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PAKISTAN CIVIL AVIATION AUTHORITY
AERONAUTICAL INFORMATION SERVICE (AIS)
HEADQUARTERS, TERMINAL-1,
JINNAH INTERNATIONAL AIRPORT,
KARACHI - 75200
PAKISTAN

AIP SUPPLEMENT
S-12 TO S-14/17
27TH APRIL 2017

ALL TIMES UTC

EFFECTIVE DATE 22ND JUNE 2017

S-12/17

AERONAUTICAL DATA / CHARTS OF ISLAMABAD
INTERNATIONAL AIRPORT (OPIS)

1. With effect from 0001UTC 22nd June, 2017.
2. Permanent.
3. The purpose of this AIRAC AIP Supplement is to notify the aviation industry of the aeronautical ground facilities, navigational equipment and services that are available at Islamabad Int'l airport for aerodrome reference code 4F Cargo / Commercial Operations. The airport is located at a distance of 14.08NM from Islamabad city.
4. The information provided in this AIRAC AIP Supplement is presented in similar ICAO Standard and Recommended Practices (SARPs) format as applicable for the Aeronautical Information Publication (AIP) Pakistan.
5. **AERODROME**
 - All data pertaining to the airport are listed in **Appendix A-1 to Appendix A-15**.
 - Advance Visual Docking Guidance System (AVDGS) is indicated as **Appendix B-1 to B-5**.
 - The movement area and airport facilities that are available for operations are shown on the Aerodrome Chart as **Appendix-C**.
 - The Ground Movement of aircraft from the aircraft stand to the runway and from the runway to the aircraft stand is indicated on the Parking Docking Chart as **Appendix-D**.
 - Aerodrome Obstacle Chart –ICAO Type A (Operating Limitations) RWY-10R/28L is shown on **Appendix-E**.
 - Precision Approach Terrain Chart-ICAO is shown on **Appendix-F**.
6. This AIP Supplement will remain in force until its contents are incorporated in AIP Pakistan.
7. The date of commissioning of Islamabad International Airport (IIAP) will be notified by NOTAM

S-13/17 ISLAMABAD TERMINAL CONTROL AREA (TMA) WEST

1. With effect from 0001UTC 22nd June, 2017.
2. Permanent.
3. Airspace Management for Terminal Control Area (TMA) of Islamabad in Lahore FIR has been established. Details are as follows:

ISLAMABAD TERMINAL CONTROL AREA (WEST)

An area bounded by:

<u>LATITUDE</u>	<u>LONGITUDE</u>
333556.31N	0720129.53E
332120.48N	0720128.22E
332049.14N	0722458.69E
333857.56N	0722458.69E

Vertical Limit : 9500FT to FL175

Class of Airspace : Class-A above FL150 and Class-C at or below FL150

4. This AIP Supplement will remain in force until its contents are incorporated in AIP Pakistan.
5. The date of commissioning of Islamabad International Airport (IIAP) will be notified by NOTAM

S-14/17 ISLAMABAD TERMINAL CONTROL AREA (TMA) SOUTH

1. With effect from 0001UTC 22nd June, 2017.
2. Permanent.
3. Airspace Management for Terminal Control Area (TMA) of Islamabad in Lahore FIR has been established. Details are as follows:

ISLAMABAD TERMINAL CONTROL AREA (SOUTH)

An area bounded by:

<u>LATITUDE</u>	<u>LONGITUDE</u>
331033.90N	0725039.83E
330840.27N	0725044.04E
330416.17N	0730026.47E
324259.38N	0731100.98E
324641.72N	0732150.66E
331142.84N	0731742.32E

Vertical Limit : 6500FT to FL205

Class of Airspace : Class-A above FL150 and Class-C at or below FL150

4. This AIP Supplement will remain in force until its contents are incorporated in AIP Pakistan.
5. The date of commissioning of Islamabad International Airport (IIAP) will be notified by NOTAM

- END -

AD 2. AERODROMES**OPIS AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OPIS - ISLAMABAD****OPIS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	333256.70N 0724932.34E
2. Direction and distance from (city)	14.80 NM from Zero Point, Islamabad
3. Elevation/Reference temperature	1761 FT / 31.5 C.
4. MAG VAR/Annual change	02° E
5. AD Administration, address, telephone, telefax, AFS	CIVIL AVIATION AUTHORITY Airport Manager Islamabad Int'l Airport Telephone: (92) (51) 4960001 Telefax: (92) (51) 4960094 Email: apm.iap@caapakistan.com.pk AFS: OPISYDYX
6. Types of traffic permitted (IFR/VFR)	IFR/VFR
7. Remarks	-

OPIS AD 2.3 OPERATIONAL HOURS

1. AD Administration	H24
2. Customs and immigration	H24
3. Health and sanitation	H24
4. AIS Briefing Office	H24
5. ATS Reporting Office (ARO)	H24
6. MET Briefing Office	H24
7. ATS	H24
8. Fuelling	H24
9. Handling	H24
10. Security	H24
11. De-icing	-
12. Remarks	-

OPIS AD 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	Adequate for all anticipated requirements
2. Fuel/oil types	Jet A1.
3. Fuelling facilities/capacity	Attock petroleum and Pakistan State Oil. All bays at IIAP are fuel hydrant except state lounge bay.
4. De-icing facilities	-
5. Hangar space for visiting aircraft	-
6. Repair facilities for visiting aircraft	-
7. Remarks	Oxygen available.

OPIS AD 2.5 PASSENGER SERVICES

1. Hotels	Limited at the Airport. Unlimited in the city.
2. Restaurants	Limited at the Airport. Unlimited in the city hotels.
3. Transportation	Buses, Taxis and Car Hire.
4. Medical facilities	First aid treatment, CAA Medical Centre, MI Room at PTB, Trauma Centre within airport premises, 2 Ambulances and hospitals in Islamabad and Rawalpindi.
5. Bank and Post Office	Available.
6. Tourist Office	Pakistan Tourist Development Corporation office at IIAP
7. Remarks	-

OPIS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1. AD category for fire fighting	CAT:10
2. Rescue equipment	05 LFCTs, 01 DFT, 02 Water Bowzers, 02 Ambulances.
3. Capability for removal of disabled aircraft	-
4. Remarks	

OPIS AD 2.7 SEASONAL AVAILABILITY - CLEARING: All seasons

OPIS AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1. Apron surface and strength	NW Apron: Concrete PCN 110/R/C/W/T SE Apron: Concrete PCN 110/R/C/W/T State Apron: Flexible PCN 70/F/C/X/T Maintenance Apron: Flexible PCN 35/F/C/X/T
2. Taxiway width, surface and strength	Taxiway A: 25 M, Asphalt, PCN 110/F/C/X/T. Taxiway B: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway C: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway D: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway E: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway F: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway G: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway H: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway J: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway K: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway L: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway M: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway N: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway P: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway Q: 25 M, Asphalt, PCN 110/F/C/X/T Taxiway R: 23 M, Asphalt, PCN 110/F/C/X/T Taxiway S: 31.5 M, Asphalt, PCN 110/F/C/X/T Taxiway T: 25 M, Asphalt, PCN 110/F/C/X/T
3. ACL location and elevation	-
4. VOR/INS checkpoints	See Parking/Docking Chart
5. Remarks	-

OPIS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1. Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Taxiing guidance signs available at all intersections of TWY, RWY and at all holding positions.</p> <p>Guidelines at apron including standard nose-wheel guidelines for all stands.</p> <p>AVDGS available for all northwest and southeast stands including cargo and state apron no. 1 to 33</p>
2. RWY and TWY markings and LGT	<p>THR, TDZ, centreline, edge and Runway end marked as appropriate and lighted at main RWY.</p> <p>THR, edge and Runway end marked as appropriate and lighted at secondary RWY.</p> <p>Designator and aiming points marked and unlighted.</p> <p>TWY: Centreline, holding positions at all TWY/RWY intersections, marked and lighted</p> <p>(TWY A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T have Centreline/ Edge lights)</p>
3. Stop bars	Provided at TWY A, B, C, D, E, F, G, H, J, S.
4. Remarks	-

OPIS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
28L/APCH 10R/TKOF	HT Power pole 534.20 M / 1753 FT	333304.40N 0724708.87E	
28L/APCH 10R/TKOF	Mobile tower 514.29 M / 1687 FT	333315.08N 0724509.81E	
28L/APCH 10R/TKOF	Pole 526.54 M / 1727 FT	333323.67N 0724700.86E	
28L/APCH 10R/TKOF	Pole 510.93 M / 1676 FT	333329.47N 0724631.03E	
28L/APCH 10R/TKOF	HT Power pole 512.01 M / 1680 FT	333341.58N 0724657.76E	
28L/TKOF 10R/APCH	Localizer Antenna 535.94M/ 1756 FT	333305.99N 0724810.82E	
28L/APCH 10R/TKOF	GP Antenna 546.89 M/ 1794 FT	333240.28 0720529.68	
28R/TKOF 10L/APCH	Localizer Antenna 530.96 M/1742.08 FT	333312.69 0724812.31	
28R/APCH 10L/TKOF	GP Antenna 549.5 M/ 1802.972 FT	333254.83 0725031.54	
10R/TKOF 28L/APCH	Localizer Antenna 535.92 M/ 1758.38 FT	333240.69 0725052.37	
10R/APCH 28L/TKOF	GP Antenna 545.95 M/ 1791.29 FT	333306.33 0724834.22	
28L/R/APCH 10R/L/TKOF	DVOR 534.01 M/ 1752.08 FT	333239.53 0725121.83	

Appendix A-4

AIP
Pakistan

In approach/TKOF areas			Remarks
1			2
RWY/area effected	Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	c	
28L/R/APCH 10R/L/TKOF	DME 535.117/ 1755.71 FT	333239.64 0725121.26	
10R/APCH 28L/TKOF	AWOS Mast-2 TH-10R 538.00 M / 1765.09 FT	333306.06N 0724835.15E	
10R/28L/TKOF 10R/28L/APCH	AWOS mid point 543.63 M / 1783.56 FT	333248.58N 0724938.90E	
28L/APCH 10R/TKOF	AWOS Mast-1 TH-28L 540.40 M / 1772.73 FT	333240.82N 0725028.39E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
ATC Tower 571.94 M / 1876 FT	333236.50N 0724940.23E	
Antenna (Motorway) 634.25 M / 2081 FT	333018.01N 0725228.88E	
Antenna (Motorway) 631.37 M / 2071 FT	333019.16N 0725227.76E	
Gol Top of Hill 790.70 M / 2594 FT	332950.54N 0725017.20E	
Peak on Hill 888.02 M / 2913 FT	332844.38N 0724845.46E	
Electric Pole on Hill 941.06 M / 3087 FT	332759.42N 0724712.64E	
Rod on Tower 915.20 M / 3003 FT	332628.11N 0724304.98E	
Top of Tower 911.04 M / 2989 FT	332628.58N 0724305.35E	
Electric pole on hill 590.45 M / 1937 FT	333020.48N 0725200.09E	
Electric pole on tibba 572.87 M / 1879 FT	333055.46N 0725106.27E	
Electric pole 566.90 M / 1860 FT	333103.04N 0725054.77E	
Electric pole on hill saddle 750.54 M / 2462 FT	332956.87N 0725043.54E	
Electric pole 556.86 M / 1827 FT	333118.29N 0725031.62E	
Electric pole 561.54 M / 1842 FT	333123.50N 0725023.71E	
Pole 552.42 M / 1812 FT	333138.11N 0725001.49E	
HT Power pole 573.59 M / 1882 FT	333204.03N 0724911.36E	
HT Power pole 574.33 M / 1884 FT	333210.49N 0724858.78E	
HT Power pole 575.72 M / 1889 FT	333217.20N 0724845.68E	
HT Power pole 567.37 M / 1861 FT	333228.15N 0724822.99E	
HT Power pole 548.50 M / 1800 FT	333238.72N 0724800.60E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
HT Power pole 549.47 M / 1803 FT	333249.76N 0724736.31E	
HT Power pole 552.54 M / 1813 FT	333254.34N 0724726.71E	
HT Power pole 546.81 M / 1794 FT	333258.74N 0724716.60E	
OBST 509.34 M / 1671 FT	333340.92N 0724630.35E	
HT Power pole 515.91 M / 1693 FT	333353.37N 0724634.82E	
Pole 572.41 M / 1878 FT	332958.65N 0723812.83E	
Pole 590.31 M / 1937 FT	333338.16N 0723739.48E	
Pole 592.79 M / 1945 FT	333406.75N 0723834.15E	
Pole 590.19 M / 1936 FT	333401.95N 0723829.48E	
Pole 588.62 M / 1931 FT	333406.59N 0723849.22E	
Pole 589.58 M / 1934 FT	333351.95N 0723835.72E	
Pole 583.01 M / 1913 FT	333350.93N 0723845.41E	
Pole 601.83 M / 1975 FT	333346.20N 0723838.91E	
Water Tank 577.38 M / 1894 FT	333332.32N 0723805.45E	
Tower 540.79 M / 1774 FT	332958.66N 0723812.81E	
Com. Tower 568.32 M / 1865 FT	333216.82N 0725844.11E	
Tower 562.54 M / 1846 FT	333227.27N 0730515.30E	
Communication Tower 571.73 M / 1876 FT	333230.57N 0725821.62E	
Communication Tower 563.55 M / 1849 FT	333238.12N 0725849.06E	
Communication Tower 579.44 M / 1901 FT	333347.42N 0725843.48E	
Communication Tower 586.79 M / 1925 FT	333344.44N 0725853.52E	
Communication Tower 586.65 M / 1925 FT	333519.60N 0725849.75E	
Communication Tower 585.88 M / 1922 FT	333515.21N 0725851.07E	
Communication Tower 606.51 M / 1990 FT	333559.56N 0725858.72E	
Communication Tower 567.77 M / 1863 FT	333349.50N 0725926.20E	
Communication Tower 578.26 M / 1897 FT	333540.60N 0730024.46E	
Communication Tower 547.90 M / 1798 FT	333337.75N 0730039.00E	

In circling area and at AD		Remarks
3		4
Obstacle type Elevation Markings/ LGT	Coordinates	
a	b	
Communication Tower 551.95 M / 1811 FT	333309.24N 0730028.09E	
Communication Tower 570.32 M / 1871 FT	333237.65N 0725958.65E	
Communication Tower 571.62 M / 1875 FT	333236.81N 0725957.70E	
Communication Tower 548.70 M / 1800 FT	333250.93N 0730010.15E	
UHF/VHF (RX) Mast 562.95 M / 1846.94 FT	333235.15N 0724942.59E	
HF Antenna Mast 559.20 M / 1834.65 FT	333230.72N 0725006.05E	
UHF/VHF (TX) Mast 558.97 M / 1833.87 FT	333230.60N 0725005.34E	

OPIS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1. Associated MET Office	New Islamabad International
2. Hours of service MET Office outside airport operational hours	H24
3. Office responsible for TAF preparation Periods of validity	MET office provides 9 hours TAF after each 3 hours and 30 hours TAF after each 6 hours.
4. Type of landing forecast Interval of issuance	Trend forecast e.g. METAR and SPECI after each half hour & weather warnings. Local forecast after every 6 hours.
5. Briefing/consultation provided	All kind of weather briefing is provided by MET office at allocated place/office at terminal building.
6. Flight documentation Language(s) used	English
7. Charts and other information available for briefing or consultation	Surface chart, Upper charts, Pilot Chart, CP Chart, Significant weather chart, Satellite image.
8. Supplementary equipment available for providing information	Telephonic, printer, by fax, by email and Internet
9. ATS units provided with information	ATS unit information provided by CAA
10. Additional information (limitation of service, etc.)	Phone: FAX No.:

OPIS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
10R	100.35°	3658 x 60	110/F/C/X/T Asphalt Flexible	333304.28N 0724821.81E	THR 528.06 M / 1732.49 FT	1.0% UP
28L	280.36°	3658 x 60	110/F/C/X/T Asphalt Flexible	333242.42N 0725041.37E	THR 532.53 M / 1747.14 FT	1.0% Down
10L	100.35°	3658 x 45	110/F/C/X/T Asphalt Flexible	333310.98N 0724823.30E	THR 529.03 M / 1735.67 FT	1.0% UP
28R	280.36°	3658 x 45	110/F/C/X/T Asphalt Flexible	333249.12N 0725042.87E	THR 533.41 M / 1750.04 FT	1.0% Down

SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
-	1000 x 150	3778 x 300	240 x 150	-		Runway Shoulders: 7.5 m on each side of Both Rwys
-	190 x 150	3778 x 300	240 x 150	-		-
-	1000 x 150	3778 x 300	240 x 150	-		-
-	1000 x 150	3778 x 300	240 x 150	-		-

OPIS AD 2.13 DECLARED DISTANCES (M)

Designations RWY NR	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
10R	3658	3658	4658	3658	-
28L	3658	3658	3848	3658	-
10L	3658	3658	4658	3658	-
28R	3658	3658	4658	3658	-

OPIS AD 2.14 APPROACH AND RUNWAY LIGHTS

Designations RWY NR	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEH) PAPI	TDZM LGT LEN	RWY Centre line LGT Length, spacing, colour, INTST	RWY EDGE line LGT Length, spacing, colour, INTST	RWY End LGT spacing colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10R	PALS CAT I LIH 900 M	GREEN	PAPI 3° Both Sides	-	3658 M 30 M WHITE/ RED	3658 M 60 M WHITE LIH Last 600M Yellow	RED		Flasher
28L	PALS CAT II LIH 900 M	GREEN	PAPI 3° Both Sides	900 M	3658 M 30 M WHITE/ RED	3658 M 60 M WHITE LIH Last 600M Yellow	RED		Flasher
10L	SALS LIH 420 M	GREEN	PAPI LEFT 3°	-	-	3658 M 60 M WHITE LIH Last 600M Yellow	RED		-
28R	PALS CAT I LIH 900 M	GREEN	PAPI LEFT 3°	-	-	3658 M 60 M WHITE LIH Last 600M Yellow	RED		-

OPIS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation	Not Available
2. LDI location and LGT	-
Anemometer location and LGT	-
3. TWY edge and centre line lighting	Centreline, Holding position at all Taxiways/ RWY intersections is available. Taxiway A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, T have centre line/edge lights.
4. Secondary power supply / switch-over time	Secondary power supply available with UPS Facility and standby generators supply.
5. Remarks	-

OPIS AD 2.16 HELICOPTER LANDING AREA: RWY 28L

OPIS AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	Islamabad CTR Area bounded by lines joining points 333857.56N/0722458.69E; 332049.14N/0722458.69E; 332029.98N/0723755.50E; 331816.45N/0724726.57E; 330842.13N/0724743.46E; 330840.27N/0725044.04E; 331033.90N/0725039.83E; 331142.84N/0731742.32E; 332712.97N/0731508.76E; 333222.40N/0731007.28E; 333332.31N/0730418.59E; 333805.15N/0725135.30E; 334016.52N/0723612.55E to point of origin.
2. Vertical limits	GND to FL 175
3. Airspace classification	Class A above FL 150 Class C at or below FL 150-
4. ATS unit call sign Language(s)	Islamabad APP English
5. Transition altitude	12000FT

6. Remarks	-
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OPIS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Islamabad Tower	118.55 MHZ	H24	Primary
TWR	TOWER	119.65 MHZ	H24	Secondary
Aerodrome Control Svc	Islamabad Departure	124.35 MHZ	H24	Departure Frequency
		130.35 MHZ	H24	Clearance Delivery
		121.50 MHZ	H24	Function Emergency
Aerodrome Control Svc	Islamabad Ground	121.65 MHZ	H24	Primary
		122.15 MHZ	H24	Secondary
		123.225 MHZ	H24	Vehicle
		121.85 MHZ	H24	Fire
ATIS Broad Cast	ATIS	126.200 MHZ	H24	-
Approach Control Svc	Islamabad APP	125.150 MHZ	H24	Primary
	Islamabad APP	124.650 MHZ	H24	Secondary
	Islamabad APP	121.50 MHZ	H24	Emergency
Military Frequency	Islamabad APP	240.5 MHZ	HX	Primary
		241.2 MHZ	HX	Secondary
HF SSB	RADIO	2923.00 KHZ	HX	Fixed Network Station
		3467.00 KHZ	HX	Fixed Network Station
		2727.50 KHZ	HX	Fixed Network Station
		3960 KHZ	HX	Fixed Network Station
		5601.00 KHZ	H24	Air Ground
		5658.00 KHZ	H24	Communication
		8567 KHZ	H24	Communication
		10018.00 KHZ	H24	Communication

OPIS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE OF AID	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS-Glide Path CAT-I 28R	Dots/Dashes	330.200 MHz	H24	333254.84 N 0725031.54 E	549.501 M	Both GP & TDME are co-located.
TDME 28R	Dots/Dashes	CH 44X	H24	333254.84 N 0725031.54 E	-	-
ILS-Localizer CAT-I 28R	IBIP	110.700 MHz	H24	333312.69 N 0724812.32 E	530.96 M	-
ILS-Glide Path CAT-II 28L	Dots/Dashes	334.700 MHz	H24	333240.29 N 0725029.68 E	546.89 M	Both GP & TDME are co-located.
TDME 28L	Dots/Dashes	CH 18X	H24	333240.29 N 0725029.68 E	-	-
ILS-Localizer CAT-II 28L	IBBA	108.100 MHz	H24	333306.01 N 0724810.82 E	535.39 M	-
ILS-Glide Path CAT-I 10R	Dots/Dashes	332.300 MHz	H24	333306.34 N 0724834.23 E	545.95 M	Both GP & TDME are co-located.
TDME 10R	Dots/Dashes	CH 50X	H24	333306.34 N 0724834.27 E	-	-
ILS-Localizer CAT-I 10R	IBAP	111.300 MHz	H24	333240.69 N 0725052.37 E	535.92 M	-
DVOR (2/2017)	BTR	114.600 MHz	H24	333239.54 N 0725121.84 E	535.11 M	Coverage 200 NM
DME	-	CH 93X	H24	333239.64 N 0725121.26 E	-	-

OPIS AD 2.20 LOCAL TRAFFIC REGULATIONS:

- (a) General AD is restricted to aircraft of maintaining two- way radio communications with Islamabad ATC.
- (b) Ground power 400 HZ is provided on all Passenger Boarding Bridge (PBB) parking stands. In order to minimize operational Hazard the use of mobile ground power unit (GPU) restricted at all aircraft parking Stands equipped with (PBB).

Local Flying Restrictions:

- a) Straight in Approach to runway 28 L/R may be permitted provided the flight is monitored on radar and aircraft to adhere the altitude restrictions.
- b) Straight in approach to runway 10 L/R is not permitted.
- c) Aircraft to fly right hand circuit for runway 10 L/R and left hand circuit for runway 28 L/R.
- d) Due to close proximity of Qasim Airfield aircraft carrying out visual approach for runway 28 L/R will remain within 4 NM of BTR VOR.
- e) North circuit for both runway ends i.e. runway 28 L/R & 10 L/R is not permitted.
- f) Departure from runway 28 L/R is not permitted to turn right.
- g) All departure from runways 28 & 10 L/R are required to follow publish procedures to stay clear of Murat hill and Qasim airfield circuit flying.
- h) Left-hand circuit shall be normally followed except when specified otherwise.
- i) Exercise caution; Small Airfield with RWY 32/14 exists at 9.5 NM East-North East of AD. Aircraft shall maintain altitude 3700' AMSL until over FAP/FAF.

Movement areas - Aprons:

Operators are responsible for ensuring that aircraft that park on the Apron are provided with:

- a) **Chocks under wheels.**
- b) **Picketing of aircraft when required.**
- c) **Fire cover during engine starting.**

Wheel chocks are available from handling companies.

The operators, handling company or CAA Fire Department, may provide fire cover. If the services of the CAA Fire Department are required, the operator should notify the TWR at least 10 minutes prior to start up.

OPIS AD 2.20.2 TAXIING TO AND FROM STANDS:

- a) Arriving aircraft will be allocated a stand number by the TWR.
- b) All international schedule arrivals shall be parked on Parking (PBB) stands 3-9 and 17&18 subject to category of aircraft and on first come first serve basis.
- c) All domestic arrivals shall be parked on Domestic (PBB) parking stands 19 to 24 subject to category of aircraft and on first come first serve basis.
- d) (PBB) No 19 parking stand is swing over, can be utilized for international arrival departure as well.
- e) In case of non-availability of (PBB) parking stand, international arrivals can be parked on stand No 1,2,10 - 16. Similarly domestic arrivals can be parked on remote bays 25- 28. They may be parked on stands No 14-16, also depending upon the category of aircraft. Airline to be informed in advance.
- f) In case of parking of any International flight on Domestic side, Avio-Bridge shall not be connected.
- g) Arrival aircraft intended to be parked at West north West Apron will route via taxiway "C", "T", "P" and "M". Arrival aircraft intended to be parked at south, south east Apron will route via taxiway "K" & "N".

PROCEDURE FOR DEPARTURE**START UP / PUSH BACK / TAXI PROCEDURE FOR TURBO-JET AND TURBO-PROP AIRCRAFT**

- a) Departing aircraft shall contact Islamabad ground for push-back/start up approval five minutes before ready.
- b) Start up approval will remain valid for five minutes. In case of delay fresh approval shall be obtained.
- c) Aircraft to expect instructions to contact Islamabad Tower on frequency 118.550 MHz primary and secondary 119.650 MHz while approaching runway and change frequency without delay when advised to do so.
- d) Aircraft to hold at ILS CAT-II holding position unless further taxi and line up clearance/instructions are received.
- e) All stands are nose in parking stands. Thus all departing aircraft shall push back& pull forward to abeam parking position before taxi.
- f) All departures from South and East apron will be using taxiways "N" & "F" and then taxiway "K" towards runway in use.
- g) All departures from West apron will be using taxiways "M" & "T" and then taxiway "K" towards runway in use.
- h) All aircraft departing from stands No 13-28 will push back& pull forward facing South or South West and align themselves along the centre line of taxiway "M" abeam to their parking stand.
- i) All aircraft departing from stand No 4-12 will push back Facing East or North East (as the case may be) and align themselves along the taxiway centre line abeam to their parking stand.
- j) Aircraft parked on stand 1 and 2 will push back facing West and will taxi out via taxiway "F".
- k) Aircraft parked on stand 3 may push back facing West or East subject to traffic condition.
- l) Aircraft may start one engine on idle power at the bay, rest start up will be completed on taxiway.
- m) When ready for Taxi contact Islamabad ground for Taxi instructions.

OPIS AD 2.20.3 CHARACTERISTICS OF PARKING STAND:

- a) Parking stands No 3-9 on south and Eastern side of PTB and Stand 17- 24 on Western Apron are PBB stands.
- b) Parking stands from 3-9 and 17 & 18 are used for international flights.
- c) Parking stands No 19-24 are used for domestic flights.
- d) Parking stand No 19 is swing over and can be utilized for international aircraft when needed.
- e) Stands No 1, 2, 10-16 and 25-28 are non PBB parking (remote parking stands).
- f) Parking stands No 6 & 7 can be utilized for parking of CAT 'F' aircraft and equipped with double decker boarding walkways (tunnels).
- g) Parking stands 1,2,14 & 16 without PBB can accommodate up to CAT 'D' aircraft.
- h) Parking stands No 3,8,21 & 22 with PBB can accommodate up to CAT 'D' aircraft.
- i) Parking stands No 4,5 and 17-20 with PBB are used for parking of aircraft up to Cat 'E'.
- j) Parking stands No 23 & 24 with PBB are used for parking of aircraft up to CAT 'C'.
- k) Parking stands No 25 - 28 without PBB are used for parking of aircraft up to CAT 'C'.
- l) Parking stands 29-31 with capacity up to Two CAT E Aircraft. One for CAT F Aircraft at Cargo Apron.
- m) Parking stand 32 & 33 are to accommodate CAT E Aircraft at State Apron.
- n) Refueling facility through fuel hydrant system is provided at all parking stands.
- o) Ground power with 400Hz frequency is provided at all All PBB parking stands. All parking stands are nose in.

OPIS AD 2. 20.4 PARKING AREA FOR HELICOPTERS:

Same as for General Aviation Aircraft.

OPIS AD 2.20.5: APRON - TAXIING DURING WINTER CONDITIONS: Nil**OPIS AD 2.20.6: TAXIING LIMITATIONS:**

Four engine Jet Aircraft to avoid excessive power on outer engine while taxiing so as to prevent FOD on movement area.

Flight levels/Altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that.

OPIS AD 2.20.7: SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAY: Nil**OPIS AD 2. 20.8 HELICOPTER TRAFFIC - LIMITATION: Nil****OPIS AD 2.20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS:**

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If the owner or user does not remove a wrecked aircraft from the runway as quickly as possible, the aerodrome authority at the owner or user's expense will remove the aircraft.

OPIS AD 2.21 NOISE ABATEMENT PROCEDURES: Nil

OPIS AD 2.22 FLIGHT PROCEDURES:

PROCEDURES FOR IFR FLIGHTS WITHIN ISLAMABAD TMA

- a) The STARs shown on the following pages are to be used by arriving IFR flights when specified by ATC.
- b) WEST BOUND Arrivals and departures are required to cross KIMUL at or above Altitude 10,000 feet AMSL and KALNA at or below FL170.
- c) The SIDs shown on the following pages are to be used by departing IFR flights when specified by ATC.
- d) The holding fix and areas have been located at a distance from the AD to ensure the minimum of congestion and delay to arriving and departing flight.

RADAR PROCEDURES WITHIN ISLAMABAD TMA

RNAV GNSS procedures are established for safe smooth and orderly flow of air traffic. Generally pilots are directed to carry out pilot interpreted instrument approaches, however radar vectoring will be available for sequencing and track shortening to place aircraft on final approach paths of instrument approaches.

SURVEILLANCE RADAR APPROACHES: NIL

COMMUNICATION FAILURE

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

PROCEDURES FOR VFR FLIGHTS WITHIN ISLAMABAD TMA

Provided traffic conditions permit, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight shall be submitted.
- b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2 except all General Aviation aircraft engaged in domestic non-scheduled operations.
- d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f) Two-way communication shall be maintained on the frequency prescribed.
- g) The aircraft shall be equipped with SSR transponder with 4096 Codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). Exemption from this requirement may be granted by Islamabad APP.
- h) Arriving VFR Flights, desirous to avail RADAR air traffic information service, beyond the limits of control zone, but within the limits of TMA are required to notify their intentions on first two-way communication with Islamabad APP. Departing VFR flights shall do so prior to their departure from the aerodrome concerned or as early as possible after departure.

Note: ATC clearance is intended only to provide separation between IFR and VFR flights.

PROCEDURES FOR VFR FLIGHTS WITHIN ISLAMABAD CTR

- a) Flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

VFR ROUTES WITHIN ISLAMABAD CTR: Not specified.

OPIS AD 2.23 ADDITIONAL INFORMATION

HYDRANT REFUELING FACILITIES AVAILABLE AT ALL PARKING STANDS.

BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

Large solitary predatory birds (eagles, kites etc.) present a hazard to air navigation at all times and migratory birds during summer and rainy season in the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 4000 FT.

ATC will endeavor to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe from ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

FUEL DUMPING PROCEDURE: NIL

ALTERNATE AERODROME

Lahore ALIAP & PESHAWER OPPS aerodrome are the nearest alternate aerodrome for aircraft upto B777. Nur Khan OPRN airfield may be available for any flight as diversionary airfield except in emergency as ground handling facilities will not be available at Nur Khan.

OPIS AD 2.24 CHARTS RELATED TO AN AERODROME:

Aerodrome/Heliport Chart- ICAO
Aircraft Parking / Docking Chart (WGS-84 coordinates of parking stands)
Precision Approach Terrain Chart- ICAO RWY 28L/10R
Aerodrome Obstruction Chart – ICAO Type-A
(Operating Limitations RWY-10L/28R & RWY 10R/28L)
Standard Departure Chart -Instrument- ICAO
Standard Arrival Chart - Instrument - ICAO
Instrument Approach Charts – ICAO

SAFEGATE ADVANCE VISUAL DOCKING GUIDANCE SYSTEM

SAFEDOCK: (AVDGS T1-42) AT NEW ISLAMABAD INTERNATIONAL AIRPORT

1. The Safe gate Advance Visual Docking Guidance System (AVDGS) is a fully automatic aircraft docking Guidance system. The System is based on a laser scanning technique and it tracks both the lateral and longitudinal position of aircraft. The Safedock system uses a Laser Distance Meter (LDM) to measure location of an approaching aircraft. The Complete safe dock system consist of following sub units:

- i) Control Unit
- ii) Laser Scanning Unit
- iii) Operator Panel
- iv) Display Unit
- v) Superior System Interface

The control unit is processing heart of the Safedock system. It will accept user interface commands from the Safedock operator panel or via superior system interface.

The Laser Scanning Unit comprises a Laser Distance Meter (LDM) and two mirrors mounted on the shafts of motors. The LDM uses laser pulses to measure the distance to any object the laser beam is directed toward. The motor mounted on mirrors are used to direct the laser beam in the horizontal and vertical plane, respectively. This design gives the system ability to make a 3-dimensional scan of stand area.

The operator panel is primary source of user input to the system. It comprises a 14 key keyboard and LCD display.

The Pilot Display is constructed using a set of Light Emitting Diode matrices. The display is divided into two parts that provide following information to the pilot:

- i) The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- ii) The azimuth and centreline guidance displays in red and yellow and the Closing Rate Bar in yellow.

Pilot Display incorporates three different indicators for alphanumeric, azimuth and rate information, clearly visible from both pilot positions in the aircraft cockpit. The upper rows are used for alpha numeric information, the next row for azimuth information and the lower section for closing rate information.

The superior system interface is optional link between the Safedock system and the central control and monitoring system, the superior system. It is also used as gateway to other external systems and to receive information about schedule arrivals and departures from FIS.

AVDGS T1-42 is installed at international terminal (South East apron) of IIAP at remote stands (Bay No.1, 2, 10, 11 and 12) and contact Stands (Bay No. 3, 4, 5,6,7,8 and 9). The same type of AVDGS is installed at IIAP domestic terminal (North West apron) at remote stands (Bay No.13,14,15,16,25 ,26,27 and 28) and contact Stands at domestic terminal (Bay No.17,18,19,20,21,22,23 and 24). At Cargo apron of IIAP (Bay No. 29, 30 and 31) and State Apron (Bay No. 32 and 33) AVDGS of the same type i.e. AVDGS T1- 42 is installed.

2. The Aircraft type which can utilize the system at IIAP are displayed as follows:

S.NO	MANUFACTURER	TYPES	BAYS
1	Airbus Industry	A319 all series	(Bay 23 and 24)
		A320 all series	(Bay 23 and 24)
		A321 all series	(Bay 23 and 24)
		A300 (Excluding 600 series)	(Bay 3,8,21 and 22)
		A310	(Bay 3,8,21 and 22)
		A330, 200 & 300series	(Bay4,5,9,17,18,19 and 20)
		A340, 200, 300, 500 & 600 series	(Bay4, 5, 9,17,18,19 and 20)
		A380-800 all series	(Bay 6 and 7)
2	Boeing	B737 (Including NG)	(Bay 23 and 24)
		B757, 200&300 series	(Bay 3,8,21 and 22)
		B767, 200, 300 & 400 series	(Bay 3,8,21 and 22)
		B777, 200, 200 ER, 200 LR, 300 & 300 ER	(Bay4, 5, 9,17,18,19 and 20)
		B787, B747 100, 200, 300, 400 & 400 ER	(Bay4,5,9,17,18,19 and 20)
		B747-8	(Bay 6 and 7)
3	McDonnell Douglas	MD80, 82, 83, 87, 90	(Bay 23 and 24)

3. The following is the sequence of system operation from initial approach to STOP:

- i) The pilot identifies the correct parking bay position.
- ii) The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

Note: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

- iii) The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

Note: The pilot must not enter the stand area unless the correct aircraft type is displayed.

- iv) On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

Note: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

- v) A vertical yellow arrow shows the aircraft position in relation to the centerline.

- vi) A flashing red arrow indicates the direction to turn to / return to the centerline.

Note: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as 20 meters from the STOP position.

Note: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- vii) When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will

decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

Note: If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- viii) When the correct STOP position is reached, the display shows STOP and red lights will be lit.

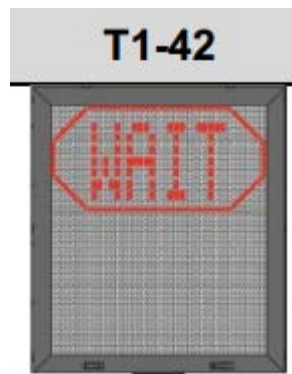
- ix) When the aircraft has parked, OK will be displayed. TOO FAR will be displayed, if the aircraft has overshot the normal parking position. When ground engineers have placed the chocks at the nose wheel, they will manually change the display to CHOCK ON. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

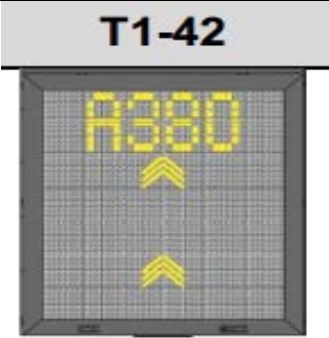
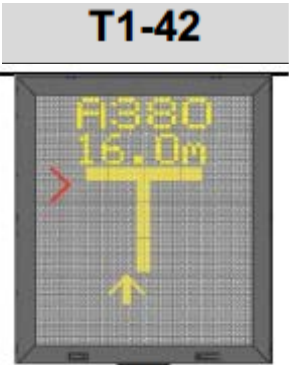


Note: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.




Note: Ground engineers have access to emergency "push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

Note: Whenever Pilot in command is not satisfied by the performance of Safegate docking system or found any discrepancy with respect to performance of the system, he may asked for manual parking using marshaller in coordination with Ground ATC unit.

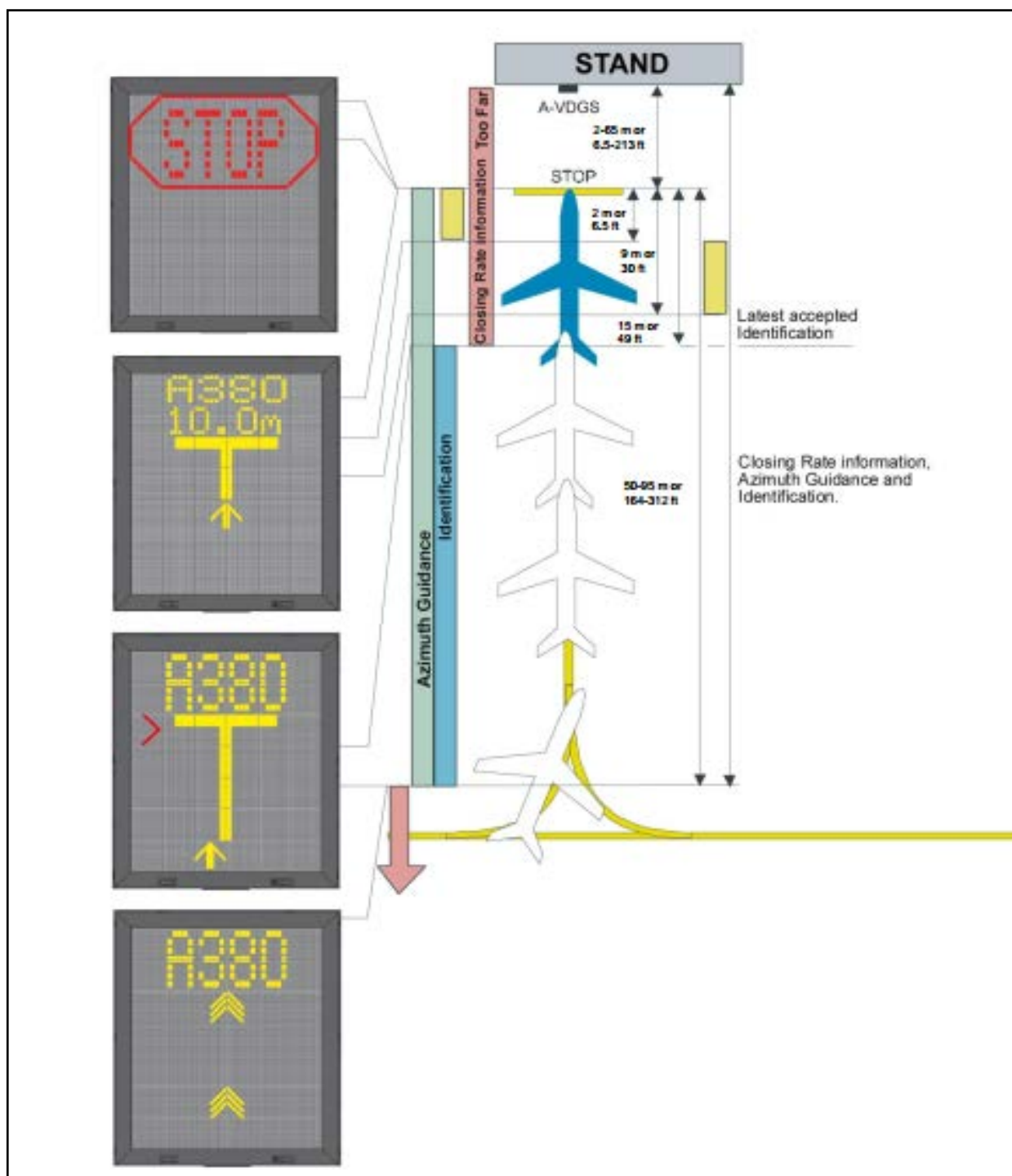
4. IMAGE PILOT DISPLAY

DESCRIPTION	IMAGE PILOT DISPLAY
SELF TEST: After selecting aircraft for docking, a self test and reference point check is carried out by safe dock system to confirm docking accuracy.	

DESCRIPTION	IMAGE PILOT DISPLAY
<p>CAPTURING Floating arrows shows system is activated and in active mode scanning for an approaching aircraft.</p>	 <p>The display shows the aircraft identifier 'A380' in yellow. Above it, 'T1-42' is displayed in black. Two yellow floating arrows point upwards, indicating the system is active and scanning.</p>
<p>TRACKING AND CLOSING RATE The system has captured the aircraft and is actively tracking and verifying it. The floating arrows are replaced by yellow centerline indicator and floating arrow. A closing rate is final countdown from specific distance to stop position. A yellow vertical closing rate bar/centerline indicator appears optionally with a digital countdown depending upon configuration.</p>	 <p>The display shows 'A380' in yellow. Above it, 'T1-42' is displayed in black. A yellow centerline indicator is shown with a digital countdown of '16.0m'. A yellow floating arrow points upwards. A red arrow points to the left, indicating the direction to turn.</p>
<p>AZIMUTH GUIDANCE The aircraft is at displayed distance from stop position. If the aircraft is not aligned to center, a yellow arrow indicates an aircraft's position to center line, and a red flashing arrow indicates direction to turn.</p>	 <p>The display shows 'A380' in yellow. Above it, 'T1-42' is displayed in black. A yellow centerline indicator is shown. A red flashing arrow points to the right, indicating the direction to turn.</p>
<p>DOCKING COMPLETED When the aircraft has parked the message OK will be displayed. If the aircraft rolls too far past the stop position TOO FAR appears. After a configurable period of time the status on the operator panel will change to PARKED.</p>	 <p>The display shows 'OK' in yellow. Above it, 'T1-42' is displayed in black.</p>

DESCRIPTION	IMAGE PILOT DISPLAY
<p>STOP POSITION AND EMERGENCY STOP</p> <p>When correct stop position is reached the pilot display will show STOP with a red boarder or with red lights. If the aircraft found standing still but not reached the intended stop position, a stop short condition occurs.</p> <p>When emergency STOP button of operator panel is activated , the pilot display shows STOP with (red boarders /bars).</p>	 <p>The image shows a pilot display unit with a grey bezel. Above the display is a label 'T1-42'. The display itself shows a red octagonal sign with the word 'STOP' in red capital letters.</p>
<p>FAILED AIRCRAFT VERIFICATION (ID FAIL)</p> <p>After capture of aircraft , if the geometry is checked against a stored profile. If , for any reason , aircraft verification is not conformed 15 m before stop position , the pilot display will show STOP followed by ID FAIL</p>	 <p>The image shows a pilot display unit with a grey bezel. Above the display is a label 'T1-42'. The display shows a red octagonal sign with the word 'STOP' in red capital letters. Below the sign, the words 'ID FAIL' are displayed in yellow capital letters.</p>
<p>GATE BLOCKED</p> <p>If an object found to be the view from the safe dock unit towards the aircraft, and closer than stop position, this will be reported as blocking object and pilot display enters a WAIT state.</p>	 <p>The image shows a pilot display unit with a grey bezel. Above the display is a label 'T1-42'. The display shows a red octagonal sign with the word 'WAIT' in red capital letters. Below the sign, the words 'GATE BLOCK' are displayed in yellow capital letters.</p>

5. COMPLETE DOCKING PROCEDURE



AERODROME/
HELIPORT
CHART - ICAO

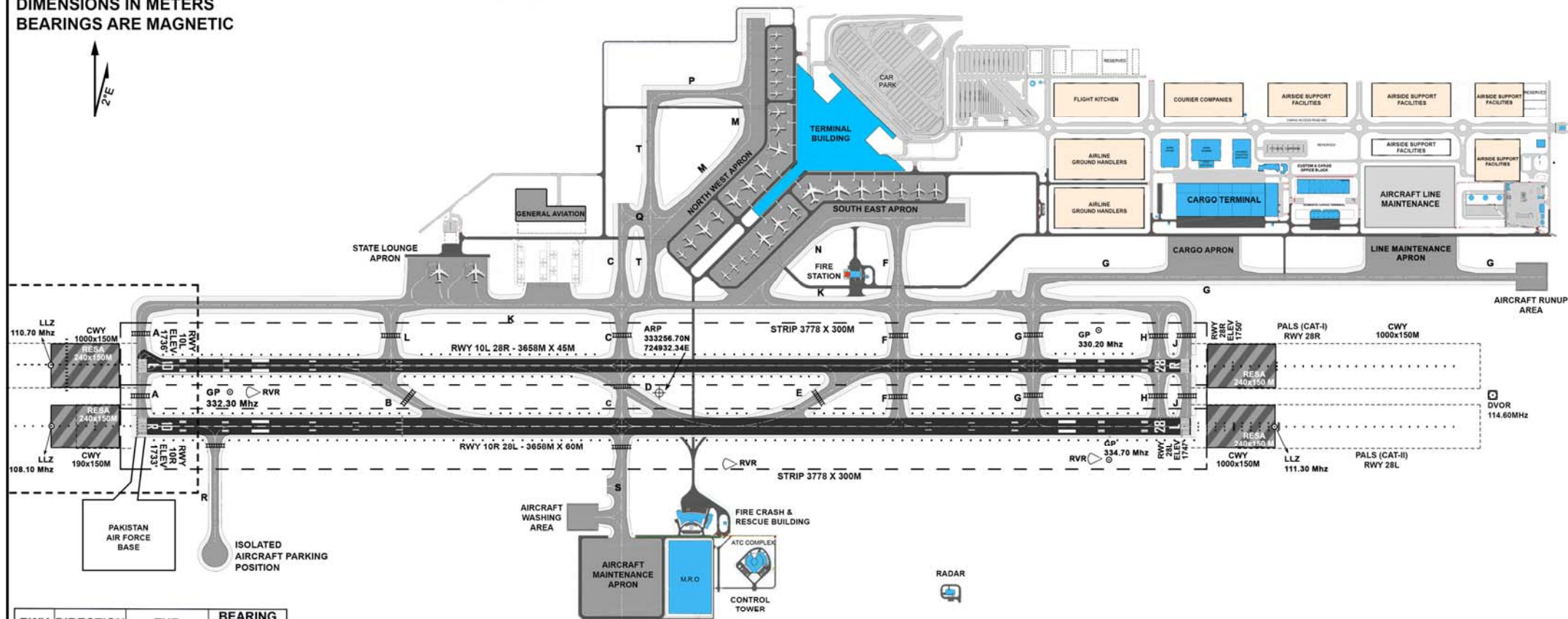
333256.70N
724932.34E

ELEV 1761 FT

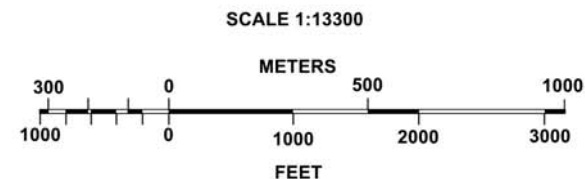
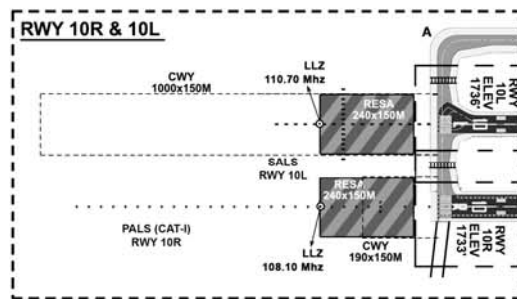
TWR	118.55 MHz	GND	121.65 MHz
	119.65 MHz	ATIS	126.20 MHz
DEP	124.35 MHz		
	130.35 MHz		

Islamabad/
Islamabad Int'l

ELEVATIONS IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC



RWY	DIRECTION	THR	BEARING STRENGTH
10R	100°	333304.28N 0724821.81E	110/F/C/X/T ASPHALT FLEXIBLE
28L	280°	333242.42N 0725041.37E	
10L	100°	333310.97N 0724823.30E	
28R	280°	333249.12N 0725042.87E	
NORTH WEST APRON			110/R/C/W/T CONCRETE
SOUTH EAST APRON			70/F/C/X/T FLEXIBLE
STATE LOUNGE APRON			35/F/C/X/T FLEXIBLE
MAINTENANCE APRON			110/F/C/X/T ASPHALT
TWY 'A' TO 'T'			



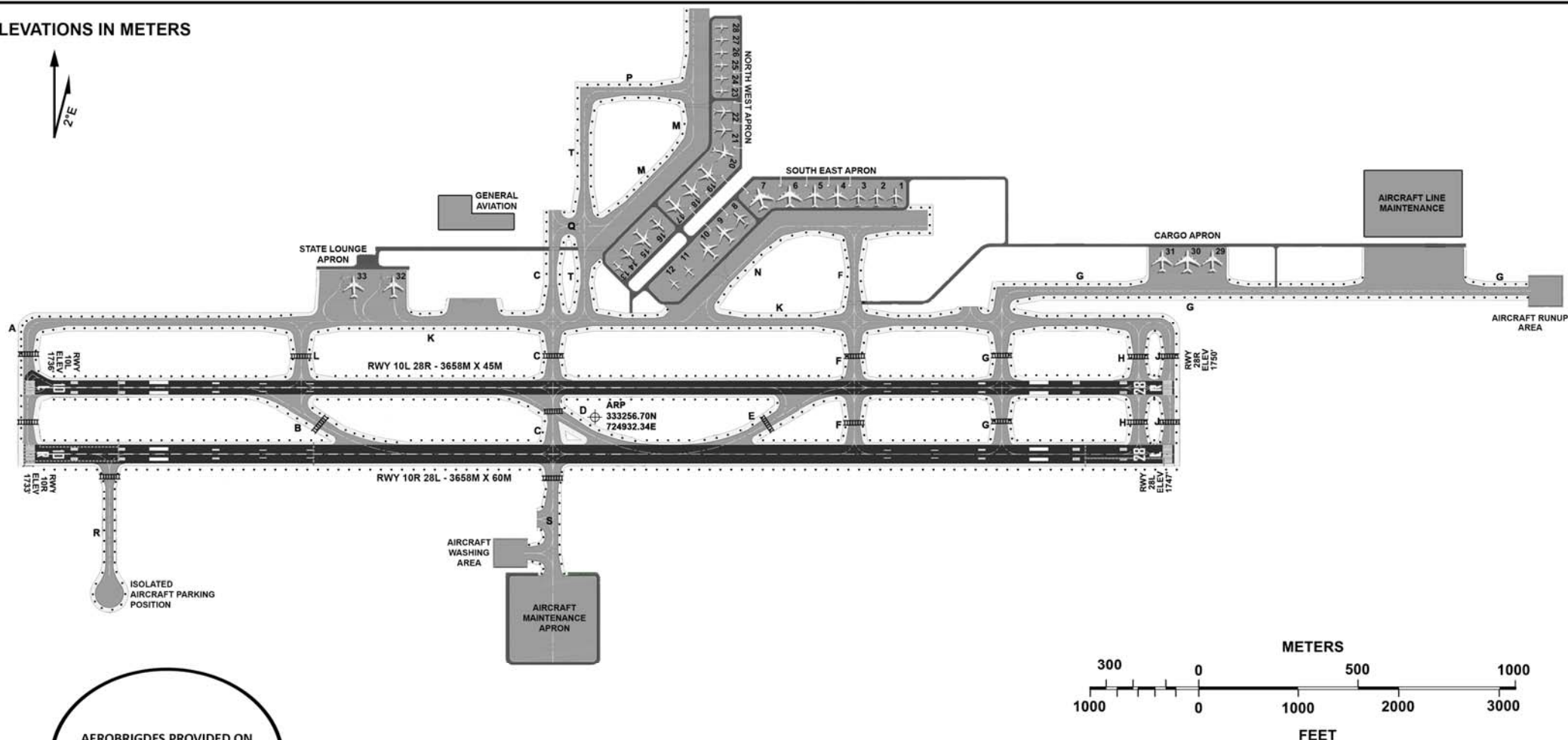
AIRCRAFT PARKING /
DOCKING CHART

APRON ELEV 540M

TWR	118.55 MHz	GND	121.65 MHz
	119.65 MHz	ATIS	126.20 MHz
DEP	124.35 MHz		
	130.35 MHz		

ISLAMABAD/
Islamabad Int'l

ELEVATIONS IN METERS

AEROBRIGDES PROVIDED ON
STANDS 3 TO 9 & 17 TO 24
AVDGS ON STANDS 1 TO 33

LEGEND

AIRCRAFT STAND	5
RWY HOLDING POSITION	
PRECISION APCH RWY	IIII

STAND NO.	COORDINATES	REMARKS
01.	33°33'14.69142" 72°50'13.61914"	Fuel Hydrant
02.	33°33'15.04323" 72°50'11.35277"	Fuel Hydrant
03.	33°33'25.55990" 72°50'09.12027"	Fuel Hydrant
04.	33°33'16.05201" 72°50'06.62781"	Fuel Hydrant
05.	33°33'16.45315" 72°50'03.85869"	Fuel Hydrant
06.	33°33'16.95562" 72°50'00.85516"	Fuel Hydrant
07.	33°33'17.24850" 72°49'56.90288"	Fuel Hydrant
08.	33°33'15.64172" 72°49'53.22701"	Fuel Hydrant
09.	33°33'14.20260" 72°49'51.17612"	Fuel Hydrant
10.	33°33'12.72931" 72°49'48.97513"	Fuel Hydrant
11.	33°33'11.29336" 72°49'46.27691"	Fuel Hydrant

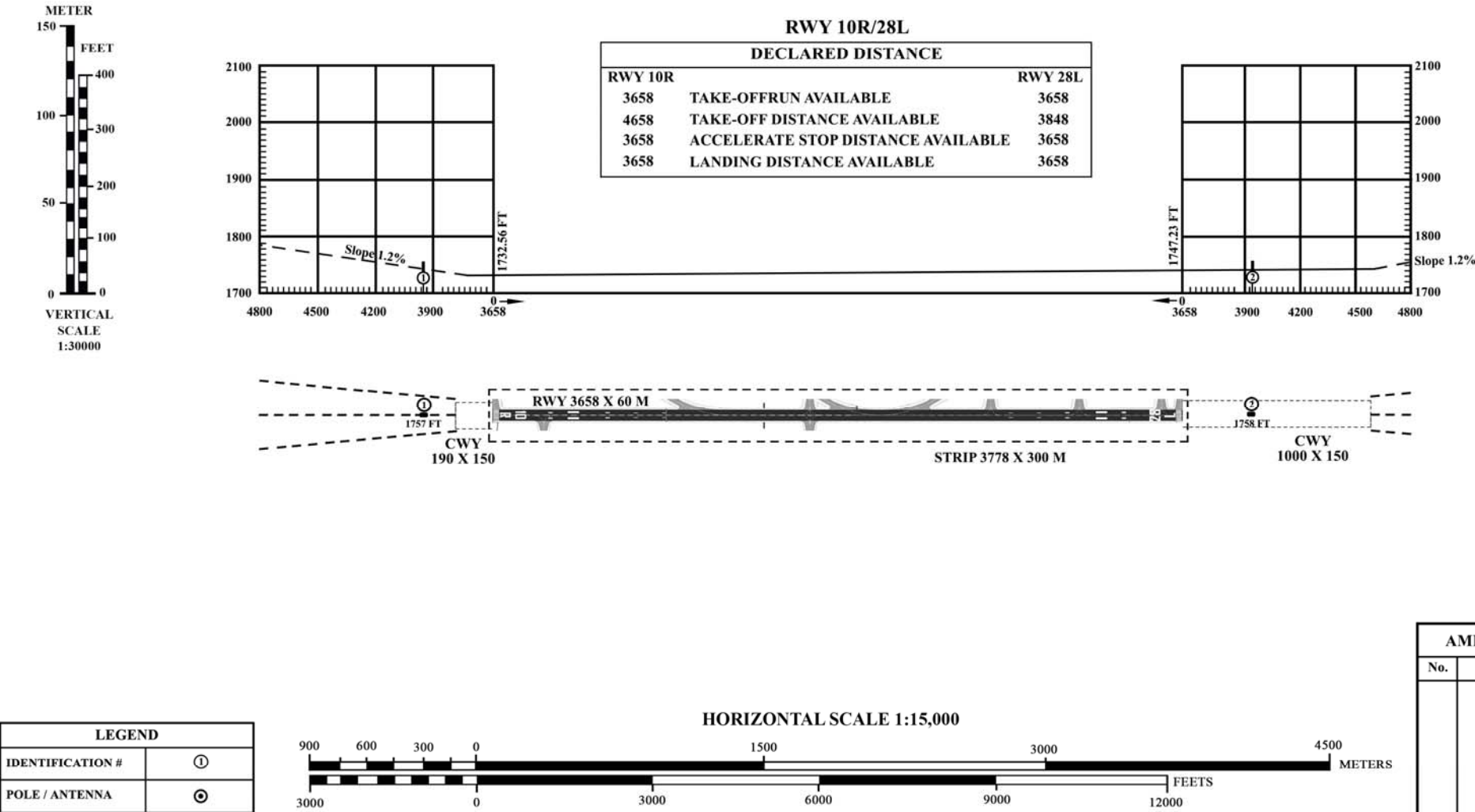
STAND NO.	COORDINATES	REMARKS
12.	33°33'09.69707" 72°49'43.71878"	Fuel Hydrant
13.	33°33'11.77553" 72°49'38.40393"	Fuel Hydrant
14.	33°33'12.59240" 72°49'40.15489"	Fuel Hydrant
15.	33°33'13.77331" 72°49'42.43281"	Fuel Hydrant
16.	33°33'15.06981" 72°49'44.47098"	Fuel Hydrant
17.	33°33'16.24044" 72°49'47.20218"	Fuel Hydrant
18.	33°33'17.58319" 72°49'49.50987"	Fuel Hydrant
19.	33°33'18.91893" 72°49'51.82497"	Fuel Hydrant
20.	33°33'21.25042" 72°49'54.35910"	Fuel Hydrant
21.	33°33'23.86336" 72°49'54.84782"	Fuel Hydrant
22.	33°33'25.72674" 72°49'55.49913"	Fuel Hydrant

STAND NO.	COORDINATES	REMARKS
23.	33°33'27.84536" 72°49'55.46622"	Fuel Hydrant
24.	33°33'29.12223" 72°49'55.84943"	Fuel Hydrant
25.	33°33'30.40540" 72°49'56.19297"	Fuel Hydrant
26.	33°33'31.69738" 72°49'56.48133"	Fuel Hydrant
27.	33°33'32.99043" 72°49'56.76930"	Fuel Hydrant
28.	33°33'34.28248" 72°49'57.05737"	Fuel Hydrant
29.	33°33'03.10083" 72°50'44.37885"	Fuel Hydrant
30.	33°33'02.60822" 72°50'47.48895"	Fuel Hydrant
31.	33°33'02.11532" 72°50'50.59941"	Fuel Hydrant
32.	33°33'14.50633" 72°49'10.58767"	Fuel Hydrant
33.	33°33'15.31321" 72°49'05.40415"	Fuel Hydrant

AERODROME OBSTRUCTION CHART - ICAO
TYPE-A (OPERATING LIMITATIONS)

ISLAMABAD/
Islamabad Int'l

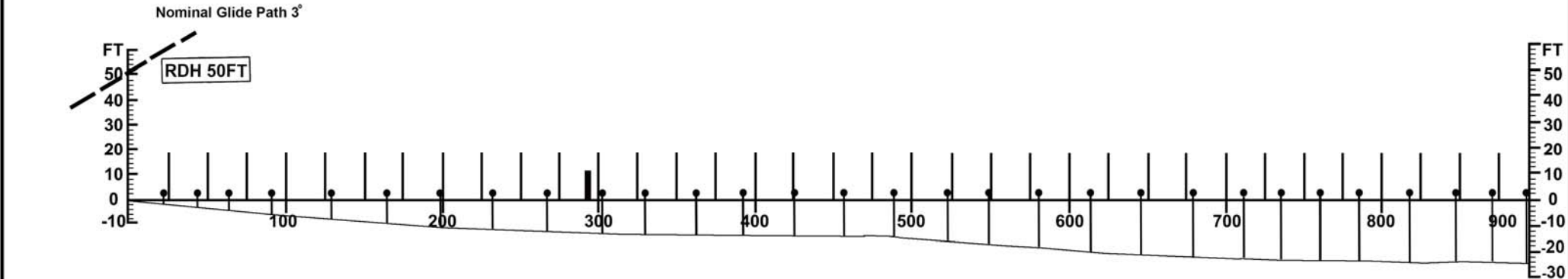
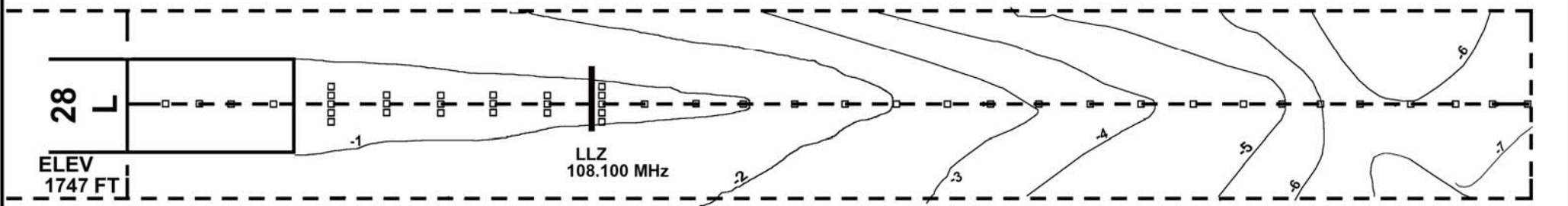
MAGNETIC VARIATION 02° E
AMSL HEIGHTS IN FEET, DISTANCES IN METERS



AIP
Pakistan

PRECISION APPROACH TERRAIN CHART - ICAO

ISLAMABAD/
Islamabad Int'l
RWY 28 L



DISTANCES IN METERS & HEIGHTS IN FEET.
CONTOURS & HEIGHTS ARE RELATED TO
ELEV. OF RWY THR

LEGEND			
STRUCTURE	■	APPROACH LIGHT	⋈
CONTOUR	—10—	ANTENNA POLE ETC	○
CENTERLINE PROFILE	- - -		

