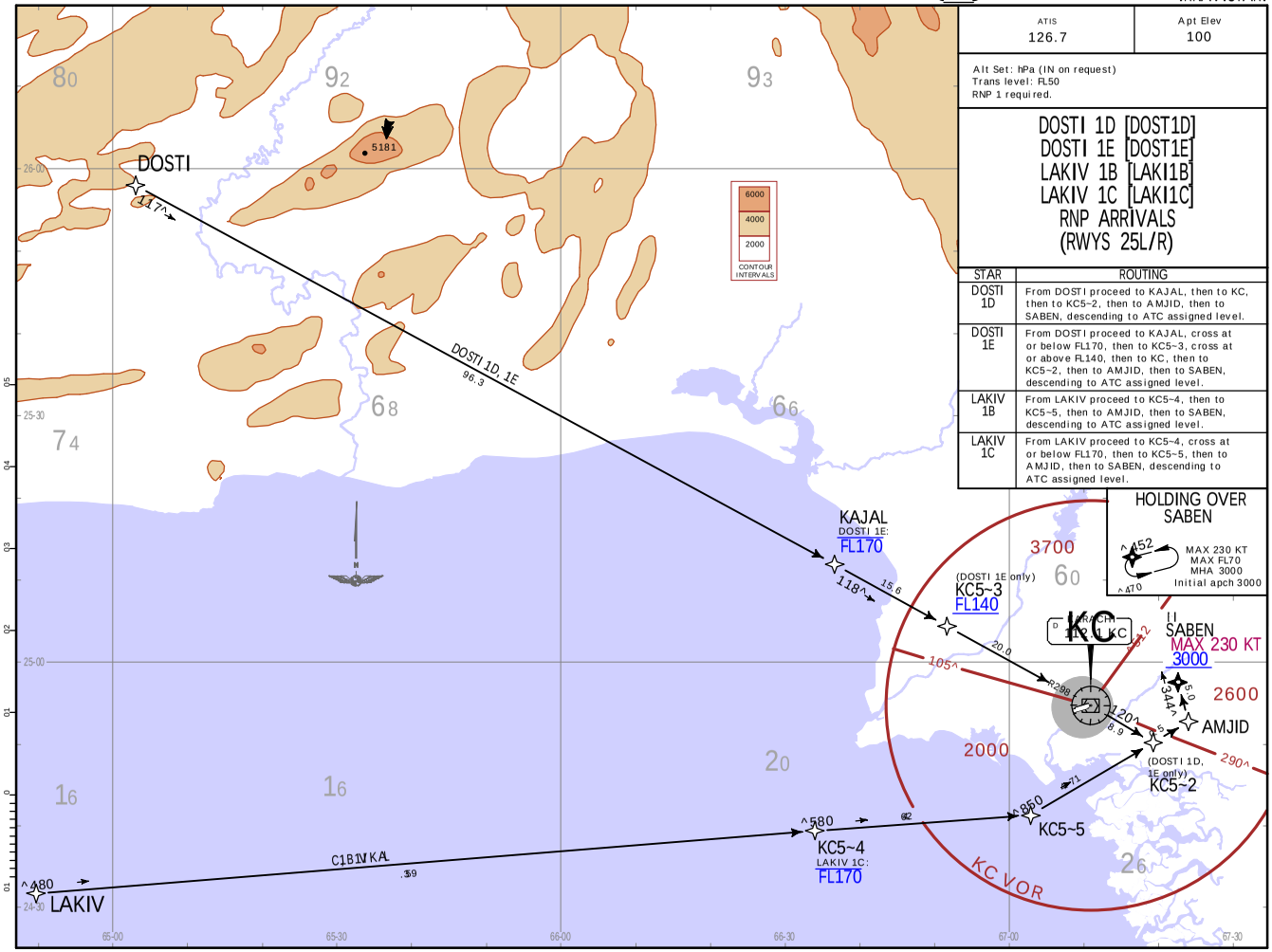
ATIS	Apt Elev
126.7	100

Alt Set: hPa (IN on request)
Trans level: FL50
RNP 1 required.

DOSTI 1D [DOST1D]
DOSTI 1E [DOST1E]
LAKIV 1B [LAKI1B]
LAKIV 1C [LAKI1C]
RNP ARRIVALS
(RWYS 25L/R)

STAR	ROUTING
DOSTI 1D	From DOSTI proceed to KAJAL, then to KC, then to KC5-2, then to AMJID, then to SABEN, descending to ATC assigned level.
DOSTI 1E	From DOSTI proceed to KAJAL, cross at or below FL170, then to KC5-3, cross at or above FL140, then to KC, then to KC5-2, then to AMJID, then to SABEN, descending to ATC assigned level.
LAKIV 1B	From LAKIV proceed to KC5-4, then to KC5-5, then to AMJID, then to SABEN, descending to ATC assigned level.
LAKIV 1C	From LAKIV proceed to KC5-4, cross at or below FL170, then to KC5-5, then to AMJID, then to SABEN, descending to ATC assigned level.



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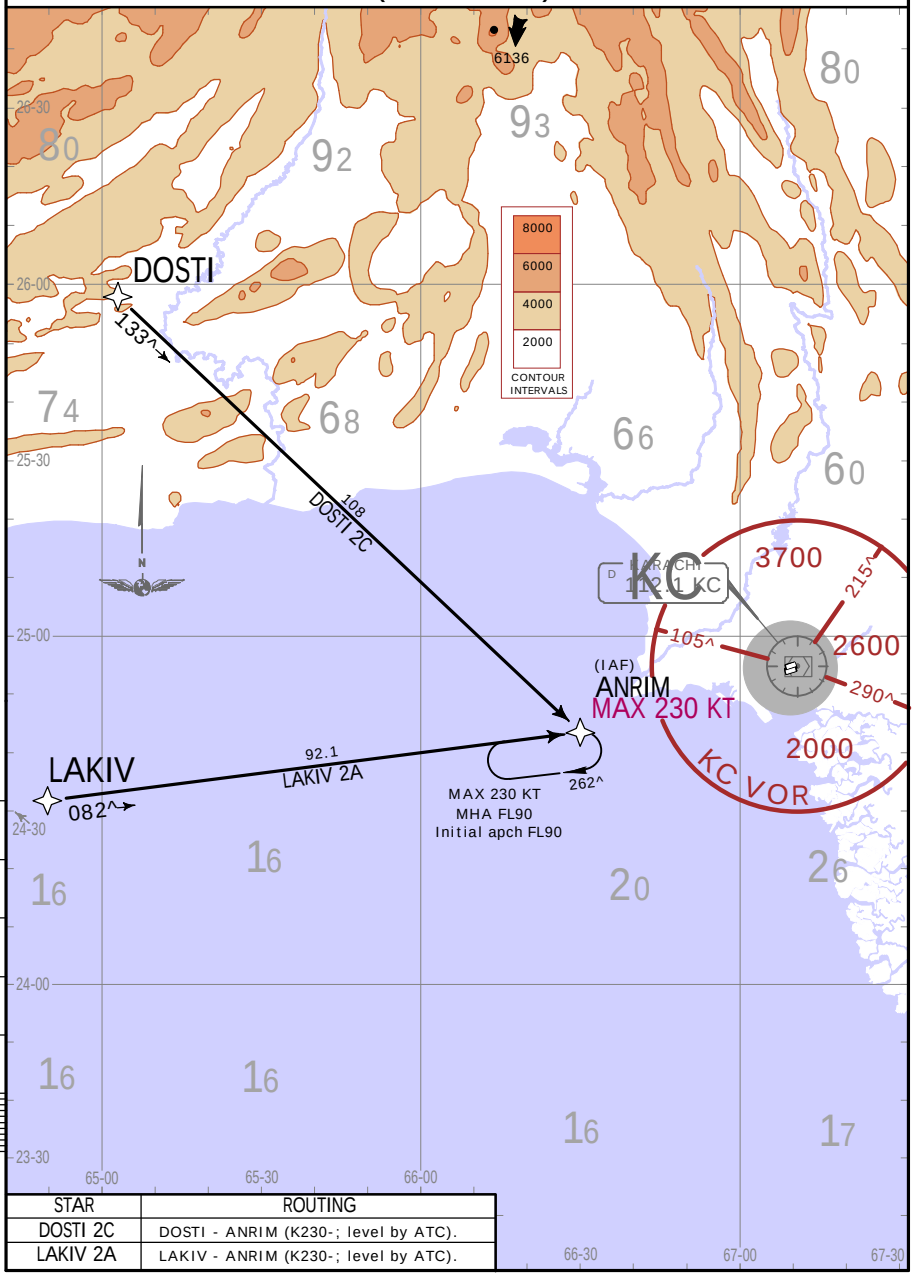
ATIS	Apt Elev	
126.7	100	Alt Set: hPa (IN on request) Trans level: FL50 RNP 1 required.

DOSTI 2C [DOST2C]
LAKIV 2A [LAKI2A]
RNP ARRIVALS
(RWYS 07R/L)



STAR	ROUTING
DOSTI 2C	DOSTI - ANRIM (K230-; level by ATC).
LAKIV 2A	LAKIV - ANRIM (K230-; level by ATC).

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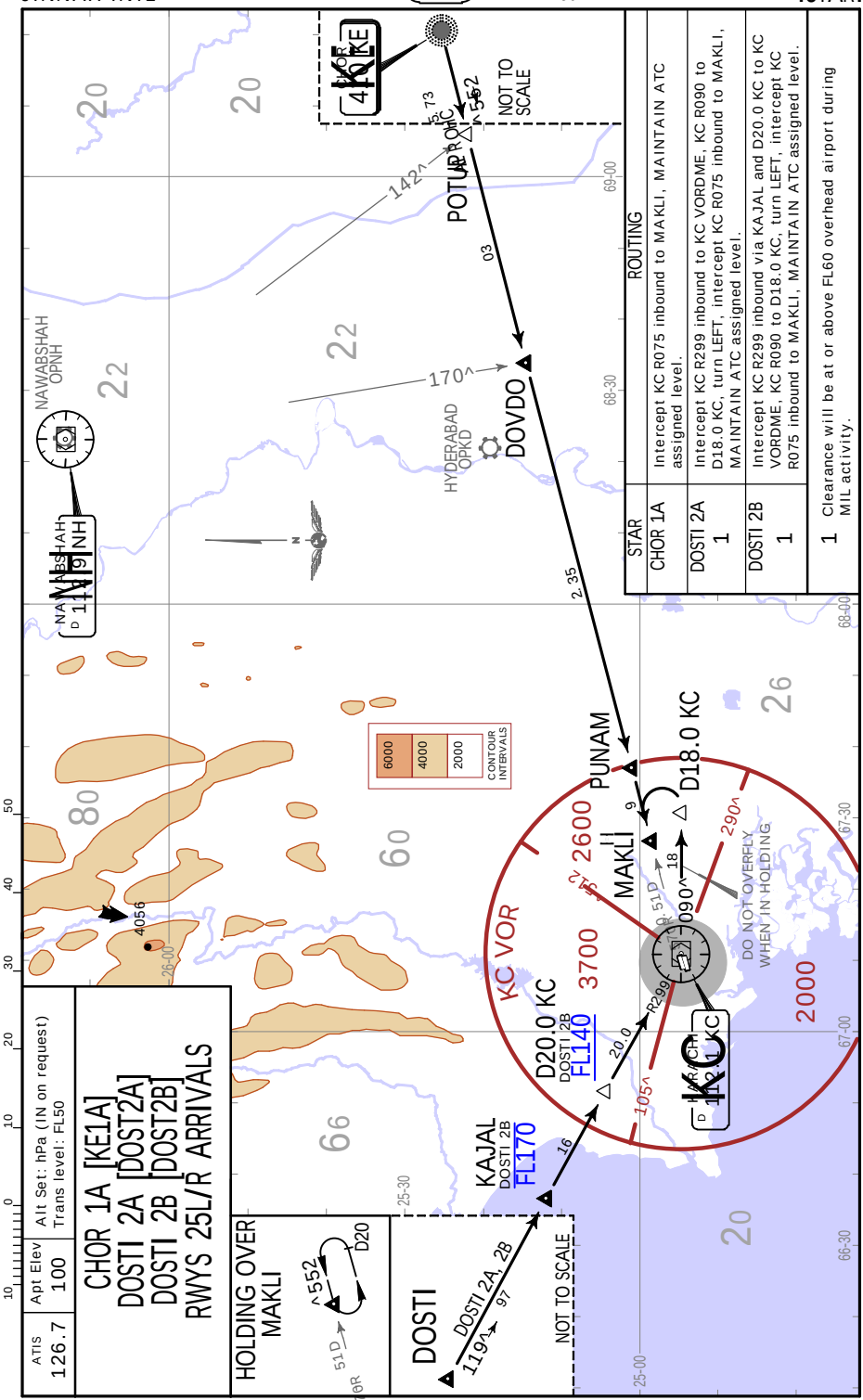
OPKC/KHI
JINNAH INTL

JEPPESEN

4 JUN 21 (10-2C) .Eff.17.Jun.

KARACHI, PAKISTAN
.STAR.



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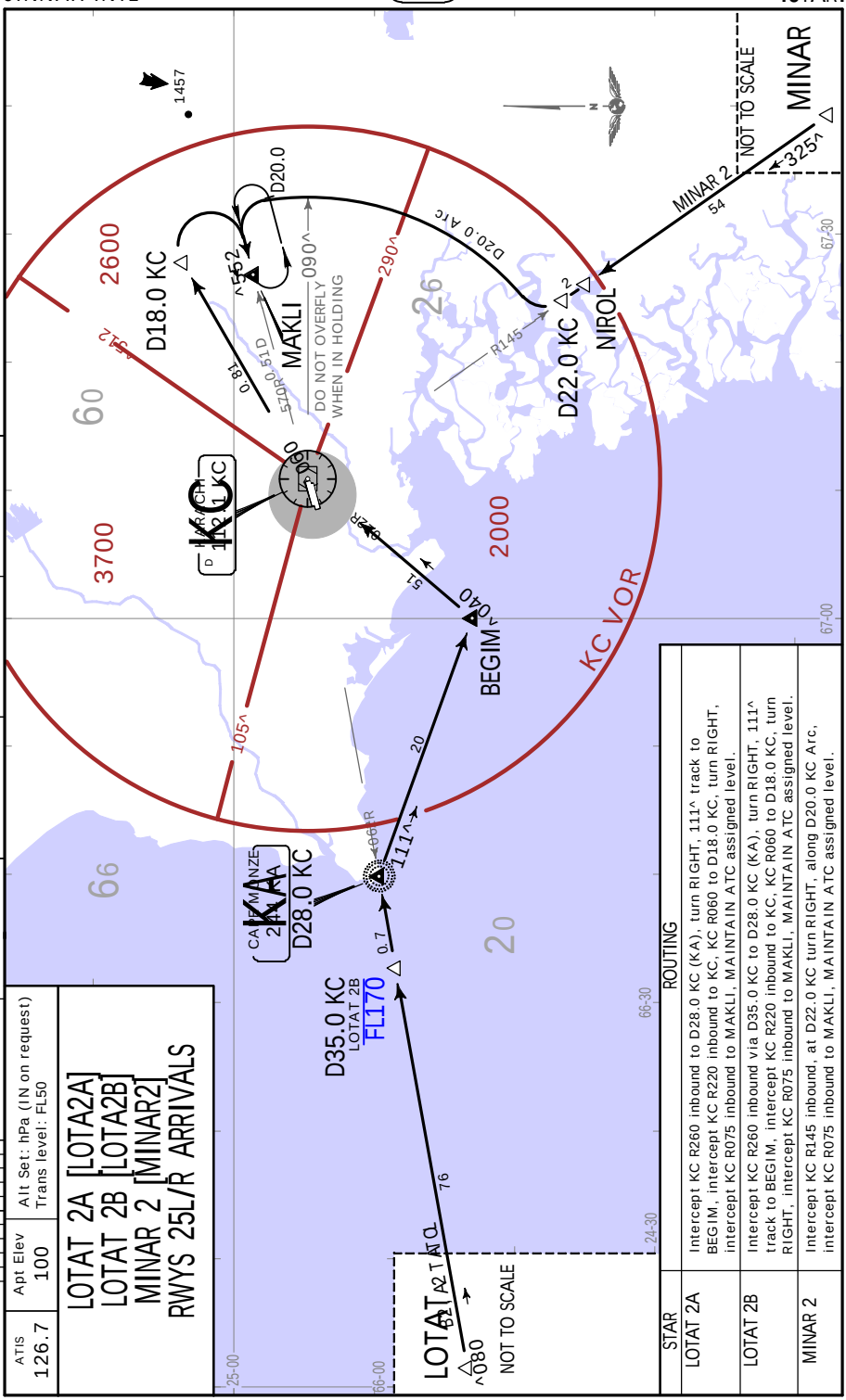
OPKC/KHI
JINNAH INTL

JEPPESEN

4 JUN 21 (10-2D) .Eff.17.Jun.

KARACHI, PAKISTAN
.STAR.



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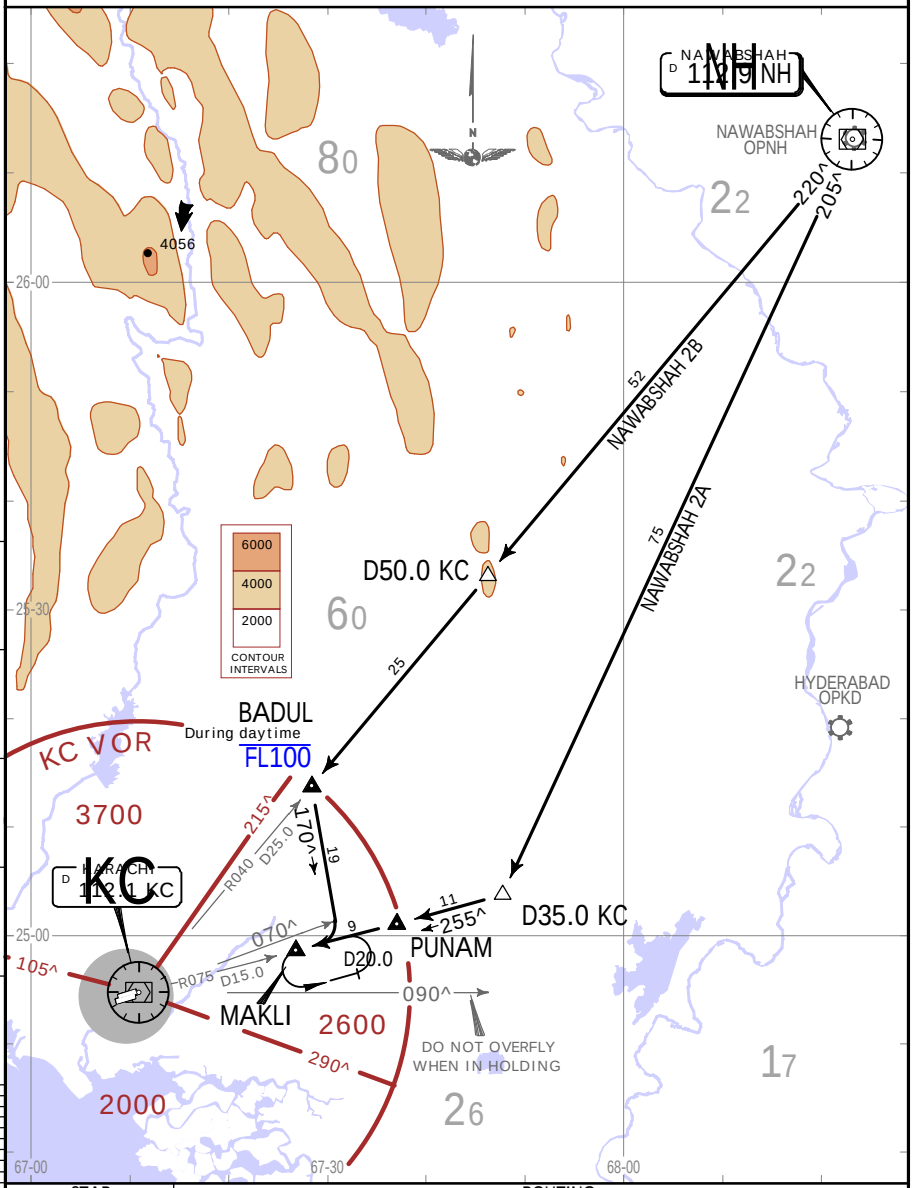
ATIS	Apt Elev	
126.7	100	Alt Set: hPa (IN on request) Trans level: FL50

NAWABSHAH 2A (NH 2A)
NAWABSHAH 2B (NH 2B)
RWYS 25L/R ARRIVALS



STAR	ROUTING
NAWABSHAH 2A	On NH R205, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned FL/altitude.
NAWABSHAH 2B	On NH R220, at D50.0 KC intercept KC R040 inbound to BADUL, turn LEFT, 170^ track, when passing KC R070 turn RIGHT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned FL/altitude.

CHANGES: MSA.

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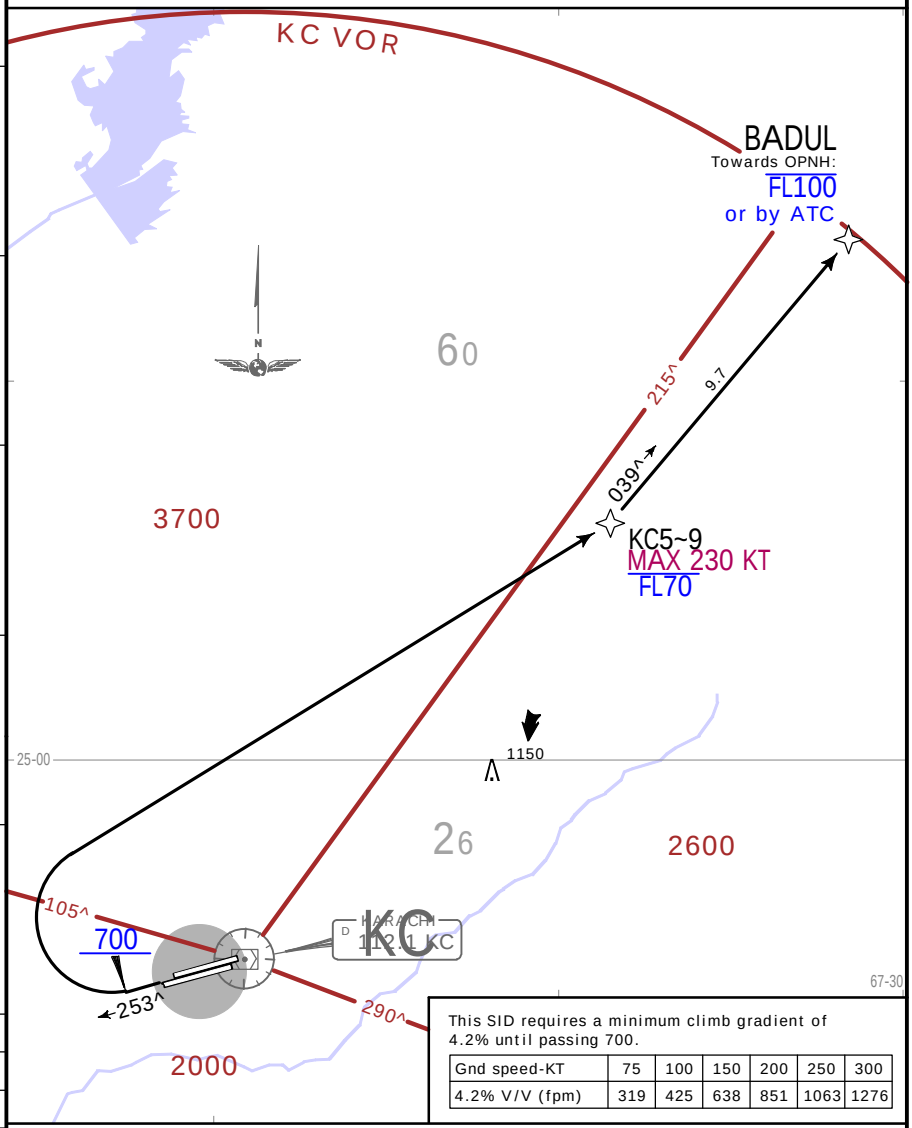
Apt Elev	
100	Trans alt: 3000 RNP 1 required.

BADUL 1D RNP DEPARTURE
[BADU1D]
(RWYS 25L/R)



This SID requires a minimum climb gradient of 4.2% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

ROUTING

Climb straight ahead, when passing 700 turn RIGHT direct to KC5~9, then to BADUL, MAINTAIN ATC assigned FL.

CHANGES: Noise abatement procedures; climb gradient; MSA.

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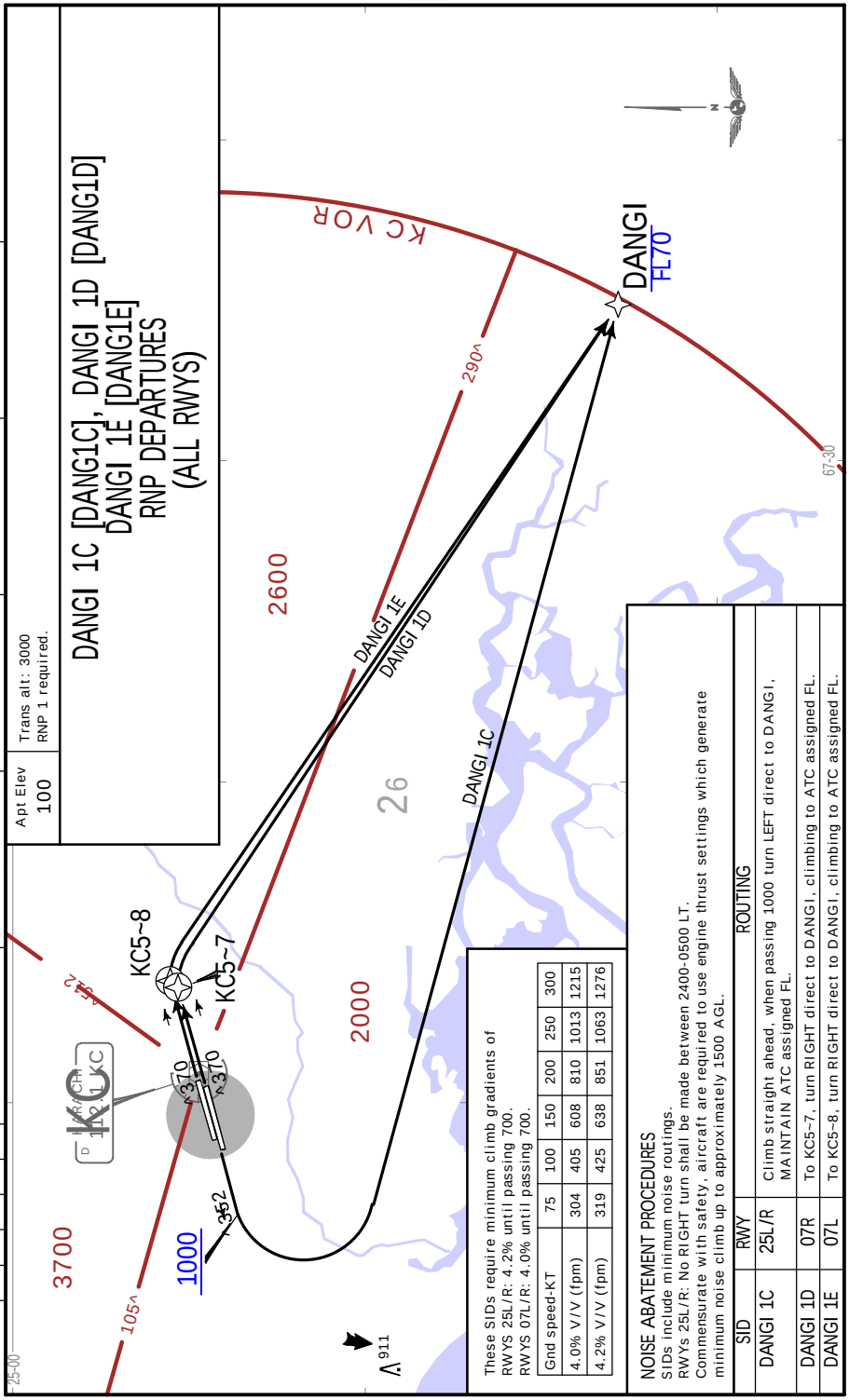
Apt Elev 100

Trans alt: 3000
RNP 1 required.

DANGI 1C [DANG1C], DANGI 1D [DANG1D] DANGI 1E [DANG1E] RNP DEPARTURES (ALL RWYS)



These SIDs require minimum climb gradients of
RWYS 25L/R: 4.2% until passing 700.
RWYS 07L/R: 4.0% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
DANGI 1C	25L/R	Climb straight ahead, when passing 1000 turn LEFT direct to DANGI, MAINTAIN ATC assigned FL.
DANGI 1D	07R	To KC5~7, turn RIGHT direct to DANGI, climbing to ATC assigned FL.
DANGI 1E	07L	To KC5~8, turn RIGHT direct to DANGI, climbing to ATC assigned FL.

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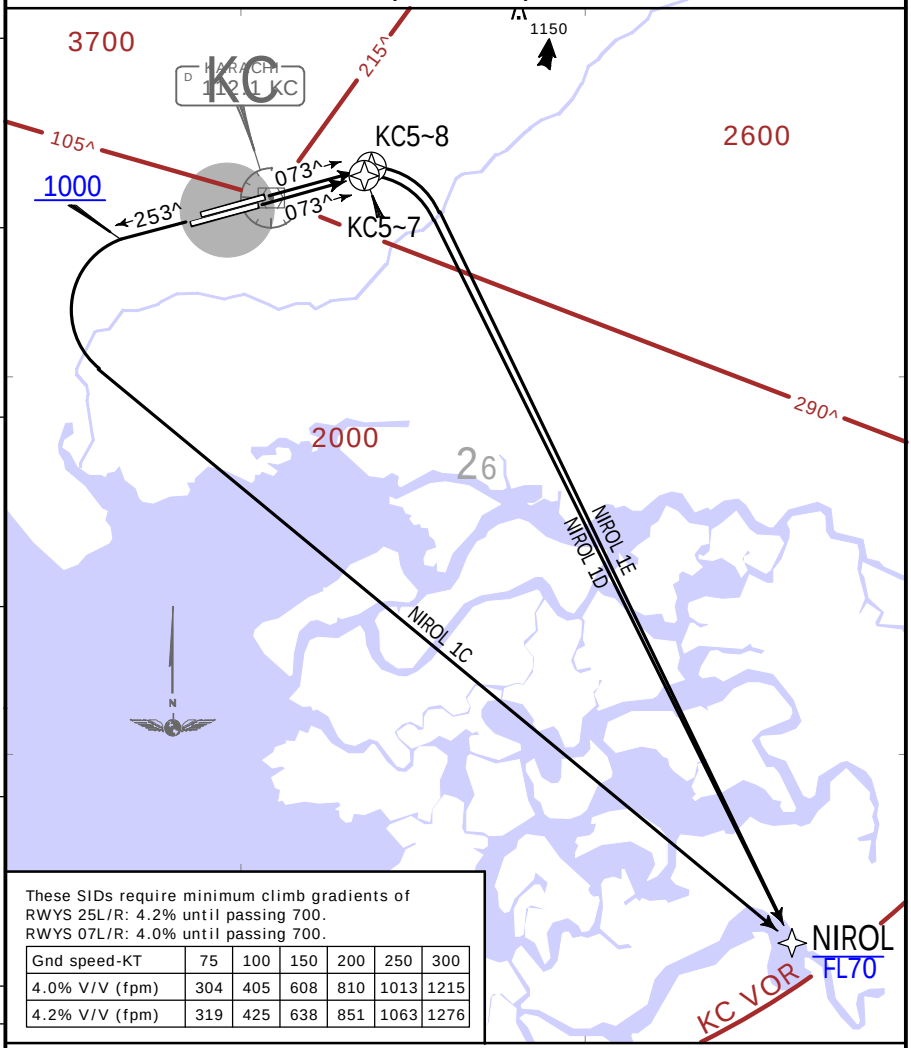
Apt Elev	
100	Trans alt: 3000 RNP 1 required.

NIROL 1C [NIRO1C], NIROL 1D [NIRO1D]
NIROL 1E [NIRO1E]
RNP DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
RWYS 25L/R: 4.2% until passing 700.
RWYS 07L/R: 4.0% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
NIROL 1C	25L/R	Climb straight ahead, when passing 1000 turn LEFT direct to NIROL, MAINTAIN ATC assigned FL.
NIROL 1D	07R	To KC5~7, turn RIGHT direct to NIROL, climbing to ATC assigned FL.
NIROL 1E	07L	To KC5~8, turn RIGHT direct to NIROL, climbing to ATC assigned FL.

CHANGES: Noise abatement procedures RWYs 25L/R; climb gradient; MSA.

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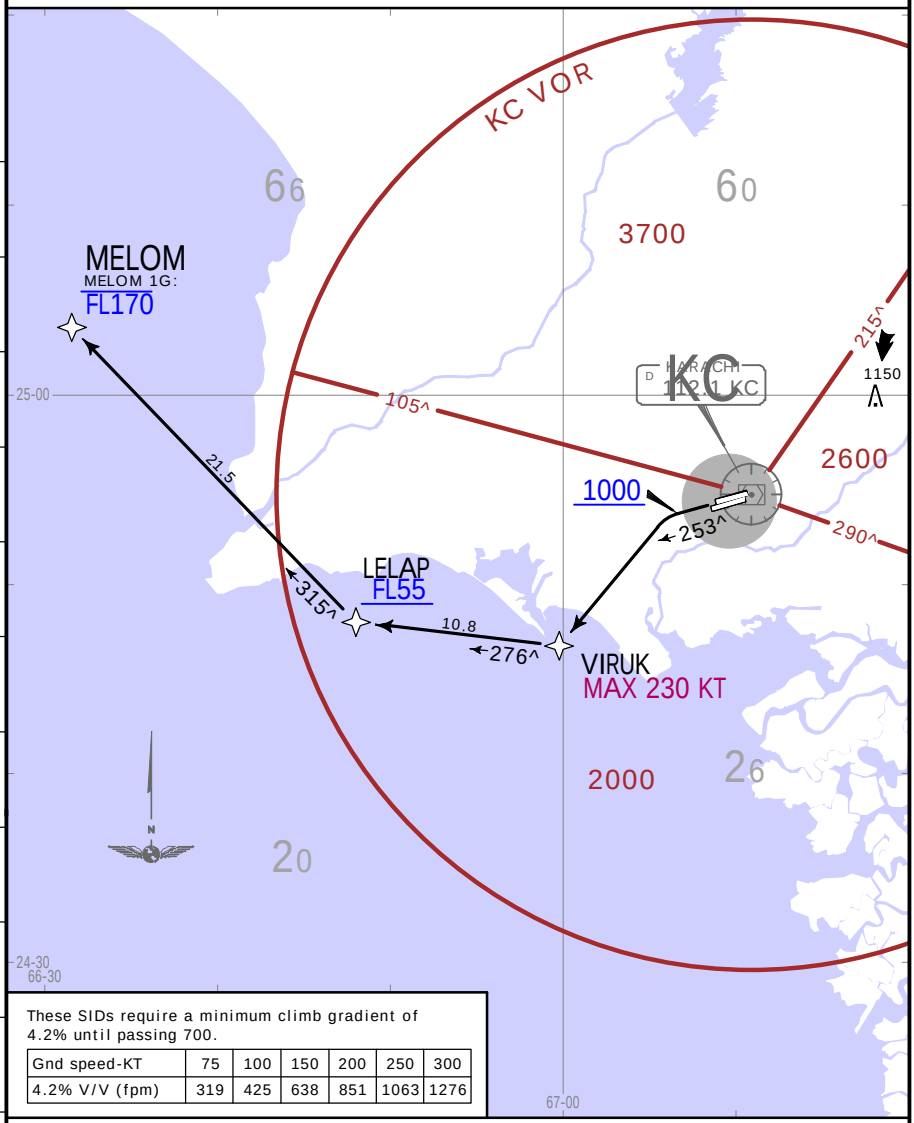
Apt Elev	Trans alt: 3000
100	RNP 1 required.

MELOM 1F [MELO1F], MELOM 1G [MELO1G] RNP DEPARTURES (RWYS 25L/R)



These SIDs require a minimum climb gradient of 4.2% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	ROUTING
MELOM 1F MELOM 1G	Climb straight ahead, when passing 1000 turn LEFT direct to VIRUK, then LELAP, then to MELOM, MAINTAIN ATC assigned FL.

CHANGES: Noise abatement procedures; climb gradient; MSA.

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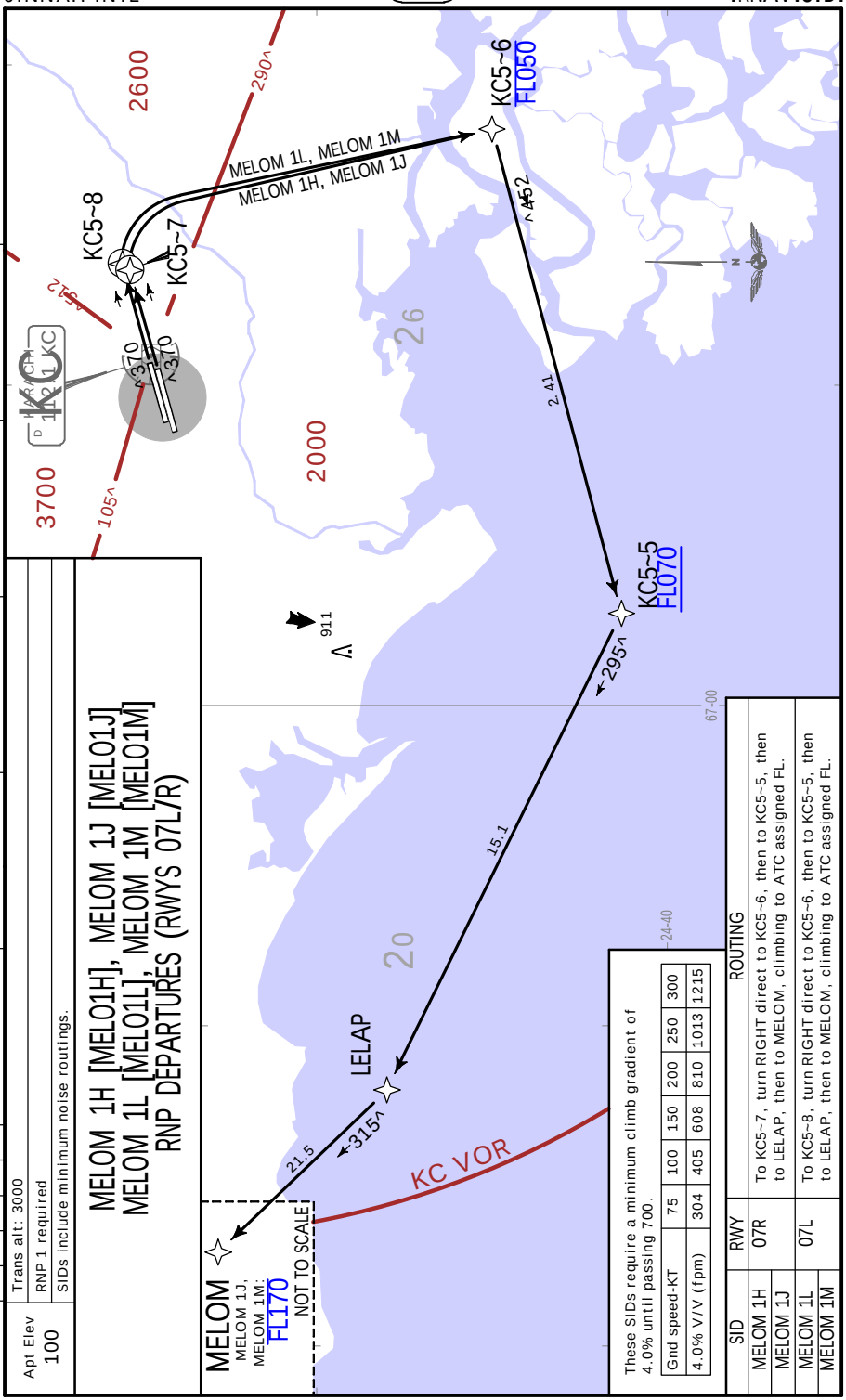

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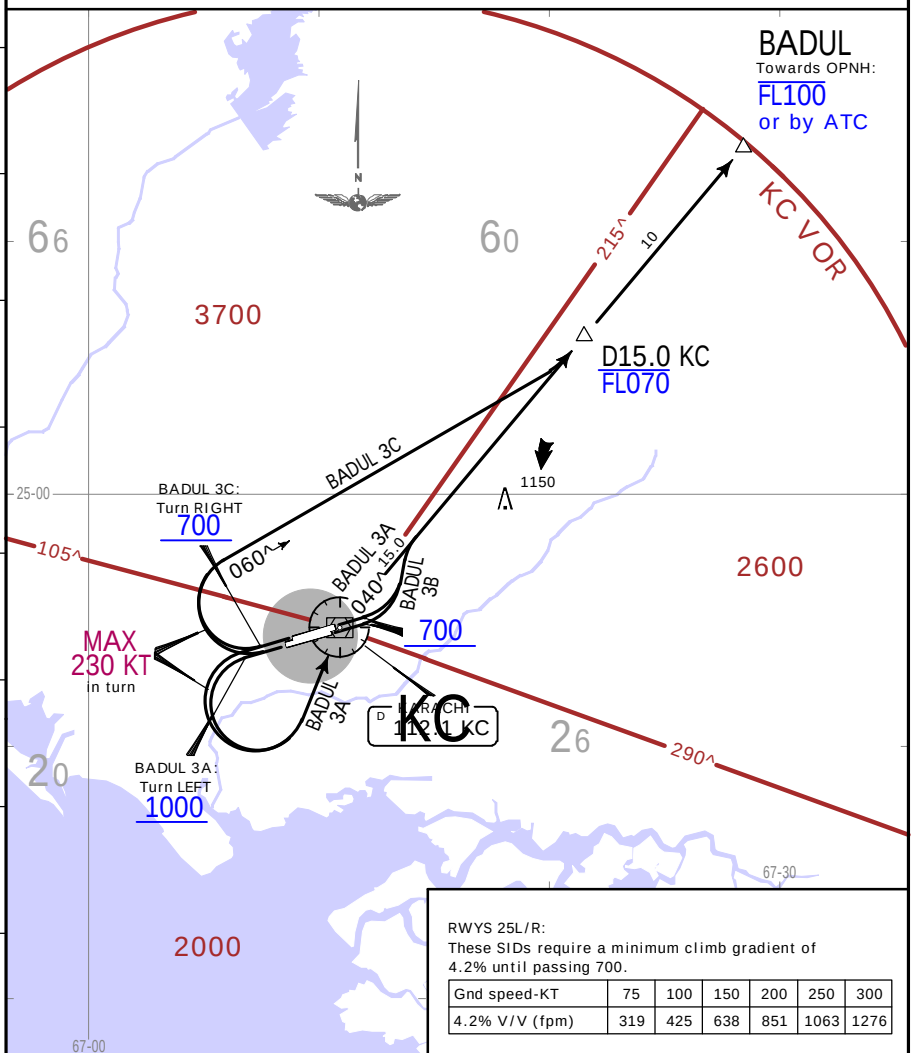
Apt Elev	Trans alt: 3000
100	

BADUL 3A [BADU3A], BADUL 3B [BADU3B] BADUL 3C [BADU3C] DEPARTURES (ALL RWYS)



RWYS 25L/R:
These SIDs require a minimum climb gradient of 4.2% until passing 700.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
BADUL 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT to KC, KC R040 to BADUL.
BADUL 3B	07L/R	Climb straight ahead until passing 700, turn LEFT, intercept KC R040 to BADUL.
BADUL 3C	25L/R	Climb straight ahead until passing 700, turn RIGHT, 060^ track, intercept KC R040 to BADUL.

CHANGES: Climb gradient.

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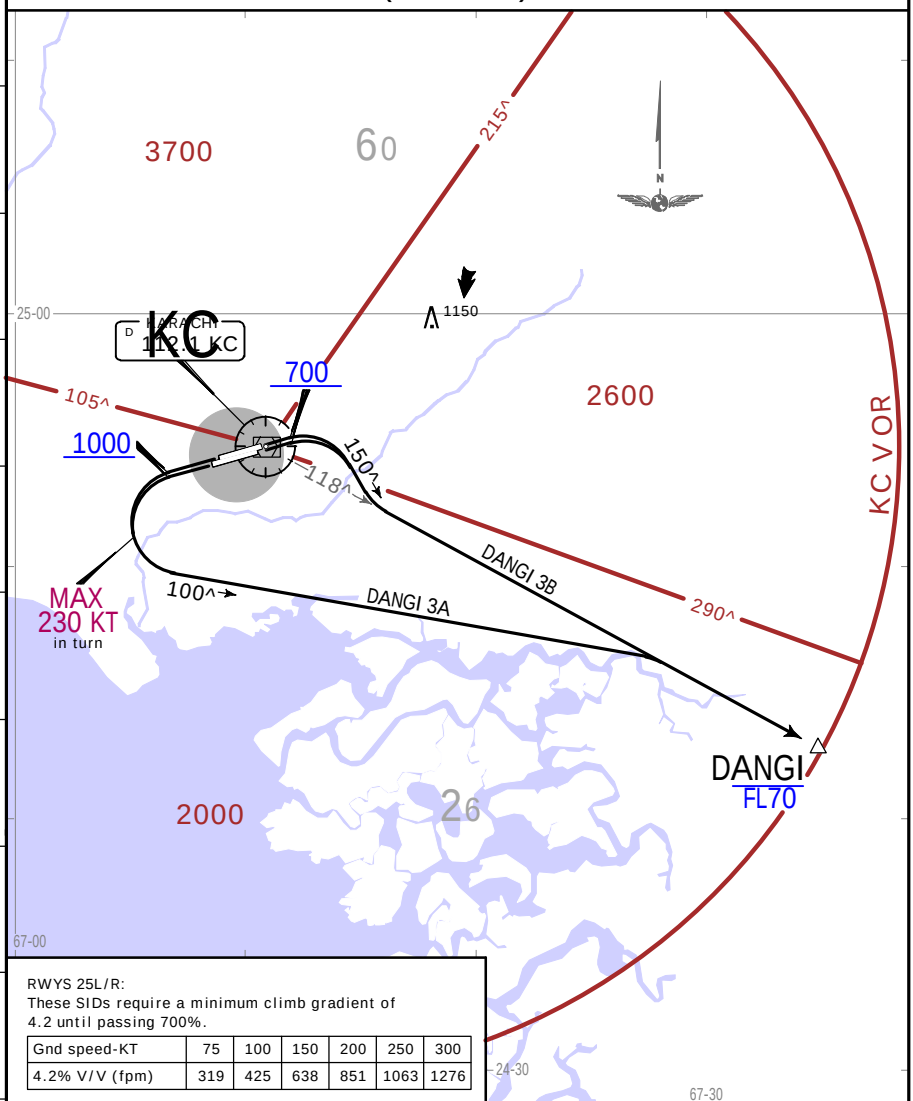
Apt Elev	Trans alt: 3000
100	

DANGI 3A [DANG3A], DANGI 3B [DANG3B] DEPARTURES (ALL RWYS)



RWYS 25L/R:
These SIDs require a minimum climb gradient of 4.2 until passing 700%.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum nouise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
DANGI 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT, 100^ track, intercept KC R118 to DANGI.
DANGI 3B	07L/R	Climb straight ahead until passing 700, turn RIGHT, 150^ track, intercept KC R118 to DANGI.

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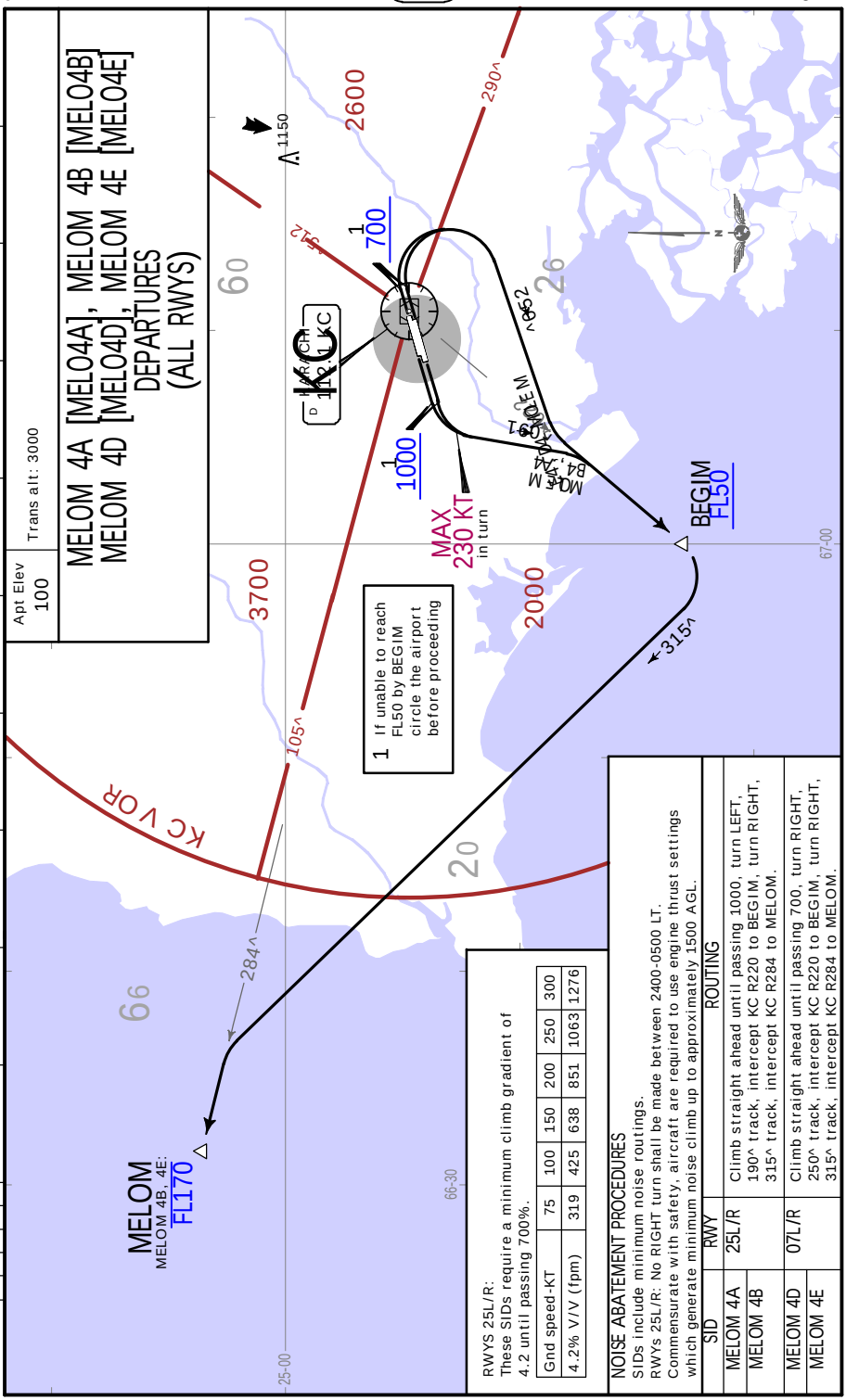
Apt Elev 100

Trans alt: 3000

MELOM 4A [MELO4A], MELOM 4B [MELO4B] MELOM 4D [MELO4D], MELOM 4E [MELO4E] DEPARTURES (ALL RWYS)



RWYS 25L/R:
These SIDs require a minimum climb gradient of 4.2 until passing 700%.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
MELOM 4A	25L/R	Climb straight ahead until passing 1000, turn LEFT, 190^ track, intercept KC R220 to BEGIM, turn RIGHT, 315^ track, intercept KC R284 to MELOM.
MELOM 4B		
MELOM 4D	07L/R	Climb straight ahead until passing 700, turn RIGHT, 250^ track, intercept KC R220 to BEGIM, turn RIGHT, 315^ track, intercept KC R284 to MELOM.
MELOM 4E		

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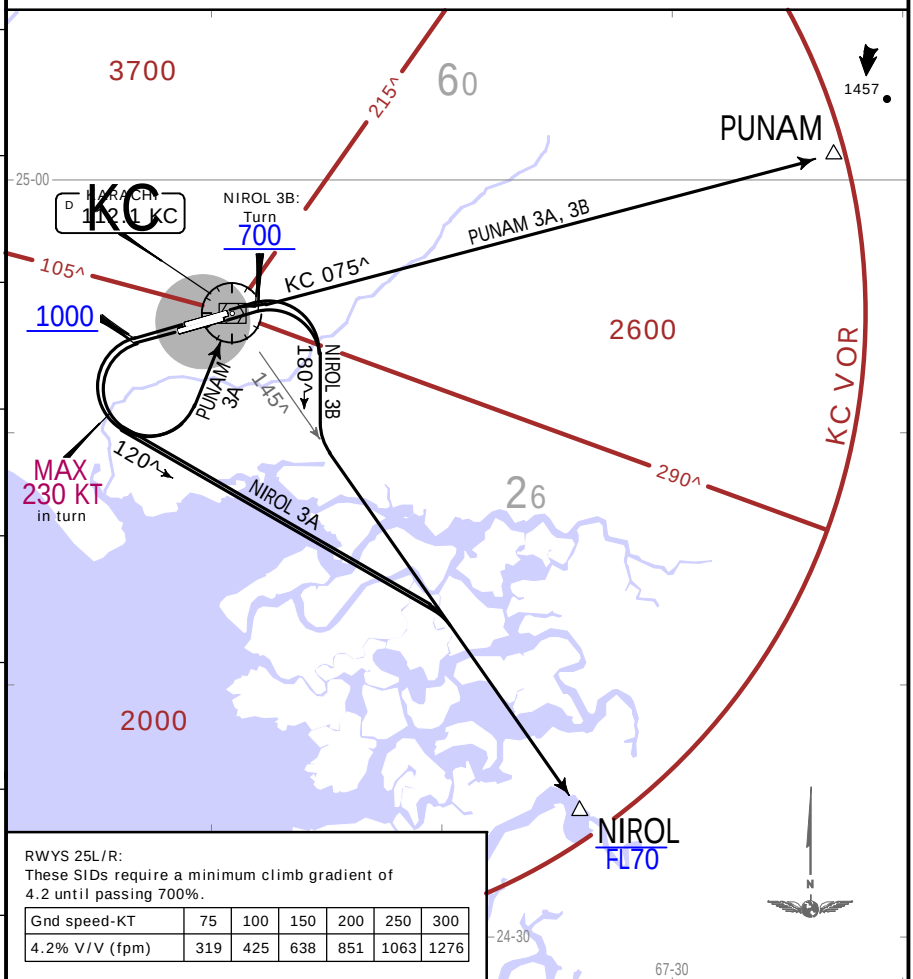
Apt Elev	Trans alt: 3000
100	

NIROL 3A [NIRO3A], NIROL 3B [NIRO3B]
PUNAM 3A [PUNA3A], PUNAM 3B [PUNA3B]
DEPARTURES
(ALL RWYS)



RWYS 25L/R:
These SIDs require a minimum climb gradient of 4.2 until passing 700%.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
RWYs 25L/R: No RIGHT turn shall be made between 2400-0500 LT.
Commensurate with safety, aircraft are required to use engine thrust settings which generate minimum noise climb up to approximately 1500 AGL.

SID	RWY	ROUTING
NIROL 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT, 120^ track, intercept KC R145 to NIROL.
NIROL 3B	07L/R	Climb straight ahead until passing 700, turn RIGHT, 180^ track, intercept KC R145 to NIROL.
PUNAM 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT to KC, KC R075 to PUNAM, MAINTAIN last assigned flight level.
PUNAM 3B	07L/R	Intercept KC R075 to PUNAM, MAINTAIN last assigned flight level.

CHANGES: PUNAM 1B renumbered 3B; speed restriction; climb gradient; MSA.

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OPKC/KHI

Apt Elev 100'
N24 54.5 E067 09.8

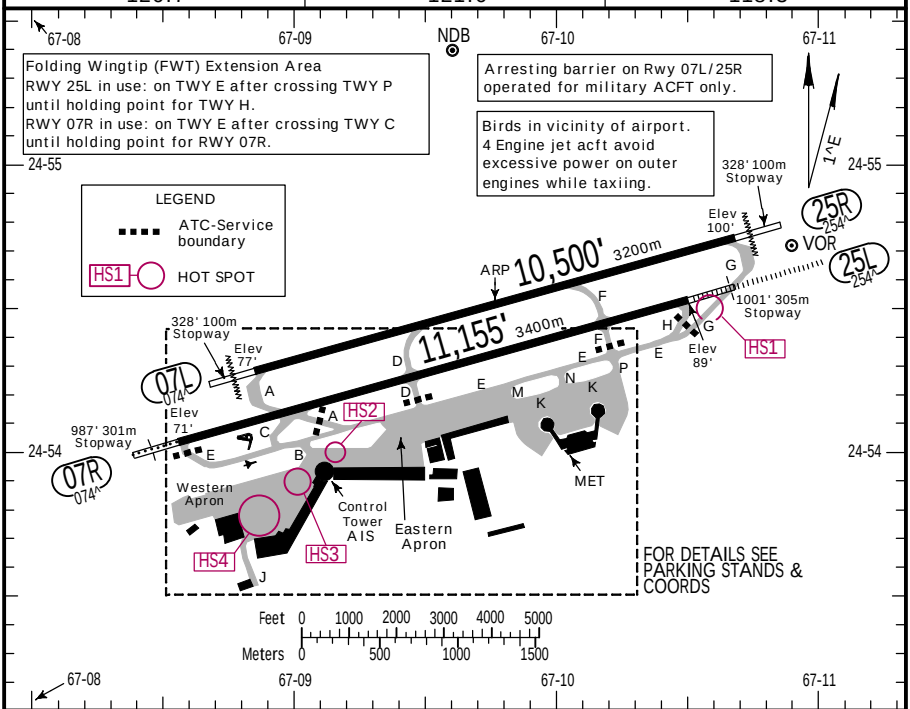
JEPPESEN

29 NOV 24 (10-9)

KARACHI, PAKISTAN

JINNAH INTL

ATIS	KARACHI Ground	Tower
126.7	121.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07L 1	PAPI-L (3.00^)	RVR				150' 46m
25R	PAPI-L (3.00^)	RVR		9528' 2904m		
07R	HIRL (60m) CL (30m) HIALS PAPI (2.91^)					148' 45m
25L	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI (2.98^)			10,122' 3085m		

1 Only available for acft up to A310.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 When directed to Rwy 25R holding postion via Twy G then be aware at Twy G crossing of undershoot of Rwy 25L.

HS2 Exercise CAUTION for acft parked on stand 64 and the opposite vehicular traffic approaching from 90^ blind turn.

HS3 Exercise CAUTION for opposite vehicular traffic approaching from 90^ blind turn.

HS4 Acft taxing in/out from GA hangar to exercise CAUTION while crossing vehicular traffic on taxilane J from PIA Line Maintenance to wide body hangar and vice versa.

.Std.

TAKE-OFF

RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R200m	R300m		R400m	R/V500m	NA

CHANGES: FWT note.

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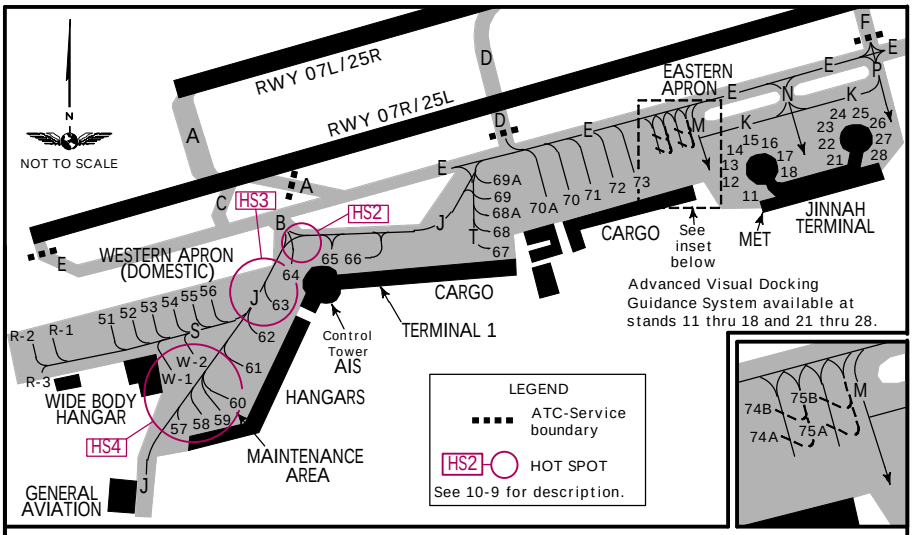

On taxilane J taxiing up to A310 only. Towing of B747 and B777 only with wing walkers from ABEAM Control Tower to Western dispersal area and vice versa whenever code E acft parked on stands 61 and 62.

Folding Wingtip (FWT) Extension Area

RWY 25L in use: on TWY E after crossing TWY P until holding point for TWY H.
RWY 07R in use: on TWY E after crossing TWY C until holding point for RWY 07R.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
11	N24 54.1 E067 10.0	74	68, 68A	N24 54.0 E067 09.5	-
12	N24 54.1 E067 09.9	74	69	N24 54.1 E067 09.5	-
13, 14	N24 54.1 E067 09.9	73	69A	N24 54.1 E067 09.4	-
15 thru 17	N24 54.1 E067 10.0	73	70, 70A	N24 54.1 E067 09.5	-
18	N24 54.1 E067 10.0	74	71	N24 54.1 E067 09.6	-
21, 22	N24 54.1 E067 10.1	74	72	N24 54.1 E067 09.6	-
23, 24	N24 54.2 E067 10.1	73	73	N24 54.1 E067 09.7	-
25	N24 54.2 E067 10.2	72	74A	N24 54.1 E067 09.7	-
26	N24 54.2 E067 10.2	73	74B	N24 54.2 E067 09.7	-
27	N24 54.1 E067 10.2	73	75A	N24 54.1 E067 09.7	-
28	N24 54.1 E067 10.2	74	75B	N24 54.2 E067 09.7	-
51, 52	N24 53.9 E067 08.7	63	R-1	N24 53.9 E067 08.6	-
53	N24 53.9 E067 08.8	62	R-2, R-3	N24 53.8 E067 08.6	-
54	N24 53.9 E067 08.8	61	W-1	N24 53.8 E067 08.8	-
55, 56	N24 53.9 E067 08.9	59	W-2	N24 53.8 E067 08.9	-
57	N24 53.7 E067 08.9	58			
58	N24 53.8 E067 08.9	59			
59	N24 53.8 E067 09.0	60			
60	N24 53.8 E067 09.0	61			
61	N24 53.8 E067 09.0	62			
62	N24 53.9 E067 09.0	63			
63, 64	N24 53.9 E067 09.1	64			
65	N24 54.0 E067 09.1	65			
66	N24 54.0 E067 09.1	66			
67	N24 54.0 E067 09.5	70			

CHANGES: FWT note.

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TAXIING TO AND FROM STANDS

1. General Aviation acft while taxiing from and to the GA parking area may be provided assistance from the "FOLLOW ME" vehicle, if available, up to the Western apron limit.
2. Pilots of GA acft are advised to remain extremely careful while taxiing through the road and the Western Jet apron.

START-UP/PUSH-BACK & TAXI PROCEDURES FOR TURBO-JET & TURBO-PROP AIRCRAFT

1. Departing acft shall contact KARACHI Ground for push-back/start-up approval 5 minutes before ready. Expect ATC clearance together with start-up approval.
2. Start-up approval will remain valid for 5 minutes. In case of delay new approval shall be obtained.
3. When ready for push-back contact KARACHI Ground for taxi instructions.
4. Expect instructions to contact KARACHI Tower on approaching rwy and change frequency without delay when advised to do so.
5. Break Away Points (BAPs) have been marked on taxiways at Jinnah Terminal for positioning of aircraft nose-wheel before commencing taxi under its own power.
   The markings (only on taxiways M, N & P) of BAPs are as follows:

Triangle:	For heavy Acft.
Circle:	For medium Acft and below.

Parking stand	Instructions
11	Push-back/pull forward to appropriate BAP on twy M, then start engines.
12, 13	Push-back/pull forward to appropriate BAP on twy M. May start one engine only on idle power and rest at BAP.
14, 15	Push-back/pull forward on twy K facing West. May start one engine only on idle power and rest at BAP.
16, 23 thru 25	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use. May start one engine only on idle power and rest at BAP.
17, 22	Push-back/pull forward to BAP on twy N, then start engines.
18, 21	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use, then start engines.
26, 27	Push-back/pull forward on appropriate BAP on twy P. May start one engine only on idle power and rest at BAP.
28	Push-back/pull forward on appropriate BAP on twy P, then start engines.
51 thru 69A	May start engines on idle power only. Push-back/pull forward for positioning on taxilane, then taxi.
70 thru 75B	May start engines on idle power only. Push-back until twy E with nose-wheel aligned East or West subject to rwy in use.

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STRAIGHT-IN RWY		A	B	C	D
07L	1 RNP (LNAV)	660'(583') R1500m	660'(583') R1500m	660'(583') R2400m	660'(583') R2400m
	SRA	430'(353') R1800m	430'(353') R1800m	430'(353') R2000m	430'(353') R2000m
07R	1 RNP (LNAV)	620'(549') R1500m	620'(549') R1500m	620'(549') R2300m	620'(549') R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
25L	ILS Z or Y	300'(211')	300'(211')	318'(229')	318'(229')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or Y	500'(411') R1200m	500'(411') R1200m	500'(411') R1200m	500'(411') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNP (LNAV/VNAV)	415'(326') R800m	415'(326') R800m	415'(326') R800m	415'(326') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	1 RNP (LNAV)	500'(411') R1200m	500'(411') R1200m	500'(411') R1200m	500'(411') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	1 VOR Z	530'(441') R1400m	530'(441') R1400m	530'(441') R1400m	530'(441') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 3 VOR Y	530'(441') R1400m	530'(441') R1400m	530'(441') R1400m	530'(441') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 4 VOR Y	900'(811') R1500m	900'(811') R1500m	960'(871') R2400m	960'(871') R2400m

1 Continuous Descent Final Approach.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.
3 with DME.
4 w/o DME.

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KARACHI, PAKISTAN

JINNAH INTL

STRAIGHT-IN RWY		A	B	C	D
25R	ILS Z or Y	300'(200') R1200m	300'(200') R1200m	318'(218') R1200m	318'(218') R1200m
	1 LOC Z or Y	500'(400') R1500m	500'(400') R1500m	500'(400') R1800m	500'(400') R1800m
	RNP (LNAV/VNAV)	415'(315') R1400m	415'(315') R1400m	415'(315') R1400m	415'(315') R1400m
	1 RNP (LNAV)	500'(400') R1500m	500'(400') R1500m	500'(400') R1800m	500'(400') R1800m
	1 VOR Z	530'(430') R1500m	530'(430') R1500m	530'(430') R2000m	530'(430') R2000m
	1 2 VOR Y	530'(430') R1500m	530'(430') R1500m	530'(430') R2000m	530'(430') R2000m
	1 3 VOR Y	900'(800') R1500m	900'(800') R1500m	960'(860') R2400m	960'(860') R2400m
	SRA	450'(350') R1800m	450'(350') R1800m	450'(350') R2000m	450'(350') R2000m

1 Continuous Descent Final Approach.
2 with DME.
3 w/o DME.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After RNP RWY 25L	900'(800') 900'(811') 4 5 V1500m	900'(800') 900'(811') 4 5 V1600m	1000'(900') 1000'(911') 4 V2400m	1000'(900') 1000'(911') 4 V3600m

4 Circling height based on RWY 25L THR elev of 89'.
5 or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off			RL or RCLM	RL or CL	Adequate Vis Ref	
RL & CL	RL & RCLM	RL or CL				
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R200m	R300m		R/V400m		R/V500m	NA

CHANGES: ILS or LOC X Rwy 25R withdrawn.

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OPKC/KHI
JINNAH INTL

JEPPESEN

11 JUN 21 (11-1) .Eff.17.Jun.

KARACHI, PAKISTAN
ILS or LOC Z Rwy 25L

BRIEFING STRIP ™

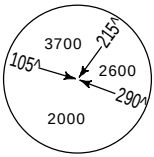
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC IQA	Final Apch Crs	D5.8 IQA	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 89'
109.7	254^	2000' (1911')		

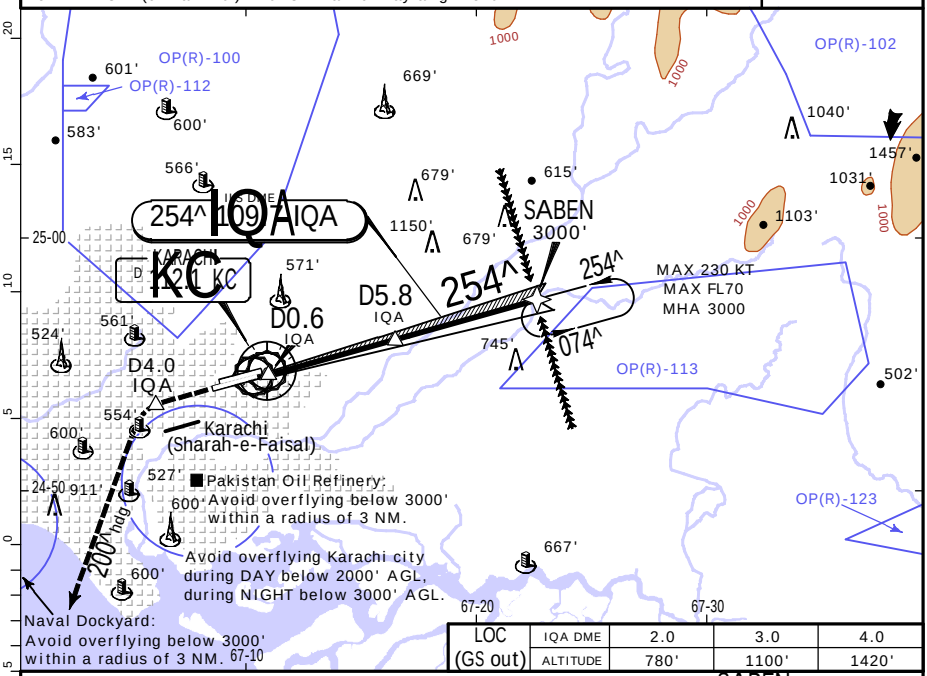
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IQA, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

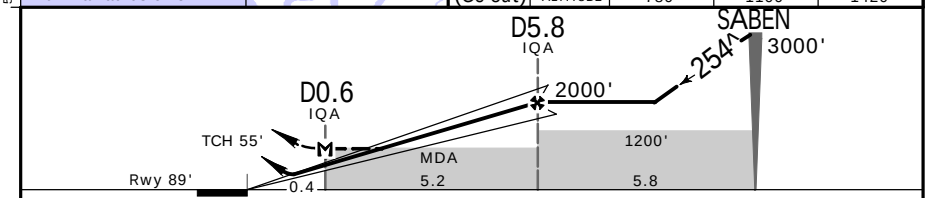
1. RNP1 and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



LOC (GS out)	IQA DME	2.0	3.0	4.0
	ALTITUDE	780'	1100'	1420'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6							

HIALS PAPI PAPI | D4.0 IQA | 200^ hdg LT

.Std. STRAIGHT-IN LANDING

ILS DA(H) AB: 300' (211') CD: 318' (229')

LOC (GS out) CDFA 2 DA/MDA(H) 500' (411')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	R550m 1	R1200m	R1200m	R1500m
B					
C					R1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900' (800')	V1500m
135	900' (800')	V1600m
180	1000' (900')	V2400m
205	1000' (900')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Procedure.

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OPKC/KHI
JINNAH INTL

JEPPESEN

11 JUN 21 (11-2) .Eff.17.Jun.

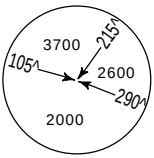
KARACHI, PAKISTAN
ILS or LOC Y Rwy 25L

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC IQA	Final Apch Crs	D5.8 IQA	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 89'
109.7	254^	2000' (1911')		

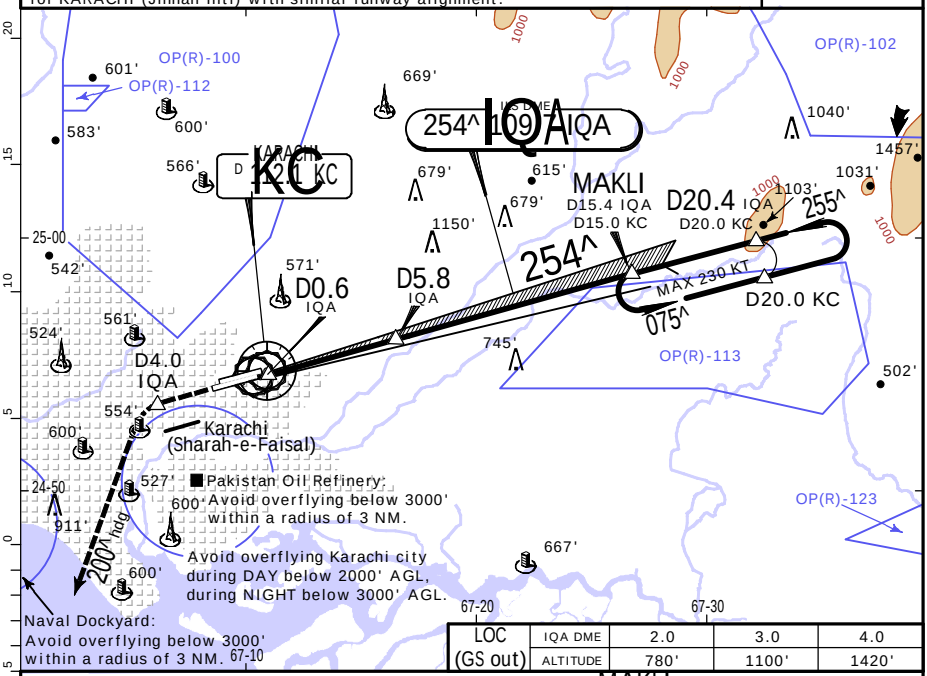
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IQA, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.



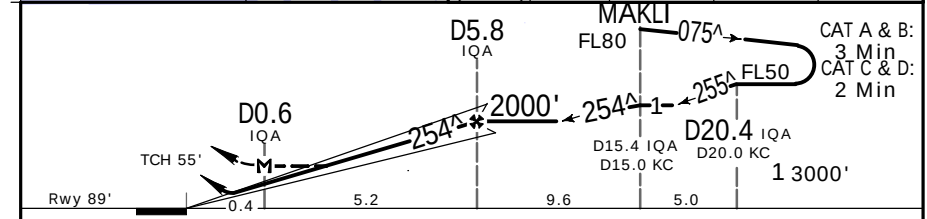
MSA KC VOR

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



LOC (GS out)	IQA DME	2.0	3.0	4.0
	ALTITUDE	780'	1100'	1420'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6 IQA							

HIALS PAPI PAPI D4.0 IQA 200^ hdg LT

.Std. STRAIGHT-IN LANDING

ILS DA(H) AB: 300' (211') CD: 318' (229')

LOC (GS out) CDFA 2 DA/MDA(H) 500' (411')

	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	R550m 1	R1200m	R1200m	R1500m
B					
C					R1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	900'	(800')	V1500m
135	900'	(800')	V1600m
180	1000'	(900')	V2400m
205	1000'	(900')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Missed approach. Procedure.

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OPKC/KHI
JINNAH INTL

JEPPESEN

23 DEC 22 (11-3) .Eff.29.Dec.

KARACHI, PAKISTAN
ILS or LOC Z Rwy 25R

BRIEFING STRIP ™

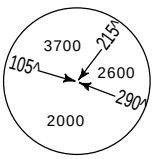
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC IKC	Final Apch Crs	D5.8 IKC	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 100'
110.1	254^	2000' (1900')		

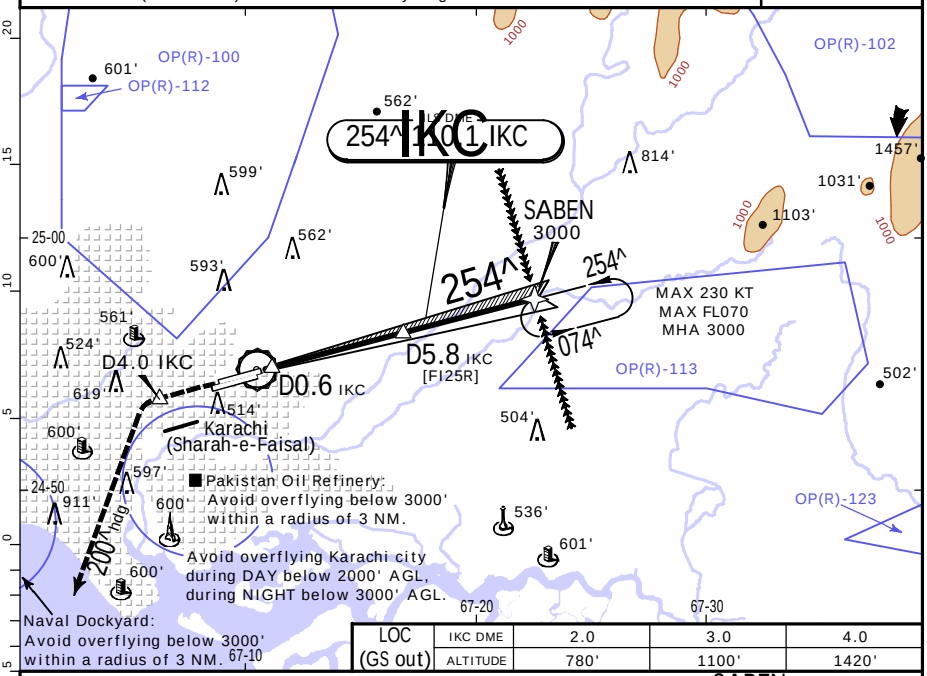
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IKC, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL050 Trans alt: 3000'

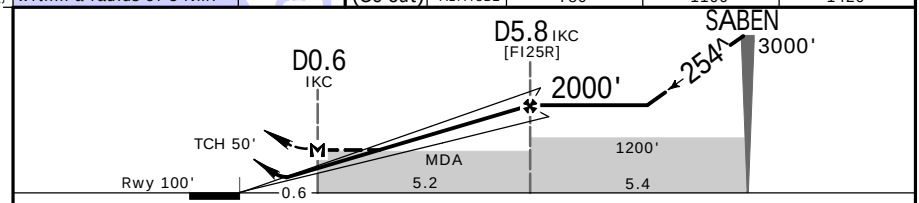
1. RNP1 and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA ARP



LOC (GS out)	IKC DME	2.0	3.0	4.0
	ALTITUDE	780'	1100'	1420'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6 IKC							

PAPI | D4.0 IKC | 200^ hdg LT

PANS OPS

.Std.

	STRAIGHT-IN LANDING ILS DA(H) AB: 300' (200') CD: 318' (218')	STRAIGHT-IN LANDING LOC (GS out) CDFA 1 DA/MDA(H) 500' (400')	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	R1200m	R1500m	100	900' (800')	V1500m
B			135	900' (800')	V1600m
C		R1800m	180	1000' (900')	V2400m
D			205	1000' (900')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA center, MM and OM withdrawn, distances based on IKC DME.

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OPKC/KHI
JINNAH INTL

JEPPESEN

23 DEC 22 (11-4) .Eff.29.Dec.

KARACHI, PAKISTAN
ILS or LOC Y Rwy 25R

BRIEFING STRIP

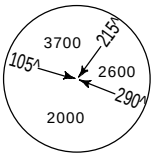
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC IKC 110.1	Final Apch Crs 254^	D5.8 IKC 2000' (1900')	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 100'

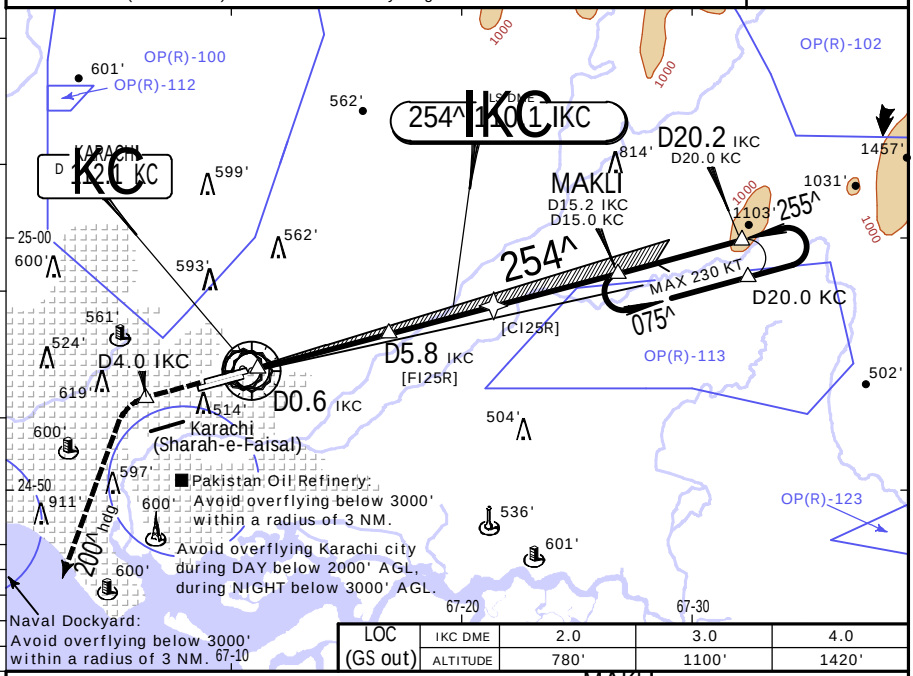
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IKC, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL050 Trans alt: 3000'

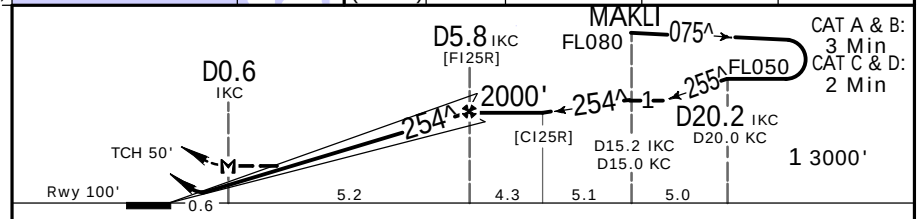
1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



LOC (GS out)	IKC DME	2.0	3.0	4.0
	ALTITUDE	780'	1100'	1420'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6 IKC							

PAPI | D4.0 IKC | 200^ hdg LT

.Std.

STRAIGHT-IN LANDING

ILS	LOC (GS out)
DA(H) AB: 300' (200') CD: 318' (218')	CDFA 1 DA/MDA(H) 500' (400')

CIRCLE-TO-LAND

			Max Kts	MDA(H)	
A	R1200m	R1500m	100	900' (800')	V1500m
B			135	900' (800')	V1600m
C		R1800m	180	1000' (900')	V2400m
D			205	1000' (900')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA center, MM and OM withdrawn, distances based on IKC DME.

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OPKC/KHI
JINNAH INTL

JEPPESEN
25 NOV 22 (12-1) .Eff.1.Dec.

KARACHI, PAKISTAN
RNP Rwy 07L

BRIEFING STRIP TM

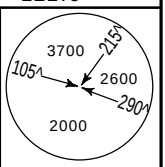
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

RNAV	Final Apch Crs	KC6~~ MANDATORY	DA/MDA(H)	Apt Elev 100'
	074^	1600' (1523')	660' (583')	Rwy 77'

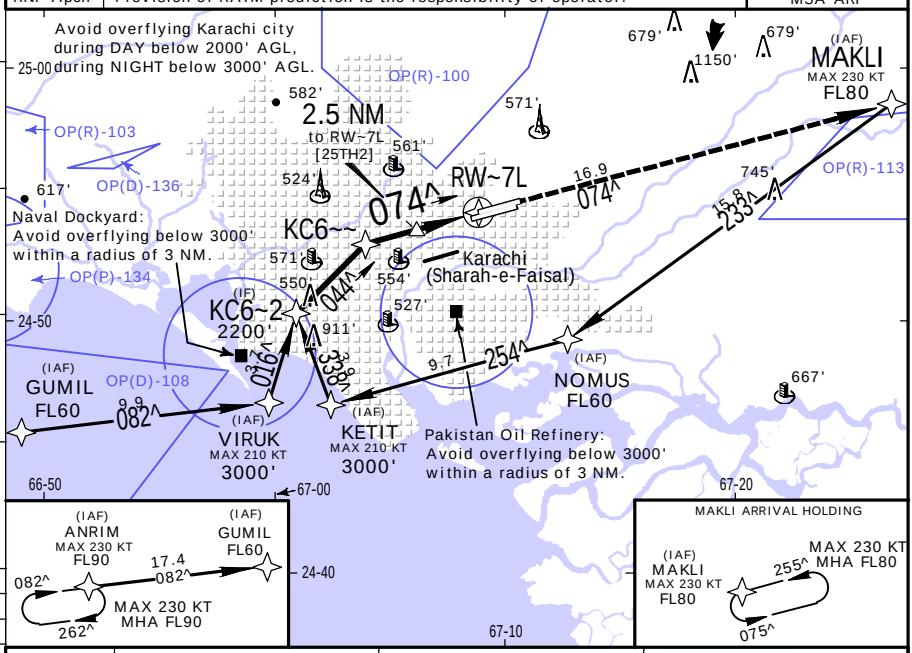
MISSED APCH: Climb STRAIGHT AHEAD to MAKLI climbing to 3000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

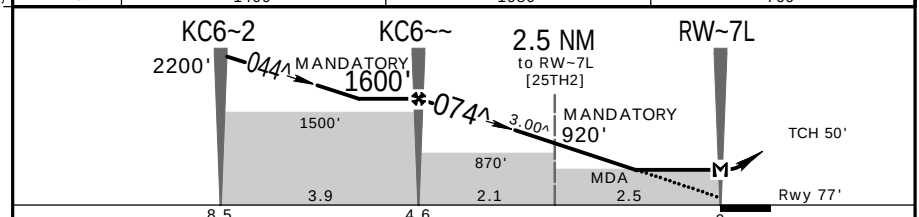
RNP Apch | Provision of RAIM prediction is the responsibility of operator.



MSA ARP



DIST to RW~7L	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~7L						

REIL
PAPI

MAKLI ↑ 3000'

PANS OPS

.Std.

STRAIGHT-IN LANDING
LNAV
CDFA
1 DA/MDA(H) 660' (583')

CIRCLE-TO-LAND

		Max Kts	MDA(H)	
A	R1500m	100	900' (800')	V1500m
B		135	900' (800')	V1600m
C	R2400m	180	1000' (900')	V2400m
D		205	1000' (900')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, Altitudes, SMA.

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OPKC/KHI
JINNAH INTL

JEPPESEN
25 NOV 22 (12-2) .Eff.1.Dec.

KARACHI, PAKISTAN
RNP Rwy 07R

BRIEFING STRIP

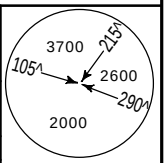
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

RNAV	Final Apch Crs	KC6~1 MANDATORY	DA/MDA(H)	Apt Elev 100'
	074^	1600' (1529')	620' (549')	Rwy 71'

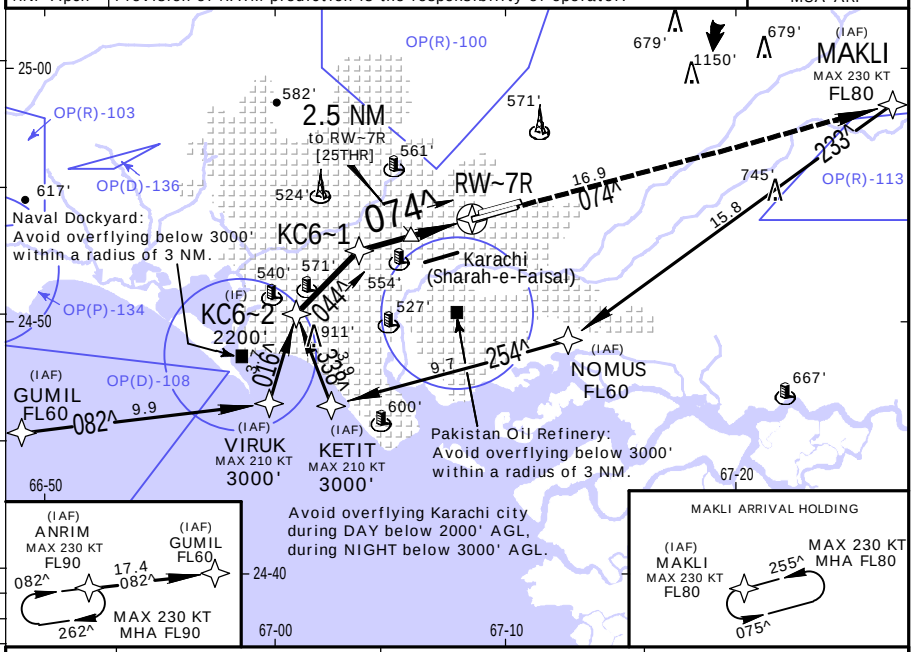
MISSED APCH: Climb STRAIGHT AHEAD to MAKLI climbing to 3000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

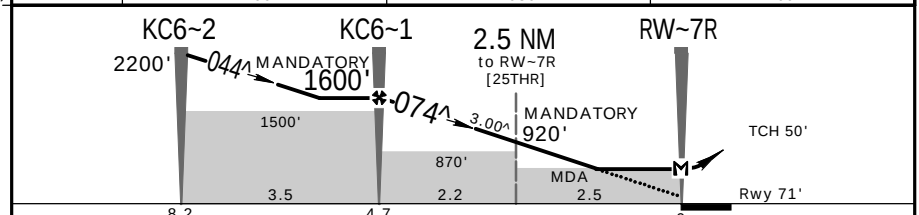
RNP Apch | Provision of RAIM prediction is the responsibility of operator.



MSA ARP



DIST to RW~7R	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~7R						

HIALS
PAPI PAPI

MAKLI

3000'

.Std.

STRAIGHT-IN LANDING
LNAV
CDFA
1 DA/MDA(H) 620' (549')
ALS out

CIRCLE-TO-LAND

		Max Kts	MDA(H)	
A	R1500m	100	900' (800')	V1500m
B		135	900' (800')	V1600m
C	R2300m	180	1000' (900')	V2400m
D	R2400m	205	1000' (900')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, Altitudes, SMA.

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OPKC/KHI
JINNAH INTL

JEPPESEN
25 NOV 22 (12-3) .Eff.1.Dec.

KARACHI, PAKISTAN
RNP Rwy 25L

BRIEFING STRIP

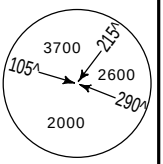
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

RNAV	Final Apch Crs	KC411 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 100'
	253^	2000' (1911')	415' (326')	Rwy 89'

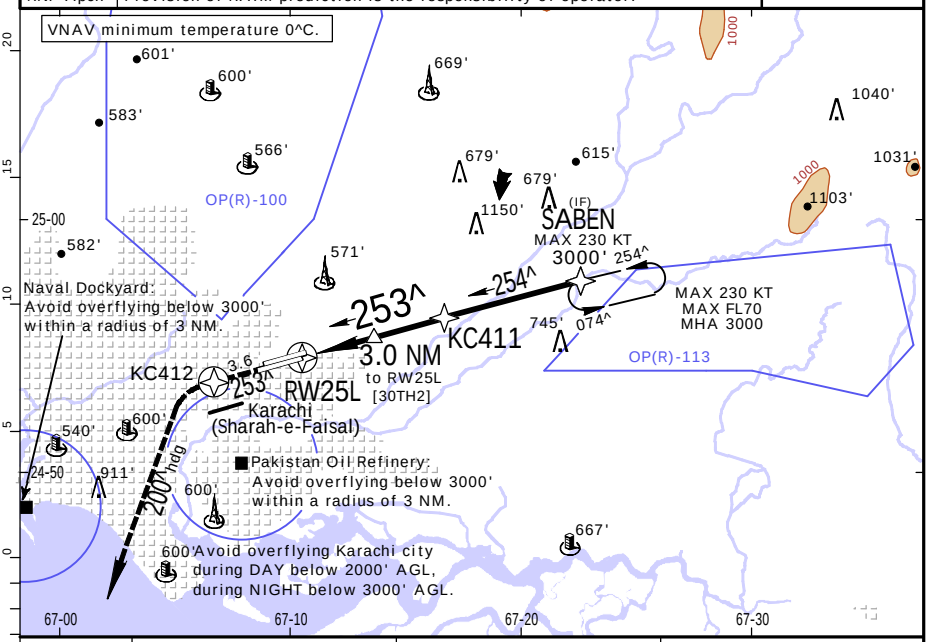
MISSED APCH: Climb STRAIGHT AHEAD to KC412, turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

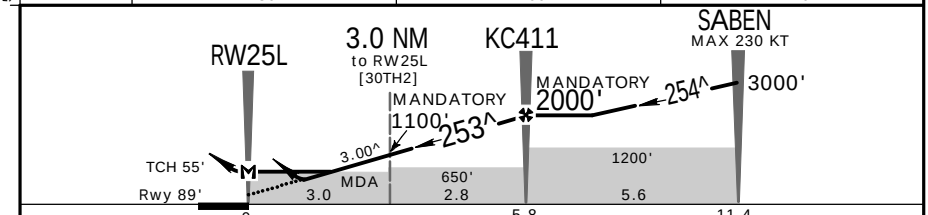
RNP Apch | Provision of RAIM prediction is the responsibility of operator.



MSA ARP



DIST to RW25L	2.0	3.0	4.0
ALTITUDE	780'	1100'	1410'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW25L						

HIALS PAPI PAPI | KC412 | 200^ hdg LT | 2000'

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 415' (326')		LNAV CDFA 1 DA/MDA(H) 500' (411')	
		ALS out		ALS out
A	R800m	R1500m	R1200m	R1500m
B				
C				R1900m
D				

CIRCLE-TO-LAND 2

Max Kts	MDA(H)	
100	900' (811')	V1500m
135	900' (811')	V1600m
180	1000' (911')	V2400m
205	1000' (911')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 Circling height based on rwy 25L thresh elev of 89'.

CHANGES: Procedure, Altitudes, SMA.

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OPKC/KHI
JINNAH INTL

JEPPESEN
25 NOV 22 (12-4) .Eff.1.Dec.

KARACHI, PAKISTAN
RNP Rwy 25R

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

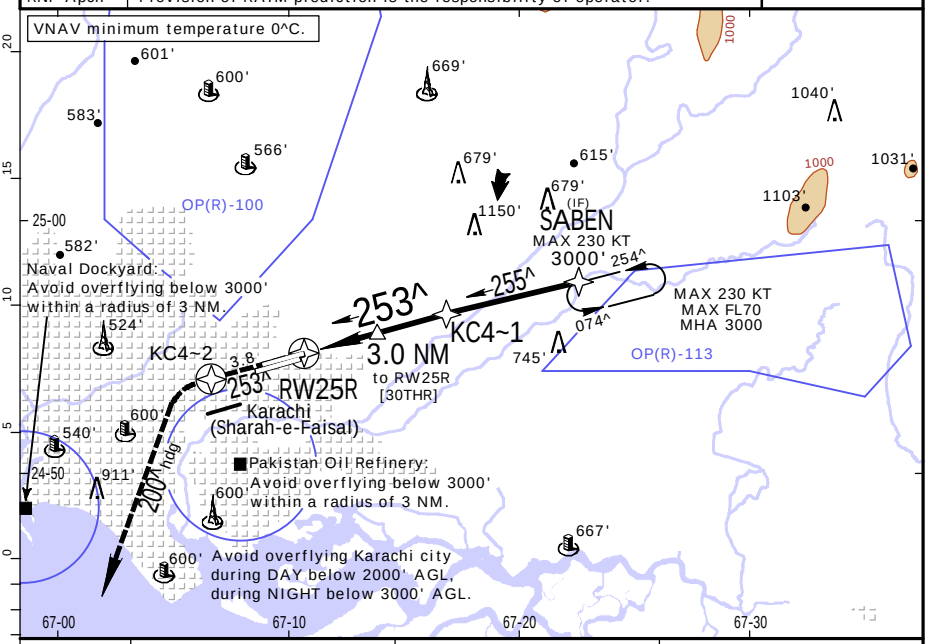
RNAV	Final Apch Crs	KC4~1 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 100'
	253^	2000' (1900')	415' (315')	Rwy 100'

MISSED APCH: Climb STRAIGHT AHEAD to KC4~2, turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

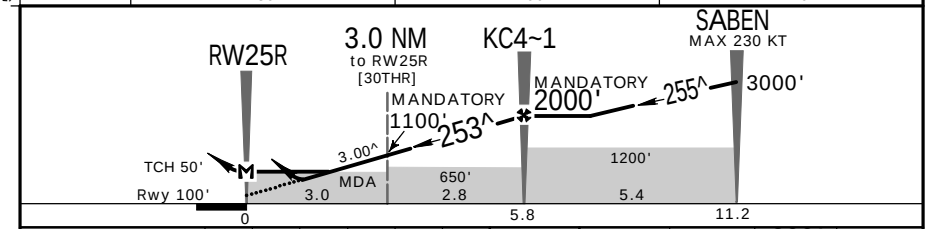
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

RNP Apch Provision of RAIM prediction is the responsibility of operator.

MSA ARP: 3700 (215^), 2600 (290^), 2000 (105^)



DIST to RW25R	2.0	3.0	4.0
ALTITUDE	780'	1100'	1420'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW25R						

PAPI | KC4~2 | 200^ hdg | LT | 2000'

PANS OPS

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV DA(H) 415' (315')	LNAV CDFA 1 DA/MDA(H) 500' (400')
A, B, C, D: R1400m	A, B: R1500m; C, D: R1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900' (800')	V1500m
135	900' (800')	V1600m
180	1000' (900')	V2400m
205	1000' (900')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure, Altitudes, SMA.

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OPKC/KHI
JINNAH INTL

JEPPESEN
11 JUN 21 (13-1) .Eff.17.Jun.

KARACHI, PAKISTAN
VOR Z Rwy 25L

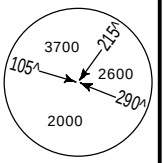
BRIEFING STRIP TM

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

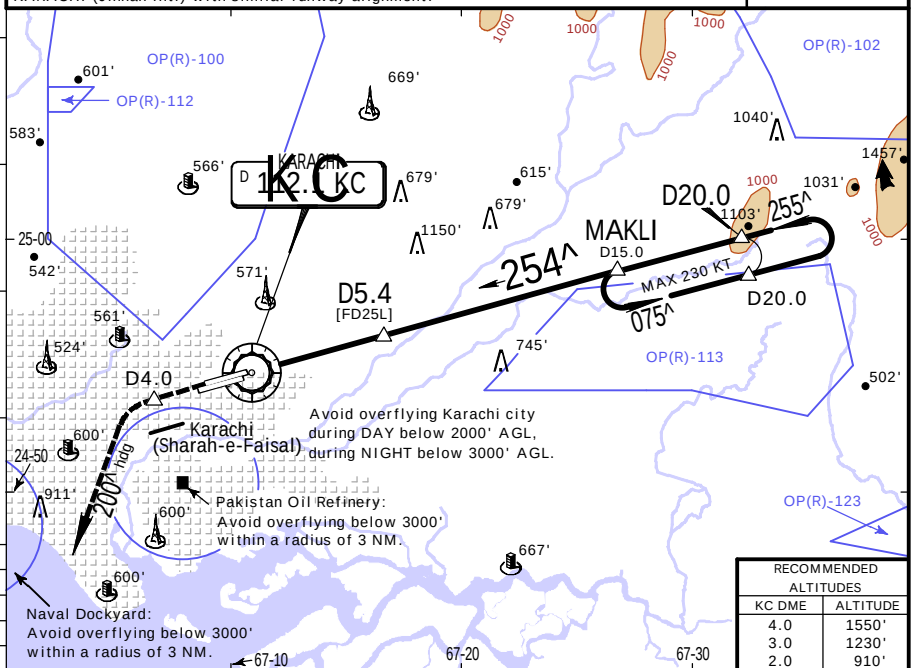
VOR KC	Final Apch Crs	D5.4	DA/MDA(H)	Apt Elev 100' Rwy 89'
112.1	254^	2000' (1911')	530' (441')	

MISSED APCH: Climb STRAIGHT AHEAD to D4.0, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

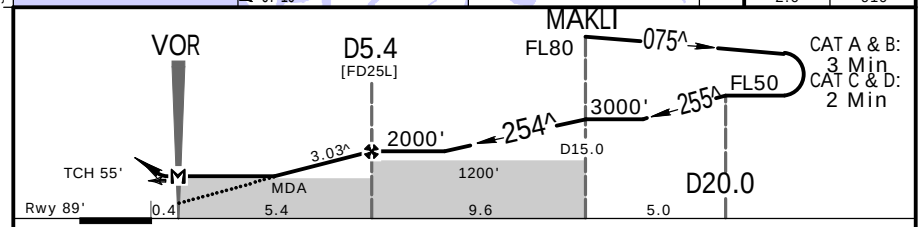
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'
1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



RECOMMENDED ALTITUDES	
KC DME	ALTITUDE
4.0	1550'
3.0	1230'
2.0	910'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03^	375	482	536	643	750	858
MAP at VOR							

HIALS PAPI PAPI D4.0 200^ hdg LT

.Std.

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 530' (441')

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND

Max Kts.	MDA(H)	
100	900' (800')	V1500m
135	900' (800')	V1600m
180	1000' (900')	V2400m
205	1000' (900')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA. Missed approach. Procedure.

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OPKC/KHI
JINNAH INTL

JEPPESEN
11 JUN 21 (13-2) .Eff.17.Jun.

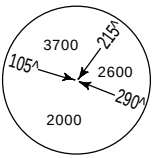
KARACHI, PAKISTAN
VOR Y Rwy 25L

BRIEFING STRIP TM

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

VOR	Final Apch Crs	D5.4	DA/MDA(H) (CONDITIONAL)	Apt Elev 100'
KC 112.1	254^	2000' (1911')	530' (441')	Rwy 89'

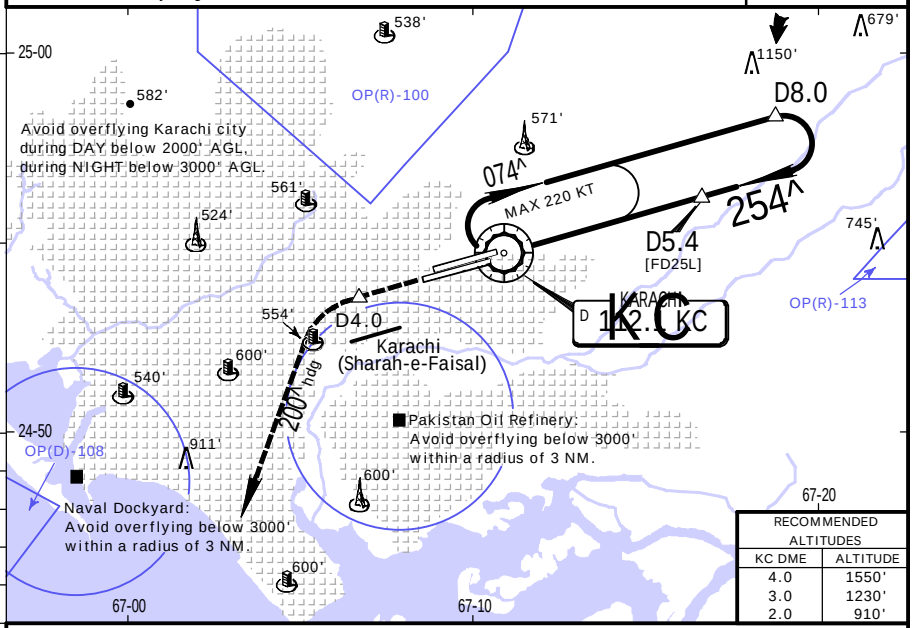
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1500' (W/o DME), then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.



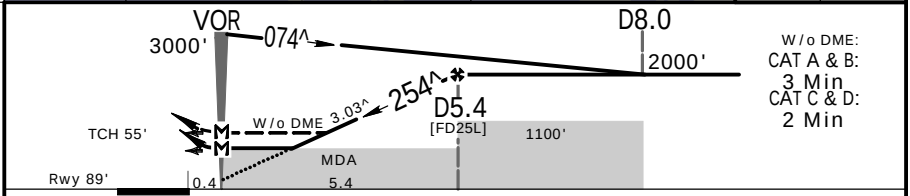
MSA KC VOR

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



RECOMMENDED ALTITUDES	
KC DME	ALTITUDE
4.0	1550'
3.0	1230'
2.0	910'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.03^	375	482	536	643	750	858
MAP at VOR						

HIALS
PAPI PAPI

D4.0 1500' (W/o DME) or

.Std.

STRAIGHT-IN LANDING

With DME CDFA: 1 DA/MDA(H) 530' (441')

W/o DME CDFA: DA/MDA(H) 1 AB: 900' (811') CD: 960' (871')

		ALS out		ALS out
A	R1400m	R1500m	R3100m	R3800m
B				
C		R2100m	R3300m	R4000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900' (800')	2 V1500m
135	900' (800')	2 V1600m
180	1000' (900')	2 V2400m
205	1000' (900')	2 V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: MSA. Missed approach. Procedure.

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OPKC/KHI
JINNAH INTL

JEPPESEN

14 OCT 22 (13-3)

KARACHI, PAKISTAN
VOR Z Rwy 25R

BRIEFING STRIP ™

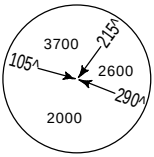
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

VOR KC	Final Apch Crs	D5.6	DA/MDA(H)	Apt Elev 100'
112.1	254^	2000' (1900')	530' (430')	Rwy 100'

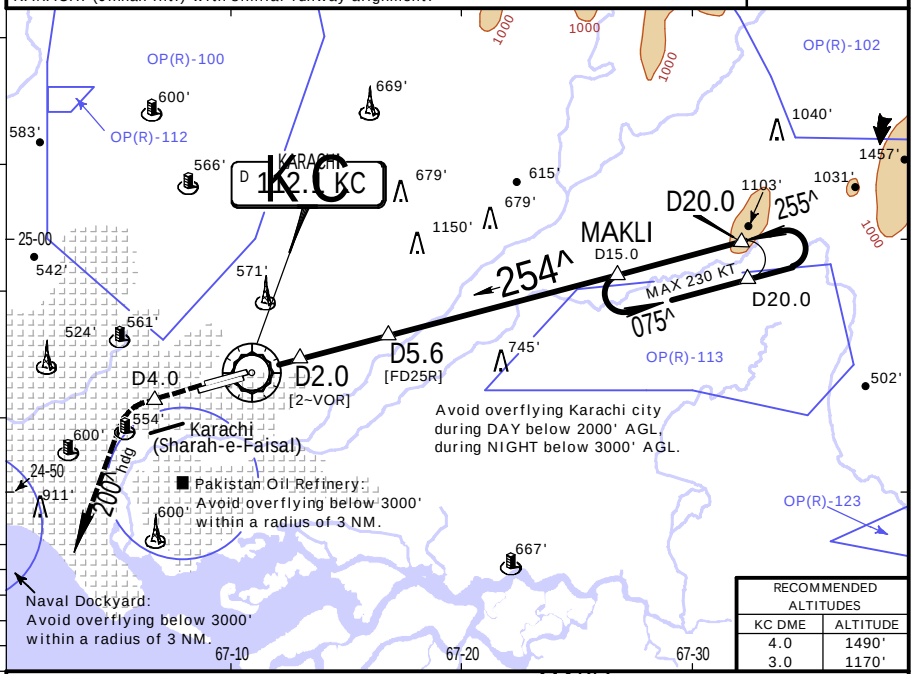
MISSED APCH: Climb STRAIGHT AHEAD to D4.0, then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'

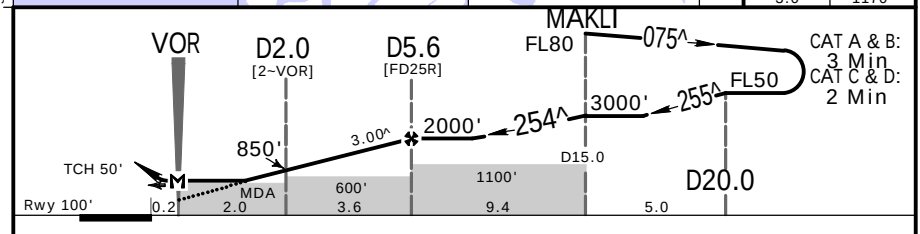
1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



RECOMMENDED ALTITUDES	
KC DME	ALTITUDE
4.0	1490'
3.0	1170'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at VOR						

PAPI | D4.0 | 200^ hdg | LT

.Std.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 530' (430')

A	R1500m
B	
C	R2000m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900' (800')	V1500m
135	900' (800')	V1600m
180	1000' (900')	V2400m
205	1000' (900')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ALS unserviceable, minimums.

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OPKC/KHI
JINNAH INTL

JEPPESEN
14 OCT 22 (13-4)

KARACHI, PAKISTAN
VOR Y Rwy 25R

BRIEFING STRIP TM

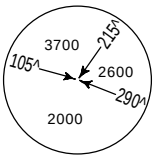
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

VOR	Final Apch Crs	D5.6	DA/MDA(H) (CONDITIONAL)	Apt Elev 100'
KC 112.1	254^	2000' (1900')	530' (430')	Rwy 100'

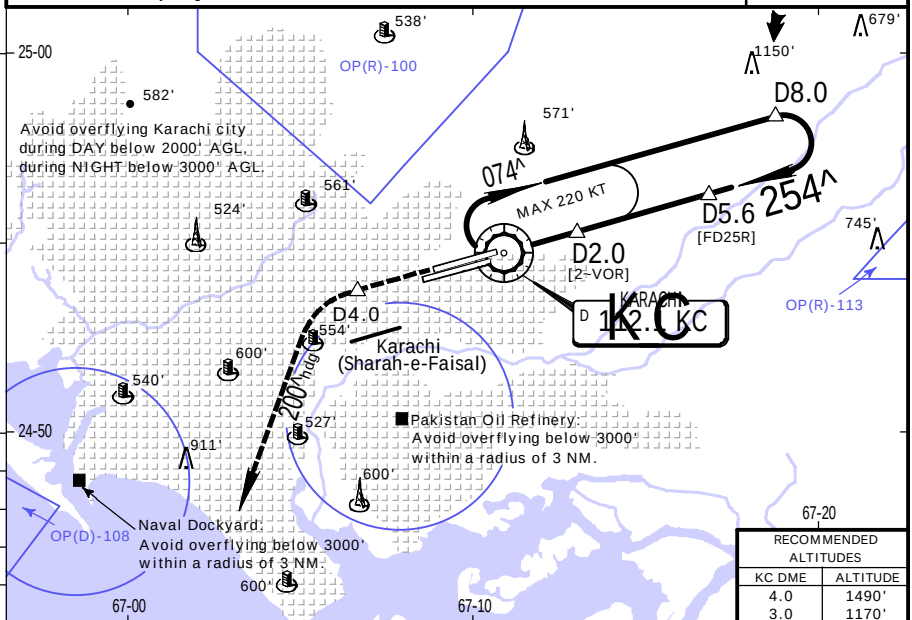
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1500' (W/o DME), then turn LEFT onto heading 200^ climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'

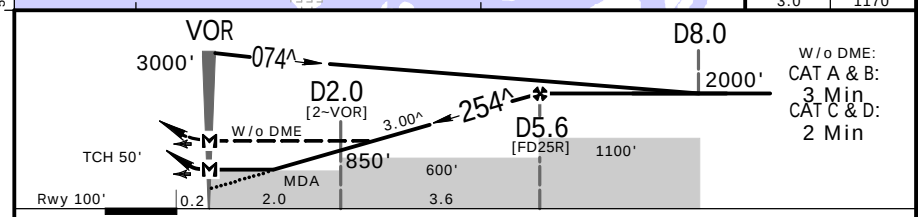
1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



RECOMMENDED ALTITUDES	
KC DME	ALTITUDE
4.0	1490'
3.0	1170'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at VOR						

PAPI D4.0 1500' (W/o DME) or

.Std.

STRAIGHT-IN LANDING With DME CDFA	W/o DME CDFA
1 DA/MDA(H) 530' (430')	DA/MDA(H) AB: 1 900' (800') CD: 960' (860')
A R1500m	R3600m
B	
C R2000m	R4000m
D	

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	900' (800')	2 V1500m
135	900' (800')	2 V1600m
180	1000' (900')	2 V2400m
205	1000' (900')	2 V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: ALS unserviceable, minimums.

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OPKC/KHI
JINNAH INTL

JEPPESEN
14 OCT 22 (16-1)

KARACHI, PAKISTAN
NDB A Rwy 25L/R

BRIEFING STRIP ™

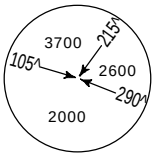
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

NDB KC	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 100'
271	280^			

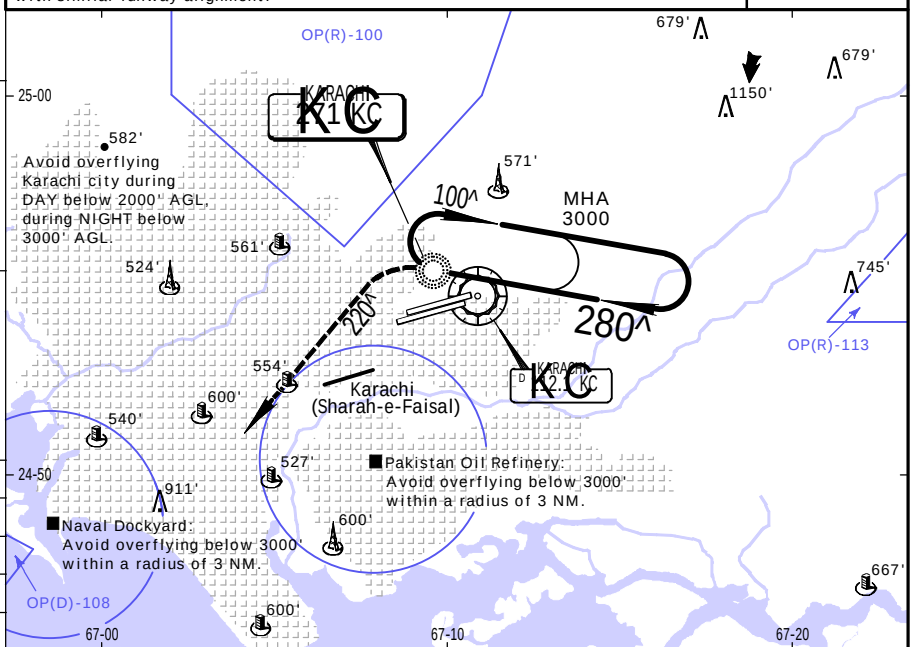
MISSED APCH: Turn LEFT and climb on 220^ to 2000' and contact ATC.

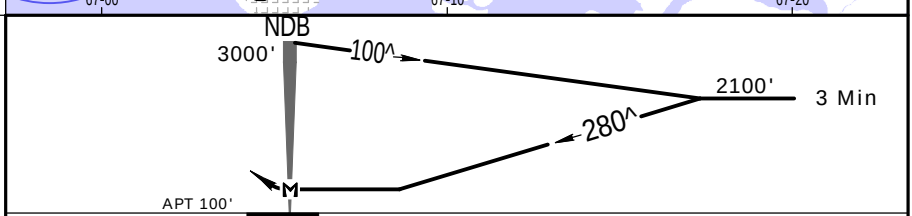
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'

CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC NDB





MAP at NDB								Rwy 25L HIALS PAPI PAPI	Rwy 25R PAPI	220^ LT	2000'

.Std.

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	900' (800')	V1500m
B	135	900' (800')	V1600m
C	180	1000' (900')	V2400m
D	205	1000' (900')	V3600m

PANS OPS

CHANGES: ALS Rwy 25R unserviceable.

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OPKC/KHI
JINNAH INTL

JEPPESEN

14 OCT 22 (18-1)

KARACHI, PAKISTAN
SRA Rwy 07L/25R

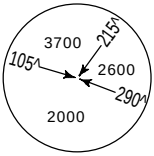
BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

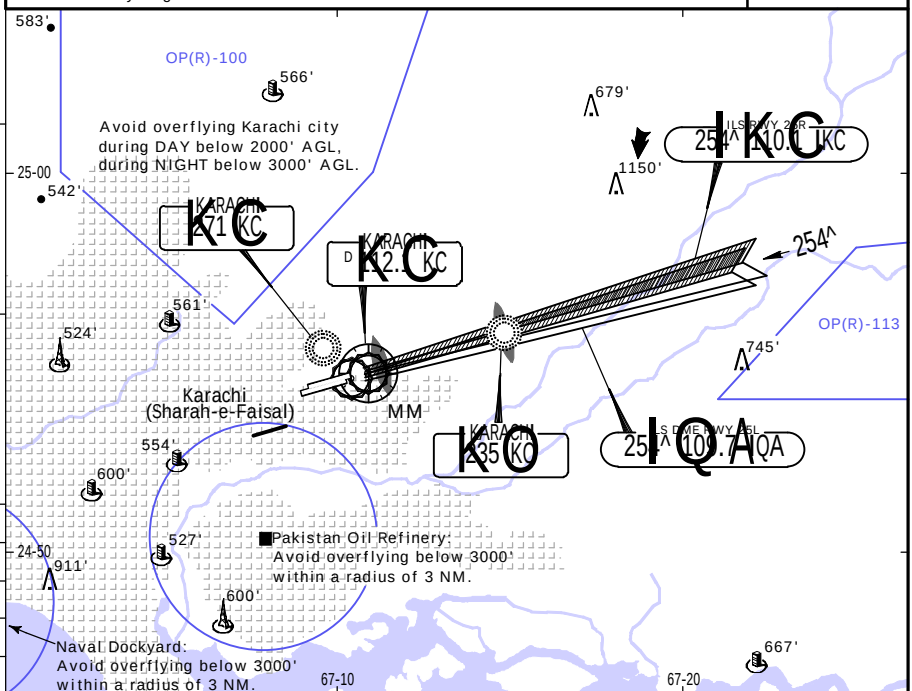
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 100' RWY 07L 77' RWY 25R 100'

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'
CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



MSA KC VOR



SRA 07L, 25R TMN 2.0 NM

								Lighting - Refer to Airport Chart	Refer to Missed Apch above

PANS OPS

.Std.

STRAIGHT-IN LANDING	SRA 07L	SRA 25R
	MDA(H) 430' (353')	MDA(H) 450' (350')
A	R1600m	R1600m
B		
C		
D		

CIRCLE-TO-LAND	Max Kts	MDA(H)	
	100	900' (800')	V1500m
	135	900' (800')	V1600m
	180	1000' (900')	V2400m
	205	1000' (900')	V3600m

CHANGES: ALS Rwy 07L/25R unserviceable, minimums.

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JeppView for Windows

Chart changes since cycle 09-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KARACHI, (JINNAH INTL - OPKC)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OPKC

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20260331

Based on SUP 068-24, RWY 07L/25R not available due to reconstruction.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Arriving traffic from LAKIV: cross BEGIM at or above FL50 and KA at or above FL50 as specified by ATC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20221229
End Date: Until Further Notice

RWY 07L/25R not avbl from dusk to dawn. Approach lights and associated RWY lights U/S ufn. (Based on AMDT 001-23)

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

HF RTF and SELCAL unavailable.