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

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General Information

Location: LAHORE PAK
ICAO/IATA: OPLA / LHE
Lat/Long: N31° 31.3', E074° 24.3'
Elevation: 714 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0002 Z
Sunset: 1356 Z

Runway Information

Runway: 18L
Length x Width: 11024 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 714 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 492 ft

Runway: 36R
Length x Width: 11024 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 708 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 492 ft

Runway: 18R
Length x Width: 8999 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 710 ft
Lighting: Edge, ALS

Runway: 36L
Length x Width: 8999 ft x 151 ft
Surface Type: asphalt

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TDZ-Elev: 705 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.300
Lahore Tower: 118.100
Lahore Tower: 118.875 Secondary
Lahore Ground Ramp/Taxi: 118.400
Lahore Ground Ramp/Taxi: 121.800 Secondary
Lahore Approach: 125.300 Secondary
Lahore Approach: 121.300

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1. GENERAL

1.1. ATIS

ATIS 126.3

1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.2.1. OPERATION OF TRANSPONDERS FOR ASMGCS (SMR AND MLAT)

An Advanced Surface Movement Guidance and Control System with Surface Movement Radar (SMR) and Multilateration (MLAT) is in operation. All pilots shall adhere to the following procedures:

- ACFT operators shall ensure that ACFT transponders are able to operate when the ACFT is on the ground.
- Activation of Mode S transponder means selecting AUTO, ON, XPNDR, or the equivalent according to specific installation. Do not select OFF or STBY.
- ACFT not equipped with Mode S shall select Mode A/Mode C accordingly.
- Landing ACFT shall have Mode S transponder activated until the ACFT has reached its parking position.
- Departing ACFT shall select the assigned code (Squawk) and activate Mode S transponder at push-back request or, when no push-back is necessary, latest at taxi request. ACFT equipped with Mode S having an ACFT ident feature shall transmit the ACFT ID as filed in flight plan or, when no flight plan has been filed, the ACFT REG.

1.3 PARKING INFORMATION

Visual Docking Guidance System (A-VDGS) available on stands 1 thru 11.

Stand 22 is an isolated bay.

Stands 23 thru 30 are not in use for civil traffic.

All ACFT parked on jet apron shall keep on their navigation lights and antihazard beacon during NIGHT and DAY when VIS is 5km or less.

1.4. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 36R approved for CAT II/III operations, special aircrew and ACFT certification required.

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3. DEPARTURE

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

Contact LAHORE Ground for push-back/start-up approval 5 minutes in advance.

Approval will remain valid for 5 minutes. In case of delay, new approval shall be obtained.

Notify persons on board (POB) to LAHORE Ground at start-up.

STANDS	INSTRUCTIONS
1 thru 20	Push-back/pull forward to TWY P or R as per instructions of Ground or Tower. Follow guide line for push-back, after aligning on central taxilane start engines and disengage tow bar abeam the stand of push-back. ACFT may start one engine on idle power at the bay and rest on central taxilane.
21, 22	Push-back/pull forward to TWY C or E as per instructions of Ground, then start engines. ACFT may start one engine on idle power at the bay and rest on TWY C or E.
23 thru 25	Push-back/pull forward to TWY L and start engines. ACFT may start one engine on idle power at the bay and rest on TWY L.
26	Push-back/pull forward to TWY M and start engines. ACFT may start one engine on idle power at the bay and rest on TWY M.
27 thru 30	Push-back/pull forward to TWY M or F as per instructions of Ground, then start engines. ACFT may start one engine on idle power at the bay and rest on TWY M or F.

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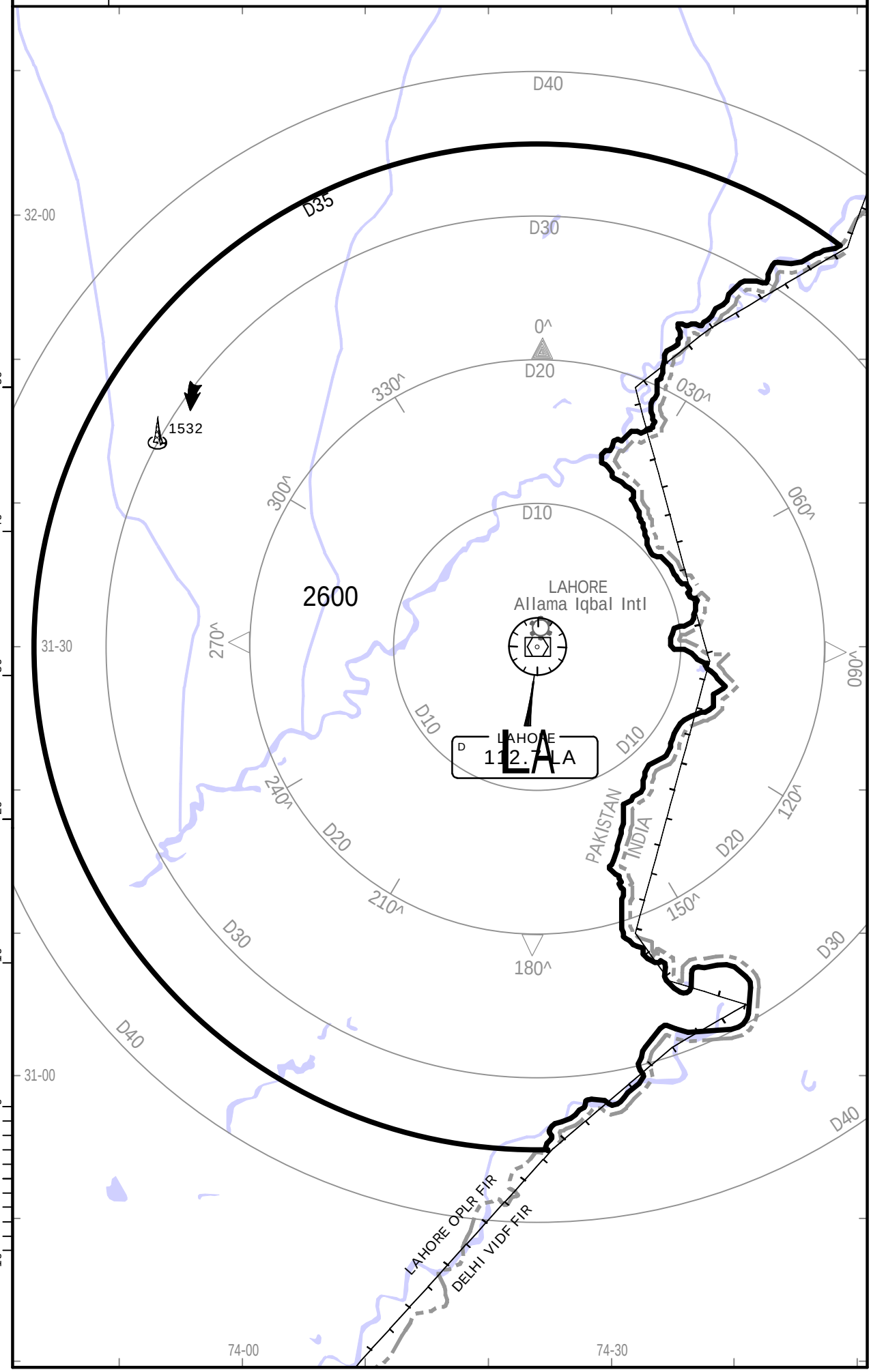
OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

10 APR 20 (10-1R) .Eff.23.Apr.

LAHORE, PAKISTAN
.RADAR.MINIMUM.ALTITUDES.

Apt Elev	
712	Alt Set: hPa (IN on req) Trans level: FL50 Trans alt: 4000



CHANGES: Trans alt.

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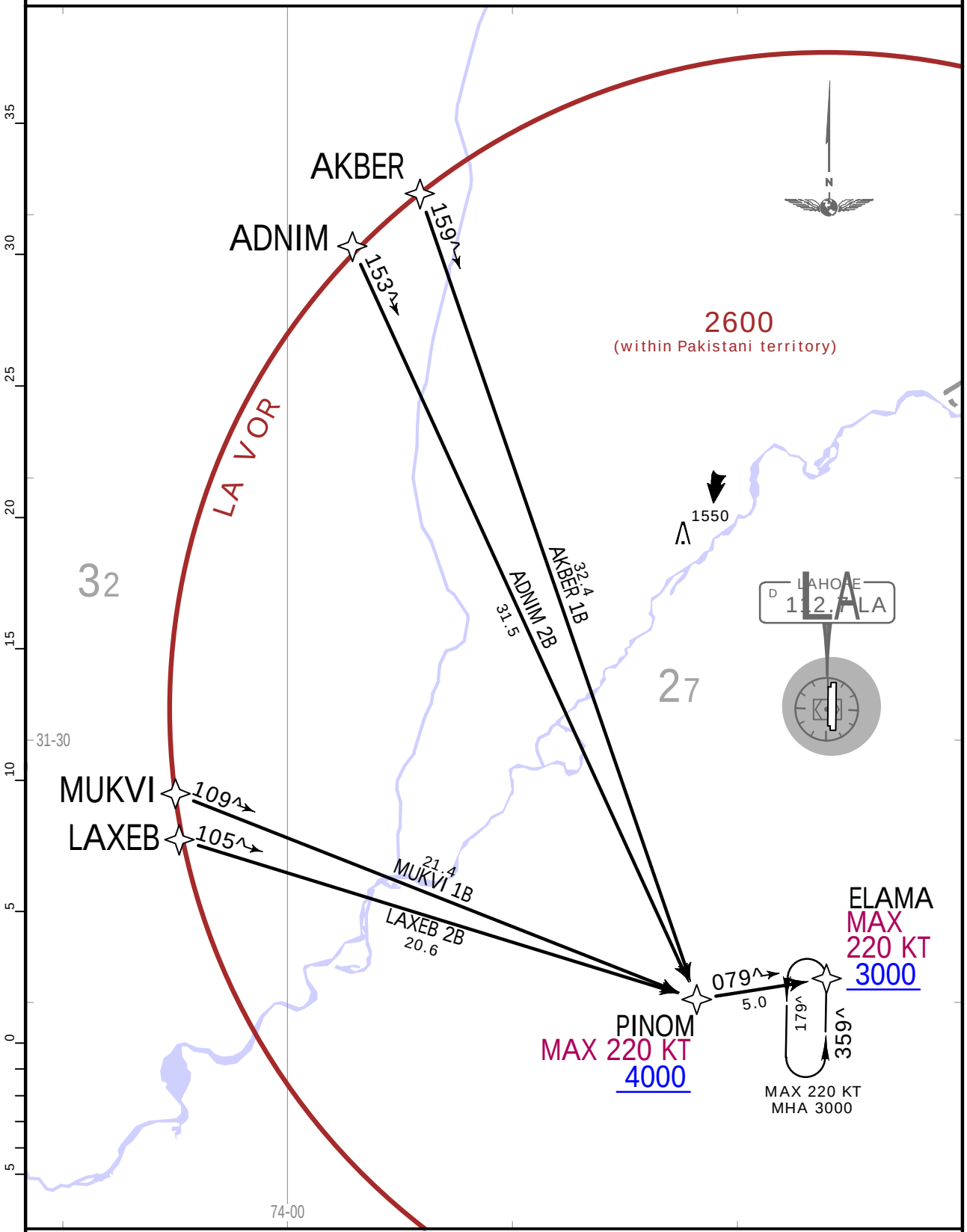
ATIS	Apt Elev	
126.3	714	Alt Set: hPa (IN on request) Trans level: FL60
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

ADNIM 2B [ADNI2B], AKBER 1B [AKBE1B] LAXEB 2B [LAXE2B], MUKVI 1B [MUKV1B] RNP ARRIVALS (RWYS 36L/R)



ROUTING

To PINOM, then to ELAMA, descend to ATC assigned level.

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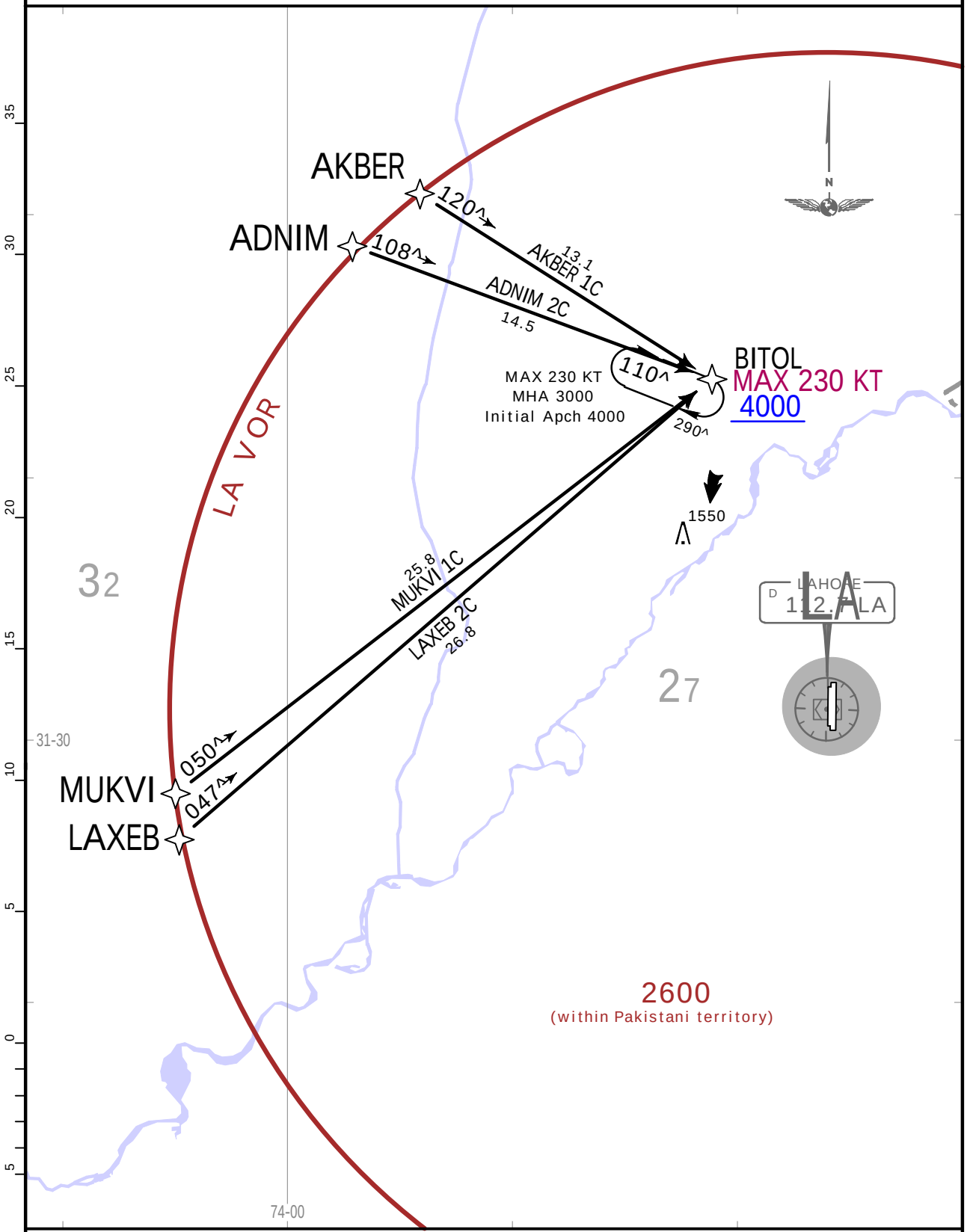
ATIS	Apt Elev	
126.3	714	Alt Set: hPa (IN on request) Trans level: FL60
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

ADNIM 2C [ADNI2C], AKBER 1C [AKBE1C] LAXEB 2C [LAXE2C], MUKVI 1C [MUKV1C] RNP ARRIVALS (RWYS 18L/R)



ROUTING

To BITOL, descend to ATC assigned level.

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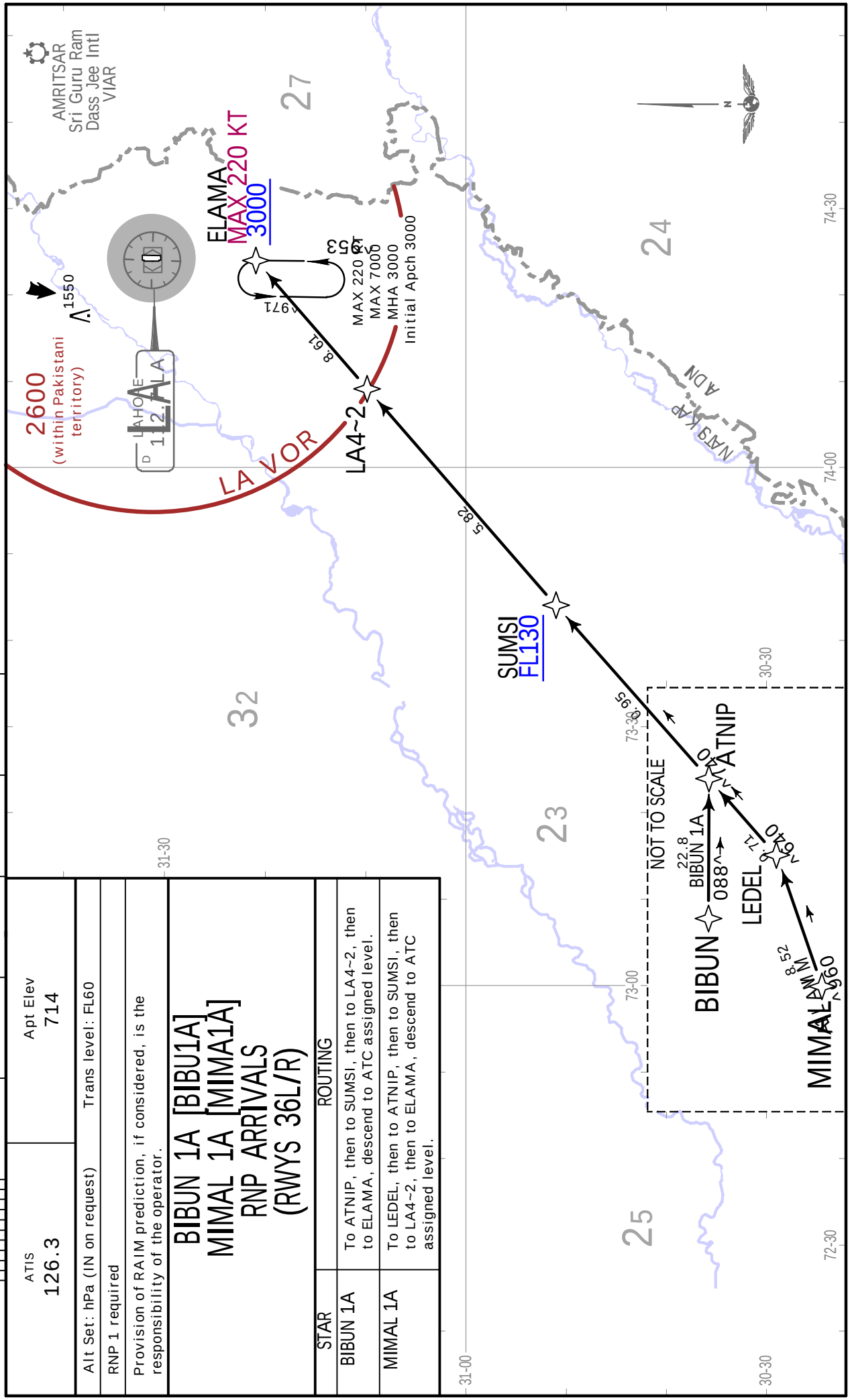
OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
10 FEB 23 (10-2B) .Eff.23.Feb.

LAHORE, PAKISTAN
.RNAV.STAR.



ATIS 126.3	Apt Elev 714
Alt Set: hPa (IN on request)	Trans level: FL60
RNP 1 required	
Provision of RAIM prediction, if considered, is the responsibility of the operator.	

BIBUN 1A [BIBU1A]
MIMAL 1A [MIMA1A]
RNP ARRIVALS
(RWYS 36L/R)

STAR	ROUTING
BIBUN 1A	To ATNIP, then to SUMSI, then to LA4~2, then to ELAMA, descend to ATC assigned level.
MIMAL 1A	To LEDEL, then to ATNIP, then to SUMSI, then to LA4~2, then to ELAMA, descend to ATC assigned level.

CHANGES: General note added.

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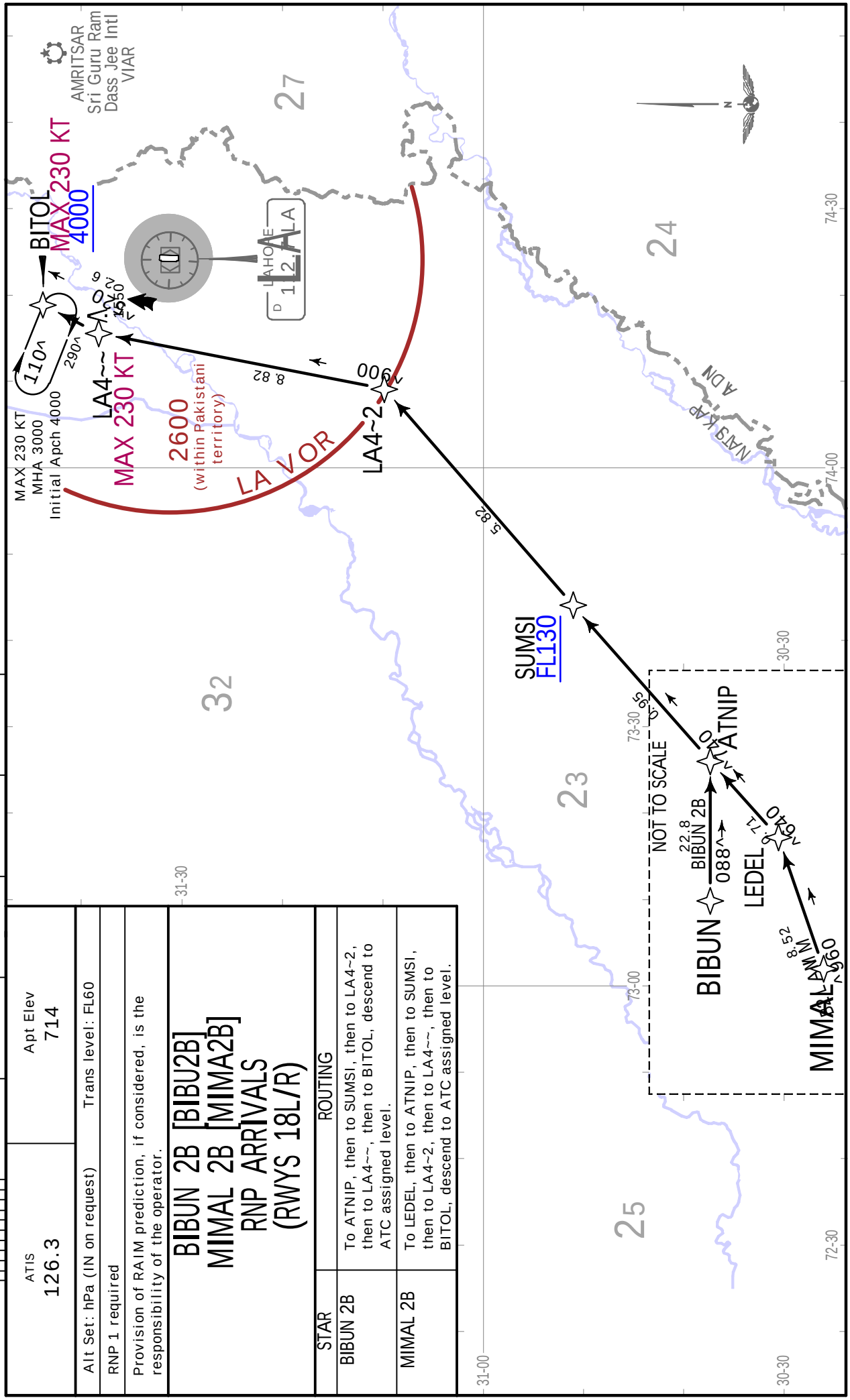
OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

10 FEB 23 (10-2C) .Eff.23.Feb.

LAHORE, PAKISTAN
.RNAV.STAR.



ATIS 126.3	Apt Elev 714
Alt Set: hPa (IN on request)	Trans level: FL60
RNP 1 required	
Provision of RAIM prediction, if considered, is the responsibility of the operator.	

BIBUN 2B [BIBU2B]
MIMAL 2B [MIMA2B]
RNP ARRIVALS
(RWYS 18L/R)

STAR	ROUTING
BIBUN 2B	To ATNIP, then to SUMSI, then to LA4~2, then to LA4~~, then to BITOL, descend to ATC assigned level.
MIMAL 2B	To LEDEL, then to ATNIP, then to SUMSI, then to LA4~~, then to BITOL, descend to ATC assigned level.

CHANGES: General note added.

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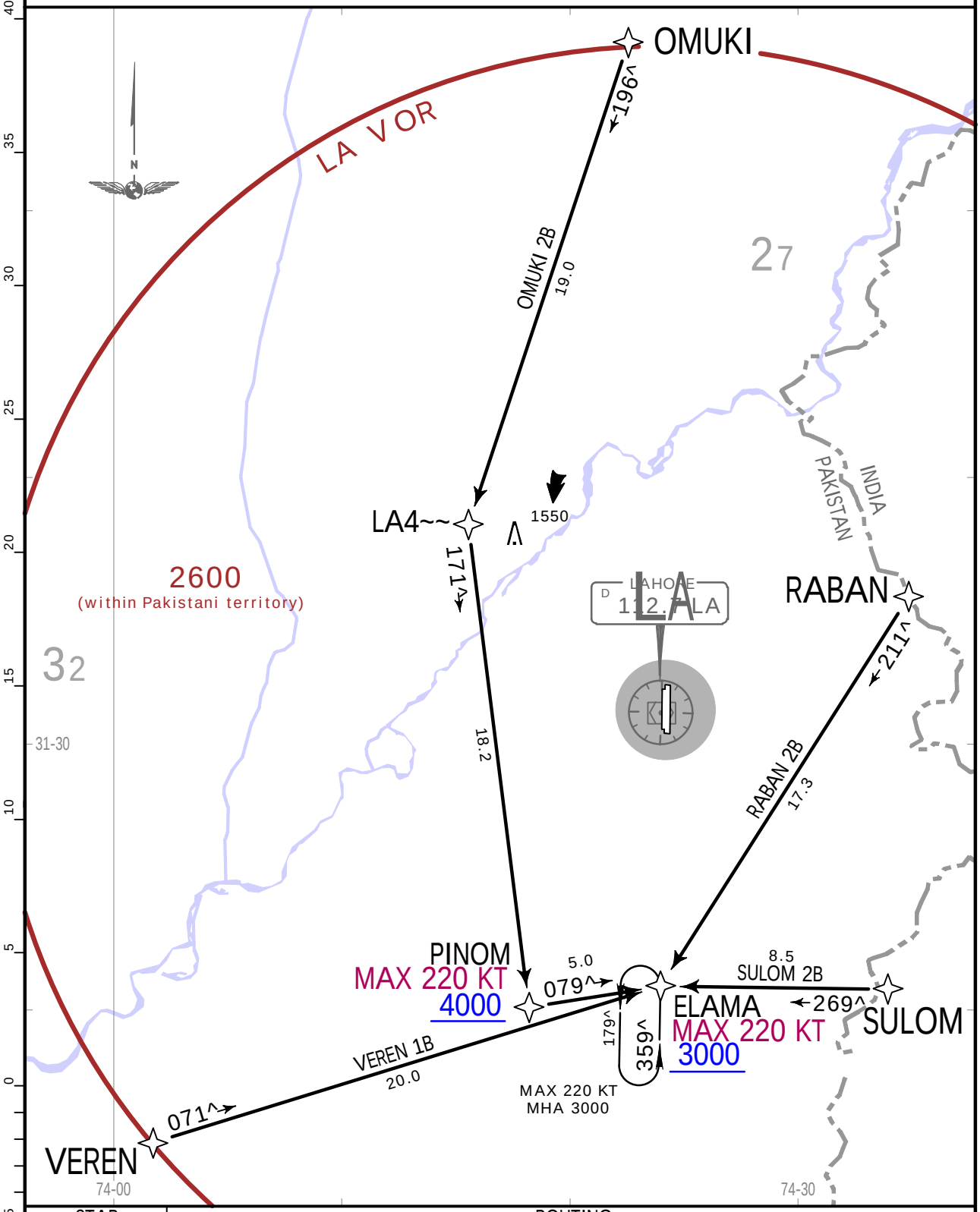
ATIS	Apt Elev	
126.3	714	Alt Set: hPa (IN on request) Trans level: FL60
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

OMUKI 2B [OMUK2B], RABAN 2B [RABA2B] SULOM 2B [SULO2B], VEREN 1B [VERE1B] RNP ARRIVALS (RWYS 36L/R)



STAR	ROUTING
OMUKI 2B	To LA4~~, then to PINOM, then to ELAMA, descend to ATC assigned level.
RABAN 2B SULOM 2B VEREN 1B	To ELAMA, descend to ATC assigned level.

CHANGES: General note added.

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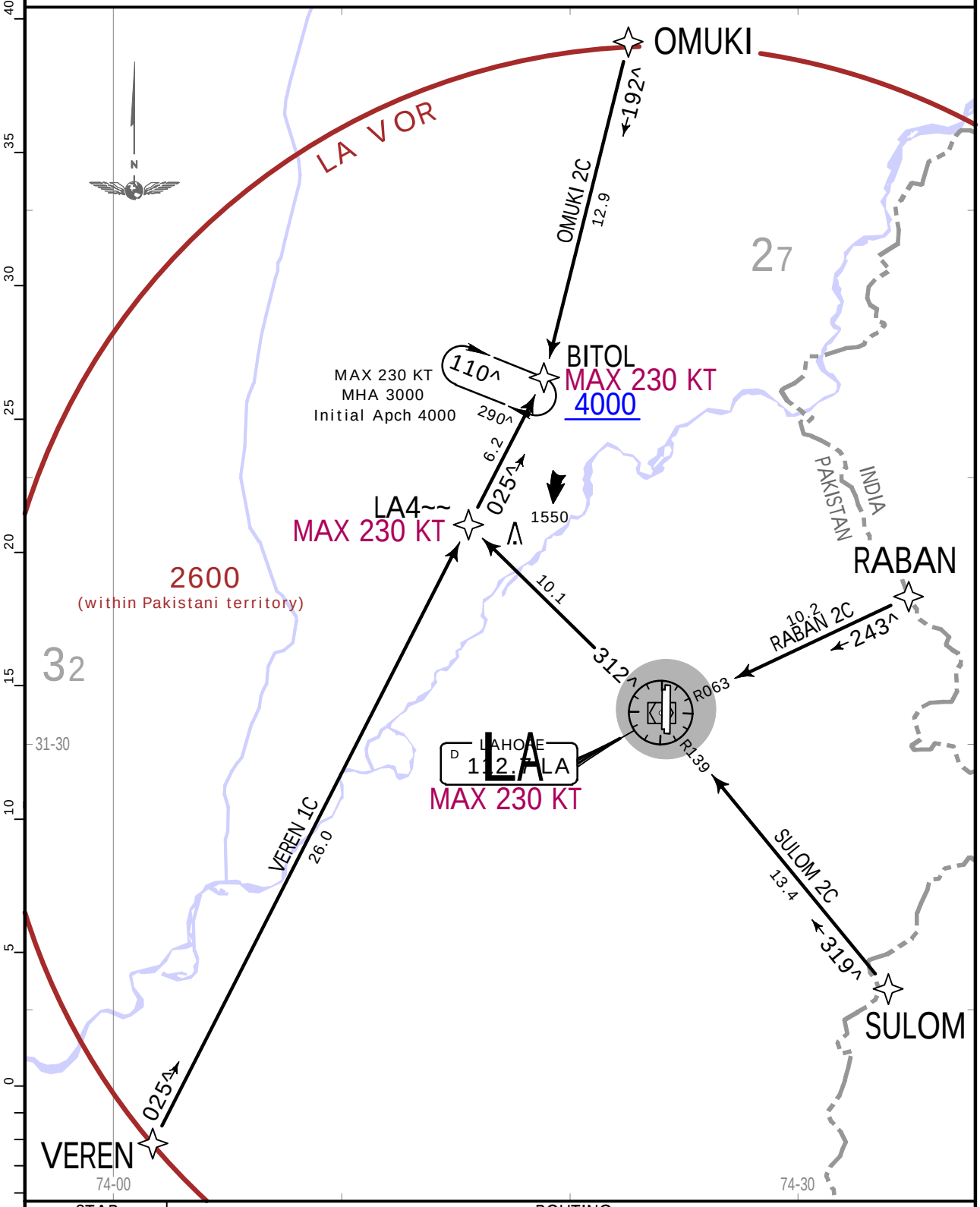
ATIS	Apt Elev	
126.3	714	Alt Set: hPa (IN on request) Trans level: FL60
		RNP 1 required
		Provision of RAIM prediction, if considered, is the responsibility of the operator.

OMUKI 2C [OMUK2C], RABAN 2C [RABA2C] SULOM 2C [SULO2C], VEREN 1C [VERE1C] RNP ARRIVALS (RWYS 18L/R)



STAR	ROUTING
OMUKI 2C	To BITOL, descend to ATC assigned level.
RABAN 2C SULOM 2C	To LA, then to LA4~~, then to BITOL, descend to ATC assigned level.
VEREN 1C	To LA4~~, then to BITOL, descend to ATC assigned level.

CHANGES: General note added.

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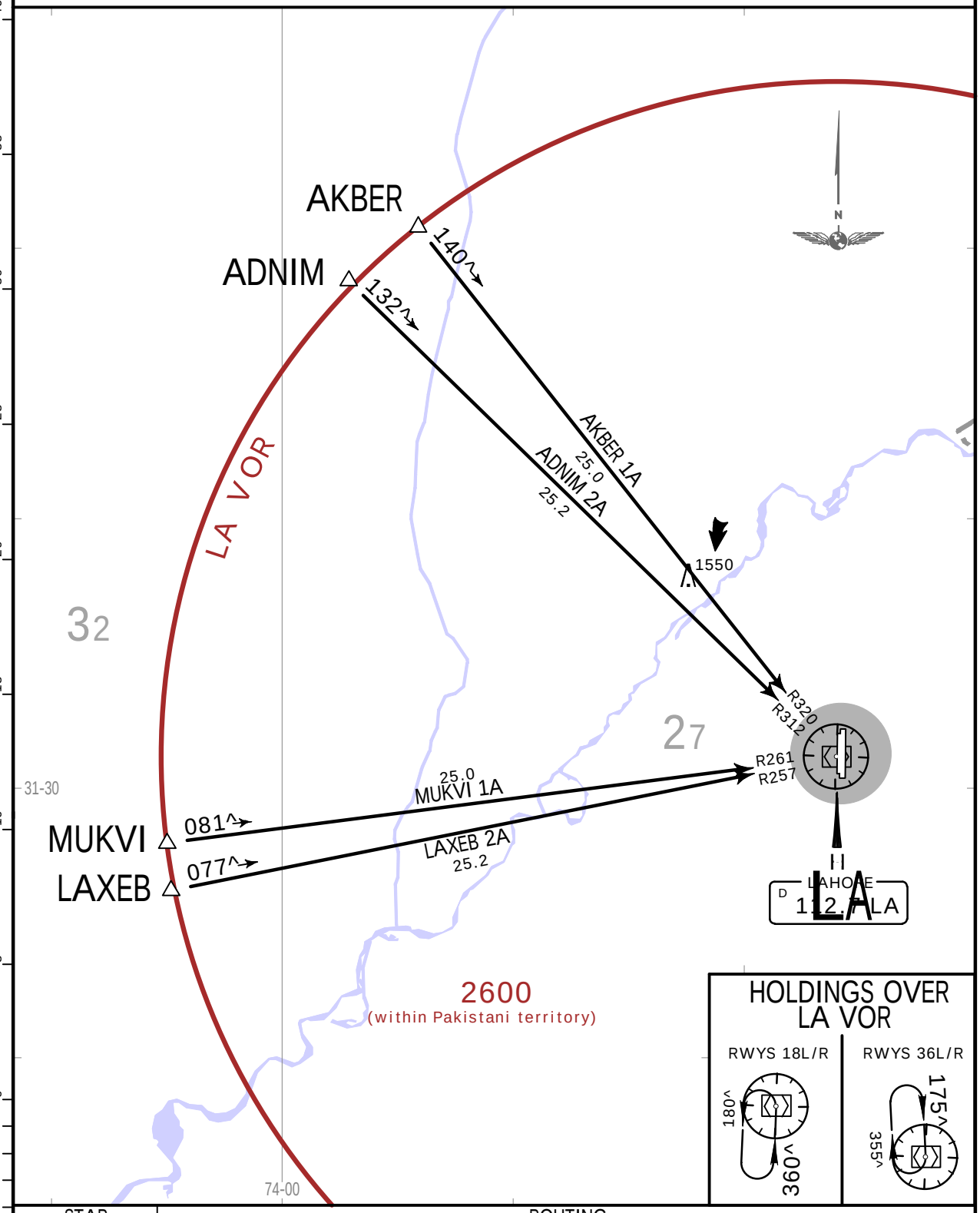
ATIS	Apt Elev	
126.3	712	Alt Set: hPa (IN on request) Trans level: FL60

ADNIM 2A [ADNI2A], AKBER 1A [AKBE1A] LAXEB 2A [LAXE2A], MUKVI 1A [MUKV1A] ARRIVALS (ALL RWYS)



STAR	ROUTING
ADNIM 2A	Intercept LA R312 inbound to LA VOR, descend to ATC assigned level.
AKBER 1A	Intercept LA R320 inbound to LA VOR, descend to ATC assigned level.
LAXEB 2A	Intercept LA R257 inbound to LA VOR, descend to ATC assigned level.
MUKVI 1A	Intercept LA R261 inbound to LA VOR, descend to ATC assigned level.

CHANGES: STARs completely revised.

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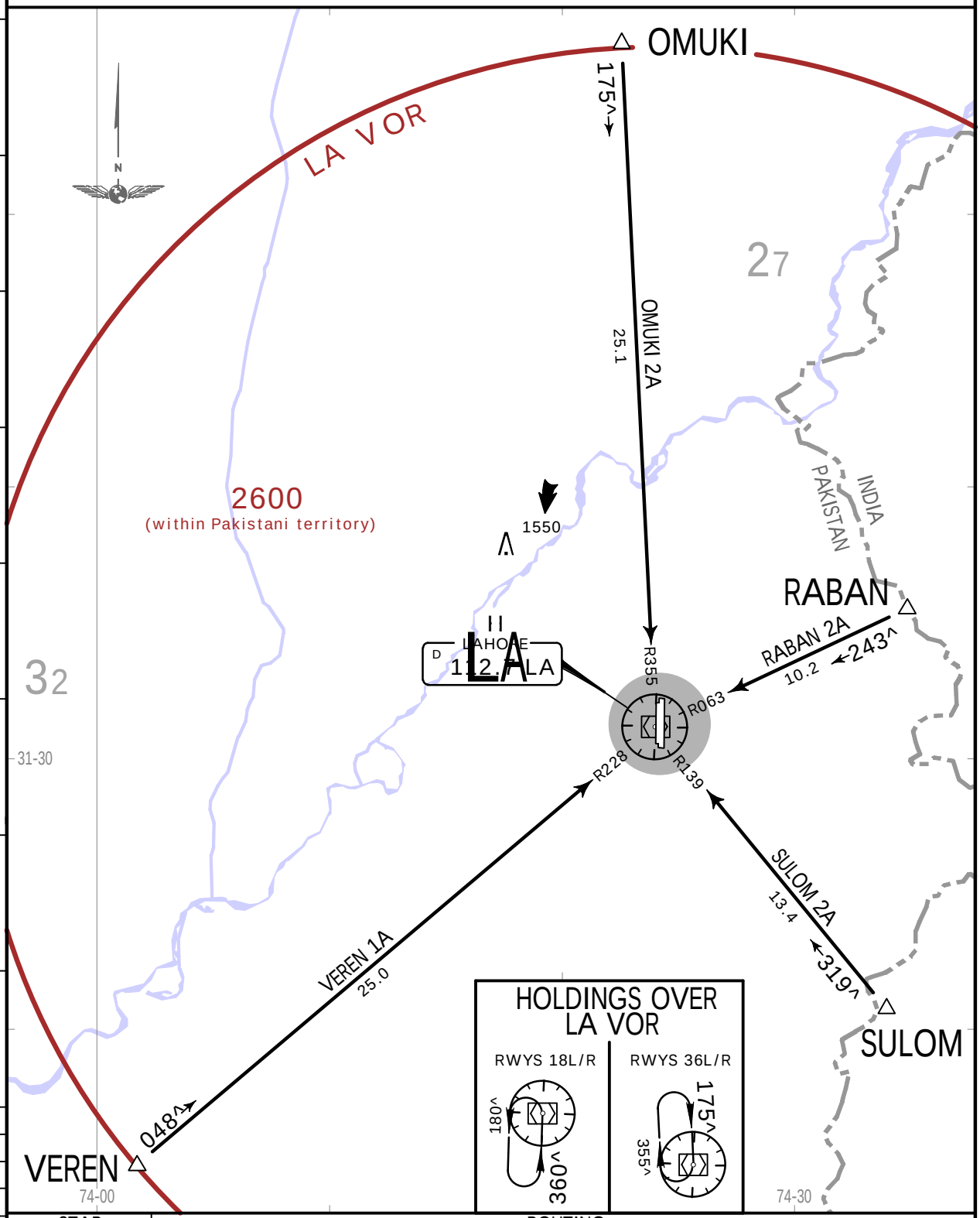
ATIS	Apt Elev	
126.3	712	Alt Set: hPa (IN on request) Trans level: FL60

OMUKI 2A [OMUK2A], RABAN 2A [RABA2A] SULOM 2A [SULO2A], VEREN 1A [VERE1A] ARRIVALS (ALL RWYS)



STAR	ROUTING
OMUKI 2A	Intercept LA R355 inbound to LA VOR, descend to ATC assigned level.
RABAN 2A	Intercept LA R063 inbound to LA VOR, descend to ATC assigned level.
SULOM 2A	Intercept LA R139 inbound to LA VOR, descend to ATC assigned level.
VEREN 1A	Intercept LA R228 inbound to LA VOR, descend to ATC assigned level.

CHANGES: STARs completely revised.

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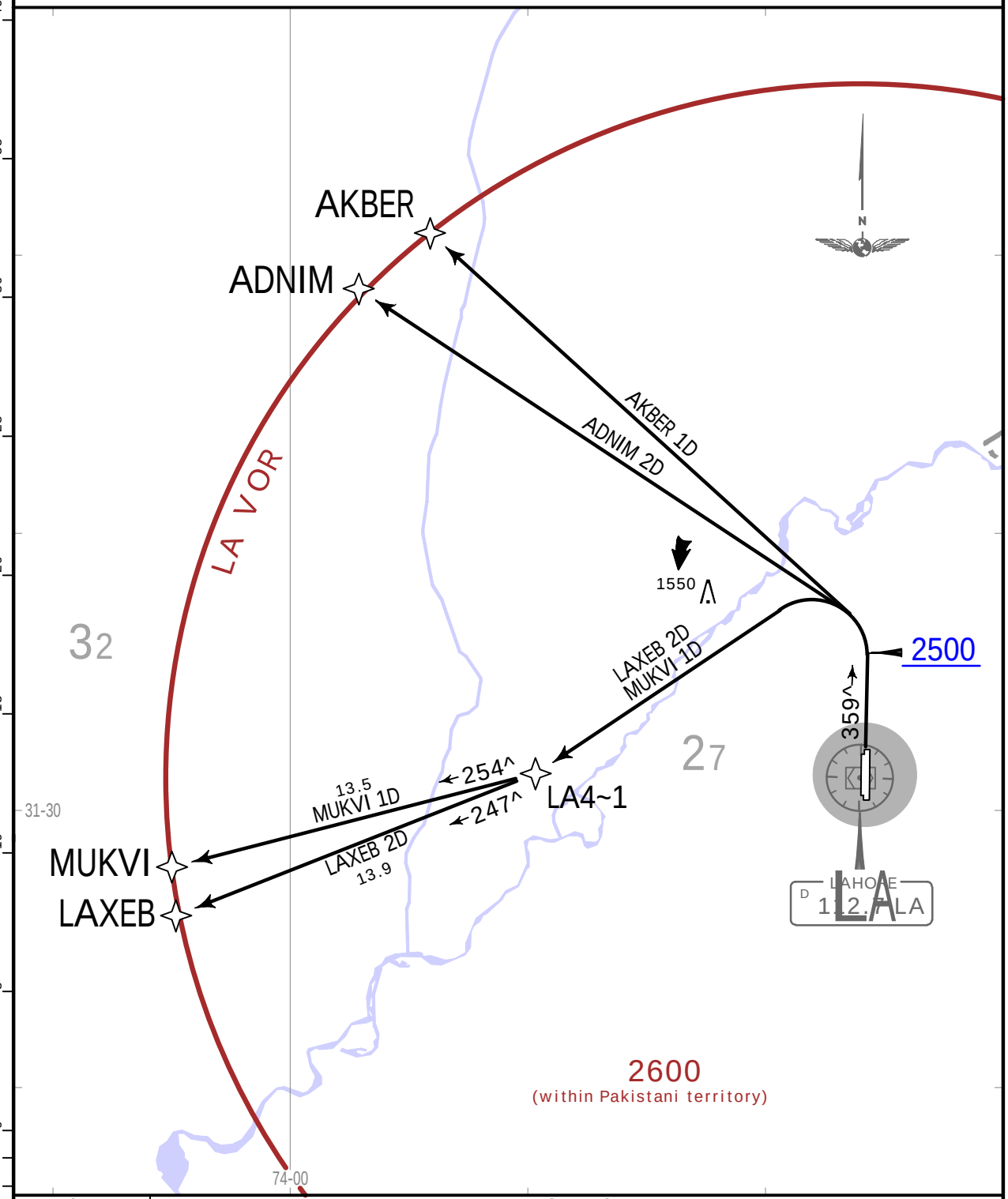
Apt Elev 714	Trans alt: 4000
	RNP 1 required
	Provision of RAIM prediction, if considered, is the responsibility of the operator.

ADNIM 2D [ADNI2D], AKBER 1D [AKBE1D] LAXEB 2D [LAXE2D], MUKVI 1D [MUKV1D] RNP DEPARTURES (RWYS 36L/R)



SID	ROUTING
ADNIM 2D	Climb straight ahead to 2500, turn LEFT direct to ADNIM climbing to ATC assigned level.
AKBER 1D	Climb straight ahead to 2500, turn LEFT direct to AKBER climbing to ATC assigned level.
LAXEB 2D	Climb straight ahead to 2500, turn LEFT direct to LA4~1, then to LAXEB climbing to ATC assigned level.
MUKVI 1D	Climb straight ahead to 2500, turn LEFT direct to LA4~1, then to MUKVI climbing to ATC assigned level.

CHANGES: General note added.

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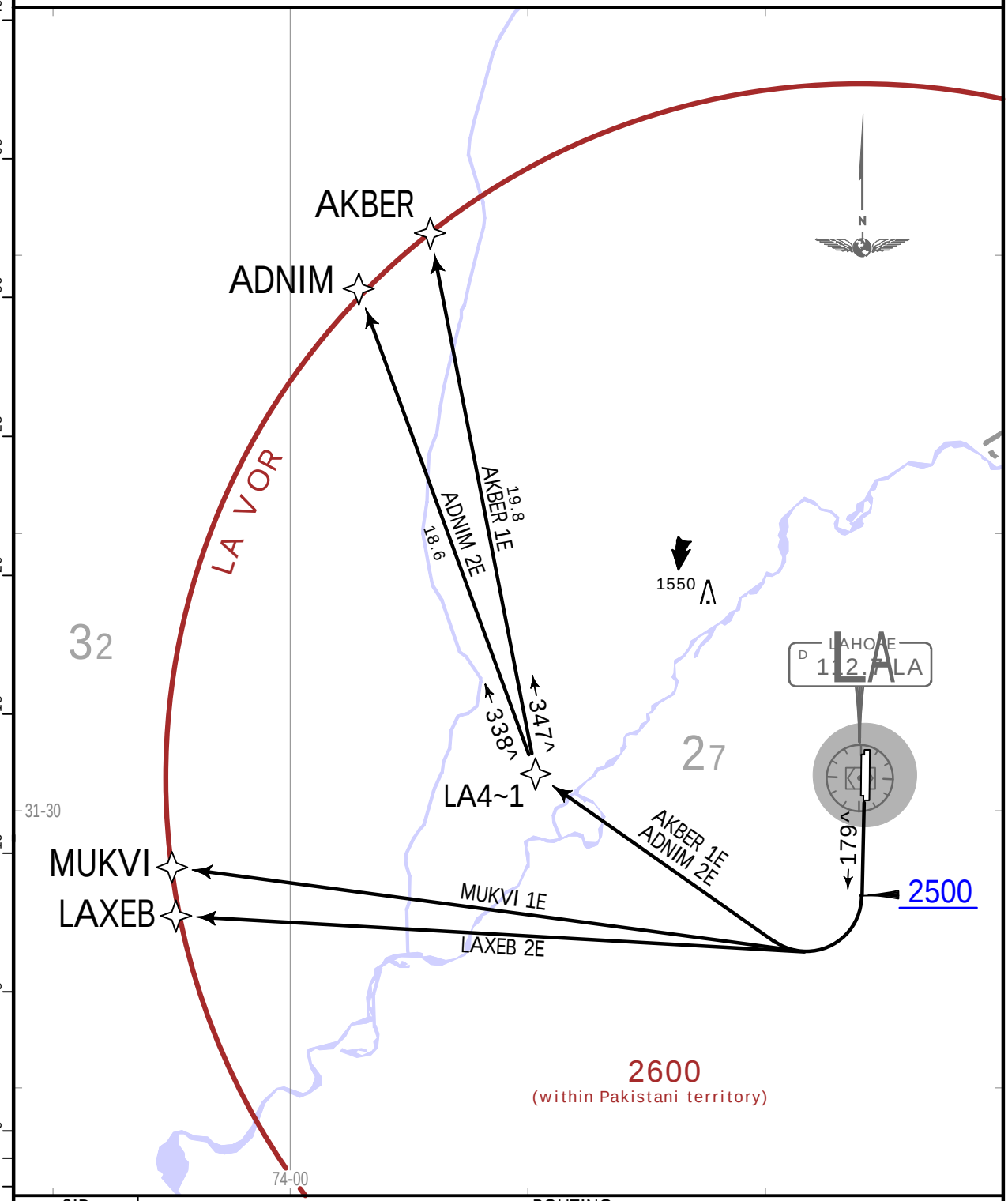
Apt Elev 714	Trans alt: 4000
	RNP 1 required
	Provision of RAIM prediction, if considered, is the responsibility of the operator.

ADNIM 2E [ADNI2E], AKBER 1E [AKBE1E] LAXEB 2E [LAXE2E], MUKVI 1E [MUKV1E] RNP DEPARTURES (RWYS 18L/R)



SID	ROUTING
ADNIM 2E	Climb straight ahead to 2500, turn RIGHT direct to LA4~1, then to ADNIM climbing to ATC assigned level.
AKBER 1E	Climb straight ahead to 2500, turn RIGHT direct to LA4~1, then to AKBER climbing to ATC assigned level.
LAXEB 2E	Climb straight ahead to 2500, turn RIGHT direct to LAXEB climbing to ATC assigned level.
MUKVI 1E	Climb straight ahead to 2500, turn RIGHT direct to MUKVI climbing to ATC assigned level.

CHANGES: General note added.

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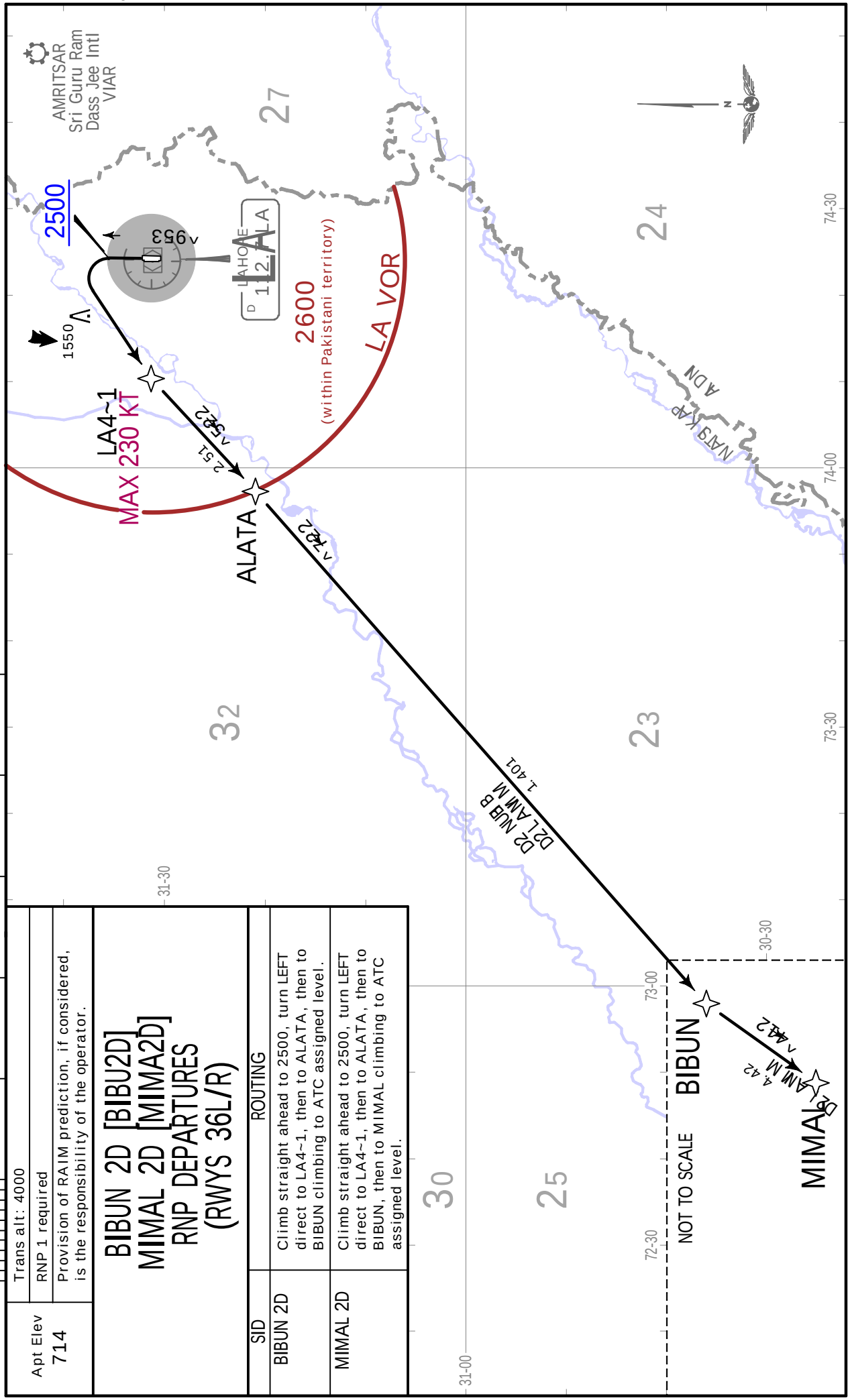

Apt Elev 714

Trans alt: 4000

RNP 1 required

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

BIBUN 2D [BIBU2D]
MIMAL 2D [MIMA2D]
RNP DEPARTURES
(RWYS 36L/R)

SID	ROUTING
BIBUN 2D	Climb straight ahead to 2500, turn LEFT direct to LA4~1, then to ALATA, then to BIBUN climbing to ATC assigned level.
MIMAL 2D	Climb straight ahead to 2500, turn LEFT direct to LA4~1, then to ALATA, then to BIBUN, then to MIMAL climbing to ATC assigned level.

CHANGES: General note added.

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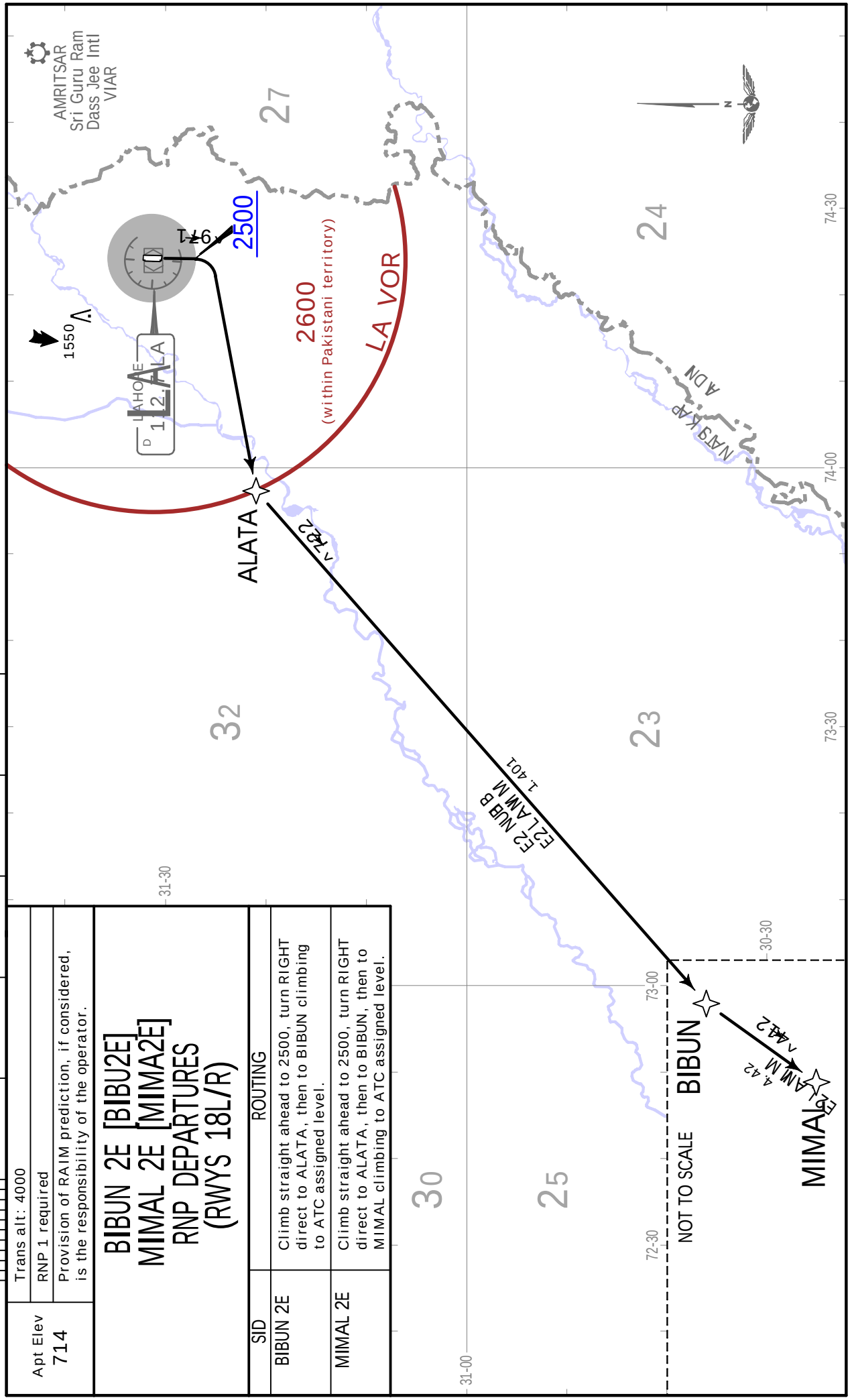

Apt Elev 714

Trans alt: 4000

RNP 1 required

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

BIBUN 2E [BIBU2E]
MIMAL 2E [MIMA2E]
RNP DEPARTURES
(RWYS 18L/R)

SID	ROUTING
BIBUN 2E	Climb straight ahead to 2500, turn RIGHT direct to ALATA, then to BIBUN climbing to ATC assigned level.
MIMAL 2E	Climb straight ahead to 2500, turn RIGHT direct to ALATA, then to BIBUN, then to MIMAL climbing to ATC assigned level.

CHANGES: General note added.

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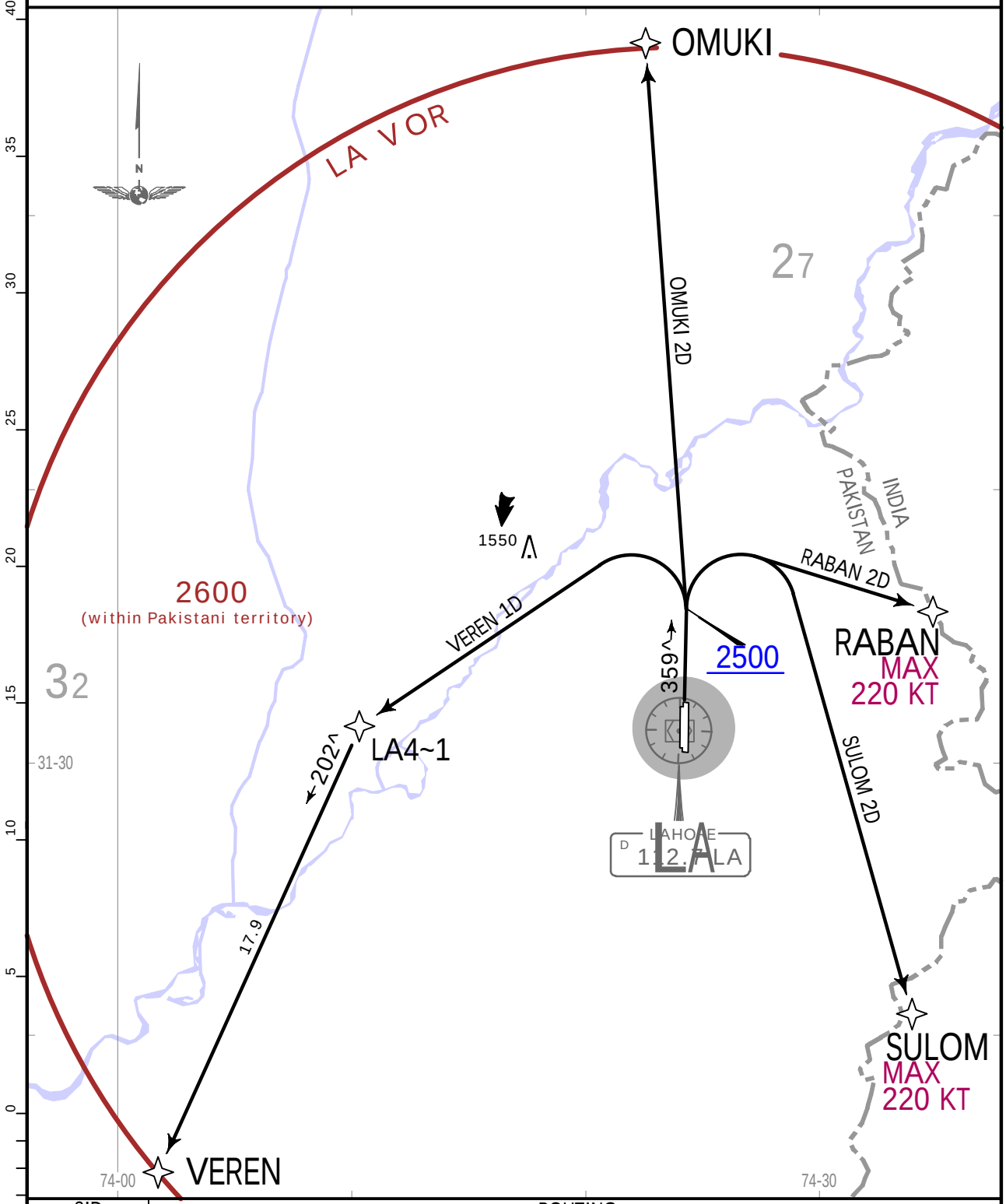
Apt Elev 714	Trans alt: 4000
	RNP 1 required
	Provision of RAIM prediction, if considered, is the responsibility of the operator.

OMUKI 2D [OMUK2D], RABAN 2D [RABA2D] SULOM 2D [SULO2D], VEREN 1D [VERE1D] RNP DEPARTURES (RWYS 36L/R)



SID	ROUTING
OMUKI 2D	Climb straight ahead to 2500, turn LEFT direct to OMUKI climbing to ATC assigned level.
RABAN 2D	Climb straight ahead to 2500, turn RIGHT direct to RABAN climbing to ATC assigned level.
SULOM 2D	Climb straight ahead to 2500, turn RIGHT direct to SULOM climbing to ATC assigned level.
VEREN 1D	Climb straight ahead to 2500, turn LEFT direct to LA4~1, then to VEREN climbing to ATC assigned level.

CHANGES: General note added.

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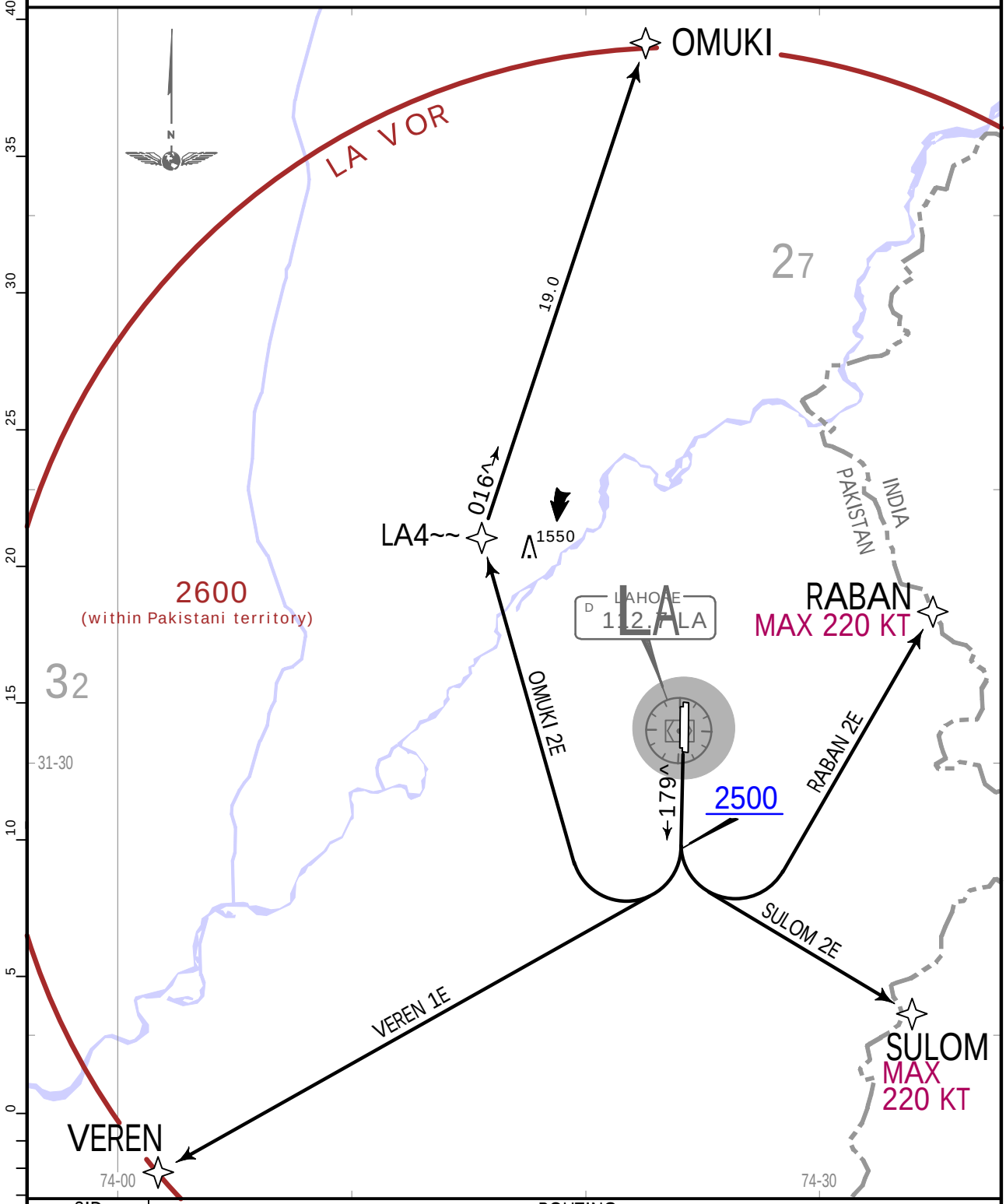
Apt Elev 714	Trans alt: 4000
	RNP 1 required
	Provision of RAIM prediction, if considered, is the responsibility of the operator.

OMUKI 2E [OMUK2E], RABAN 2E [RABA2E] SULOM 2E [SULO2E], VEREN 1E [VERE1E] RNP DEPARTURES (RWYS 18L/R)



SID	ROUTING
OMUKI 2E	Climb straight ahead to 2500, turn RIGHT direct to LA4~~, then to OMUKI climbing to ATC assigned level.
RABAN 2E	Climb straight ahead to 2500, turn LEFT direct to RABAN climbing to ATC assigned level.
SULOM 2E	Climb straight ahead to 2500, turn LEFT direct to SULOM climbing to ATC assigned level.
VEREN 1E	Climb straight ahead to 2500, turn RIGHT direct to VEREN climbing to ATC assigned level.

CHANGES: General note added.

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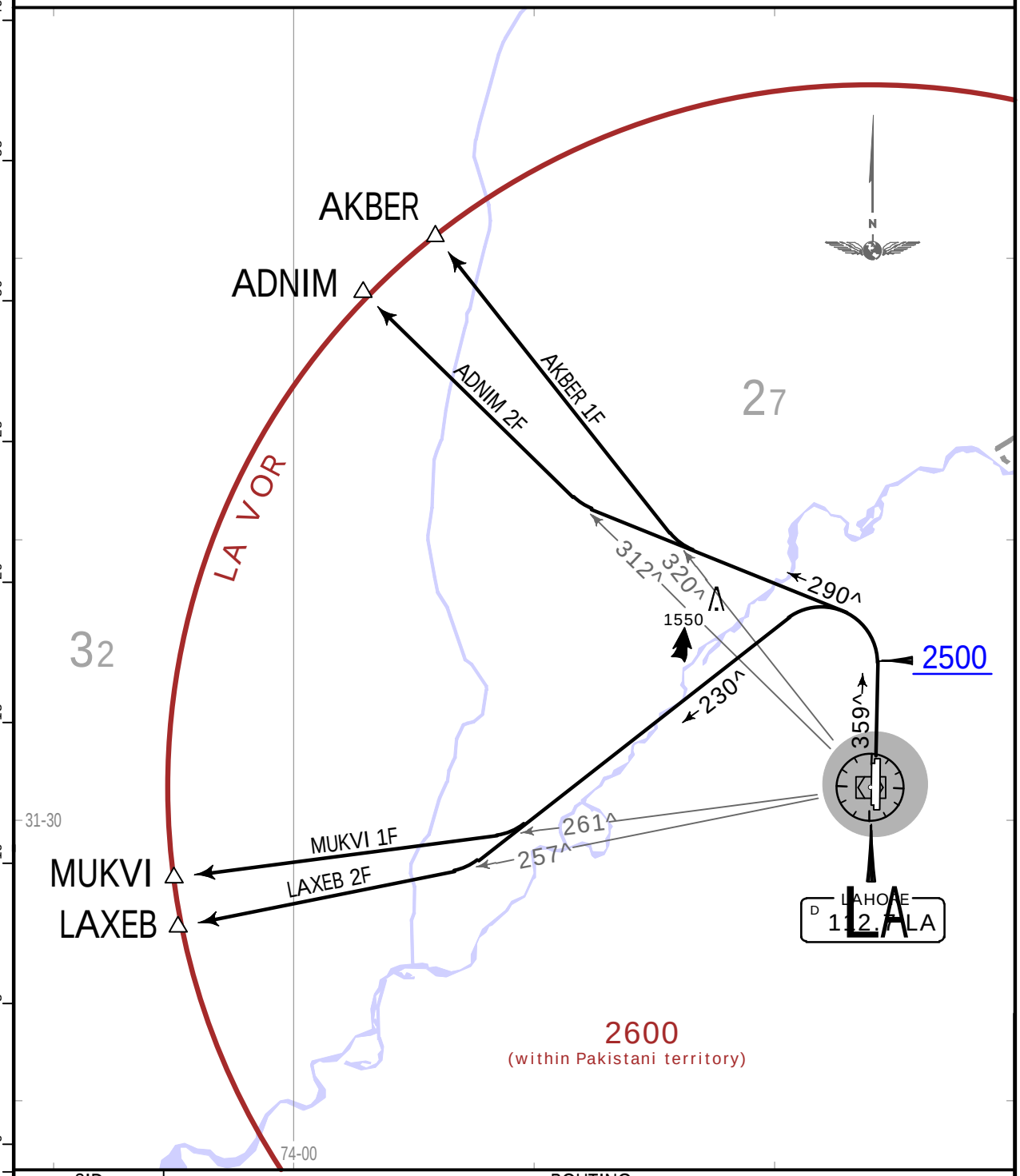
Apt Elev	Trans alt: 4000
712	

ADNIM 2F [ADNI2F], AKBER 1F [AKBE1F] LAXEB 2F [LAXE2F], MUKVI 1F [MUKV1F] DEPARTURES (RWYS 36L/R)



SID	ROUTING
ADNIM 2F	Climb straight ahead to 2500, turn LEFT, 290^ track, intercept LA R312 to ADNIM climbing to ATC assigned level.
AKBER 1F	Climb straight ahead to 2500, turn LEFT, 290^ track, intercept LA R320 to AKBER climbing to ATC assigned level.
LAXEB 2F	Climb straight ahead to 2500, turn LEFT, 230^ track, intercept LA R257 to LAXEB climbing to ATC assigned level.
MUKVI 1F	Climb straight ahead to 2500, turn LEFT, 230^ track, intercept LA R261 to MUKVI climbing to ATC assigned level.

CHANGES: SIDs completely revised.

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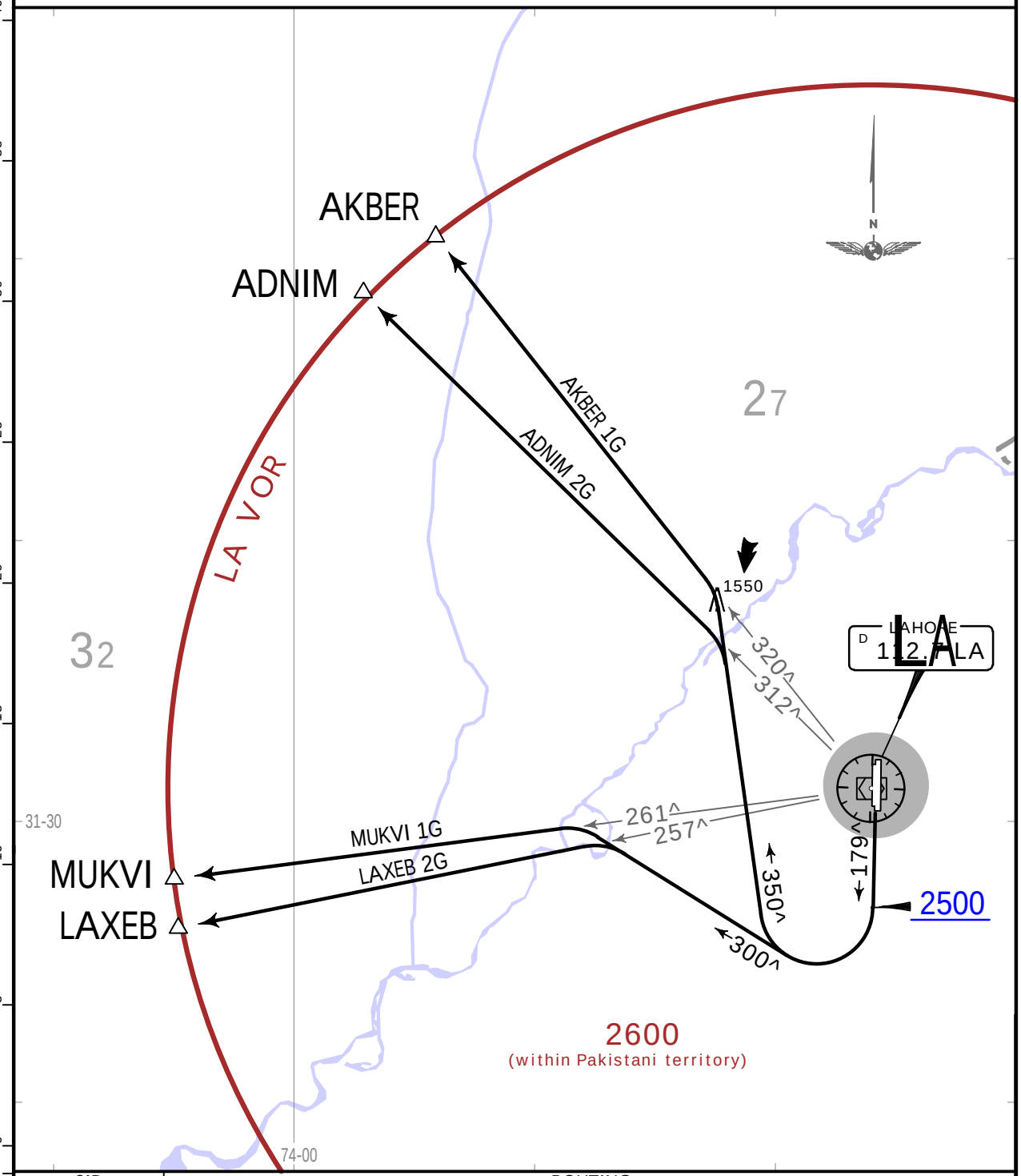
Apt Elev 712	Trans alt: 4000

ADNIM 2G [ADNI2G], AKBER 1G [AKBE1G] LAXEB 2G [LAXE2G], MUKVI 1G [MUKV1G] DEPARTURES (RWYS 18L/R)



SID	ROUTING
ADNIM 2G	Climb straight ahead to 2500, turn RIGHT, 350^ track, intercept LA R312 to ADNIM climbing to ATC assigned level.
AKBER 1G	Climb straight ahead to 2500, turn RIGHT, 350^ track, intercept LA R320 to AKBER climbing to ATC assigned level.
LAXEB 2G	Climb straight ahead to 2500, turn RIGHT, 300^ track, intercept LA R257 to LAXEB climbing to ATC assigned level.
MUKVI 1G	Climb straight ahead to 2500, turn RIGHT, 300^ track, intercept LA R261 to MUKVI climbing to ATC assigned level.

CHANGES: SIDs completely revised.

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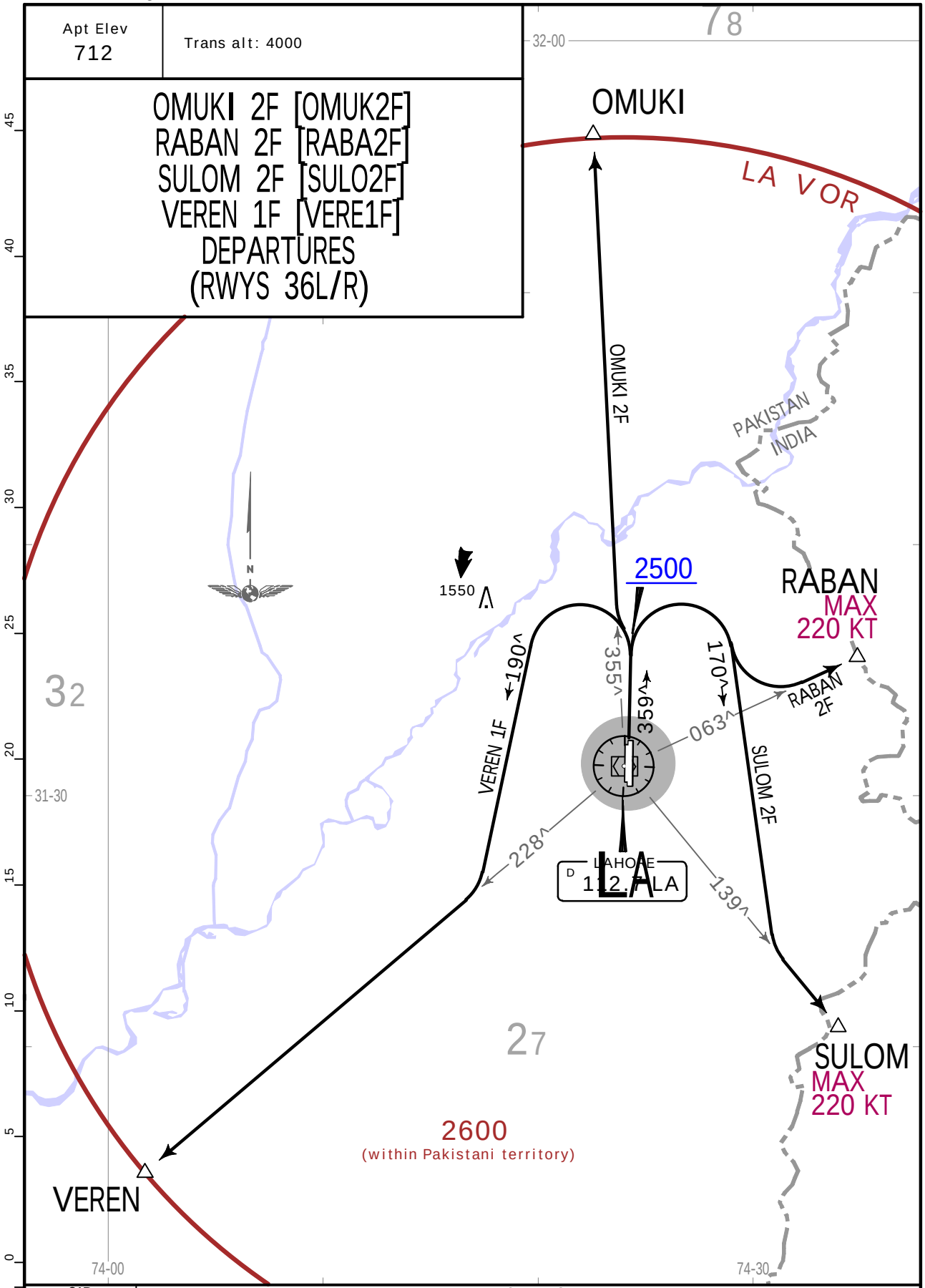
Apt Elev
712

Trans alt: 4000

OMUKI 2F [OMUK2F]
RABAN 2F [RABA2F]
SULOM 2F [SULO2F]
VEREN 1F [VERE1F]
DEPARTURES
(RWYS 36L/R)



SID	ROUTING
OMUKI 2F	Climb straight ahead to 2500, turn LEFT, intercept LA R355 to OMUKI climbing to ATC assigned level.
RABAN 2F	Climb straight ahead to 2500, turn RIGHT, intercept LA R063 to RABAN climbing to ATC assigned level.
SULOM 2F	Climb straight ahead to 2500, turn RIGHT, 170^ track, intercept LA R139 to SULOM climbing to ATC assigned level.
VEREN 1F	Climb straight ahead to 2500, turn LEFT, 190^ track, intercept LA R228 to VEREN climbing to ATC assigned level.

CHANGES: SIDs completely revised.

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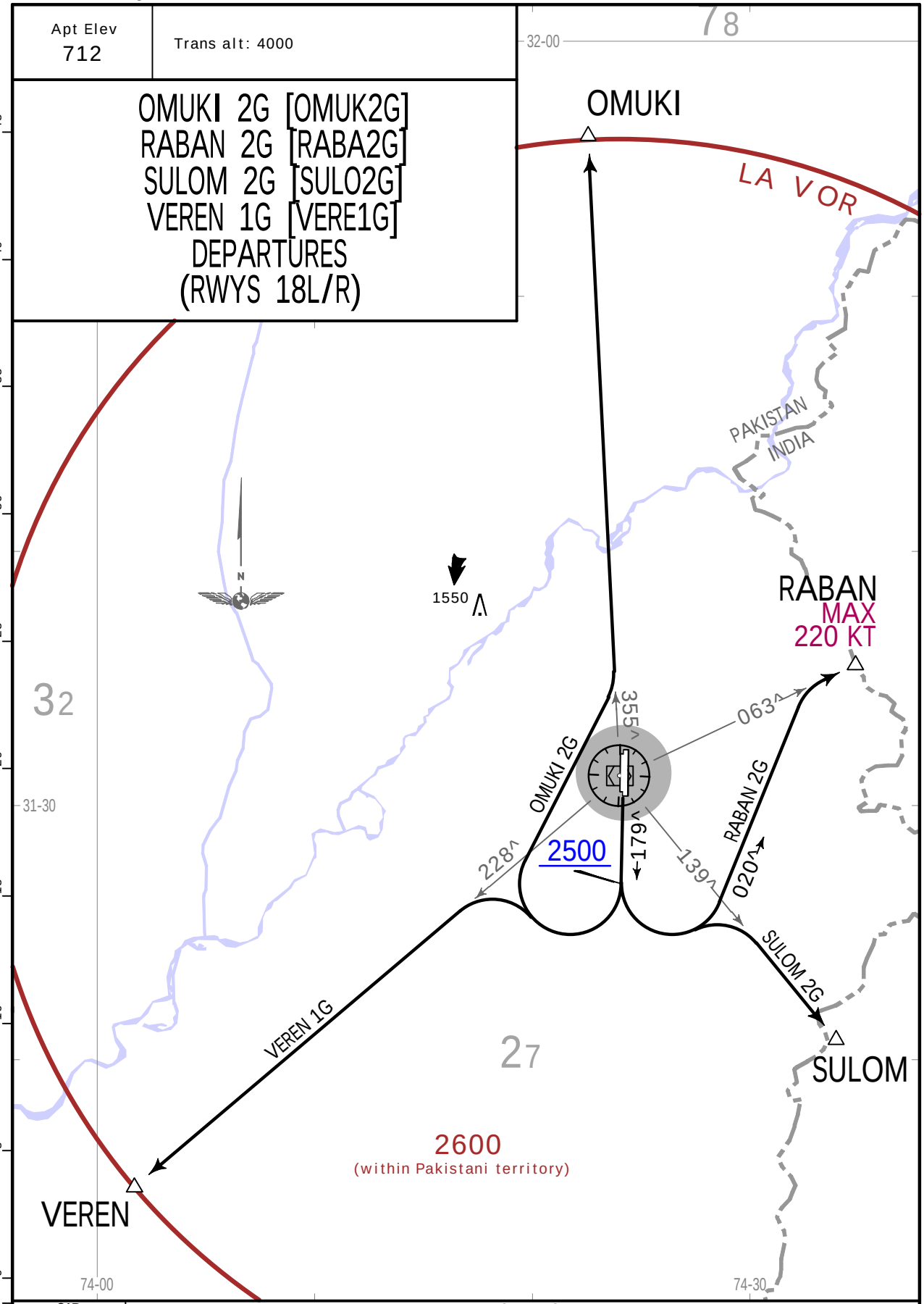
Apt Elev
712

Trans alt: 4000

OMUKI 2G [OMUK2G]
RABAN 2G [RABA2G]
SULOM 2G [SULO2G]
VEREN 1G [VERE1G]
DEPARTURES
(RWYS 18L/R)



SID	ROUTING
OMUKI 2G	Climb straight ahead to 2500, turn RIGHT, intercept LA R355 to OMUKI climbing to ATC assigned level.
RABAN 2G	Climb straight ahead to 2500, turn LEFT, 020^ track, intercept LA R063 to RABAN climbing to ATC assigned level.
SULOM 2G	Climb straight ahead to 2500, turn LEFT, intercept LA R139 to SULOM climbing to ATC assigned level.
VEREN 1G	Climb straight ahead to 2500, turn RIGHT, intercept LA R228 to VEREN climbing to ATC assigned level.

CHANGES: SIDs completely revised.

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OPLA/LHE

Apt Elev 714'
N31 31.3 E074 24.3

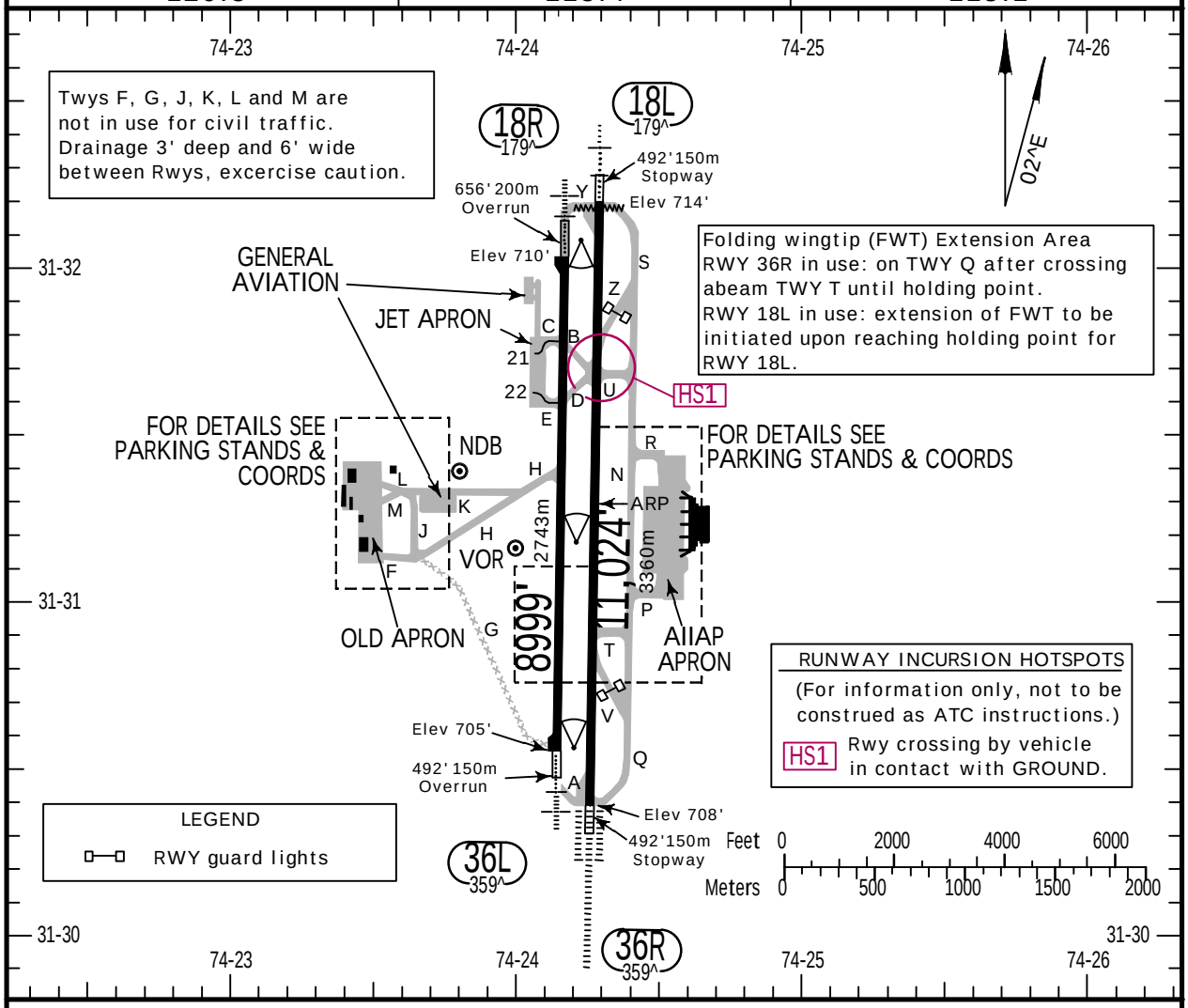
JEPPESEN

28 MAR 25 (10-9)

LAHORE, PAKISTAN

ALLAMA IQBAL INTL

ATIS	LAHORE Ground	Tower
126.3	118.4	118.1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL (60m) CL (15m) 1 HIALS REIL	2 3				148' 45m
36R	HIRL (60m) CL (15m) 4 HIALS-II SFL REIL TDZ	5 3		9991' 3045m		
18R 6 36L	HIRL (60m) 1 HIALS REIL	7				151' 46m
	HIRL (60m) 1 HIALS REIL	8		8028' 2447m		

1 length 420m
2 PAPI (angle 3.0^, MEHT66')
3 RVR
4 length 900m
5 PAPI (angle 3.0^, MEHT 56')
6 Secondary runway.
7 PAPI-L (angle 3.0^, MEHT48')
8 PAPI-L (angle 3.0^, MEHT50')

LOW VISIBILITY PROCEDURE (LVP)

TAXI PROCEDURE DURING ILS CAT IIIB OPERATIONS:

During ILS CAT IIIB operations RWY 36R, the following designated taxi routes shall be used:
- For Arrivals: Twy S & R
- For Departures: Twy P & Q.

.Std.

TAKE-OFF

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

1 RWY 36R: TDZ/Mid/Rollout R75m with approved lateral guidance system.

CHANGES: SWY removed, overrun added, MEHT.

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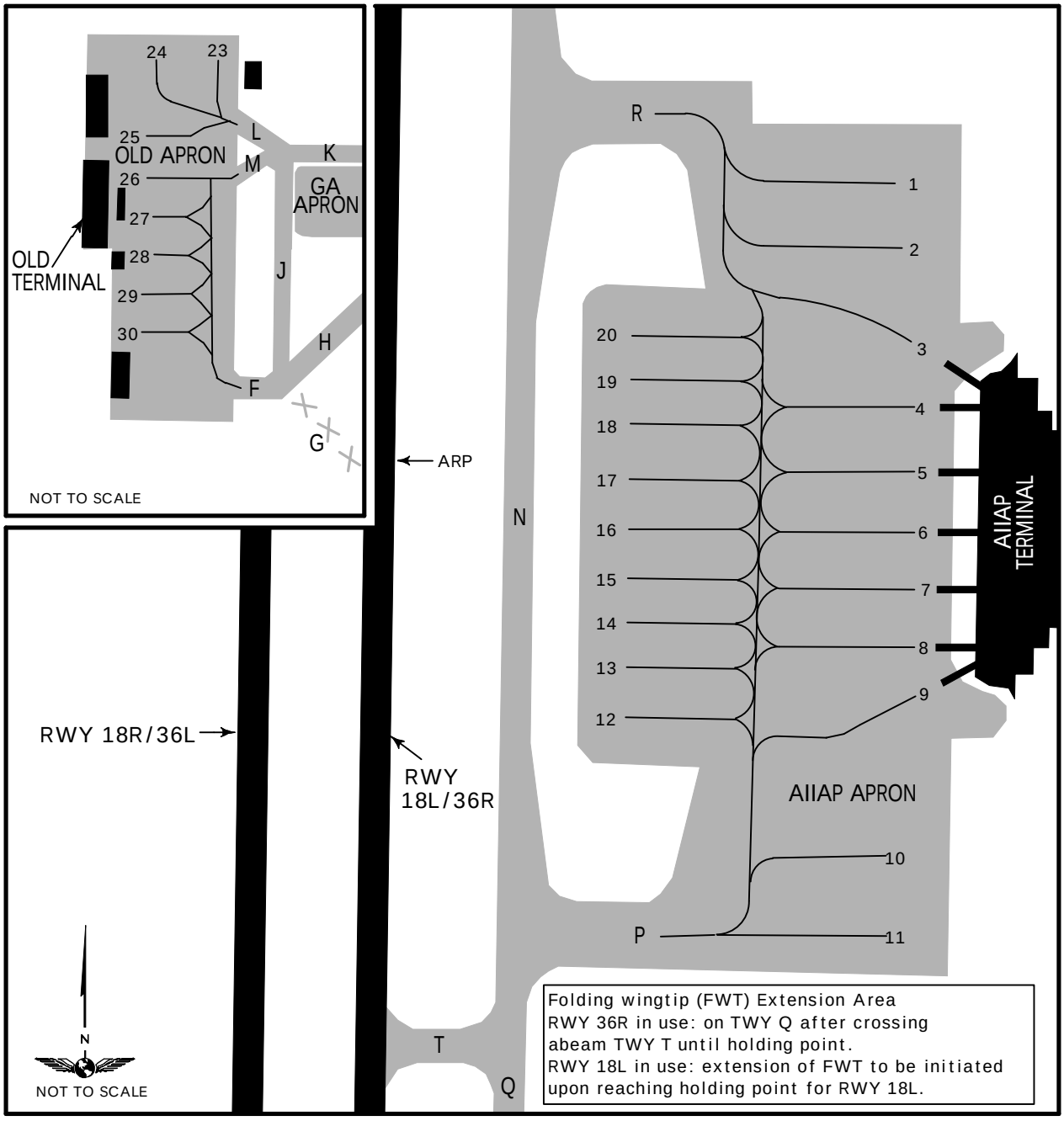

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1, 2	N31 31.4	E074 24.6	17 thru 20	N31 31.3	E074 24.5
3 thru 5	N31 31.3	E074 24.6	21	N31 31.7	E074 24.1
6 thru 8	N31 31.2	E074 24.6	22	N31 31.6	E074 24.1
9, 10	N31 31.1	E074 24.6	23, 24	N31 31.4	E074 23.5
11	N31 31.0	E074 24.6	25 thru 28	N31 31.3	E074 23.5
12, 13	N31 31.1	E074 24.5	29, 30	N31 31.2	E074 23.5
14 thru 16	N31 31.2	E074 24.5			

CHANGES: None.

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LAHORE, PAKISTAN

ALLAMA IQBAL INTL

STRAIGHT-IN RWY		A	B	C	D
18L	RNP	1050'(336')	1050'(336')	1050'(336')	1050'(336')
	LNAV/VNAV	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1500m	R1500m
	1 RNP	1150'(436')	1150'(436')	1150'(436')	1150'(436')
	LNAV	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 2 VOR Z or Y	1160'(446')	1160'(446')	1160'(446')	1160'(446')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 3 VOR Z	1210'(496')	1210'(496')	1210'(496')	1210'(496')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2300m	R2300m
18R	RNP	1050'(340')	1050'(340')	1050'(340')	1050'(340')
	LNAV/VNAV	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1500m	R1500m
	1 RNP	1140'(430')	1140'(430')	1140'(430')	1140'(430')
	LNAV	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 2 VOR Z or Y	1160'(446')	1160'(446')	1160'(446')	1160'(446')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 3 VOR Z	1210'(496')	1210'(496')	1210'(496')	1210'(496')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2300m	R2300m
36L	ILS Z or Y	908'(203')	908'(203')	927'(222')	927'(222')
		R750m	R750m	R800m	R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC Z or Y	1110'(405')	1110'(405')	1110'(405')	1110'(405')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNP	1050'(345')	1050'(345')	1050'(345')	1050'(345')
	LNAV/VNAV	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1600m	R1600m
	1 RNP	1150'(445')	1150'(445')	1150'(445')	1150'(445')
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2100m	R2100m
	1 2 VOR	1200'(486')	1200'(486')	1200'(486')	1200'(486')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2300m	R2300m
	1 3 VOR	1250'(536')	1250'(536')	1250'(536')	1250'(536')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m

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

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LAHORE, PAKISTAN

ALLAMA IQBAL INTL

STRAIGHT-IN RWY		A	B	C	D
36R	CAT 3B ILS	R75m	R75m	R75m	R75m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	808' (100') RA104' R300m	816' (108') RA112' R300m	827' (119') RA124' R300m	842' (134') RA139' R400m
	ILS Z or Y FULL TDZ or CL out ALS out	908' (200') R550m 1 R550m R1200m	908' (200') R550m 1 R550m R1200m	925' (217') R550m 1 R550m R1200m	925' (217') R550m 1 R550m R1200m
	2 LOC Z or Y ALS out	1110' (402') R1200m R1500m	1110' (402') R1200m R1500m	1110' (402') R1200m R1900m	1110' (402') R1200m R1900m
	RNP LNAV/VNAV ALS out	1050' (342') R900m R1500m	1050' (342') R900m R1500m	1050' (342') R900m R1600m	1050' (342') R900m R1600m
	2 RNP LNAV ALS out	1150' (442') R1400m R1500m	1150' (442') R1400m R1500m	1150' (442') R1400m R2100m	1150' (442') R1400m R2100m
	2 3 VOR ALS out	1200' (486') R1500m R1500m	1200' (486') R1500m R1500m	1200' (486') R1500m R2300m	1200' (486') R1500m R2300m
	2 4 VOR ALS out	1250' (536') R1500m R1500m	1250' (536') R1500m R1500m	1250' (536') R1700m R2400m	1250' (536') R1700m R2400m
	SRA ALS out	1060' (352') 1100m 1800m	1060' (352') 1100m 1800m	1060' (352') 1300m 2000m	1060' (352') 1300m 2000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 Continuous Descent Final Approach.
3 with DME.
4 w/o DME.

CIRCLE-TO-LAND 5	100 KT	135 KT	180 KT	205 KT
	1510' (796')	1510' (796')	1860' (1146')	1860' (1146')
ILS Z or Y Rwy 36L	1510' (805') 6	1510' (805') 6	1860' (1155') 6	1860' (1155') 6
ILS Z or Y Rwy 36R	1510' (802') 7	1510' (802') 7	1860' (1152') 7	1860' (1152') 7
	V1500m 8	V1600m 8	V2400m	V3600m

5 After RNAV approach: NOT APPLICABLE.
6 Circling height based on Rwy 36L thresh elev of 705'.
7 Circling height based on Rwy 36R thresh elev of 708'.
8 or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
1 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

1 RWY 36R: R75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
17 FEB 23 (11-1) .Eff.23.Feb.

LAHORE, PAKISTAN
ILS or LOC Z Rwy 36L

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

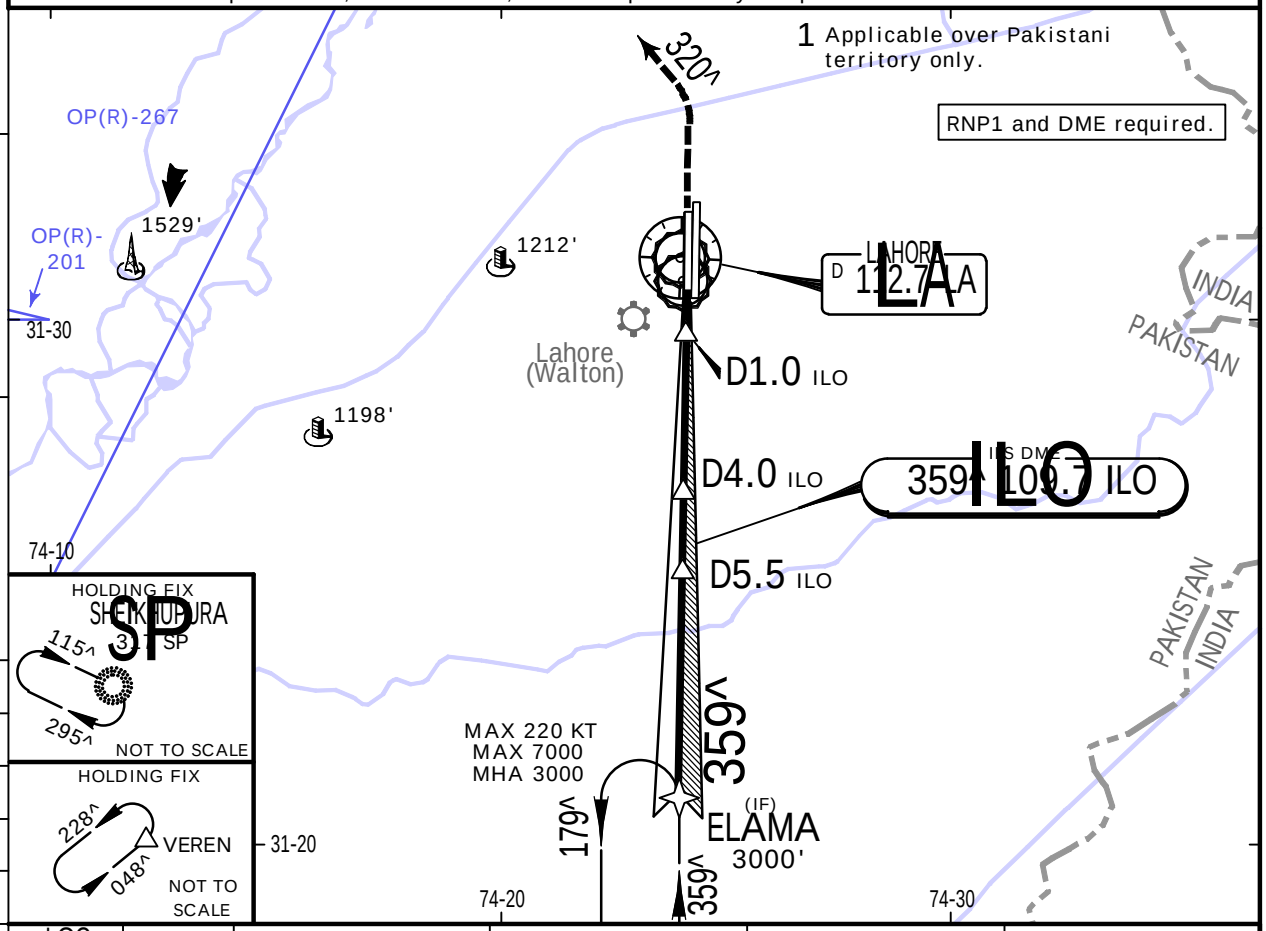
LOC ILO	Final Apch Crs	D5.5 ILO	ILS DA(H) Refer to Minimums	Apt Elev 714' Rwy 705'
109.7	359^	2500' (1795')		

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

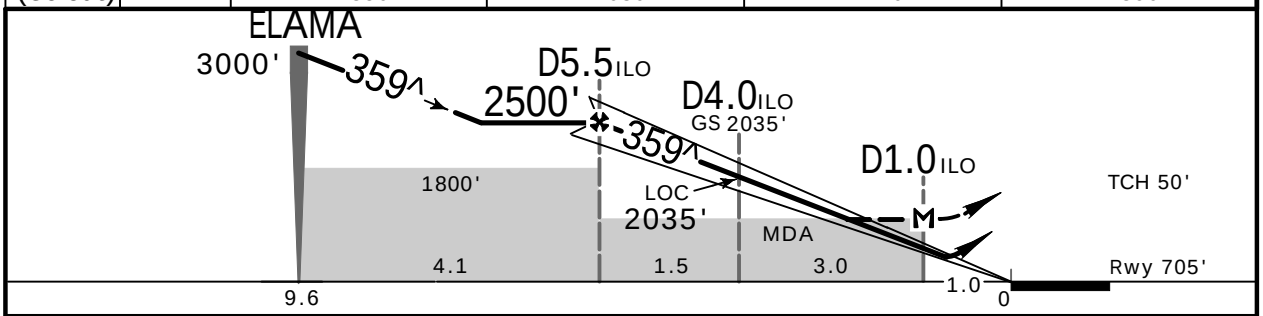
Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR

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



LOC (GS out)					
	ILO DME	5.0	4.0	3.0	2.0
	ALTITUDE	2350'	2030'	1710'	1390'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 ILO							

HIALS
PAPI
3000'
320^
LT

.Std.

STRAIGHT-IN LANDING

ILS DA(H) AB: 908' (203') CD: 927' (222')

LOC (GS out) CDFA 1 DA/MDA(H) 1110' (405')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	R750m	R1200m	R1500m	R1500m
B				
C	R800m			R1900m
D				

CIRCLE-TO-LAND 2

Max Kts	MDA(H)	
100	1510' (805')	V1500m
135	1510' (805')	V1600m
180	1860' (1155')	V2400m
205	1860' (1155')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 36L thresh elev of 705'.

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

17 FEB 23 (11-2) .Eff.23.Feb.

LAHORE, PAKISTAN
ILS or LOC Y Rwy 36L

BRIEFING STRIP ™

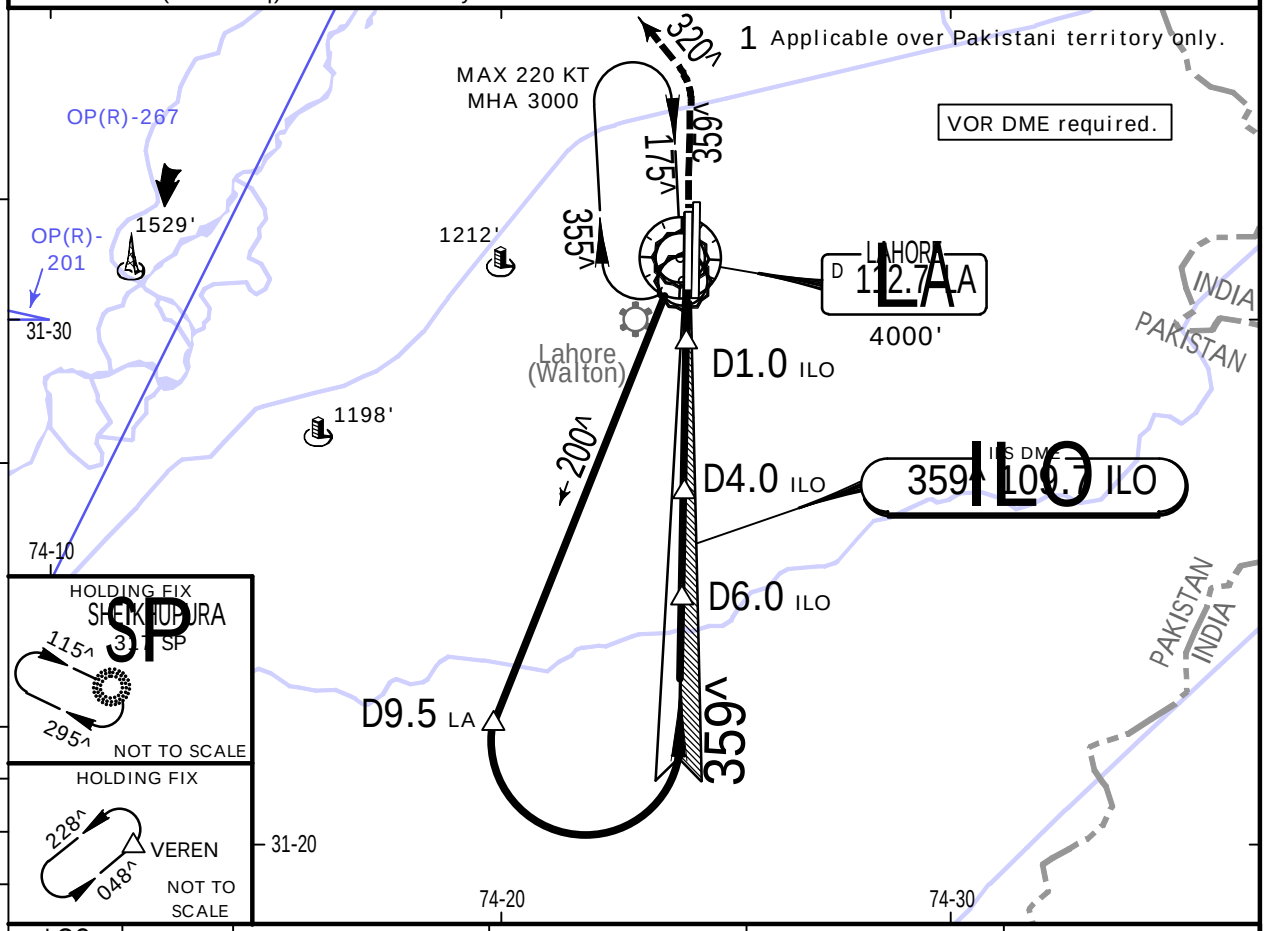
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

LOC ILO	Final Apch Crs	D6.0 ILO	ILS DA(H) Refer to Minimums	Apt Elev 714' Rwy 705'
109.7	359^	2600' (1895')		

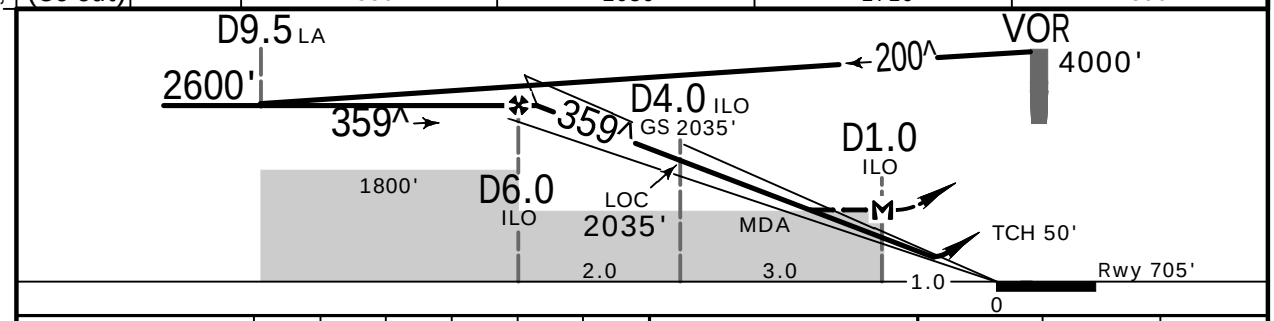
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

2600 1 MSA LA VOR

Alt Set: hPa (IN on req) | Rwy Elev: 26 hPa | Trans level: FL060 | Trans alt: 4000'



LOC (GS out)	ILO DME	5.0	4.0	3.0	2.0
	ALTITUDE	2350'	2030'	1710'	1390'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 ILO							

HIALS PAPI 3000' 320^ LT

.Std. STRAIGHT-IN LANDING

ILS DA(H) AB: 908' (203') CD: 927' (222')

LOC (GS out) CDFA 1 DA/MDA(H) 1110' (405')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	R750m	R1200m	R1500m	R1500m
B				
C	R800m			R1900m
D				

CIRCLE-TO-LAND 2

Max Kts	MDA(H)	
100	1510' (805')	V1500m
135	1510' (805')	V1600m
180	1860' (1155')	V2400m
205	1860' (1155')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 36L thresh elev of 705'.

CHANGES: None.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

17 FEB 23
.Eff.23.Feb.

(11-3)

LAHORE, PAKISTAN
ILS or LOC Z Rwy 36R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

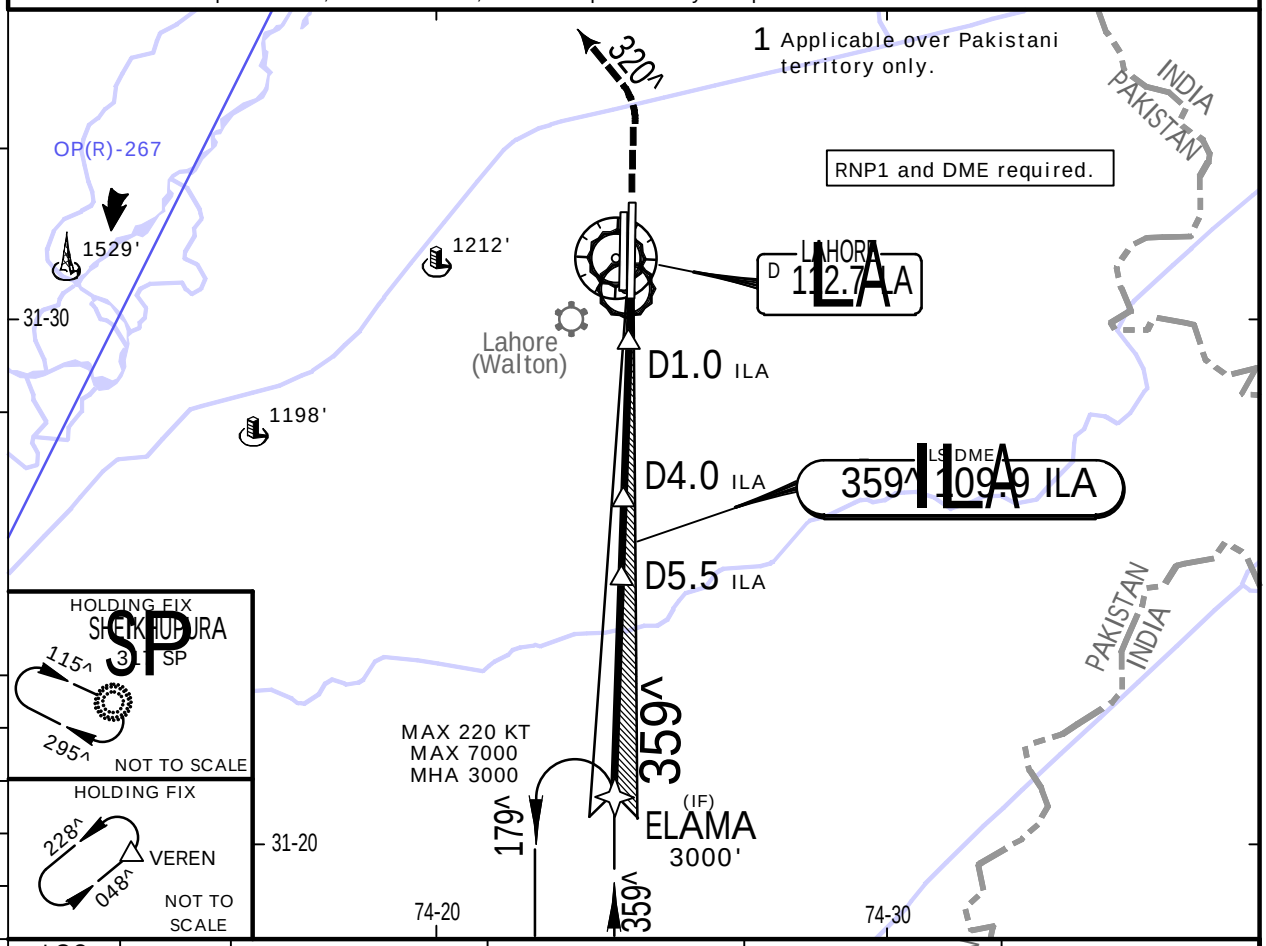
LOC ILA	Final Apch Crs	D5.5 ILA	ILS DA(H) Refer to Minimums	Apt Elev 714' Rwy 708'
109.9	359^	2500' (1792')		

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

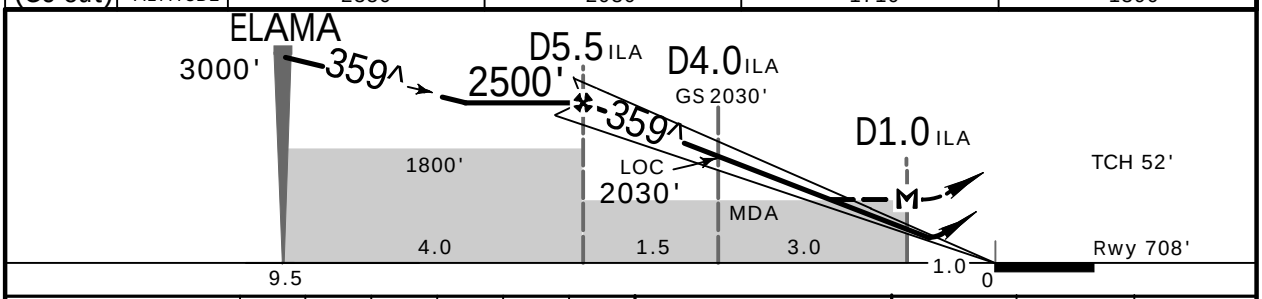
Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR

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



LOC (GS out)	ILA DME	5.0	4.0	3.0	2.0
	ALTITUDE	2350'	2030'	1710'	1390'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 ILA							

HIALS-II PAPI PAPI 3000' 320^ LT

.Std.

STRAIGHT-IN LANDING

ILS — DA(H) AB: 908' (200') CD: 925' (217')

LOC (GS out) — CDFA — 2 DA/MDA(H) 1110' (402')

CIRCLE-TO-LAND 3

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

Max Kts	MDA(H)
100	1510' (802') V1500m
135	1510' (802') V1600m
180	1860' (1152') V2400m
205	1860' (1152') V3600m

PANS OPS

1 RVR 750m 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. 3 Circling height based on rwy 36R thresh elev of 708'.

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

17 FEB 23
.Eff.23.Feb.

JEPPESEN
11-3A

LAHORE, PAKISTAN
CAT II/III ILS Z Rwy 36R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

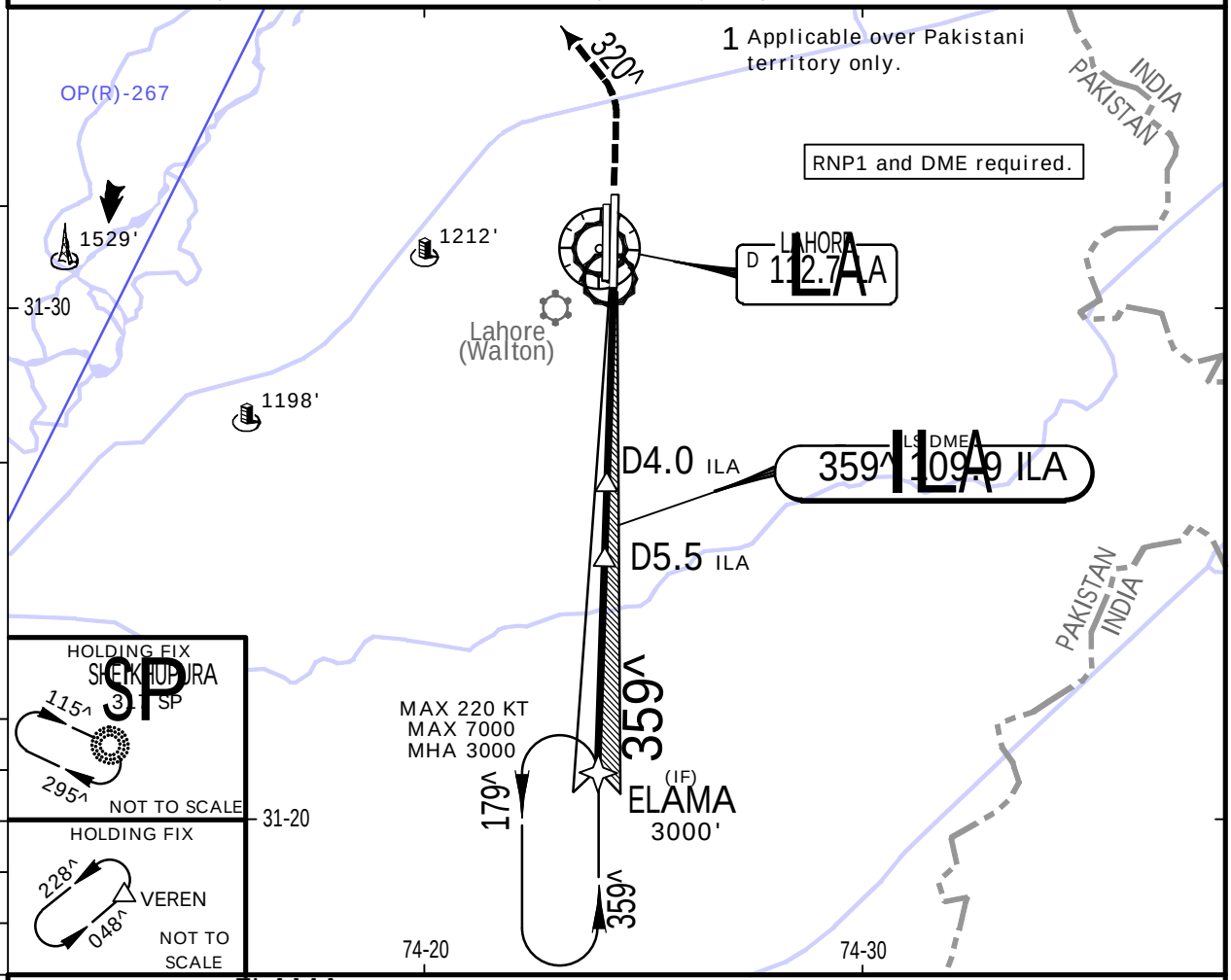
LOC ILA	Final Apch Crs	D5.5 ILA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 714' Rwy 708'
109.9	359^	2500' (1792')		

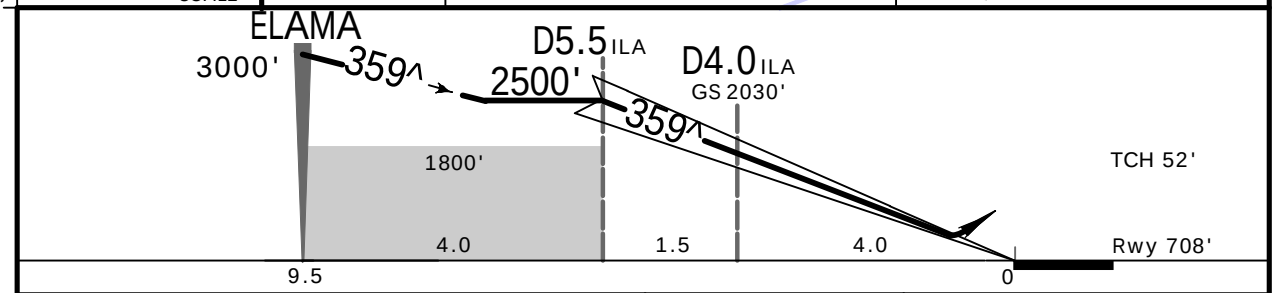
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI PAPI
3000'
320^
LT

.Std.

STRAIGHT-IN LANDING

CAT IIIB ILS[1]	CAT IIIA ILS[1]	CAT II ILS[1] A	B	C	D
	DH 50'	RA 104' DA(H) 808' (100')	RA 112' DA(H) 816' (108')	RA 124' DA(H) 827' (119')	RA 139' DA(H) 842' (134')
R75m	R175m	R300m			R400m

PANS OPS

1 Special Aircrew and Aircraft Certification Required.

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

23 DEC 22
.Eff.29.Dec.

(11-4)

LAHORE, PAKISTAN
ILS or LOC Y Rwy 36R

BRIEFING STRIP ™

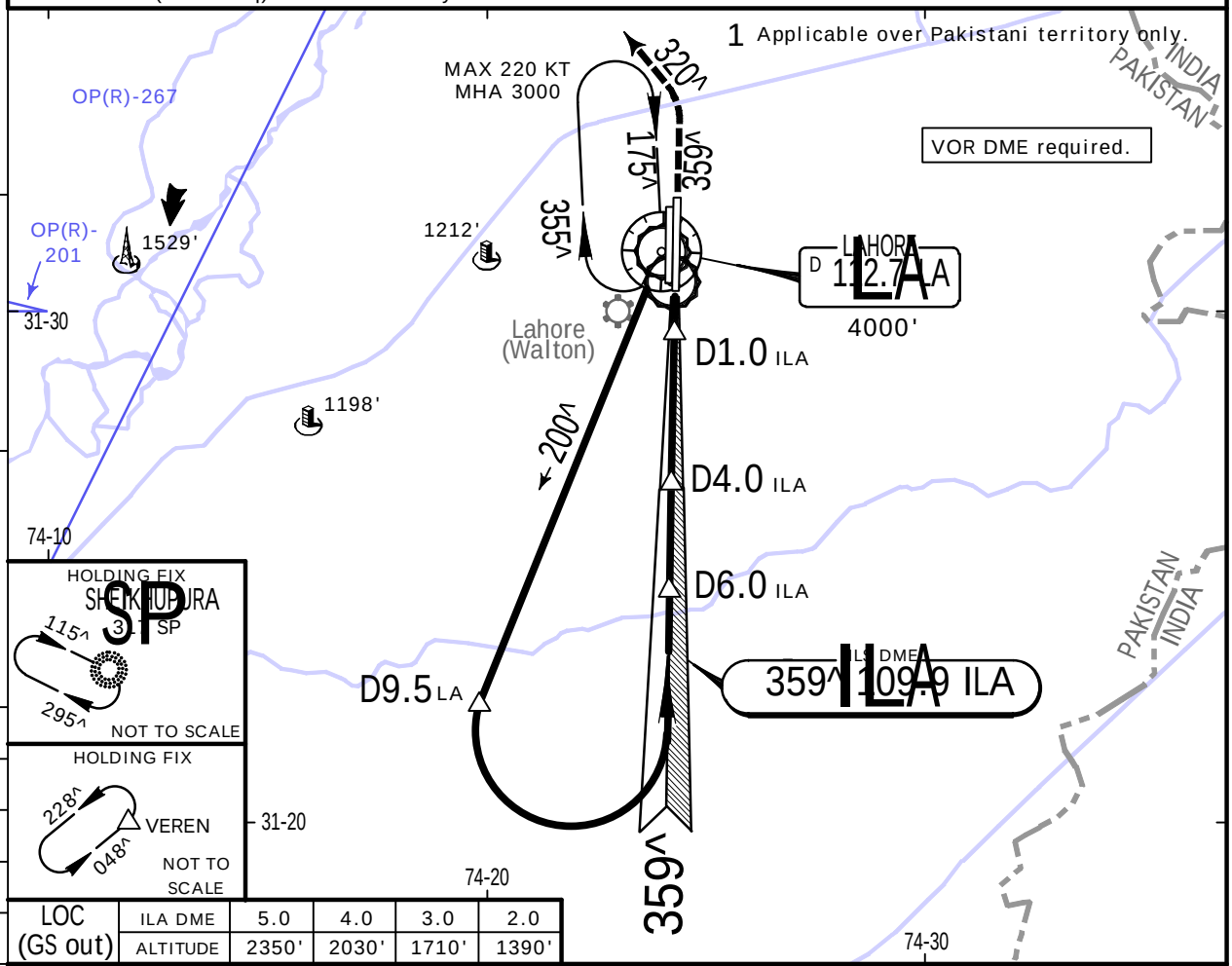
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

LOC ILA	Final Apch Crs	D6.0 ILA	ILS DA(H)	Apt Elev 714'
109.9	359^	2600' (1892')	Refer to Minimums	Rwy 708'

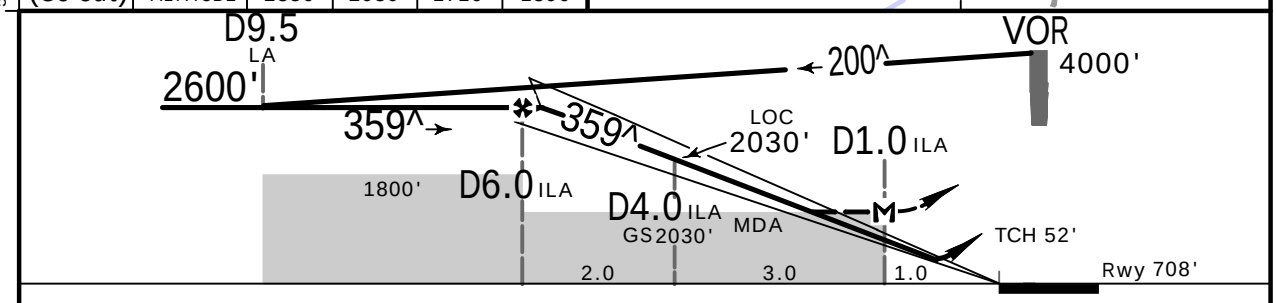
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

2600
1
MSA LA VOR

Alt Set: hPa (IN on req) | Rwy Elev: 26 hPa | Trans level: FL060 | Trans alt: 4000'



LOC (GS out)	ILA DME	5.0	4.0	3.0	2.0
	ALTITUDE	2350'	2030'	1710'	1390'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 ILA							

HIALS-II
PAPI PAPI

3000'

320^
LT

.Std.

STRAIGHT-IN LANDING

ILS — DA(H) AB: 908' (200') CD: 925' (217')

LOC (GS out) — CDFA 2 DA/MDA(H) 1110' (402')

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

CIRCLE-TO-LAND 3

Max Kts	MDA(H)
100	1510' (802') V1500m
135	1510' (802') V1600m
180	1860' (1152') V2400m
205	1860' (1152') V3600m

PANS OPS

1 RVR 750m 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. 3 Circling height based on rwy 36R thresh elev of 708'.

CHANGES: TCH, circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

23 DEC 22
.Eff.29.Dec.

11-4A

LAHORE, PAKISTAN
CAT II/III ILS Y Rwy 36R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

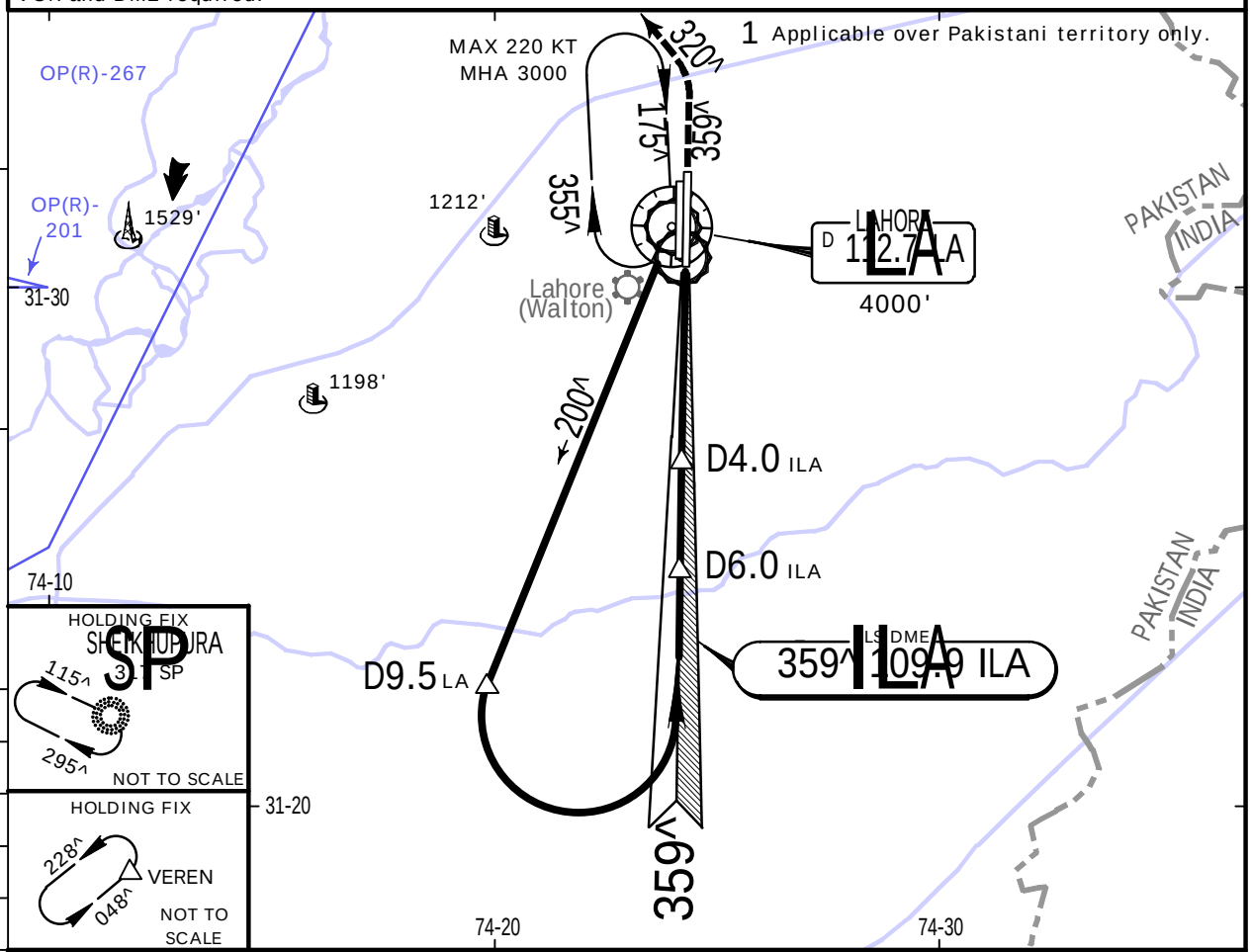
LOC ILA	Final Apch Crs	D6.0 ILA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 714' Rwy 708'
109.9	359^	2600' (1892')		

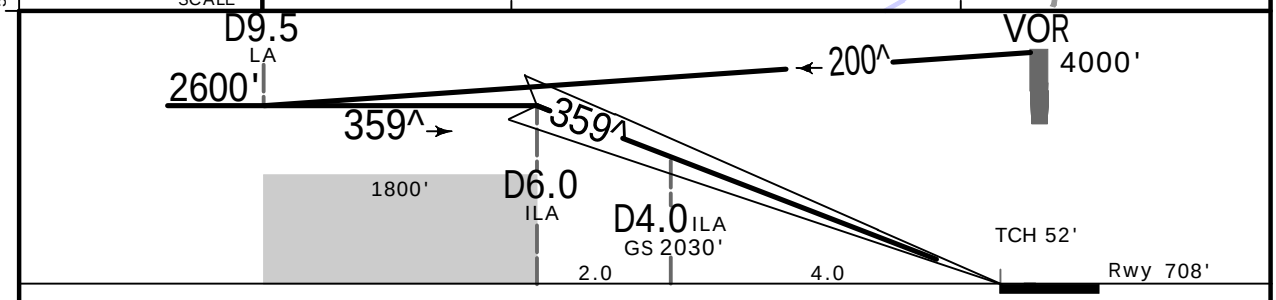
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

2600
1
MSA LA VOR

Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

VOR and DME required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI PAPI

3000'

320^
LT

.Std.

STRAIGHT-IN LANDING

CAT IIIB ILS[1]	CAT IIIA ILS[1]	1 CAT II ILS A	B	C	D
	DH 50'	RA 104' DA(H) 808' (100')	RA 112' DA(H) 816' (108')	RA 124' DA(H) 827' (119')	RA 139' DA(H) 842' (134')
R75m	R175m	R300m			R400m

PANS OPS

1 Special Aircrew and Aircraft Certification Required.

CHANGES: TCH.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

17 FEB 23 (12-1) .Eff.23.Feb.

LAHORE, PAKISTAN
RNP Rwy 18L

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

RNAV	Final Apch Crs	LA361 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 714'
	179^	2700' (1986')	1050' (336')	Rwy 714'

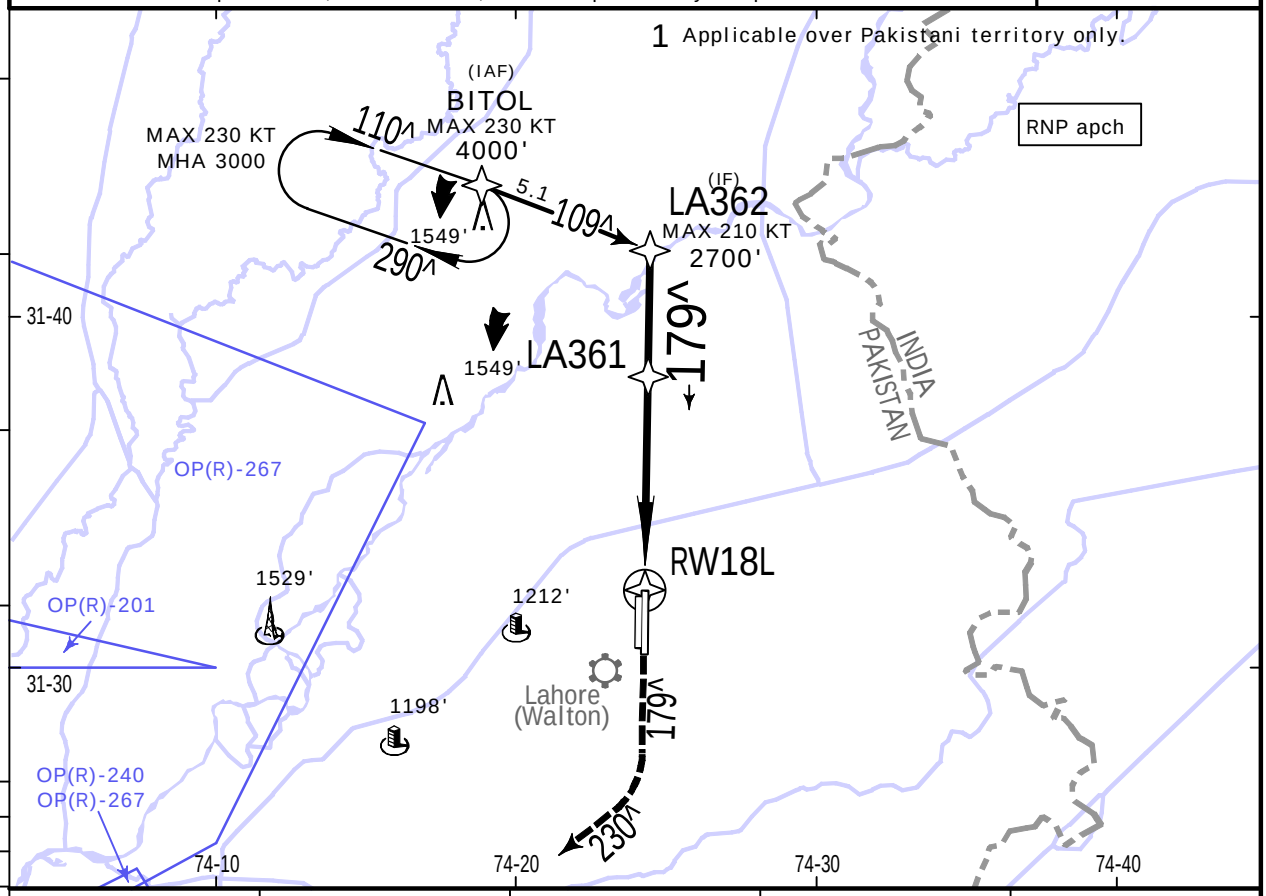
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT on 230^ and contact ATC. MAX 230 KT.

Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

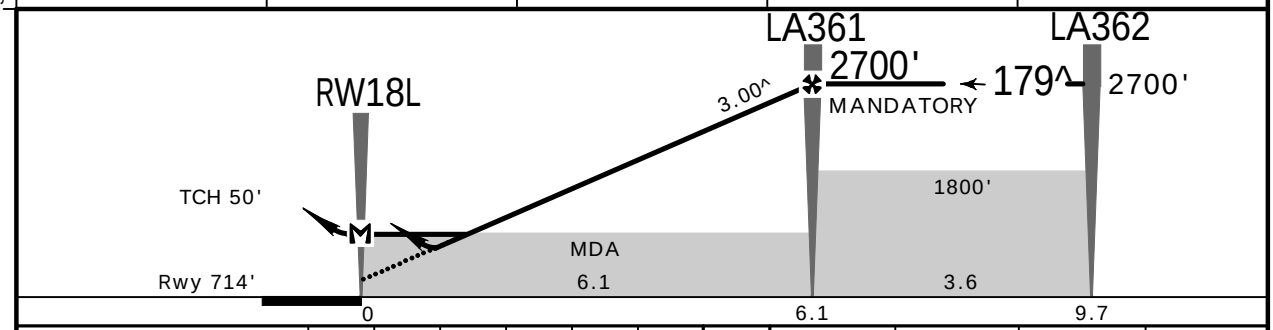
Provision of RAIM prediction, if considered, is the responsibility of operator.

2600
1
MSA ARP

1 Applicable over Pakistani territory only.



DIST to RW18L	2.0	3.0	4.0	5.0
ALTITUDE	1400'	1720'	1720'	2350'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW18L							

HIALS
PAPI PAPI

230 KT MAX

3000'

230^ RT

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV DA(H) 1050' (336')		LNAV CDFA 1 DA/MDA(H) 1150' (436')	
	ALS out		ALS out

PANS OPS

A	R1100m	R1500m	R1500m	
B				
C			R1600m	R2000m
D				

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

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
17 FEB 23 (12-2) .Eff.23.Feb.

LAHORE, PAKISTAN
RNP Rwy 18R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

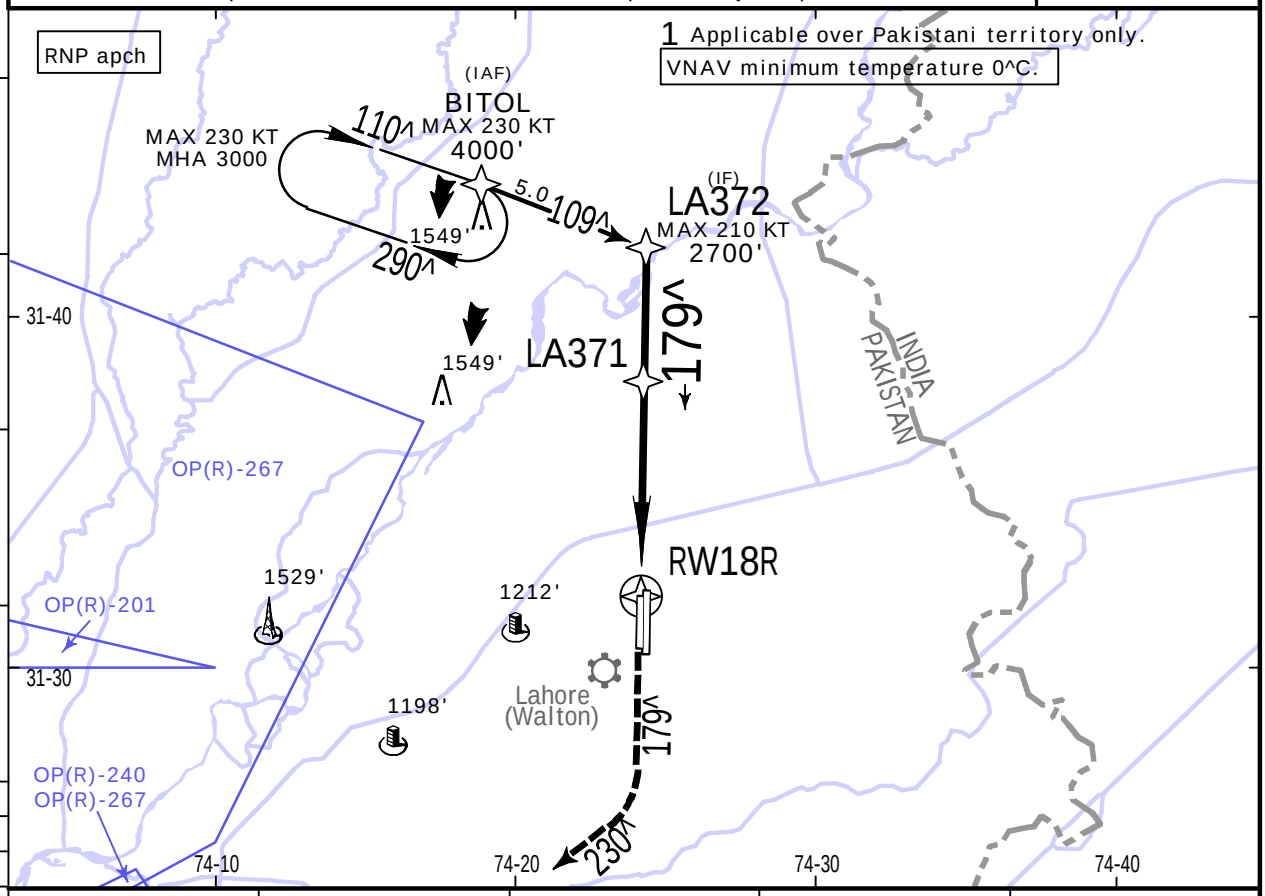
RNAV	Final Apch Crs	LA371 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 714'
	179^	2700' (1990')	1050' (340')	Rwy 710'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT on 230^ and contact ATC. MAX 230 KT.

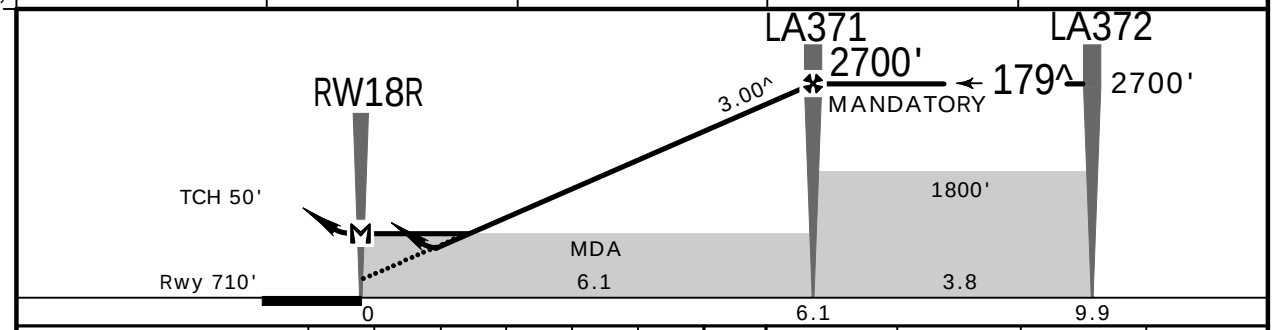
Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

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

2600
1
MSA ARP



DIST to RW18R	2.0	3.0	4.0	5.0
ALTITUDE	1400'	1720'	2030'	2350'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW18R							

HIALS
PAPI

230 KT MAX

3000'

230^ RT

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV DA(H) 1050' (340')		LNAV CDFA 1 DA/MDA(H) 1140' (430')	
	ALS out		ALS out
A	R1100m	R1500m	R1500m
B			
C			R1600m
D			

PANS OPS

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

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
17 FEB 23 (12-3) .Eff.23.Feb.

LAHORE, PAKISTAN
RNP Rwy 36L

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

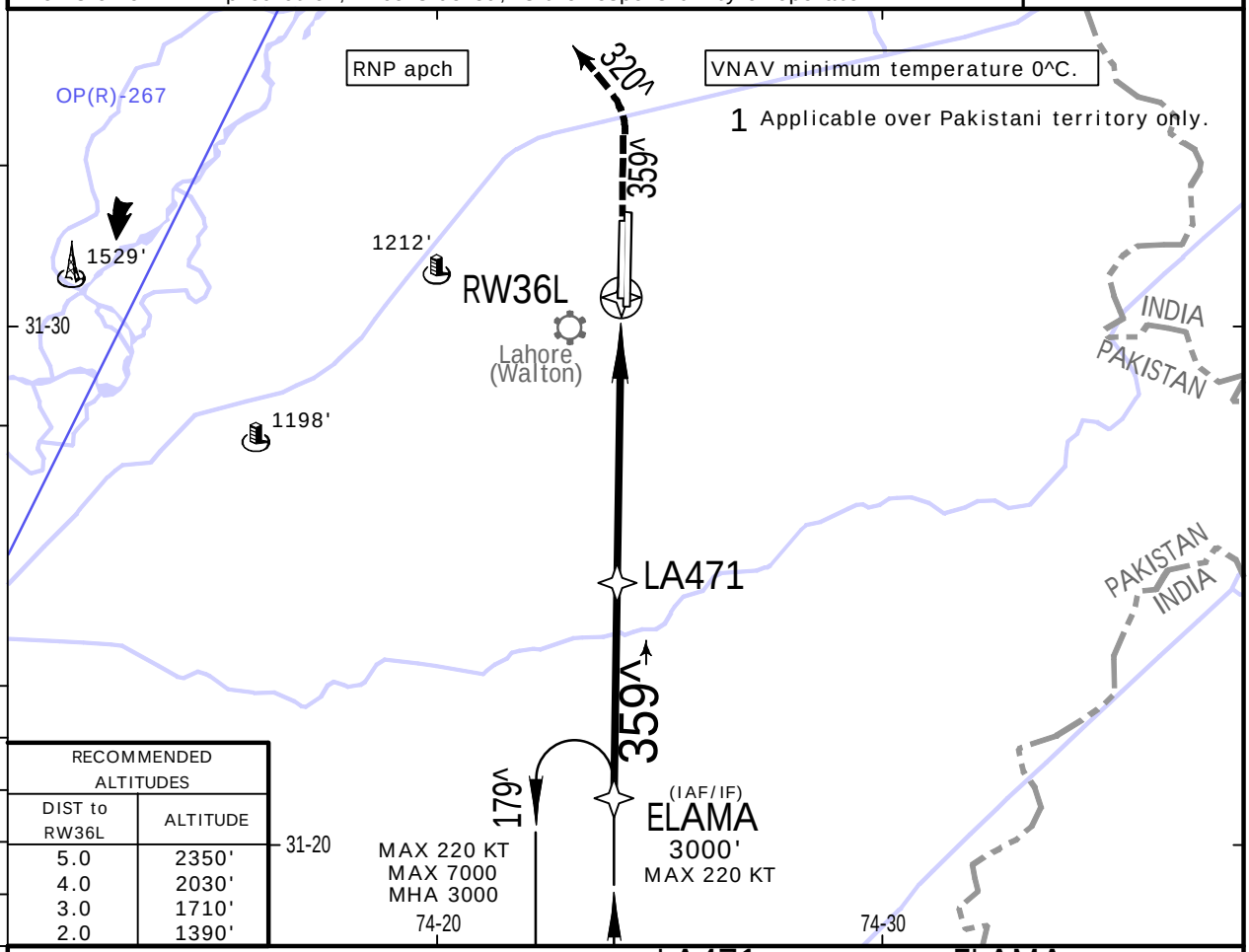
RNAV	Final Apch Crs	LA471 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 714' Rwy 705'
	359^	2500' (1795')	1050' (345')	

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC. MAX 230 KT.

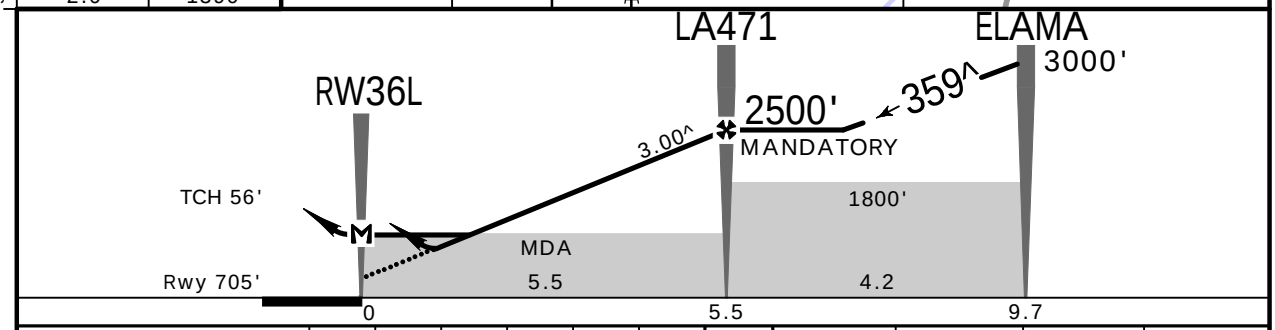
Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

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

2600
1
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW36L	ALTITUDE
5.0	2350'
4.0	2030'
3.0	1710'
2.0	1390'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW36L							

HIALS
PAPI

230 KT MAX | 3000' | 320^ LT

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV DA(H) 1050' (345')		LNAV CDFA 1 DA/MDA(H) 1150' (445')	
	ALS out		ALS out

PANS OPS

A	R1200m	R1500m	R1500m	
B				
C		R1600m	R1700m	R2100m
D				

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

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
17 FEB 23 (12-4) .Eff.23.Feb.

LAHORE, PAKISTAN
RNP Rwy 36R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

RNAV	Final Apch Crs	LA461 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 714' Rwy 708'
	359^	2500' (1792')	1050' (342')	

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC. MAX 230 KT.

Alt Set: hPa (IN on req) Rwy Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

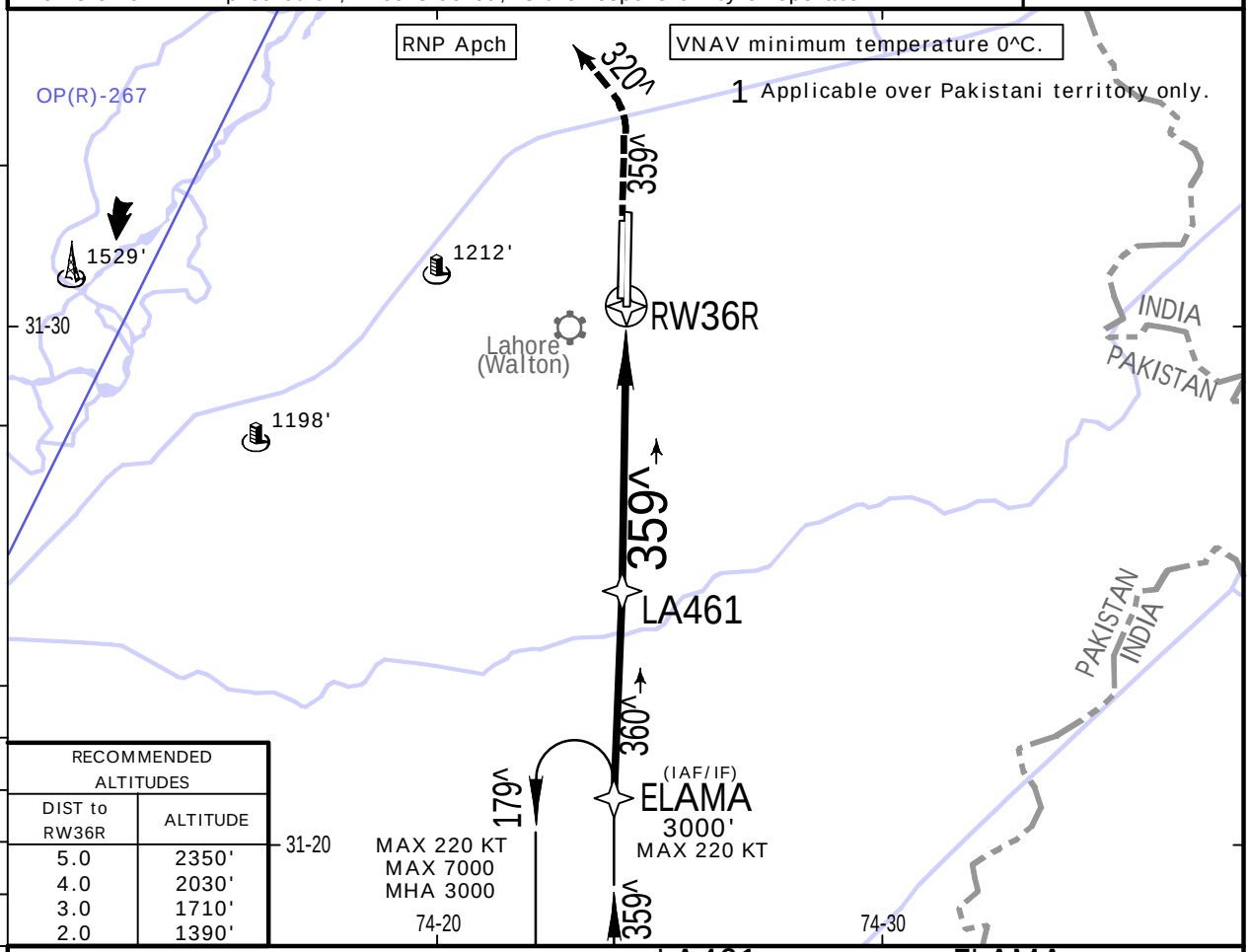
Provision of RAIM prediction, if considered, is the responsibility of operator.

2600
1
MSA ARP

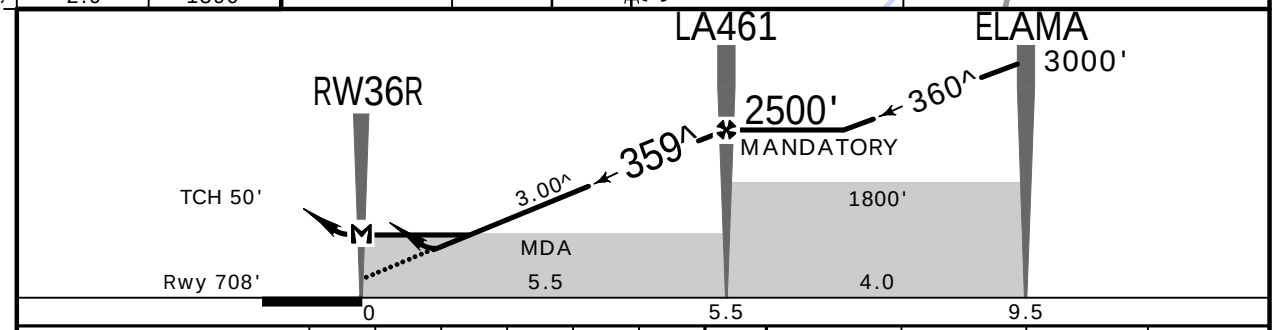
RNP Apch

VNAV minimum temperature 0^C.

1 Applicable over Pakistani territory only.



RECOMMENDED ALTITUDES	
DIST to RW36R	ALTITUDE
5.0	2350'
4.0	2030'
3.0	1710'
2.0	1390'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW36R							

HIALS-II
PAPI PAPI

230 KT MAX | 3000' | 320^ LT

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV DA(H) 1050' (342')		LNAV CDFA 1 DA/MDA(H) 1150' (442')	
	ALS out		ALS out
A	R1500m		R1500m
B			
C	R1600m	R1400m	R2100m
D			

PANS OPS

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

CHANGES: Note.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
23 DEC 22 (13-1) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Z Rwy 18L

BRIEFING STRIP ™

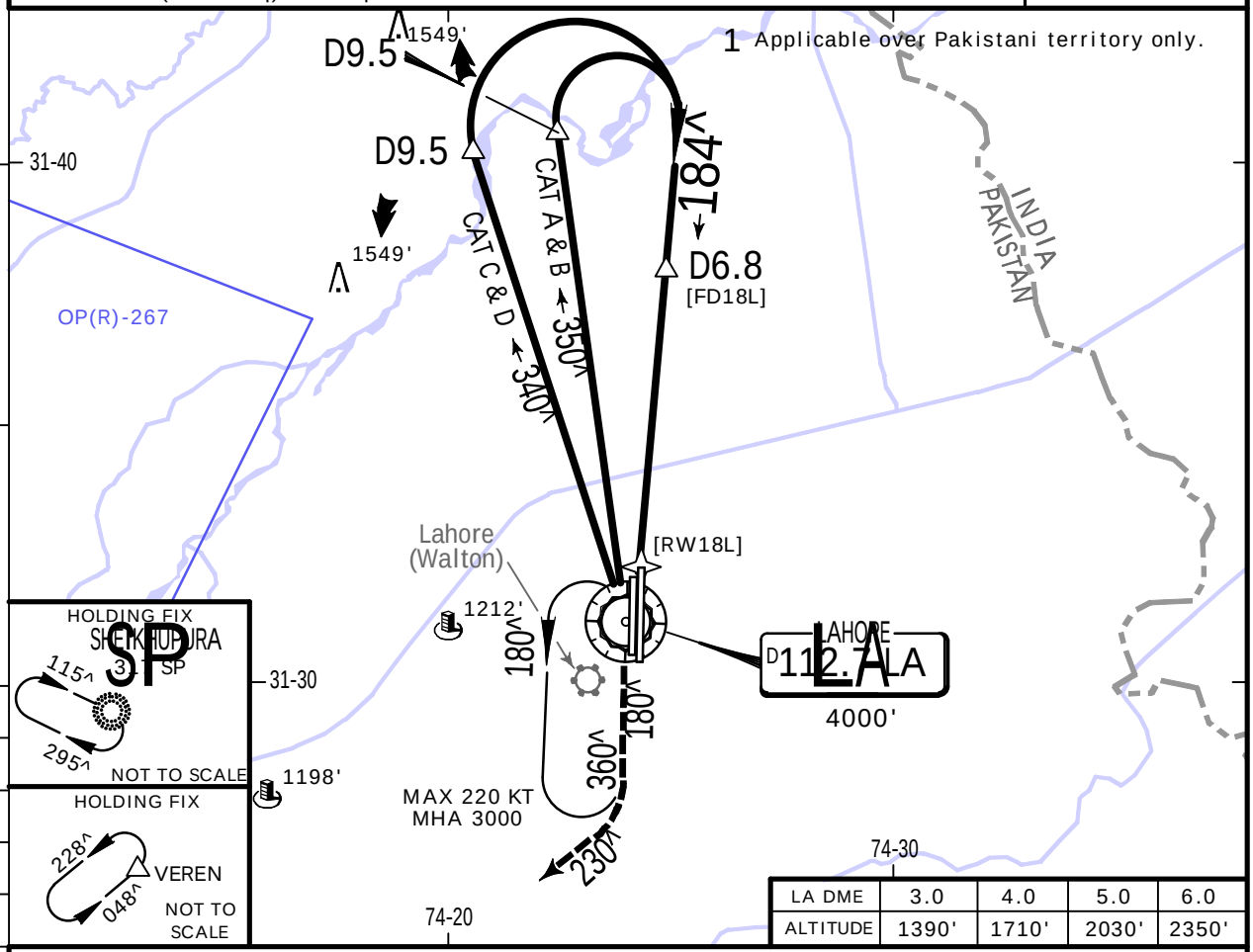
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

VOR	Final Apch Crs	D6.8	DA/MDA(H) (CONDITIONAL)	Apt Elev 714'
LA 112.7	184^	2600' (1886')	1160' (446')	

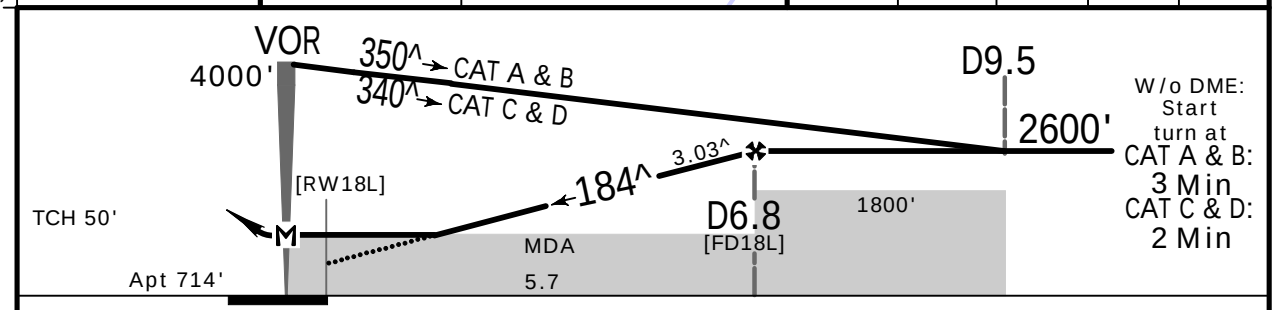
MISSED APCH: Climb on 180^ to 3000', then turn RIGHT on 230^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR



LA DME	3.0	4.0	5.0	6.0
ALTITUDE	1390'	1710'	2030'	2350'



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

3000' on 180^

230^ RT

.Std.

STRAIGHT-IN LANDING

	with DME		w/o DME	
	1 DA/MDA(H) 1160' (446')		1 DA/MDA(H) 1210' (496')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1700m	R2100m	R1800m	R2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

PANS OPS

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

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
23 DEC 22 (13-2) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Y Rwy 18L

BRIEFING STRIP ™

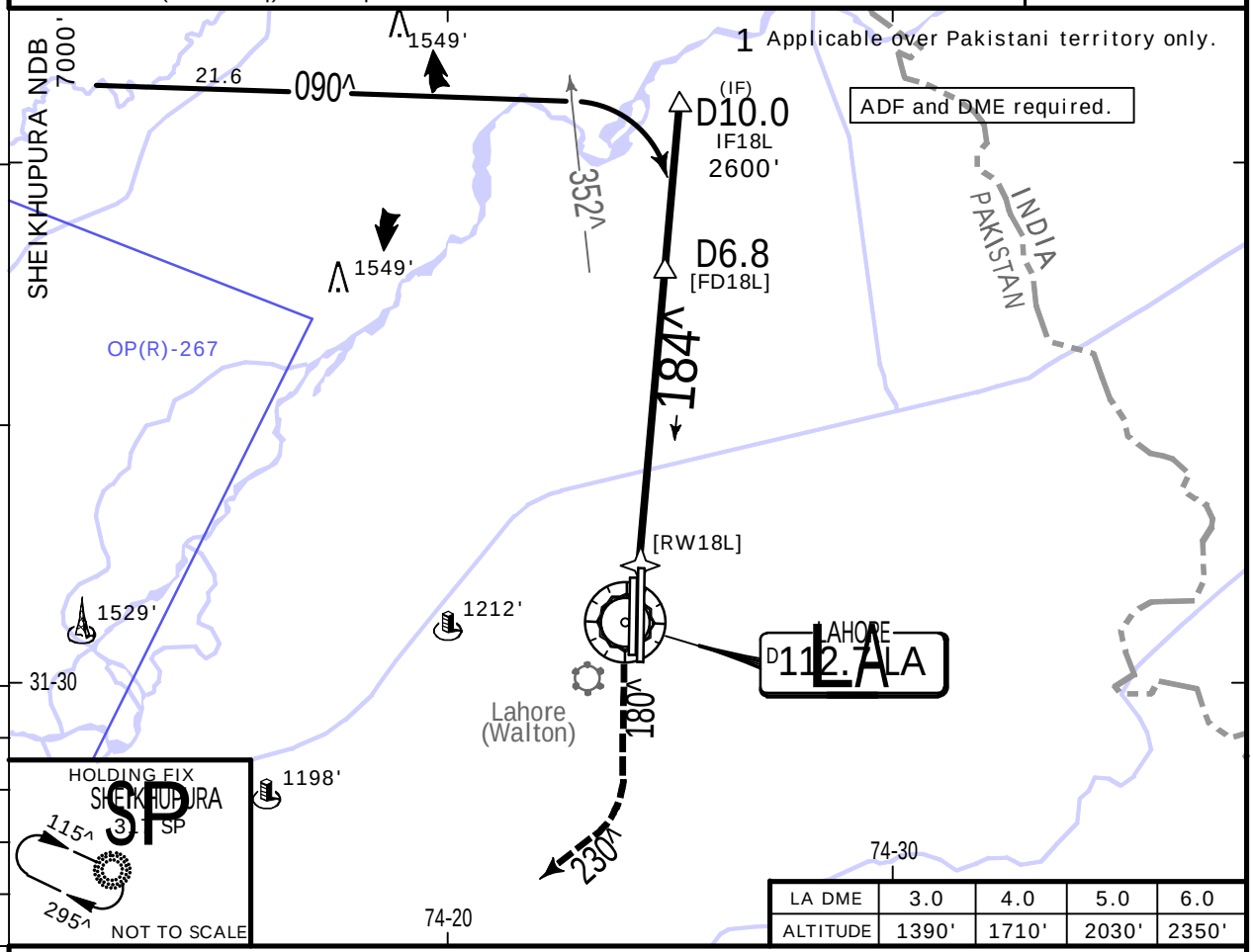
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

VOR	Final Apch Crs	D6.8	DA/MDA(H)	Apt Elev 714'
LA 112.7	184^	2600' (1886')	1160' (446')	

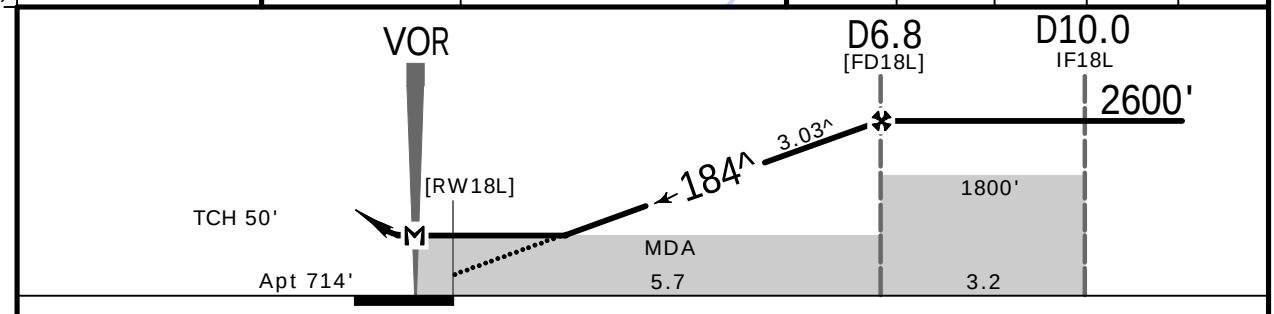
MISSED APCH: Climb on 180^ to 3000', then turn RIGHT on 230^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR



LA DME	3.0	4.0	5.0	6.0
ALTITUDE	1390'	1710'	2030'	2350'



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

3000' on 180^

230^ RT

.Std.

STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 1160' (446')
ALS out

A	R1500m	
B		
C	R1700m	R2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

PANS OPS

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

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
23 DEC 22 (13-3) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Z Rwy 18R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

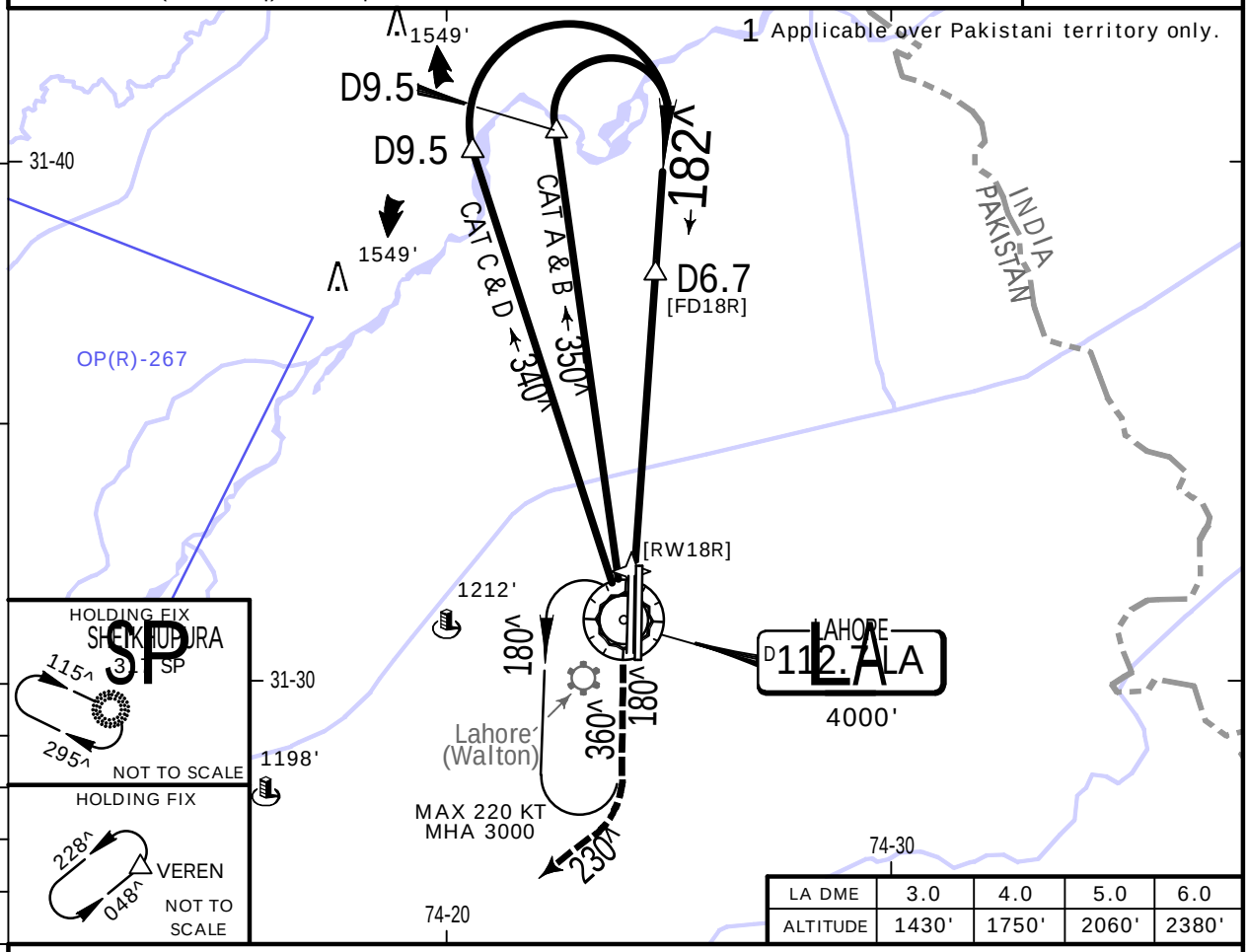
VOR LA	Final Apch Crs	D6.7	DA/MDA(H) (CONDITIONAL)	Apt Elev 714'
112.7	182^	2600' (1886')	1160' (446')	

MISSED APCH: Climb on 180^ to 3000', then turn RIGHT on 230^ and contact ATC.

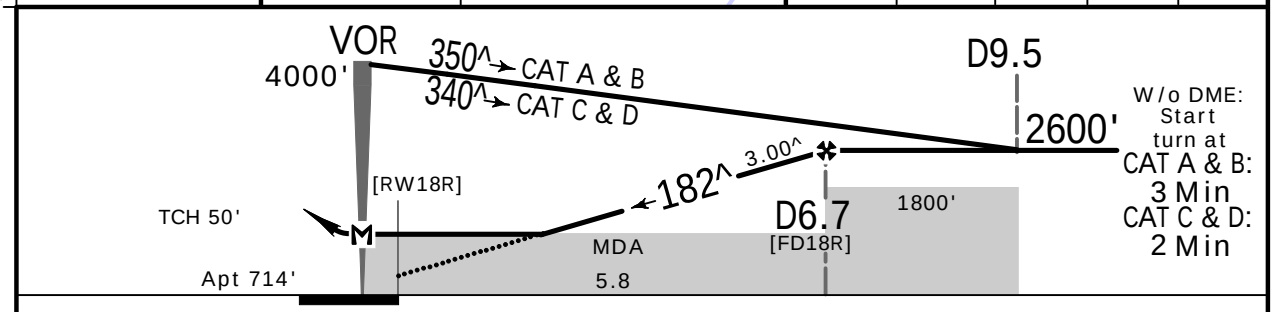
Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR

1 Applicable over Pakistani territory only.



LA DME	3.0	4.0	5.0	6.0
ALTITUDE	1430'	1750'	2060'	2380'



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

HIALS
PAPI

3000' on 180^

230^ RT

.Std.

STRAIGHT-IN LANDING			
with DME		w/o DME	
CDFA		CDFA	
1 DA/MDA(H) 1160' (446')		1 DA/MDA(H) 1210' (496')	
	ALS out		ALS out
R1500m		R1500m	
R1700m	R2100m	R1800m	R2300m

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

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

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
23 DEC 22 (13-4) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Y Rwy 18R

BRIEFING STRIP ™

ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

VOR LA	Final Apch Crs	D6.7	DA/MDA(H)	Apt Elev 714'
112.7	182^	2600' (1886')	1160' (446')	

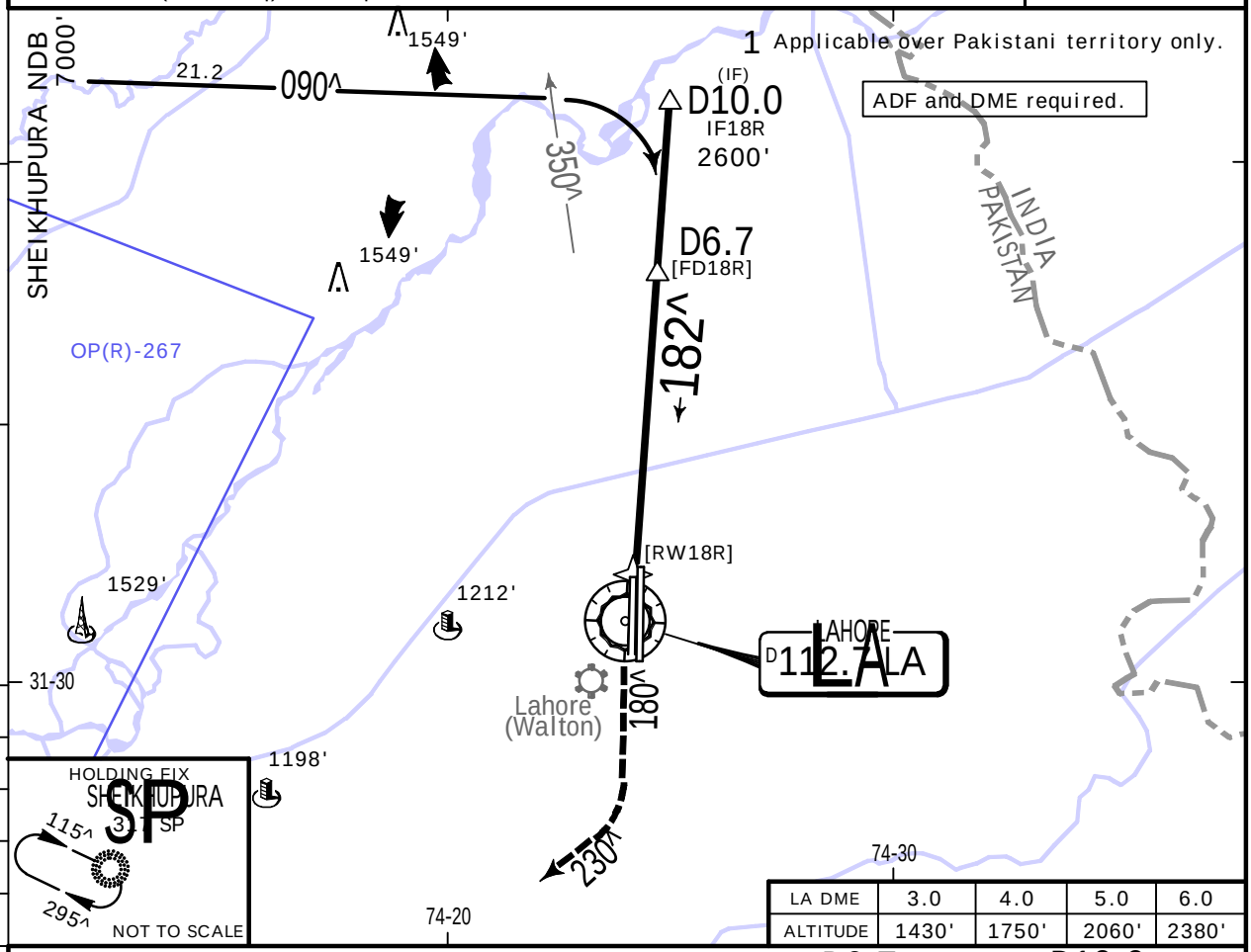
MISSED APCH: Climb on 180^ to 3000', then turn RIGHT on 230^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

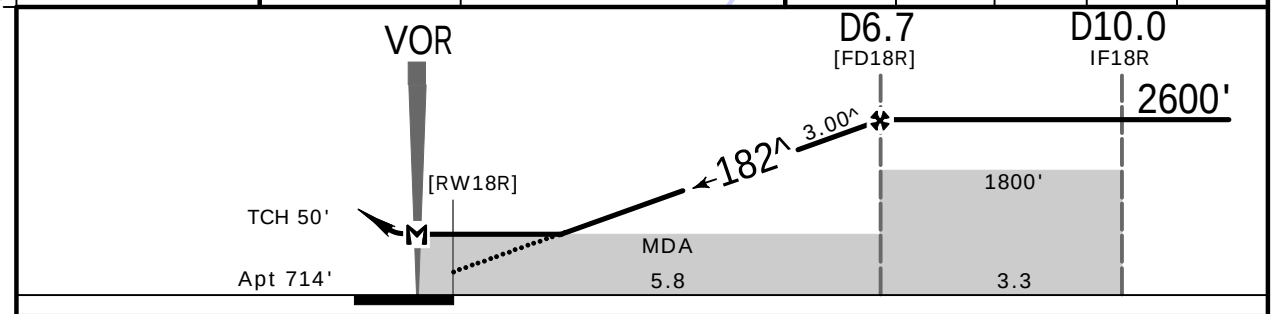
2600
1
MSA LA VOR

1 Applicable over Pakistani territory only.

ADF and DME required.



LA DME	3.0	4.0	5.0	6.0
ALTITUDE	1430'	1750'	2060'	2380'



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

HIALS
PAPI

3000' on 180^ 230^ RT

.Std.

STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 1160' (446')
ALS out

A	R1500m
B	
C	R1700m
D	R2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

PANS OPS

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

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

23 DEC 22 (13-5) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Rwy 36L

BRIEFING STRIP ™

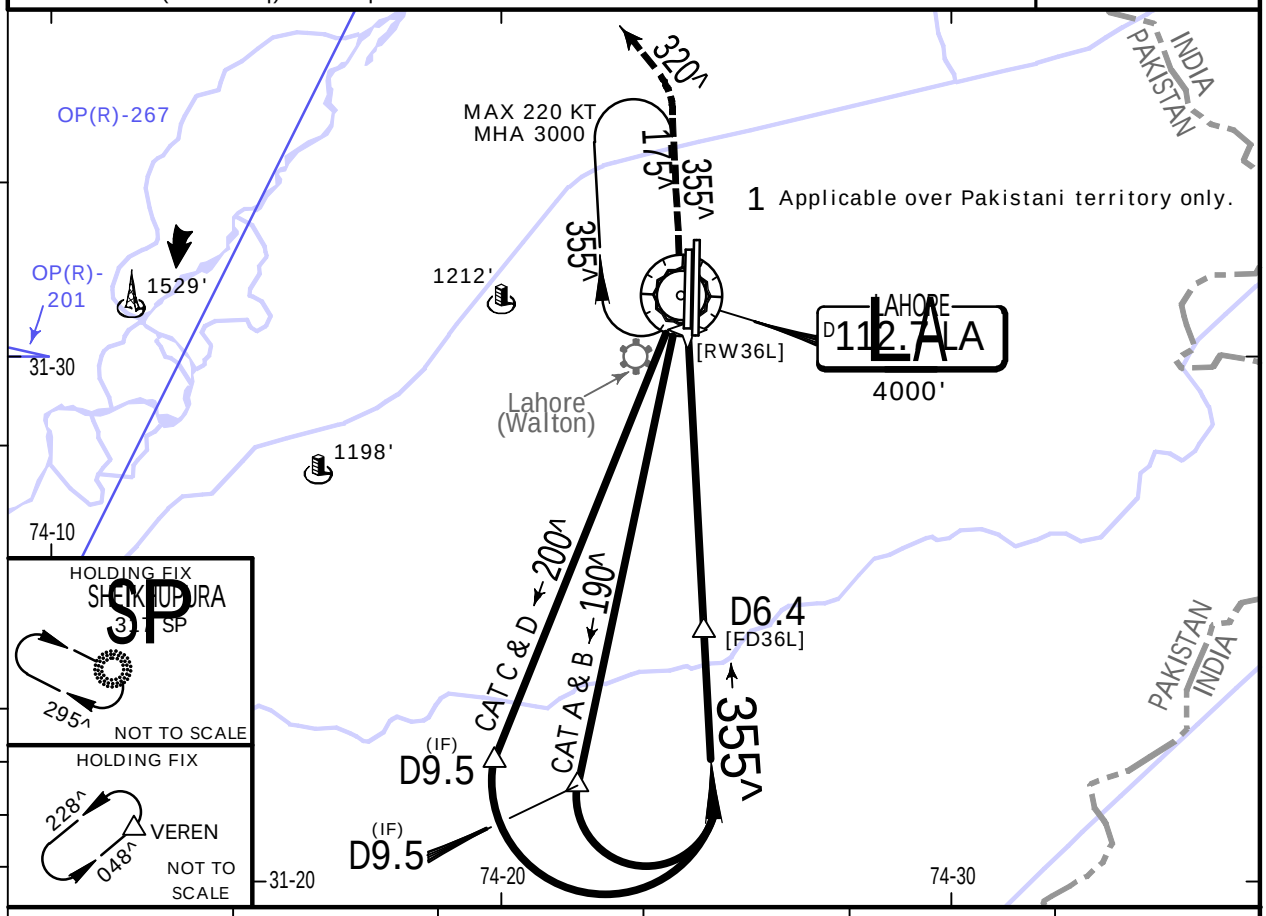
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

VOR LA	Final Apch Crs	D6.4	DA/MDA(H) (CONDITIONAL)	Apt Elev 714'
112.7	355^	2600' (1886')	1200' (486')	

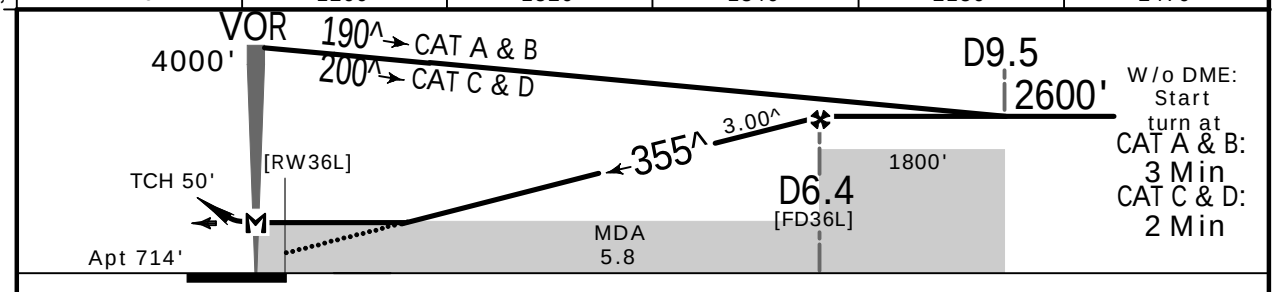
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA VOR



LA DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1200'	1520'	1840'	2150'	2470'



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

HIALS
PAPI

3000'

320^
LT

.Std.

STRAIGHT-IN LANDING

	with DME		w/o DME	
	CDFA 1 DA/MDA(H) 1200' (486')		CDFA 1 DA/MDA(H) 1250' (536')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1800m	R2300m	R2000m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

PANS OPS

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

CHANGES: TCH, circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

23 DEC 22 (13-6) .Eff.29.Dec.

LAHORE, PAKISTAN
VOR Rwy 36R

BRIEFING STRIP ™

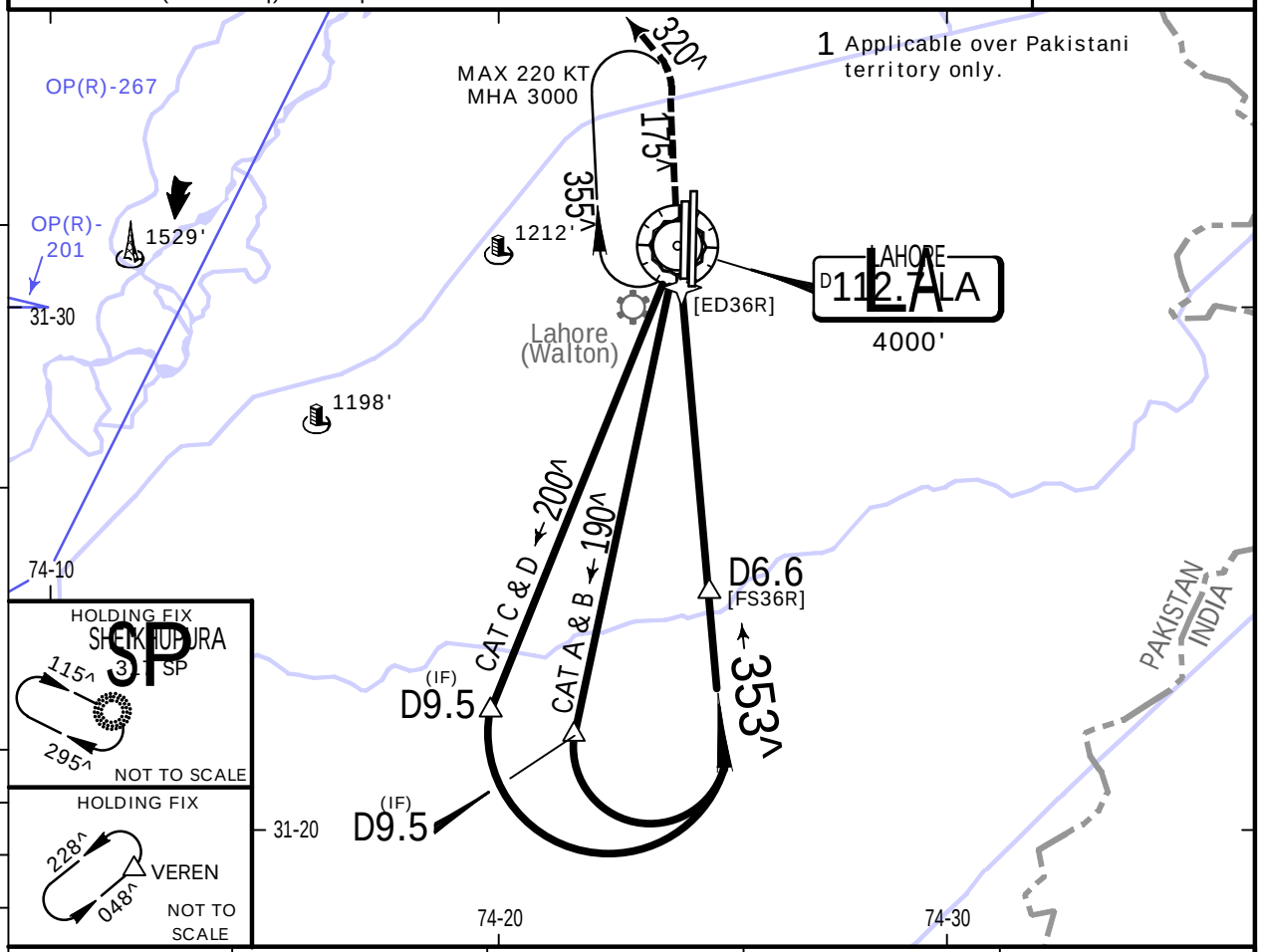
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

VOR LA	Final Apch Crs	D6.6	DA/MDA(H) (CONDITIONAL)	Apt Elev 714'
112.7	353^	2600' (1886')	1200' (486')	

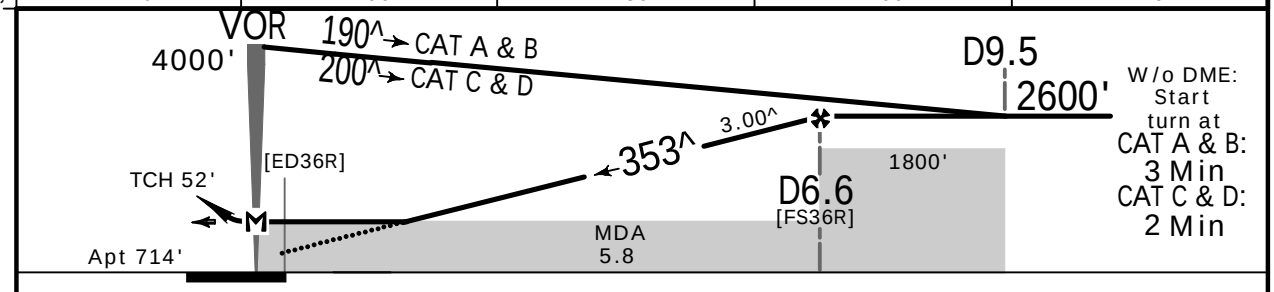
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

2600
1
MSA LA VOR

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'



LA DME	3.0	4.0	5.0	6.0
ALTITUDE	1460'	1780'	2100'	2420'



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

HIALS-II PAPI PAPI 3000' 320^ LT

.Std.

STRAIGHT-IN LANDING

	with DME CDFA		w/o DME CDFA	
	1 DA/MDA(H) 1200' (486')		1 DA/MDA(H) 1250' (536')	
		ALS out		ALS out
A	R1500m	R1500m	R1500m	
B				
C		R2300m	R1700m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1510' (796')	V1500m
135	1510' (796')	V1600m
180	1860' (1146')	V2400m
205	1860' (1146')	V3600m

PANS OPS

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

CHANGES: TCH, circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN
23 DEC 22 (16-1) .Eff.29.Dec.

LAHORE, PAKISTAN
NDB A Rwy 18L/R

BRIEFING STRIP ™

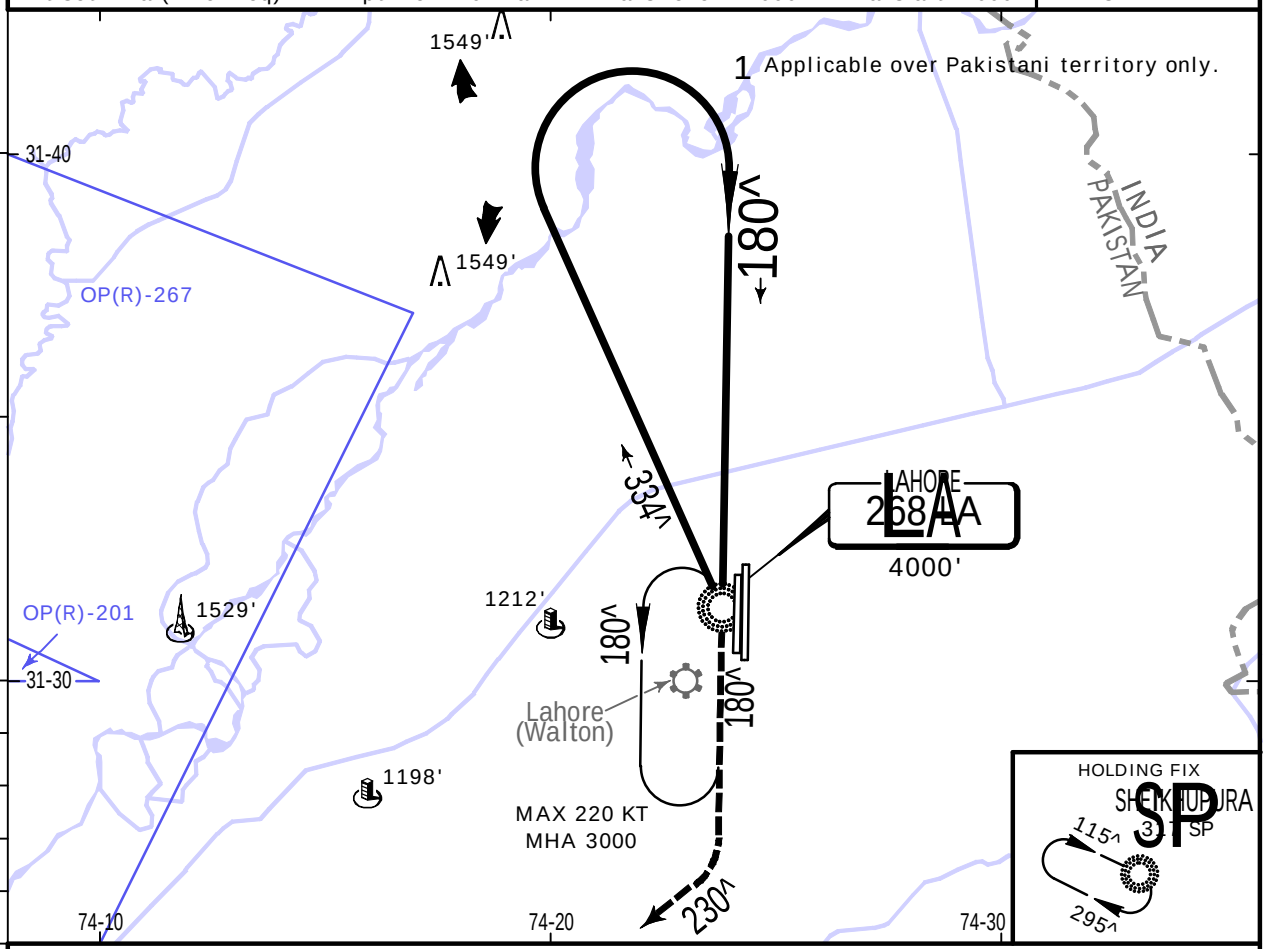
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

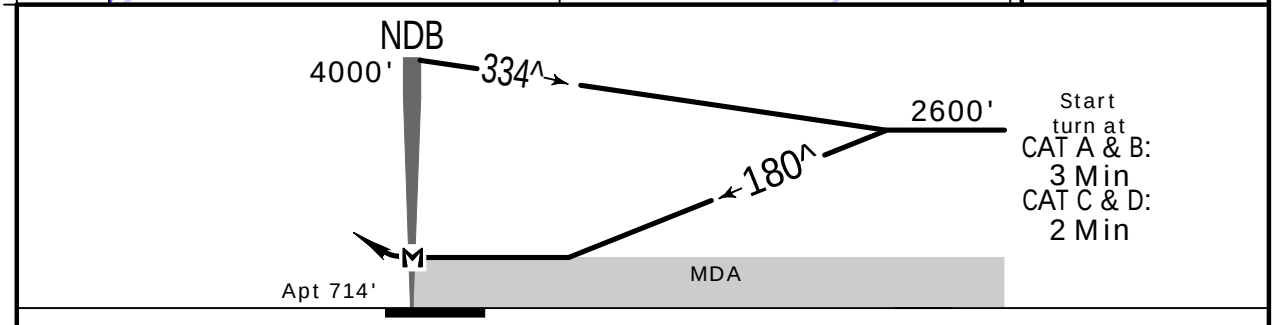
NDB LA 268	Final Apch Crs 180^	No FAF	MDA(H) Refer to Minimums	Apt Elev 714'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT on 230^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA NDB





MAP at NDB								Lighting - Refer to Airport Chart	3000' ↑	230^ RT

.Std.

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	NOT APPLICABLE	100	1510' (796')	V1500m
B		135	1510' (796')	V1600m
C		180	1860' (1146')	V2400m
D		205	1860' (1146')	V3600m

PANS OPS

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

23 DEC 22 (16-2) .Eff.29.Dec.

LAHORE, PAKISTAN
NDB B Rwy 36L/R

BRIEFING STRIP ™

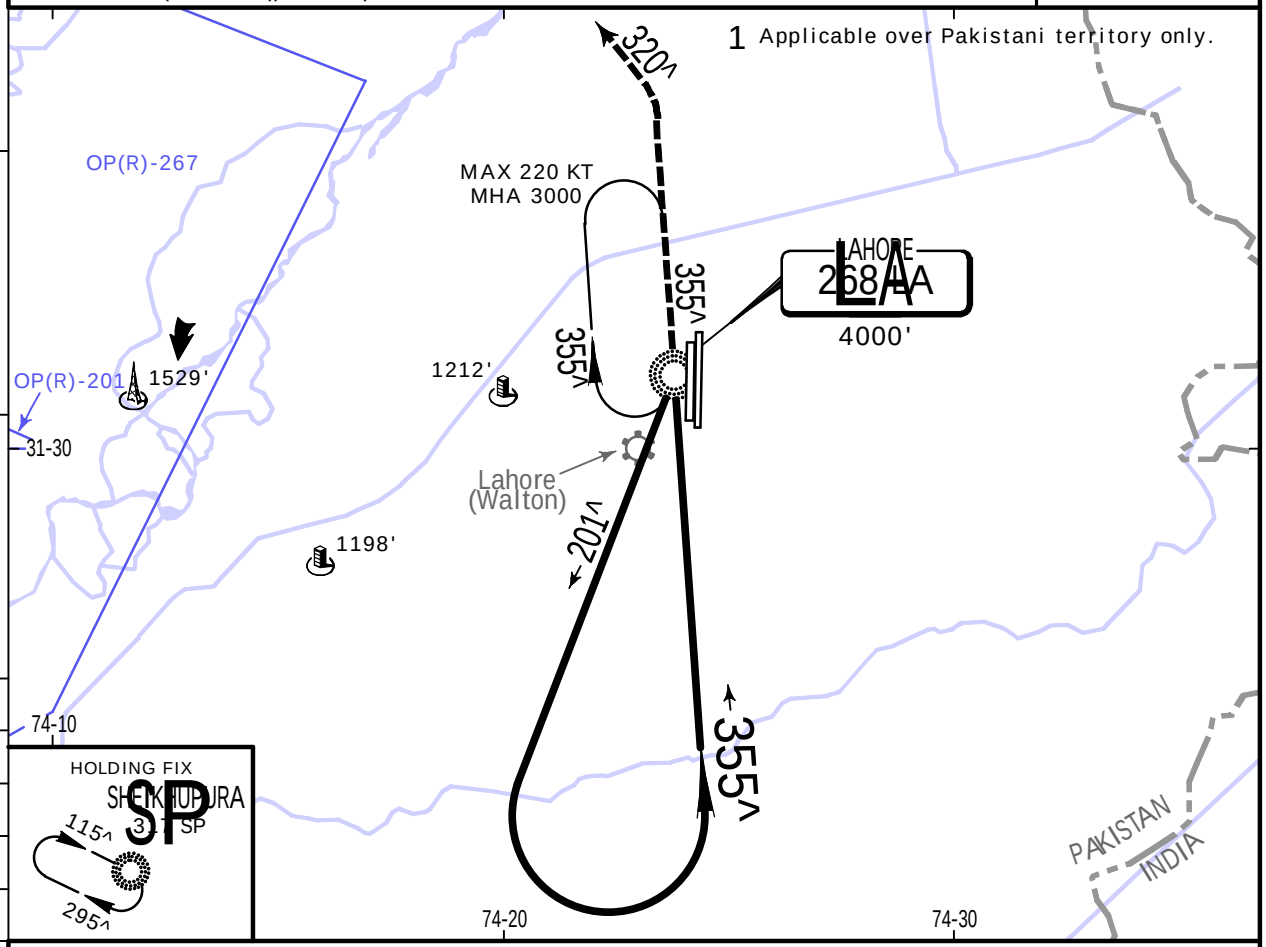
ATIS	LAHORE Approach	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

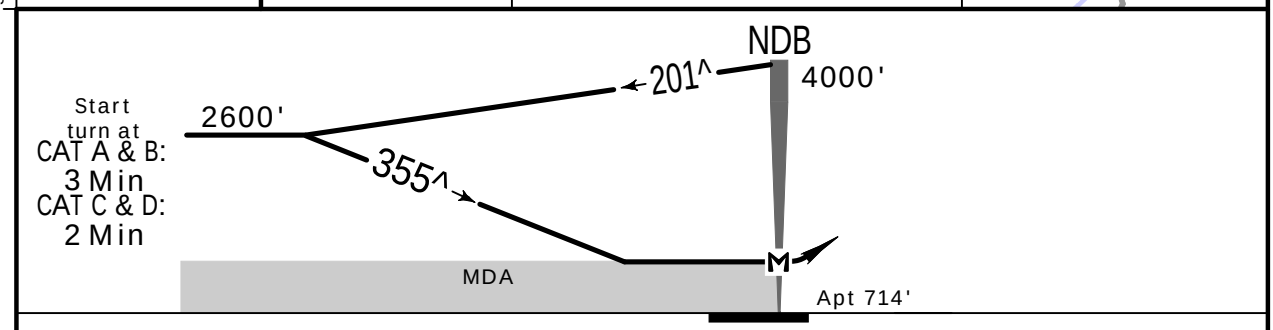
NDB LA 268	Final Apch Crs 355^	No FAF	MDA(H) Refer to Minimums	Apt Elev 714'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT on 320^ and contact ATC.

Alt Set: hPa (IN on req) Apt Elev: 26 hPa Trans level: FL060 Trans alt: 4000'

2600
1
MSA LA NDB





MAP at NDB							Lighting - Refer to Airport Chart	3000'	320^ LT

.Std.

STRAIGHT-IN LANDING

NOT APPLICABLE

CIRCLE-TO-LAND

	Max Kts	MDA(H)		
A	100	1510'	(796')	V1500m
B	135	1510'	(796')	V1600m
C	180	1860'	(1146')	V2400m
D	205	1860'	(1146')	V3600m

PANS OPS

CHANGES: Circling minimums.

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OPLA/LHE
ALLAMA IQBAL INTL

JEPPESEN

2 SEP 22 (18-1) .Eff.8.Sep.

LAHORE, PAKISTAN
SRA Rwy 36R

BRIEFING STRIP ™

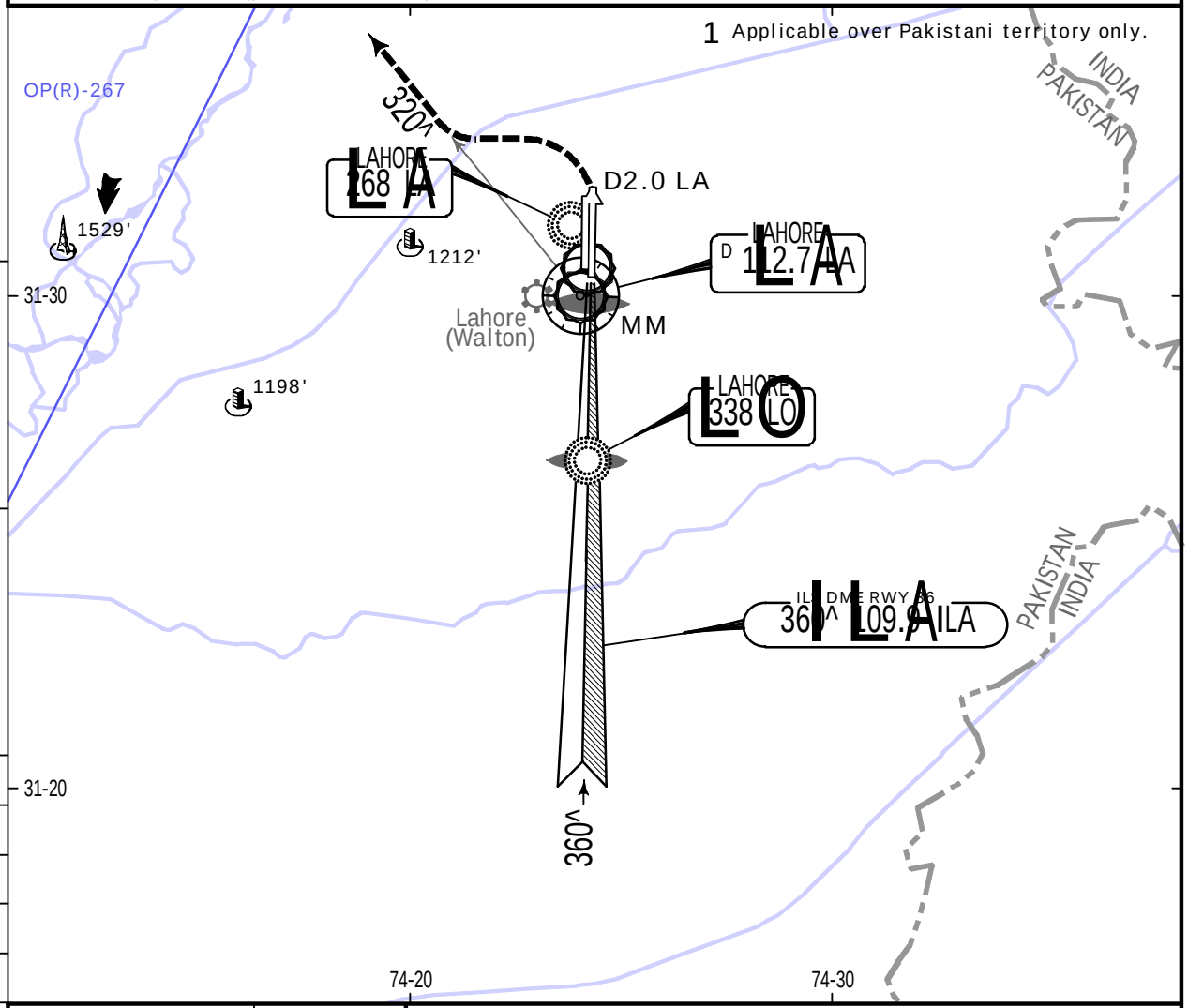
ATIS	LAHORE Approach (R)	LAHORE Tower	Ground
126.3	121.3	118.1	118.4

RADAR	Final Apch Crs	7.0 NM RADAR FIX	MDA(H)	Apt Elev 714'
	360^	2800' (2092')	1060' (352')	Rwy 708'

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 LA, then turn LEFT to intercept R-320 outbound LA VOR climbing to 2800' and contact ATC.

2600
1
MSA LA VOR

Alt Set: hPa (IN on req) | Rwy Elev: 26 hPa | Trans level: FL060 | Trans alt: 4000'



Minimum Alt/NM	7.0 FAF
SRA 36R TMN 2.0 NM	2800'

At each NM and until 2 NM from touchdown, the pilot will be given the pre computed check altitude so that the normal glide path can be maintained.

							HIALS-II PAPI PAPI	D2.0 LA	2800' LT	LA 112.7 R-320
MAP 2.0 NM from touchdown										

.Std. STRAIGHT-IN LANDING

MDA(H) 1060' (352')

PANS OPS

A	V1800m
B	
C	
D	

CHANGES: Apt and Rwy elev, transition level and alt.

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Chart changes since cycle 09-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LAHORE, (ALLAMA IQBAL INTL - OPLA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OPLA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20251004

Per SUP 022-25 parking stand 9 not available. Stands 10 and 11 are available on request in emergency situations. Exercise caution for heavy machinery.