

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For OPIS
- Terminal Charts For OPIS
- Revision Letter For Cycle 10-2025
- Change Notices
- Notebook

General Information

Location: ISLAMABAD PAK
ICAO/IATA: OPIS / ISB
Lat/Long: N33° 32.9', E072° 49.5'
Elevation: 1761 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: 0004 Z
Sunset: 1407 Z

Runway Information

Runway: 10L
Length x Width: 12001 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1736 ft
Lighting: Edge, ALS

Runway: 10R
Length x Width: 12001 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1733 ft
Lighting: Edge, ALS, Centerline

Runway: 28L
Length x Width: 12001 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1747 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28R
Length x Width: 12001 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1750 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.200
Islamabad Tower: 123.225 Secondary
Islamabad Tower: 122.150
Islamabad Ground: 122.950 Secondary
Islamabad Ground: 121.850
Islamabad Ground: 130.600
Gmc Ground: 125.150 Secondary
Islamabad Ground: 124.350
Gmc Ground: 123.050
Islamabad Clearance Delivery: 118.550
Islamabad Approach: 121.650
Islamabad Approach: 124.650 Secondary
Islamabad Departure: 119.650

1. GENERAL

1.1. ATIS

D-ATIS 126.2

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

For RWY 28L during LVP (authorized up to ILS CAT III operations RVR 100m).
LVPs are enforced when RWY 28L RVR is less than 800m or ceiling is less than 200'. The LVPs are terminated when RVR is more than 800m and/or ceiling is more than 200'.
Follow-me car will be provided on pilot's request to arriving/departing ACFT.
Tow tractor will be provided by airlines/GHAs for towing to stand or for any other purpose when requested by the pilot.

1.2.2. ARRIVAL

Following taxi routes shall be used:
- for stands 01 thru 12: standard taxi route A2 (TWY A, K and N);
- for stands 13 thru 28: TWY A, K, T and M;
- for stands 29 thru 31: standard taxi route A3 (TWY A, K and G).

1.2.3. DEPARTURES

Following taxi routes shall be used:
- for stands 01 thru 12: standard taxi route TR2 (TWY N, F, K and J);
- for stands 13 thru 28: standard taxi route TR1 (TWY M, T, K and J);
- for stands 29 thru 31: standard taxi route TR3 (TWY G, K and J).

1.3. TAXI PROCEDURES

Four-engine jet ACFT should avoid excessive power on outer engines while taxiing to prevent FOD on movement area.

1.4. PARKING INFORMATION

Ground power (400 Hz) is provided on all Passenger Boarding Bridges (PBB) stands. In order to minimize operational hazard the use of Ground Power Unit (GPU) is restricted on these stands. At non-PBB stands 400 Hz power can be provided through mobile unit.
Fuel hydrant system is provided at all stands except stands 32 and 33.

1.5. OTHER INFORMATION

RWYs 10L/R right-hand circuit.
Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 28L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

2.2.1. DIRECT APPROACH

Direct approach to RWY 28L/R may be permitted provided the flight is monitored on radar and ACFT adhere to the altitude restrictions.

OPIS/ISB

+ JEPPESEN

ISLAMABAD, PAKISTAN

ISLAMABAD INTL

31 DEC 21

20-1P1

.AIRPORT.BRIEFING.

2. ARRIVAL

2.2.2. VISUAL APPROACH

Due to close proximity of Qasim Airfield, ACFT carrying out visual approach should remain within 4NM of BTR VOR.

2.2.3. CAUTION

Small airfield with RWY 14/32 exists 9.5NM Eastnortheast of aerodrome. Maintain altitude 3700' until over FAP/FAF.

2.3. TAXI PROCEDURES

2.3.1. STAND ALLOCATION

All stands are nose-in.

All international scheduled arrivals shall be parked on PBB stands 3 thru 9, 17 and 18 subject to category of ACFT and on first come first served basis. If no PBB stand available, international flights can be parked on stands 1, 2 and 10 thru 16. If international flights are parked on a domestic PBB stand, Avio-Bridge shall not be connected.

All domestic arrivals shall be parked on PBB stands 19 thru 24 subject to category of ACFT and on first come first served basis. If no PBB stand available, domestic flights may park on remote stands 25 thru 28.

Stand 19 is swing-over; can be used for international and domestic flights as well.

2.3.2. TAXI ROUTES

ACFT heading to West part of Northwest apron will taxi via TWY C, T, P and M. When heading to South part of Southeast apron, taxi via TWY K and N.

The following standard taxi routes are defined for arriving ACFT:

Path/ Route	Route Designator	From RWY 10L/R and 28L/R	Path/ Route	Route Designator	From RWY 10L/R and 28L/R
01	A1	TWYs A-K-C-Q-T-P-M	16	F1	TWYs F-K-T-P-M
02	A2	TWYs A-K-N	17	F2	TWYs F-K-N
03	A3	TWYs A-K-G	18	F3	TWYs F-K-G
04	B1	TWYs B-L-K-C-Q-T-P-M	19	G1	TWYs G-K-T-P-M
05	B2	TWYs B-L-K-N	20	G2	TWYs G-K-N
06	B3	TWYs B-L-K-G	21	G3	TWY G
07	C1	TWYs C-Q-T-P-M	22	H1	TWYs H-K-T-P-M
08	C2	TWYs C-K-N	23	H2	TWYs H-K-N
09	C3	TWYs C-K-G	24	H3	TWYs H-K-G
10	D1	TWYs D-C-Q-T-P-M	25	J1	TWYs J-K-T-P-M
11	D2	TWYs D-C-K-N	26	J2	TWYs J-K-N
12	D3	TWYs D-C-K-G	27	J3	TWYs J-K-G
13	E1	TWYs E-F-K-T-P-M	28	L1	TWYs L-K-C-Q-T-P-M
14	E2	TWYs E-F-K-N	29	L2	TWYs L-K-N
15	E3	TWYs E-F-K-G	30	L3	TWYs L-K-G

During operation on RWY 10L/28R the TWY lights of connecting TWYs of the two RWYs will remain off.

OPIS/ISB

+ JEPPESEN

ISLAMABAD, PAKISTAN

ISLAMABAD INTL

18 MAY 18

20-1P2

.Eff.24.May.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

- Contact GND for push-back/start-up 5 minutes before ready.
- Start-up approval will remain valid for 5 minutes. In case of delay, fresh approval shall be obtained.
- ACFT may start one engine on idle power at bay, rest start-up will be completed on TWY.
- Push-back and pull forward to abeam parking position before taxi.
- Departures from stands 1 and 2 will push back facing West and taxi out via TWY F.
- Departures from stand 3 may push back facing West or East subject to traffic condition.
- Departures from stands 4 thru 12 will push back facing East or Northeast (as the case may be) and align themselves along TWY centerline abeam to their parking stand.
- Departures from stands 13 thru 28 will push back and pull forward facing South or Southwest and align themselves along TWY M centerline abeam to their parking stand.
- When ready for taxi contact GND for taxi instructions.
- Departures from South and East apron will use TWYs N, F and K towards RWY in use.
- Departures from West apron will use TWYs M, T and K towards RWY in use.
- Expect instruction to change to TWR frequency while approaching RWY, comply without delay.
- Hold at CAT II/IIIB holding positions until further taxi/line-up clearance obtained.

The following standard taxi routes are defined for departing ACFT:

Route Designator	Departure from RWY 28L/R	Route Designator	Departure from RWY 10L/R
TR1	TWYs M-T-K-J	TR4	TWYs M-T-K-A
TR2	TWYs N-F-K-J	TR5	TWYs N-F-K-A
TR3	TWYs G-K-J	TR6	TWYs G-K-A

3.2. RWY OPERATIONS

All departures are required to follow published procedures to stay clear of Murat Hill and Qasim Airfield traffic circuit.

Departures from RWY 28L/R are not permitted to turn right.

3.3. DEPARTURE RESTRICTIONS

Departure from RWYS 28L/R is not permitted to turn RIGHT.

All departure from RWYs 10L/R and 28L/R are required to follow published procedures to stay clear of Murat Hill and Qasim circuit.

OPIS/ISB

ISLAMABAD INTL

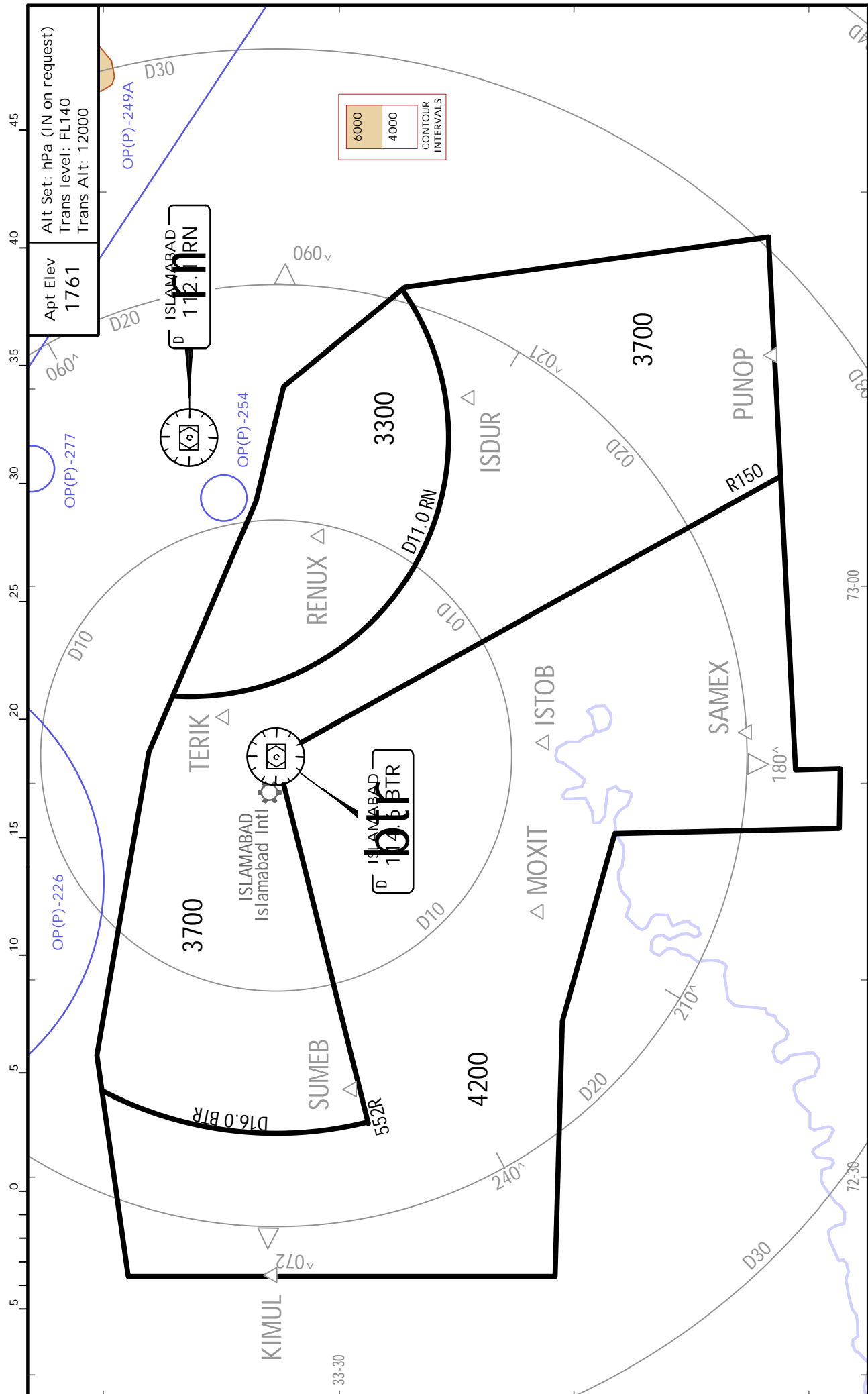
21 FEB 25

JEPPESSEN

20-1R

ISLAMABAD, PAKISTAN

.RADAR.MINIMUM.ALTITUDES.



OPIS/ISB
ISLAMABAD INTL

**JEPPESEN**

ISLAMABAD, PAKISTAN

25 AUG 23

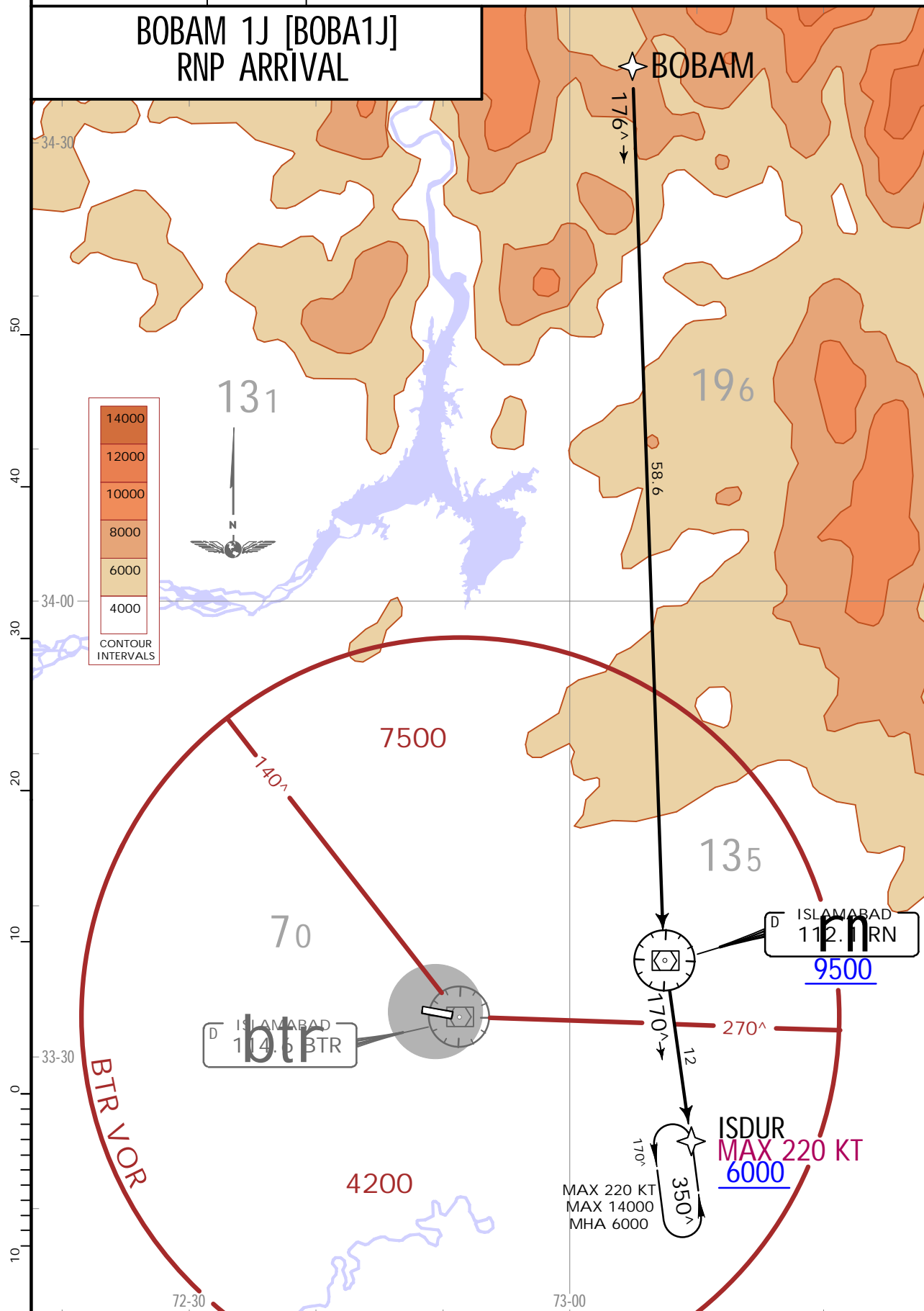
20-2

Eff. 7. Sep.

.RNAV.STAR.

D-ATIS 126.2	Apt Elev 1761	Alt Set: hPa (IN on request) Trans level: FL140
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

BOBAM 1J [BOBA1J]
RNP ARRIVAL



ROUTING

To RN, to ISDUR, descend to ATC assigned level.

OPIS/ISB
ISLAMABAD INTL

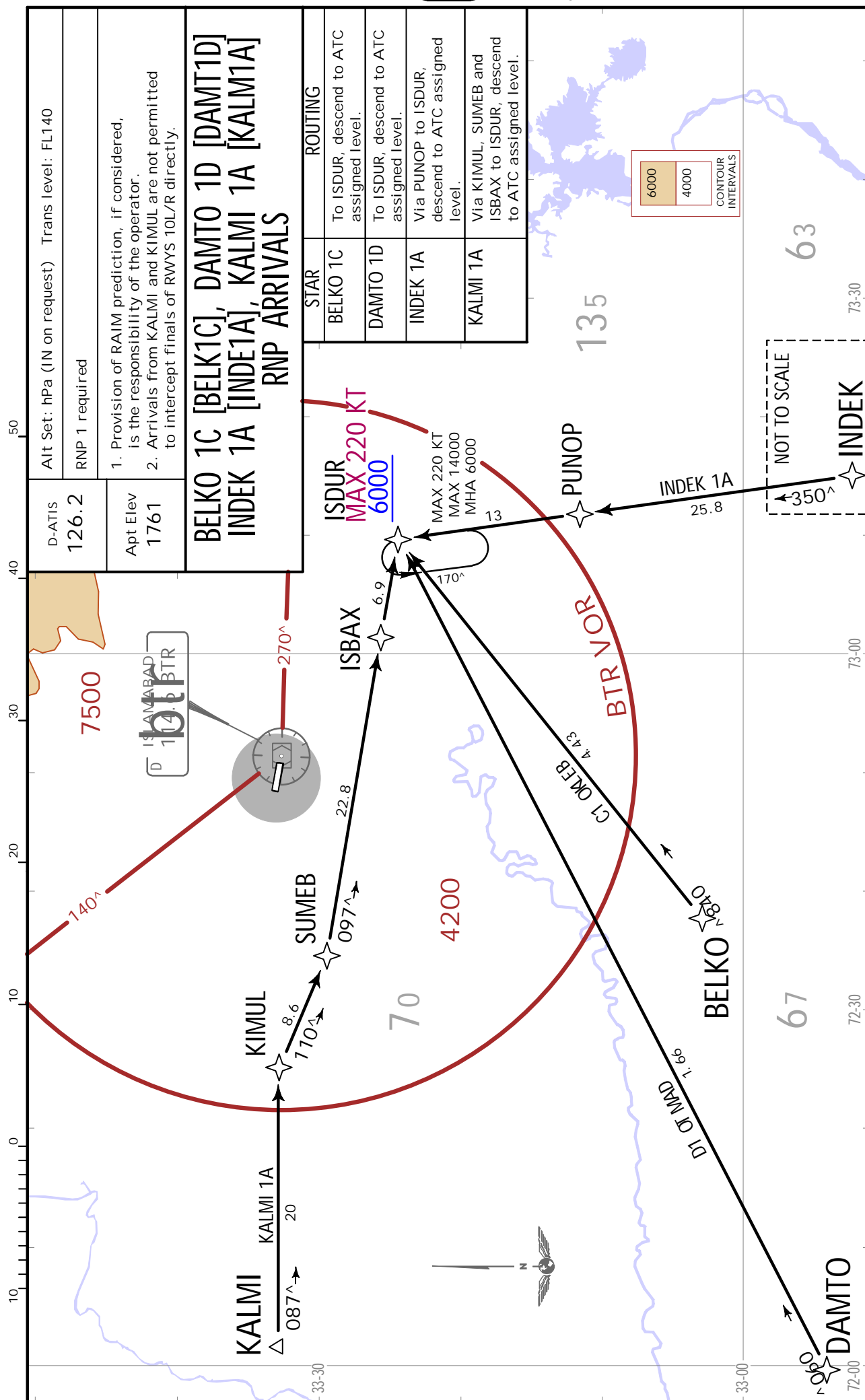
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(20-2A)

.Eff.7.Sep.

ISLAMABAD, PAKISTAN

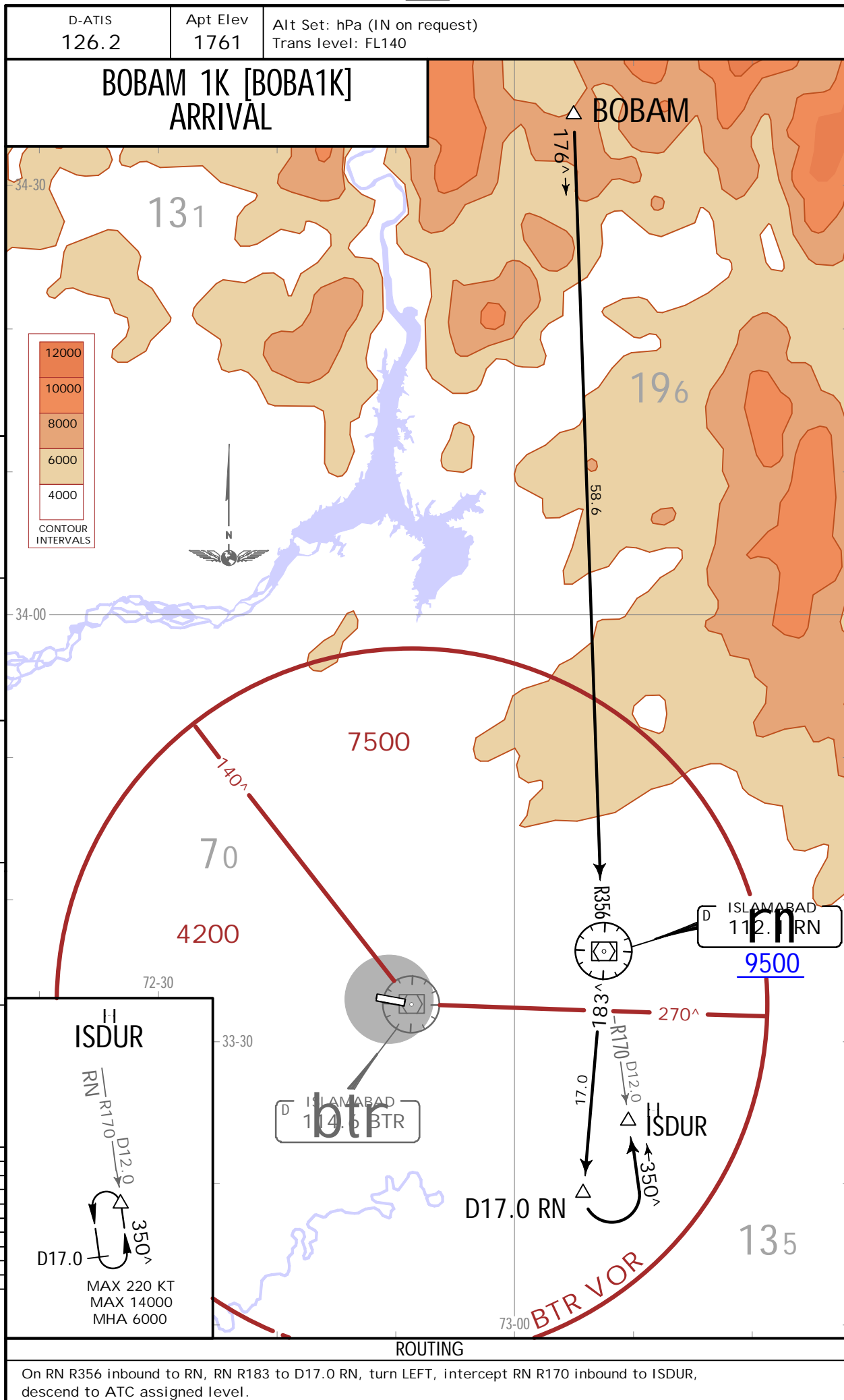
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OPIS/ISB
ISLAMABAD INTL

JEPPESSEN 19
25 AUG 23 (20-2B).Eff.7.Sep.

ISLAMABAD, PAKISTAN
ep. .STAR.



OPIS/ISB

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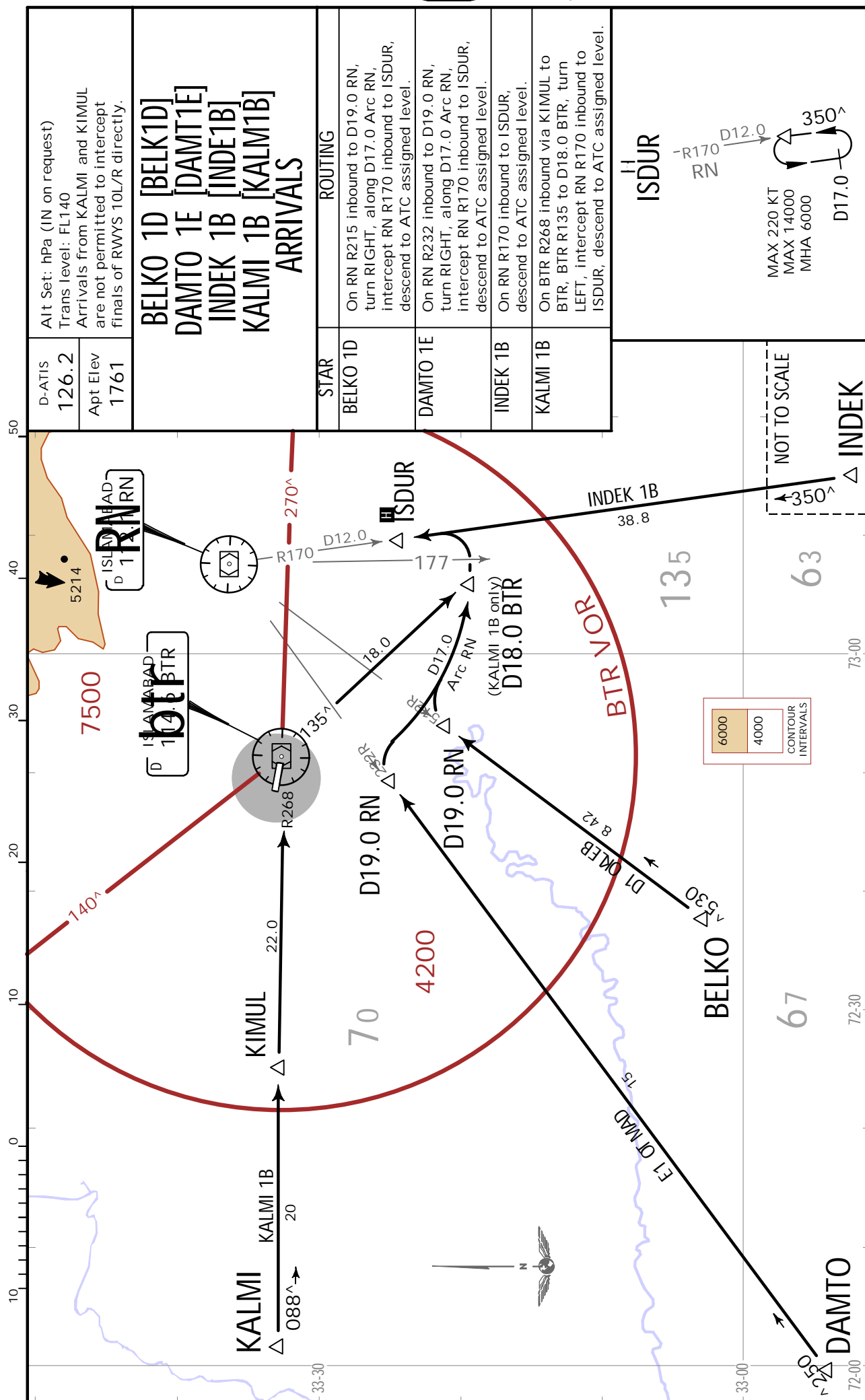
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ISLAMABAD, PAKISTAN

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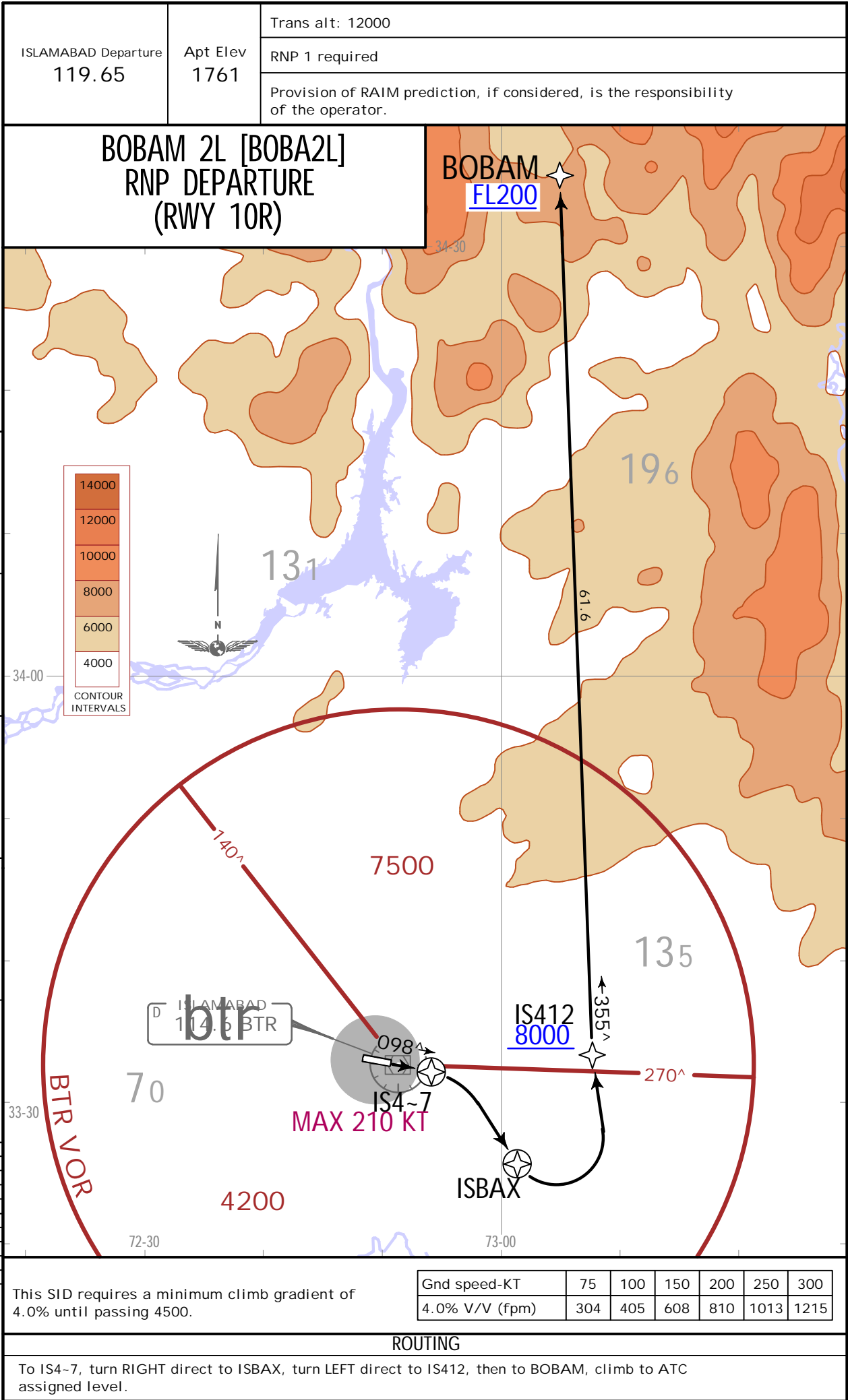


ISLAMABAD, PAKISTAN
.RNAV.SID.

10 FEB 23

20-3

.Eff.23.Feb.



OPIS/ISB

ISLAMABAD INTL

10 FEB 23 **20-3A** .Eff.23.Feb.

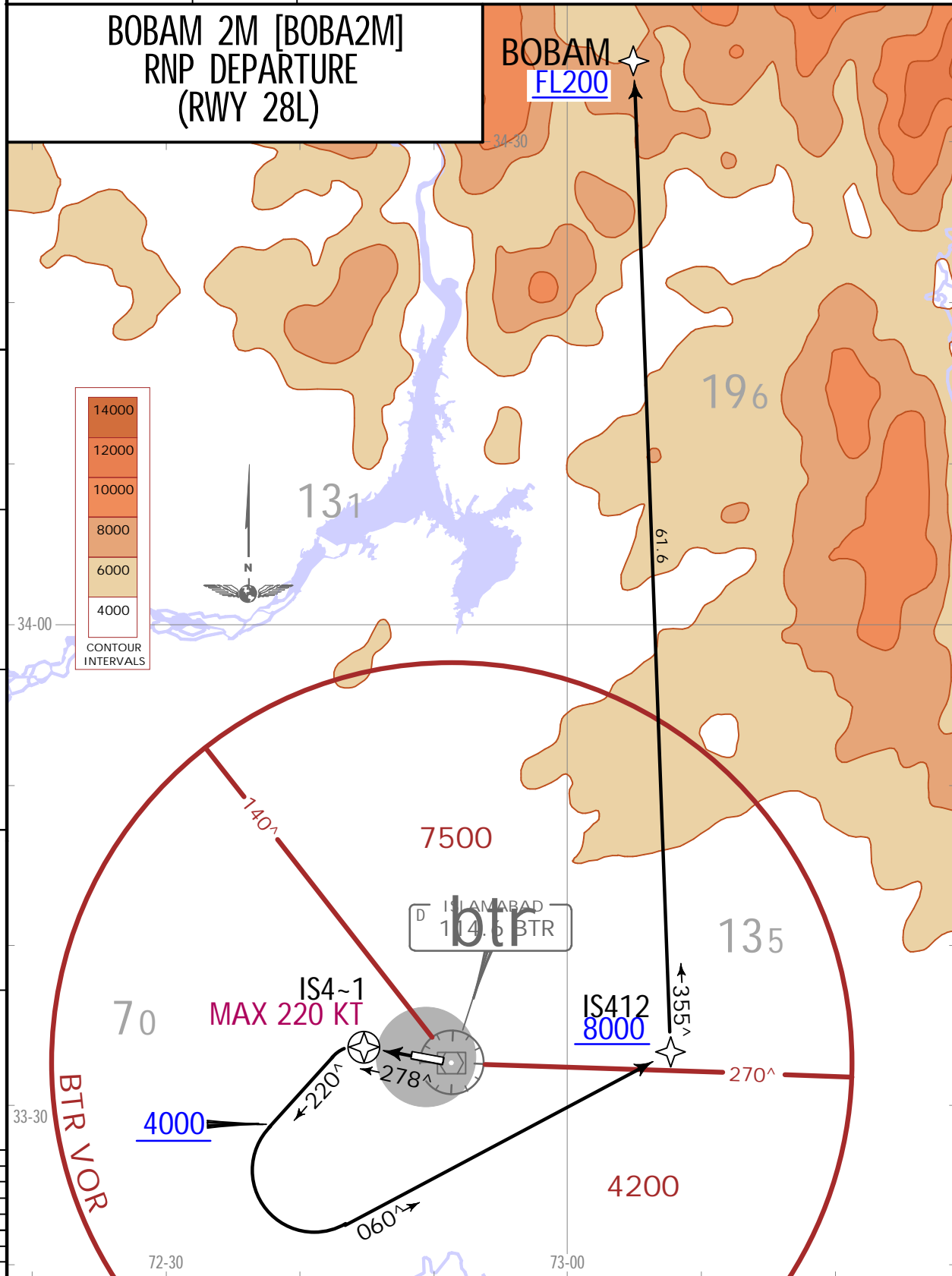
ISLAMABAD, PAKISTAN

.RNAV.SID.

ISLAMABAD Departure 119.65	Apt Elev 1761	Trans alt: 12000
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

**BOBAM 2M [BOBA2M]
RNP DEPARTURE
(RWY 28L)**

BOBAM
FL200



This SID requires a minimum climb gradient of 4.0% until passing 4500.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

ROUTING

To IS4~1, turn LEFT, 220° track, when passing 4000 turn LEFT, 060° track to IS412, turn LEFT to BOBAM, climb by ATC.

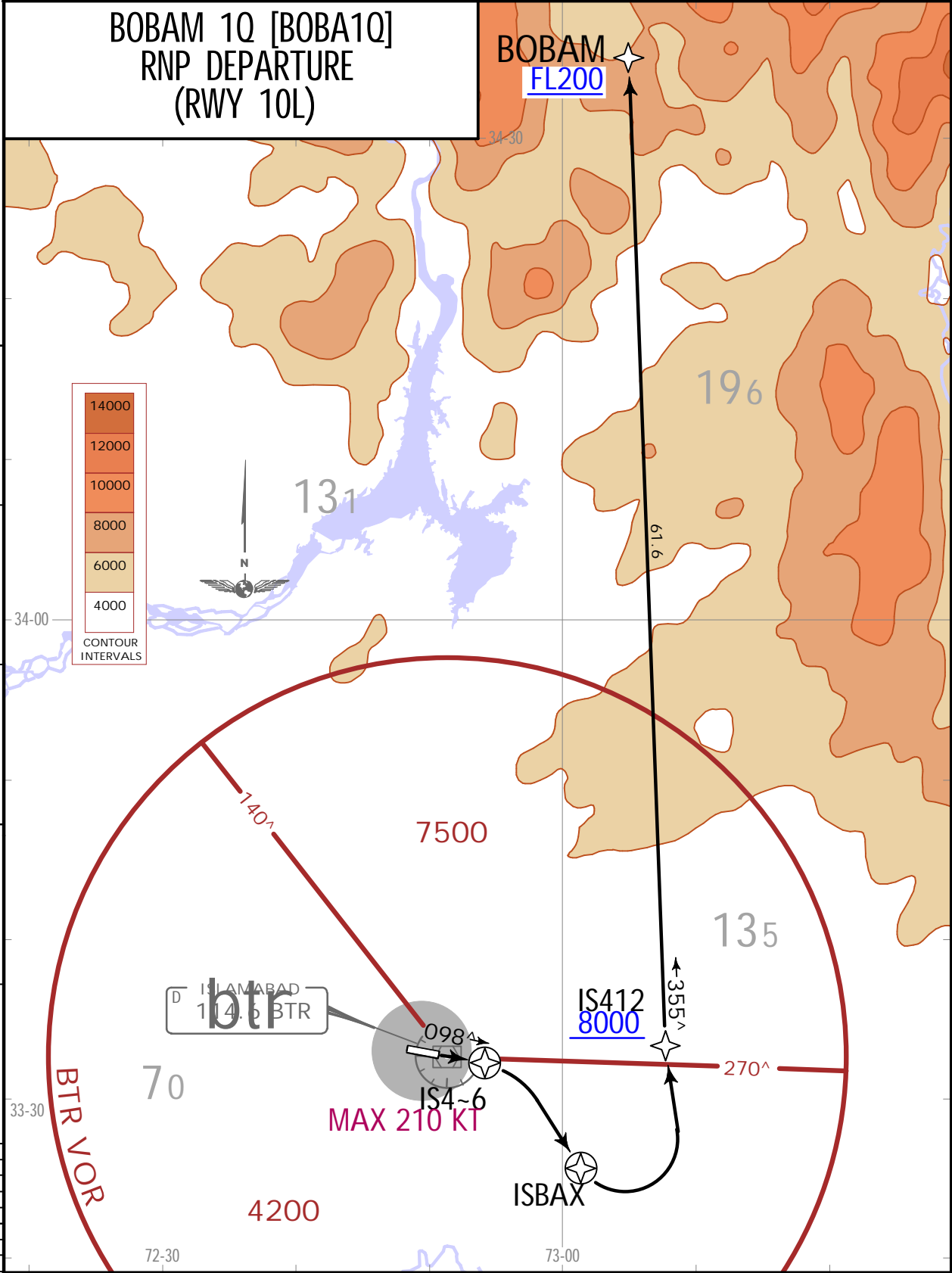
OPIS/ISB
ISLAMABAD INTL



ISLAMABAD, PAKISTAN
.RNAV.SID.

10 FEB 23 (20-3B) .Eff.23.Feb.

ISLAMABAD Departure 119.65	Apt Elev 1761	Trans alt: 12000
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.



This SID requires a minimum climb gradient of 4.0% until passing 4500.	Gnd speed-KT					
	4.0% V/V (fpm)					
	75	100	150	200	250	300
	304	405	608	810	1013	1215

ROUTING

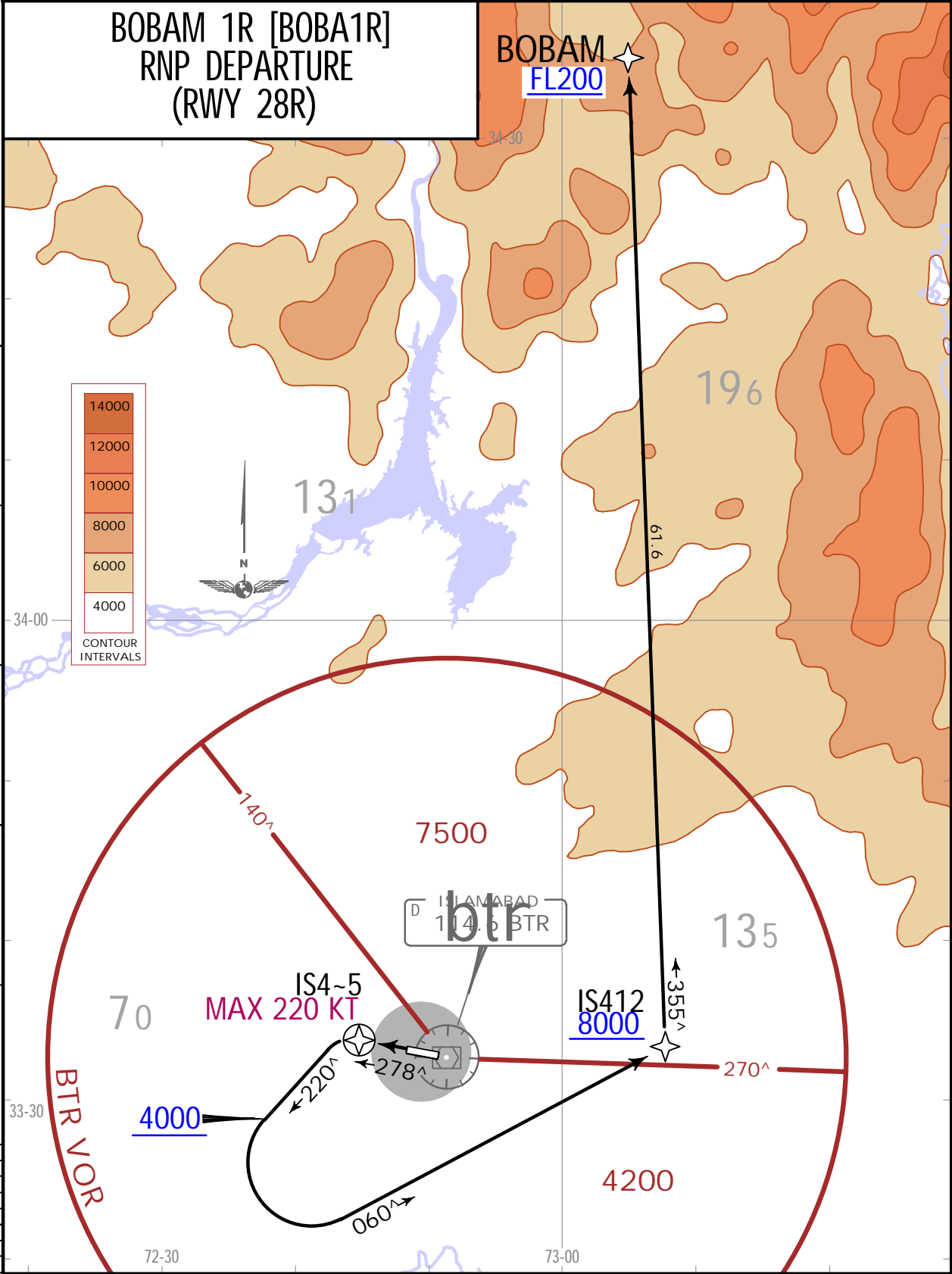
To IS4-6, turn RIGHT direct to ISBAX, turn LEFT direct to IS412, then to BOBAM, climb to ATC assigned level.

OPIS/ISB
ISLAMABAD INTL

JEPPESSEN
10 FEB 23 (20-3C) .Eff.23.Feb.

ISLAMABAD, PAKISTAN
.RNAV.SID.

ISLAMABAD Departure 119.65	Apt Elev 1761	Trans alt: 12000
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.



This SID requires a minimum climb gradient of 4.0% until passing 4500.						
ROUTING						
To IS4~5, turn LEFT, 220° track, when passing 4000 turn LEFT, 060° track to IS412, turn LEFT to BOBAM, climb by ATC.						

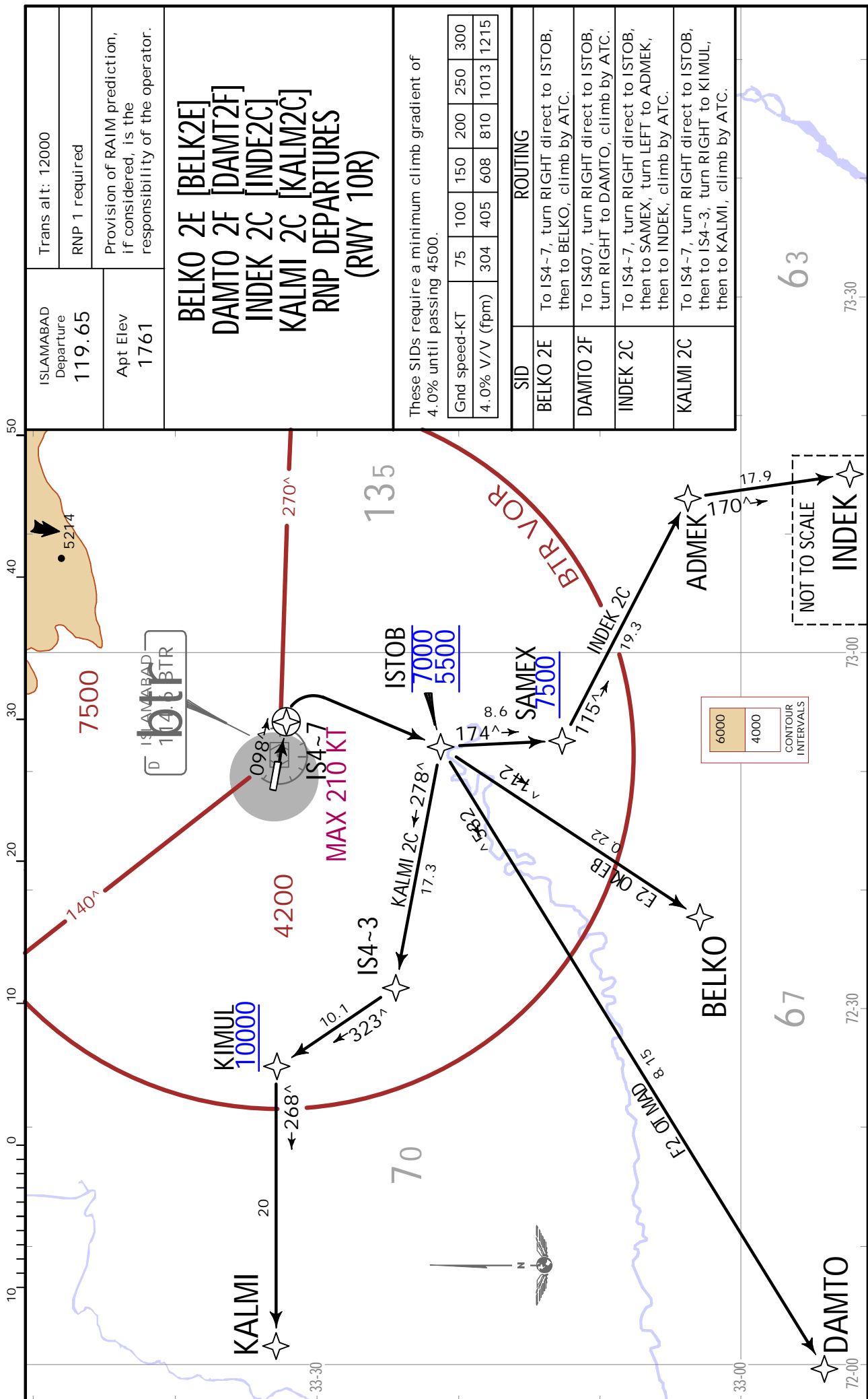
OPIS/ISB
ISLAMABAD INTL

JEPPESSEN

ISLAMABAD, PAKISTAN
.RNAV.SID.

16 JUN 23

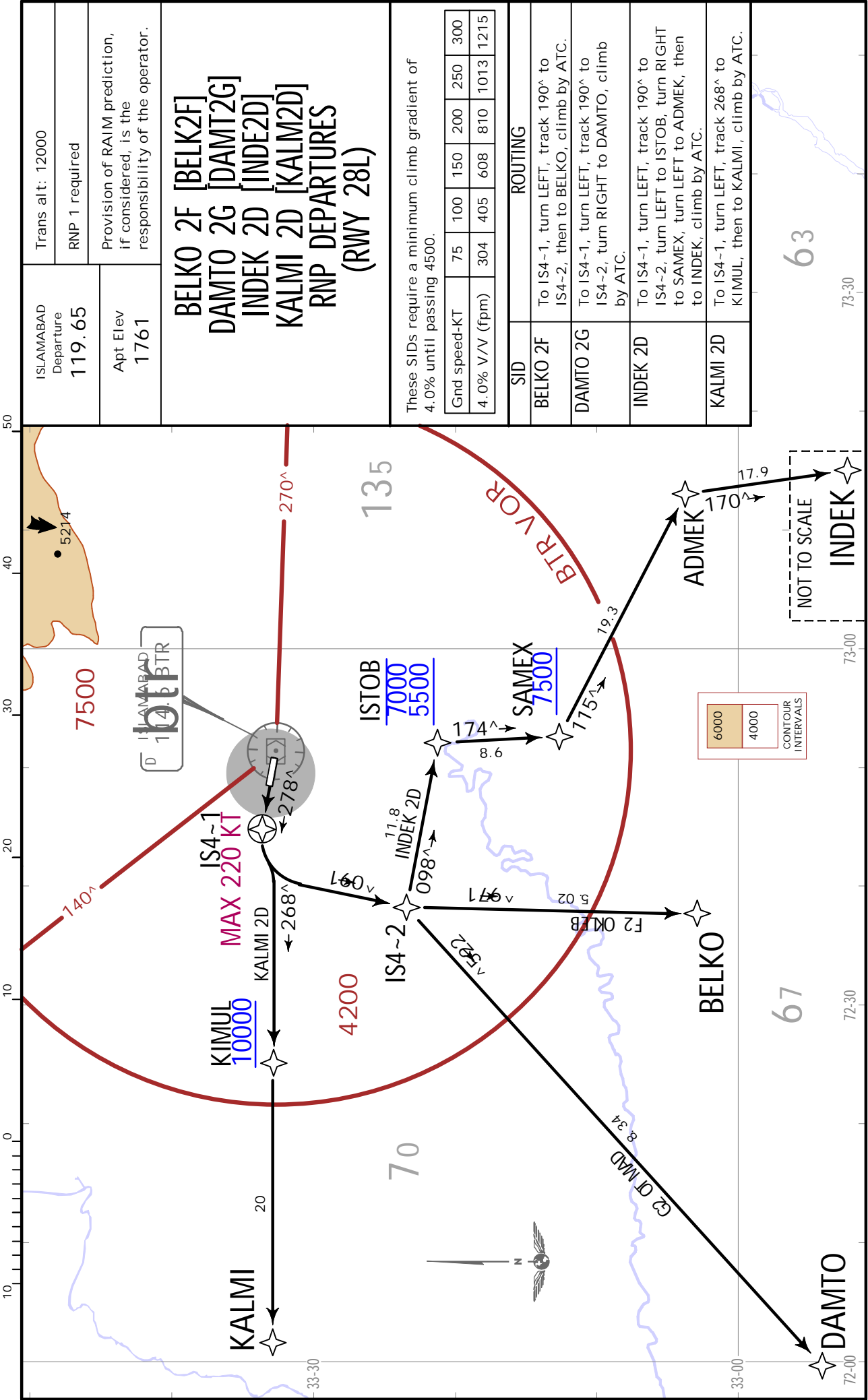
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OPIS/ISB
ISLAMABAD INTL

16 JUN 23
20-3E

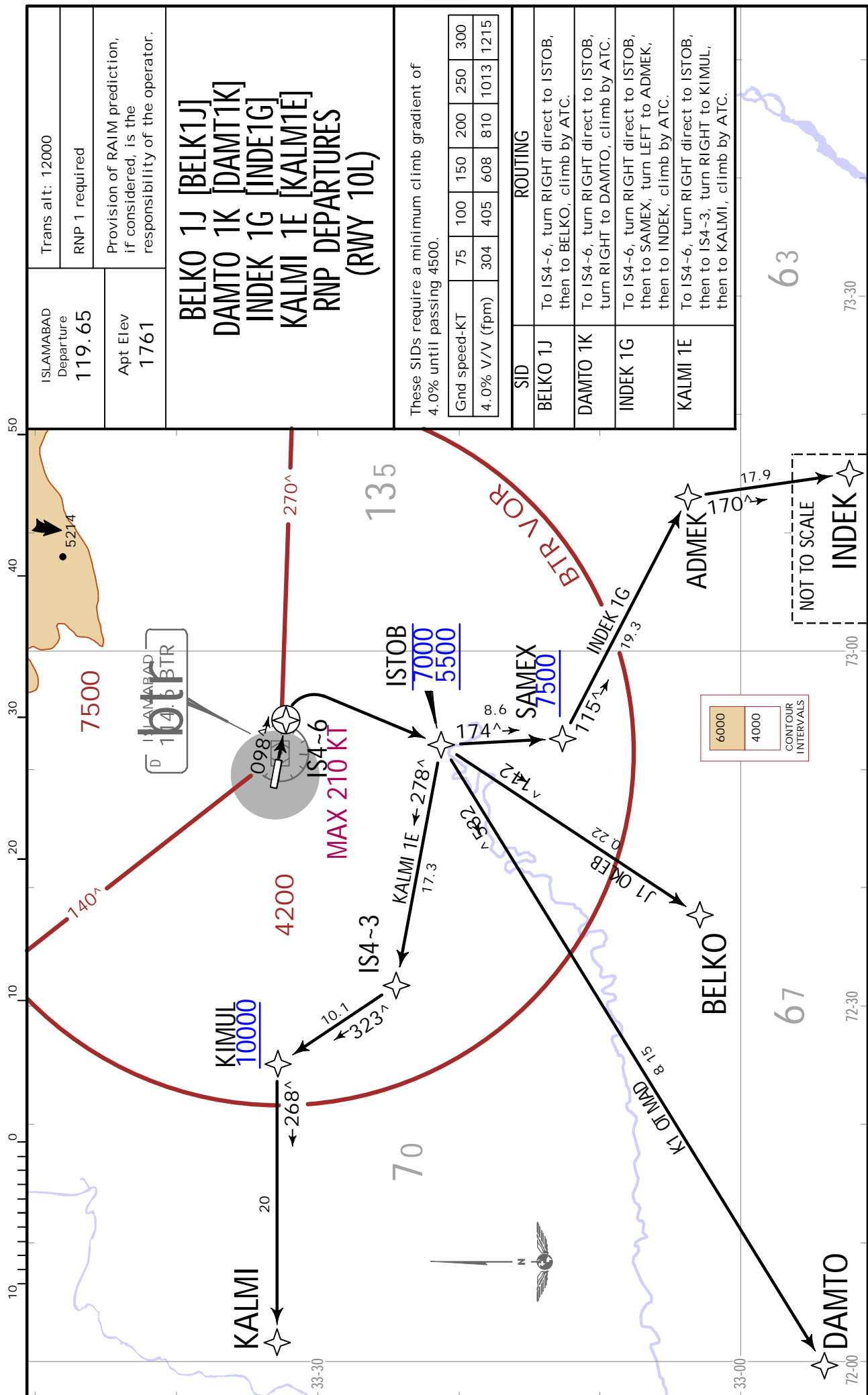
ISLAMABAD, PAKISTAN
.RNAV.SID.



OPIS/ISB
ISLAMABAD INTL

JEPPESEN
JUN 23 (20-3F)

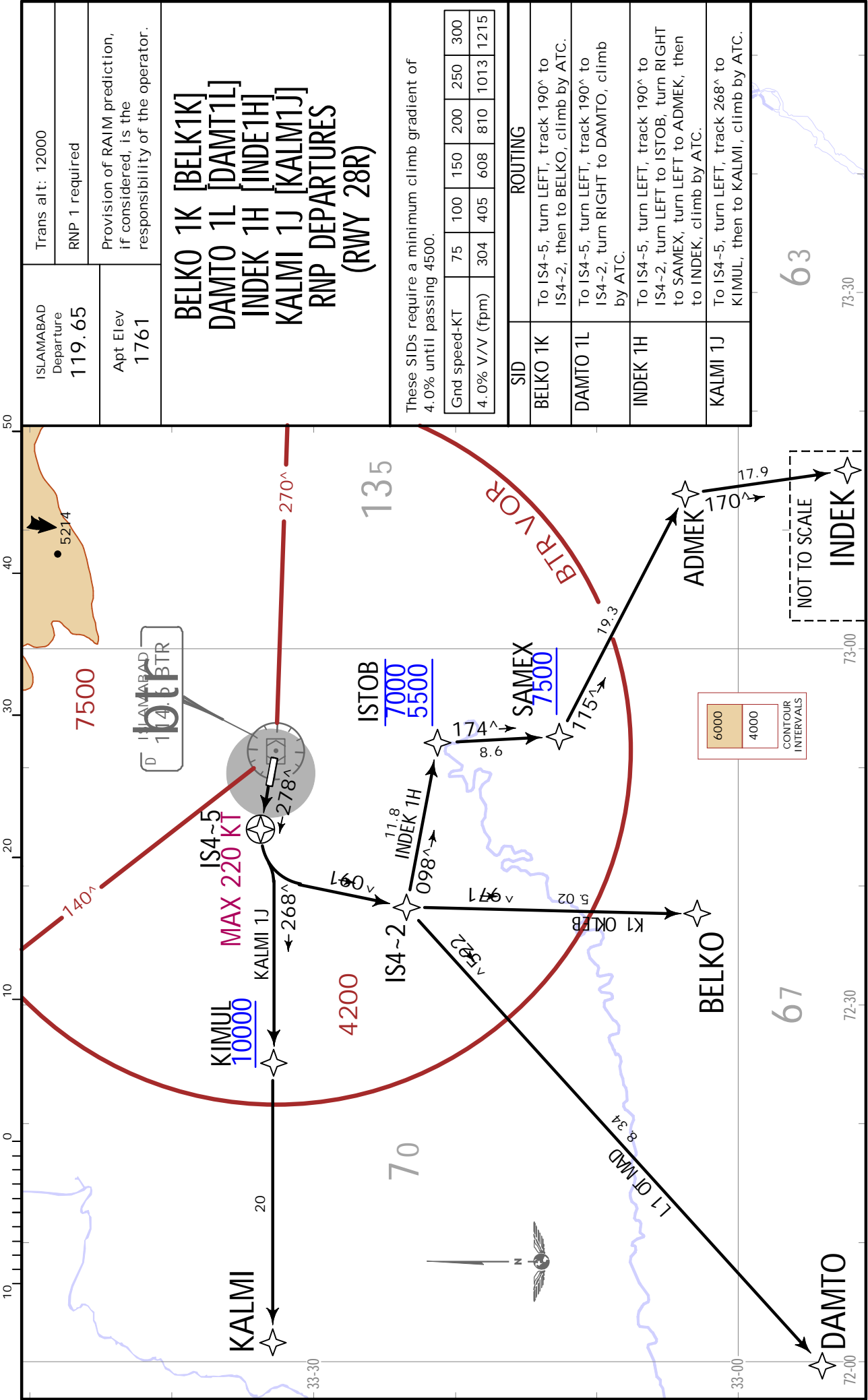
ISLAMABAD, PAKISTAN
.RNAV.SID.



OPIS/ISB
ISLAMABAD INTL

16 JUN 23
20-3G

ISLAMABAD, PAKISTAN
.RNAV.SID.



OPIS/ISB

ISLAMABAD INTL

10 FEB 23 (20-3H) .Eff.23.Feb.

ISLAMABAD, PAKISTAN

.SID.

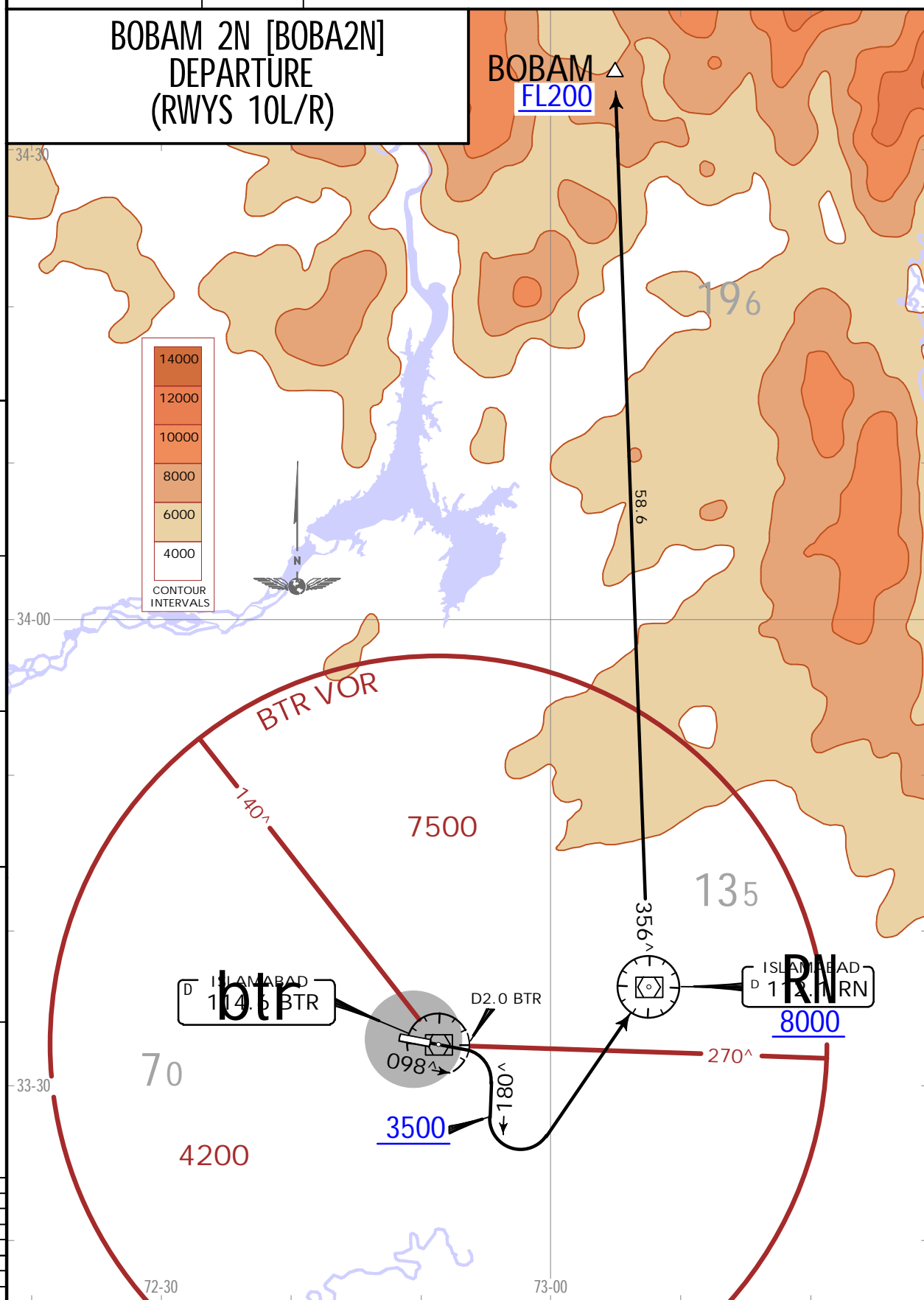
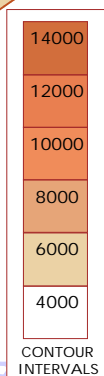
ISLAMABAD Departure
119.65

Apt Elev
1761

Trans alt: 12000

BOBAM 2N [BOBA2N]
DEPARTURE
(RWYS 10L/R)

BOBAM Δ
FL200



This SID requires a minimum climb gradient of 4.0% until passing 4500.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

ROUTING

Climb straight ahead to D2.0 BTR, turn RIGHT, 180° track, when passing 3500 turn LEFT direct to RN, RN R356 to BOBAM, climb by ATC.

OPIS/ISB
ISLAMABAD INTL

**JEPPesen**

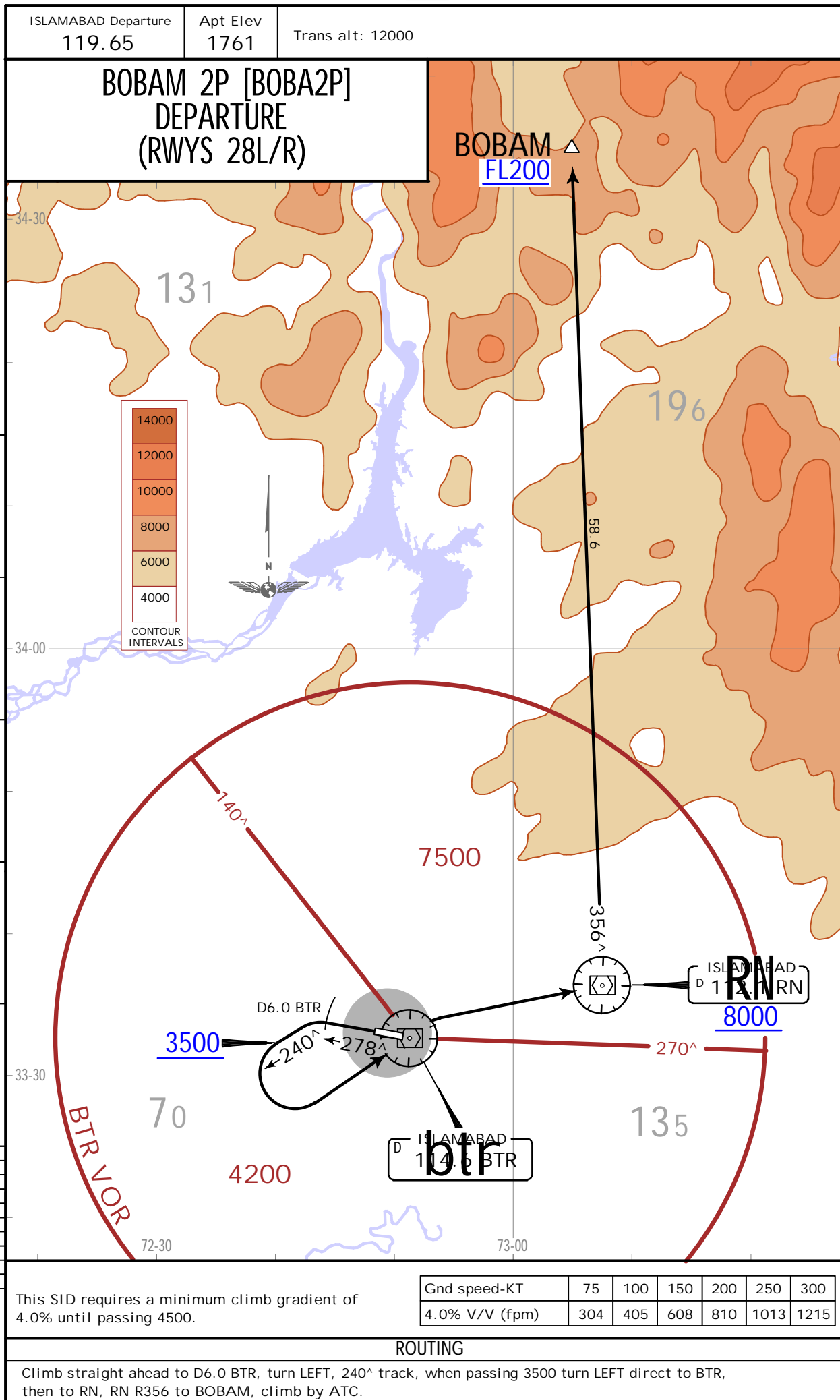
ISLAMABAD, PAKISTAN

10 FEB 23

(20-3J)

.Eff.23.Feb.

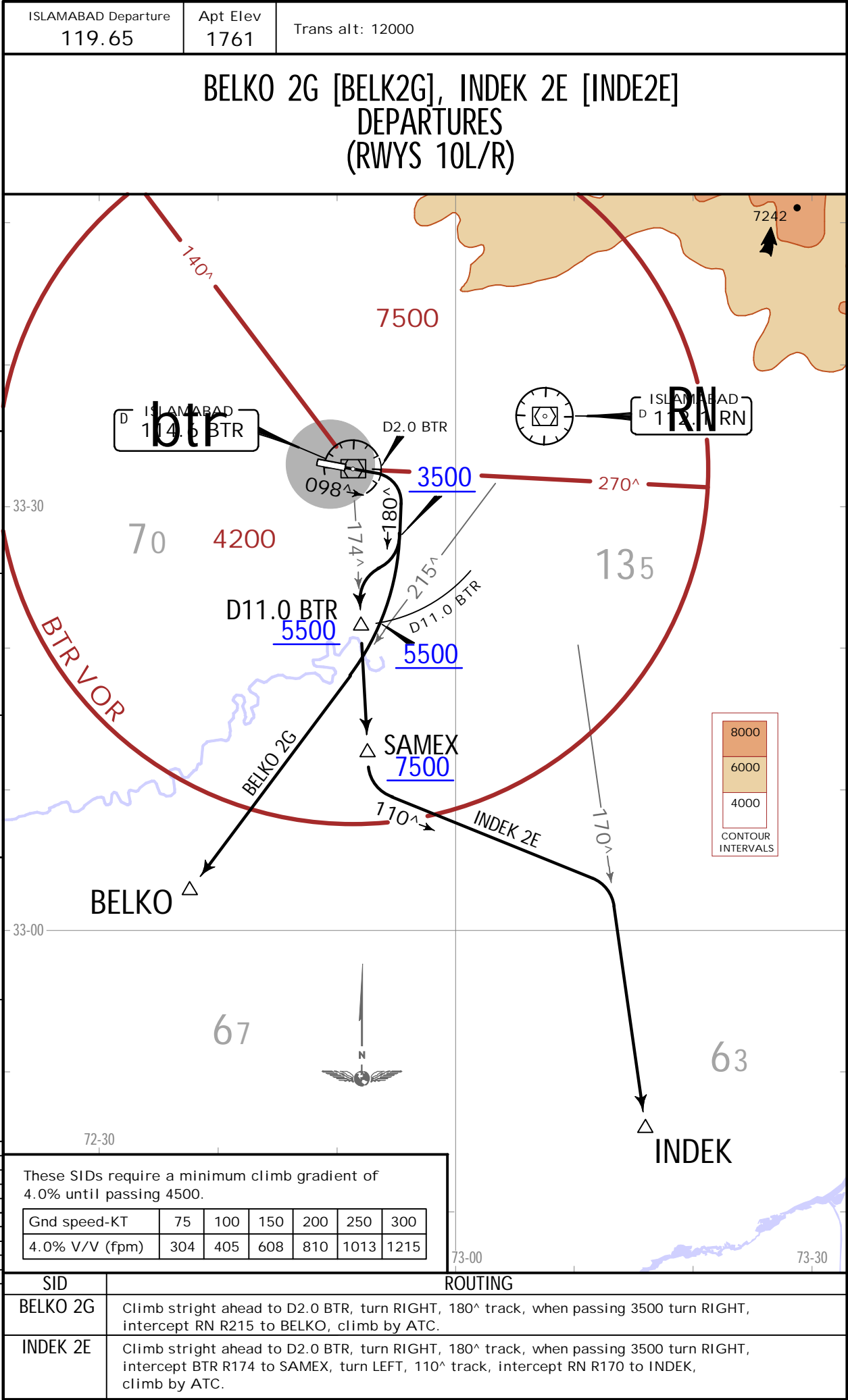
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ISLAMABAD INTL

JEPPESSEN
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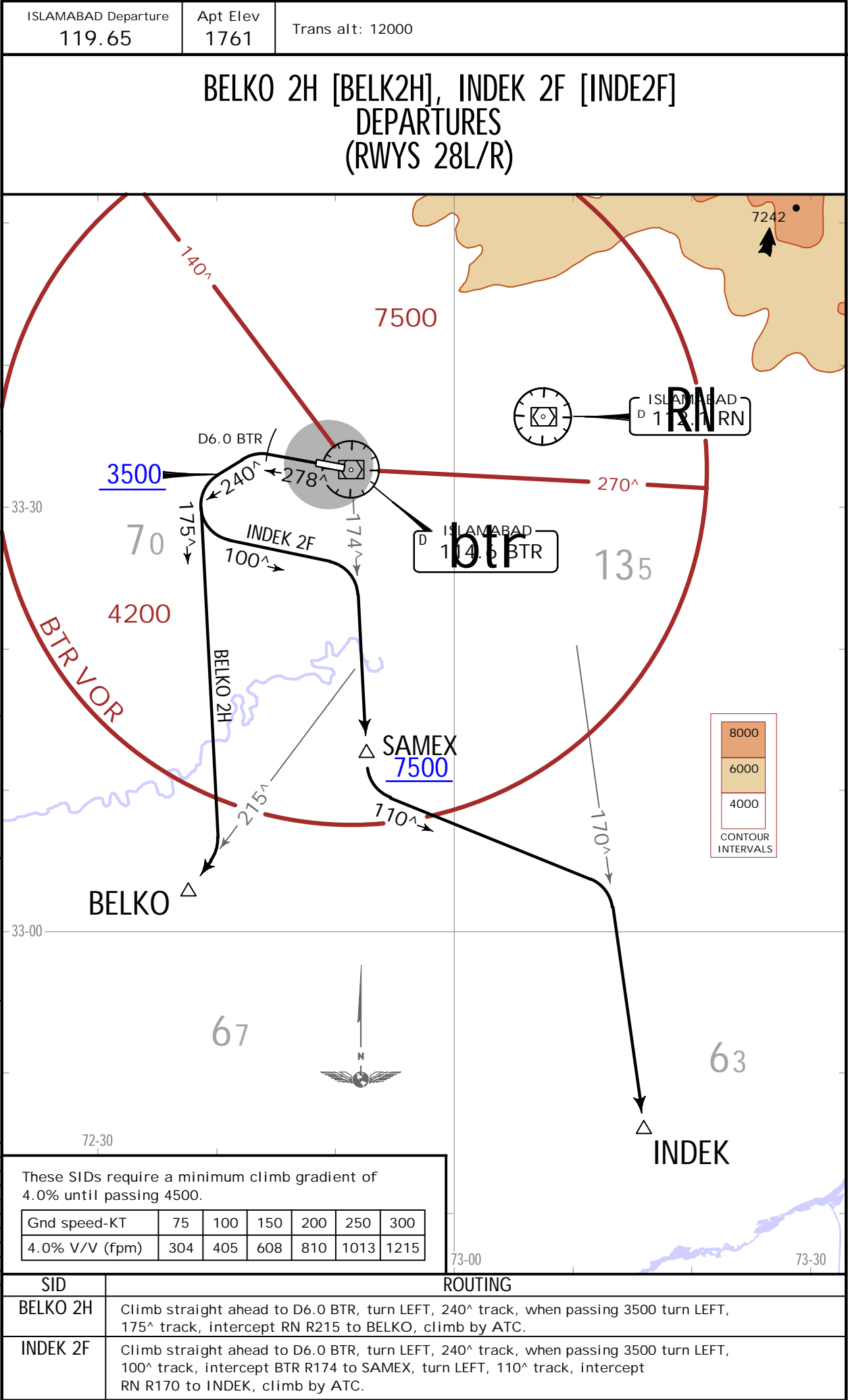
ISLAMABAD, PAKISTAN
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OPIS/ISB
ISLAMABAD INTL

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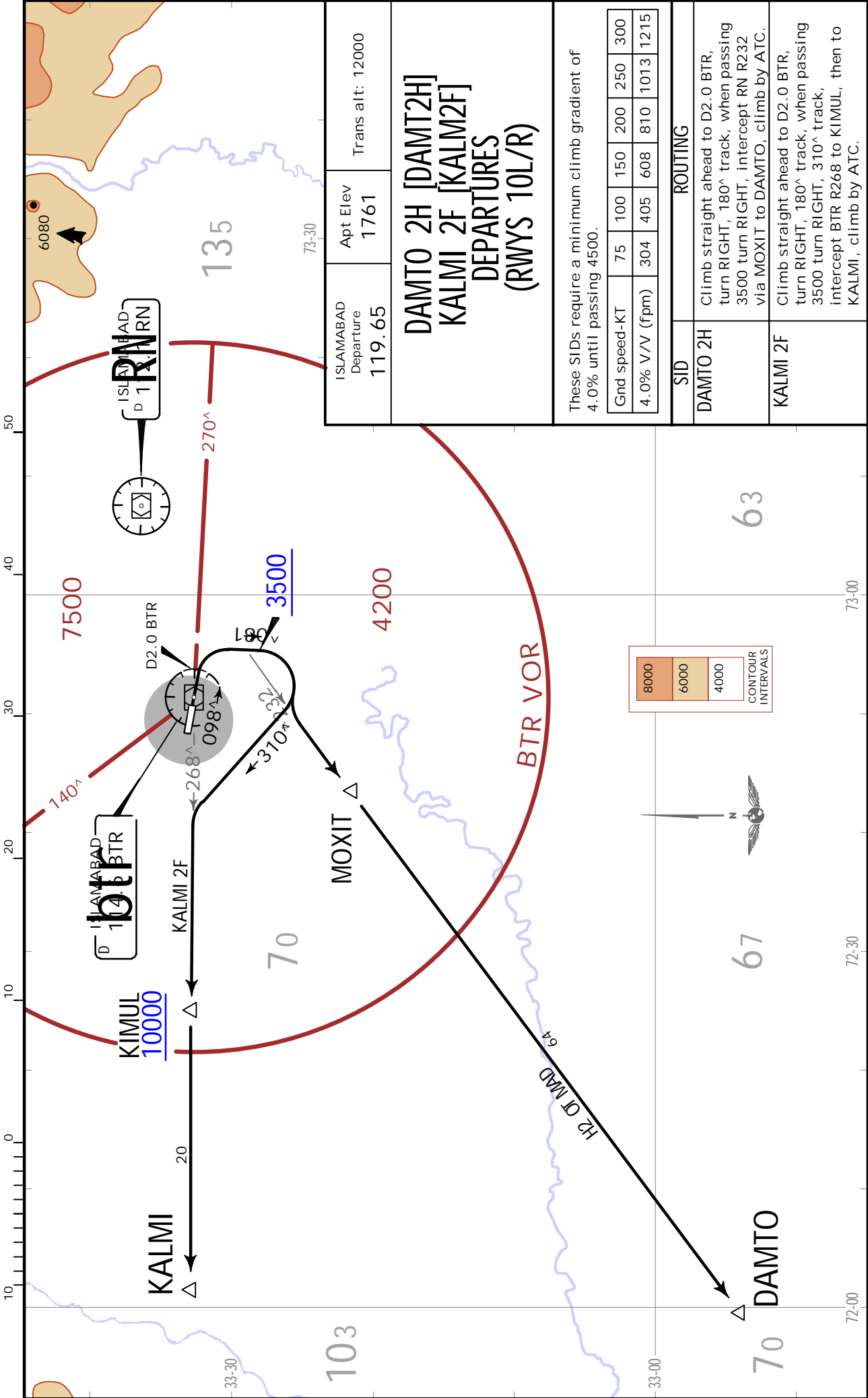
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OPIS/ISB
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16 JUN 23 20-3M

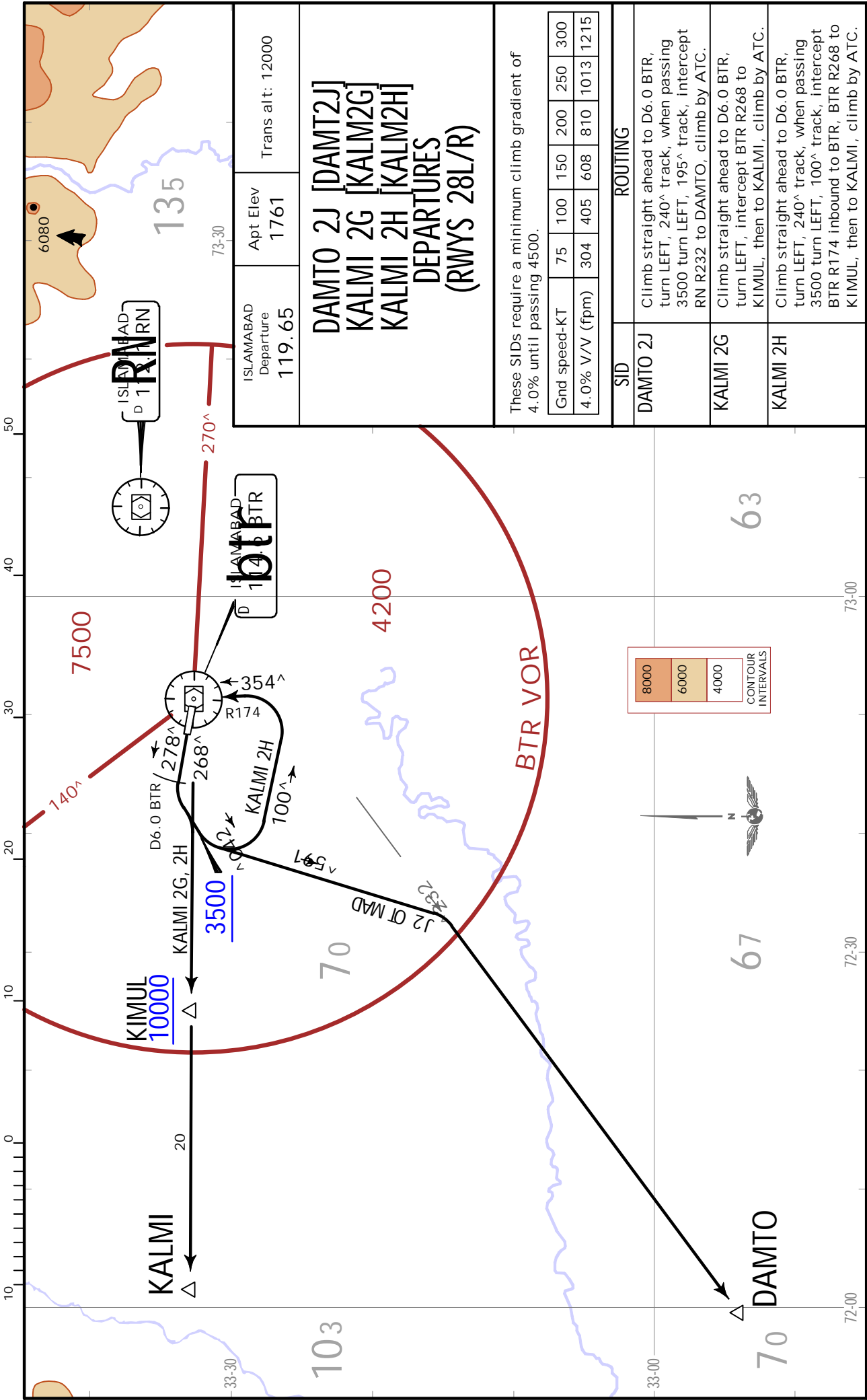
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.SID.



OPIS/ISB
ISLAMABAD INTL

JEPPESSEN
16 JUN 23 20-3N

ISLAMABAD, PAKISTAN
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OPIS/ISB

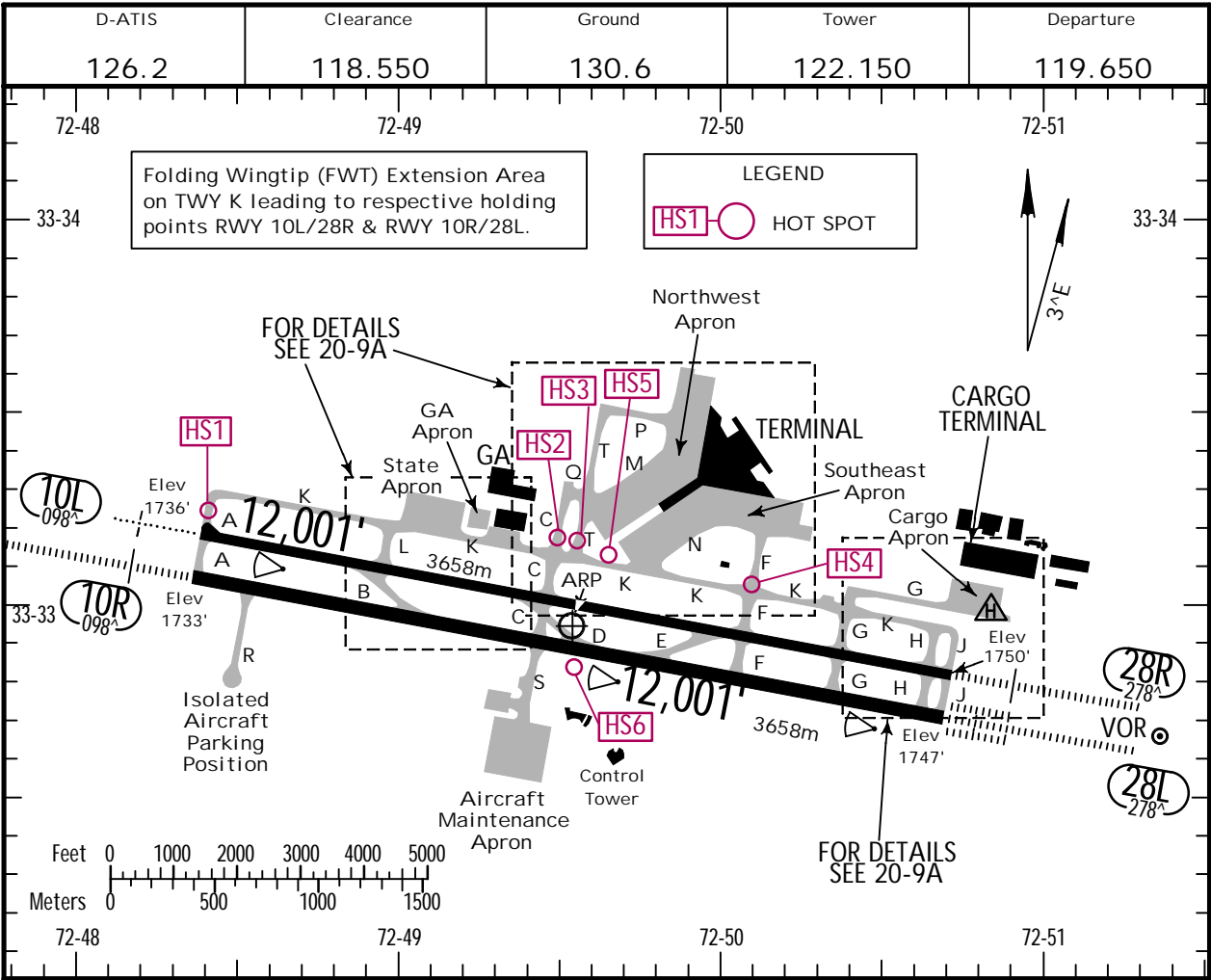
Apt Elev 1761'
N33 32.9 E072 49.5

JEPPESSEN

11 APR 25 20-9

ISLAMABAD, PAKISTAN

ISLAMABAD INTL



ADDITIONAL RUNWAY INFORMATION								
RWY						USABLE LENGTHS		WIDTH
						Threshold	Glide Slope	
10L 28R	HIRL (60m) HIALS PAPI-L(3.0^)							148' 45m
10R 28L	HIRL (60m) CL (15m) HIALS SFL PAPI (3.0^)						11,029' 3362m	197'
	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI 1 RVR						11,089' 3380m	60m

1 Angle 3.0°

HOT SPOTS

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

- HS1** Acft and vehicles entering or evacuating the RWYs via TWY A. Exercise CAUTION due to potential conflicts in this area.
- HS2** Junction of TWYs C and K. Exercise CAUTION due to potential movement of acft and vehicles in this area.
- HS3** Junction of TWYs T and K. This is the shortest taxi route to the North West Apron. Exercise CAUTION due to the movement of acft and vehicles. Special care shall be exercised during low visibility.
- HS4** Junction of TWYs F and K. This is a frequently used and shortest taxi route. Exercise CAUTION due to the potential of acft and vehicle movements.
- HS5 HS6** Vehicular track. Exercise CAUTION as vehicles may cross or enter the RWYs and TWYs.

Std.

TAKE-OFF

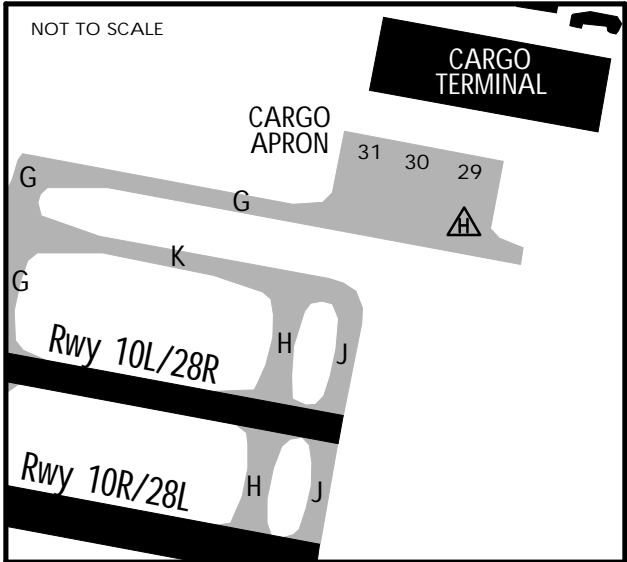
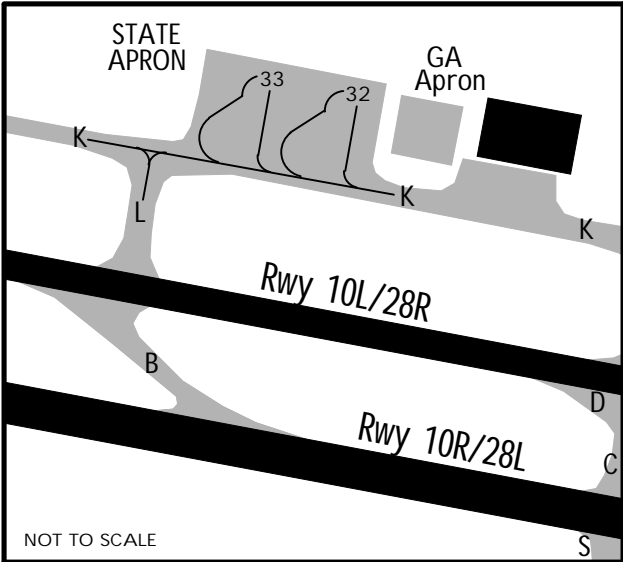
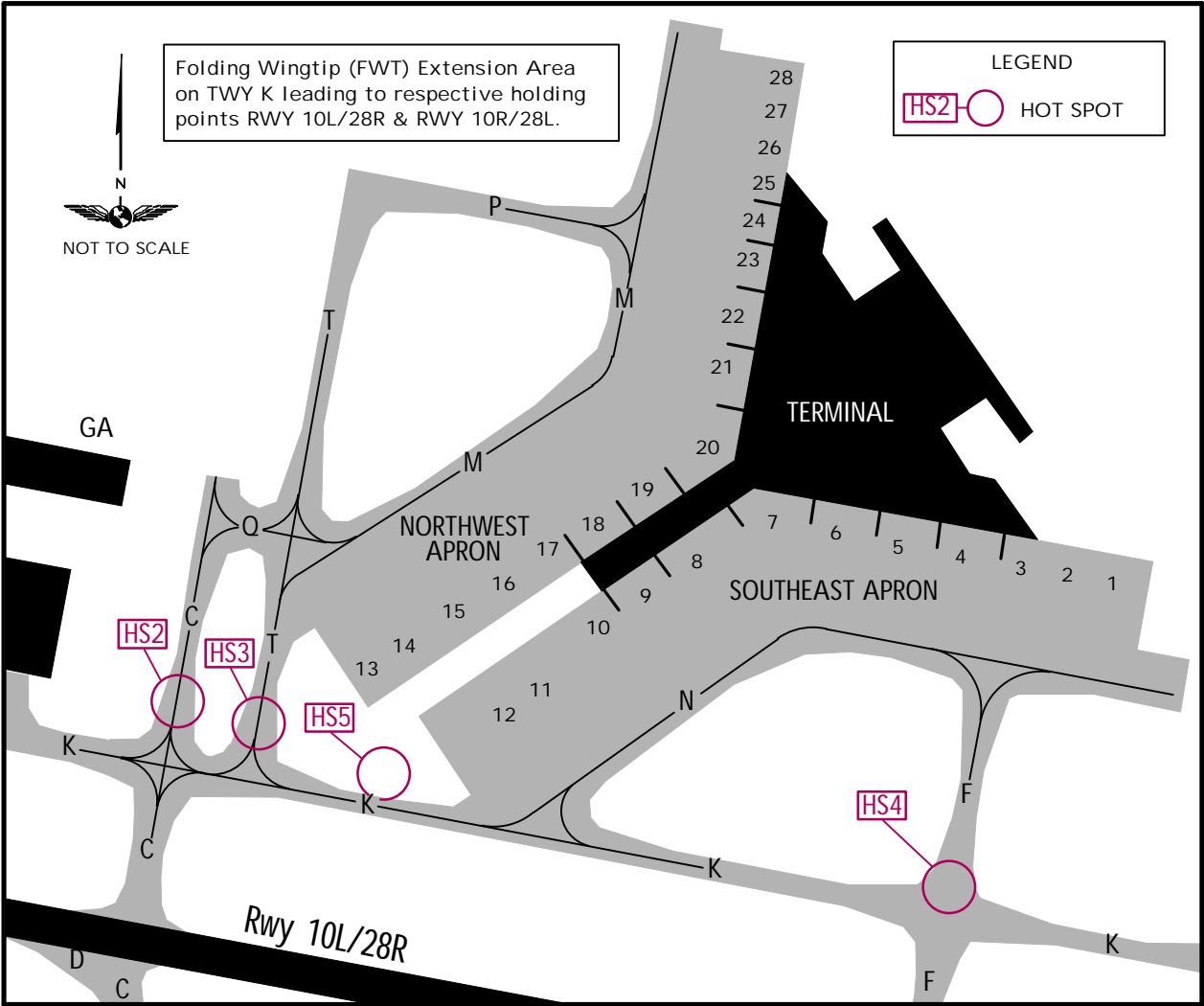
1 HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM		RL or CL		RL or RCLM		Adequate Vis Ref	
			DAY		NIGHT		DAY		DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m		R/V500m		NA	

1 RWY 28L: TDZ/Mid/Rollout R75m with approved lateral guidance system.

OPIS/ISB

JEPPesen
11 APR 25 (20-9A)

ISLAMABAD, PAKISTAN
ISLAMABAD INTL



INS COORDINATES

STANDS	COORDINATES	STANDS	COORDINATES
1	N33 33.2 E072 50.2	14, 15	N33 33.2 E072 49.7
2	N33 33.3 E072 50.2	16	N33 33.3 E072 49.7
3	N33 33.4 E072 50.2	17, 18	N33 33.3 E072 49.8
4, 5	N33 33.3 E072 50.1	19	N33 33.3 E072 49.9
6	N33 33.3 E072 50.0	20 thru 22	N33 33.4 E072 49.9
7, 8	N33 33.3 E072 49.9	23 thru 27	N33 33.5 E072 49.9
9	N33 33.2 E072 49.9	28	N33 33.6 E072 50.0
10, 11	N33 33.2 E072 49.8	29	N33 33.1 E072 50.7
12	N33 33.2 E072 49.7	30, 31	N33 33.0 E072 50.8
13	N33 33.2 E072 49.6	32	N33 33.2 E072 49.2
		33	N33 33.3 E072 49.1

OPIS/ISB



28 OCT 22

20-9S

 EASA AIR OPS
 ISLAMABAD, PAKISTAN
 ISLAMABAD INTL

STRAIGHT-IN RWY		A	B	C	D
10L	RNP (LNAV/VNAV)	2055' (319') R1000m	2055' (319') R1000m	2055' (319') R1000m	2055' (319') R1000m
	ALS out	R1400m	R1400m	R1400m	R1400m
	1 RNP (LNAV)	2170' (434') R1500m	2170' (434') R1500m	2170' (434') R1600m	2170' (434') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 VOR	2170' (434') R1500m	2170' (434') R1500m	2170' (434') R1600m	2170' (434') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
10R	ILS Z or Y	1933' (200') 2 R550m	1933' (200') 2 R550m	1942' (209') 2 R550m	1952' (219') 2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or Y	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNP (LNAV/VNAV)	2055' (322') R800m	2055' (322') R800m	2055' (322') R800m	2055' (322') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	1 RNP (LNAV)	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 VOR	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m	2170' (437') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
28L	CAT 3B ILS Z or Y	R100m	R100m	R100m	R100m
	CAT 3A ILS Z or Y	RA50'R200m	RA50'R200m	RA50'R200m	RA50'R200m
	CAT 2 ILS Z or Y	1847' (100') RA113'R300m	1847' (100') RA113'R300m	1847' (100') RA113'R300m	1858' (111') RA124'3 R300m
	ILS Z or Y	1947' (200') R550m	1947' (200') R550m	1947' (200') R550m	1947' (200') R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or Y	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNP (LNAV/VNAV)	2065' (318') 4 R750m	2065' (318') 4 R750m	2065' (318') 4 R750m	2065' (318') 4 R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	1 RNP (LNAV)	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 VOR	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m	2180' (433') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m

1 Continuous Descent Final Approach.

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

3 Without Autoland: R350m.

4 With TDZ & CL & HUD: RVR 700m.

OPIS/ISB



EASA AIR OPS
ISLAMABAD, PAKISTAN
ISLAMABAD INTL

STRAIGHT-IN RWY		A	B	C	D
28R	ILS Z or Y	1950' (200') 2 R550m	1950' (200') 2 R550m	1950' (200') 2 R550m	1950' (200') 2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or Y	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
RNP (LNAV/VNAV)		2065' (315') R750m	2065' (315') R750m	2065' (315') R750m	2065' (315') R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	1 RNP (LNAV)	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 VOR	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m	2180' (430') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m

- 1 Continuous Descent Final Approach.
- 2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CIRCLE-TO-LAND 3	100 KT	135 KT	180 KT	205 KT
	3500' (1739') V1500m	3500' (1739') V1600m	3600' (1839') V2400m	3600' (1839') V3600m

3 Not authorized North of aerodrome.

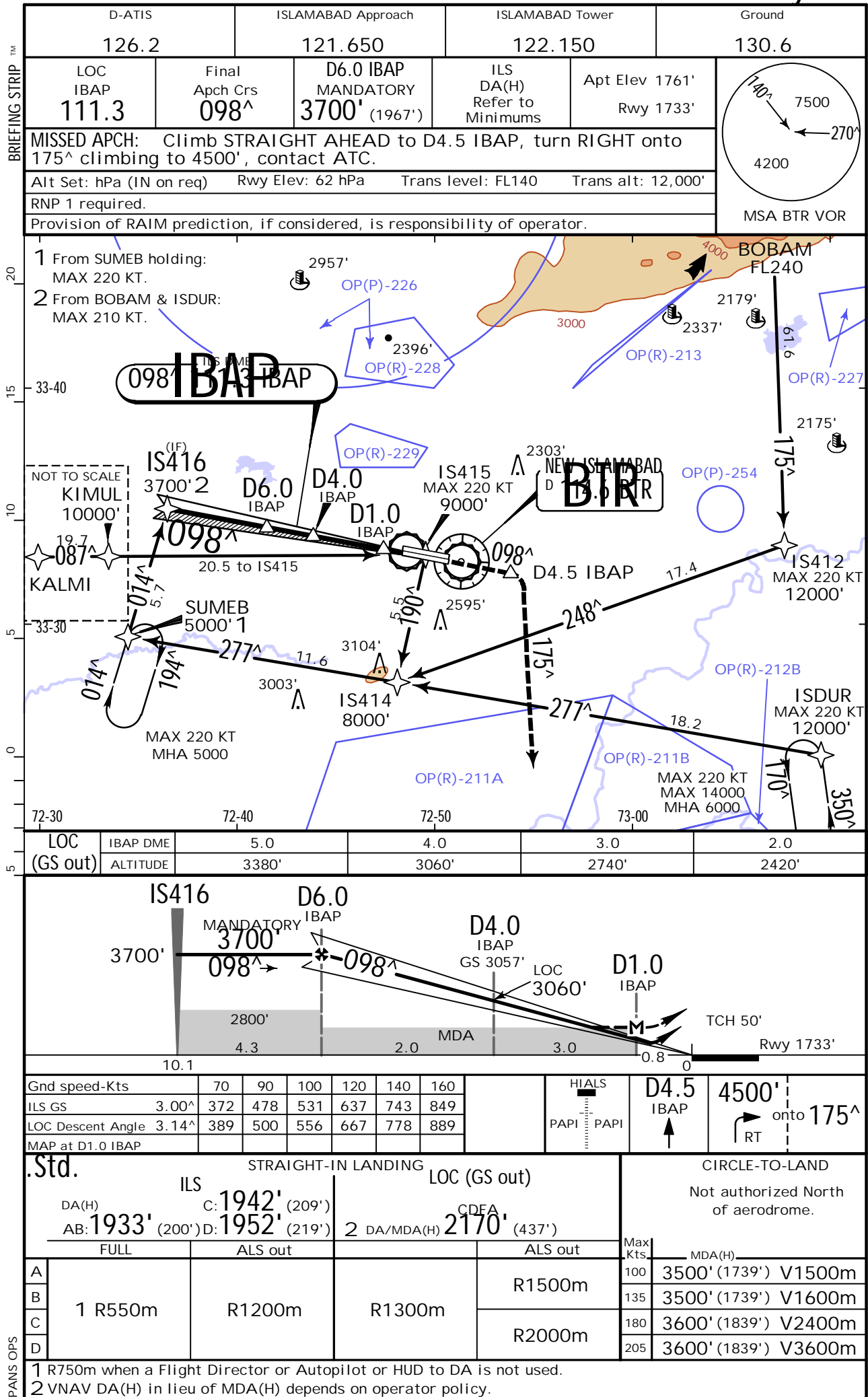
TAKE-OFF								
Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

OPIS/ISB

ISLAMABAD INTL

JEPPESSEN
17 NOV 23 (21-1)

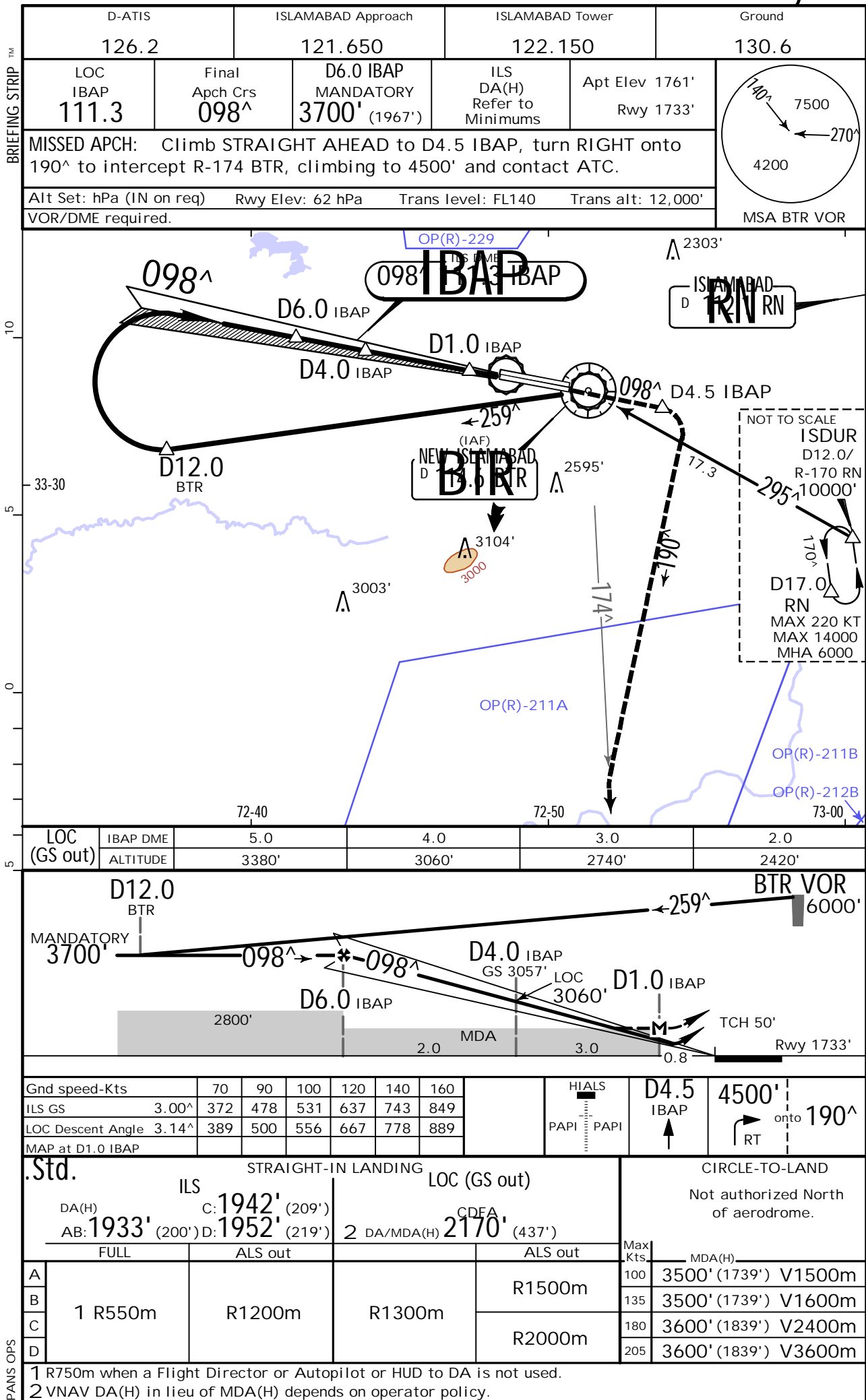
ISLAMABAD, PAKISTAN
ILS or LOC Z Rwy 10R



OPIS/ISB
ISLAMABAD INTL

JEPPESEN
17 NOV 23 (21-2)

ISLAMABAD, PAKISTAN
ILS or LOC 'Y' Rwy 10R



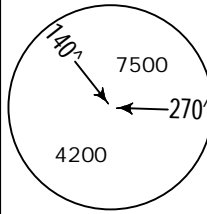
OPIS/ISB
ISLAMABAD INTL

JEPPESSEN
17 NOV 23 (21-3)

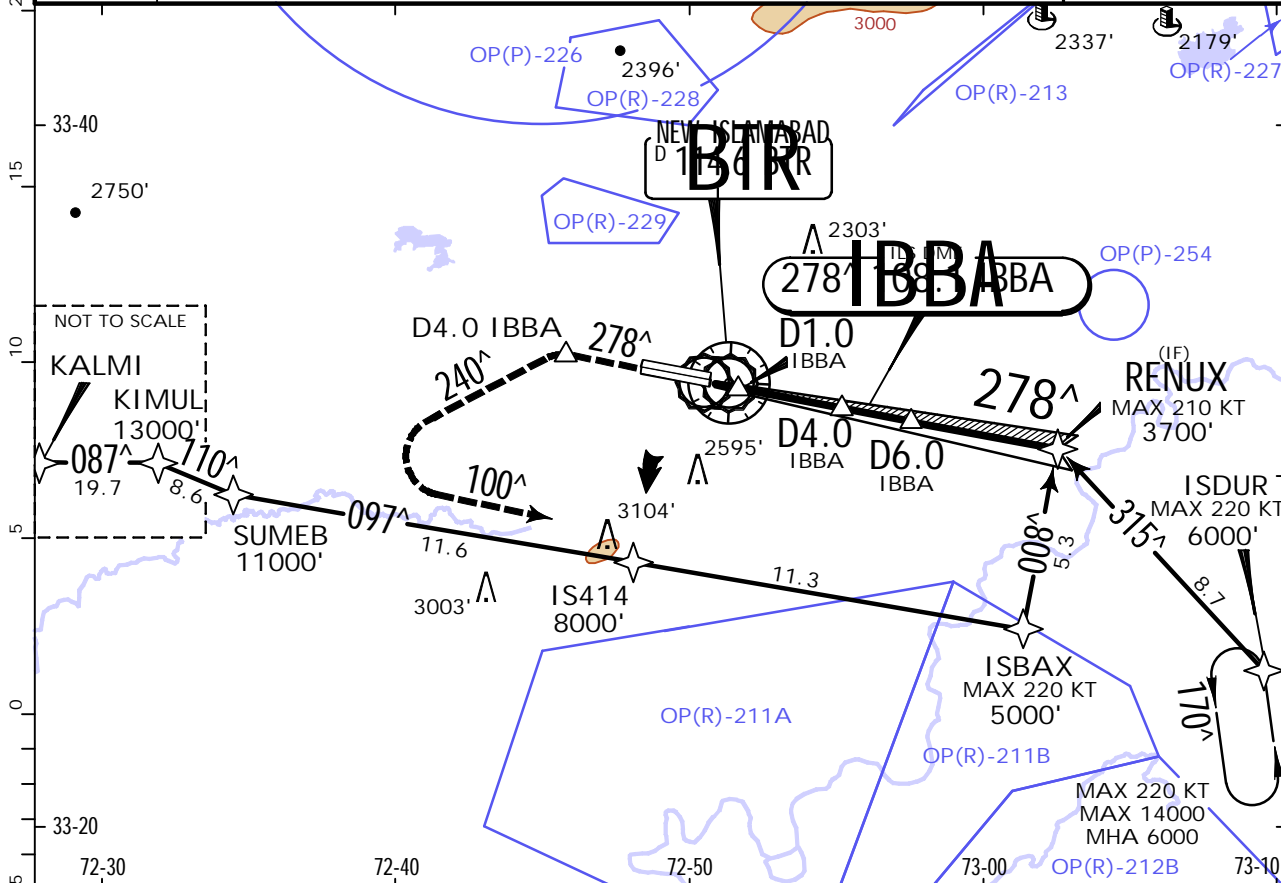
ISLAMABAD, PAKISTAN
ILS or LOC Z Rwy 28L

BRIEFING STRIP™

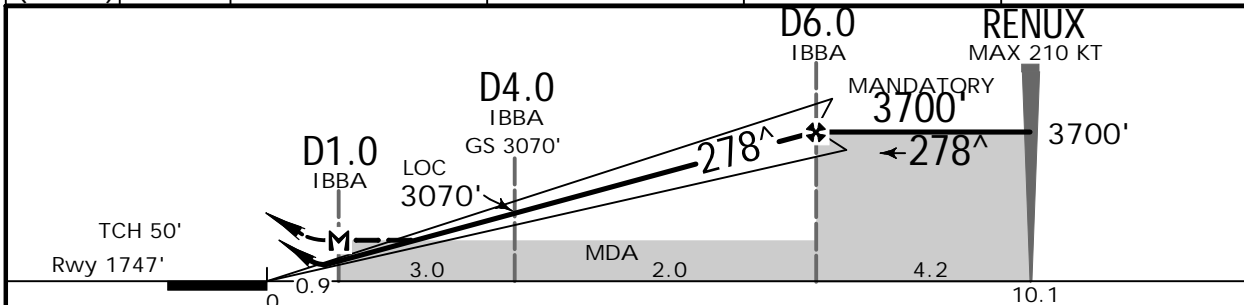
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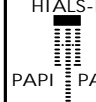
D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6
LOC IBBA 108.1	Final Apch Crs 278^	D6.0 IBBA MANDATORY 3700' (1953')		ILS DA(H) 1947' (200')	Apt Elev 1761' Rwy 1747'	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IBBA, turn LEFT onto 240^ to 3500', turn LEFT onto 100^ climbing to 4500', contact ATC.						
Alt Set: hPa (IN on req) Rwy Elev: 62 hPa Trans level: FL140 Trans alt: 12,000'						
RNP 1 required	Provision of RAIM prediction, if considered, is responsibility of operator.					

MSA BTR VOR



LOC (GS out)	IBBA DME	2.0	3.0	4.0	5.0
	ALTITUDE	2430'	2750'	3070'	3390'



Gnd speed-Kts	70	90	100	120	140	160		D4.0 IBBA	240^	3500'
ILS GS	3.00^	372	478	531	637	743				
LOC Descent Angle	3.12^	386	497	552	662	773				
MAP at D1.0 IBBA										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized North of aerodrome.	
	DA(H) 1947' (200')		2 DA/ MDA(H) 2180' (433')			
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
	A				100	3500' (1739') V1500m
B				R1500m	135	3500' (1739') V1600m
C	R550m	1 R550m	R1200m	R1300m	180	3600' (1839') V2400m
D				R2000m	205	3600' (1839') V3600m

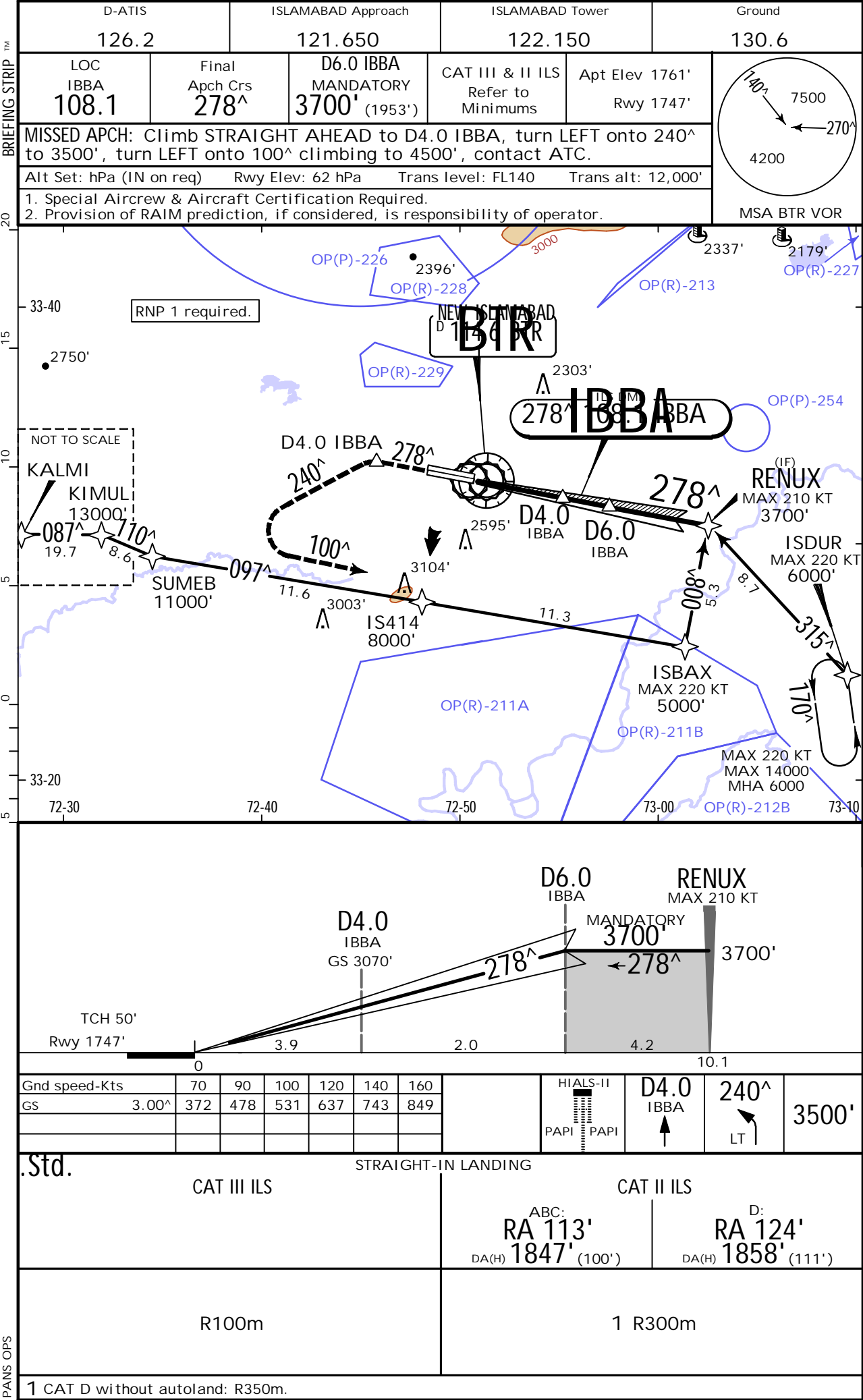
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

OPIS/ISB
ISLAMABAD INTL

17 NOV 23

JEPPESSEN
(21-3A)

ISLAMABAD, PAKISTAN
CAT II/III ILS or LOC Z Rwy 28L



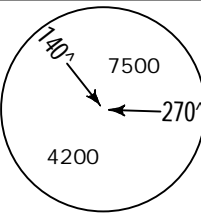
OPIS/ISB

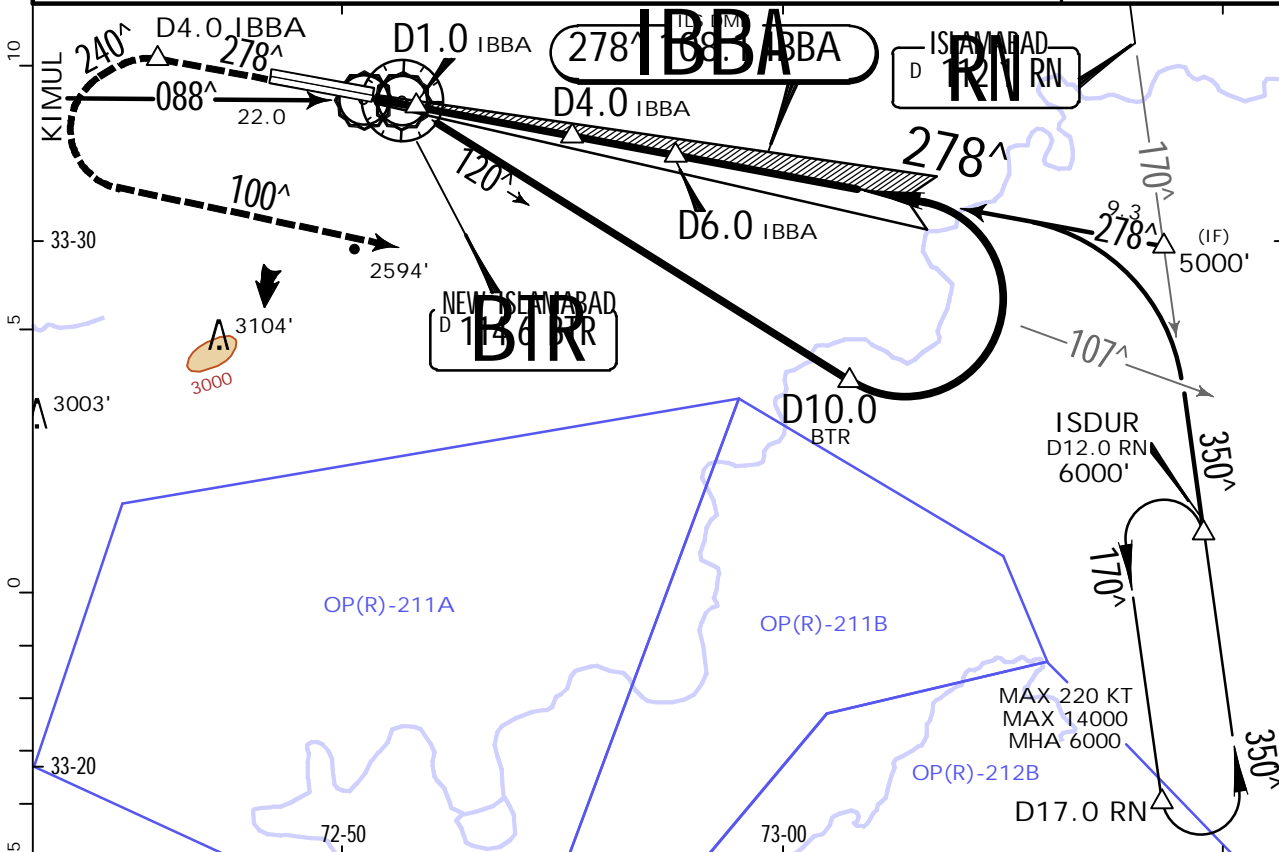
ISLAMABAD INTL

JEPPESSEN
17 NOV 23 (21-4)

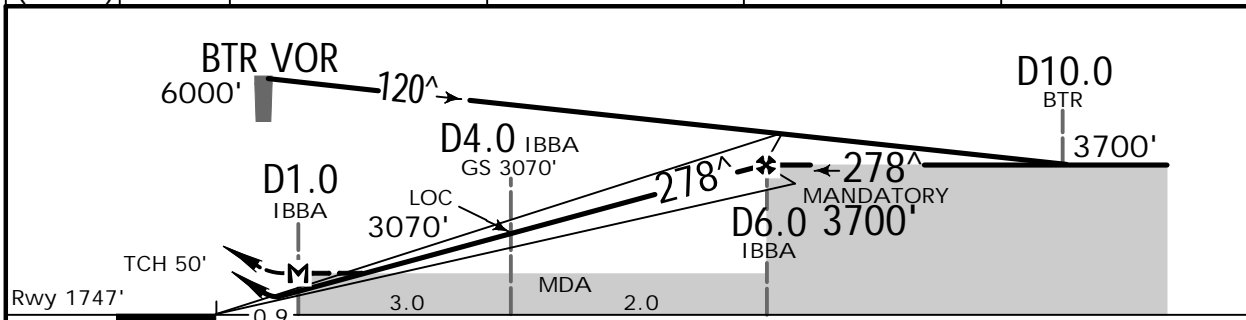
ISLAMABAD, PAKISTAN

ILS or LOC 'Y' Rwy 28L

BRIEFING STRIP™	D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6	
	LOC IBBA 108.1	Final Apch Crs 278^	D6.0 IBBA MANDATORY 3700' (1953')		ILS DA(H) 1947' (200')	Apt Elev 1761' Rwy 1747'		
	MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IBBA. Turn LEFT onto 240^ to 3500', turn LEFT onto 100^ to 4500', contact ATC.							
	Alt Set: hPa (IN on req)		Rwy Elev: 62 hPa		Trans level: FL140		Trans alt: 12,000'	
	VOR/DME required.							



LOC (GS out)	IBBA DME	2.0	3.0	4.0	5.0
	ALTITUDE	2430'	2750'	3070'	3390'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D4.0 IBBA 240^ 3500'
ILS GS	3.00^	372	478	531	637	743		
LOC Descent Angle	3.12^	386	497	552	662	773		
MAP at D1.0 IBBA								

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized North of aerodrome.	
	ILS DA(H) 1947' (200')		LOC (GS out) DA/MDA(H) 2180' (433')			
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
	A				100	3500' (1739') V1500m
B				R1500m	135	3500' (1739') V1600m
C	R550m	1 R550m	R1200m	R1300m	180	3600' (1839') V2400m
D				R2000m	205	3600' (1839') 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.

OPIS/ISB

ISLAMABAD INTL

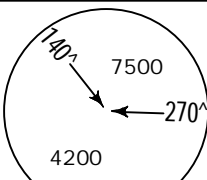
17 NOV 23

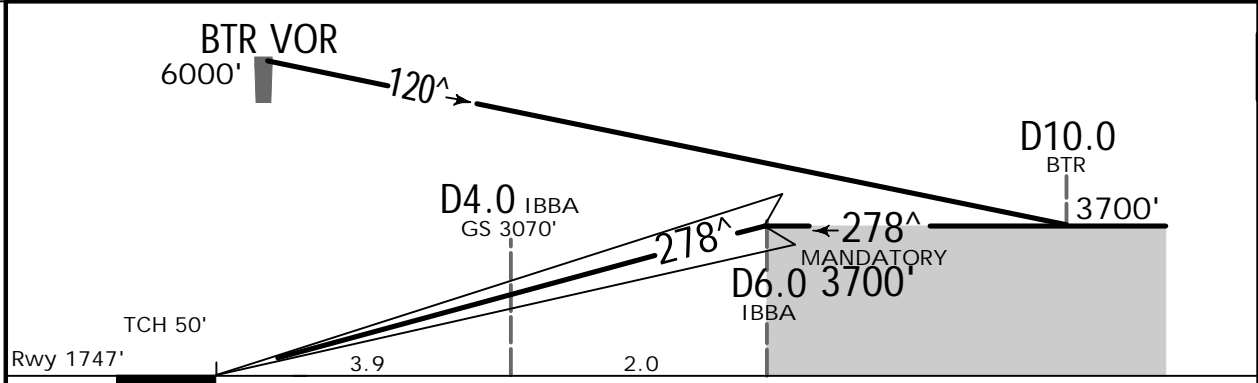
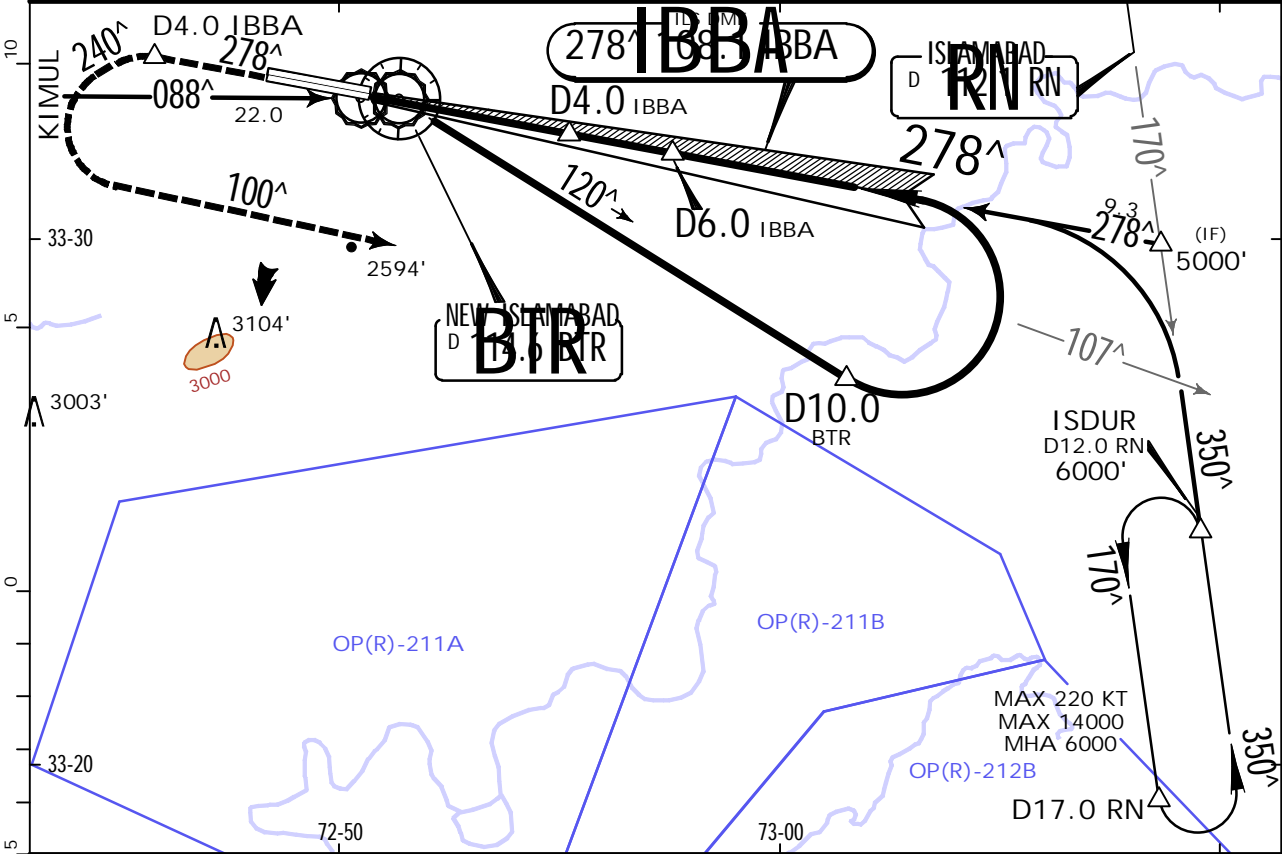
(21-4A)

JEPPESSEN

ISLAMABAD, PAKISTAN

CAT II/III ILS or LOC 'Y Rwy 28L

D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6	
LOC IBBA 108.1	Final Apch Crs 278^	D6.0 IBBA MANDATORY 3700' (1953')		CAT III & II ILS Refer to Minimums	Apt Elev 1761' Rwy 1747'		 MSA BTR VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IBBA. Turn LEFT onto 240^ to 3500', then turn LEFT onto 100^ to 4500', contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 62 hPa Trans level: FL140 Trans alt: 12,000'							
1. VOR/DME required. 2. Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D4.0 IBBA	240 [^]	3500'
GS	3.00 [^]	372	478	531	637	743	849	PAPI	PAPI	LT	

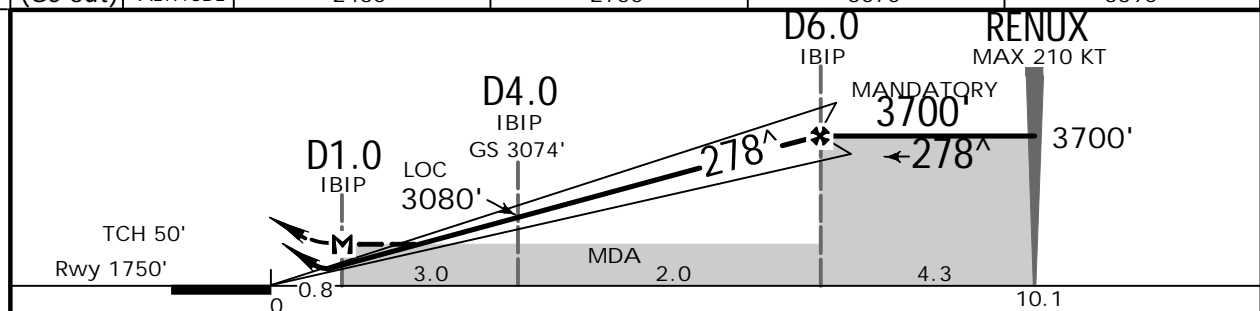
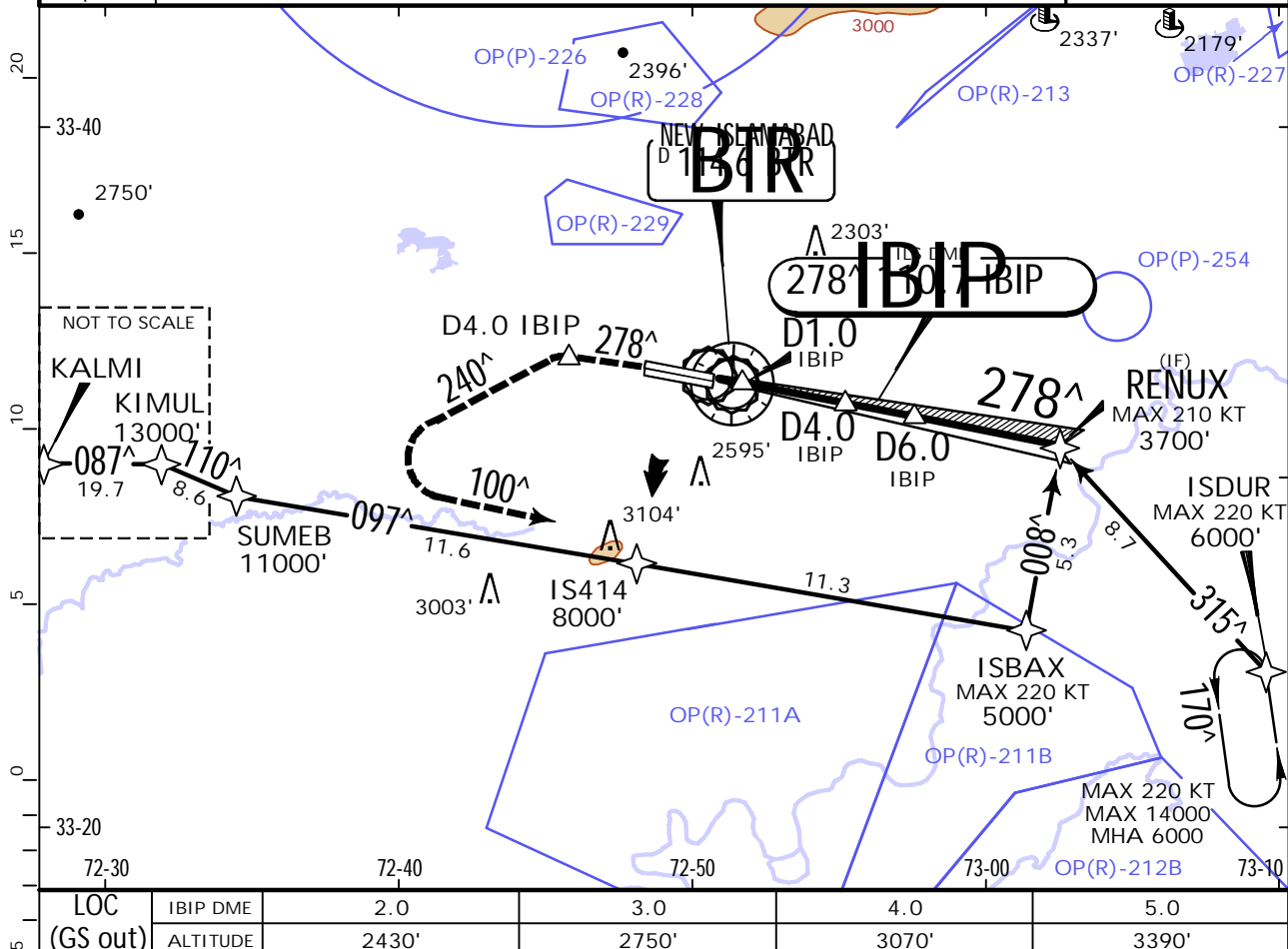
.Std.		STRAIGHT-IN LANDING	
CAT III ILS	CAT II ILS		
	ABC: RA 113' DA(H) 1847' (100')	D: RA 124' DA(H) 1858' (111')	
R100m	1 R300m		
1 CAT D without autoland: R350m.			

OPIS/ISB
ISLAMABAD INTL

17 NOV 23 (21-5)

ISLAMABAD, PAKISTAN
ILS or LOC 'Z Rwy 28R

D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6			
LOC IBIP 110.7	Final Apch Crs 278^	D6.0 IBIP MANDATORY 3700' (1950')	ILS DA(H) 1950' (200')	Apt Elev 1761' Rwy 1750'		<p>7500 4200 270^</p>			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 IBIP, turn LEFT onto 240^ to 3500', turn LEFT onto 100^ climbing to 4500', contact ATC.									
Alt Set: hPa (IN on req)		Rwy Elev: 62 hPa		Trans level: FL140				Trans alt: 12,000'	
RNP 1 required	Provision of RAIM prediction, if considered, is responsibility of operator.								
MSA BTR VOR									



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00^	372	478	531	637	743	849	
LOC Descent Angle 3.15^	390	502	557	669	780	892	
MAP at D1.0 IBIP							

Std.		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
ILS		2 DA/MDA(H)		CDEA		Not authorized North of aerodrome.	
DA(H) 1950' (200')		2 DA/MDA(H) 2180' (430')					
FULL		ALS out		ALS out		Max Kts.	MDA(H)
A	R550m 1	R1200m	R1300m	R1500m	100	3500' (1739')	V1500m
B					135	3500' (1739')	V1600m
C				R2000m	180	3600' (1839')	V2400m
D					205	3600' (1839')	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.

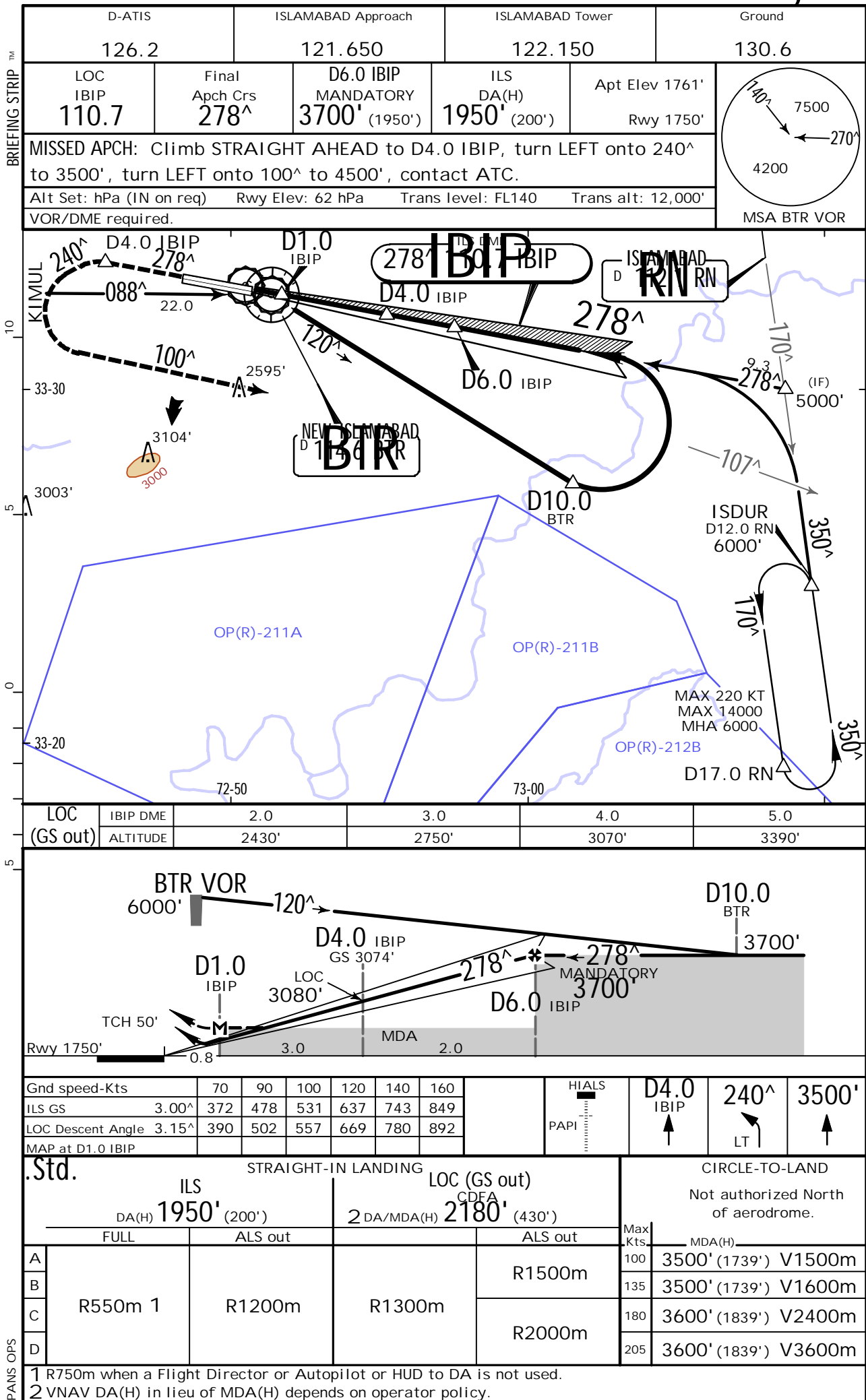
CHANGES: ILS GS.

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OPIS/ISB
ISLAMABAD INTL

JEPPESSEN
17 NOV 23 21-6

ISLAMABAD, PAKISTAN
ILS or LOC 'Y' Rwy 28R

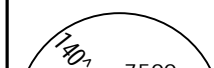


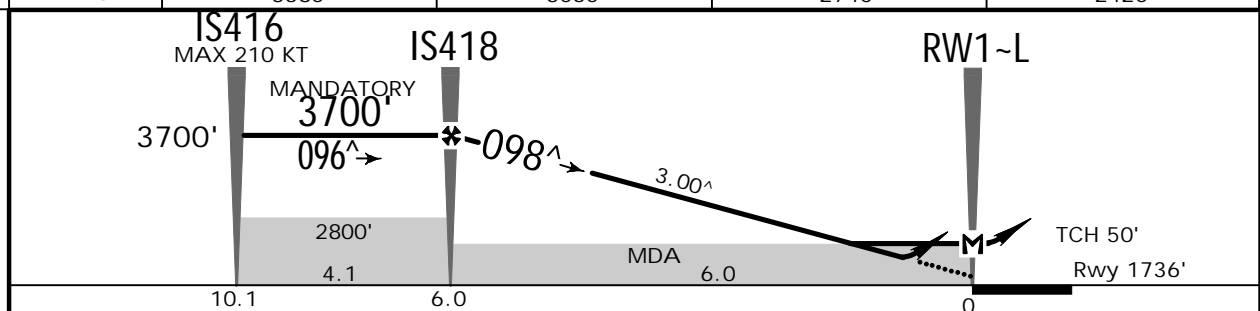
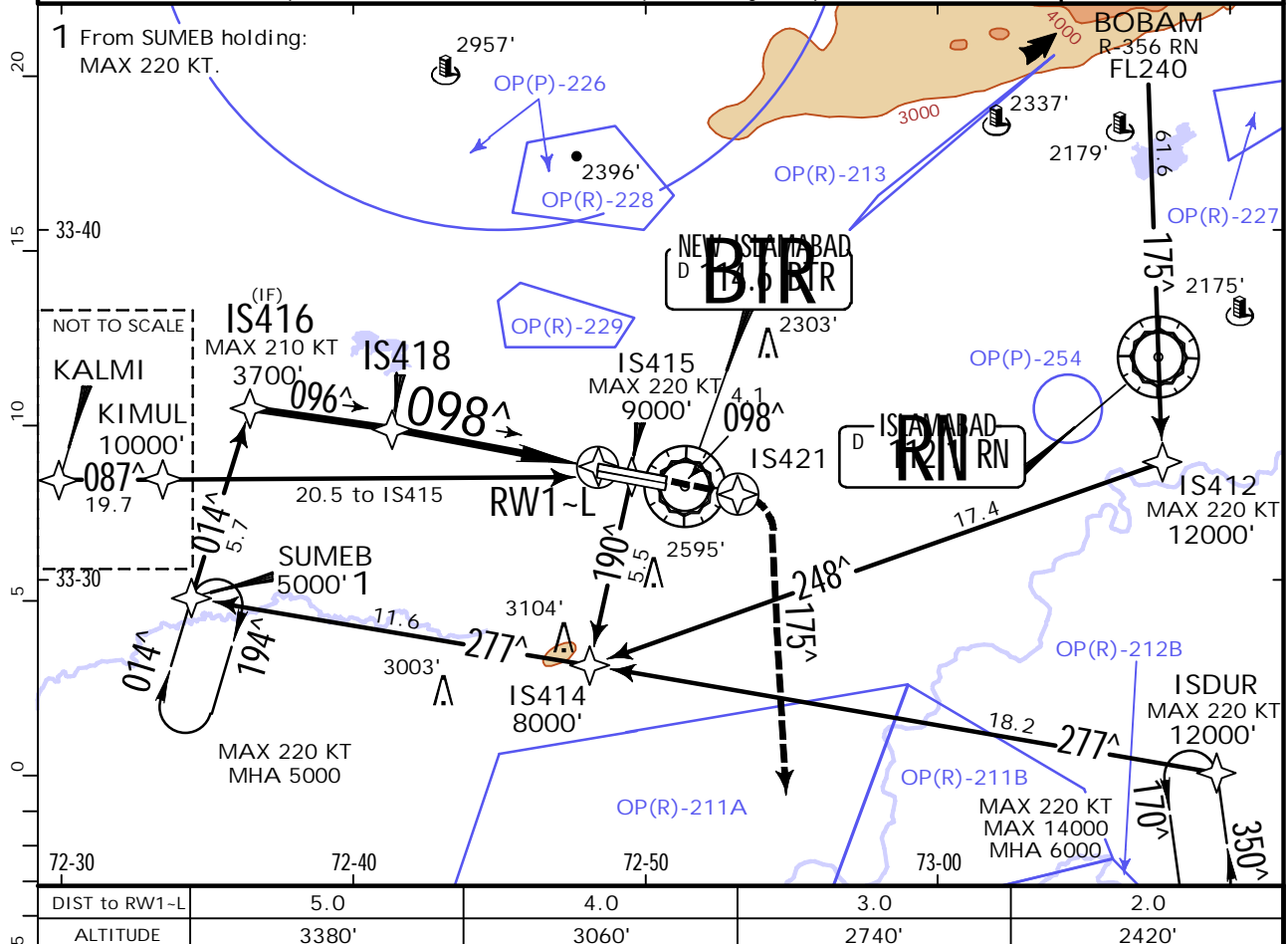
OPIS/ISB
ISLAMABAD INTL

JEPPESSEN

28 JUL 23 (22-1)

ISLAMABAD, PAKISTAN
RNP Rwy 10L

D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6	
RNAV	Final Apch Crs 098[^]	IS418 MANDATORY 3700' (1964')	LNAV/VNAV DA(H) 2055' (319')	Apt Elev 1761' Rwy 1736'			
MISSSED APCH: Climb STRAIGHT AHEAD to IS421, turn RIGHT onto 175 [^] climbing to 4500', contact ATC.							
Alt Set: hPa (IN on req)		Rwy Elev: 62 hPa	Trans level: FL140	Trans alt: 12,000'			
RNP Apch							
1. VNAV minimum temperature -5°C. 2. Provision of RAIM prediction, if considered, is responsibility of operator.							



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at RW1-L							

Std.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDA		Not authorized North of aerodrome.	
DA(H) 2055' (319')		1 DA/MDA(H) 2170' (434')		Max Kts.	MDA(H)
ALS out		ALS out		100	3500'(1739') V1500m
ALS out		ALS out		135	3500'(1739') V1600m
ALS out		ALS out		180	3600'(1839') V2400m
ALS out		ALS out		205	3600'(1839') V3600m

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

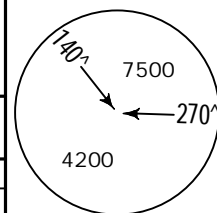
OPIS/ISB
ISLAMABAD INTL

JEPPESSEN

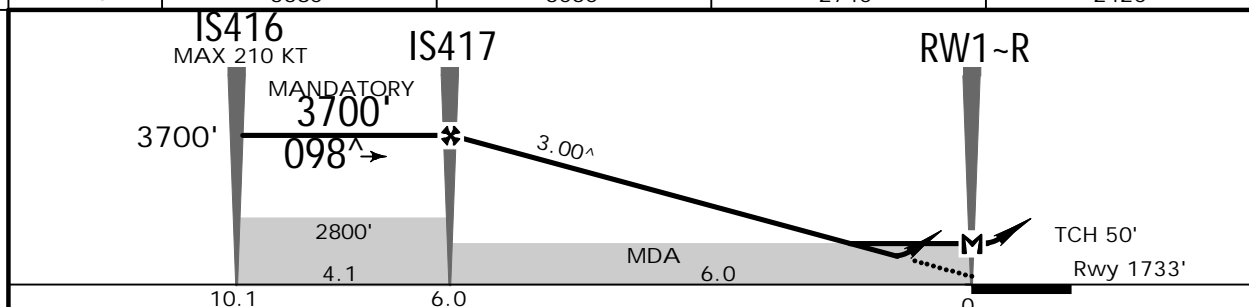
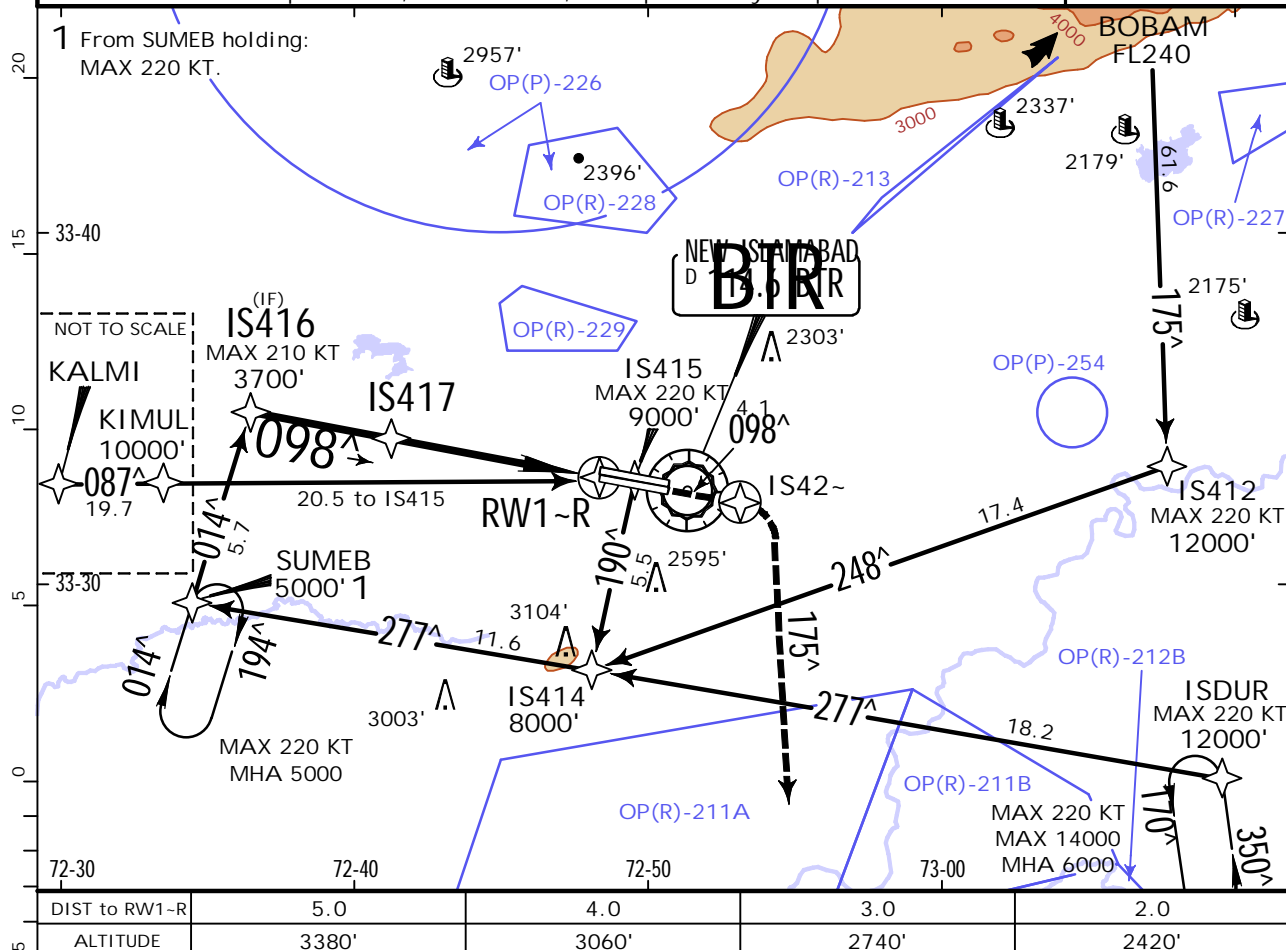
28 JUL 23 (22-2)

ISLAMABAD, PAKISTAN
RNP Rwy 10R

D-ATIS 126.2		ISLAMABAD Approach 121.650		ISLAMABAD Tower 122.150		Ground 130.6	
RNAV	Final Apch Crs 098^	IS417 MANDATORY 3700' (1967')	RNAV/VNAV DA(H) 2055' (322')	Apt Elev 1761' Rwy 1733'			
MISSED APCH: Climb STRAIGHT AHEAD to IS42~, turn RIGHT onto 175^ climbing to 4500', contact ATC.							
Alt Set: hPa (IN on req)		Rwy Elev: 62 hPa	Trans level: FL140	Trans alt: 12,000'			
RNP Apch							
1. VNAV minimum temperature -5°C. 2. Provision of RAIM prediction, if considered, is responsibility of operator.							



MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at RW1-R							

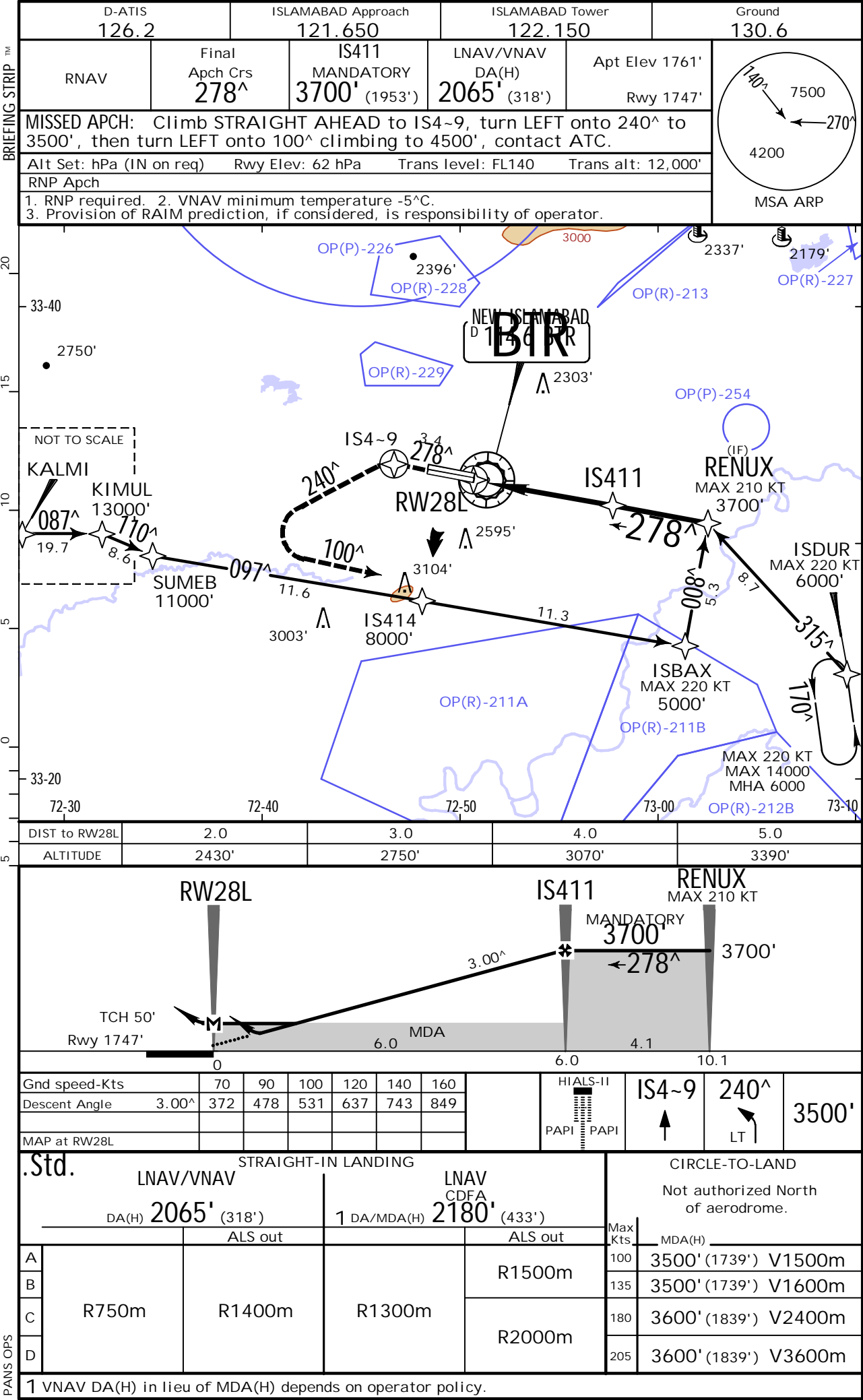
Std.		LNAV/VNAV		STRAIGHT-IN LANDING		LNAV CDEA		CIRCLE-TO-LAND	
		DA(H) 2055' (322')		1 DA/MDA(H) 2170' (437')				Not authorized North of aerodrome.	
		ALS out				ALS out		Max Kts	MDA(H)
A	R800m	R1500m	R1300m	R1500m	R2000m	100	3500' (1739')	V1500m	
B						135	3500' (1739')	V1600m	
C				180		3600' (1839')	V2400m		
D				205		3600' (1839')	V3600m		

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

OPIS/ISB
ISLAMABAD INTL

28 JUL 23 (22-3)

ISLAMABAD, PAKISTAN
RNP Rwy 28L



OPIS/ISB
ISLAMABAD INTL

28 JUL 23 (22-4)

ISLAMABAD, PAKISTAN
RNP Rwy 28R

D-ATIS
126.2

ISLAMABAD Approach
121.650

ISLAMABAD Tower
122.150

Ground
130.6

RNAV

Final
Apch Crs
278^

IS41~
MANDATORY
3700'
(1950')

LNAV/VNAV
DA(H)
2065'
(315')

Apt Elev 1761'

Rwy 1750'

MISSED APCH: Climb STRAIGHT AHEAD to IS419, turn LEFT onto 240^ to 3500', then turn LEFT onto 100^ climbing to 4500', contact ATC.

Alt Set: hPa (IN on req)

Rwy Elev: 62 hPa

Trans level: FL140

Trans alt: 12,000'

RNP Apch

1. RNP required. 2. VNAV minimum temperature -5°C.

3. Provision of RAIM prediction, if considered, is responsibility of operator.

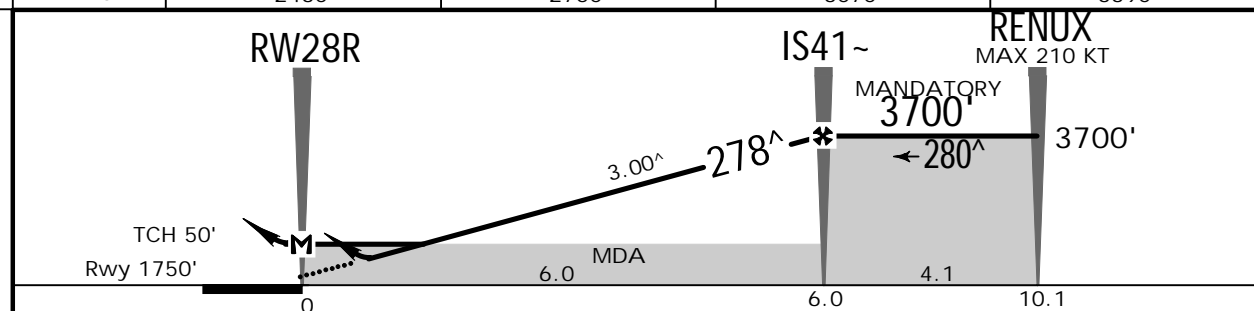
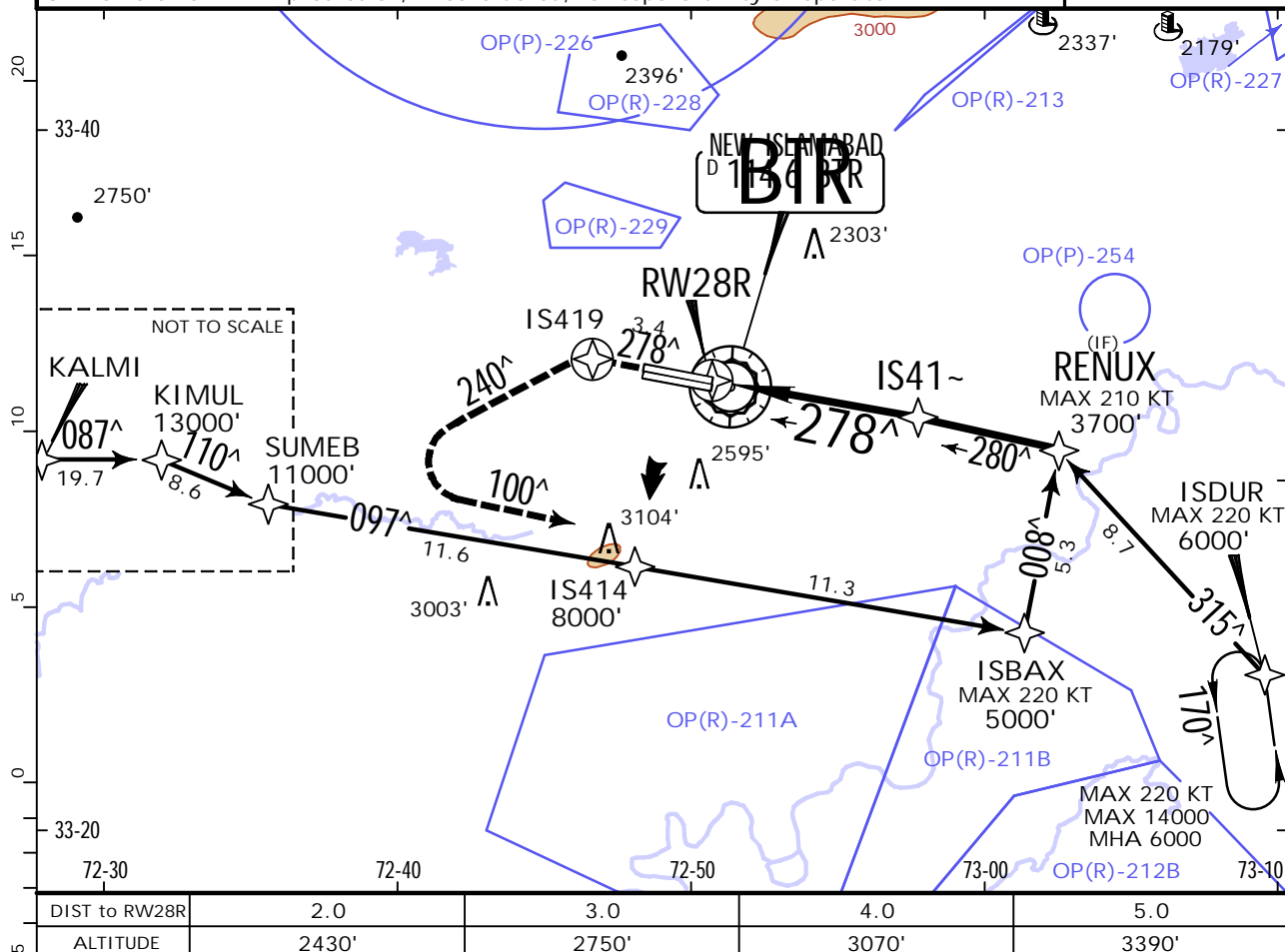
7400

7500

2700

4200

MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at RW28R							

Std.		LNAV/VNAV		STRAIGHT-IN LANDING		LNAV CDFA		CIRCLE-TO-LAND	
		DA(H) 2065' (315')		1 DA/MDA(H)		2180' (430')		Not authorized North of aerodrome.	
		ALS out				ALS out		Max Kts	MDA(H)
A	R750m	R1400m	R1300m	R1500m	100	3500' (1739') V1500m			
B					135	3500' (1739') V1600m			
C				R2000m	180	3600' (1839') V2400m			
D					205	3600' (1839') V3600m			

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

OPIS/ISB
ISLAMABAD INTL

**JEPPESEN**

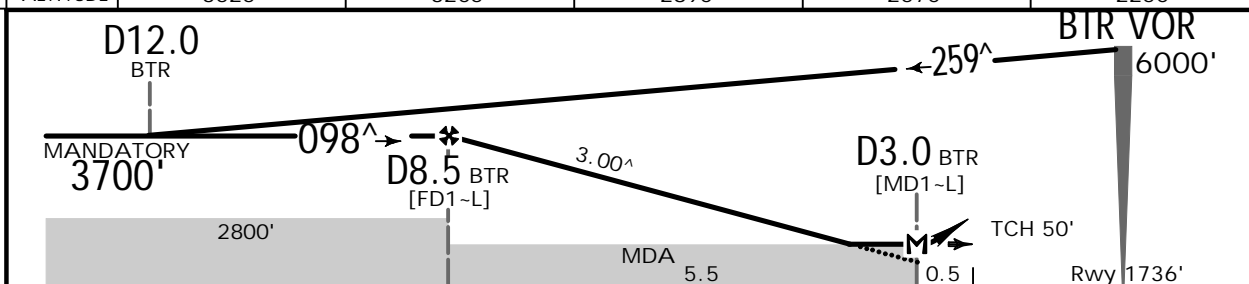
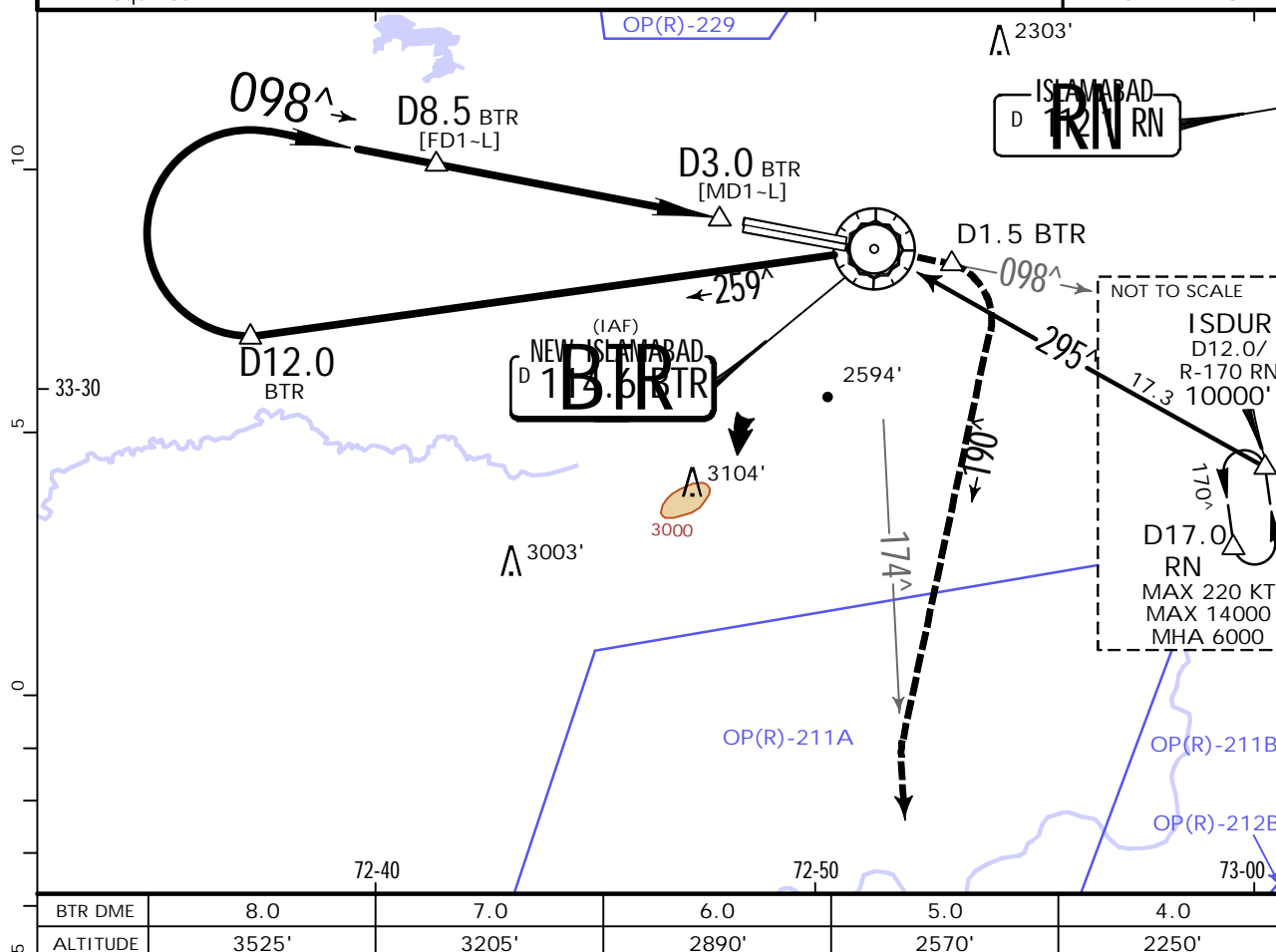
17 FEB 23

(23-1)

.Eff.23.Feb.

ISLAMABAD, PAKISTAN
b. VOR Rwy 10L

D-ATIS 126.2	ISLAMABAD Approach 121.650	ISLAMABAD Tower 122.150	Ground 130.6
VOR BTR 114.6	Final Apch Crs 098^	D8.5 BTR MANDATORY 3700' (1964')	DA/MDA(H) 2170' (434')
Apt Elev 1761' Rwy 1736'			
<p>MISSSED APCH: Climb STRAIGHT AHEAD to BTR VOR, onto R-098 BTR. At D1.5 BTR turn RIGHT onto 190^ to intercept R-174 BTR, climbing to 4500' and contact ATC.</p> <p>Alt Set: hPa (IN on req) Rwy Elev: 62 hPa Trans level: FL140 Trans alt: 12,000'</p> <p>DME required.</p>			
<p>MSA BTR VOR</p>			



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D3.0 BTR						

HIALS
 PAPI

4500'	R-098	D1.5
↑	onto BTR	BTR
	114.6	

Std.

STRAIGHT-IN LANDING

CIRCLE-TO-1 AND

Not authorized North
of aerodrome.

ALS in		MDA(H)	Max Kts	MDA(H)
A	R1500m	R1500m	100	3500' (1739') V1500m
B			135	3500' (1739') V1600m
C	R1600m	R2000m	180	3600' (1839') V2400m
D			205	3600' (1839') V3600m

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

ISLAMABAD, PAKISTAN
b. VOR Rwy 10R

D-ATIS

126.2

ISLAMABAD Approach

121.650

ISLAMABAD Tower

122.150

Ground

130.6

VOR BTR

114.6

Final Apch Crs

097^

D8.5 BTR MANDATORY

3700' (1967')

DA/MDA(H)

2170' (437')

Apt Elev 1761'

Rwy 1733'

MISSED APCH: Climb STRAIGHT AHEAD to BTR VOR, onto R-097 BTR. At D1.5 BTR turn RIGHT onto 190^ to intercept R-174 BTR, climbing to 4500' and contact ATC.

Alt Set: hPa (IN on req)

Rwy Elev: 62 hPa

Trans level: FL140

Trans alt: 12,000'

DME required.

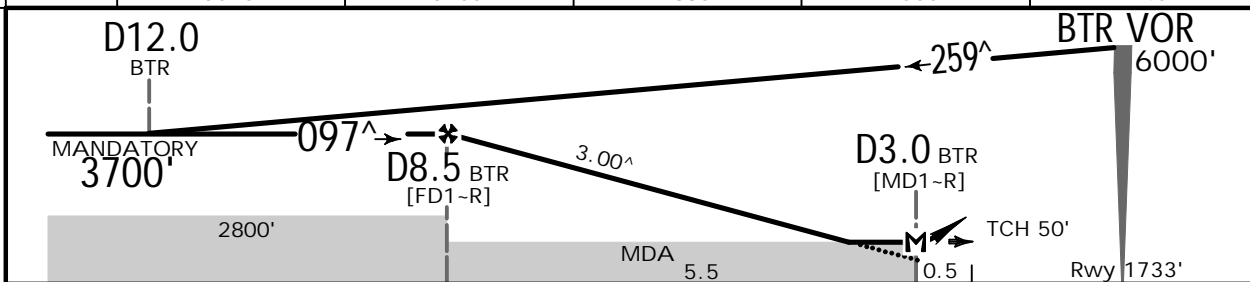
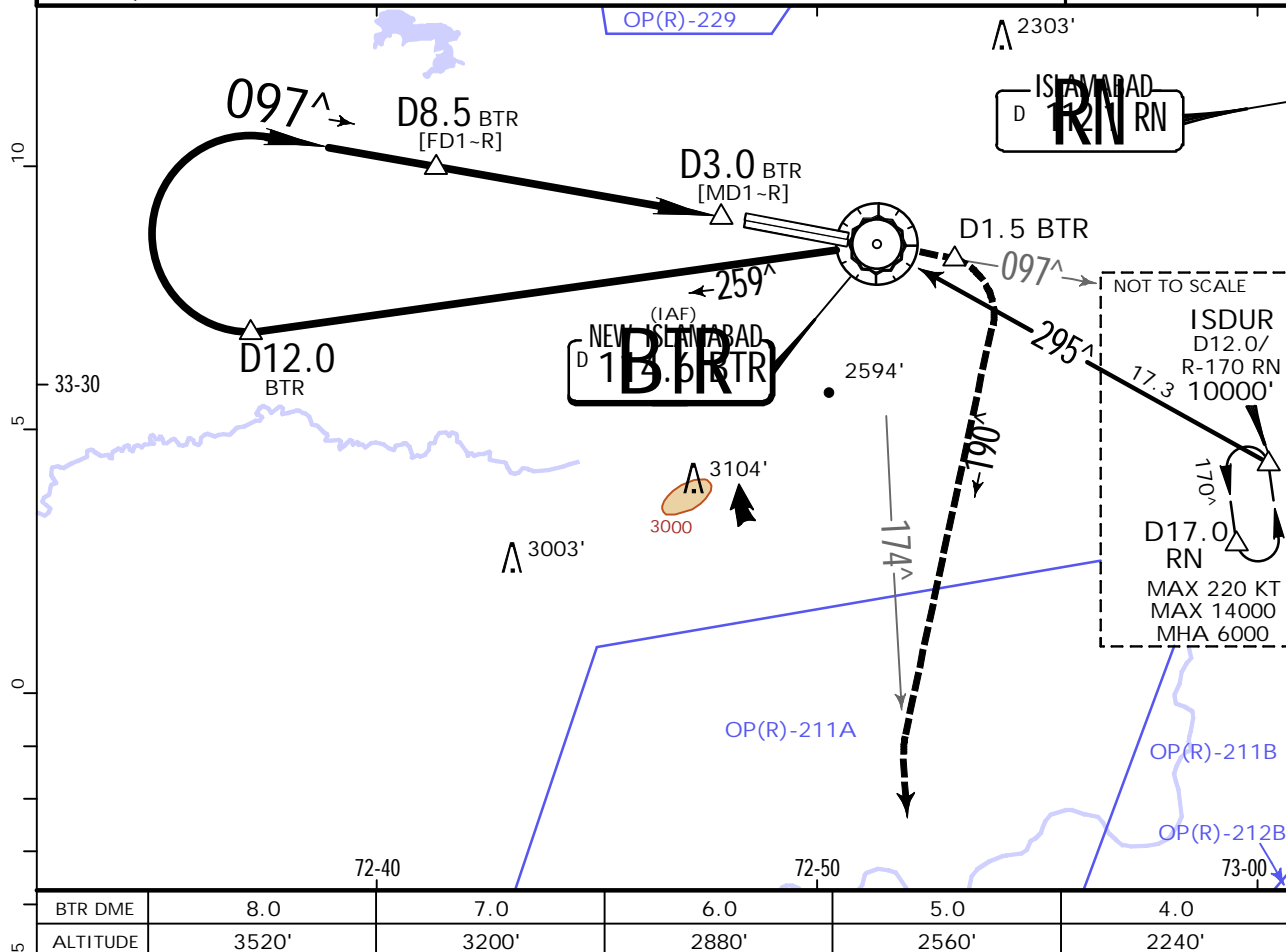
140^

7500

270^

4200

MSA BTR VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D3.0 BTR						

Std.

STRAIGHT-IN LANDING

1 DA/MDA(H) ^{CDFA} 2170' (437')

ALS out

R1500m

R1300m

R2000m

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

CIRCLE-TO-LAND

Not authorized North
of aerodrome.

Max
Kts

+K13-
100

135

180

[illegible]

MDA(H) _____
3500' (1739') V1500m

05001 (17001) V1600

Abstract:

3600 (1839) V3600III

OPIS/ISB
ISLAMABAD INTL

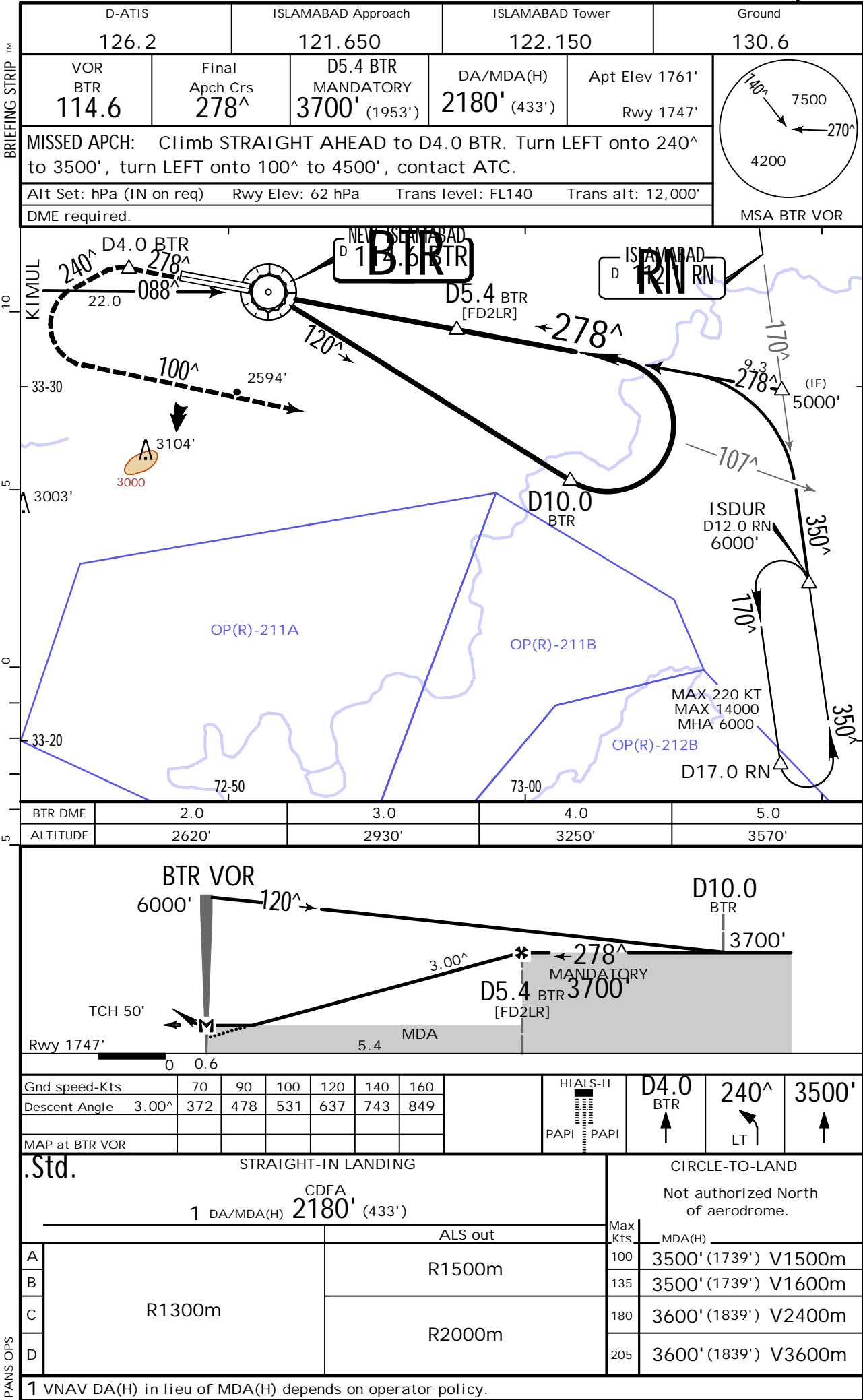


17 FEB 23

23-3

.Eff.23.Feb.

ISLAMABAD, PAKISTAN
VOR Rwy 28L



OPIS/ISB
ISLAMABAD INTL

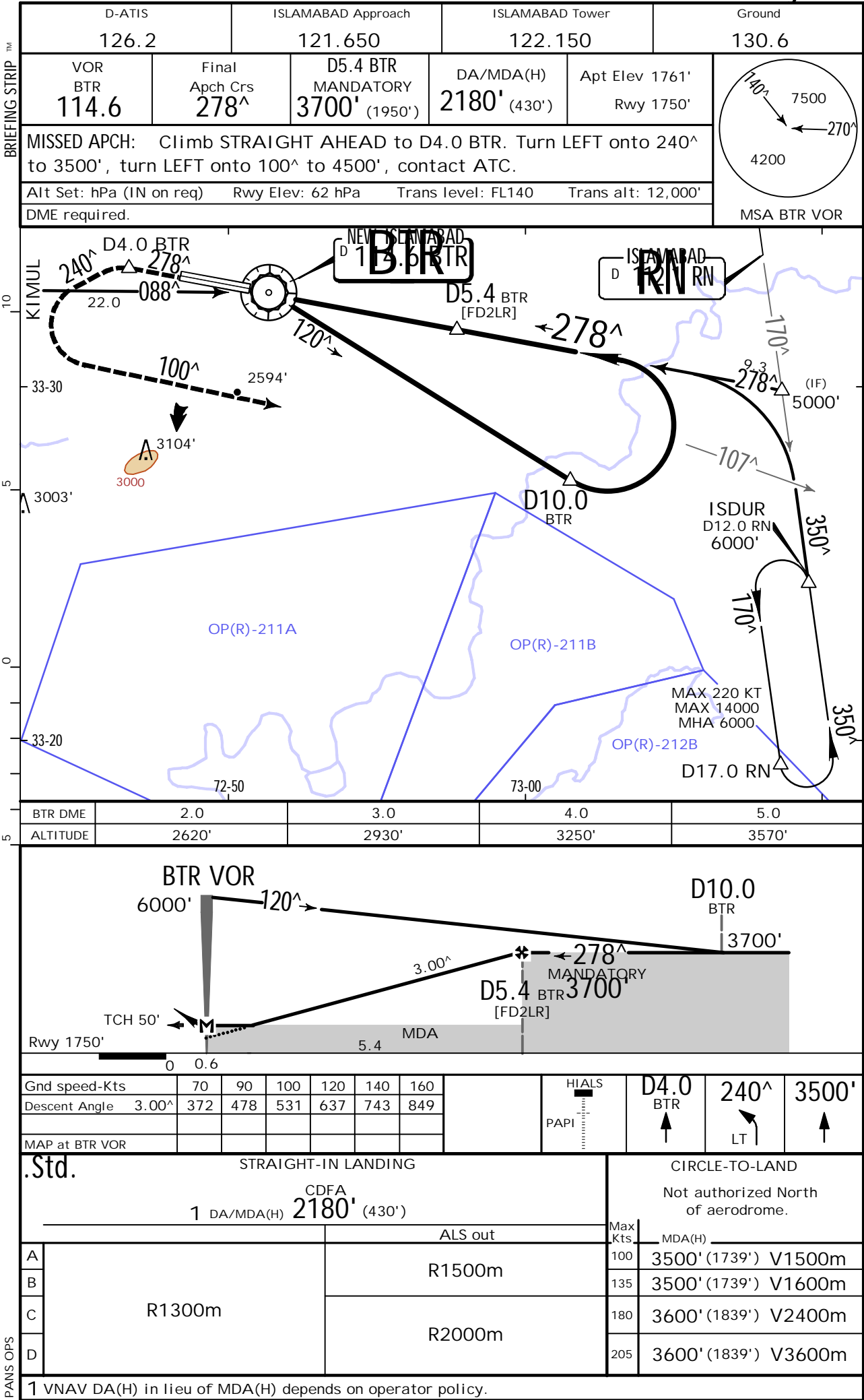
JEPPESSEN

17 FEB 23

23-4

.Eff.23.Feb.

ISLAMABAD, PAKISTAN
VOR Rwy 28R



ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

ISLAMABAD, (ISLAMABAD INTL - OPIS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OPIS

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

Occasional GPS interference within 100 NM around Lahore and other parts of Karachi and Lahore FIRs. Report to ATC and take measures for safe navigation.