

List of pages in this Trip Kit

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- Terminal Charts For OPPS
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General Information

Location: PESHAWAR PAK
ICAO/IATA: OPPS / PEW
Lat/Long: N33° 59.6', E071° 30.9'
Elevation: 1211 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 3.0° E

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

Sunrise: 0008 Z
Sunset: 1413 Z

Runway Information

Runway: 17
Length x Width: 8999 ft x 151 ft
Surface Type: bitu
TDZ-Elev: 1171 ft
Lighting: Edge, REIL
Stopway: 197 ft

Runway: 35
Length x Width: 8999 ft x 151 ft
Surface Type: bitu
TDZ-Elev: 1211 ft
Lighting: Edge, ALS, REIL
Stopway: 197 ft

Communication Information

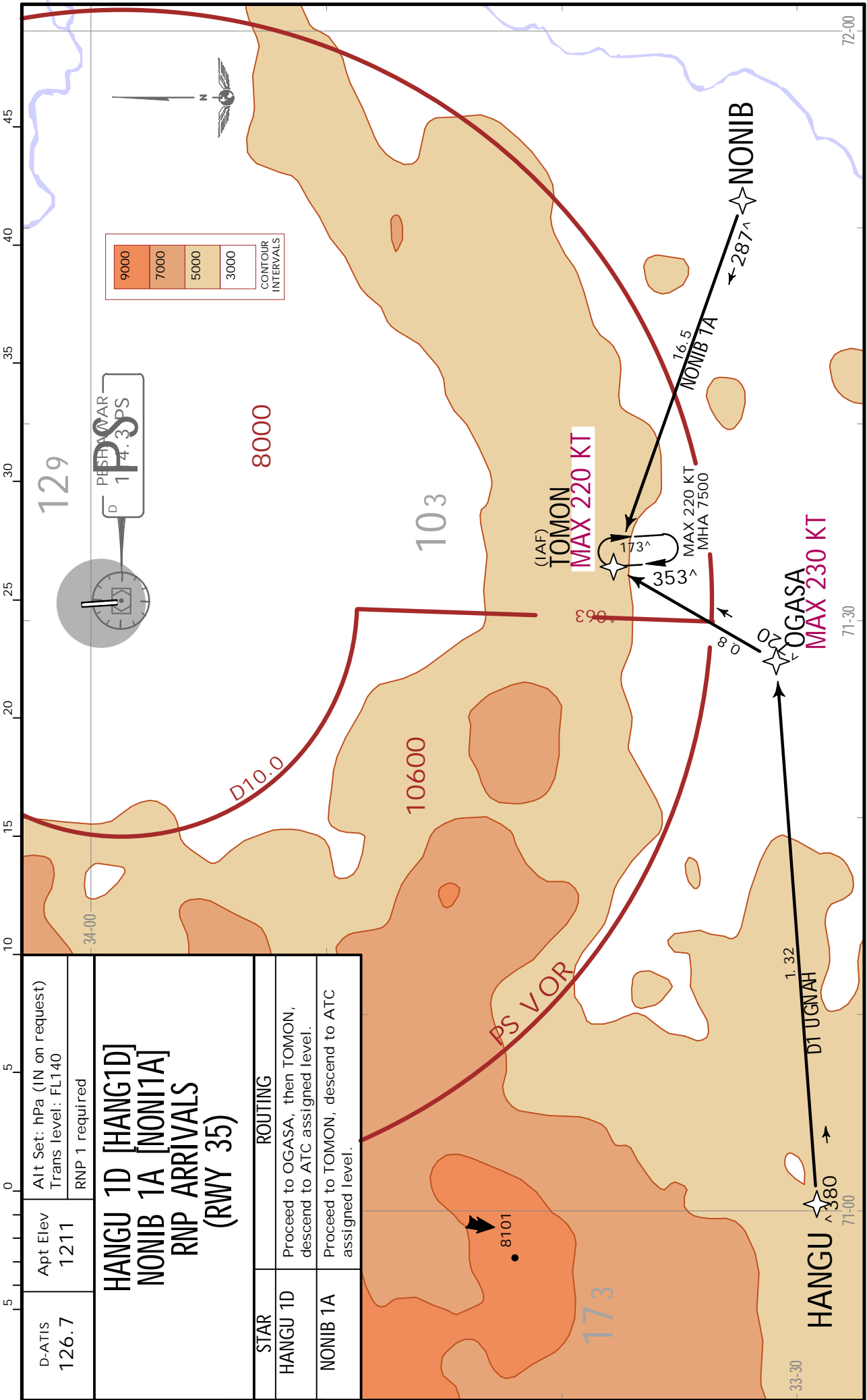
ATIS: 126.700
Peshawar Tower: 118.400 Secondary
Peshawar Tower: 122.900
Peshawar Tower Ramp/Taxi: 121.800
Peshawar Tower Ramp/Taxi: 118.300 Secondary
Nur Khan Approach: 133.350
Cherat South Approach: 127.350

Cherat South Approach: 126.250 Secondary
Nur Khan Approach: 130.950 Secondary
Cherat North Approach: 125.600
Cherat North Approach: 121.200 Secondary

OPPS/PEW
BACHA KHAN INTL

JEPPesen
9 MAY 25 10-2 .Eff.15.May.

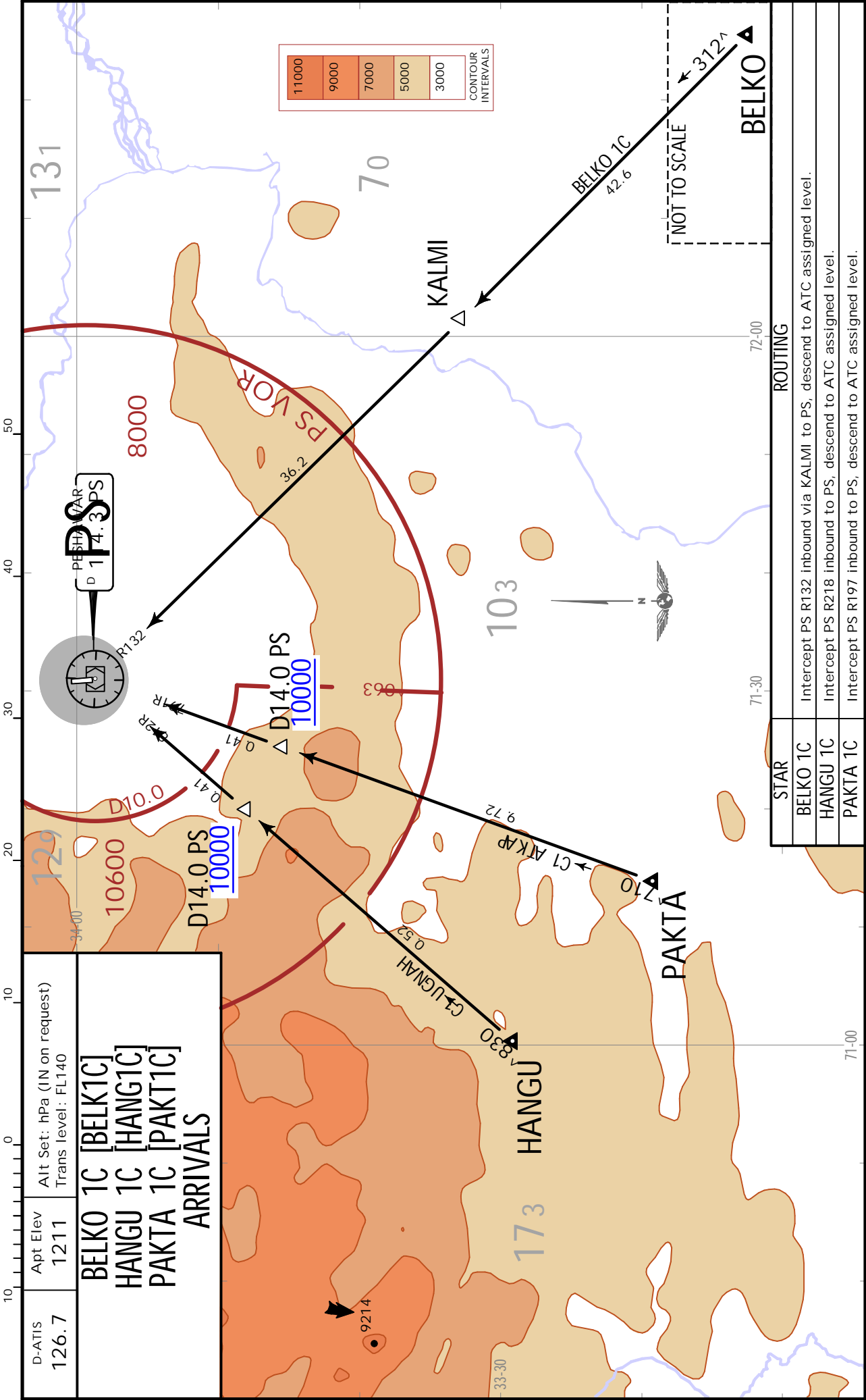
PESHAWAR, PAKISTAN
.RNAV.STAR.



OPPS/PEW
BACHA KHAN INTL

JEPPesen
9 MAY 25 (10-2B) .Eff.15.May.

PESHAWAR, PAKISTAN
.STAR.



BACHA KHAN INTL

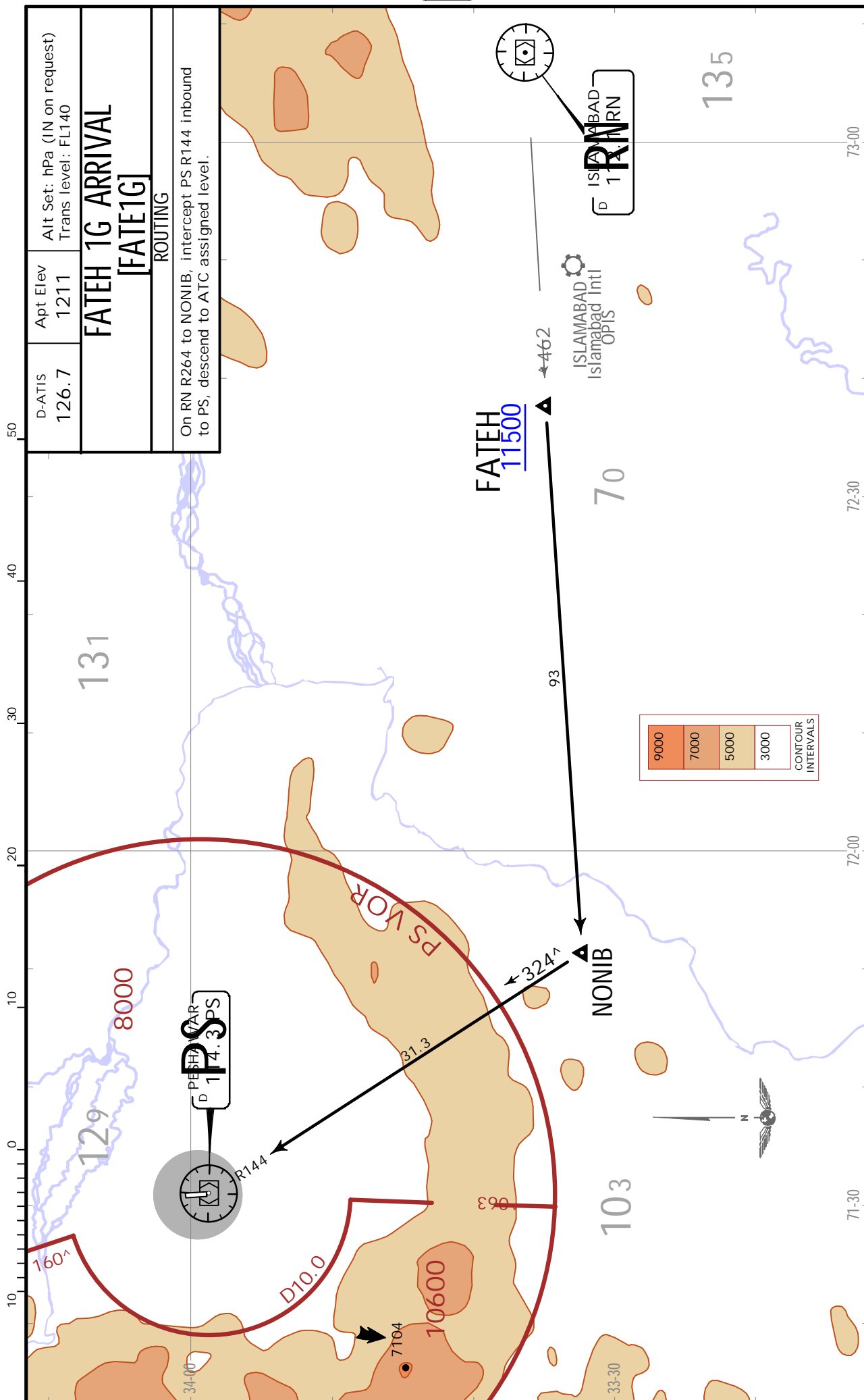


9 MAY 25

(10-2C)

.Eff.15.May.

.STAR.



CHANGES: Bearings, MSA.

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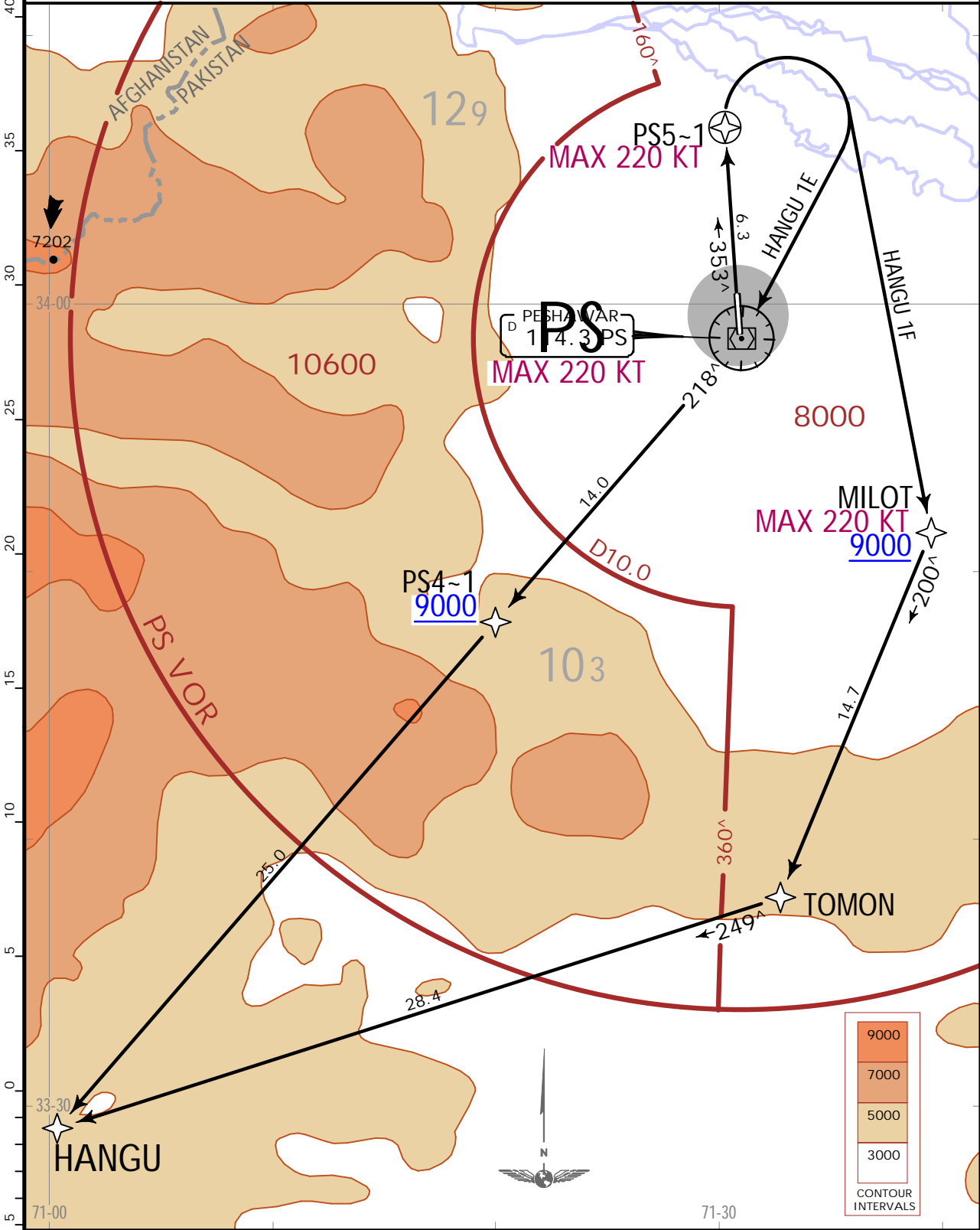
OPPS/PEW
BACHA KHAN INTL

JEPPESSEN
9 MAY 25 10-3 .Eff.15.May.

PESHAWAR, PAKISTAN
.RNAV.SID.

Apt Elev 1211	Trans Alt: 12000
	RNP 1 required
	1. RNAV SIDs include minimum noise routings. 2. Provision of RAIM prediction, if considered is the responsibility of operator.

HANGU 1E [HANG1E], HANGU 1F [HANG1F]
RNP DEPARTURES
(RWY 35)



SID	ROUTING
HANGU 1E	On track 353^ to PS5~1, turn RIGHT to PS, to PS4~1, to HANGU, climb to ATC assigned level.
HANGU 1F	On track 353^ to PS5~1, turn RIGHT to MILOT, to TOMON, to HANGU, climb to ATC assigned level.

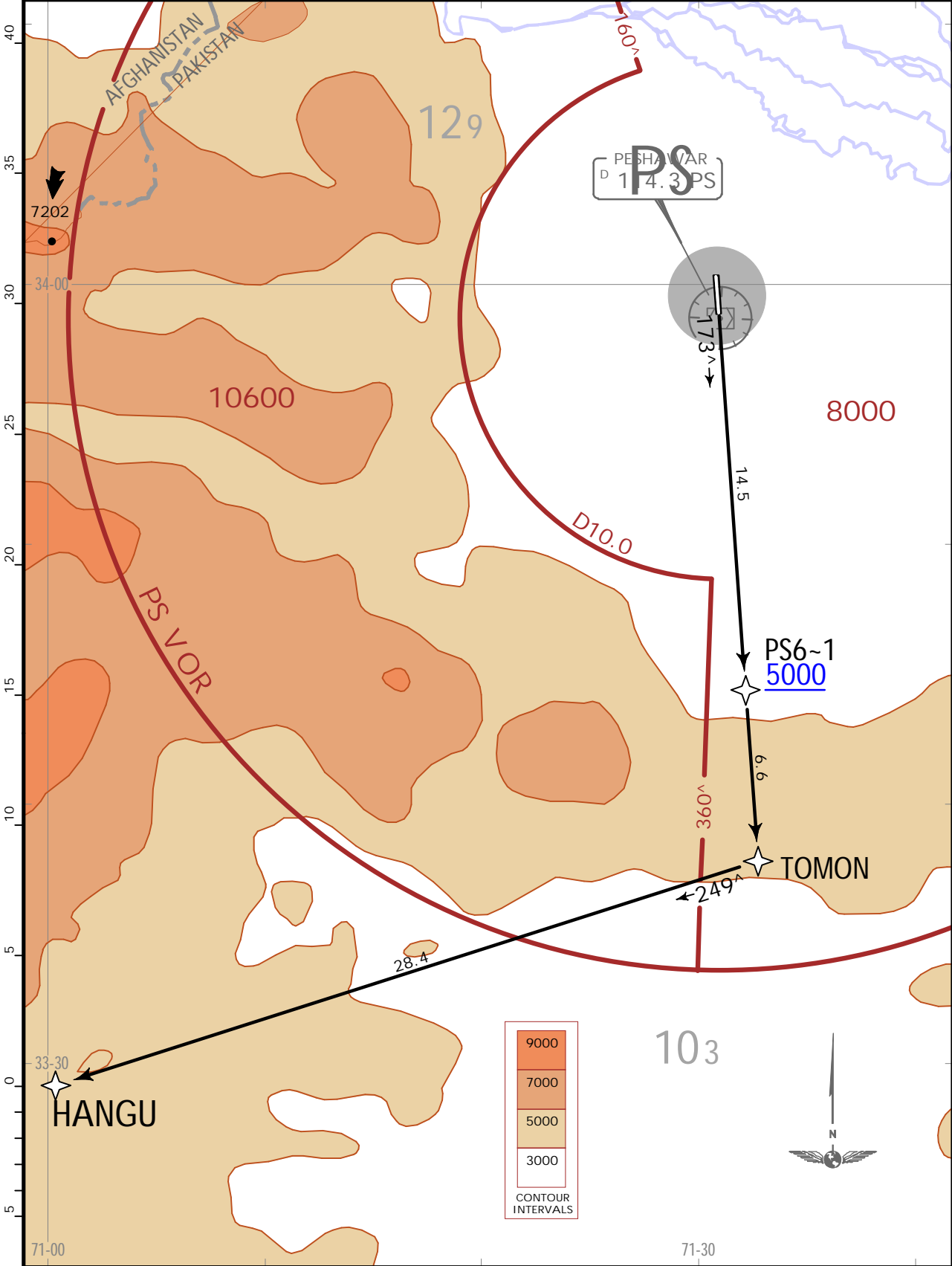
OPPS/PEW
BACHA KHAN INTL

JEPPESSEN
9 MAY 25 (10-3A) .Eff.15.May.

PESHAWAR, PAKISTAN
.RNAV.SID.

Apt Elev 1211	Trans Alt: 12000
	RNP 1 required
	1. RNAV SID includes minimum noise routing. 2. Provision of RAIM prediction, if considered is the responsibility of operator.

HANGU 1G [HANG1G]
RNP DEPARTURE
(RWY 17)



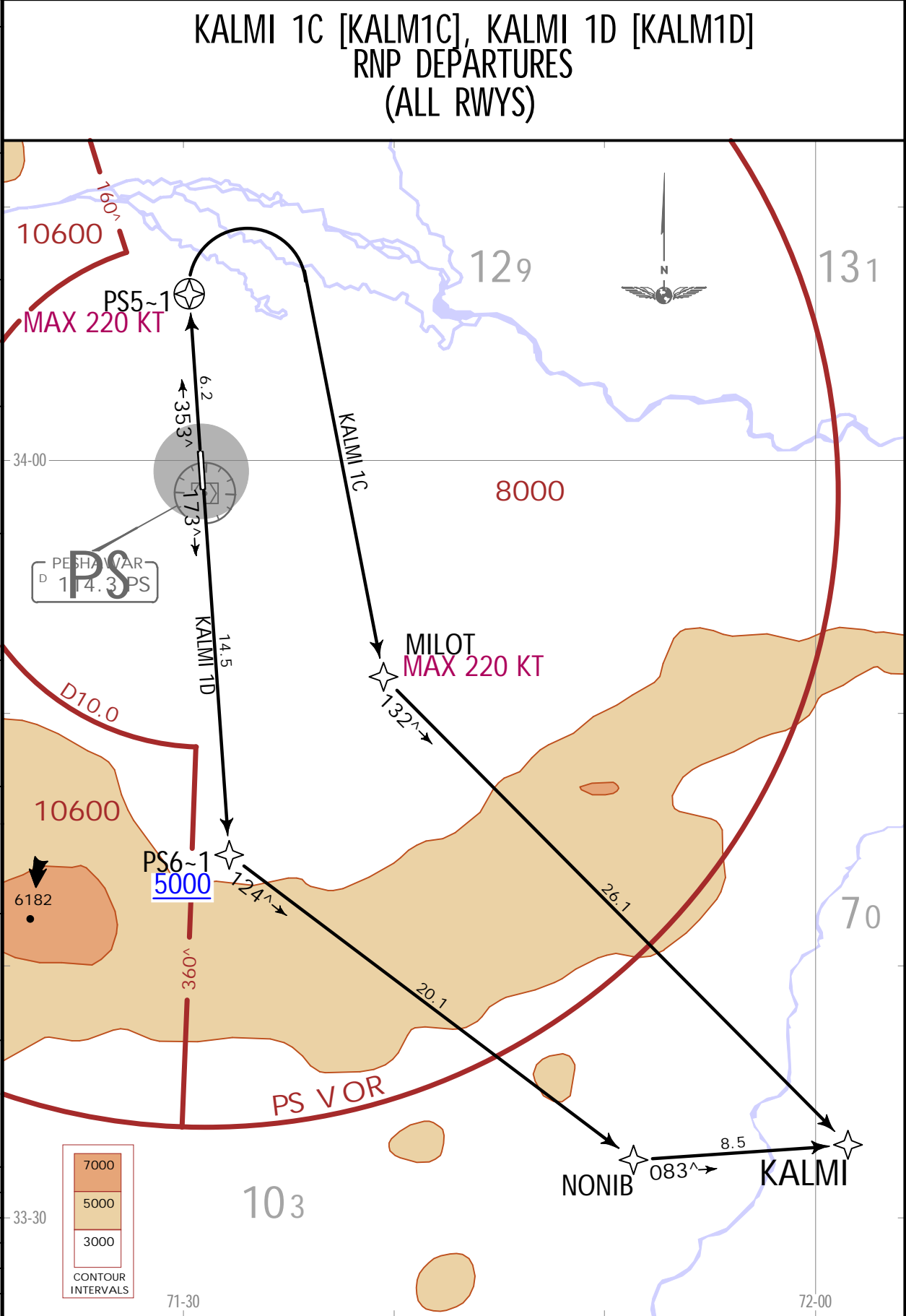
ROUTING
On track 173^ to PS6~1, to TOMON, to HANGU, climb to ATC assigned level.

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JEPPesen
9 MAY 25 10-3B .Eff.15.May.

PESHAWAR, PAKISTAN
.RNAV.SID.

Apt Elev 1211	Trans Alt: 12000
	RNP 1 required
	1. RNAV SIDs include minimum noise routings. 2. Provision of RAIM prediction, if considered is the responsibility of operator.

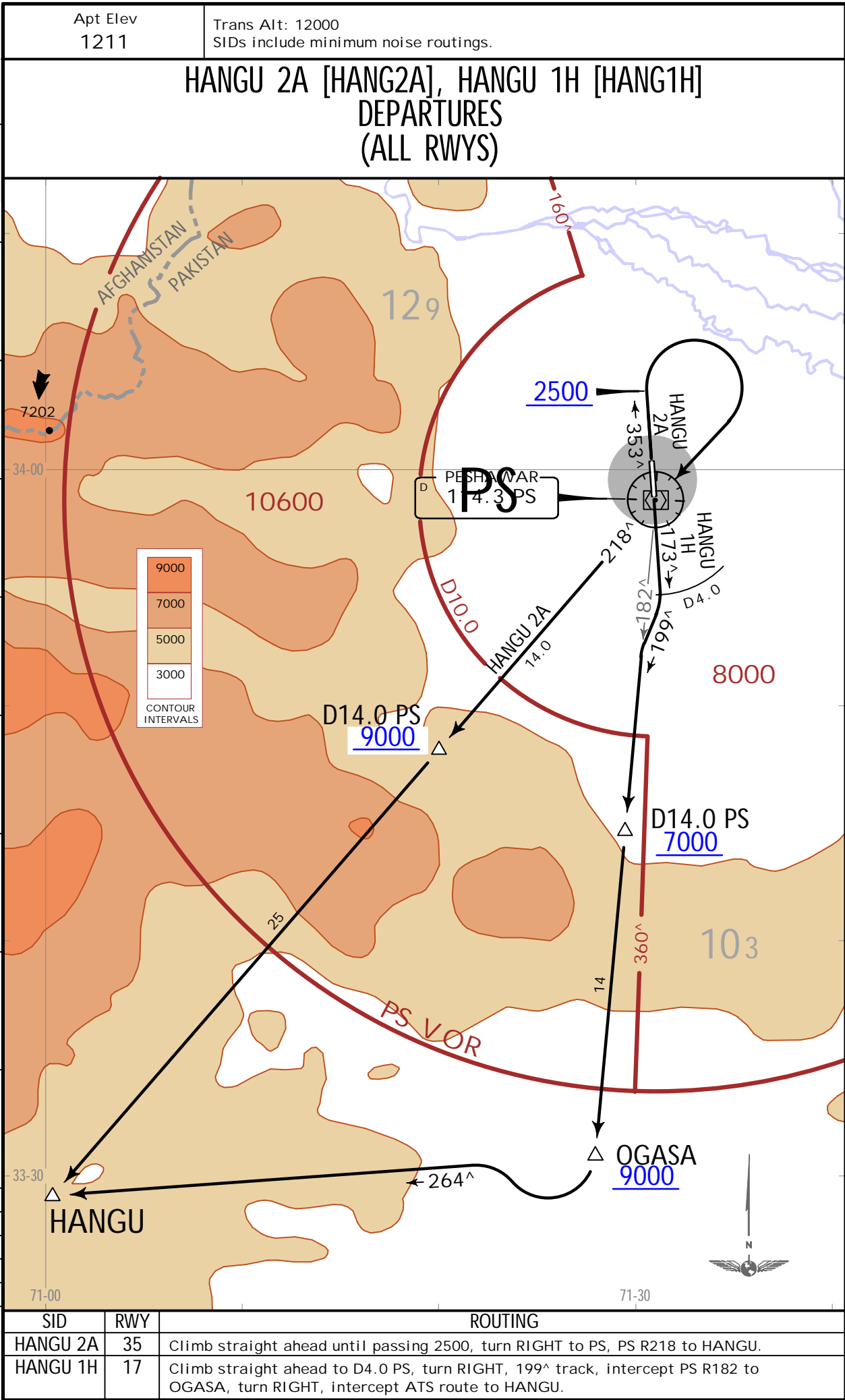


SID	RWY	ROUTING
KALMI 1C	35	On track 353^ to PS5~1, turn RIGHT to MILOT, to KALMI, climb to ATC assigned level.
KALMI 1D	17	On track 173^ to PS6~1, to NONIB, to KALMI, climb to ATC assigned level.

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9 MAY 25
JEPPESSEN
10-3D .Eff.15.May.

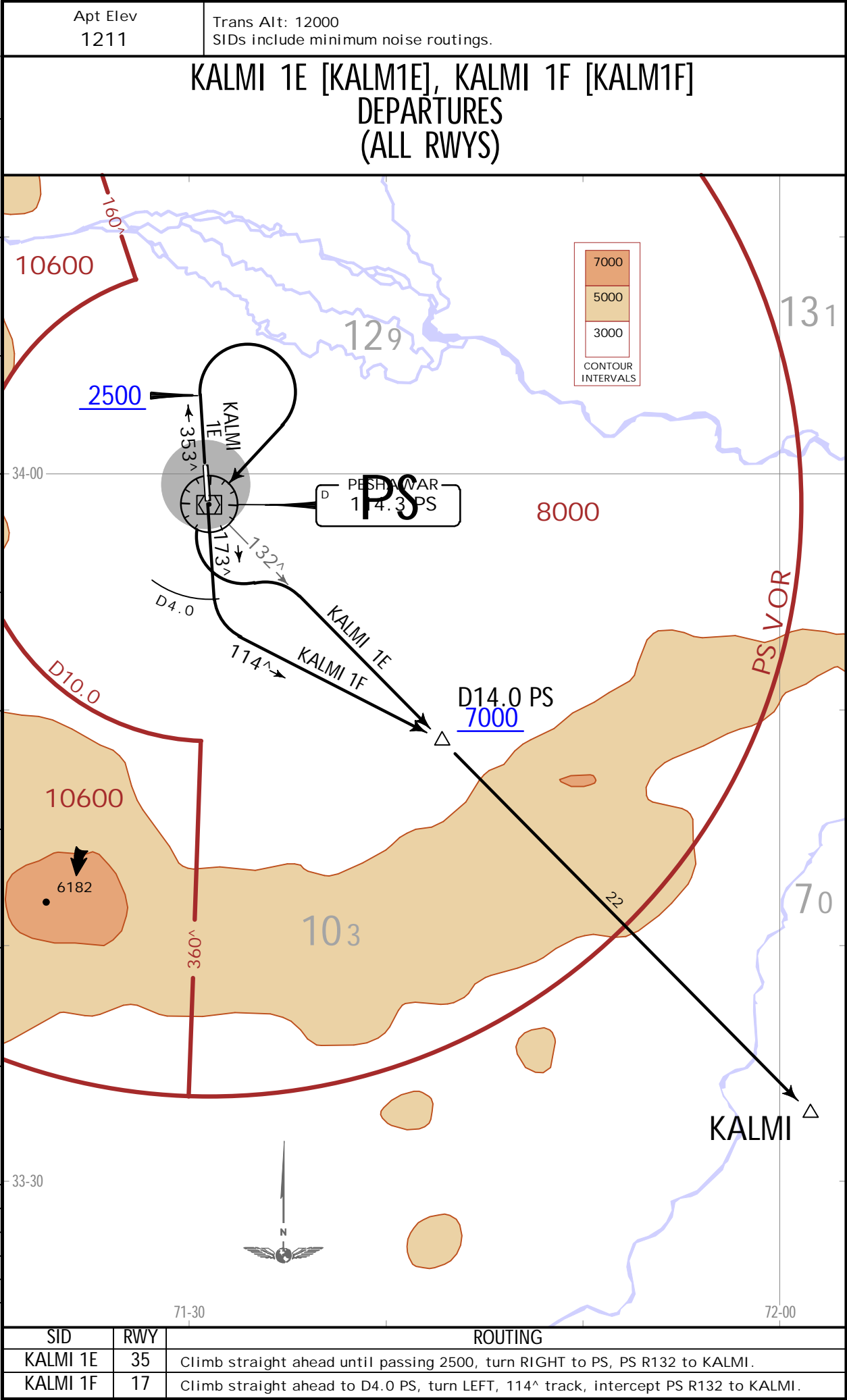
PESHAWAR, PAKISTAN
.SID.



OPPS/PEW
BACHA KHAN INTL

9 MAY 25 10-3E .Eff.15.May.

PESHAWAR, PAKISTAN
.SID.



OPPS/PEW

BACHA KHAN INTL



JEPPESSEN

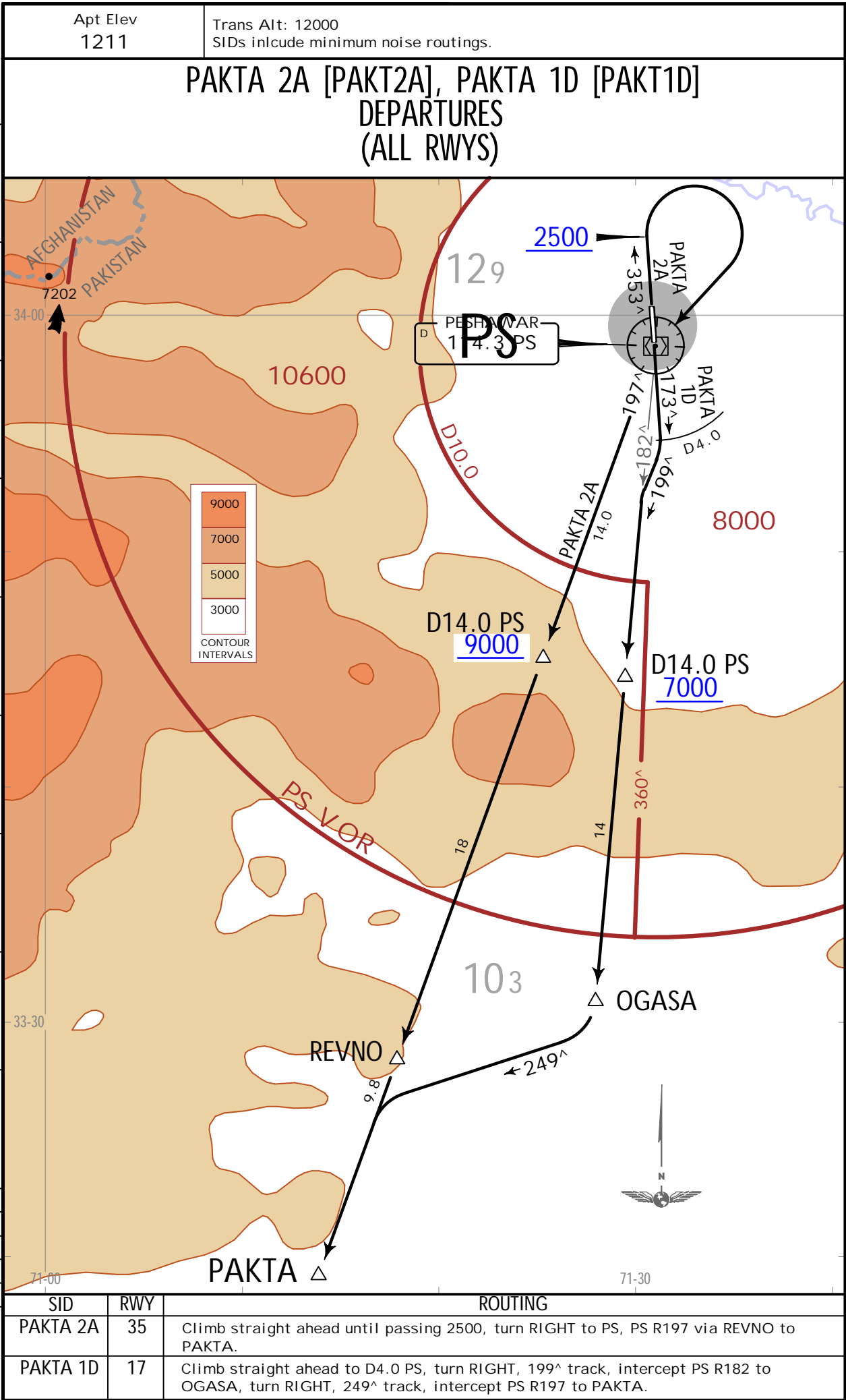
PESHAWAR, PAKISTAN

9 MAY 25

10-3F

.Eff.15.May.

.SID.



OPPS/PEW.
1211.

Apt Elev 1211
N33 59.6 E071 30.9

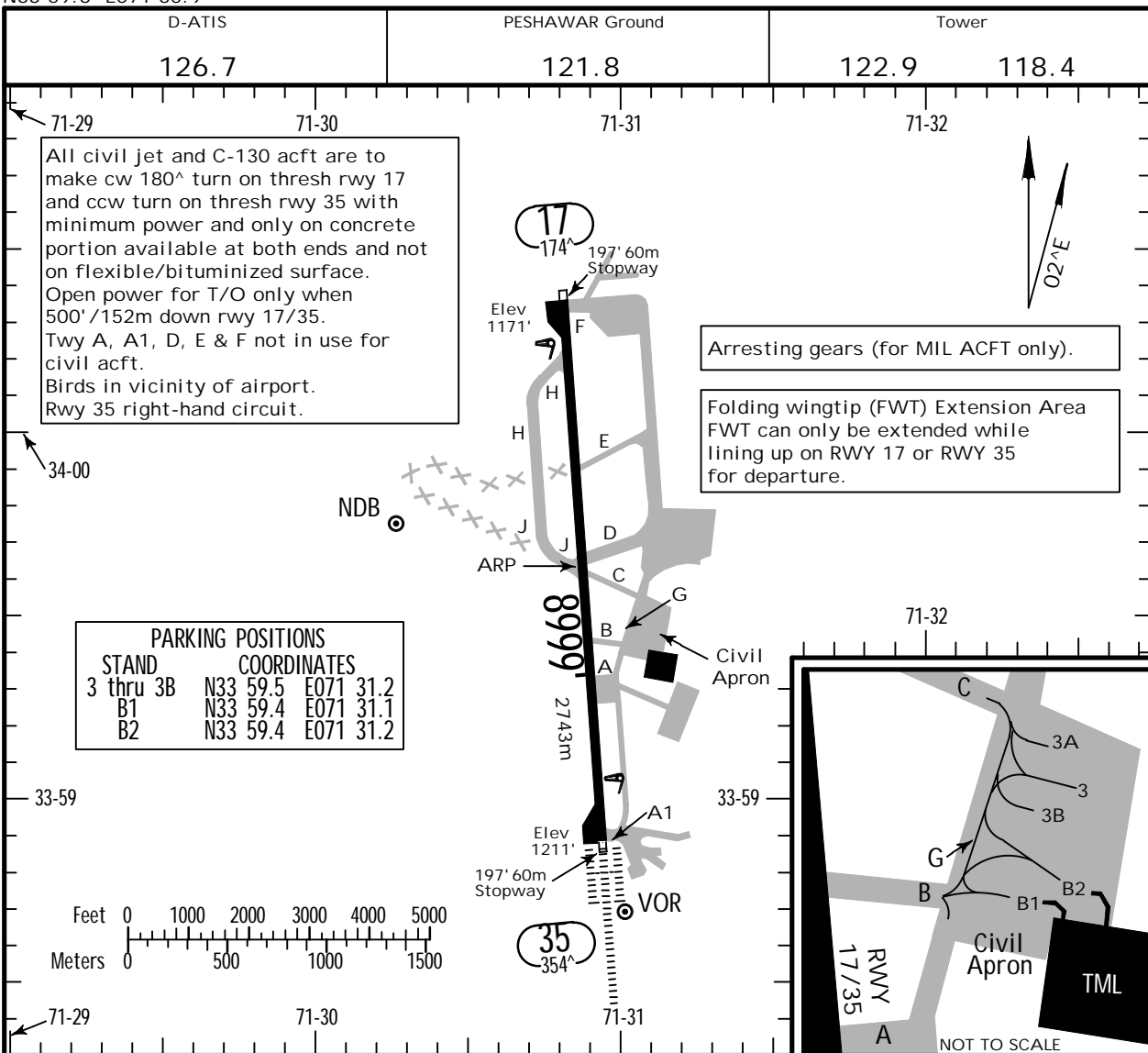


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29 NOV 24 (10-9)

PESHAWAR, PAKISTAN

BACHA KHAN INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
17	HIRL(60m) PAPI-L(angle 3.0^)				150'
35	HIRL(60m) HIALS REIL PAPI-L(angle 3.0^)		7844' 2391m		46m

Std.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Std.		TAKE-OFF		
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

OPPS/PEW



EASA AIR OPS
PESHAWAR, PAKISTAN
BACHA KHAN INTL

STRAIGHT-IN RWY		A	B	C	D
17	RNP (LNAV/VNAV)	1500' (329') R1500m	1500' (329') R1500m	1500' (329') R1500m	1500' (329') R1500m
	RNP (LNAV) 2	1600' (429') R1500m	1600' (429') R1500m	1600' (429') R2000m	1600' (429') R2000m
	VOR 2	1600' (429') R1500m	1600' (429') R1500m	1600' (429') R2000m	1600' (429') R2000m
35	ILS	1420' (209') 1 R550m	1420' (209') 1 R550m	1420' (209') 1 R550m	1420' (209') 1 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 2	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNP (LNAV/VNAV)	1600' (389') R1100m	1600' (389') R1100m	1600' (389') R1100m	1600' (389') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNP (LNAV) 2	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	VOR 2	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m	1680' (469') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

2 Continuous Descent Final Approach

CIRCLE-TO-LAND 3	100 KT	135 KT	180 KT	205 KT
	2000' (789') V1500m	2000' (789') V1600m	2100' (889') V2400m	2100' (889') V3600m

3 Not authorized West of airport.

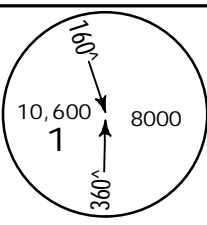
TAKE-OFF

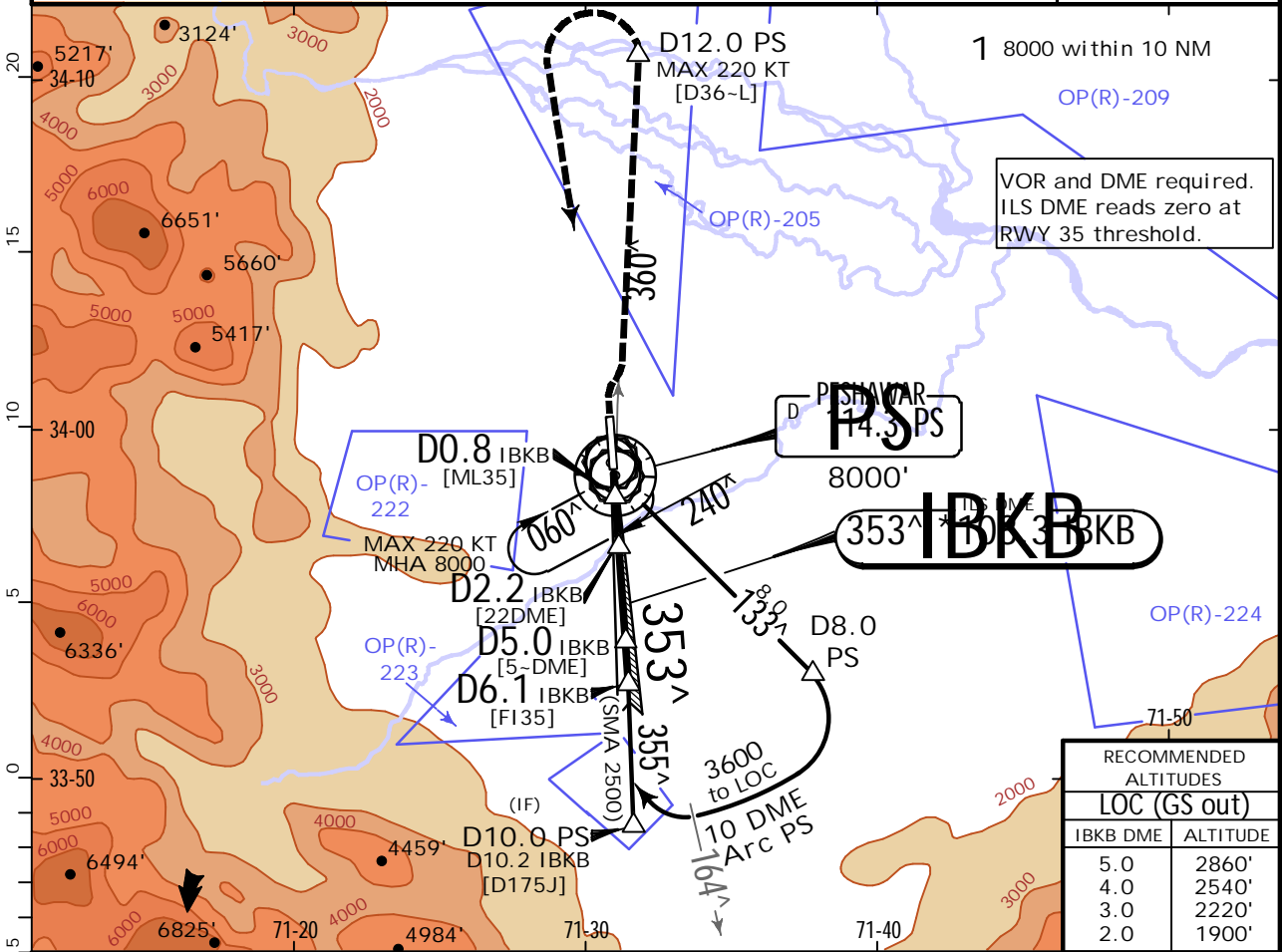
Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

OPPS/PEW
BACHA KHAN INTL

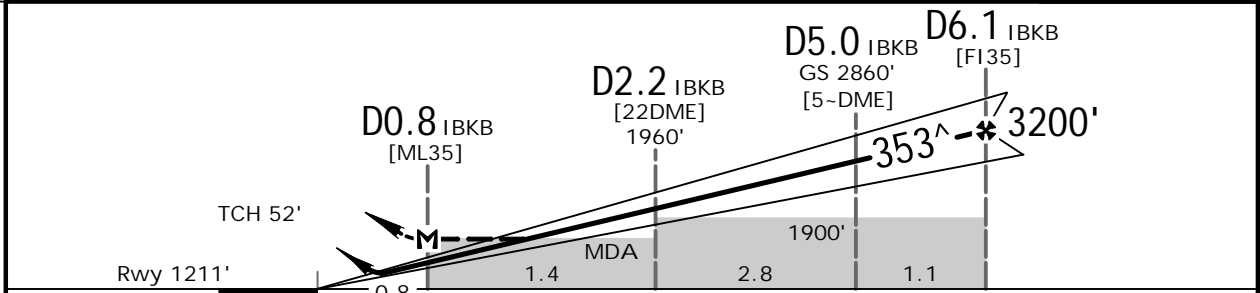
JEPPESEN
9 MAY 25
.Eff.15.May. 11-1

PESHAWAR, PAKISTAN
ILS Z or LOC Z Rwy 35

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4		Ground 121.8
LOC IBKB *108.3	Final Apch Crs 353^	D6.1 IBKB 3200' (1989')	ILS DA(H) 1420' (209')	Apt Elev 1211' Rwy 1211'		
MISSED APCH: Climb STRAIGHT AHEAD. Passing 1700' turn RIGHT to intercept and follow R-360 PS to D12.0 PS, then turn LEFT to VOR climbing to 8000' and contact ATC.						
Alt Set: hPa (IN on req)		Rwy Elev: 44 hPa	Trans level: FL140	Trans alt: 12000'		



RECOMMENDED ALTITUDES	
LOC (GS out)	
IBKB DME	ALTITUDE
5.0	2860'
4.0	2540'
3.0	2220'
2.0	1900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	220 KT	1700'	PS
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	REIL PAPI	MAX	↑	114.3
MAP at D0.8 IBKB							on R-360			

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS DA(H) 1420' (209')		LOC (GS out) 2 DA/MDA(H) 1680' (469')		Not authorized West of runway	
ALS out		ALS out		Max KT	MDA(H)
A B C D	R550m 1	R1200m	R1500m	100	2000' (789') V1500m
				135	2000' (789') V1600m
				180	2100' (889') V2400m
				205	2100' (889') V3600m

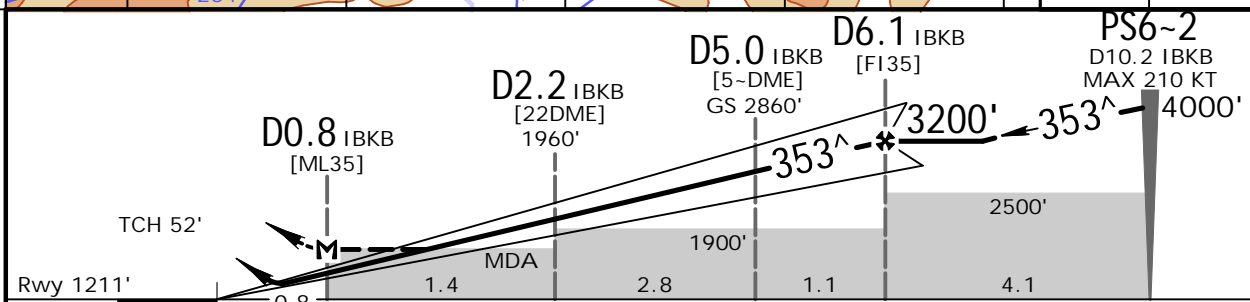
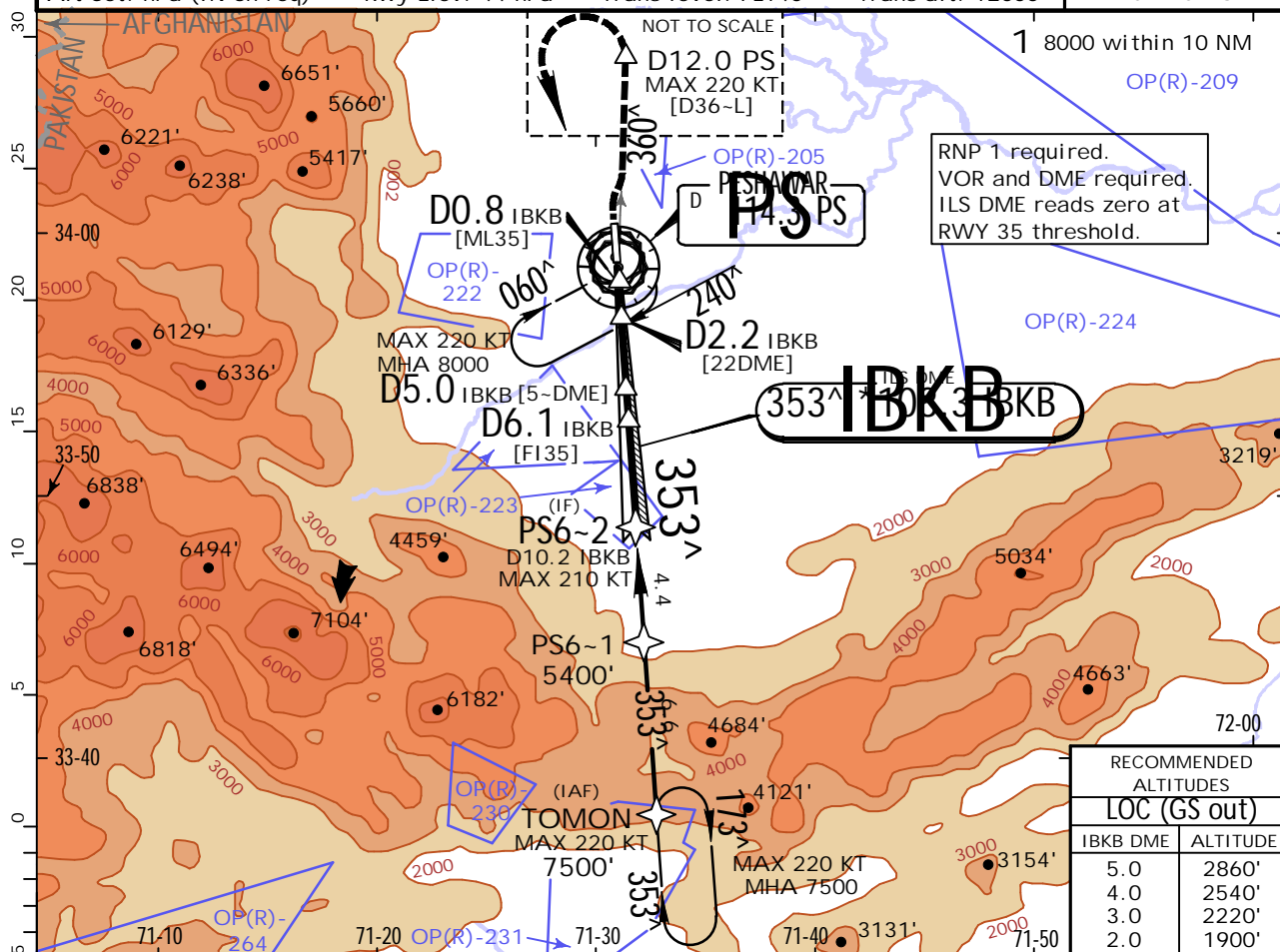
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.



OPPS/PEW
BACHA KHAN INTL

JEPPESEN
9 MAY 25
Eff. 15 May. (11-2)

PESHAWAR, PAKISTAN
ILS Y or LOC Y Rwy 35

BRIEFING STRIP™	D-ATIS		CHERAT Approach		PESHAWAR Tower		Ground
	126.7		North 125.6	South 127.35	122.9	118.4	121.8
	LOC IBKB *108.3	Final Apch Crs 353^	D6.1 IBKB 3200' (1989')	ILS DA(H) 1420' (209')	Apt Elev 1211'	Rwy 1211'	
	<p>MISSED APCH: Climb STRAIGHT AHEAD. Passing 1700' turn RIGHT to intercept and follow R-360 PS to D12.0 PS, then turn LEFT to VOR climbing to 8000' and contact ATC.</p>						
	Alt Set: hPa (IN on req)		Rwy Elev: 44 hPa	Trans level: FL140	Trans alt: 12000'		
							MSA PS VOR



Gnd speed-Kts	70	90	100	120	140	160		220 KT MAX	1700' ↑	 PS 114.3 R-360
ILS GS or										
LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 IIRB										

Std.		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA/MDA(H)		CDEA		Not authorized West of runway	
1420' (209')		2		1680' (469')		Max KT	MDA(H)
ALS out		ALS out					
A	R550m 1	R1200m	R1500m	R1500m	100	2000' (789')	V1500m
B					135	2000' (789')	V1600m
C				R2200m	180	2100' (889')	V2400m
D					205	2100' (889')	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

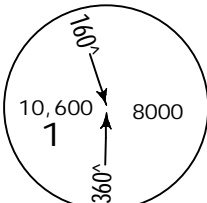
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

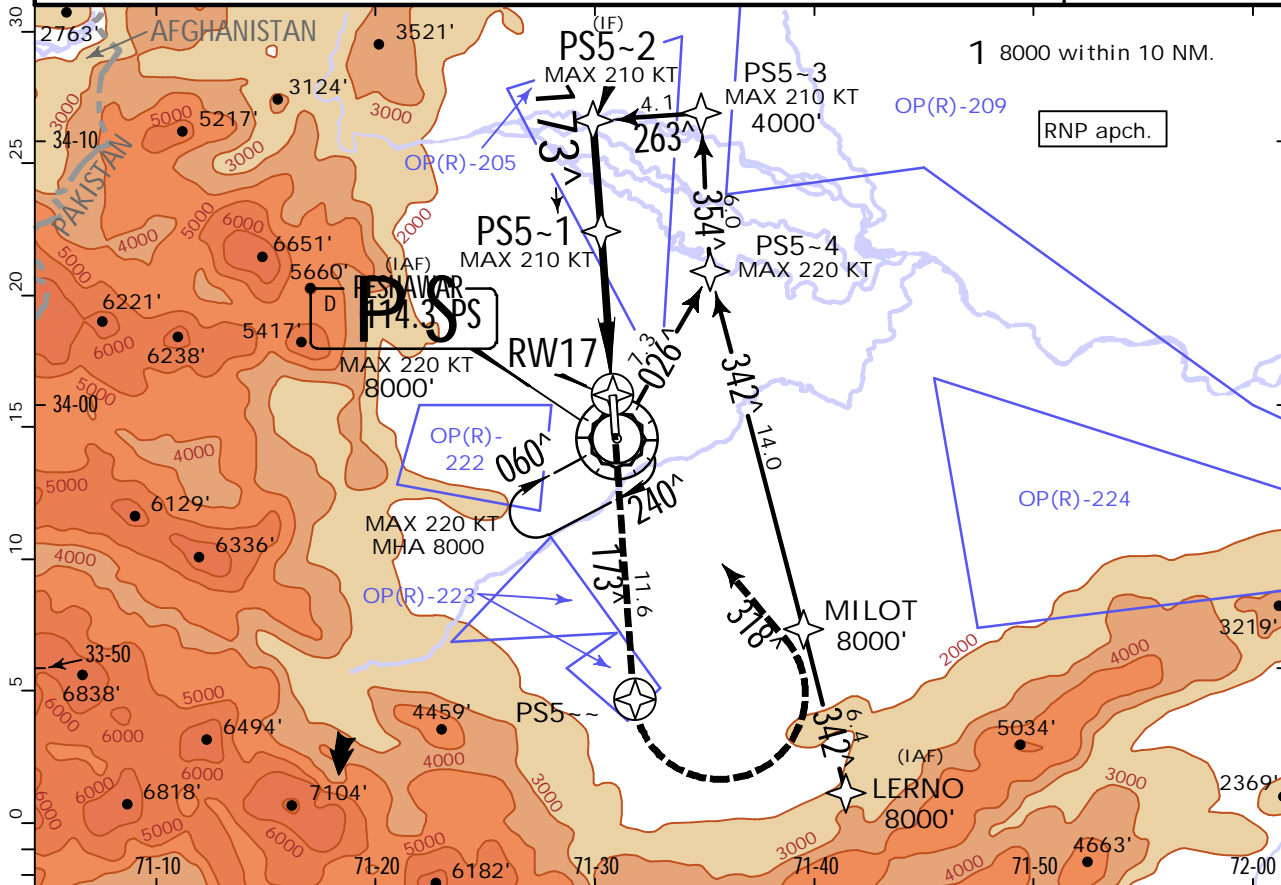
OPPS/PEW

BACHA KHAN INTL

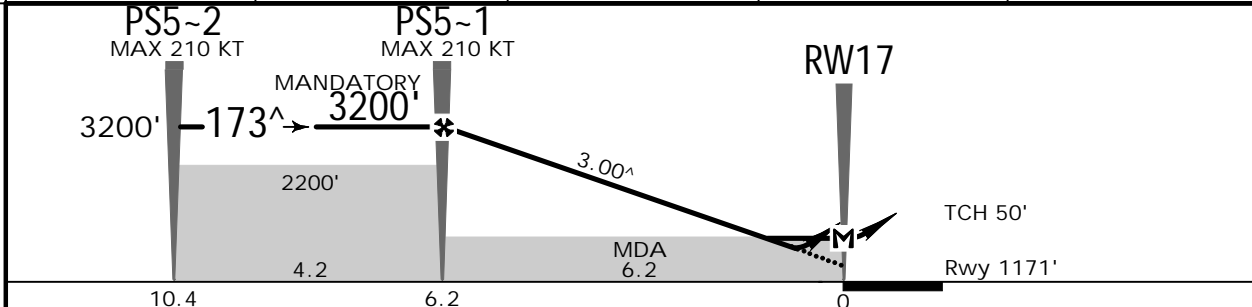
JEPPesen
9 MAY 25 **(12-1)** .Eff.15.May.

PESHAWAR, PAKISTAN
RNP Rwy 17

BRIEFING STRIP™	D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4		Ground 121.8
	RNAV	Final Apch Crs 173^	PS5~1 MANDATORY 3200' (2029')	LNAV/VNAV DA(H) 1500' (329')	Apt Elev 1211' Rwy 1171'		
	MISSED APCH: Climb STRAIGHT AHEAD to PS5~~, then turn LEFT direct to VOR climbing to 8000' and contact ATC.						
	Alt Set: hPa (IN on req) Rwy Elev: 42 hPa Trans level: FL140 Trans alt: 12000'						
	1. VNAV minimum temperature -5°C. 2. Provision of RAIM prediction is the responsibility of operator.						
							MSA PS VOR



DIST to RW17	5.0	4.0	3.0	2.0
ALTITUDE	2810'	2490'	2170'	1850'



Gnd speed-Kts	70	90	100	120	140	160	PAPI REIL	PS5~~ 8000'	LT D	114.3 PS
Glide Path Angle	3.00 [^]	372	478	531	637	849				
MAP at RW17										

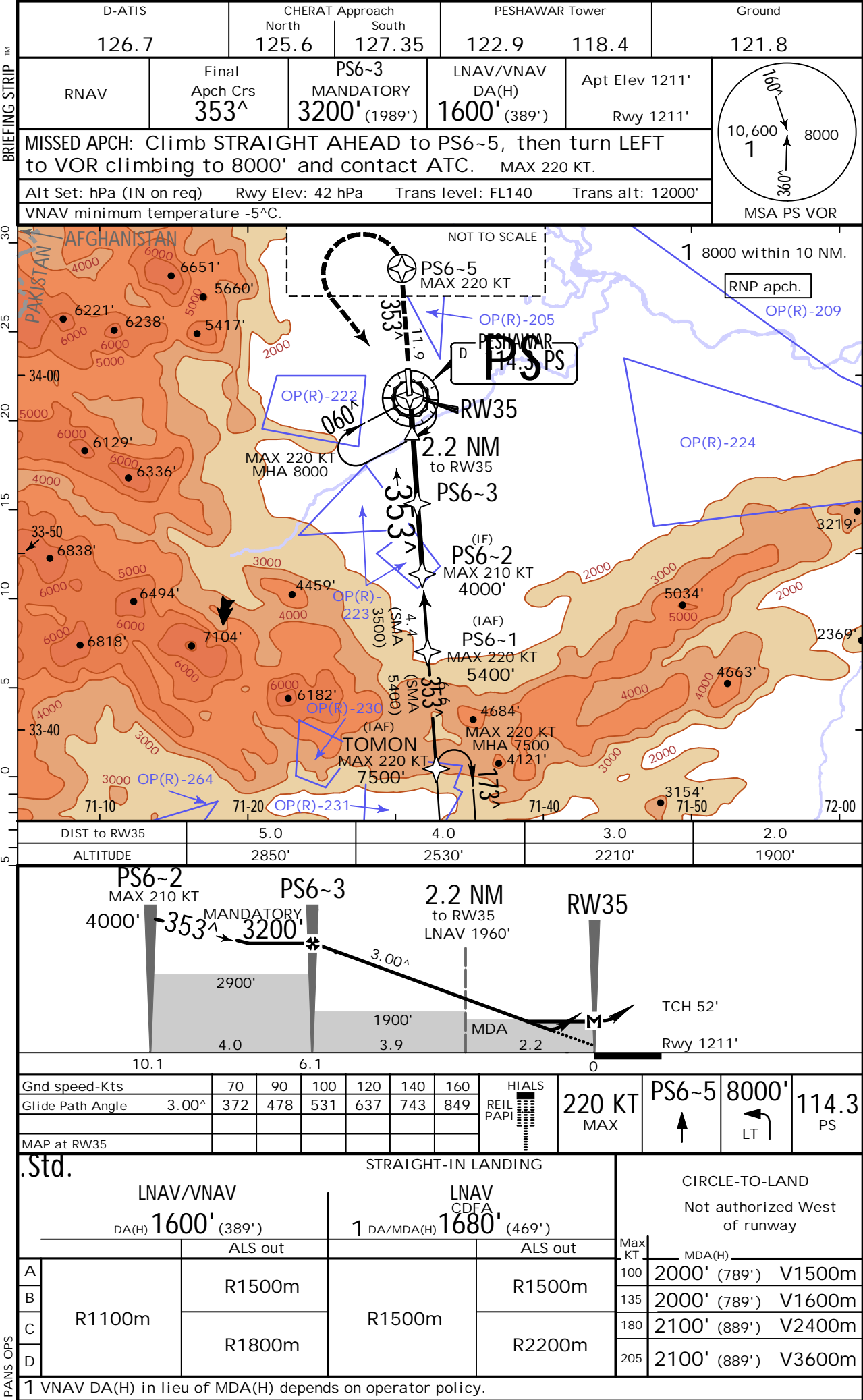
.Std.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV				LNAV		Not authorized West of runway	
DA(H) 1500' (329')				1 DA/MDA(H) 1600' (429')		Max KT MDA(H)	
R1500m				R1500m		100	2000' (789') V1500m
				R2000m		135	2000' (789') V1600m
						180	2100' (889') V2400m
						205	2100' (889') V3600m

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

OPPS/PEW
BACHA KHAN INTL

JEPPESEN
9 MAY 25 12-2 .Eff.15.May.

PESHAWAR, PAKISTAN
RNP Rwy 35

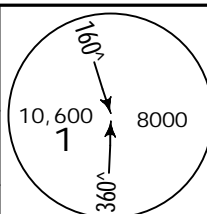


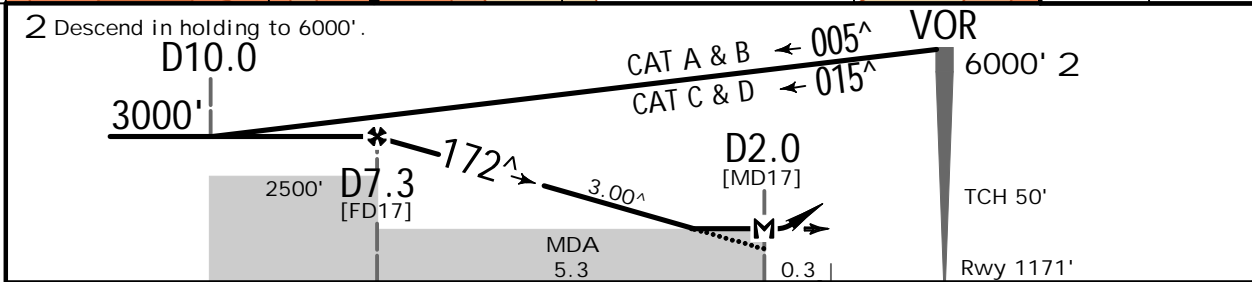
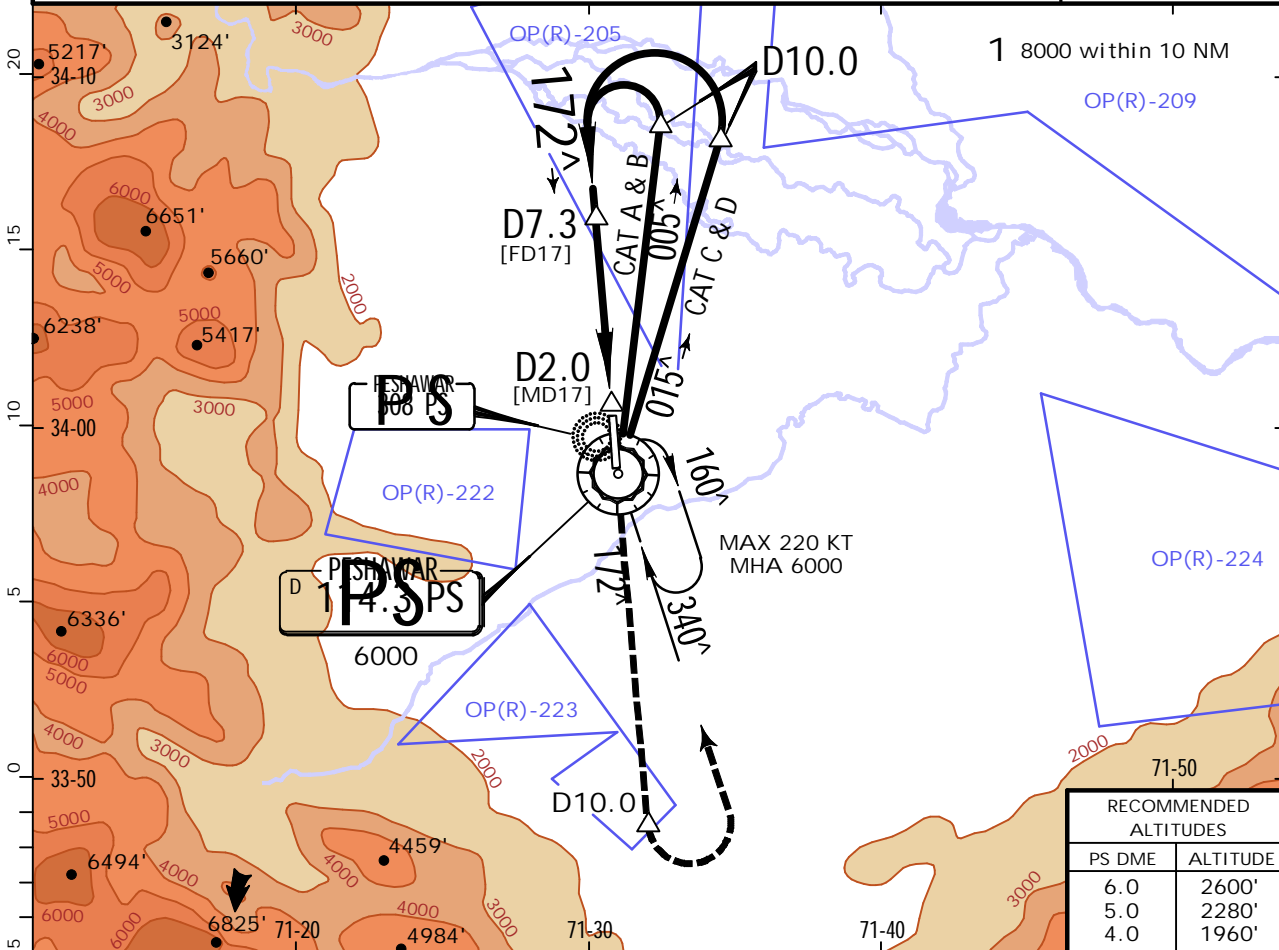
OPPS/PEW
BACHA KHAN INTL

JEPPESSEN
9 MAY 25 (13-1) .Eff.15.May.

PESHAWAR, PAKISTAN
VOR Rwy 17

BRIEFING STRIP™

D-ATIS		CHERAT Approach		PESHAWAR Tower		Ground
126.7		North 125.6	South 127.35	122.9	118.4	121.8
VOR PS 114.3	Final Apch Crs 172^	D7.0 2900' (1729')	DA/MDA(H) 1600' (429')	Apt Elev 1211' Rwy 1171'		
MISSED APCH: Climb STRAIGHT AHEAD to D10.0, then turn LEFT to VOR continue climb to 6000' and contact ATC.						<div>MSA PS VOR</div>
Alt Set: hPa (IN on req)		Rwy Elev: 42 hPa	Trans level: FL140	Trans alt: 12000'		
DME required.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI REIL	D10.0 ↑
Descent Angle	3.00^	372	478	531	637	743		
MAP at D2.0								

PAINS OPS	.Std. STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	1 DA/MDA(H) 1600' (429')			Not authorized West of airport		
	A	R1500m		Max KT	MDA(H)	
	B			100	2000' (789')	V1500m
	C	R2000m		135	2000' (789')	V1600m
	D			180	2100' (889')	V2400m
				205	2100' (889')	V3600m

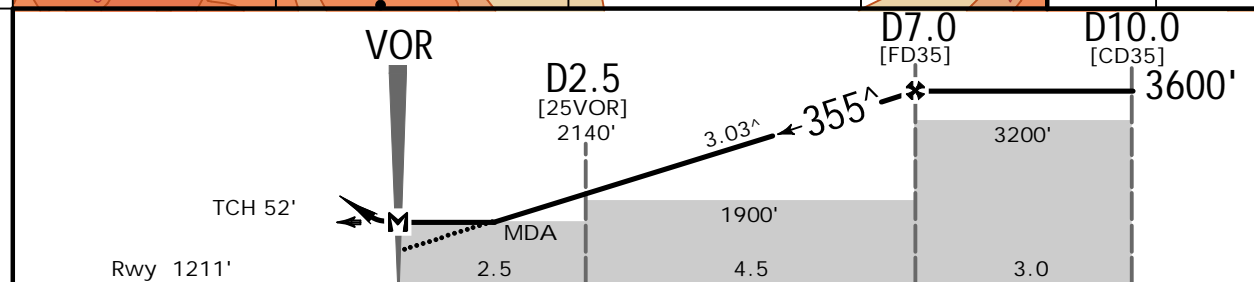
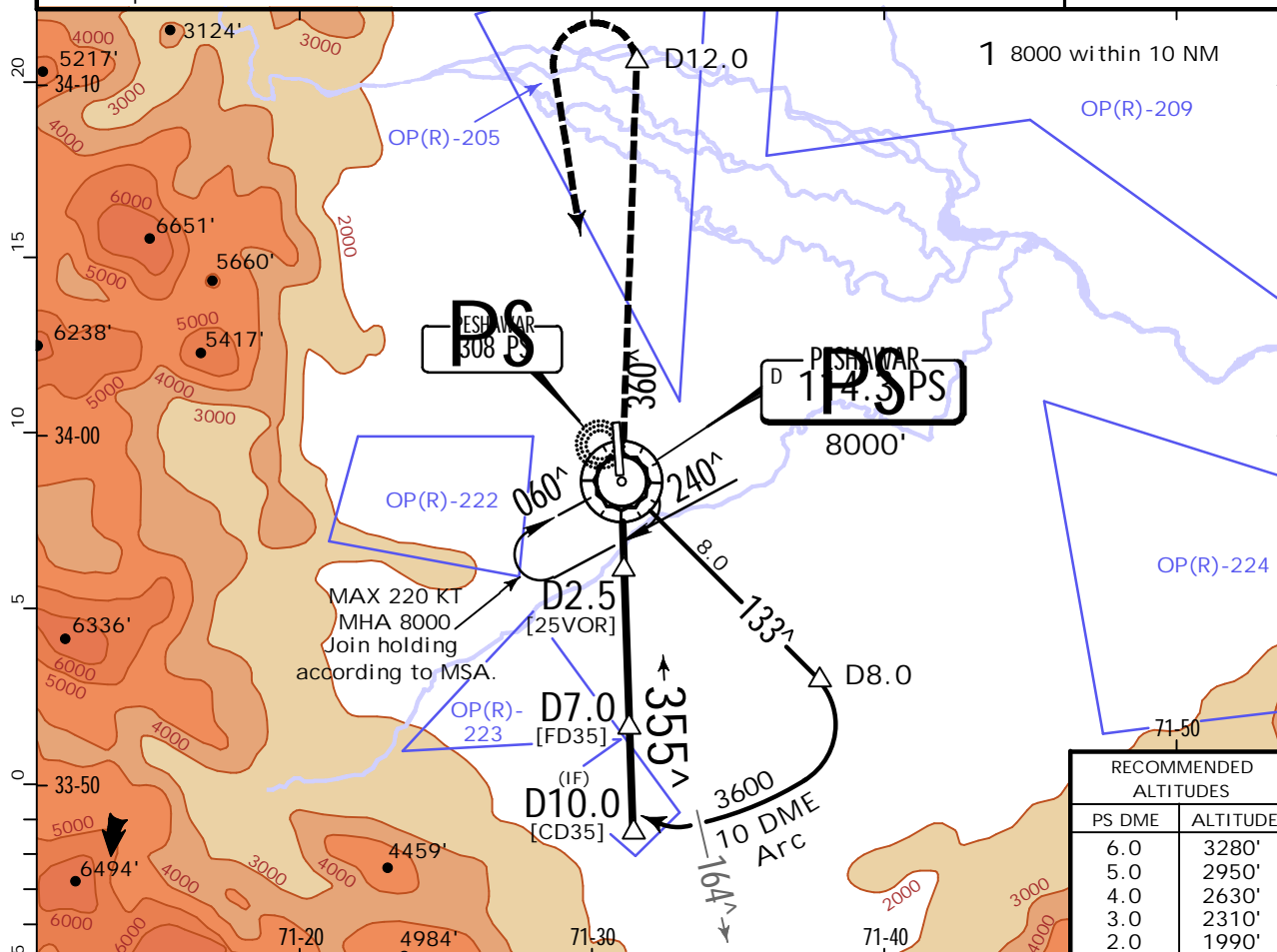
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

OPPS/PEW
BACHA KHAN INTL

JEPPESEN
9 MAY 25 (13-2).Eff.15.May.

PESHAWAR, PAKISTAN
VOR Rwy 35

D-ATIS		CHERAT Approach		PESHAWAR Tower		Ground
126.7		North 125.6	South 127.35	122.9	118.4	121.8
VOR PS 114.3	Final Apch Crs 355^	D7.0 3600' (2389')		DA/MDA(H) 1680' (469')	Apt Elev 1211' Rwy 1211'	<p>10,600 1 8000 360°</p>
<p>MISSED APCH: Leave VOR on R-360 climbing to 8000' to D12.0, then turn LEFT to VOR and contact ATC. MAX 220 KT.</p>						
Alt Set: hPa (IN on req)		Apt Elev: 44 hPa		Trans level: FL140	Trans alt: 12000'	
DME required.						



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

HIALS
REIL PAPI

220 KT
MAX

8000' PS
on RT R-360

D12.0

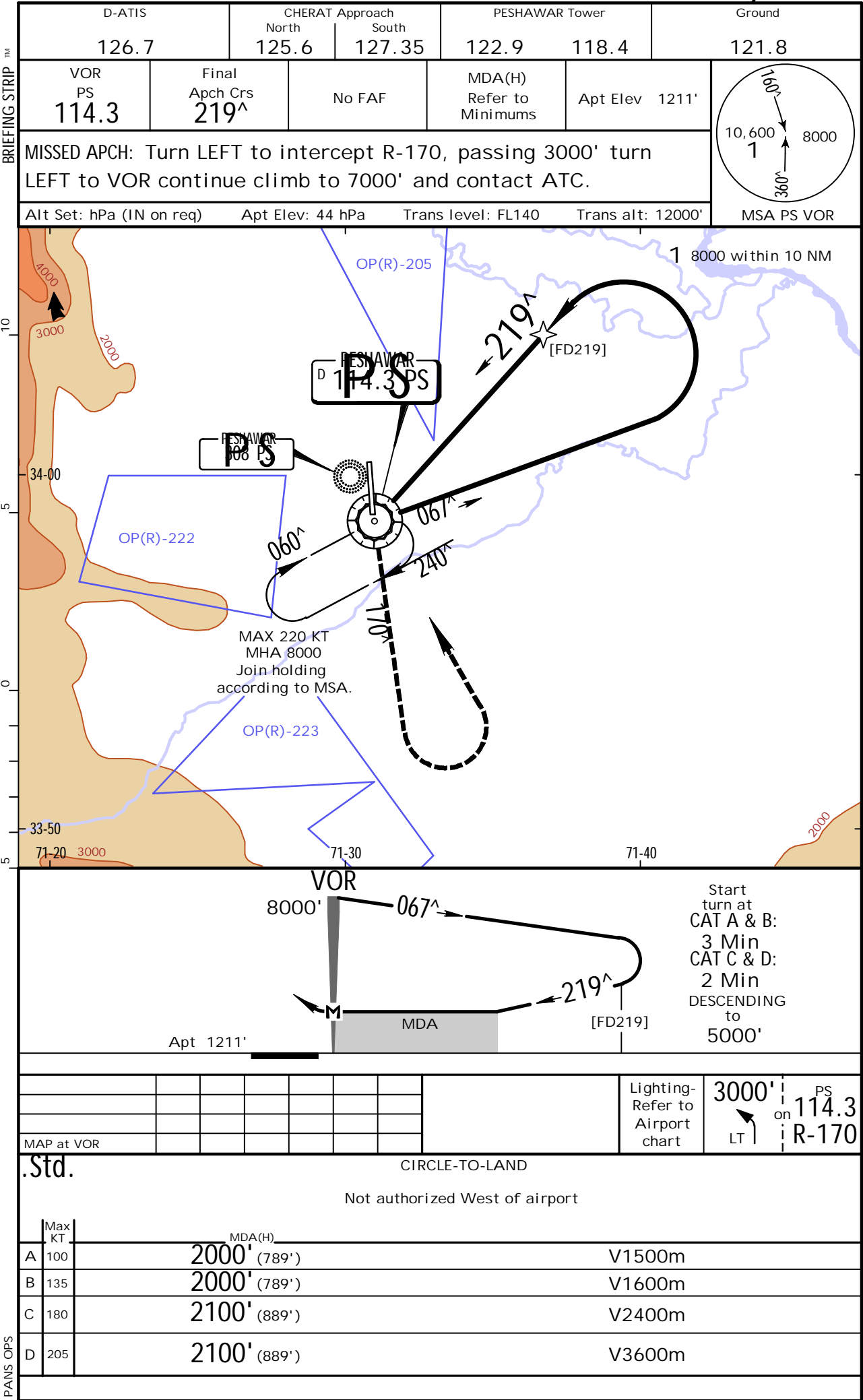
.Std.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA		Not authorized West of airport	
1 DA/MDA(H)		1680' (469')			
		ALS out		Max	
A	R1500m	R1500m	100	MDA(H)	
B			2000' (789')	V1500m	
C		R2200m	135	2000' (789')	V1600m
D			180	2100' (889')	V2400m
			205	2100' (889')	V3600m

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

OPPS/PEW
BACHA KHAN INTL

9 MAY 25 (13-3) .Eff.15.May.

PESHAWAR, PAKISTAN
VOR A Rwy 17, 35

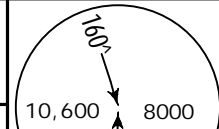


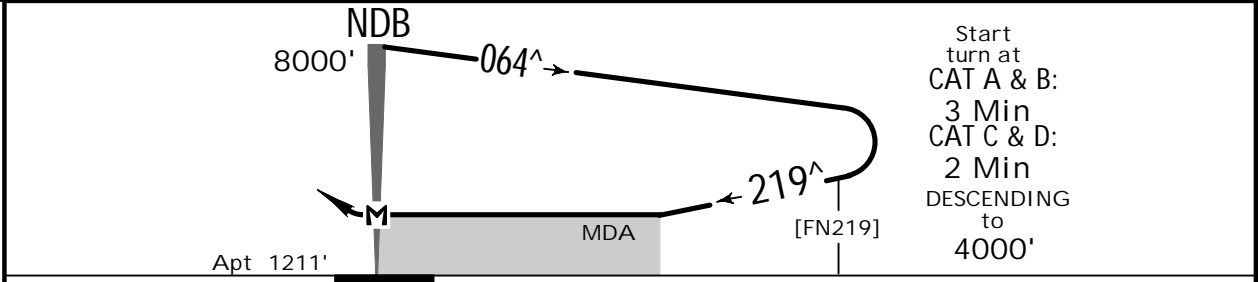
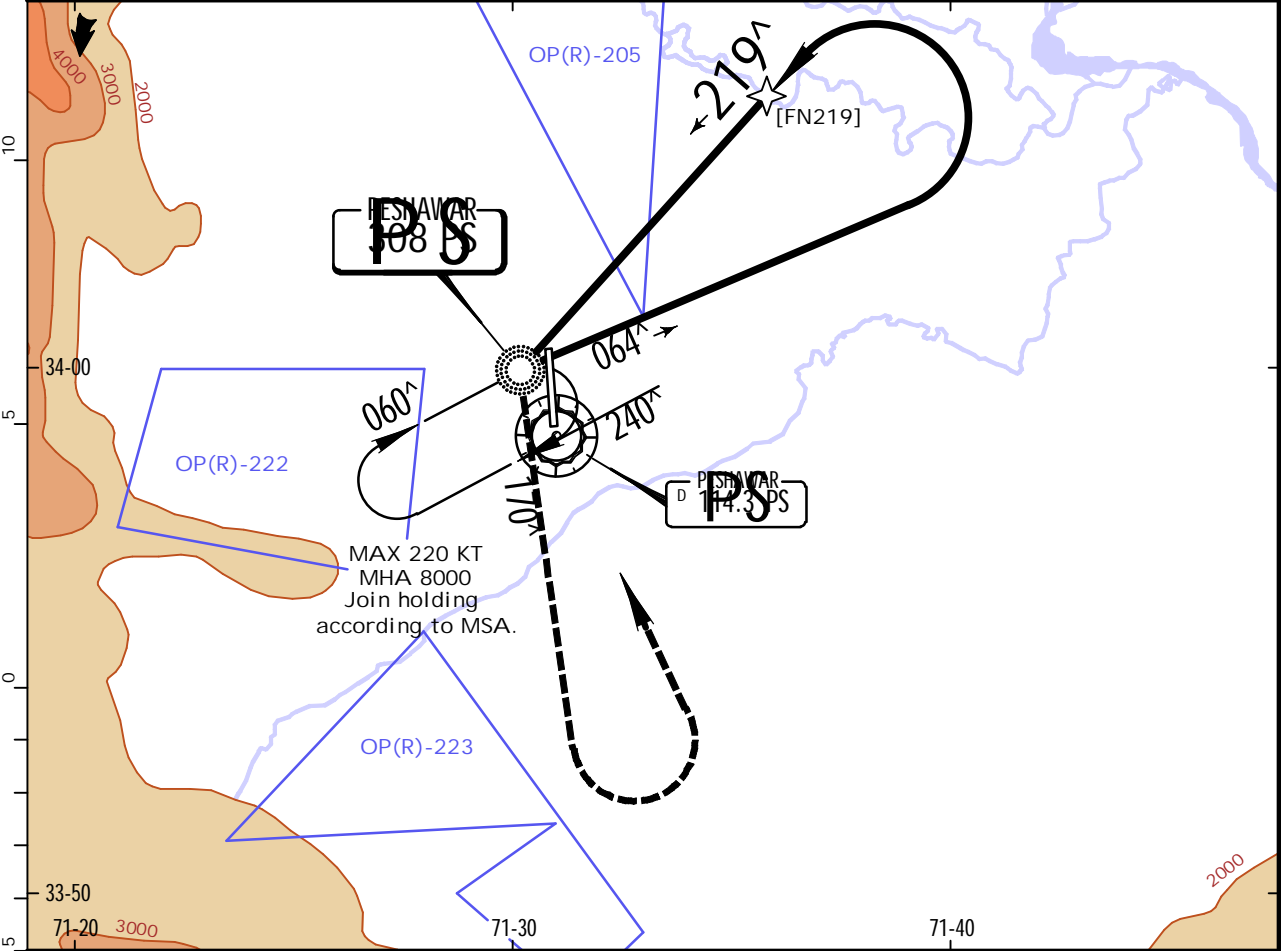
OPPS/PEW
BACHA KHAN INTL

JEPPESEN
9 MAY 25 16-1 .Eff.15.May.

PESHAWAR, PAKISTAN
NDB B Rwy 17, 35

BRIEFING STRIP

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4		Ground 121.8
NDB PS 308	Final Apch Crs 219 [^]	No FAF		MDA(H) Refer to Minimums	Apt Elev 1211'	
MISSED APCH: Turn LEFT to intercept track 170 [^] , passing 3500' turn LEFT direct to NDB continue climb to 8000' and contact ATC.						
Alt Set: hPa (IN on req)		Apt Elev: 44 hPa		Trans level: FL140	Trans alt: 12000'	



				Lighting- Refer to Airport chart		3500' on LT	170^ from PS 308
MAP at NDB							

Std.				CIRCLE-TO-LAND			
				Not authorized West of airport			
	Max Kts.	MDA(H)					
A	100	2000' (789')		V1500m			
B	135	2000' (789')		V1600m			
C	180	2100' (889')		V2400m			
D	205	2100' (889')		V3600m			

Chart changes since cycle 09-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PESHAWAR, (BACHA KHAN INTL - OPPTS)				
REV	HANGU 1D & NONIB 1A RNP A...	10-2	09 May 2025	15 May 2025
REV	BELKO, HANGU & PAKTA 1C A...	10-2B	09 May 2025	15 May 2025
REV	FATEH 1G ARR	10-2C	09 May 2025	15 May 2025
REV	HANGU 1E & 1F RNP DEPS	10-3	09 May 2025	15 May 2025
REV	HANGU 1G RNP DEP	10-3A	09 May 2025	15 May 2025
REV	KALMI 1C & 1D RNP DEPS	10-3B	09 May 2025	15 May 2025
REV	HANGU 2A & 1H DEPS	10-3D	09 May 2025	15 May 2025
REV	KALMI 1E & 1F DEPS	10-3E	09 May 2025	15 May 2025
REV	PAKTA 2A & 1D DEPS	10-3F	09 May 2025	15 May 2025
ADD	EASA AIR OPS MNMS	10-9S	09 May 2025	15 May 2025
DEL	STANDARD MNMS	10-9S	09 May 2025	15 May 2025
REV	ILS Z OR LOC Z RWY 35	11-1	09 May 2025	15 May 2025
REV	ILS Y OR LOC Y RWY 35	11-2	09 May 2025	15 May 2025
REV	RNP RWY 17	12-1	09 May 2025	15 May 2025
REV	RNP RWY 35	12-2	09 May 2025	15 May 2025
REV	VOR RWY 17	13-1	09 May 2025	15 May 2025
REV	VOR RWY 35	13-2	09 May 2025	15 May 2025
REV	VOR A RWY 17, 35	13-3	09 May 2025	15 May 2025
REV	NDB B RWY 17, 35	16-1	09 May 2025	15 May 2025

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OPPS