

OPKC/KHI
JINNAH INTL

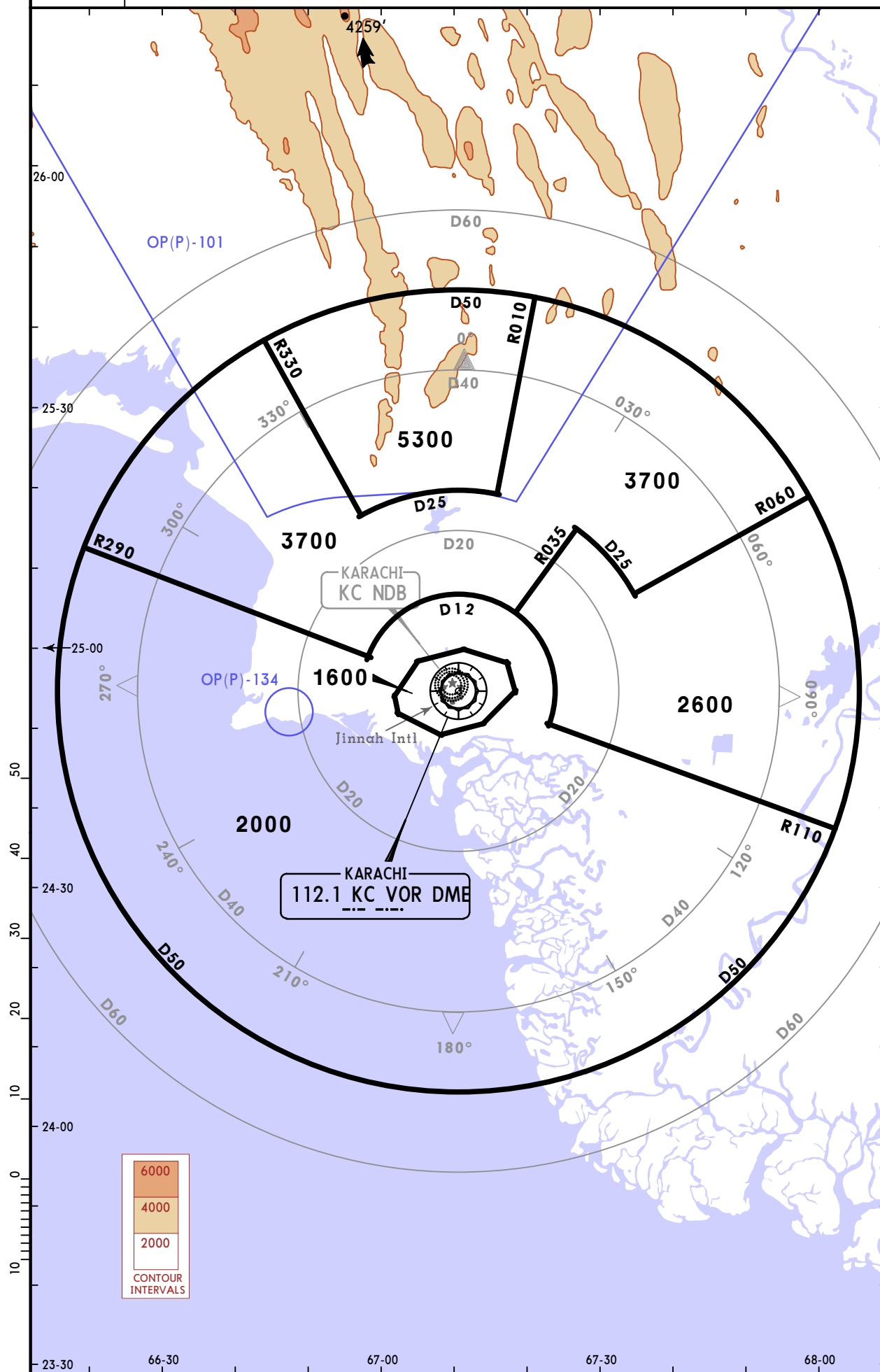
JEPPESEN
6 NOV 15 **(10-1R)** Eff 12 Nov

KARACHI, PAKISTAN

RADAR MINIMUM ALTITUDES

Apt Elev
100'

Alt Set: hPA (IN on request)
Trans level: FL50 Trans alt: 3000'



CHANGES: Sector boundaries revised.

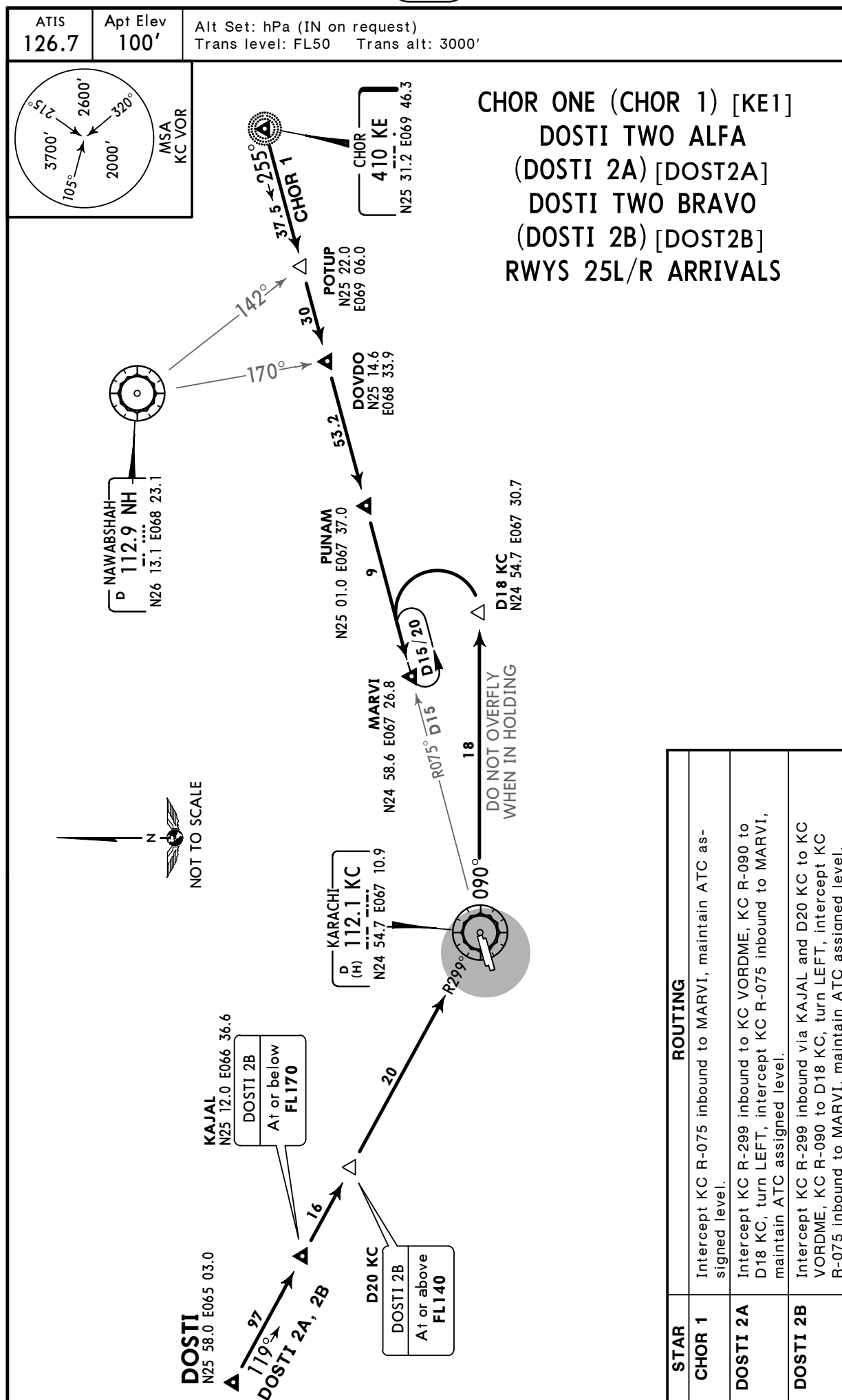
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JEPPESSEN
 19 JUN 15 **10-2** Eff 25 Jun

KARACHI, PAKISTAN

STAR



ROUTING	
STAR	
CHOR 1	Intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
DOSTI 2A	Intercept KC R-299 inbound to KC VORDME, KC R-090 to D18 KC, turn LEFT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
DOSTI 2B	Intercept KC R-299 inbound via KAJAL and D20 KC to KC VORDME, KC R-090 to D18 KC, turn LEFT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.

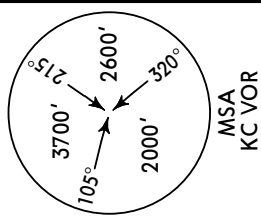
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JINNAH INTL

JEPPESSEN
19 JUN 15 **(10-2A)** **Eff 25 Jun**

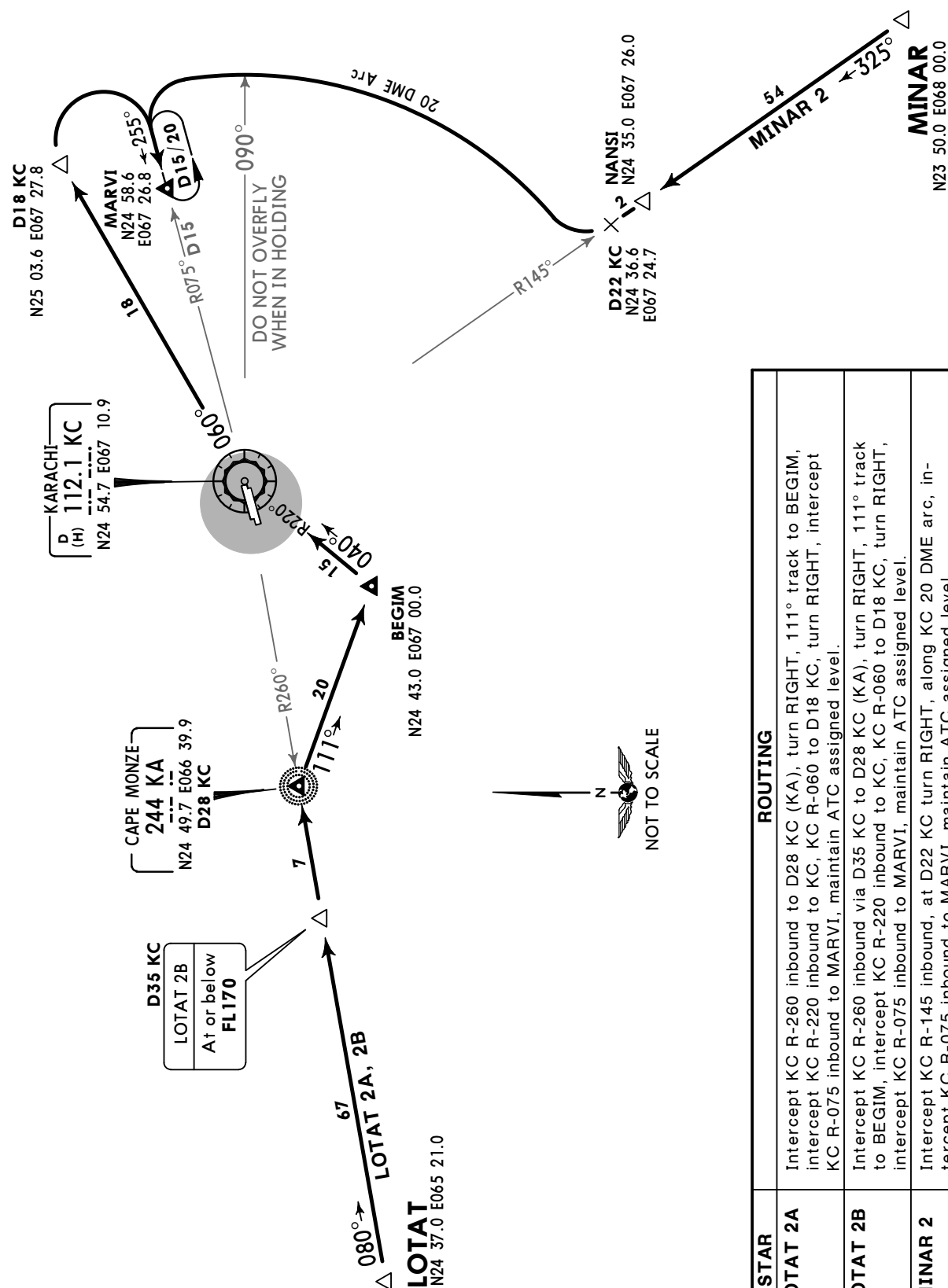
KARACHI, PAKISTAN

STAR

ATIS **126.7** Apt Elev **100'** Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



LOTAT TWO ALFA (LOTAT 2A) [LOTA2A]
LOTAT TWO BRAVO (LOTAT 2B) [LOTA2B]
MINAR TWO (MINAR 2)
RWYS 25L/R ARRIVALS



STAR	ROUTING
LOTAT 2A	Intercept KC R-260 inbound to D28 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R-220 inbound to KC, KC R-060 to D18 KC, turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
LOTAT 2B	Intercept KC R-260 inbound via D35 KC to D28 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R-220 inbound to KC, KC R-060 to D18 KC, turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
MINAR 2	Intercept KC R-145 inbound, at D22 KC turn RIGHT, along KC 20 DME arc, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.

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JINNAH INTL

JEPPESEN
24 APR 15 **(10-2B)** **Eff 30 Apr**

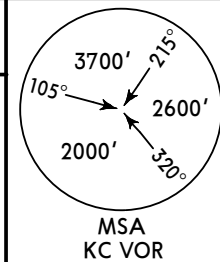
KARACHI, PAKISTAN

STAR

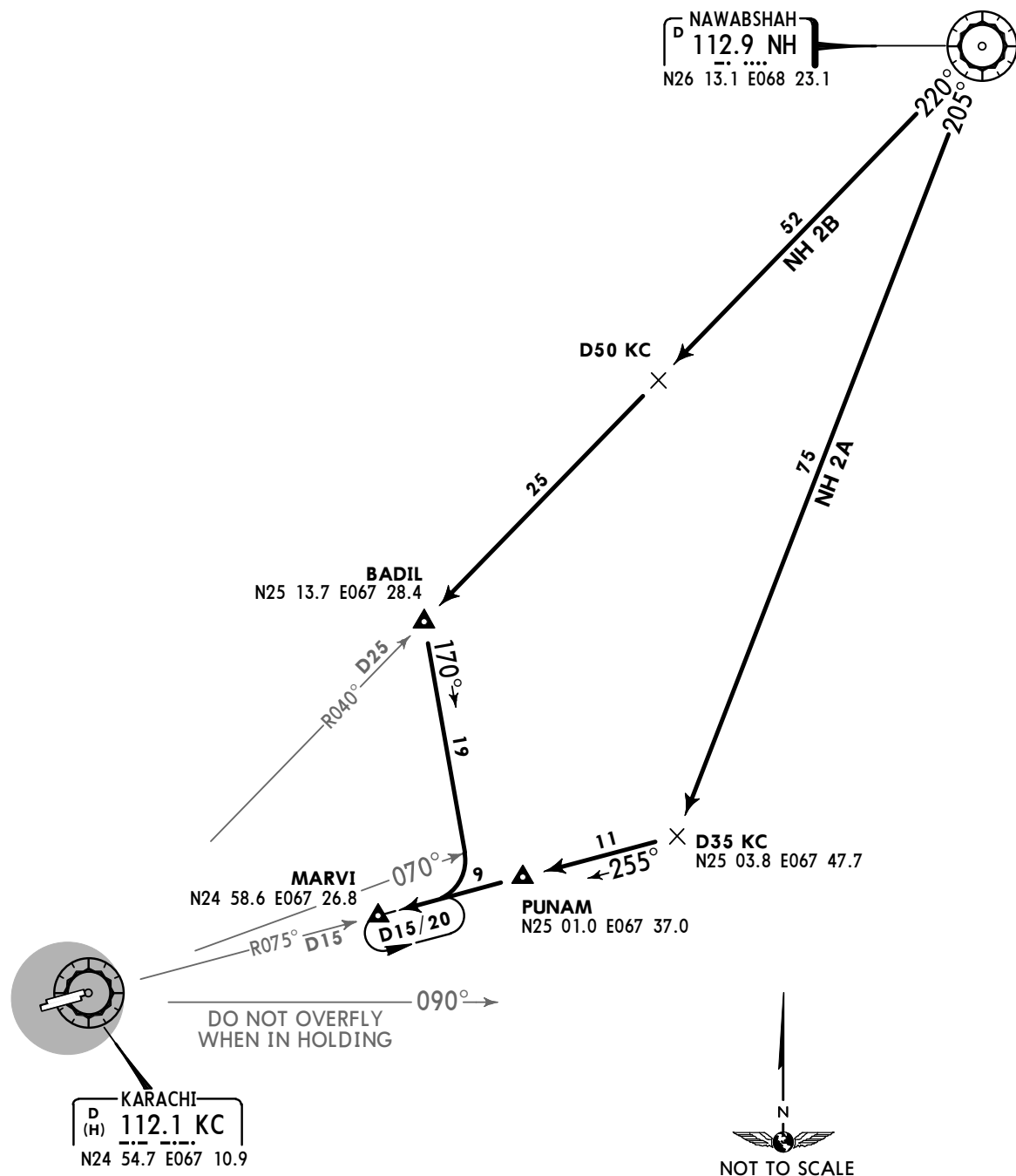
ATIS
126.7

Apt Elev
100'

Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



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



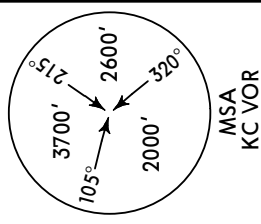
STAR	ROUTING
NH 2A	On NH R-205, intercept KC R-075 inbound to MARVI, maintain ATC assigned FL/altitude.
NH 2B	On NH R-220, at D50 KC intercept KC R-040 inbound to BADIL, turn LEFT, 170° track, when passing KC R-070 turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned FL/altitude.

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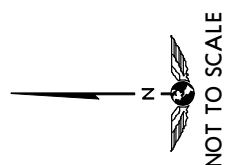
JEPPESEN
24 APR 15 **10-2C** Eff 30 Apr

KARACHI, PAKISTAN
RNAV STAR

ATIS **126.7** Apt Elev **100'**
Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



DOSTI ONE CHARLIE (DOSTI 1C) [DOST1C]
LATEM ONE ALFA (LATEM 1A) [LATE1A]
RWY 07R RNAV ARRIVALS
RNP-1



KARACHI
D (H) 112.1 KC
N24 54.7 E067 10.9



NUMRA
N24 46.0 E066 30.0
MAX 230 KT

Direct distance to
Jinnah Intl Apt from:
NUMRA 37NM

DOSTI
N25 58.0 E065 03.0

106.6
DOSTI 1C

FL90
269°
-089°

92.4
LATEM 1A

LATEM
N24 31.7 E064 49.7

STAR	ROUTING
DOSTI 1C	DOSTI - NUMRA (K230-).
LATEM 1A	LATEM - NUMRA (K230-).

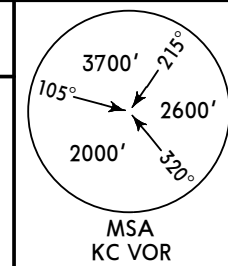
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JINNAH INTL

JEPPESEN
19 JUN 15 **10-3** **Eff 25 Jun**

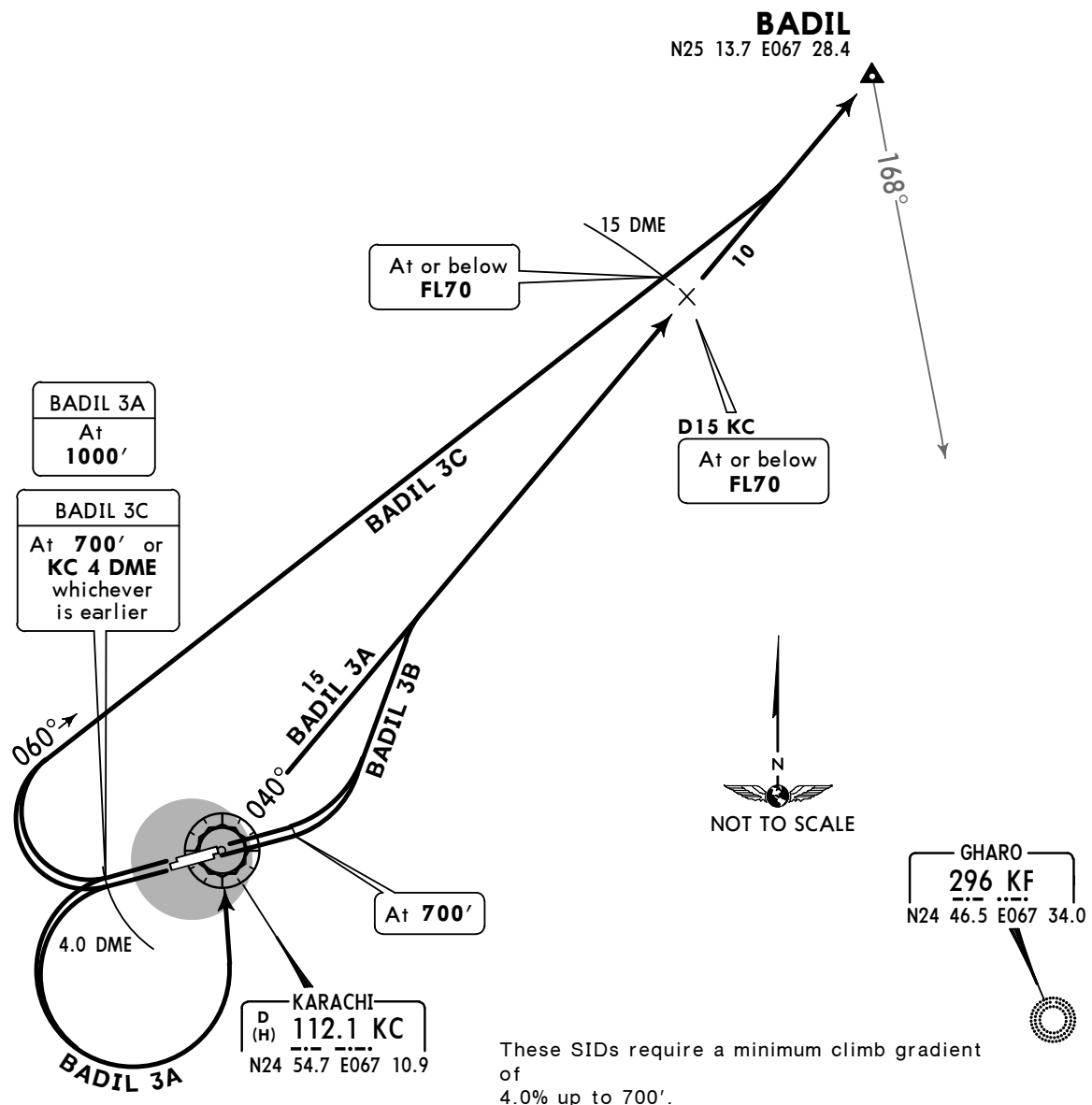
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



BADIL THREE ALFA (BADIL 3A) [BADI3A]
BADIL THREE BRAVO (BADIL 3B) [BADI3B]
BADIL THREE CHARLIE (BADIL 3C) [BADI3C]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient of 4.0% up to 700'.

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

NOISE ABATEMENT PROCEDURES

No RIGHT turn shall be made by aircraft departing from runway 25R/L between 1900-2400Z. Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
BADIL 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT to KC, KC R-040 to BADIL.
BADIL 3B	07L/R	Climb straight ahead until passing 700', turn LEFT, intercept KC R-040 to BADIL.
BADIL 3C	25L/R	Climb straight ahead until passing 700' or KC 4.0 DME, whichever is earlier, turn RIGHT, 060° track, intercept KC R-040 to BADIL.

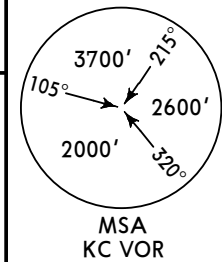
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **(10-3A)** **Eff 25 Jun**

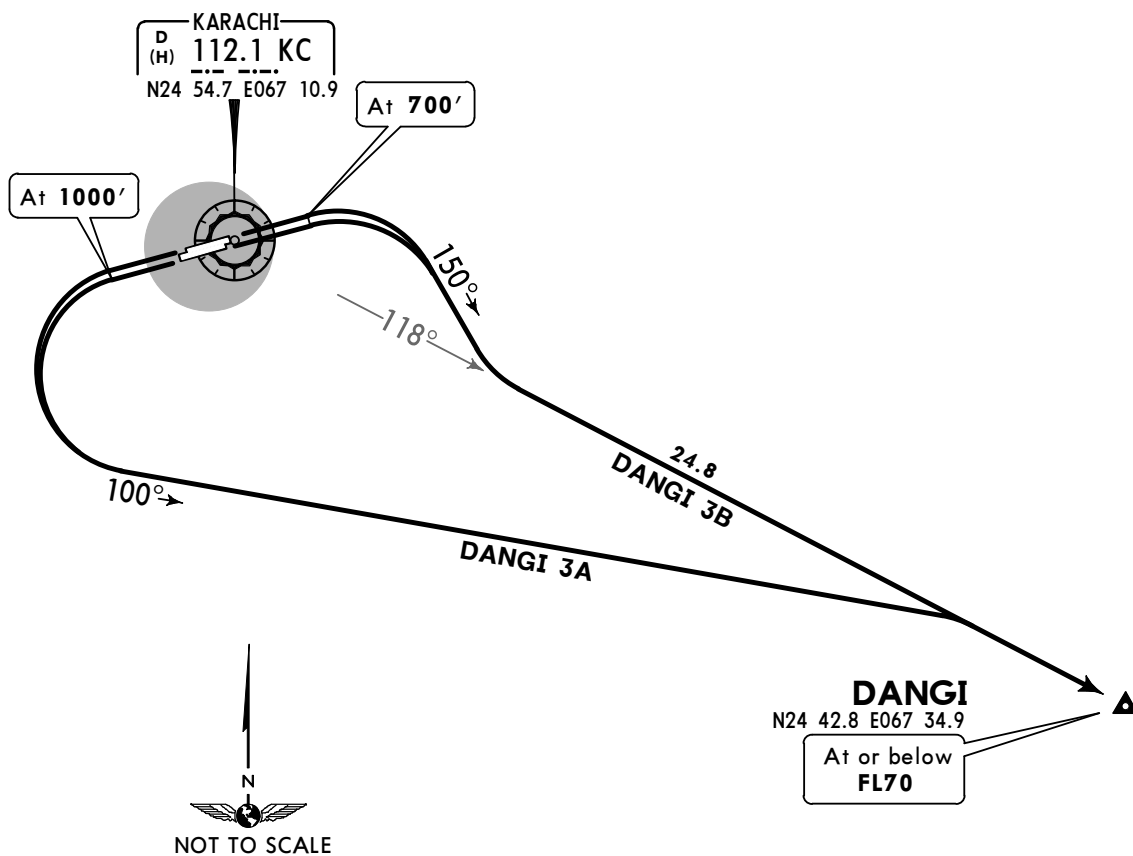
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



DANGI THREE ALFA (DANGI 3A) [DANG3A]
DANGI THREE BRAVO (DANGI 3B) [DANG3B]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient
of
4.0% up to 700'.

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

NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
DANGI 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 100° track, intercept KC R-118 to DANGI.
DANGI 3B	07L/R	Climb straight ahead until passing 700', turn RIGHT, 150° track, intercept KC R-118 to DANGI.

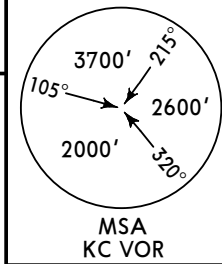
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **(10-3B)** **Eff 25 Jun**

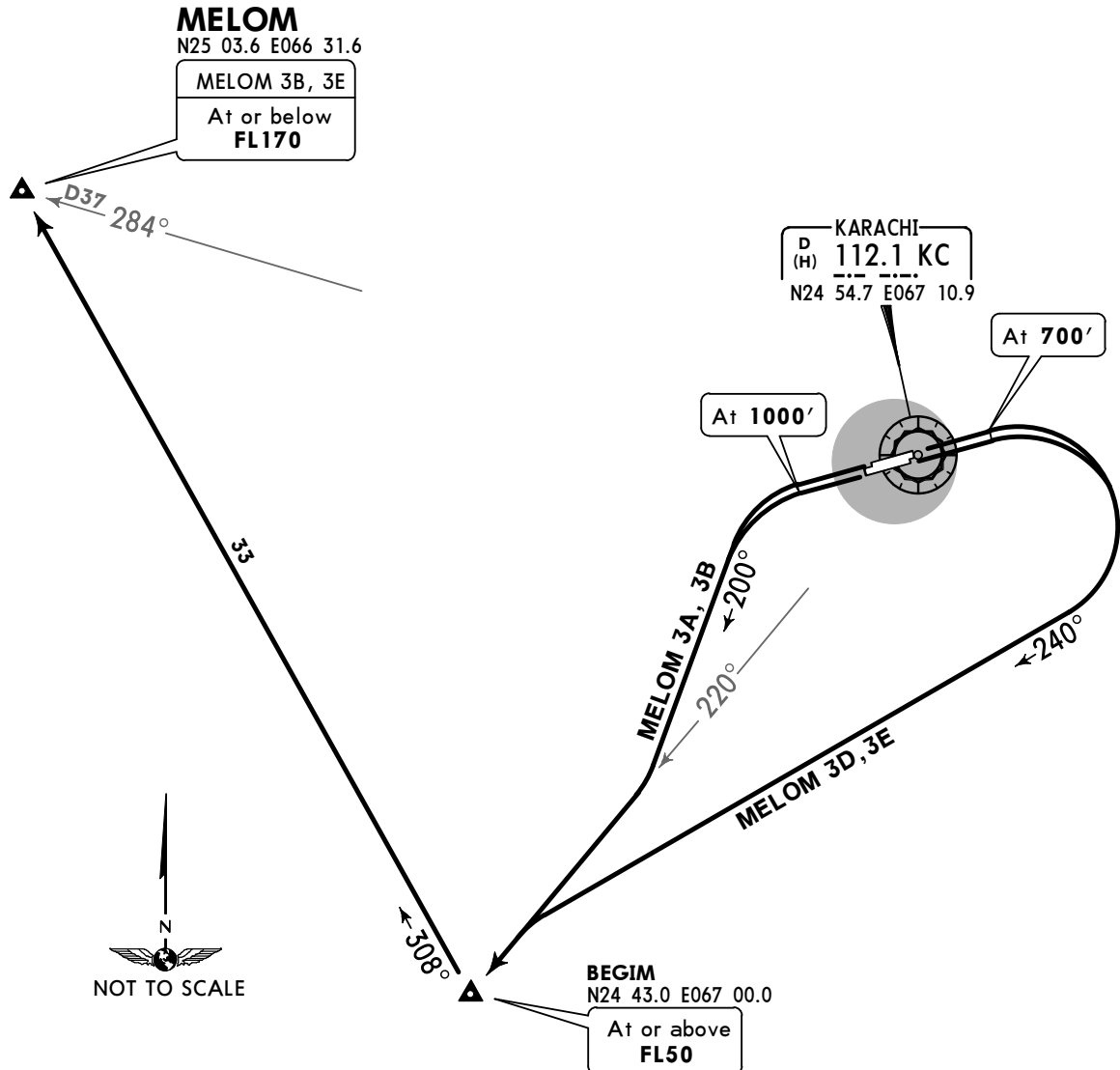
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



MELOM THREE ALFA (MELOM 3A) [MELO3A]
MELOM THREE BRAVO (MELOM 3B) [MELO3B]
MELOM THREE DELTA (MELOM 3D) [MELO3D]
MELOM THREE ECHO (MELOM 3E) [MELO3E]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient of 4.0% up to 700'.

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

Direct distance from
Jinnah Intl Apt to:
BEGIN 14NM

NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
MELOM 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 200° track, intercept KC R-220 to BEGIN, turn RIGHT, 308° track, intercept KC R-284 at MELOM.
MELOM 3B		
MELOM 3D	07L/R	Climb straight ahead until passing 700', turn RIGHT, 240° track, intercept KC R-220 to BEGIN, turn RIGHT, 308° track, intercept KC R-284 at MELOM.
MELOM 3E		

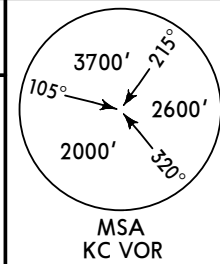
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **(10-3C)** **Eff 25 Jun**

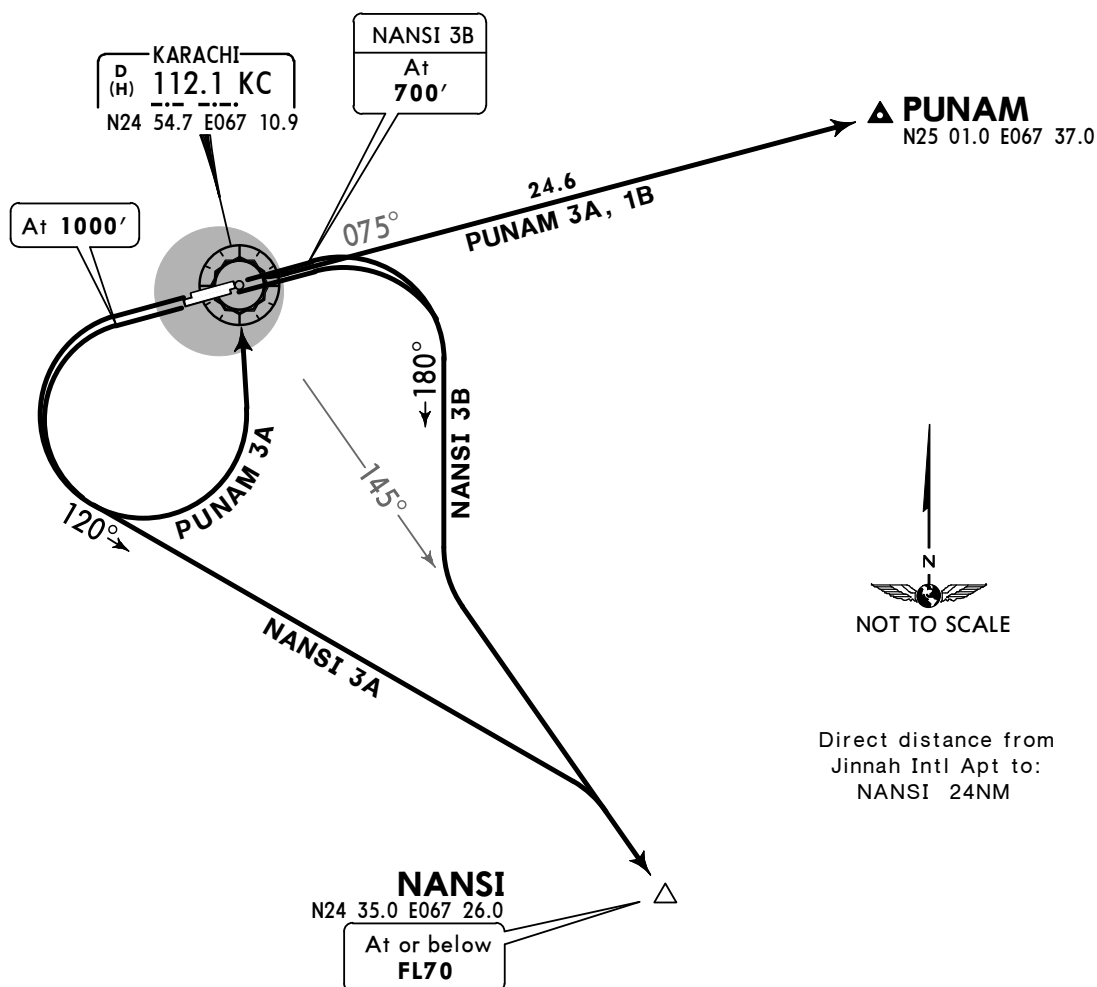
KARACHI, PAKISTAN

SID

Apt Elev
100'
Trans level: FL50 Trans alt: 3000'



NANSI THREE ALFA (NANSI 3A) [NANS3A]
NANSI THREE BRAVO (NANSI 3B) [NANS3B]
PUNAM THREE ALFA (PUNAM 3A) [PUNA3A]
PUNAM ONE BRAVO (PUNAM 1B) [PUNA1B]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient
of
4.0% up to 700'.

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

NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
NANSI 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 120° track, intercept KC R-145 to NANSI.
NANSI 3B	07L/R	Climb straight ahead until passing 700', turn RIGHT, 180° track, intercept KC R-145 to NANSI.
PUNAM 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT to KC, KC R-075 to PUNAM, maintain last assigned flight level.
PUNAM 1B	07L/R	Intercept KC R-075 to PUNAM, maintain last assigned flight level.

OPKC/KHI

Apt Elev **100'**

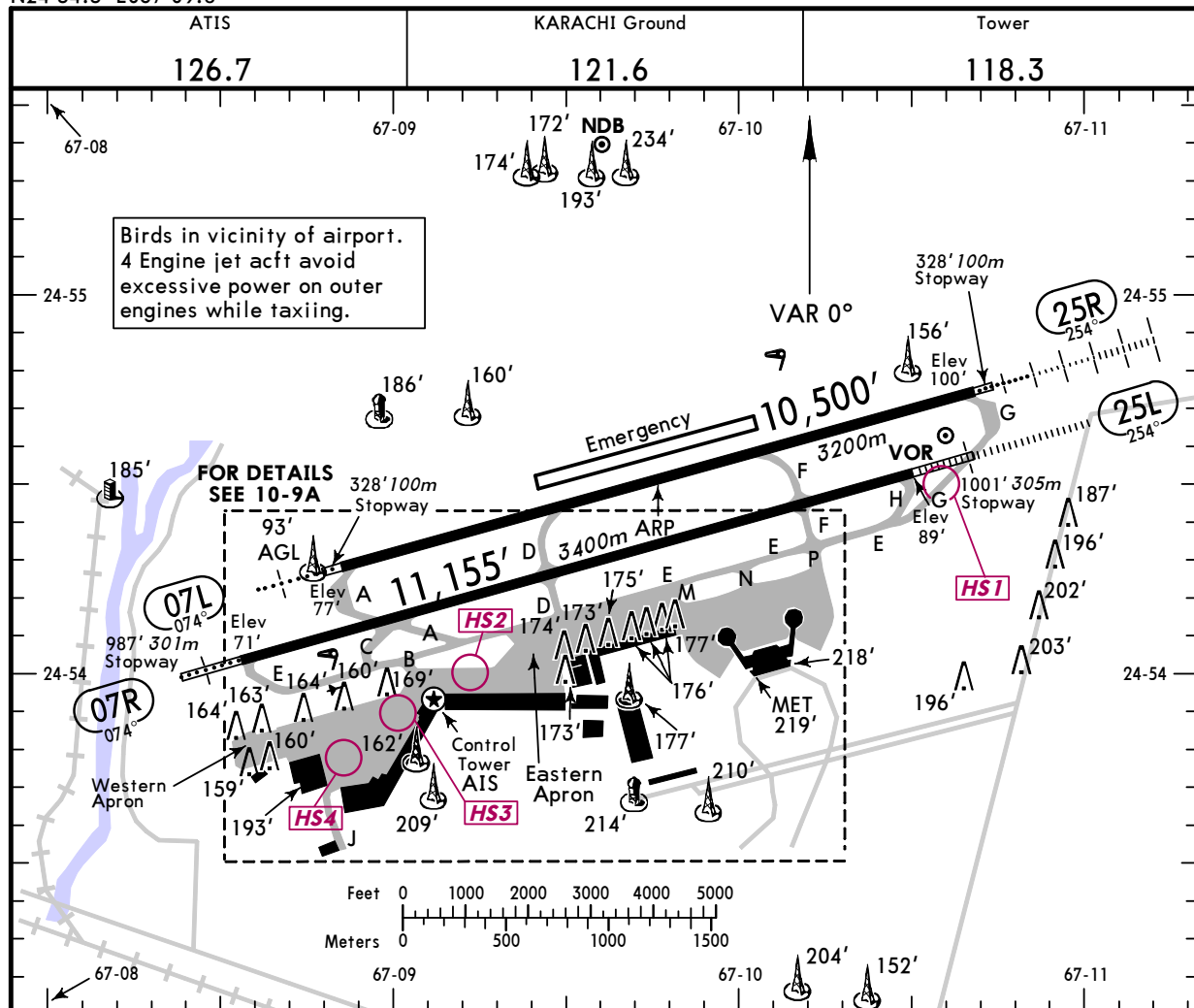
N24 54.5 E067 09.8

JEPPESEN

8 AUG 14 (10-9)

KARACHI, PAKISTAN

JINNAH INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
07L	HIRL (60m) HIALS REIL PAPI-L (3.00°)	RVR				150'
25R	HIRL (60m) HIALS PAPI-L (3.00°)	RVR		9588' 2922m		46m
07R	HIRL (60m) CL (30m) HIALS PAPI (2.91°)					148'
25L	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI (2.98°)			9818' 2993m		45m

RUNWAY INCURSION HOT SPOTS

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

- HS1** When directed to Rwy 25R holding position via Twy G then be aware at Twy G crossing of undershoot of Rwy 25L.
- HS2** Exercise CAUTION for acft parked on stand 64 and the opposite vehicular traffic approaching from 90° blind turn.
- HS3** Exercise CAUTION for opposite vehicular traffic approaching from 90° blind turn.
- HS4** Acft taxiing in/out from GA hangar to exercise CAUTION while crossing vehicular traffic on taxilane J from PIA Line Maintenance to wide body hangar and vice versa.

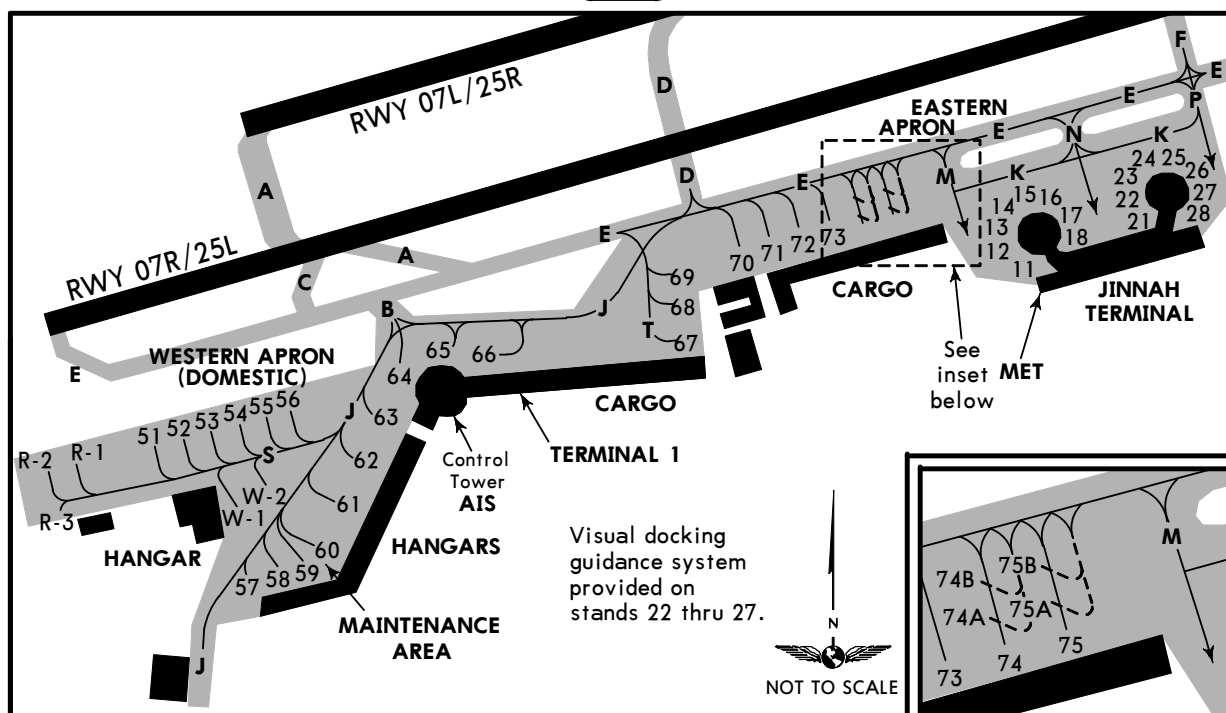
JAR-OPS

TAKE-OFF 1

	Rwy 07R/25L	All Rwys	
	LVP must be in Force	LVP must be in Force	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			NIL (DAY only)
B	200m	250m	400m
C			500m
D	250m	300m	

1 Operators applying U.S. Ops Specs: CL required below 300m.

OPKC/KHI

8 AUG 14 **(10-9A)****KARACHI, PAKISTAN**
JINNAH INTL

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

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
11	N24 54.1 E067 10.0	74	68	N24 54.0 E067 09.5	71
12	N24 54.1 E067 09.9	74	69	N24 54.1 E067 09.5	71
13, 14	N24 54.1 E067 09.9	73	70	N24 54.1 E067 09.5	73
15 thru 17	N24 54.1 E067 10.0	73	71	N24 54.1 E067 09.6	73
18	N24 54.1 E067 10.0	74	72	N24 54.1 E067 09.6	74
21, 22	N24 54.1 E067 10.1	74	73	N24 54.1 E067 09.7	75
23, 24	N24 54.2 E067 10.1	73	74	N24 54.1 E067 09.7	76
25	N24 54.2 E067 10.2	72	74A	N24 54.2 E067 09.7	-
26	N24 54.2 E067 10.2	73	74B	N24 54.2 E067 09.7	77
27	N24 54.1 E067 10.2	73	75	N24 54.2 E067 09.8	-
28	N24 54.1 E067 10.2	74	75A	N24 54.1 E067 09.7	76
51, 52	N24 53.9 E067 08.7	63	75B	N24 54.2 E067 09.7	77
53	N24 53.9 E067 08.8	62	R-1	N24 53.9 E067 08.6	-
54	N24 53.9 E067 08.8	61	R-2, R-3	N24 53.8 E067 08.6	-
55, 56	N24 53.9 E067 08.9	59	W-1	N24 53.8 E067 08.8	-
57	N24 53.7 E067 08.9	58	W-2	N24 53.8 E067 08.9	-
58	N24 53.8 E067 08.9	59			
59	N24 53.8 E067 09.0	60			
60	N24 53.8 E067 09.0	61			
61	N24 53.8 E067 09.0	62			
62	N24 53.9 E067 09.0	63			
63, 64	N24 53.9 E067 09.1	64			
65	N24 54.0 E067 09.1	65			
66	N24 54.0 E067 09.1	66			
67	N24 54.0 E067 09.5	70			

OPKC/KHI


JEPPESEN
29 APR 16 (10-9B)
KARACHI, PAKISTAN
JINNAH INTL**TAXIING TO AND FROM STANDS**

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

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

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

The markings (only on taxiways M, N & P) of BAPs are as follows:

Triangle: For B747
Circle: For other aircraft.

Parking stand	Instructions
11	Push-back/pull forward to appropriate BAP on twy M, then start engines.
12, 13	Push-back/pull forward to appropriate BAP on twy M. May start one engine only on idle power and rest at BAP.
14, 15	Push-back/pull forward on twy K facing West. May start one engine only on idle power and rest at BAP.
16, 23 thru 25	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use. May start one engine only on idle power and rest at BAP.
17, 22	Push-back/pull forward to BAP on twy N, then start engines.
18, 21	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use, then start engines.
26, 27	Push-back/pull forward on appropriate BAP on twy P. May start one engine only on idle power and rest at BAP.
28	Push-back/pull forward on appropriate BAP on twy P, then start engines.
51 thru 69	May start engines on idle power only. Push-back/pull forward for positioning on taxilane, then taxi.
70 thru 76	May start engines on idle power only. Push-back until twy E with nose-wheel aligned East or West subject to rwy in use.

OPKC/KHI

 **JEPPESEN**
29 APR 16 (10-9C)
KARACHI, PAKISTAN
JINNAH INTL**VISUAL DOCKING GUIDANCE SYSTEM FOR JINNAH TERMINAL GATES****1. GUIDANCE SYSTEM****-IDENTIFICATION BOARD**

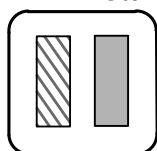
Indicating bay designator number.

-CENTERLINE GUIDANCE SYSTEM

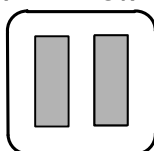
A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide stopping signal.

-AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS (11 to 28)It consists of a unit emitting red and/or green light signals, mounted on the right side of the identification board in front of the terminal building, aligned for interpretation by the pilot in the left-hand seat. The signals are to be interpreted as follows:

RED GREEN

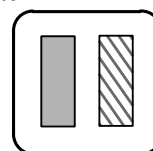
LEFT of centerline.
Turn towards GREEN.
(RIGHT)

GREEN GREEN



Aircraft on centerline.

GREEN RED

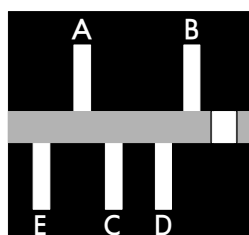
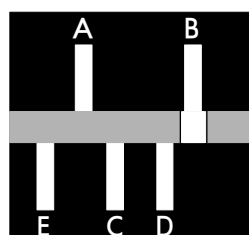
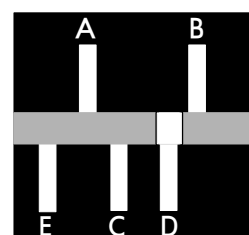
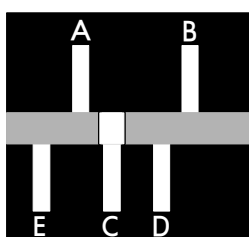
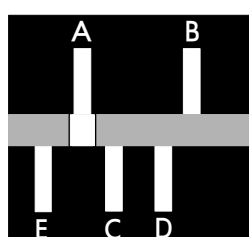
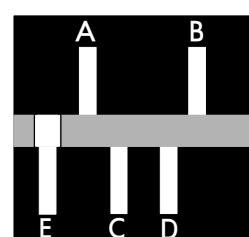
RIGHT of centerline.
Turn towards GREEN.
(LEFT)

CAUTION: In case of AGNIS failure wait for marshalling service.

2. STOPPING GUIDANCE SYSTEM (SGS)

The unit consists of a reference board that is fixed on the left-hand side of the identification board in front of the terminal building. This board consists of different illuminated vertical slots on the upper and lower side of the board. A yellow fluorescent vertical slot in the middle of the board appears to be moving with the aircraft taxiing into the stand. Correct position is reached when the moving slot registers in line with the appropriate vertical reference mark according to acft groups.

CAUTION: Do not over taxi the stopping position. Acft not included in groups A, B, C, D and E should request Tower for marshalling service.

All groups:
Continue taxiing.Group B: STOP.
All others: Continue.Group D: STOP.
Group A, C & E: Continue.Group C: STOP.
Group A & E: Continue.Group A: STOP.
Group E: Continue.

Group E: STOP.

Group A: B747 except B747 SP

Group B: B737, B727

Group C: B767, DC10, A300, L1011, IL62, IL86, IL11

Group D: A310, A319, A320,
A321, B747 SPGroup E: B777, A340, A330-200,
A330-300

OPKC/KHI

JEPPESEN
 18 MAR 16
 Eff 31 Mar **10-9S**
Standard
KARACHI, PAKISTAN
 JINNAH INTL

STRAIGHT-IN RWY		A	B	C	D
07L	SRA	430' (353') R1800m	430' (353') R1800m	430' (353') R1800m	430' (353') R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m
	RNAV ①	620' (543') R1500m	620' (543') R1500m	620' (543') C2100m	620' (543') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
07R	RNAV ①	620' (549') R1500m	620' (549') R1500m	620' (549') C2300m	620' (549') C2300m
	ALS out	R1500m	R1500m	C2400m	C2400m
25L	ILS	300' (211') R600m	300' (211') R600m	318' (229') R600m	318' (229') R600m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	480' (391') R1100m	480' (391') R1100m	480' (391') R1100m	480' (391') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Z ①	500' (411') R1200m	500' (411') R1200m	500' (411') R1200m	500' (411') R1400m
	ALS out	R1500m	R1500m	R1900m	R2000m
	VOR Y ①②	500' (411') R1200m	500' (411') R1200m	500' (411') R1200m	500' (411') R1400m
	ALS out	R1500m	R1500m	R1900m	R2000m
	VOR Y ③	550' (461') R1700m	550' (461') R1700m	550' (461') R1900m	550' (461') R1900m
	ALS out	C2400m	C2400m	C2600m	C2600m

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

OPKC/KHI**KARACHI, PAKISTAN**
JINNAH INTL

STRAIGHT-IN RWY		A	B	C	D
25R	ILS Z/Y	300' (200')	300' (200')	318' (218')	318' (218')
	FULL	R550m	R550m	R600m	R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z/Y ❶	470' (370')	470' (370')	470' (370')	470' (370')
		R1000m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Z ❶	500' (400')	500' (400')	500' (400')	500' (400')
		R1100m	R1100m	R1100m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Y ❶❷	500' (400')	500' (400')	500' (400')	500' (400')
		R1100m	R1100m	R1100m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Y ❸	550' (450')	550' (450')	550' (450')	550' (450')
		R1600m	R1600m	R1800m	R1800m
	ALS out	C2300m	C2300m	C2500m	C2500m
	SRA	450' (350')	450' (350')	450' (350')	450' (350')
		R1800m	R1800m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m

❶ Continuous Descent Final Approach.

❷ with DME.

❸ w/o DME.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	750' (650')	750' (650')	890' (790')	890' (790')
	V1500m ❹	V1600m ❹	V2400m ❹	V3600m

❹ or higher minimums of preceding straight-in approach.

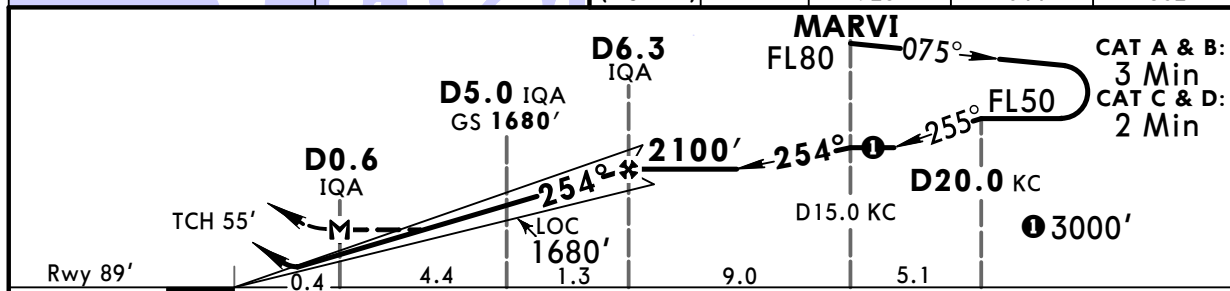
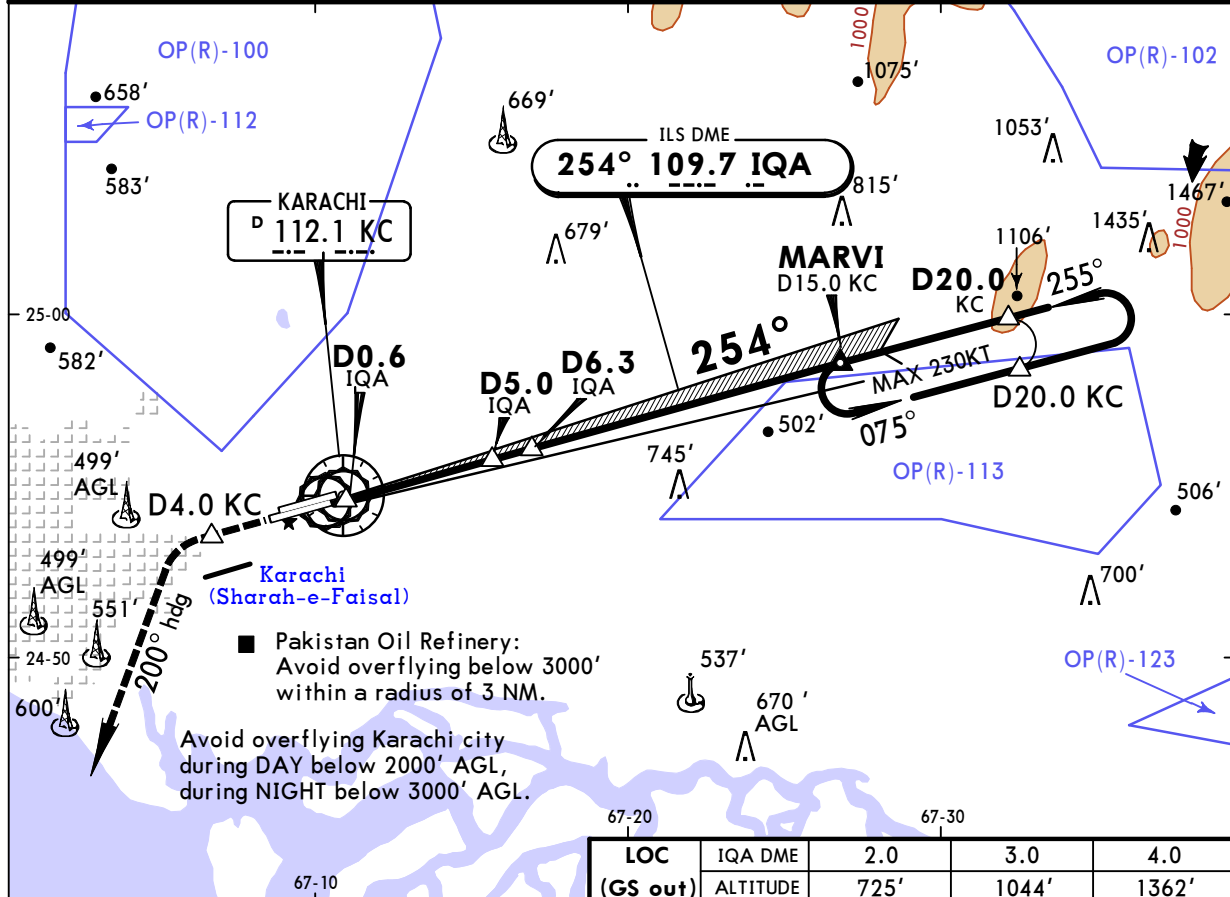
TAKE-OFF RWY 07L/R, 25L/R

LVP must be in Force			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m
B			
C			
D	250m	300m	500m

OPKC/KHI
JINNAH INTLJEPPESSEN
7 AUG 15 (11-1) Eff 20 AugKARACHI, PAKISTAN
ILS or LOC Rwy 25L

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
LOC IQA 109.7	Final Aptch Crs 254°	GS D5.0 IQA 1680' (1591')	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 89'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000' 1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		D4.0 KC or 1000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D0.6 IQA									

JAR-OPS				STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) AB: 300' (211') CD: 318' (229')		MDA(H) 480' (391')					
FULL		ALS out					
A				RVR 900m	RVR 1500m	Max Kts	MDA(H) VIS
B				RVR 1000m	RVR 1800m	100	750' (650') 1500m
C	RVR 600m	RVR 1000m				135	750' (650') 1600m
D				RVR 1400m	RVR 2000m	180	890' (790') 2400m
						205	890' (790') 3600m

OPKC/KHI
JINNAH INTL

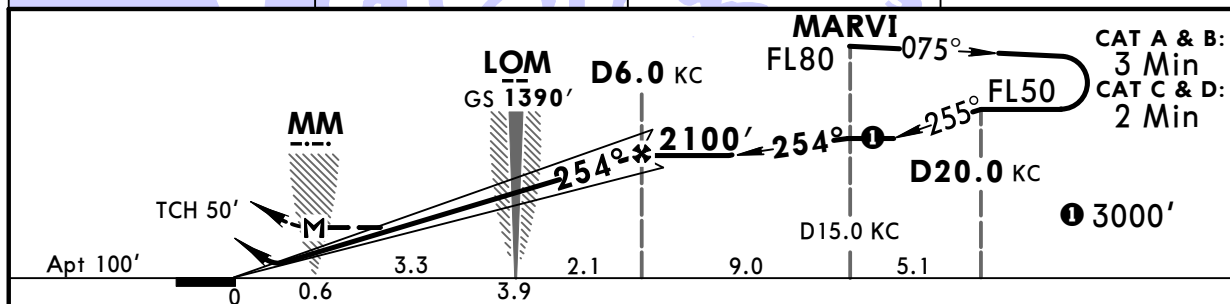
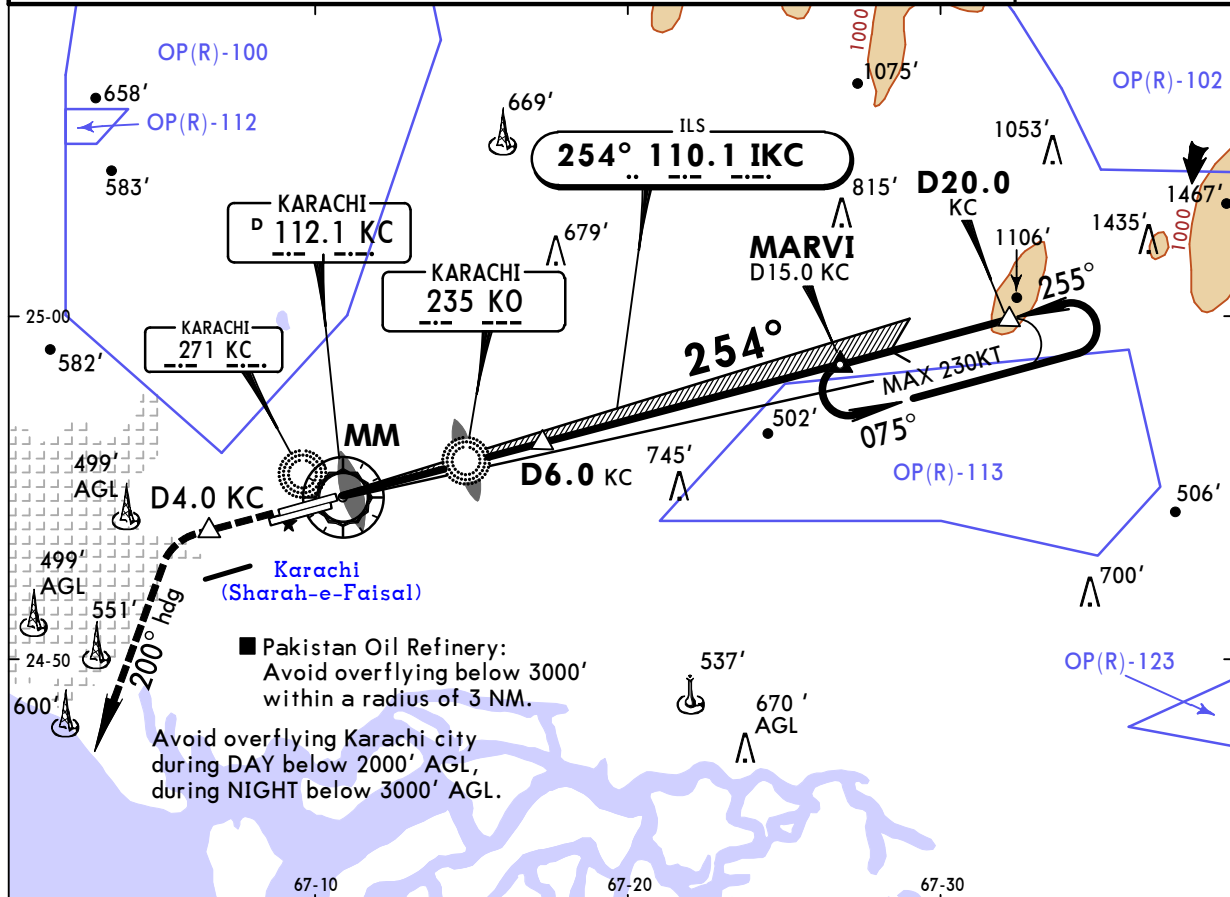
JEPPesen

7 AUG 15 (11-2) Eff 20 Aug

KARACHI, PAKISTAN
ILS Z Rwy 25R

BRIEFING STRIP

ATIS		KARACHI Approach		KARACHI Tower		Ground
126.7		125.5		118.3		121.6
LOC IKC 110.1	Final Apch Crs 254°	GS LOM 1390' (1290')	ILS DA(H) Refer to Minimums	Apt Elev 100'		 MSA KC VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.						
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'						
1. VOR and DME required.						
2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM							

JAR-OPS			STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND		
ILS			LOC (GS out)						
DA(H) AB: 300' (200') CD: 318' (218')			MDA(H) 470' (370')						
FULL		ALS out	MM out		ALS out	Max Kts	MDA(H)	VIS	
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m	100	750' (650')	1500m	
B			RVR 1000m		RVR 1800m	135	750' (650')	1600m	
C	RVR 600m		RVR 1400m		RVR 2000m	180	890' (790')	2400m	
D			RVR 1400m		RVR 2000m	205	890' (790')	3600m	

PANS OPS

CHANGES: None.

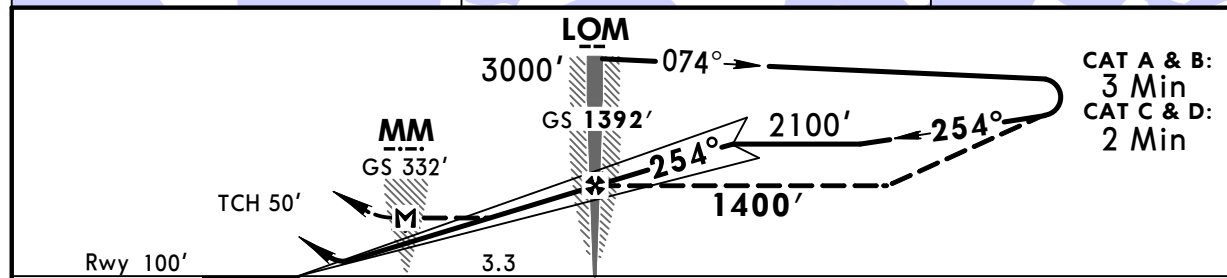
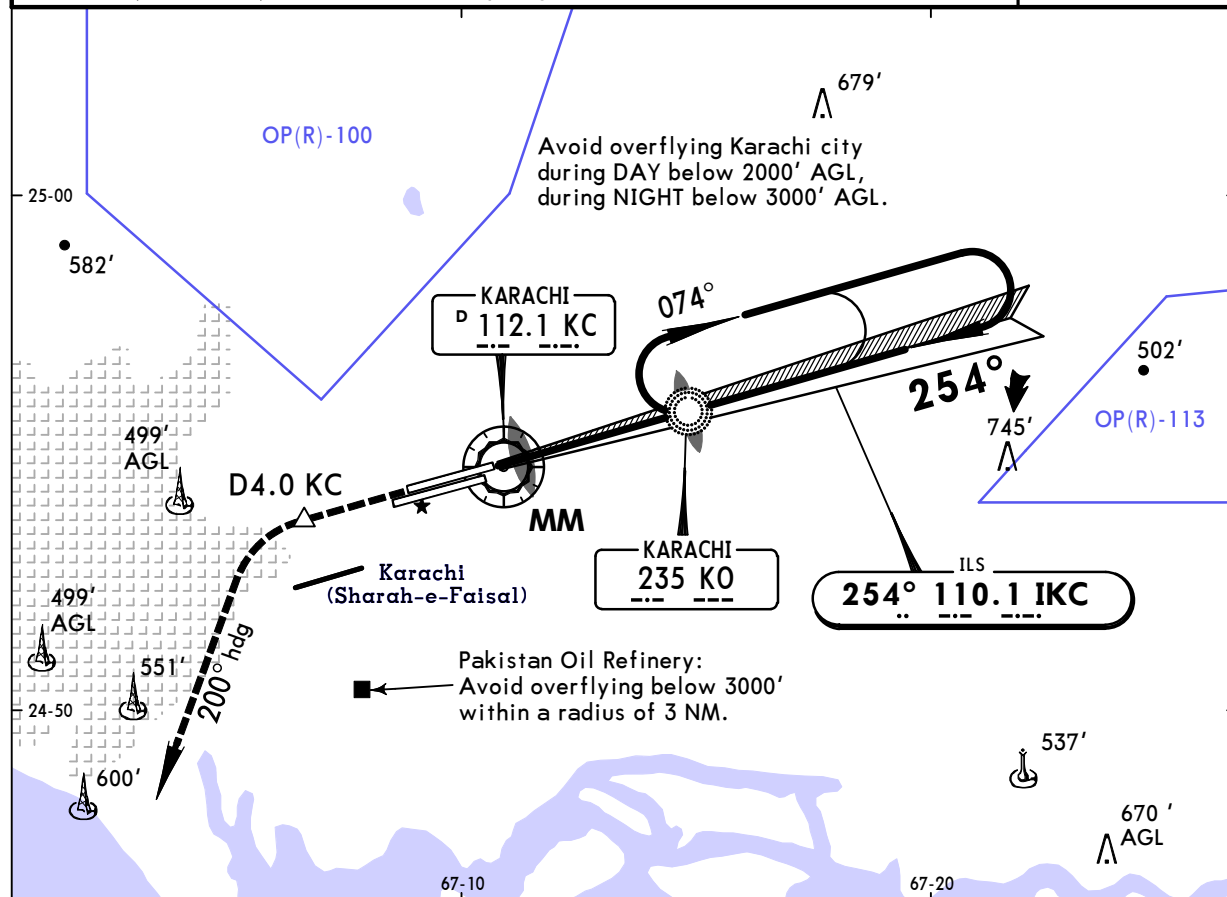
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OPKC/KHI
JINNAH INTL

JEPPESSEN
18 MAR 16 (11-3) Eff 31 Mar

KARACHI, PAKISTAN
ILS Y Rwy 25R

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
LOC IKC 110.1	Final Apch Crs 254°	GS LOM 1392' (1292')	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 100'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
1. ADF required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



	0	0.6	3.9									
Gnd speed-Kts	70	90	100	120	140	160			HIALS PAPI	D4.0 KC	OR	1000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				↑		↑
MAP at MM												

JAR-OPS

STRAIGHT-IN LANDING RWY 25R

CIRCLE-TO-LAND

ILS		LOC (GS out)			Max Kts	MDA(H)	VIS
DA(H) AB: 300' (200') CD: 318' (218')		MDA(H) 470' (370')					
FULL		ALS out		MM out	ALS out		
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m	100	750' (650') 1500m
B			RVR 1000m		RVR 1800m	135	750' (650') 1600m
C			RVR 600m		RVR 1800m	180	890' (790') 2400m
D			RVR 600m		RVR 2000m	205	890' (790') 3600m

CHANGES: None.

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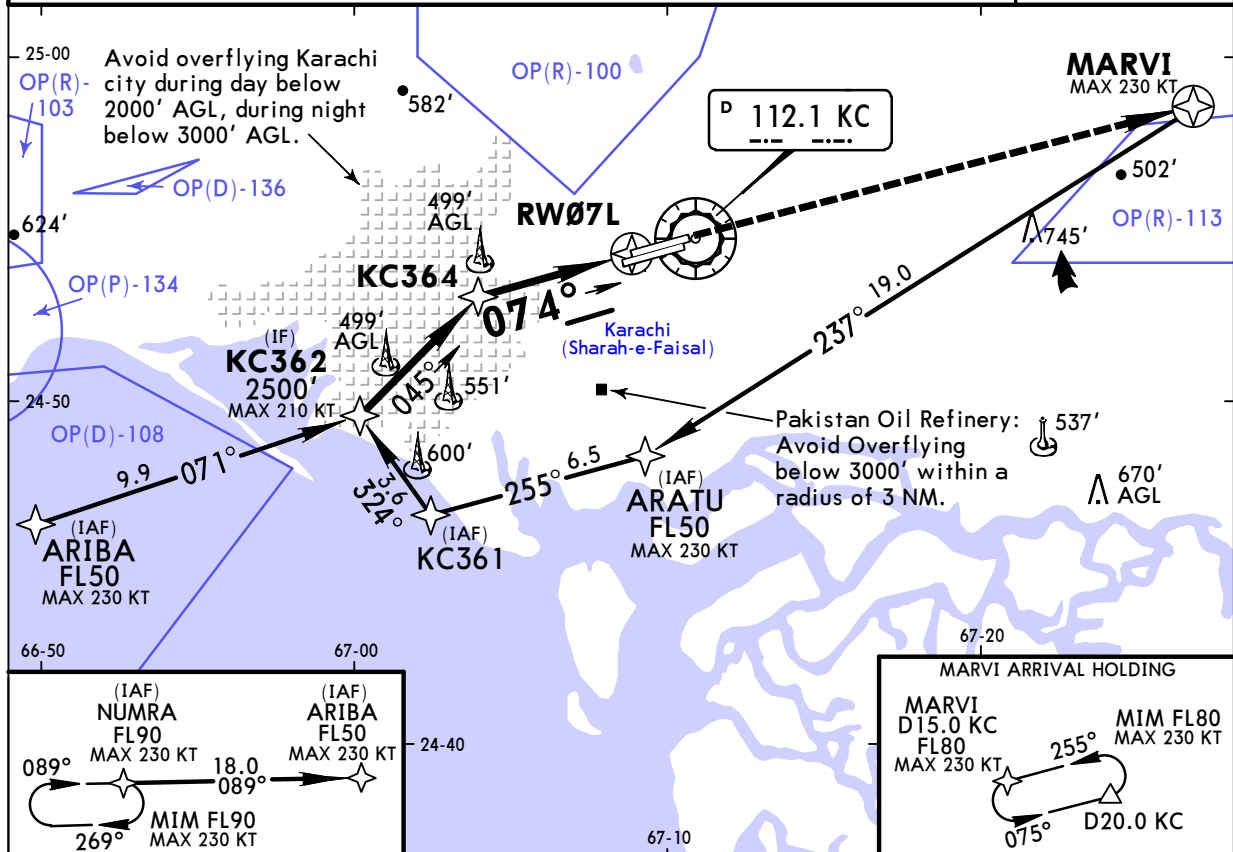
OPKC/KHI
JINNAH INTL

JEPPESSEN
18 MAR 16
Eff 31 Mar (12-1)

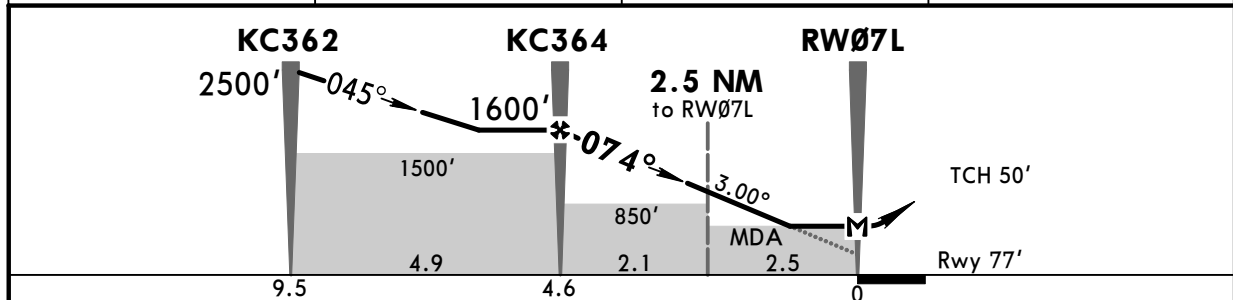
KARACHI, PAKISTAN
RNAV (GNSS) Rwy 07L

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RNAV	Final Apch Crs 074°	Procedure Alt KC364 1600' (1523')	LNAV MDA(H) 620' (543')	Apt Elev 100' Rwy 77'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to MARVI climbing to 3000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'							
Provision of RAIM prediction is the responsibility of operator.							



DIST to RW07L	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI</div> <div>MARVI</div> <div>3000'</div> </div>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW07L							

JAR-OPS				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
				LNAV							
				MDA(H) 620' (543')							
				ALS out							
								Max Kts	MDA(H)	VIS	
A	RVR 1400m			RVR 1500m				100	750' (650')	1500m	
B	RVR 1500m							135	750' (650')	1600m	
C	RVR 1600m			RVR 2000m				180	890' (790')	2400m	
D	RVR 1800m							205	890' (790')	3600m	

PANS OPS

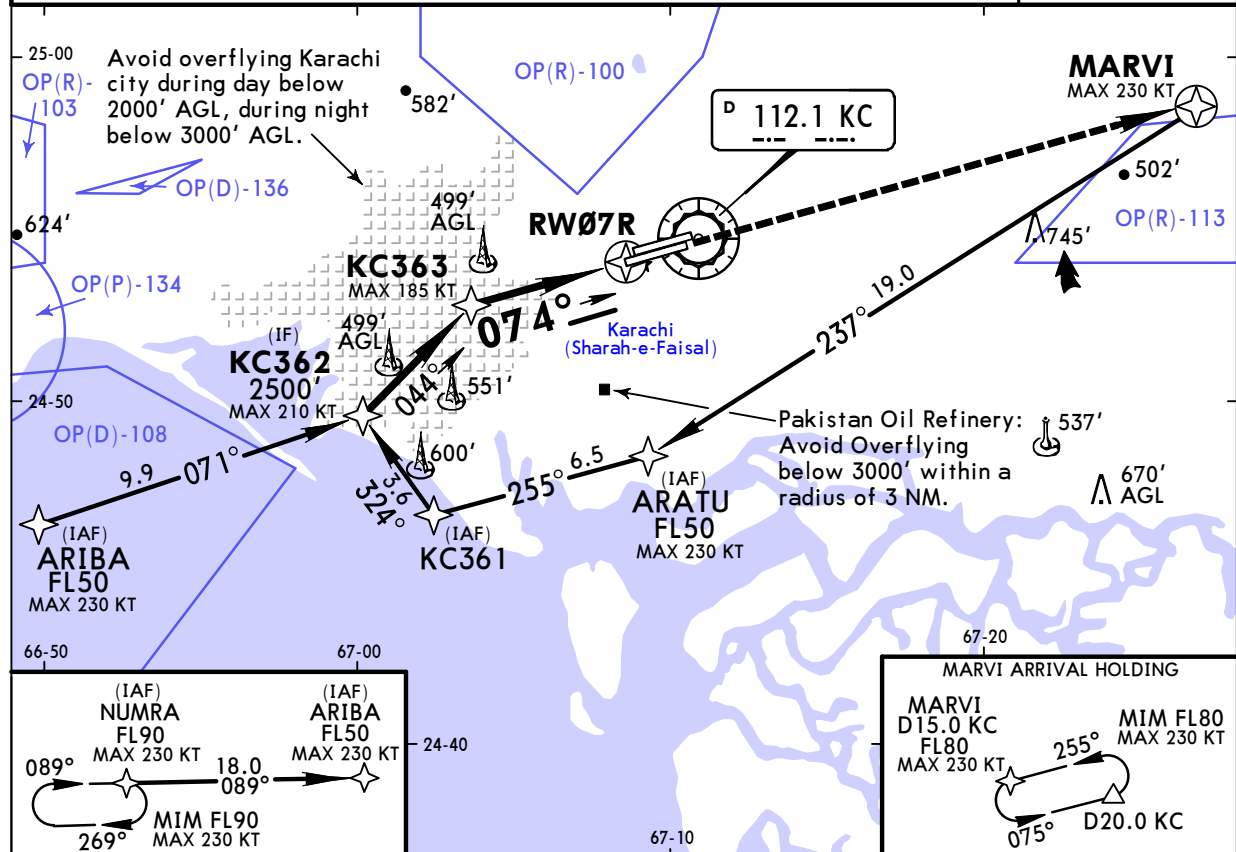
OPKC/KHI
JINNAH INTL

JEPPesen
18 MAR 16
Eff 31 Mar (12-2)

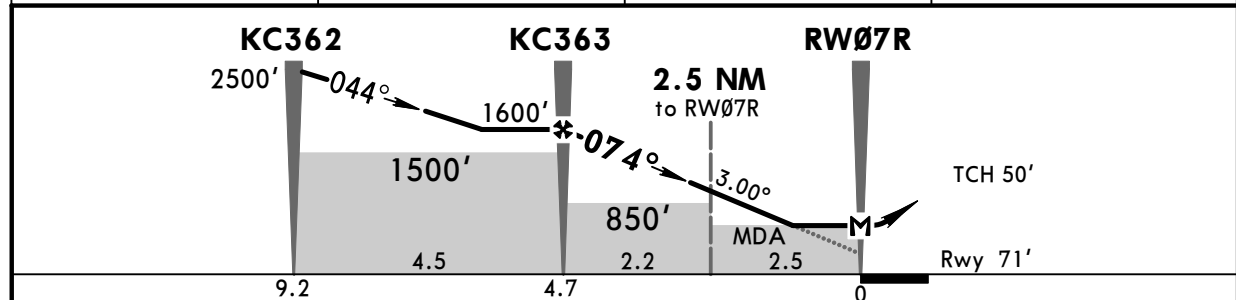
KARACHI, PAKISTAN
RNAV (GNSS) Rwy 07R

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RNAV	Final ApcH Crs 074°	Procedure Alt KC363 1600' (1529')	LNAV MDA(H) 620' (549')	Apt Elev 100' Rwy 71'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to MARVI climbing to 3000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000' Provision of RAIM prediction is the responsibility of operator.							



DIST to RW07R	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI PAPI</div> <div>↑</div> </div>	<div> <div>MARVI</div> <div>↑</div> </div>	3000'
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at RW07R									

PANS OPS

JAR-OPS				STRAIGHT-IN LANDING RWY 07R				CIRCLE-TO-LAND			
				LNAV							
				MDA(H) 620' (549')							
				ALS out							
A							Max Kts	MDA(H)		VIS	
B	RVR 1500m			RVR 1500m			100	750' (650')		1500m	
C	RVR 1800m			RVR 2000m			135	750' (650')		1600m	
D	RVR 2000m						180	890' (790')		2400m	
							205	890' (790')		3600m	

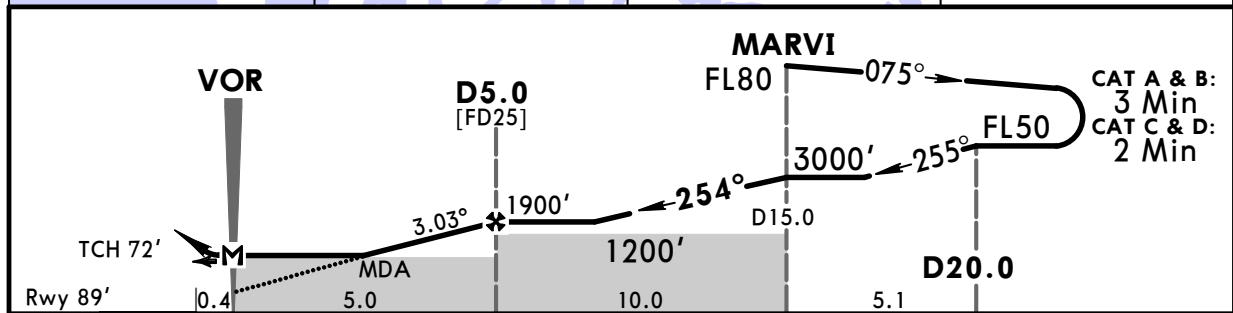
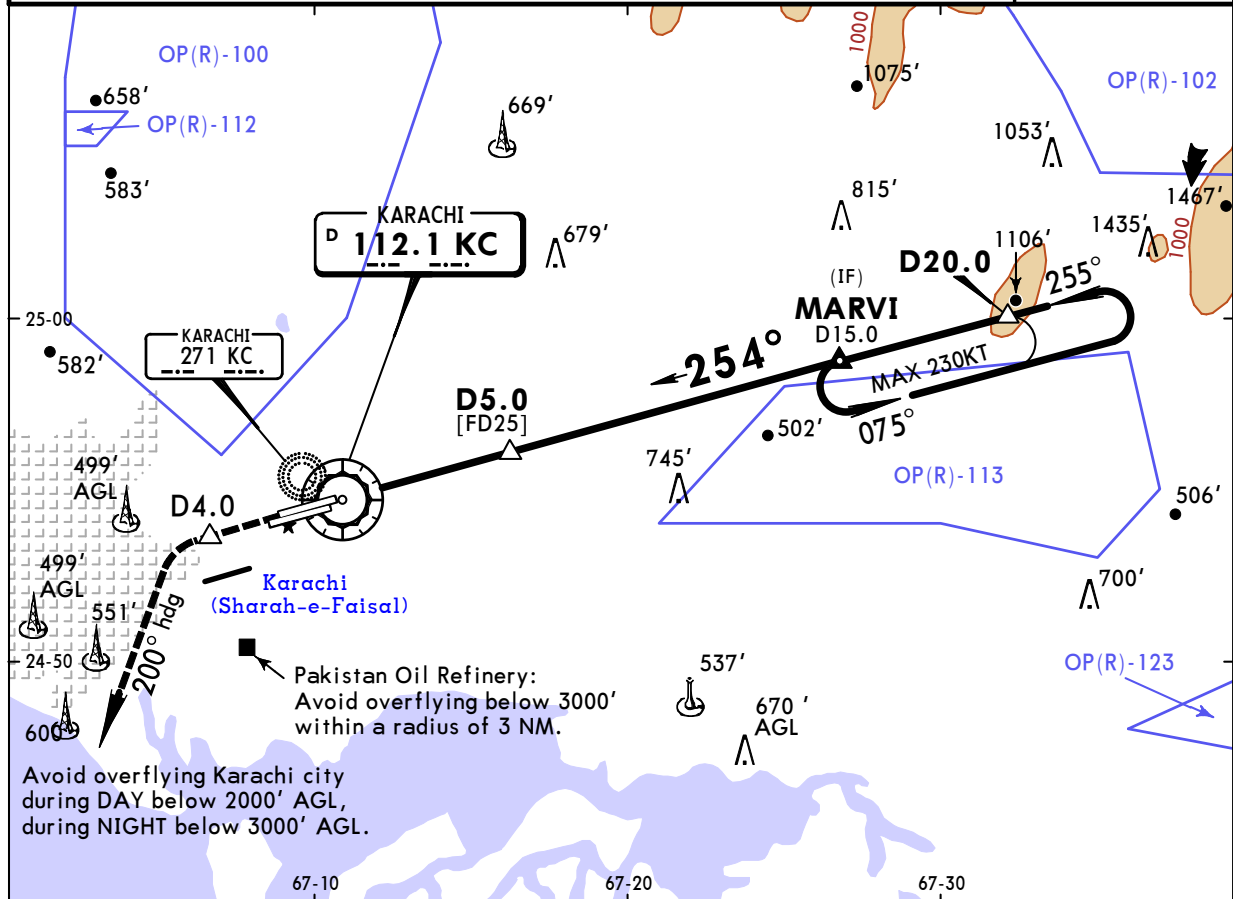
OPKC/KHI
JINNAH INTL

JEPPesen
28 AUG 15 **(13-1)**

KARACHI, PAKISTAN
VOR Z Rwy 25L

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1900' (1811')	MDA(H) 500' (411')	Apt Elev 100' Rwy 89'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000' 1. DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



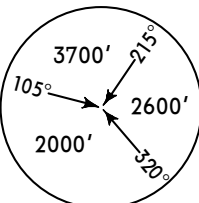
							HIALS PAPI PAPI		D4.0 KC		1000' ↑	
Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle 3.03°	375	482	536	643	750	858						
MAP at VOR												

JAR-OPS STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND			
MDA(H) 500' (411')							
		ALS out		Max Kts			
A	RVR 900m	RVR 1500m		100	750' (650')	1500m	
B	RVR 1000m	RVR 1800m		135	750' (650')	1600m	
C	RVR 1400m	RVR 2000m		180	890' (790')	2400m	
D	RVR 1400m	RVR 2000m		205	890' (790')	3600m	

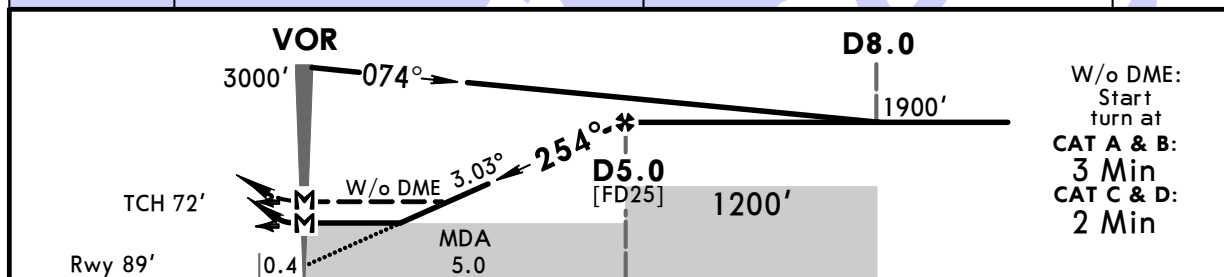
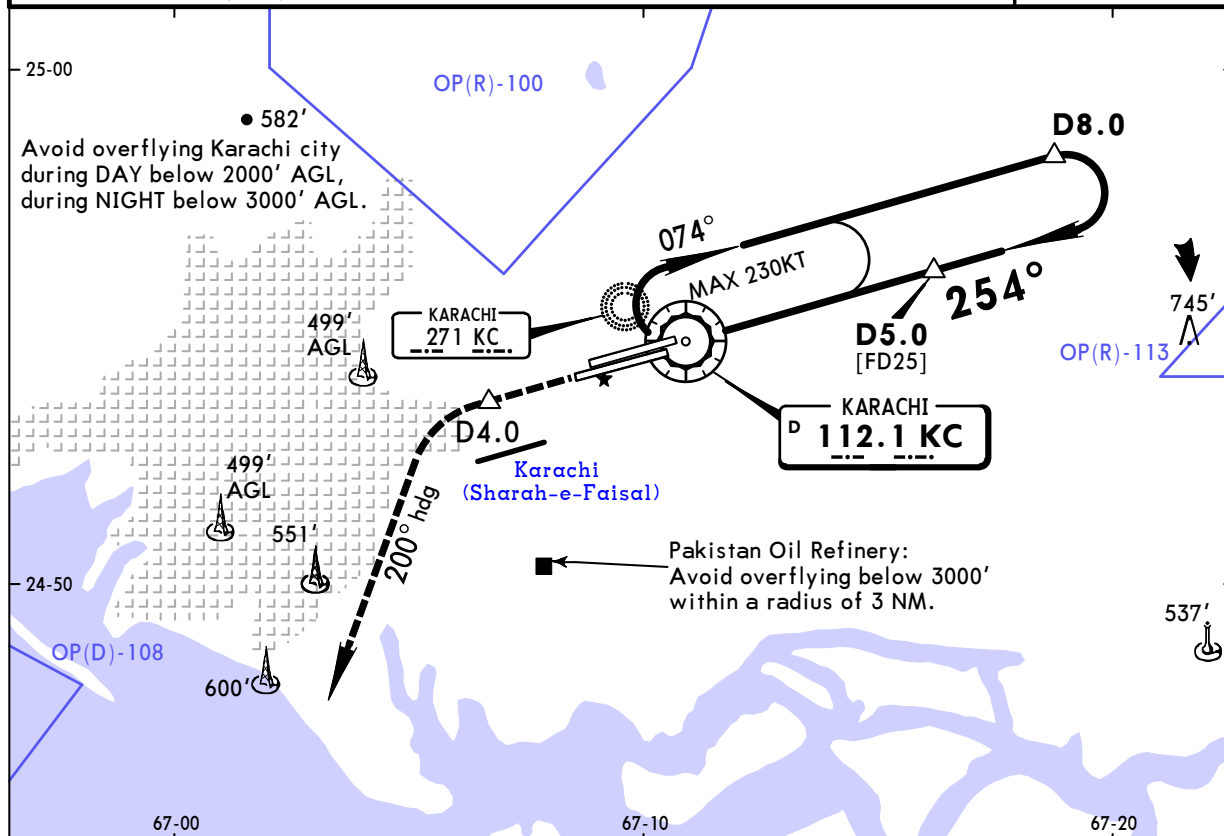
PANS OPS

OPKC/KHI
JINNAH INTLJEPPesen
28 AUG 15 (13-2)KARACHI, PAKISTAN
VOR Y Rwy 25L

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1900' (1811')	MDA(H) (CONDITIONAL) 500' (411')	Apt Elev 100' Rwy 89'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'							
1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							

MSA
KC VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	D4.0 KC or 1000'
Descent Angle 3.03°	375	482	536	643	750	858		
MAP at VOR								

JAR-OPS				STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
With DME		W/o DME					
MDA(H) 500' (411')		MDA(H) 550' (461')					
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	750' (650')	1500m
B	RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m	135	750' (650')	1600m
C	RVR 1400m	RVR 2000m	RVR 1600m		180	890' (790')	2400m
D					205	890' (790')	3600m

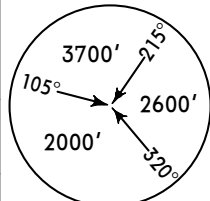
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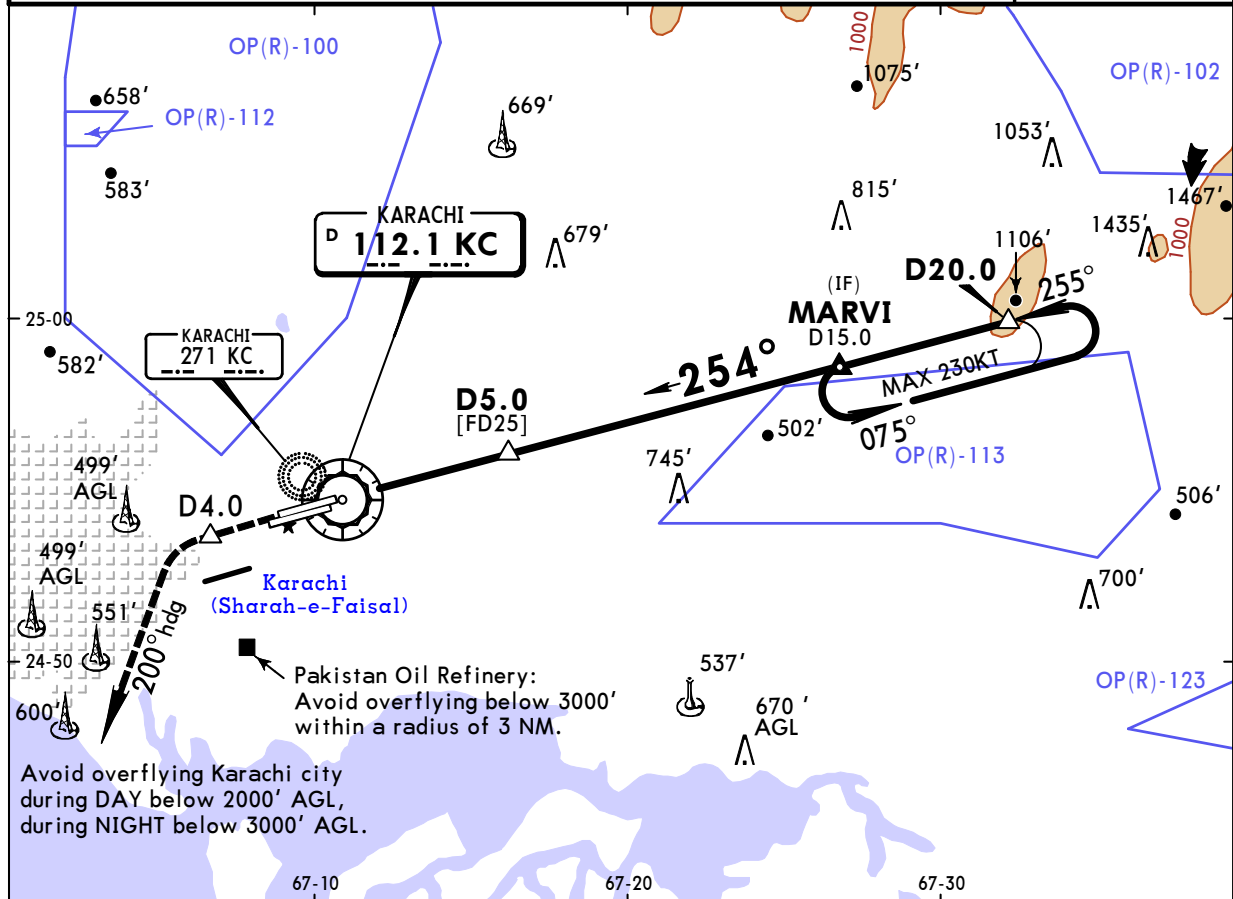
OPKC/KHI
JINNAH INTL

JEPPESSEN
28 AUG 15 **(13-3)**

KARACHI, PAKISTAN
VOR Z Rwy 25R

BRIEFING STRIP™

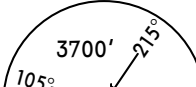
ATIS		KARACHI Approach		KARACHI Tower		Ground	
126.7		125.5		118.3		121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1800' (1700')	MDA(H) 500' (400')	Apt Elev 100'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000' 1. DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							

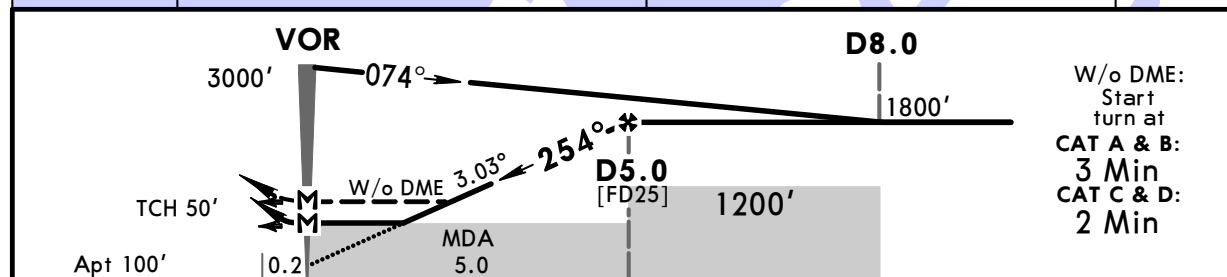
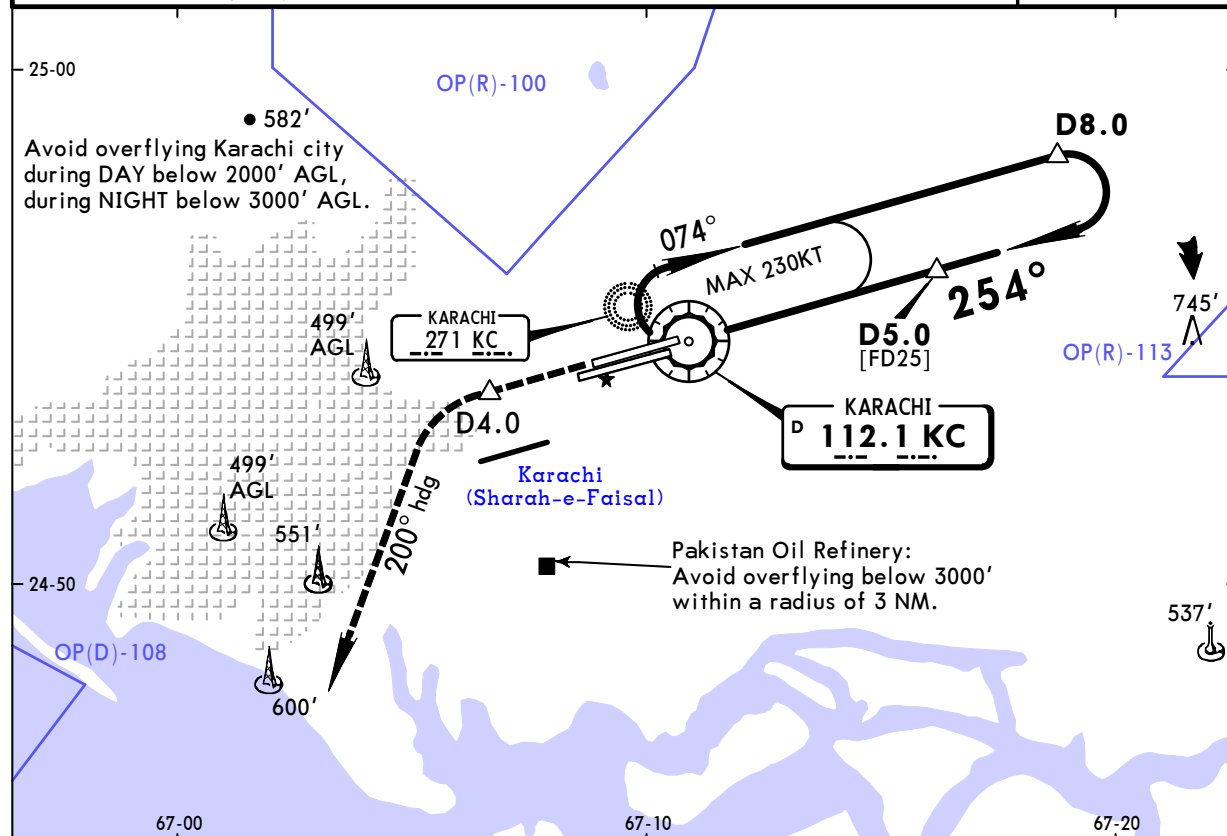


OPKC/KHI
JINNAH INTL

JEPPesen
28 AUG 15 (13-4)

KARACHI, PAKISTAN
VOR Y Rwy 25R

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1800' (1700')	MDA(H) (CONDITIONAL) 500' (400')	Apt Elev 100'		 <p>MSA KC VOR</p>	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000' , then turn LEFT onto heading 200° climbing to 2000' and contact ATC .							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000' 1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



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

JAR-OPS		STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND		
With DME			W/o DME			Max Kts.	MDA(H)	VIS
MDA(H) 500' (400')			MDA(H) 550' (450')					
		ALS out			ALS out			
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m		100	750' (650')	1500m
B	RVR 1000m		RVR 1200m			135	750' (650')	1600m
C		RVR 1800m	RVR 2000m		180	890' (790')	2400m	
D	RVR 1400m	RVR 2000m		RVR 1600m		205	890' (790')	3600m

CHANGES: FAF ident.

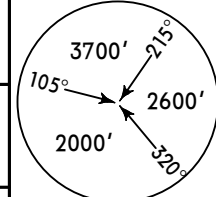
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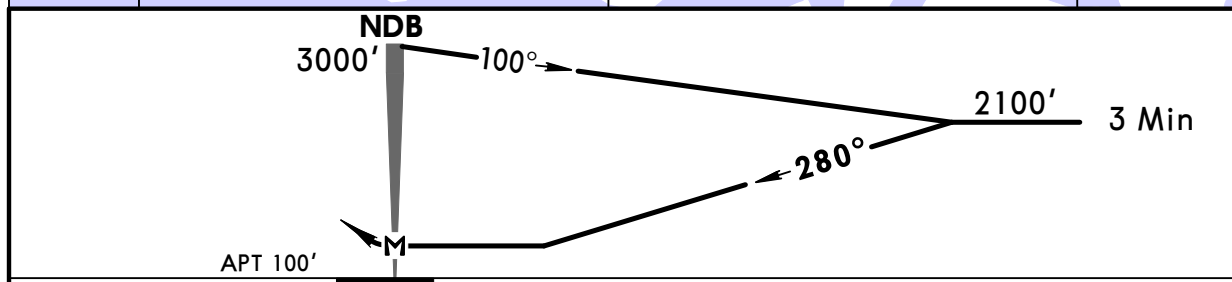
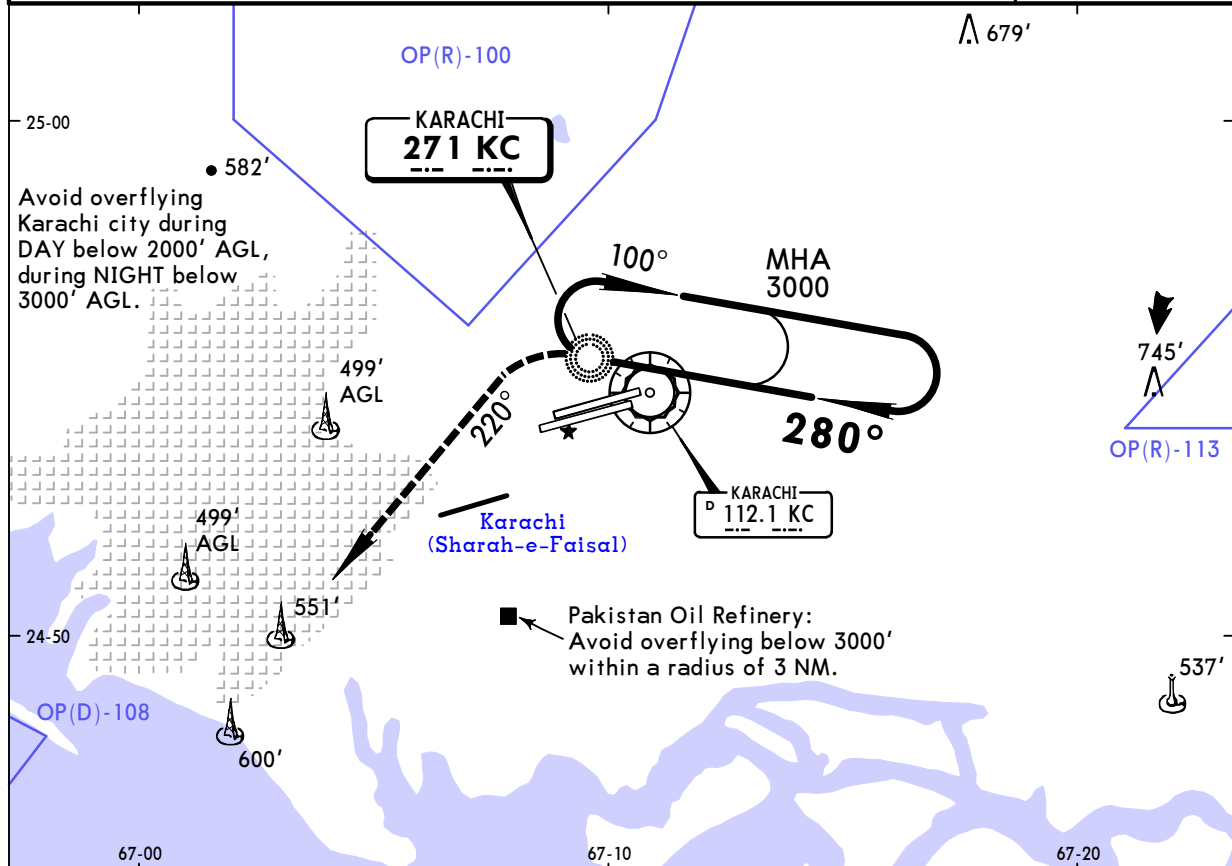
OPKC/KHI
JINNAH INTL

JEPPesen
21 AUG 15 **(16-1)**

KARACHI, PAKISTAN
NDB A Rwy 25L/R

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
NDB KC 271	Final Apch Crs 280°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 100'			
MISSED APCH: Turn LEFT and climb on 220° to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



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

JAR-OPS				CIRCLE-TO-LAND		
	Max Kts	MDA(H)	VIS			
A	100	750' (650')	1500m			
B	135	750' (650')	1600m			
C	180	890' (790')	2400m			
D	205	890' (790')	3600m			

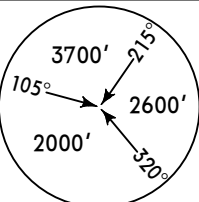
PANS OPS

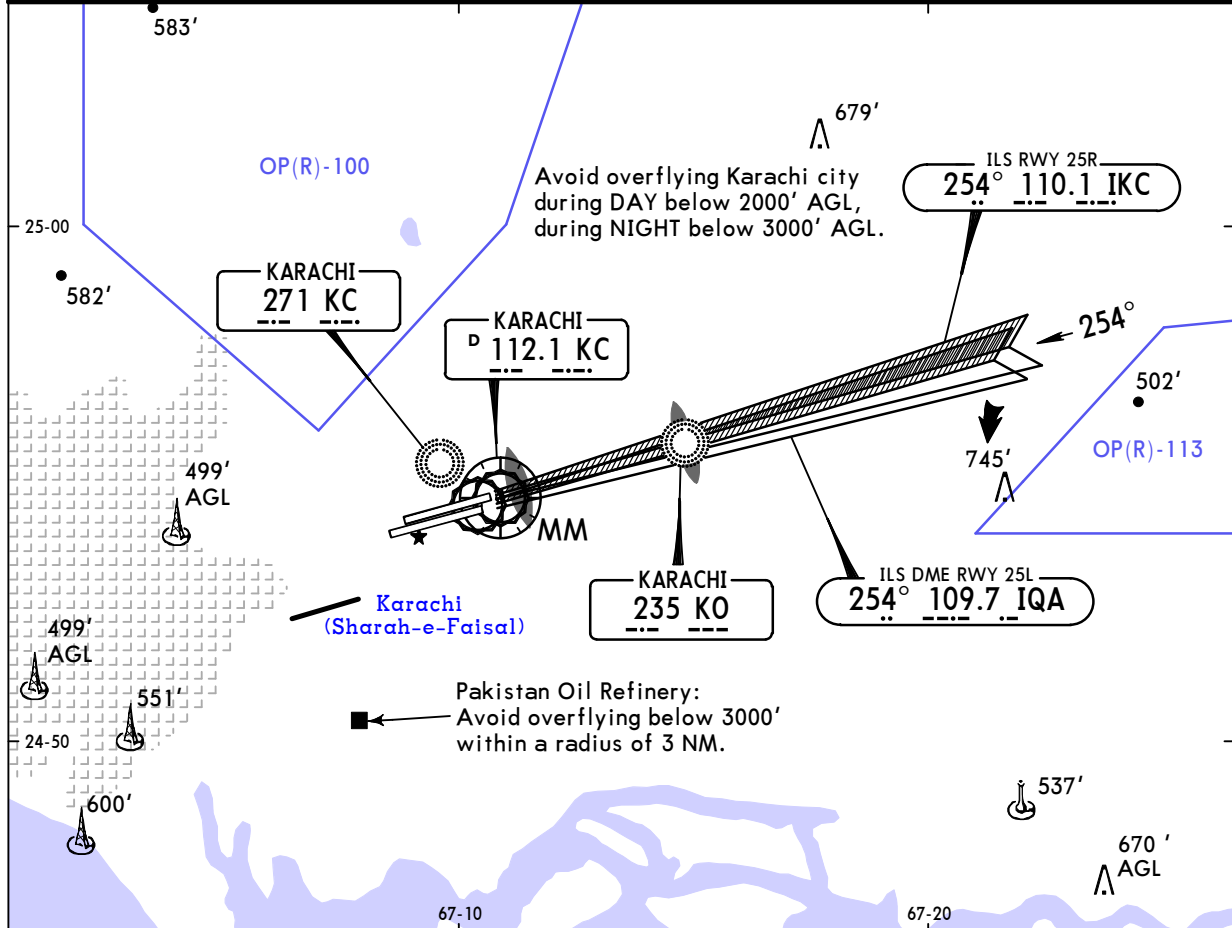
OPKC/KHI
JINNAH INTL

JEPPESSEN
21 AUG 15 (18-1)

KARACHI, PAKISTAN
SRA Rwy 07L/25R

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 100' RWY 07L 77' RWY 25R 100'		 MSA KC VOR	
MISSED APCH: As directed by RADAR CONTROLLER.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000' CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



SRA 07L, 25R TMN 2.0 NM

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