List of pages in this Trip Kit

General Information

Location: KARACHI PAK
ICAO/IATA: OPKC / KHI
Lat/Long: N24° 54.5', E067° 09.8'
Elevation: 100 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 1.0° E

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

Sunrise: 0204 Z
Sunset: 1242 Z

Runway Information

Runway: 07L
Length x Width: 10499 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, REIL
Stopway: 1001 ft

Runway: 07R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 71 ft
Lighting: Edge, ALS, Centerline
Stopway: 1001 ft

Runway: 25L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 987 ft

Runway: 25R
Length x Width: 10499 ft x 151 ft

Surface Type: concrete
TDZ-Elev: 100 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Communication Information

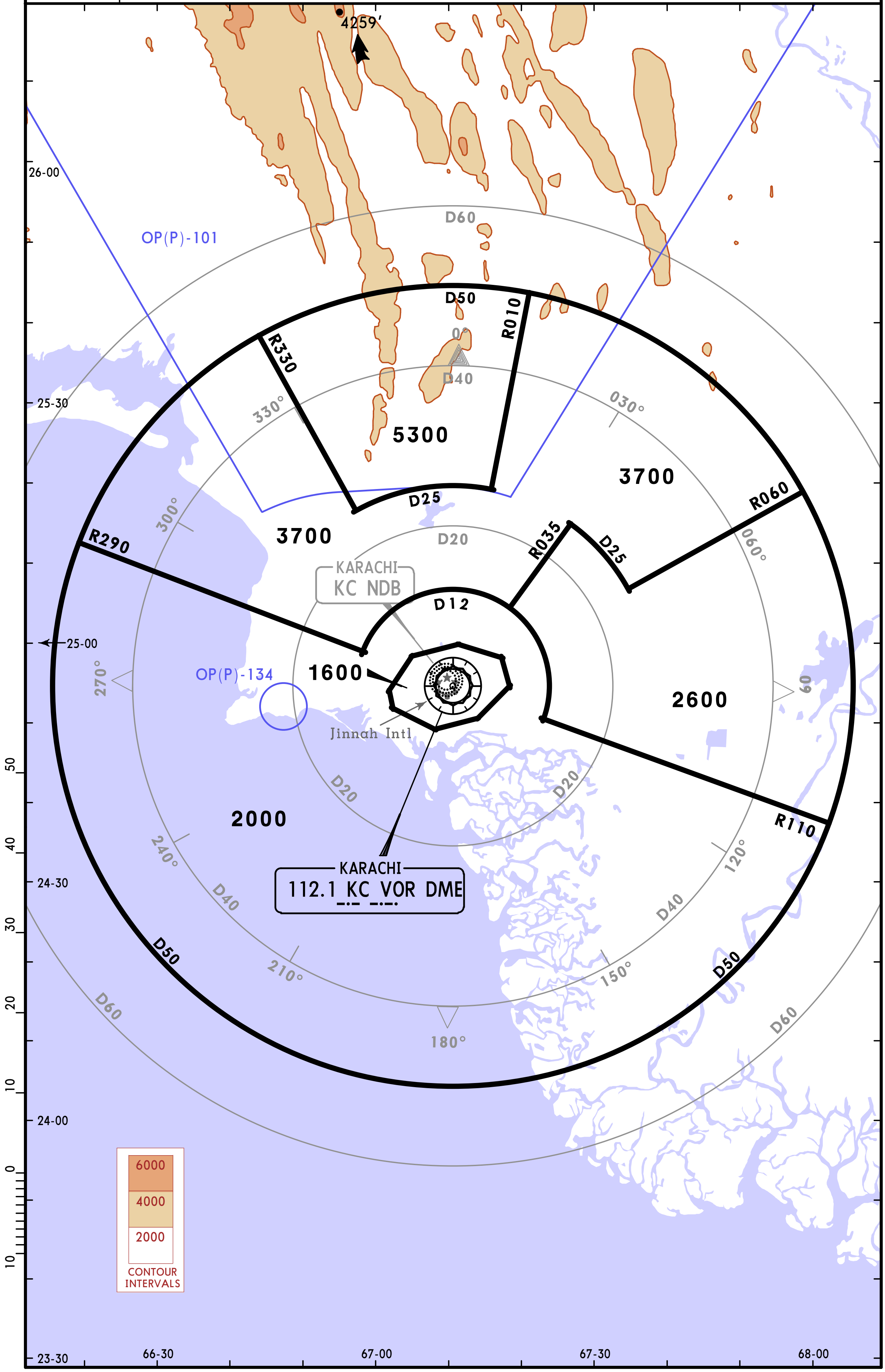
ATIS: 126.700
Karachi Tower: 118.300
Karachi Tower: 118.800 Secondary
Karachi Ground: 121.800
Karachi Ground: 121.600
Karachi Ground: 118.400 Secondary
Karachi Ground: 123.000
Karachi Approach: 121.300 Secondary
Karachi Approach: 125.500

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.

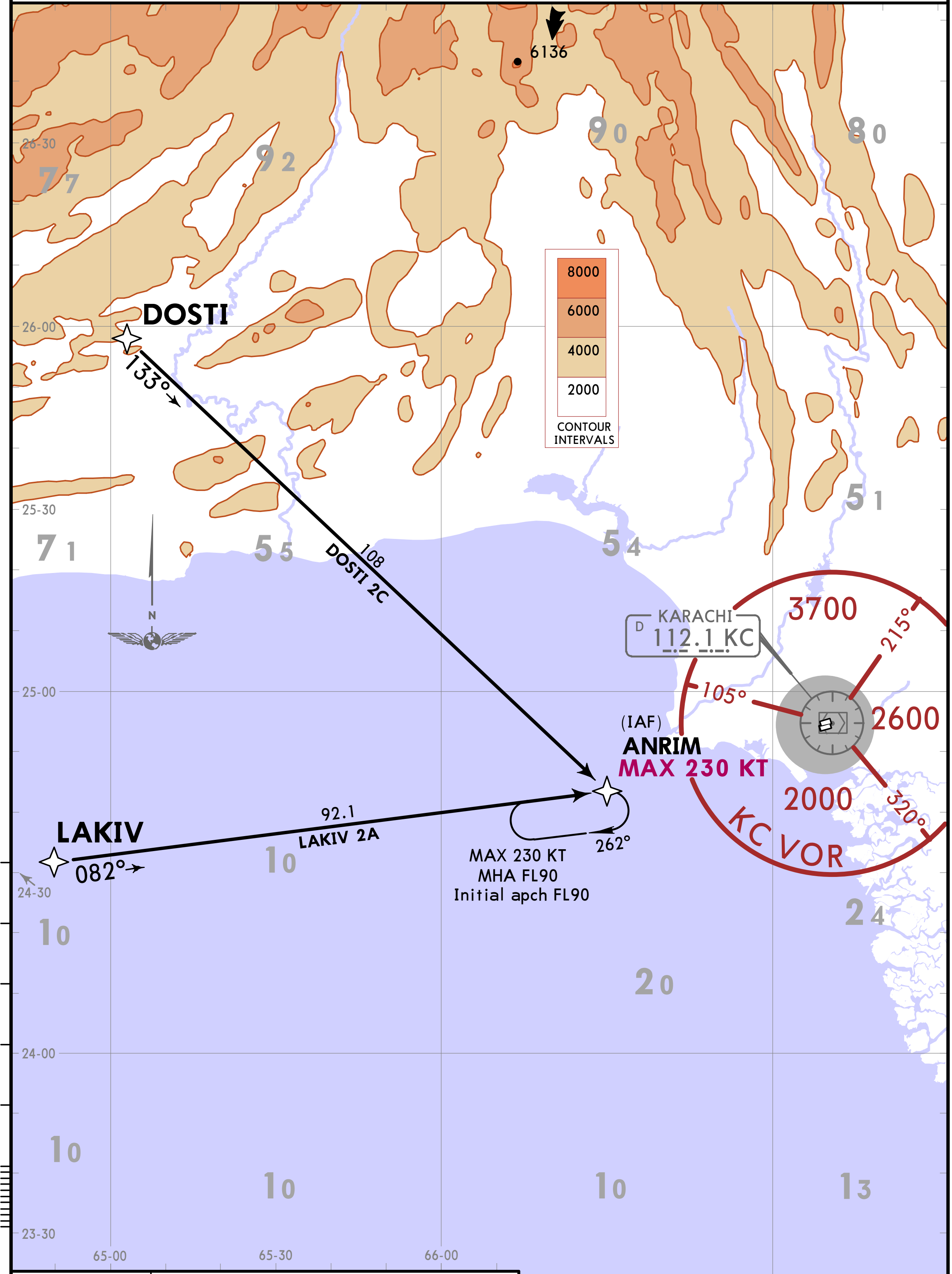
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 10-2 **Eff 15 Aug**

KARACHI, PAKISTAN
RNAV STAR

ATIS	Apt Elev	
126.7	100	Alt Set: hPa (IN on request) Trans level: FL50 **RNP 1 required.**

DOSTI 2C [DOST2C]
LAKIV 2A [LAKI2A]
RNP ARRIVALS



STAR	ROUTING
DOSTI 2C	DOSTI - ANRIM (K230-; level by ATC).
LAKIV 2A	LAKIV - ANRIM (K230-; level by ATC).

CHANGES: RNAV STARs changed to RNP, bearings, chart reindexed.

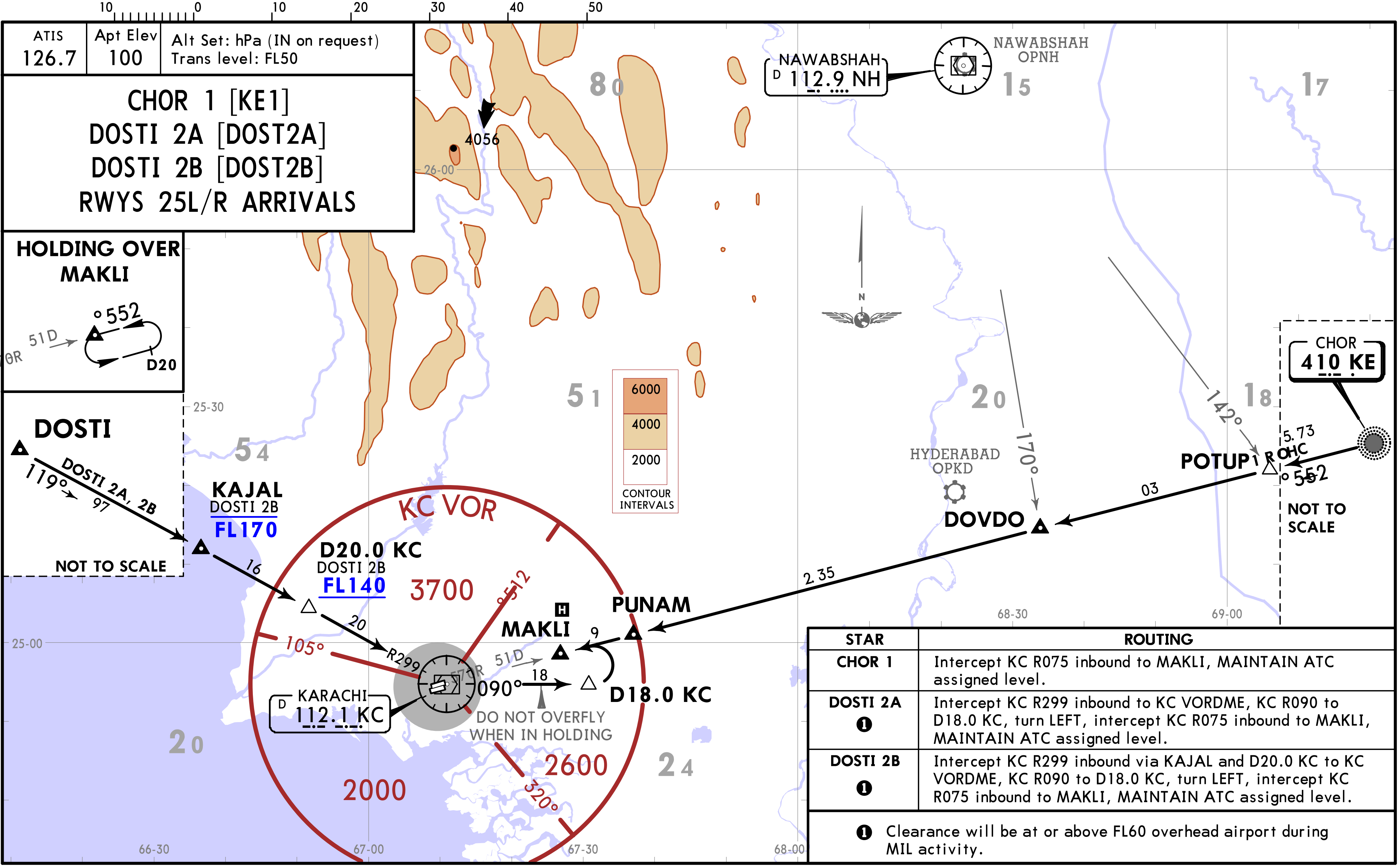
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (10-2A) **Eff 15 Aug**

KARACHI, PAKISTAN
STAR

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

CHOR 1 [KE1]
DOSTI 2A [DOST2A]
DOSTI 2B [DOST2B]
RWYS 25L/R ARRIVALS



STAR	ROUTING
CHOR 1	Intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.
DOSTI 2A ❶	Intercept KC R299 inbound to KC VORDME, KC R090 to D18.0 KC, turn LEFT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.
DOSTI 2B ❶	Intercept KC R299 inbound via KAJAL and D20.0 KC to KC VORDME, KC R090 to D18.0 KC, turn LEFT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.

❶ Clearance will be at or above FL60 overhead airport during MIL activity.

CHANGES: MARVI wpt replaced by MAKLI, chart reindexed.

OPKC/KHI
JINNAH INTL

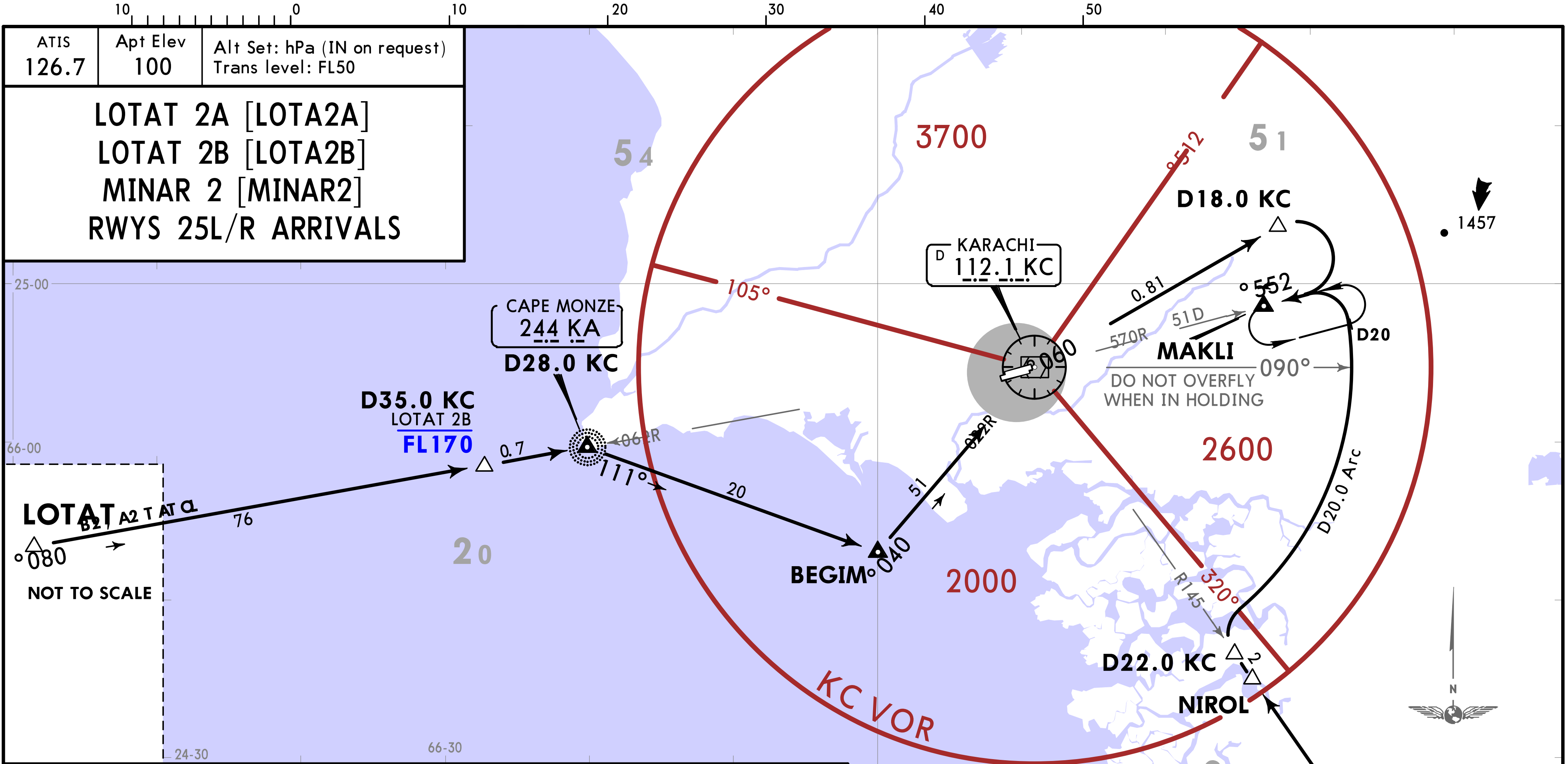
JEPPESEN

9 AUG 19 (10-2B) Eff 15 Aug

KARACHI, PAKISTAN
STAR

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

LOTAT 2A [LOTA2A]
LOTAT 2B [LOTA2B]
MINAR 2 [MINAR2]
RWYS 25L/R ARRIVALS



STAR	ROUTING
LOTAT 2A	Intercept KC R260 inbound to D28.0 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R220 inbound to KC, KC R060 to D18.0 KC, turn RIGHT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.
LOTAT 2B	Intercept KC R260 inbound via D35.0 KC to D28.0 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R220 inbound to KC, KC R060 to D18.0 KC, turn RIGHT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.
MINAR 2	Intercept KC R145 inbound, at D22.0 KC turn RIGHT, along D20.0 KC Arc, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned level.

CHANGES: MARVI wpt replaced by MAKLI, chart reindexed.

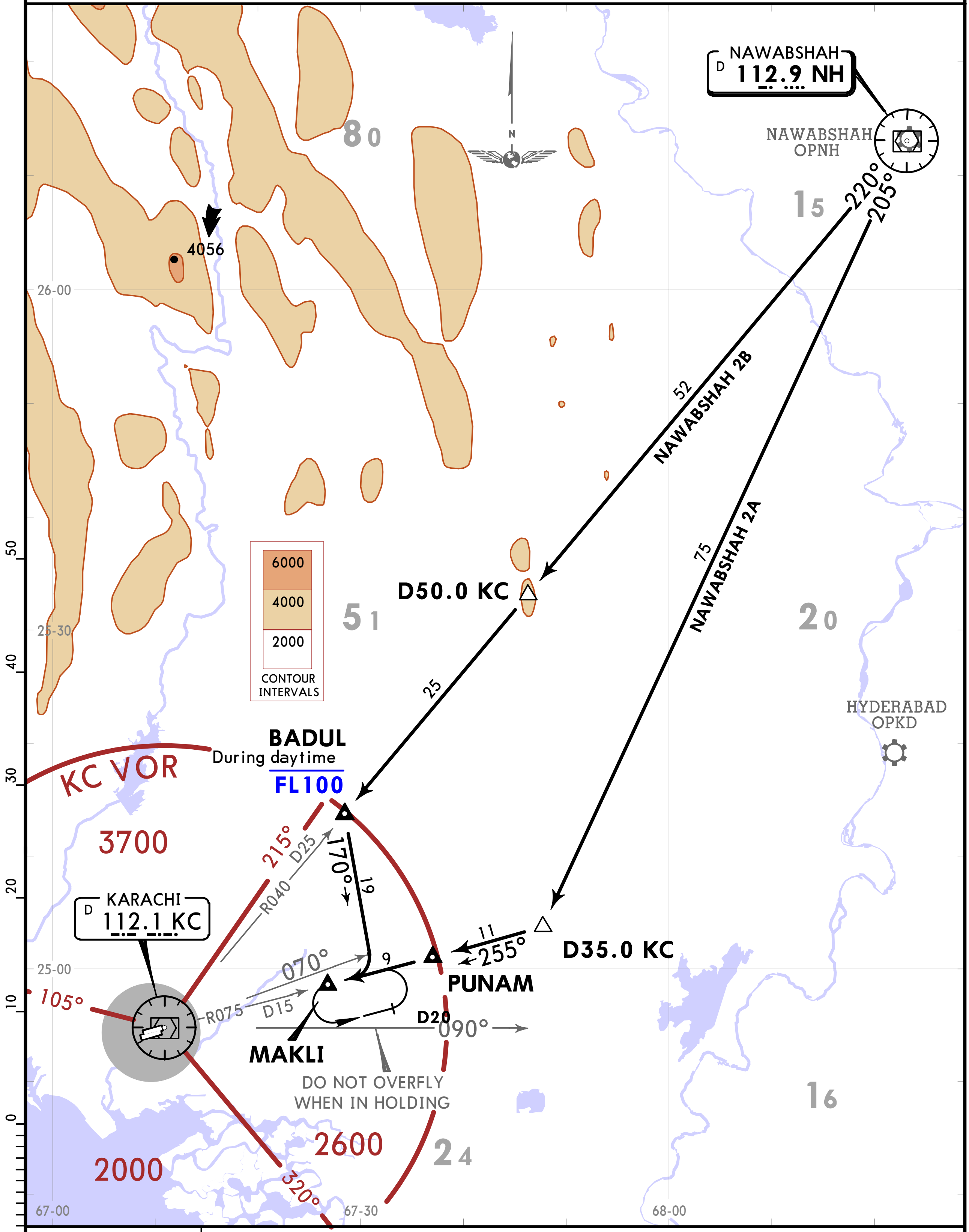
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (10-2C) **Eff 15 Aug**

KARACHI, PAKISTAN
STAR

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

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



STAR	ROUTING
NAWABSHAH 2A	On NH R205, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned FL/altitude.
NAWABSHAH 2B	On NH R220, at D50.0 KC intercept KC R040 inbound to BADUL, turn LEFT, 170° track, when passing KC R070 turn RIGHT, intercept KC R075 inbound to MAKLI, MAINTAIN ATC assigned FL/altitude.

CHANGES: MARVI wpt replaced by MAKLI, chart reindexed.

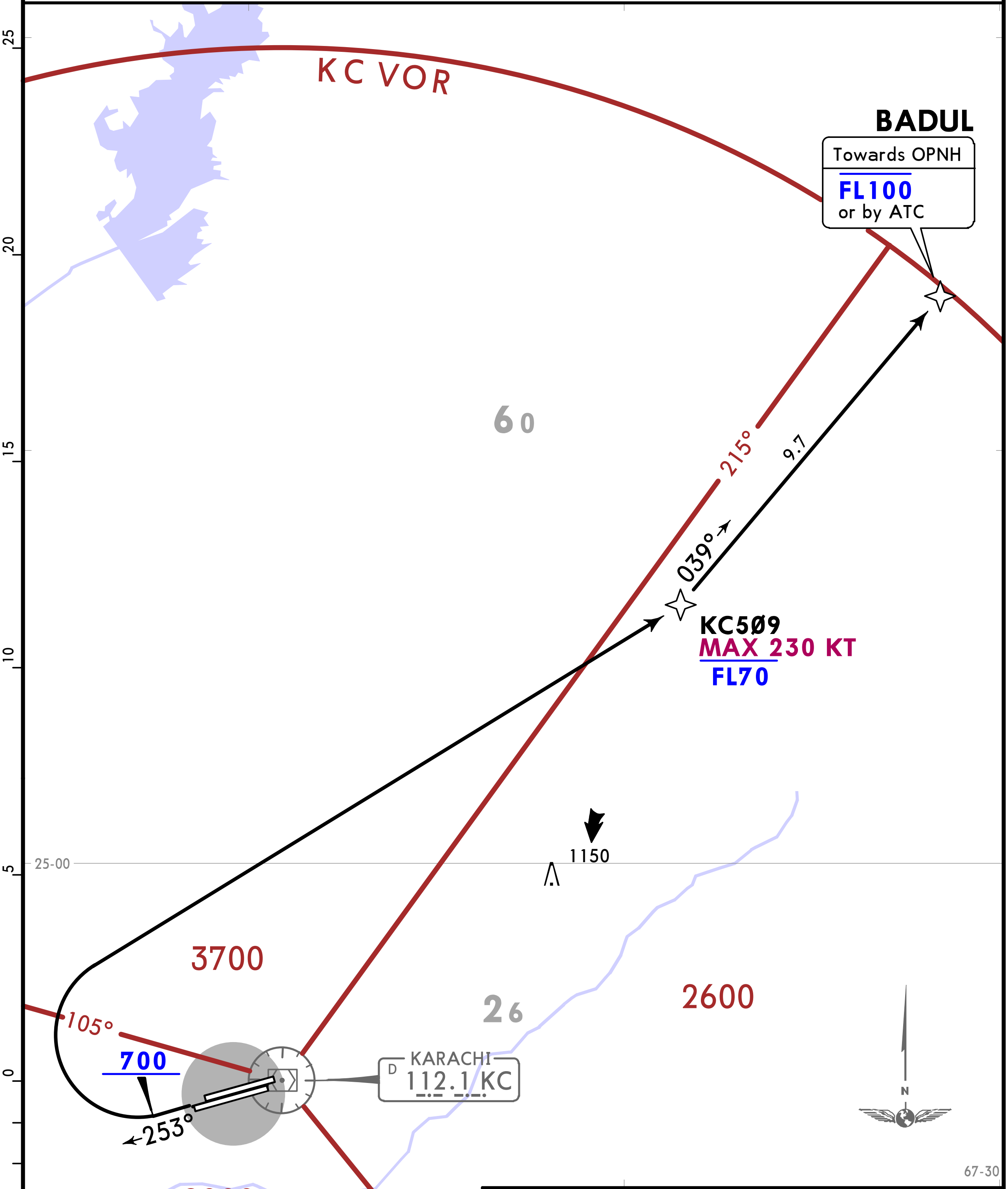
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 10-3 **Eff 15 Aug**

KARACHI, PAKISTAN
RNAV SID

Apt Elev	
100	Trans alt: 3000 **1. RNP 1 required.** 2. SID includes minimum noise routings.

BADUL 1D RNP DEPARTURE
[BADU1D]
(RWYS 25L/R)



This SID requires 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

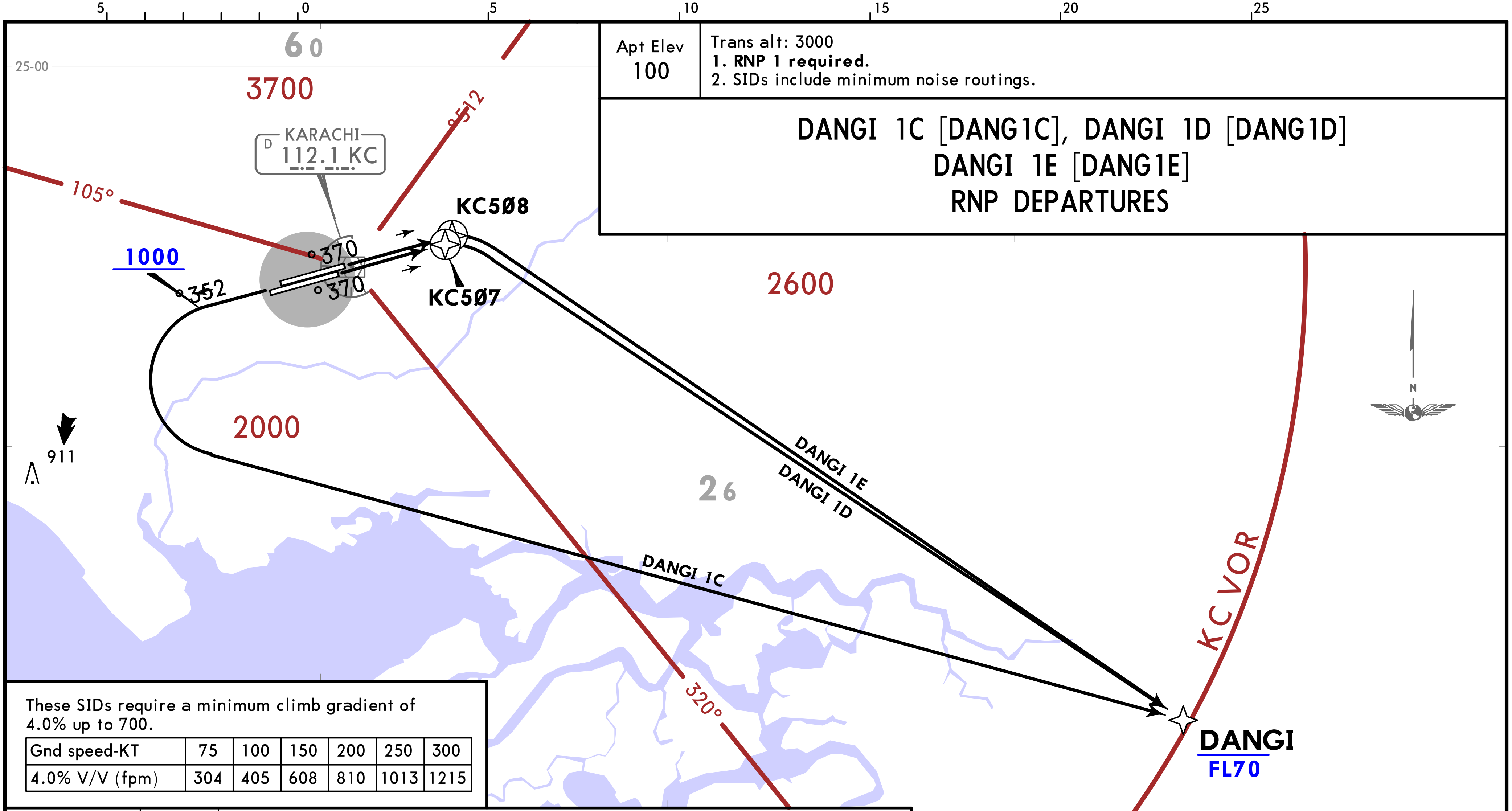
ROUTING

Climb straight ahead, when passing 700 turn RIGHT direct to KC5Ø9, then to BADUL, MAINTAIN ATC assigned FL.

CHANGES: DANGI & NIROL 1C transferred, bearings revised, RNAV changed to RNP.

Apt Elev 100	Trans alt: 3000 1. **RNP 1 required.** 2. SIDs include minimum noise routings.

DANGI 1C [DANG1C], DANGI 1D [DANG1D]
DANGI 1E [DANG1E]
RNP 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

SID	RWY	ROUTING
DANGI 1C	**25L/R**	Climb straight ahead, when passing 1000 turn LEFT direct to DANGI, MAINTAIN ATC assigned FL.
DANGI 1D	**07R**	To KC507, turn RIGHT direct to DANGI, climbing to ATC assigned FL.
DANGI 1E	**07L**	To KC508, turn RIGHT direct to DANGI, climbing to ATC assigned FL.

CHANGES: DANGI 1C transferred from 10-3, DANGI 1D & 1E established.

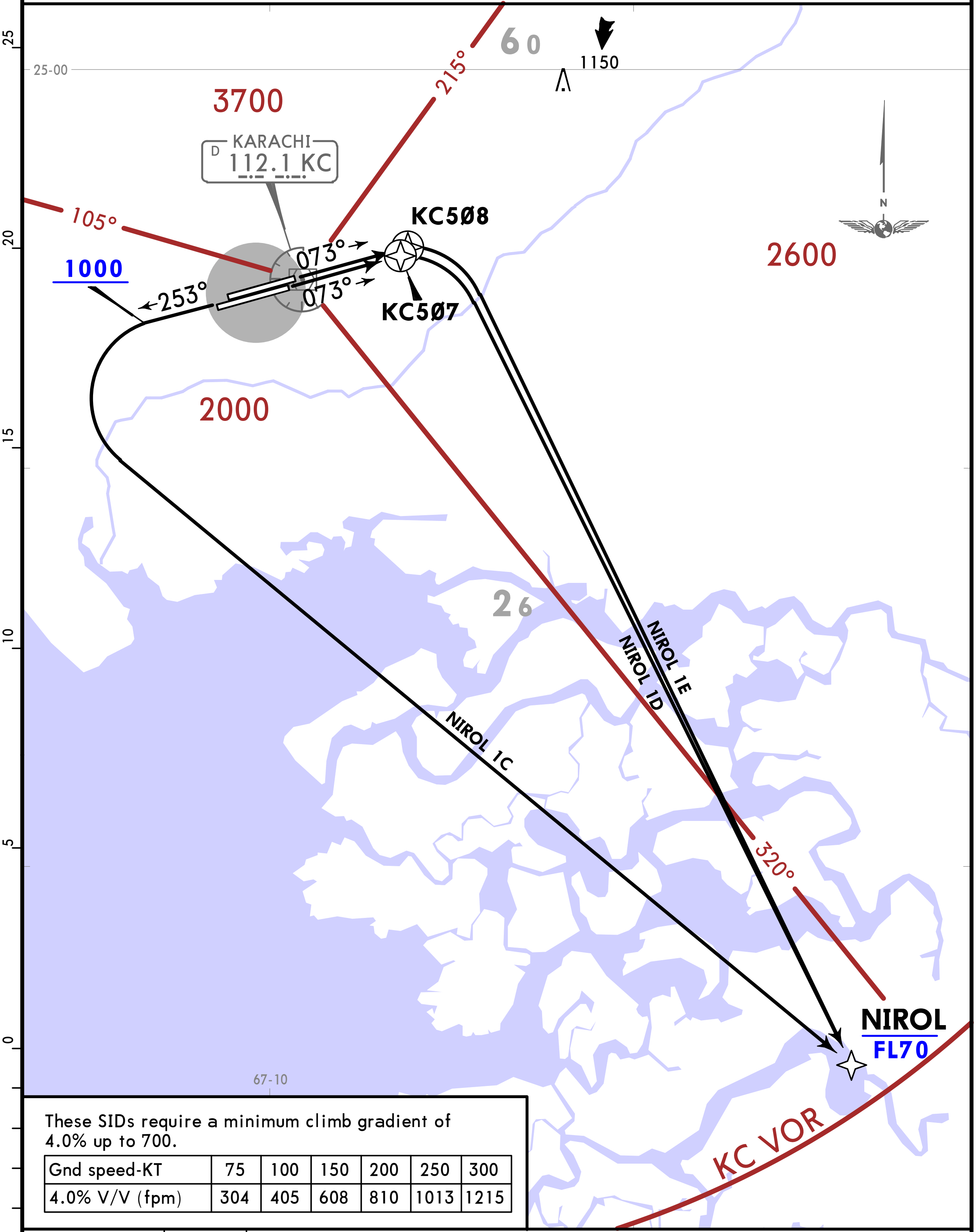
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (10-3B) **Eff 15 Aug**

KARACHI, PAKISTAN
RNAV SID

Apt Elev 100	Trans alt: 3000 **1. RNP 1 required.** 2. SIDs include minimum noise routings.

NIROL 1C [NIRO1C], NIROL 1D [NIRO1D]
NIROL 1E [NIRO1E]
RNP DEPARTURES



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

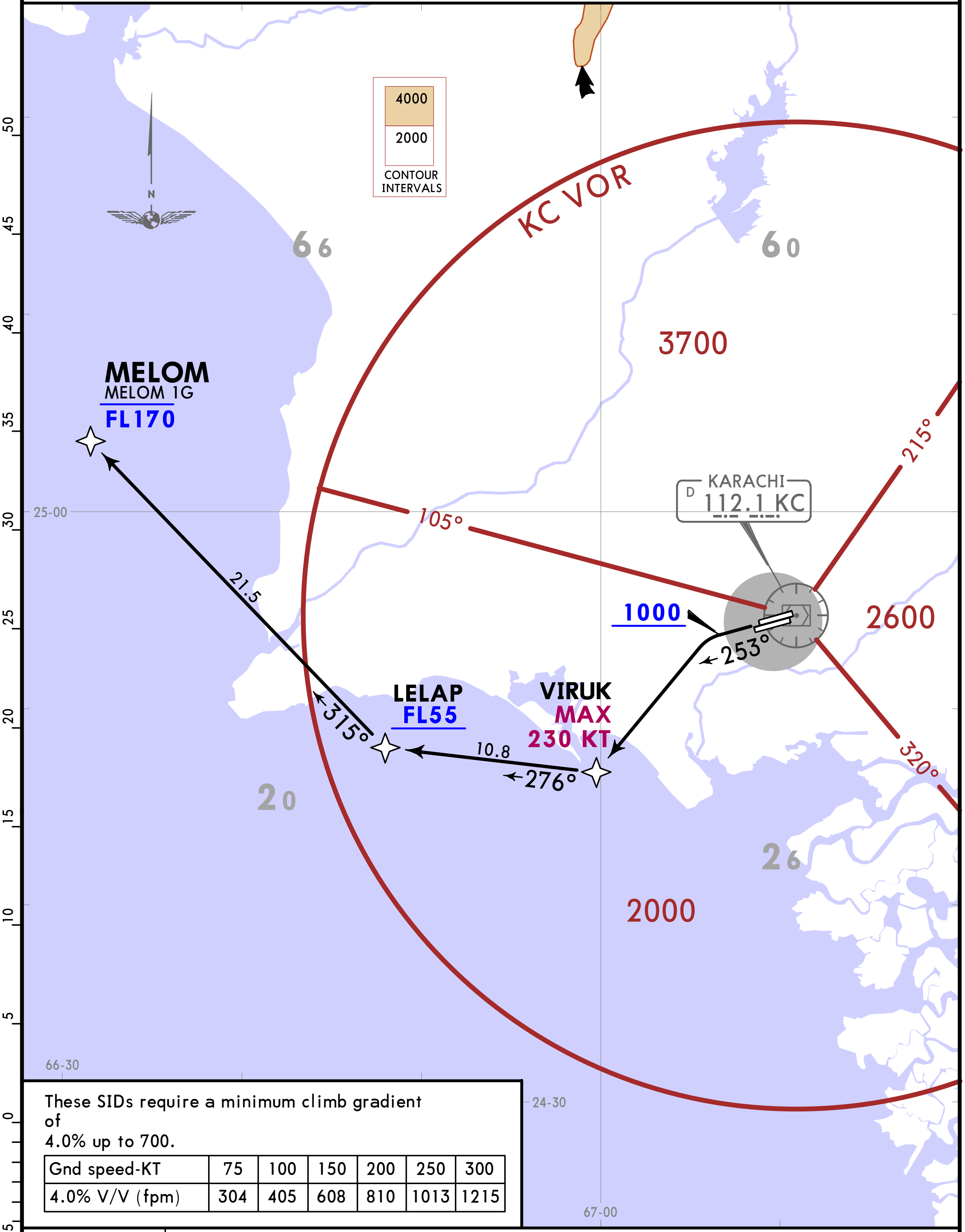
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING
NIROL 1C	25L/R	Climb straight ahead, when passing 1000 turn LEFT direct to NIROL, MAINTAIN ATC assigned FL.
NIROL 1D	07R	To KC507, turn RIGHT direct to NIROL, climbing to ATC assigned FL.
NIROL 1E	07L	To KC508, turn RIGHT direct to NIROL, climbing to ATC assigned FL.

CHANGES: NIROL 1C transferred from 10-3, NIROL 1D & 1E established.

Apt Elev	Trans alt: 3000 **1. RNP 1 required.** 2. SIDs include minimum noise routings.
100	

MELOM 1F [MELO1F], MELOM 1G [MELO1G]
RNP DEPARTURES
(RWYS 25L/R)



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

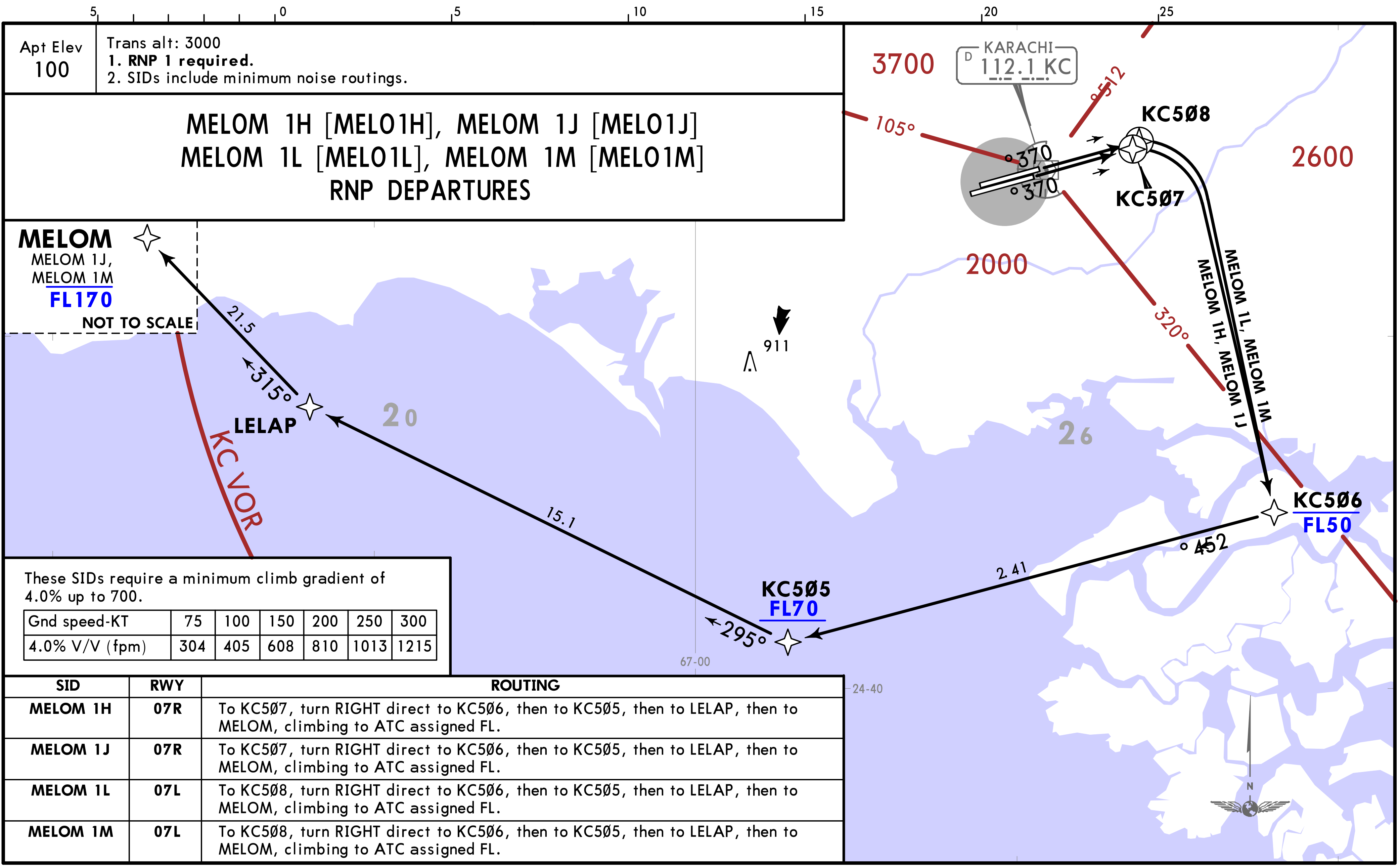
SID	ROUTING
MELOM 1F	Climb straight ahead, when passing 1000 turn LEFT direct to VIRUK, then LELAP, then to MELOM, MAINTAIN ATC assigned FL.
MELOM 1G	

CHANGES: Bearings revised, RNAV changed to RNP, chart reindexed.

Apt Elev
100

Trans alt: 3000
1. **RNP 1 required.**
2. SIDs include minimum noise routings.

MELOM 1H [MELO1H], MELOM 1J [MELO1J]
MELOM 1L [MELO1L], MELOM 1M [MELO1M]
RNP 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

SID	RWY	ROUTING
MELOM 1H	**07R**	To KC507, turn RIGHT direct to KC506, then to KC505, then to LELAP, then to MELOM, climbing to ATC assigned FL.
MELOM 1J	**07R**	To KC507, turn RIGHT direct to KC506, then to KC505, then to LELAP, then to MELOM, climbing to ATC assigned FL.
MELOM 1L	**07L**	To KC508, turn RIGHT direct to KC506, then to KC505, then to LELAP, then to MELOM, climbing to ATC assigned FL.
MELOM 1M	**07L**	To KC508, turn RIGHT direct to KC506, then to KC505, then to LELAP, then to MELOM, climbing to ATC assigned FL.

CHANGES: New procedures at this airport.

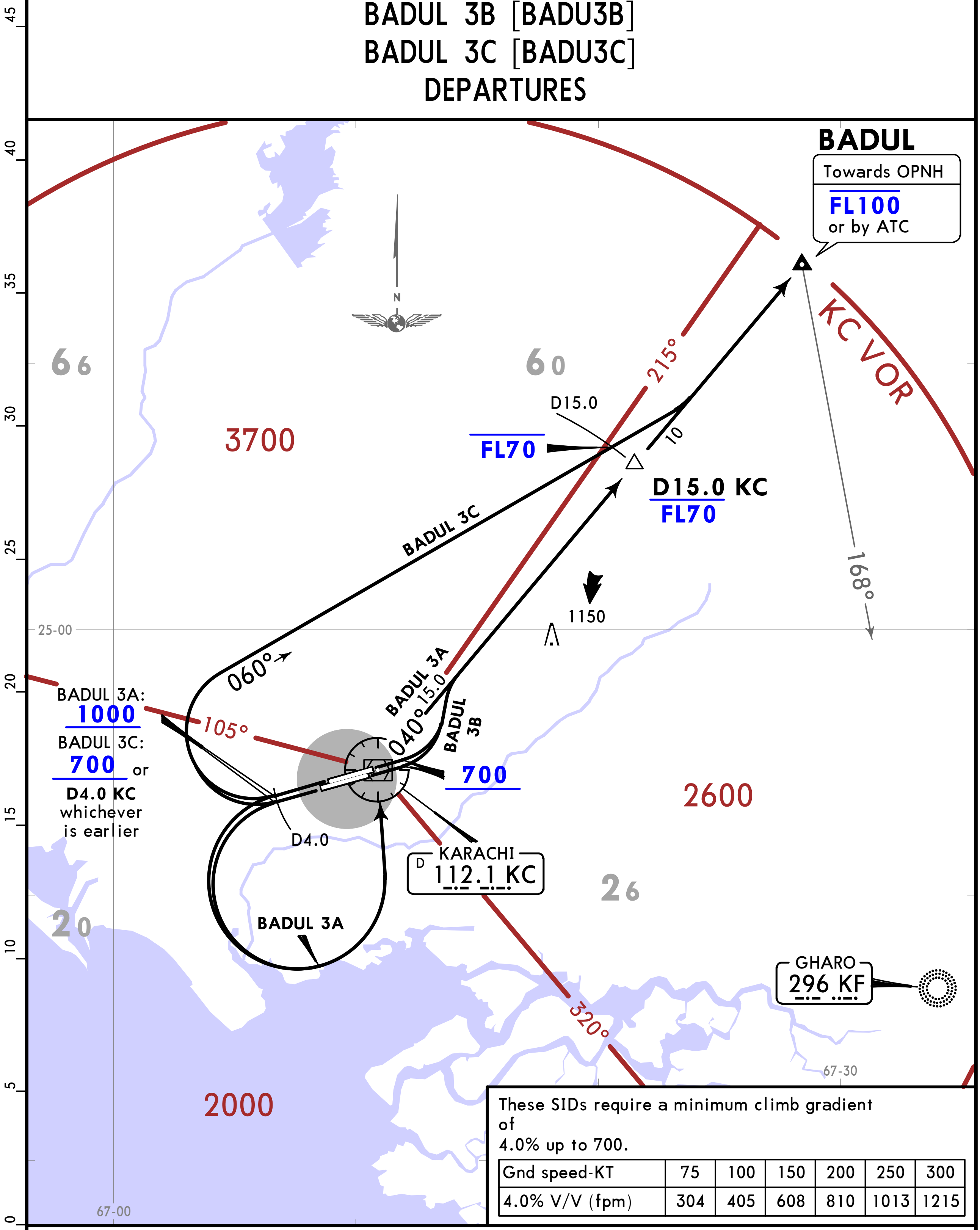
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (10-3E) **Eff 15 Aug**

KARACHI, PAKISTAN
SID

Apt Elev 100	Trans alt: 3000

BADUL 3A [BADU3A]
BADUL 3B [BADU3B]
BADUL 3C [BADU3C]
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

SIDs include minimum noise routings.
No RIGHT turn shall be made by aircraft departing from runway 25R/L between 2400-0500 LT.
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
BADUL 3A	**25L/R**	Climb straight ahead until passing 1000, turn LEFT to KC, KC R040 to BADUL.
BADUL 3B	**07L/R**	Climb straight ahead until passing 700, turn LEFT, intercept KC R040 to BADUL.
BADUL 3C	**25L/R**	Climb straight ahead until passing 700 or D4.0 KC, whichever is earlier, turn RIGHT, 060° track, intercept KC R040 to BADUL.

CHANGES: Chart reindexed.

OPKC/KHI
JINNAH INTL

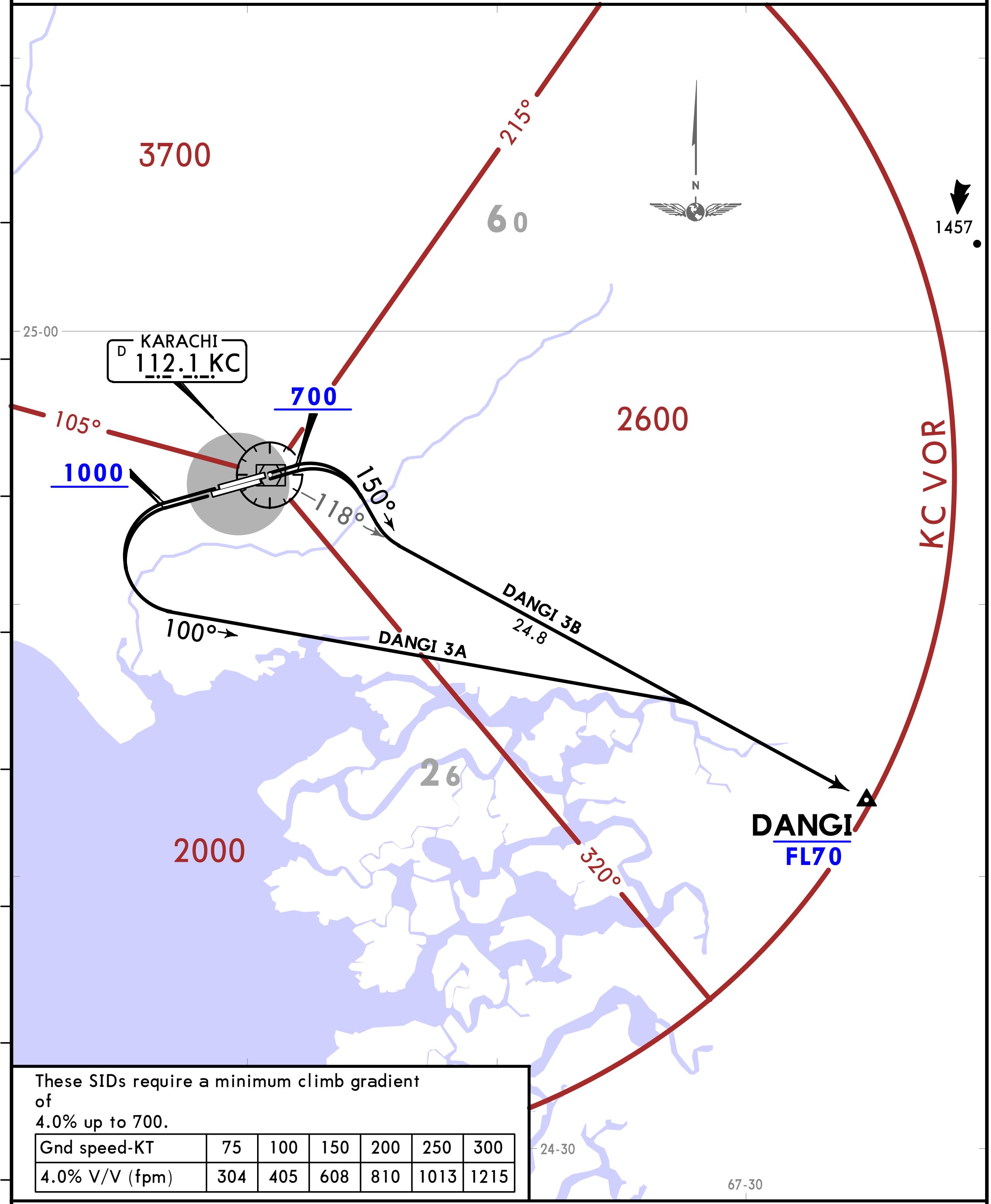
JEPPESEN

9 AUG 19 10-3F Eff 15 Aug

KARACHI, PAKISTAN
SID

Apt Elev 100	Trans alt: 3000

DANGI 3A [DANG3A]
DANGI 3B [DANG3B]
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

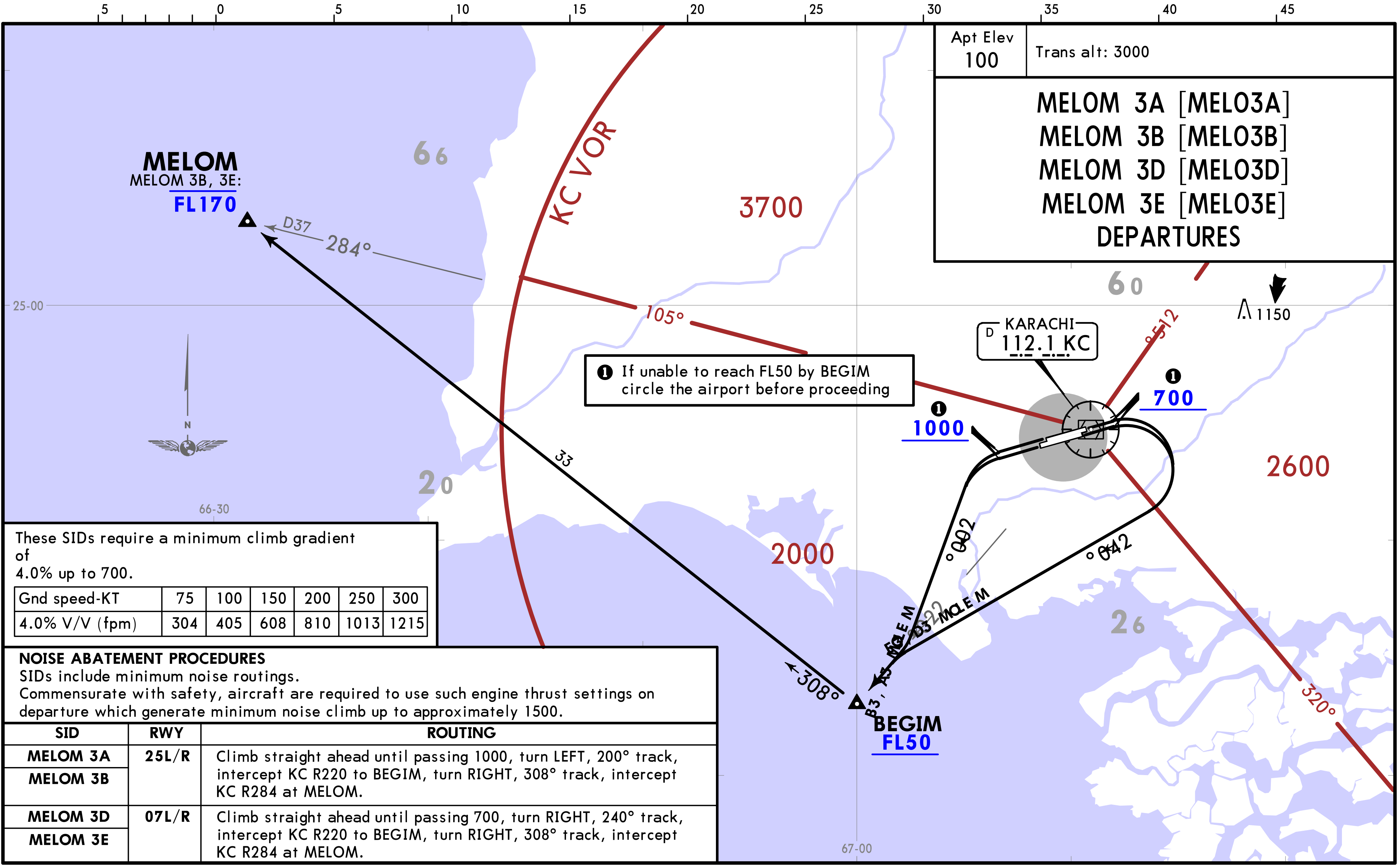
SIDs include minimum nouise routings.
Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500.

SID	RWY	ROUTING
DANGI 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT, 100° track, intercept KC R118 to DANGI.
DANGI 3B	07L/R	Climb straight ahead until passing 700, turn RIGHT, 150° track, intercept KC R118 to DANGI.

CHANGES: Chart reindexed.

Apt Elev 100	Trans alt: 3000

MELOM 3A [MELO3A]
MELOM 3B [MELO3B]
MELOM 3D [MELO3D]
MELOM 3E [MELO3E]
DEPARTURES



❶ If unable to reach FL50 by BEGIM circle the airport before proceeding

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

SIDs include minimum noise routings.
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 **MELOM 3B**	**25L/R**	Climb straight ahead until passing 1000, turn LEFT, 200° track, intercept KC R220 to BEGIM, turn RIGHT, 308° track, intercept KC R284 at MELOM.
MELOM 3D **MELOM 3E**	**07L/R**	Climb straight ahead until passing 700, turn RIGHT, 240° track, intercept KC R220 to BEGIM, turn RIGHT, 308° track, intercept KC R284 at MELOM.

CHANGES: Chart reindexed.

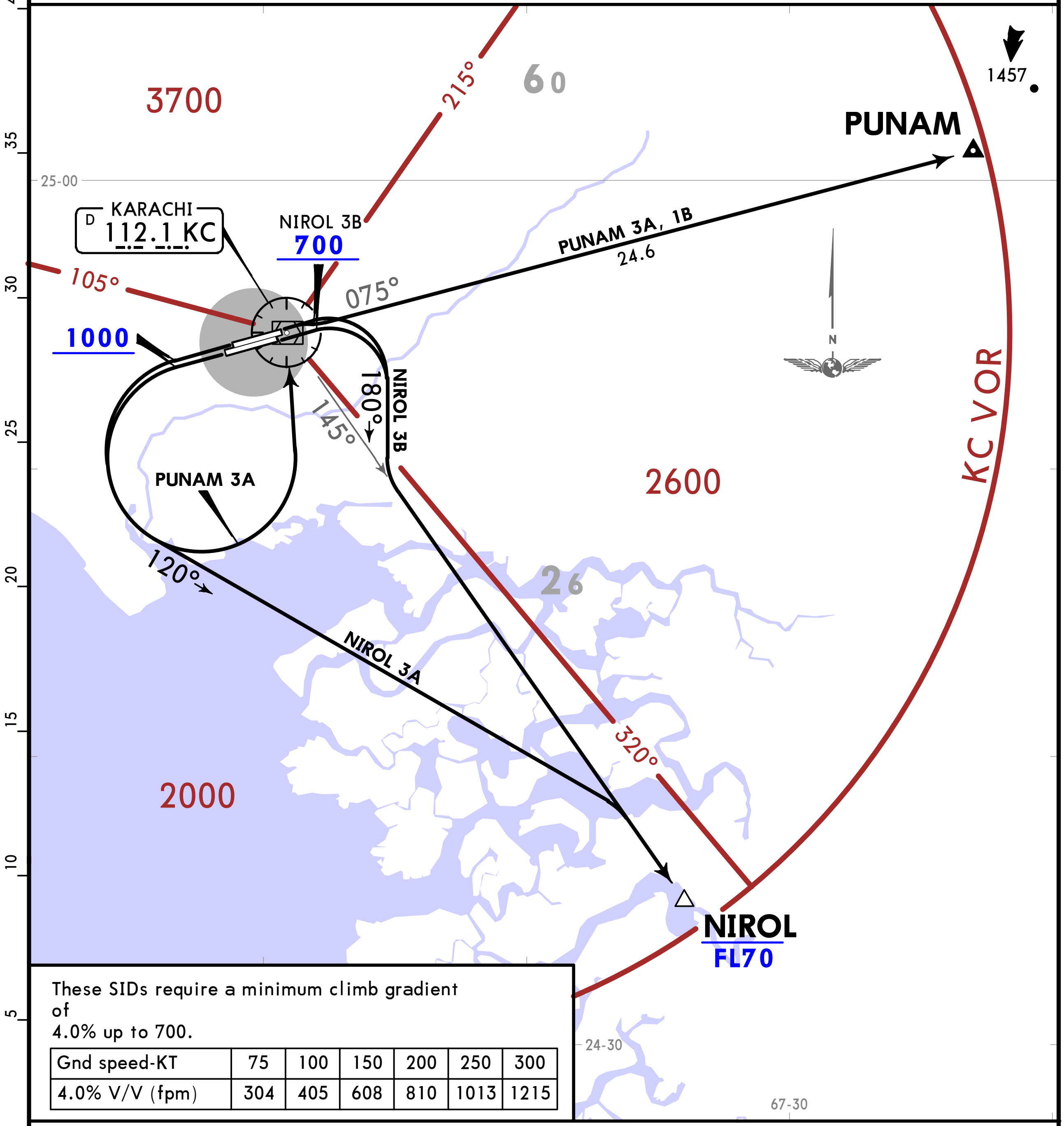
OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 10-3H **Eff 15 Aug**

KARACHI, PAKISTAN
SID

Apt Elev	
100	Trans alt: 3000

NIROL 3A [NIRO3A]
NIROL 3B [NIRO3B]
PUNAM 3A [PUNA3A]
PUNAM 1B [PUNA1B]
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

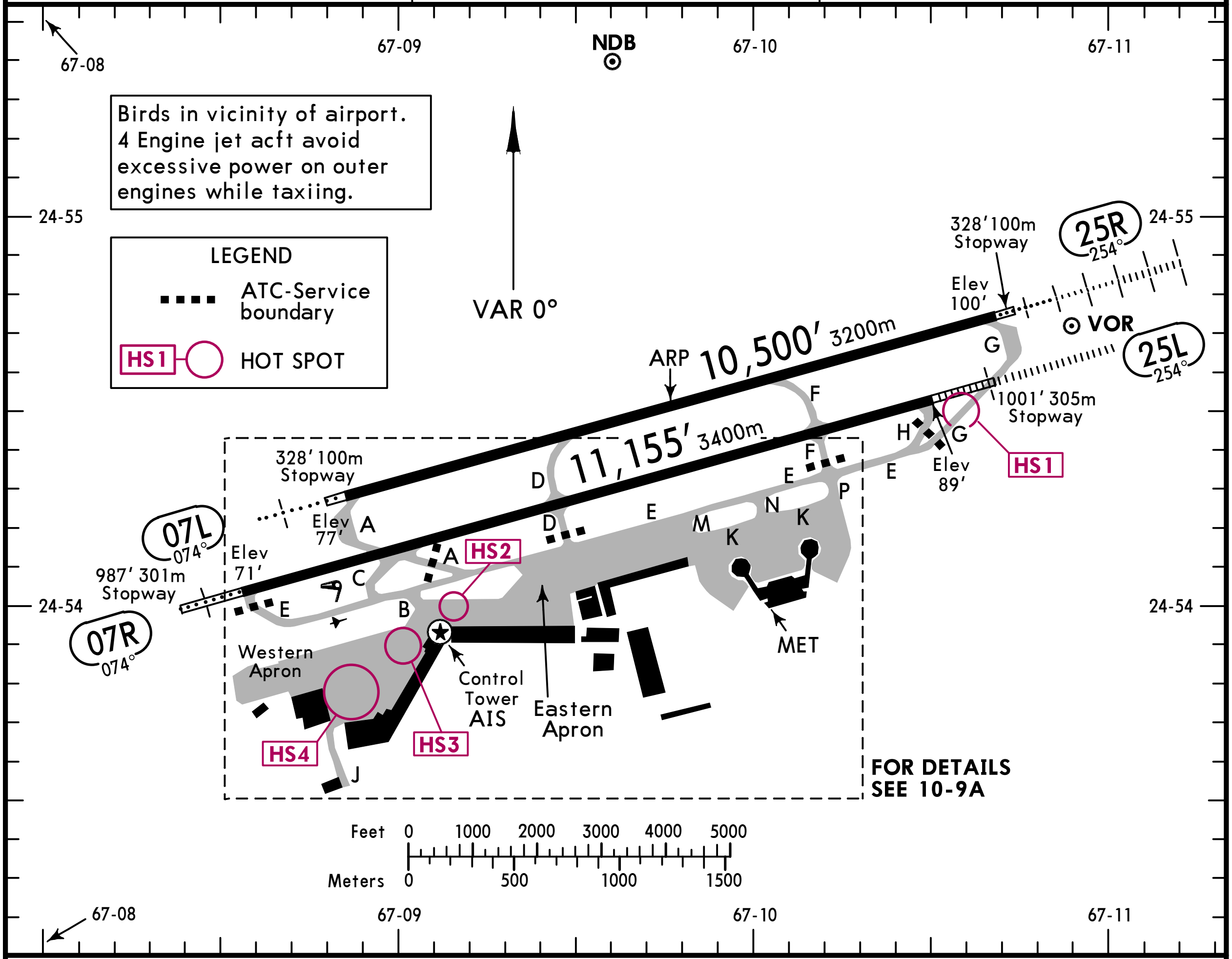
NOISE ABATEMENT PROCEDURES

SIDs include minimum noise routings.
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
NIROL 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT, 120° track, intercept KC R145 to NIROL.
NIROL 3B	07L/R	Climb straight ahead until passing 700, turn RIGHT, 180° track, intercept KC R145 to NIROL.
PUNAM 3A	25L/R	Climb straight ahead until passing 1000, turn LEFT to KC, KC R075 to PUNAM, MAINTAIN last assigned flight level.
PUNAM 1B	07L/R	Intercept KC R075 to PUNAM, MAINTAIN last assigned flight level.

CHANGES: Chart reindexed.

ATIS	KARACHI Ground	Tower
126.7	121.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07L ❶	HIRL (60m) HIALS REIL PAPI-L (3.00°) RVR				150′ 46m
25R	HIRL (60m) HIALS PAPI-L (3.00°) RVR		9588′ 2922m		
07R	HIRL (60m) CL (30m) HIALS PAPI (2.91°)				148′ 45m
25L	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI (2.98°)		10,122′ 3085m		

❶ Only available for acft with MTOW 19t.

HOT SPOTS

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

HS1 When directed to Rwy 25R holding postion 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 taxing 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.

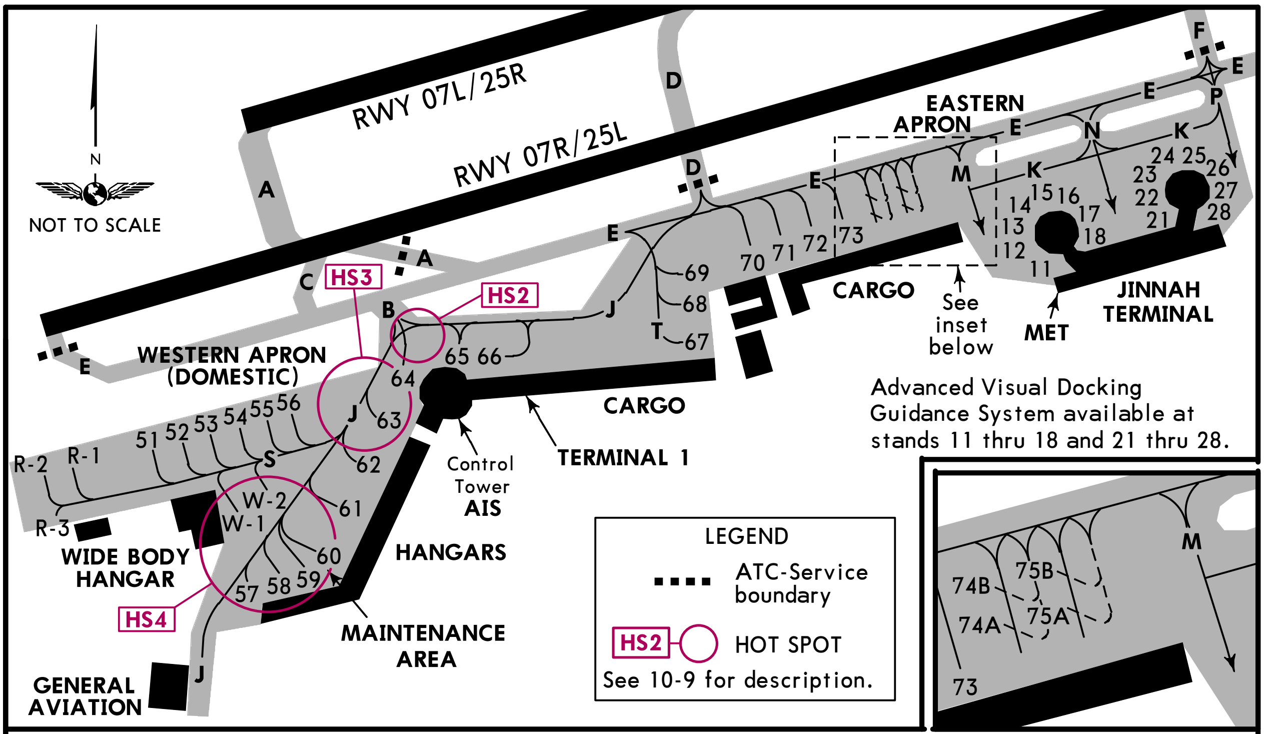
JAR-OPS

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	NIL (DAY only)
A	200m	250m	400m	500m
B				
C				
D	250m	300m		

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

CHANGES: ATC service boundary added. Usable lengths.



Advanced Visual Docking Guidance System available at stands 11 thru 18 and 21 thru 28.

On taxilane 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	74A	N24 54.2 E067 09.7	-
25	N24 54.2 E067 10.2	72	74B	N24 54.2 E067 09.7	77
26	N24 54.2 E067 10.2	73	75A	N24 54.1 E067 09.7	76
27	N24 54.1 E067 10.2	73	75B	N24 54.2 E067 09.7	77
28	N24 54.1 E067 10.2	74	R-1	N24 53.9 E067 08.6	-
51, 52	N24 53.9 E067 08.7	63	R-2, R-3	N24 53.8 E067 08.6	-
53	N24 53.9 E067 08.8	62	W-1	N24 53.8 E067 08.8	-
54	N24 53.9 E067 08.8	61	W-2	N24 53.8 E067 08.9	-
55, 56	N24 53.9 E067 08.9	59			
57	N24 53.7 E067 08.9	58			
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			

CHANGES: ATC service boundary added. Stands 74 & 75 withdrawn. Note.

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.

CHANGES: None.

STRAIGHT-IN RWY		A	B	C	D
07L	SRA	**430'**(353')	**430'**(353')	**430'**(353')	**430'**(353')
		R1800m	**R1800m**	**R1800m**	**R1800m**
	ALS out	R1800m	R1800m	R2000m	R2000m
	❶ RNP	**660'**(583')	**660'**(583')	**660'**(583')	**660'**(583')
		R1500m	**R1500m**	**R2300m**	**R2300m**
	ALS out	R1500m	R1500m	R2400m	R2400m
07R	❶ RNP	**620'**(549')	**620'**(549')	**620'**(549')	**620'**(549')
		R1500m	**R1500m**	**R2300m**	**R2300m**
	ALS out	R1500m	R1500m	R2400m	R2400m
25L	ILS	**300'**(211')	**300'**(211')	**318'**(229')	**318'**(229')
	FULL	**R600m**	**R600m**	**R600m**	**R600m**
	TDZ or CL out	❷ R600m	❷ R600m	❷ R600m	❷ R600m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC	**480'**(391')	**480'**(391')	**480'**(391')	**480'**(391')
		R1100m	**R1100m**	**R1100m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	❶ RNP (LNAV/VNAV)	**415'**(326')	**415'**(326')	**415'**(326')	**415'**(326')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	❶ RNP (LNAV)	**500'**(411')	**500'**(411')	**500'**(411')	**500'**(411')
		R1200m	**R1200m**	**R1200m**	**R1400m**
	ALS out	R1500m	R1500m	R1900m	R2000m
	❶ VOR Z	**500'**(411')	**500'**(411')	**500'**(411')	**500'**(411')
		R1200m	**R1200m**	**R1200m**	**R1400m**
	ALS out	R1500m	R1500m	R1900m	R2000m
	❶❸ VOR Y	**500'**(411')	**500'**(411')	**500'**(411')	**500'**(411')
		R1200m	**R1200m**	**R1200m**	**R1400m**
	ALS out	R1500m	R1500m	R1900m	R2000m
	❹ VOR Y	**550'**(461')	**550'**(461')	**550'**(461')	**550'**(461')
		R1700m	**R1700m**	**R1900m**	**R1900m**
	ALS out	R2400m	R2400m	R2600m	R2600m

❶ Continuous Descent Final Approach.
❷ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❸ with DME.
❹ w/o DME.

CHANGES: RNAV procedure title renamed to RNP.

STRAIGHT-IN RWY		**A**	**B**	**C**	**D**
25R	ILS Z/Y FULL ALS out	**300**′(200′) ❶ **R550m** R1200m	**300**′(200′) ❶ **R550m** R1200m	**318**′(218′) ❶ **R600m** R1200m	**318**′(218′) ❶ **R600m** R1200m
	❷ LOC Z/Y ALS out	**470**′(370′) **R1000m** R1500m	**470**′(370′) **R1000m** R1500m	**470**′(370′) **R1000m** R1800m	**470**′(370′) **R1400m** R2000m
	❷ RNP (LNAV/VNAV)	**415**′(315′) **R900m** R1500m	**415**′(315′) **R1000m** R1500m	**415**′(315′) **R1000m** R1800m	**415**′(315′) **R1400m** R2000m
	❷ RNP (LNAV)	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1800m	**500**′(400′) **R1400m** R2000m
	❷ VOR Z ALS out	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1800m	**500**′(400′) **R1400m** R2000m
	❷❸ VOR Y ALS out	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1500m	**500**′(400′) **R1100m** R1800m	**500**′(400′) **R1400m** R2000m
	❹ VOR Y ALS out	**550**′(450′) **R1600m** R2300m	**550**′(450′) **R1600m** R2300m	**550**′(450′) **R1800m** R2500m	**550**′(450′) **R1800m** R2500m
	SRA ALS out	**450**′(350′) **R1800m** R1800m	**450**′(350′) **R1800m** R1800m	**450**′(350′) **R1800m** R2000m	**450**′(350′) **R1800m** R2000m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ Continuous Descent Final Approach.
❸ with DME.
❹ w/o DME.

CIRCLE-TO-LAND	**100 KT**	**135 KT**	**180 KT**	**205 KT**
	900′(800′) ❺ V1500m	**900**′(800′) ❺ V1600m	**1000**′(900′) ❺ V2400m	**1000**′(900′) V3600m

❺ 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	300m	400m	500m
B				
C				
D	250m			

CHANGES: RNAV procedure title renamed to RNP.

OPKC/KHI
JINNAH INTL

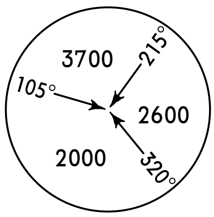
JEPPESEN
9 AUG 19 (11-1) **Eff 15 Aug**

KARACHI, PAKISTAN
ILS or LOC Rwy 25L

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC	Final Apch Crs	GS	ILS	
IQA **109.7**	**254°**	**D5.0 IQA** **1680'**(1591')	DA(H) Refer to Minimums	Apt Elev 100' Rwy 89'

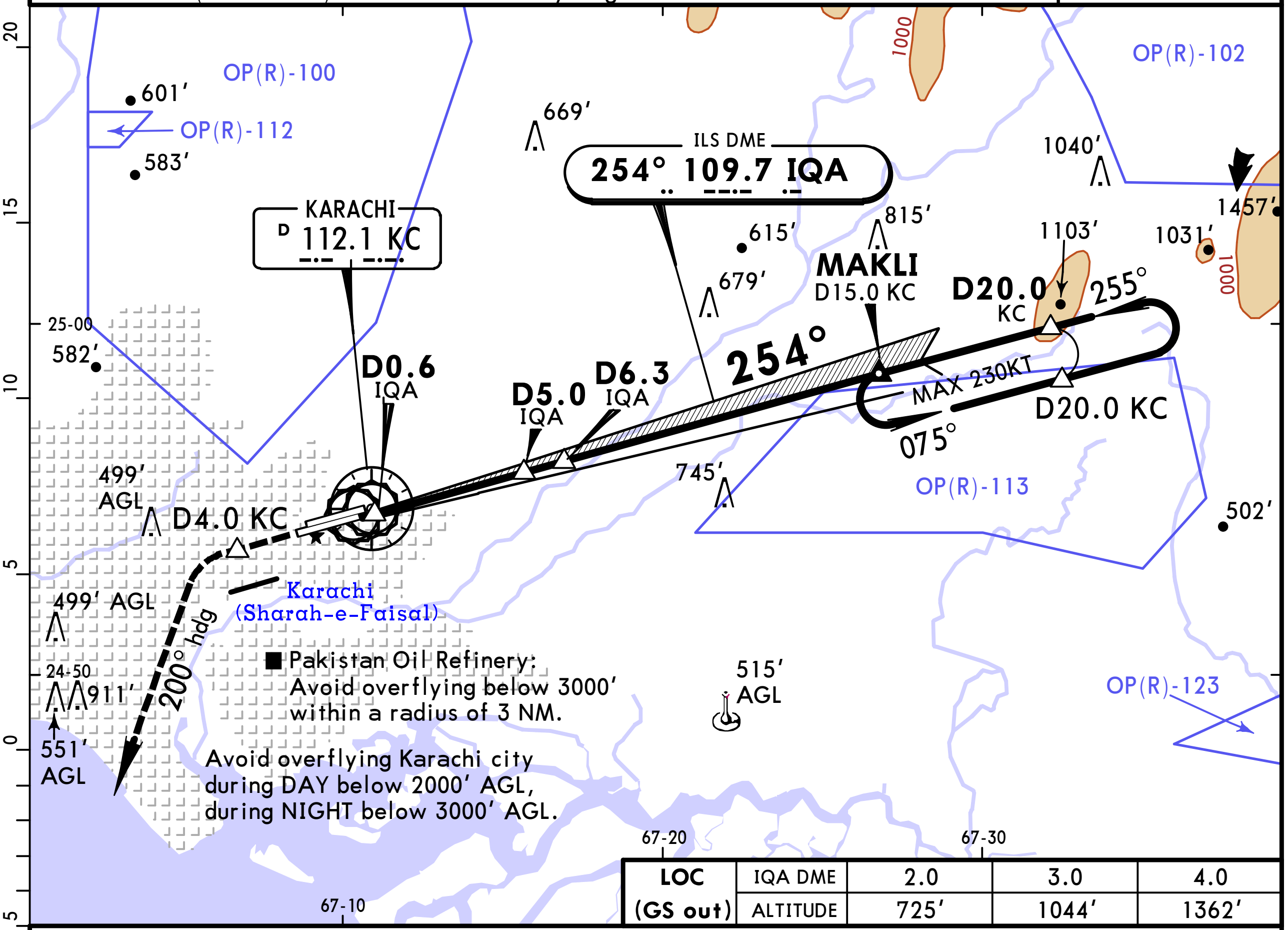


MSA KC VOR

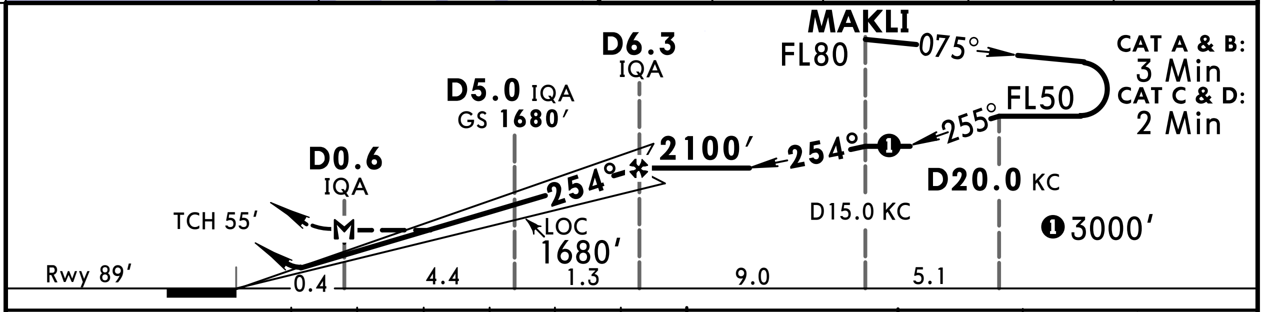
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

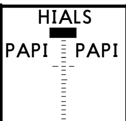
1. **VOR and DME required.** 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



LOC	IQA DME	2.0	3.0	4.0
(GS out)	ALTITUDE	725'	1044'	1362'



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



D4.0 KC ↑ or **1000'** ↑

JAR-OPS STRAIGHT-IN LANDING RWY **25L** CIRCLE-TO-LAND

	ILS DA(H) AB: **300'**(211') CD: **318'**(229')		**LOC (GS out)** MDA(H) **480'**(391')				
	FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 600m	RVR 1000m	RVR 900m	RVR 1500m	100	900'(800')	1500m
B			RVR 1000m		135	900'(800')	1600m
C				RVR 1800m	180	1000'(900')	2400m
D			RVR 1400m	RVR 2000m	205	1000'(900')	3600m

PANS OPS

CHANGES: Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (11-2) **Eff 15 Aug**

KARACHI, PAKISTAN
ILS Z Rwy 25R

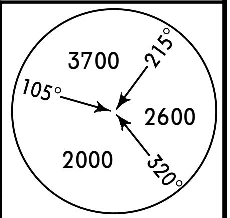
BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

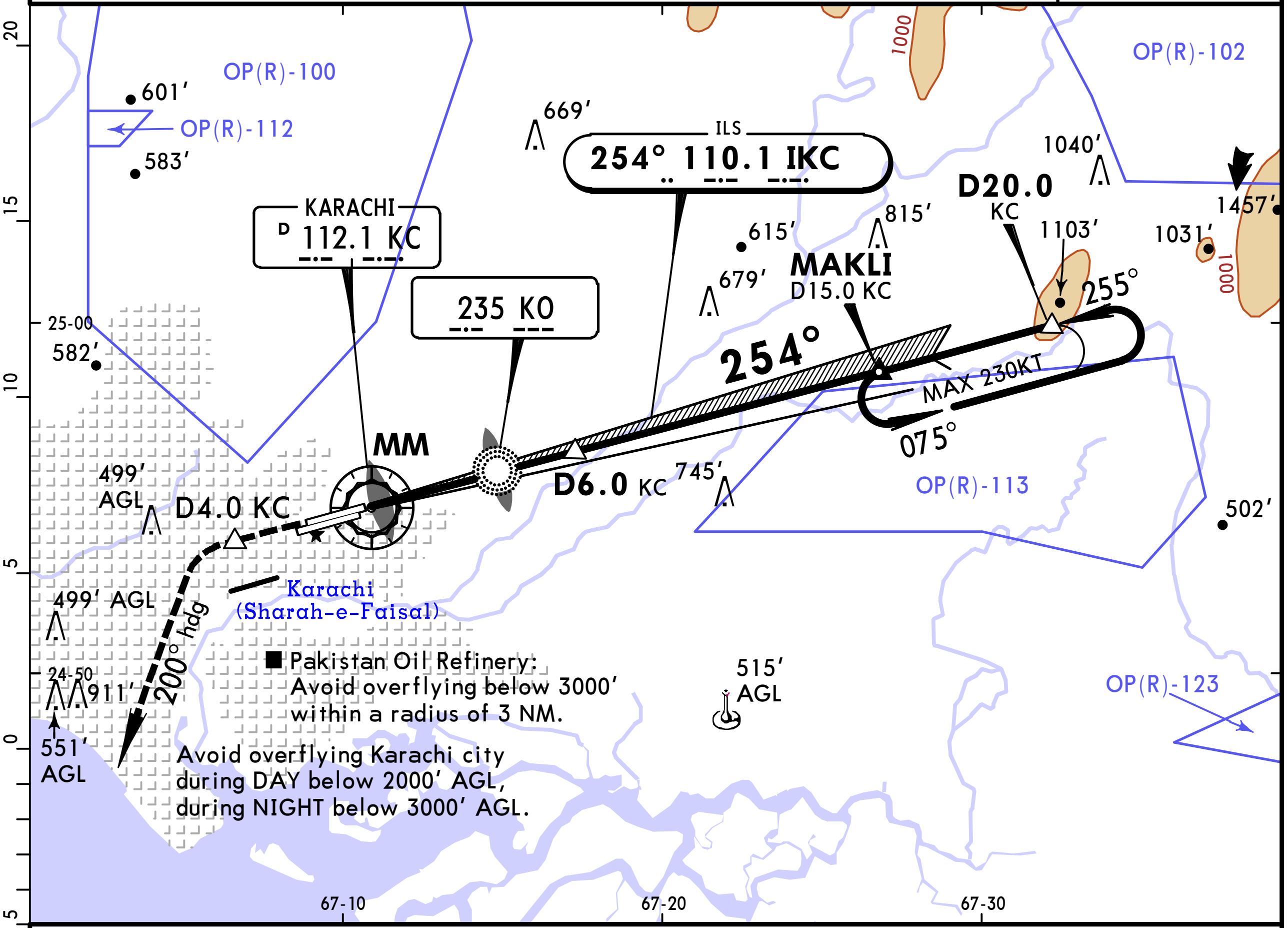
LOC IKC	Final Apch Crs	GS **LOM**	ILS DA(H)	Apt Elev 100'
110.1	**254°**	**1390'** (1290')	Refer to Minimums	

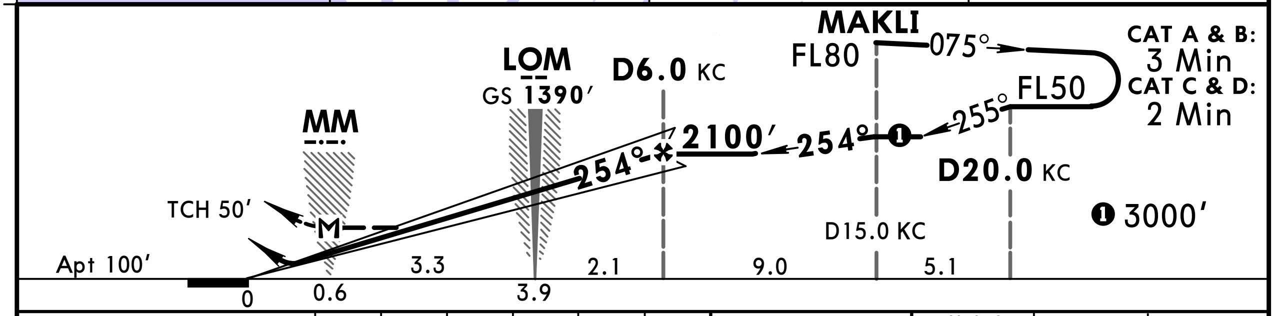
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.

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.

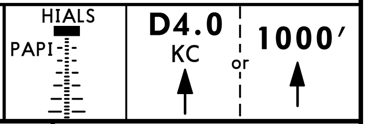


MSA KC VOR





Gnd speed-Kts		70	90	100	120	140	160
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 DA(H) AB: **300'**(200') CD: **318'**(218')		**LOC (GS out)** MDA(H) **470'**(370')					
	FULL	ALS out		MM out	ALS out	Max Kts	MDA(H)	VIS
A	RVR550m	RVR1000m	RVR900m	NOT AUTH	RVR1500m	100	900' (800')	1500m
B			RVR1000m			135	900' (800')	1600m
C	RVR600m				RVR1800m	180	1000'(900')	2400m
D			RVR1400m		RVR2000m	205	1000'(900')	3600m

PANS OPS

CHANGES: Waypoint MARVI renamed to MAKLI.

KARACHI, PAKISTAN
ILS Y Rwy 25R

BRIEFING STRIP ™

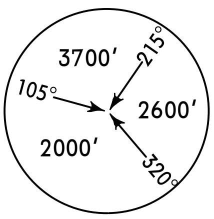
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

LOC	Final Apch Crs	GS	ILS DA(H)	
IKC **110.1**	**254°**	**LOM** **1392′**(1292′)	Refer to Minimums	Apt Elev 100′ Rwy 100′

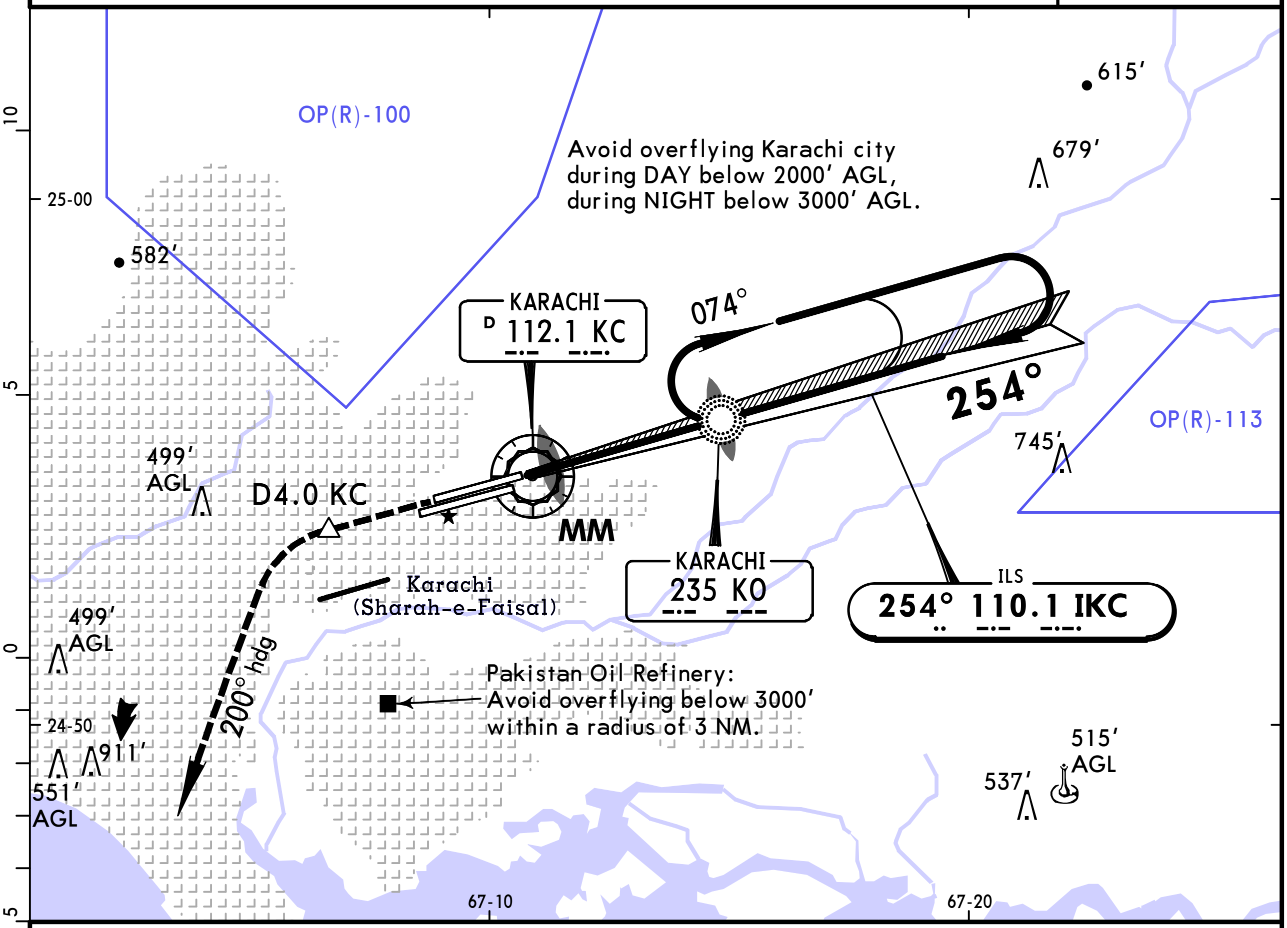
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000′, then turn LEFT onto heading 200° climbing to 2000′ and contact ATC.

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.

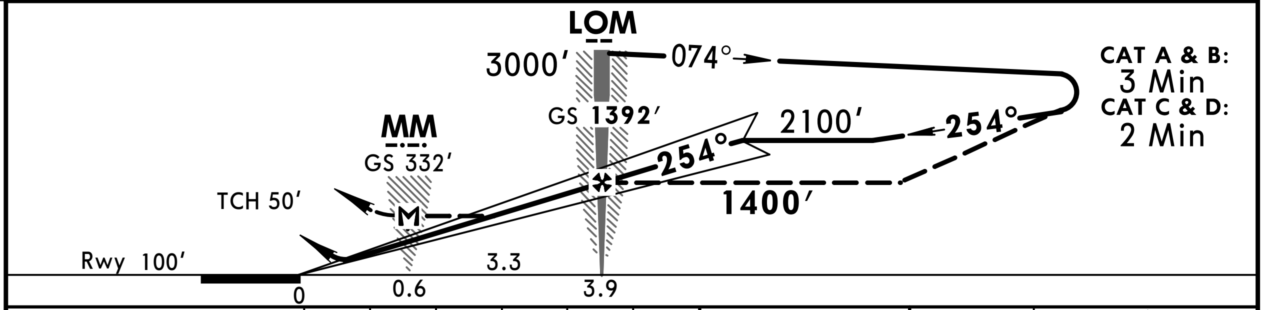


MSA
KC VOR

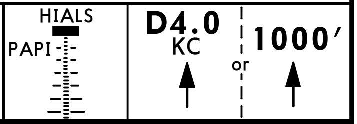


Avoid overflying Karachi city during DAY below 2000′ AGL, during NIGHT below 3000′ AGL.

Pakistan Oil Refinery: Avoid overflying below 3000′ within a radius of 3 NM.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							



JAR-OPS

STRAIGHT-IN LANDING RWY **25R**

	ILS		LOC (GS out)			CIRCLE-TO-LAND		
	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	900′(800′)	1500m
B			RVR 1000m			135	900′(800′)	1600m
C	RVR 600m				RVR 1800m	180	1000′(900′)	2400m
D			RVR 1400m		RVR 2000m	205	1000′(900′)	3600m

PANS OPS

CHANGES: Circling Minimums.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19
Eff 15 Aug
(12-1)

KARACHI, PAKISTAN
RNP Rwy 07L

BRIEFING STRIP ™

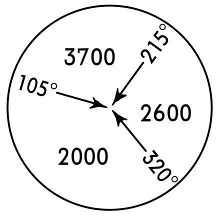
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

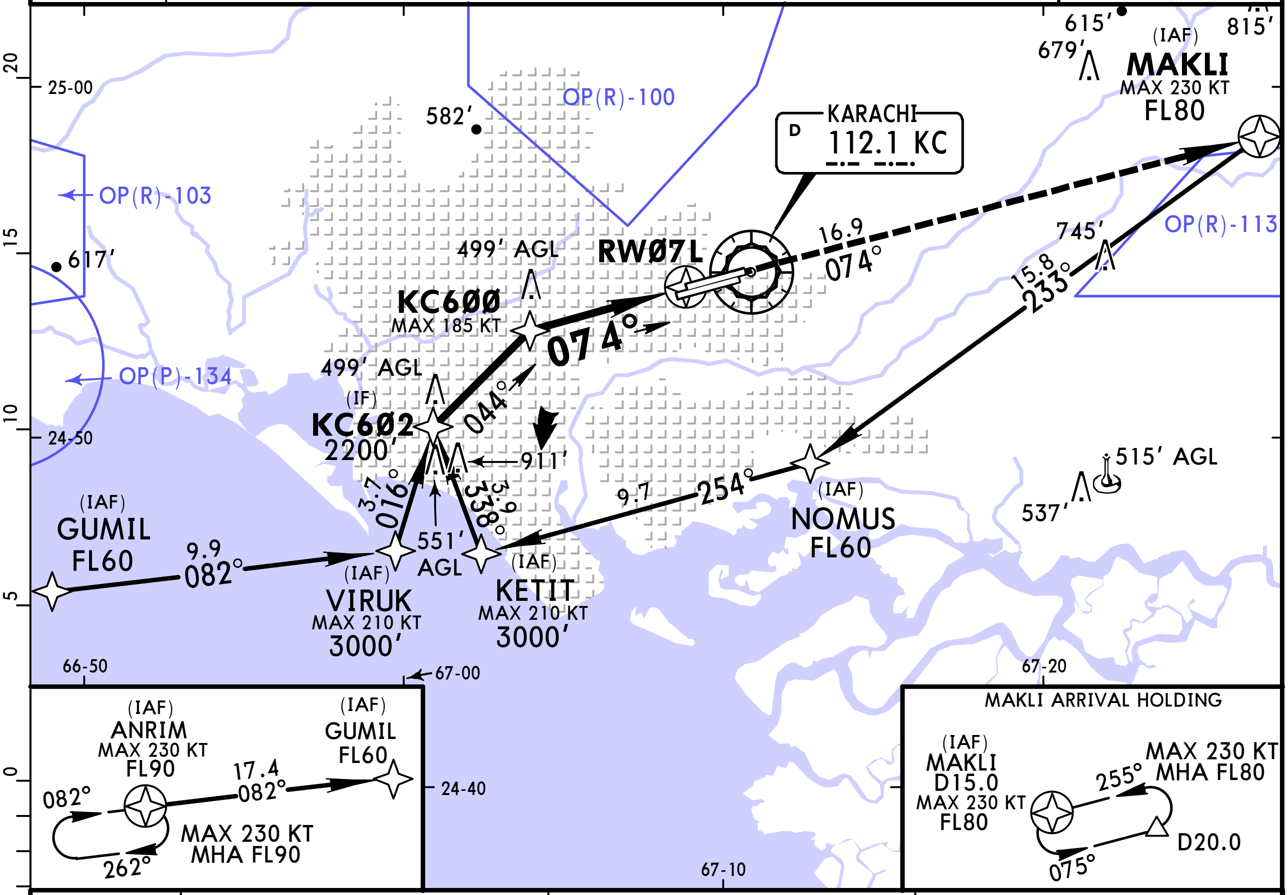
RNAV	Final Apch Crs	Procedure Alt KC600	LNAV MDA(H)	Apt Elev	
	074°	**1600'**(1523')	**660'**(583')	Apt Elev	100'
				Rwy	77'

MISSED APCH: Climb STRAIGHT AHEAD to MAKLI climbing to 3000' and contact ATC.

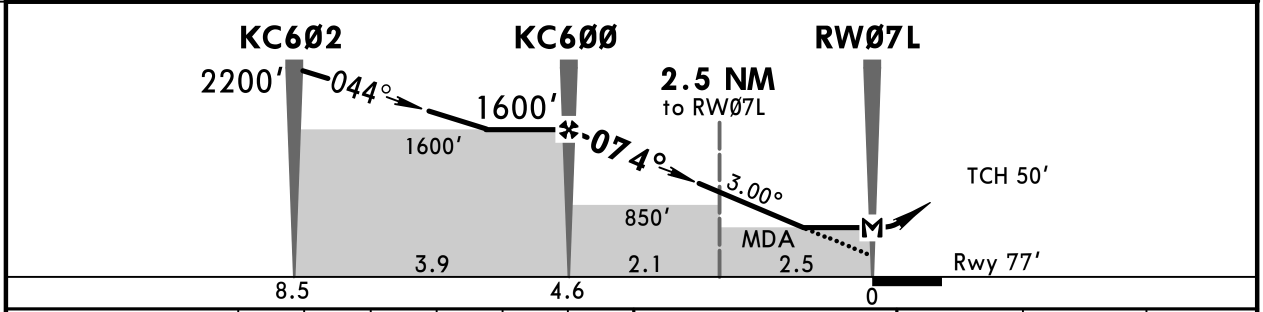
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

RNP Apch | 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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW07L						

HIALS
PAPI

MAKLI ↑ **3000'**

JAR-OPS

STRAIGHT-IN LANDING RWY 07L LNAV MDA(H) 660'(583')			CIRCLE-TO-LAND		
		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	900'(800')	1500m
B	RVR 1500m		135	900'(800')	1600m
C	RVR 1600m	RVR 2000m	180	1000'(900')	2400m
D	RVR 1800m		205	1000'(900')	3600m

PANS OPS

CHANGES: Proc title. Bearings. Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19
Eff 15 Aug
(12-2)

KARACHI, PAKISTAN
RNP Rwy 07R

BRIEFING STRIP™

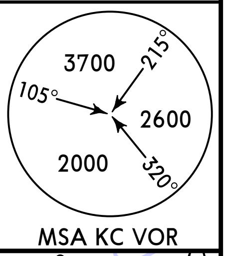
ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

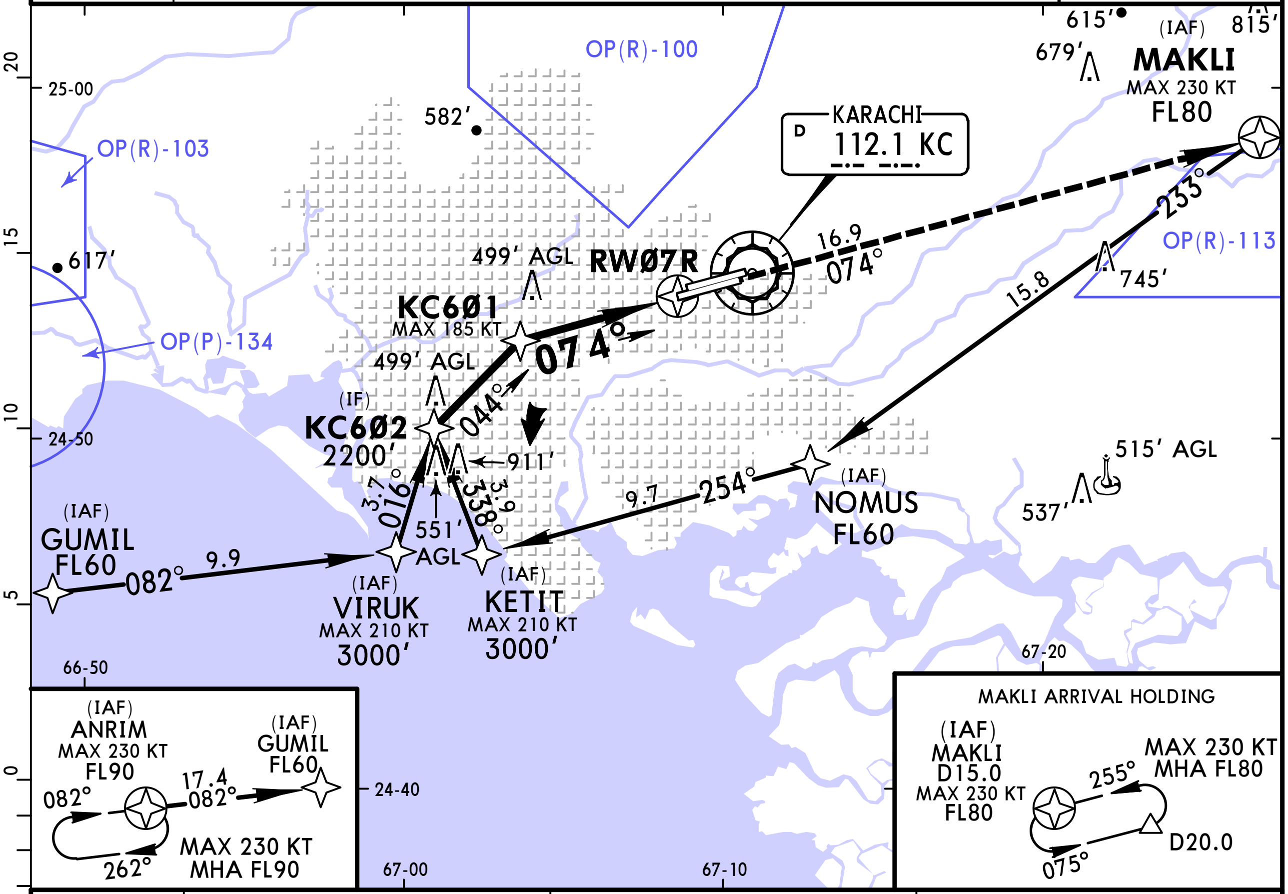
RNAV	Final Apch Crs	Procedure Alt KC601	LNAV MDA(H)	Apt Elev	100′
	074°	**1600′**(1529′)	**620′**(549′)	Rwy	71′

MISSED APCH: Climb STRAIGHT AHEAD to MAKLI climbing to 3000′ and contact ATC.

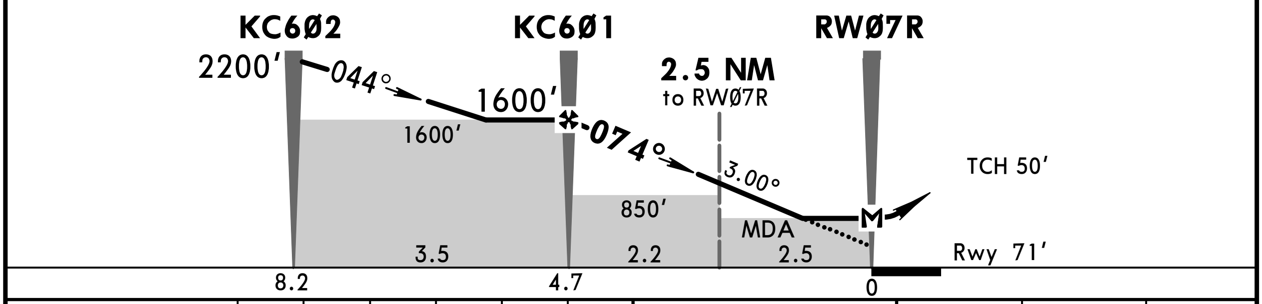
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000′

RNP Apch 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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW07R						

HIALS
PAPI : PAPI

MAKLI ↑ **3000′**

JAR-OPS

STRAIGHT-IN LANDING RWY **07R**

LNAV

MDA(H) **620′**(549′)

		ALS out
A	RVR 1500m	RVR 1500m
B	RVR 1500m	
C	RVR 1800m	RVR 2000m
D	RVR 2000m	

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	900′(800′)	1500m
B	135	900′(800′)	1600m
C	180	1000′(900′)	2400m
D	205	1000′(900′)	3600m

PANS OPS

CHANGES: Proc title. Bearing. Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

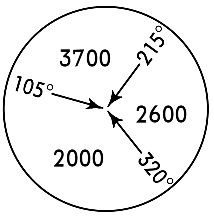
JEPPESEN
9 AUG 19 (12-3) **Eff 15 Aug**

KARACHI, PAKISTAN
RNP Rwy 25L

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

RNAV	Final Apch Crs **253°**	Procedure Alt **KC411** **2000'**(1911')	LNAV/VNAV DA(H) **420'**(331')	Apt Elev 100' Rwy 89'

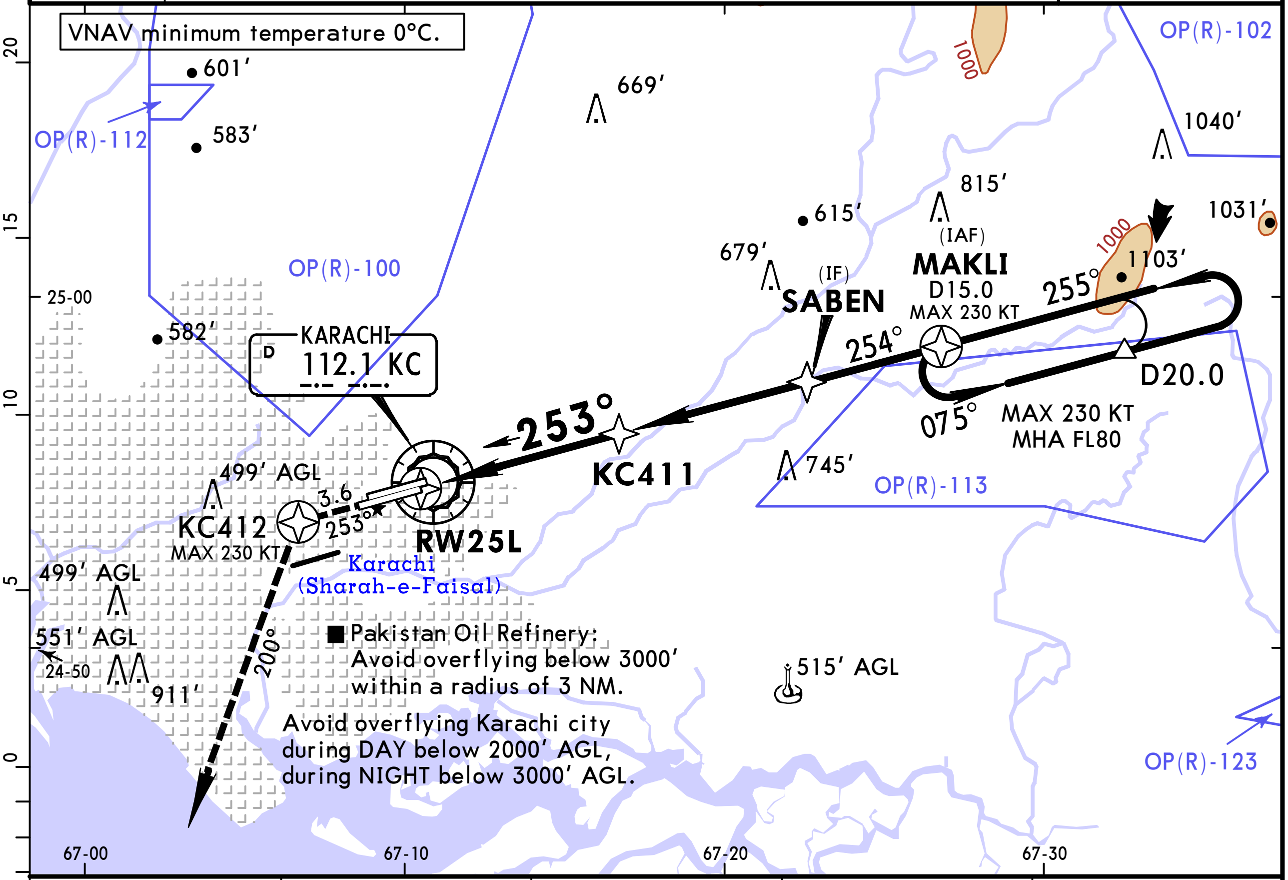


MSA ARP

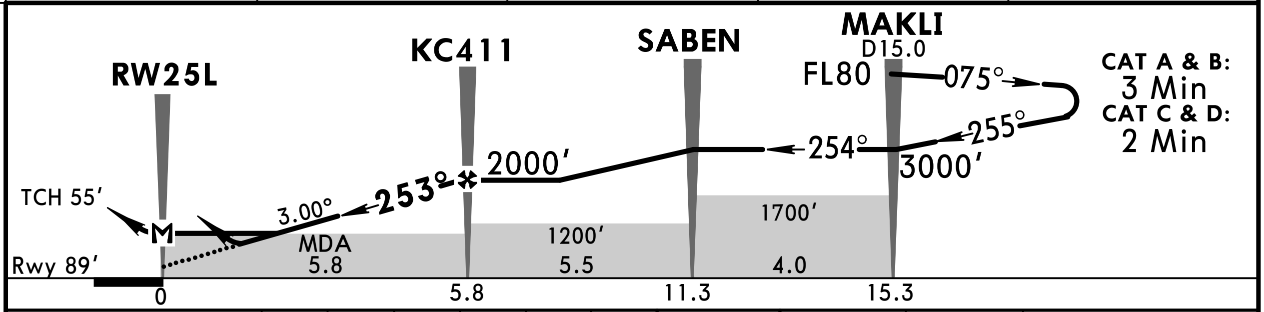
MISSED APCH: Climb STRAIGHT AHEAD to KC412 then turn LEFT on track 200° climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req)   Rwy Elev: 3 hPa   Trans level: FL 50   Trans alt: 3000'

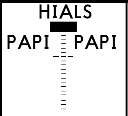
RNP Apch | Provision of RAIM prediction is the responsibility of operator.

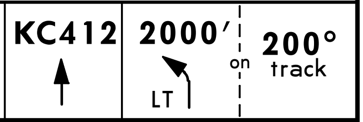


DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	780'	1090'	1410'	1730'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW25L						





JAR-OPS

STRAIGHT-IN LANDING RWY **25L** | CIRCLE-TO-LAND 1

	LNAV/VNAV DA(H) **420'**(331')		LNAV MDA(H) **500'**(411')		Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	100	900'(811')	1500m
B	RVR 1000m		RVR 1000m		135	900'(811')	1600m
C		RVR 1800m		RVR 1800m	180	1000'(911')	2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1000'(911')	3600m

PANS OPS

1 Circling height based on rwy 25L thresh elev of 89'.

CHANGES: Proc title. Bearings. Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

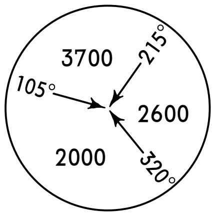
JEPPESEN
9 AUG 19 (12-4) **Eff 15 Aug**

KARACHI, PAKISTAN
RNP Rwy 25R

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

RNAV	Final Apch Crs	Procedure Alt KC401	LNAV/VNAV DA(H)	
	253°	**2000'**(1900')	**420'**(320')	Apt Elev 100' Rwy 100'

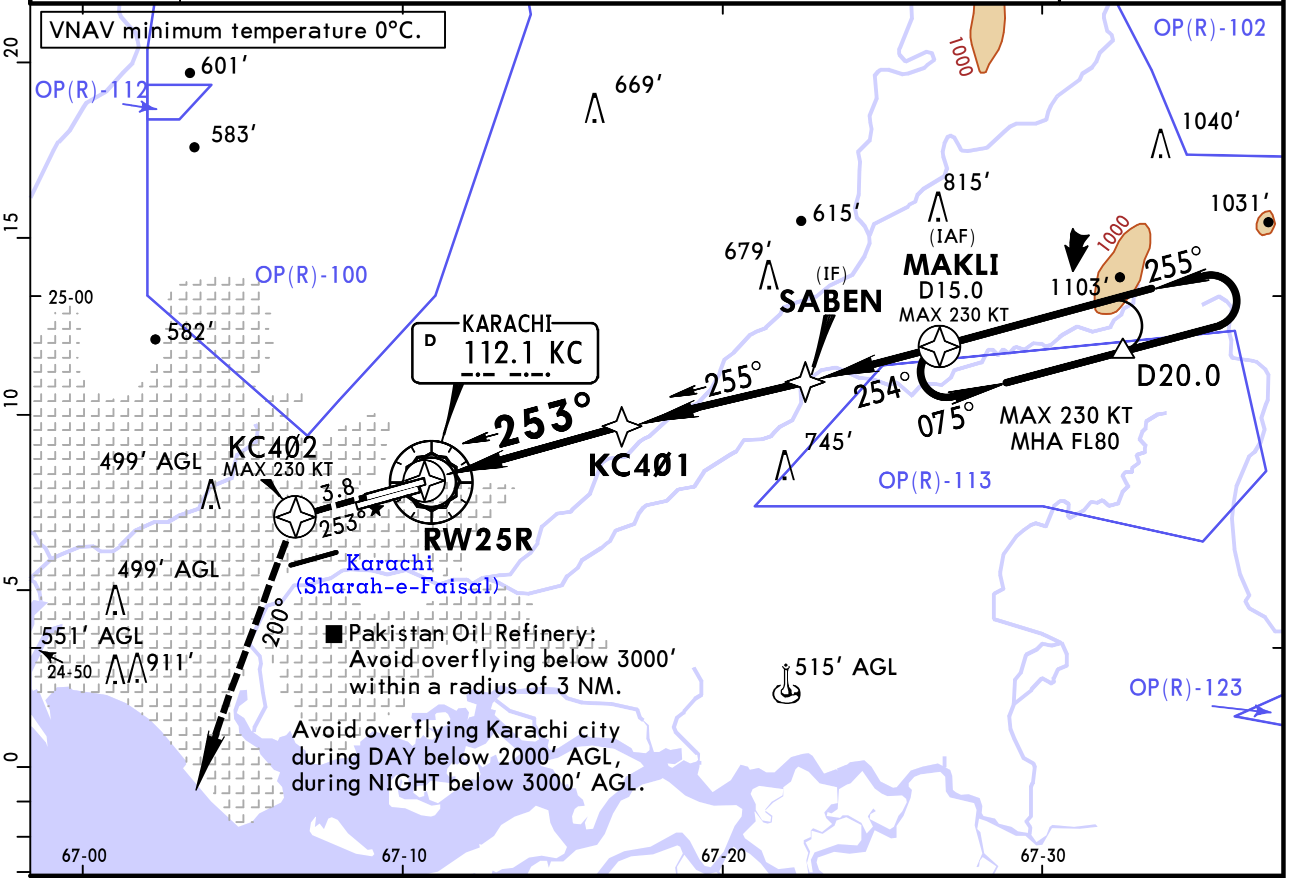


MSA ARP

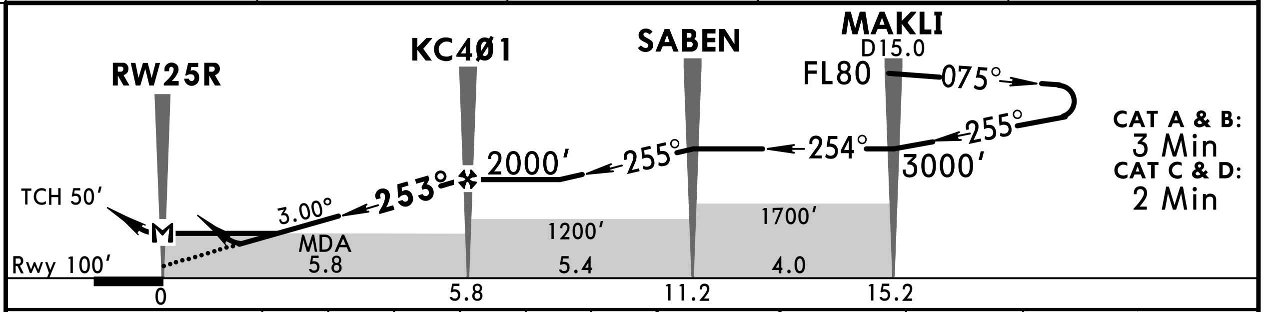
MISSED APCH: Climb STRAIGHT AHEAD to KC402 then turn LEFT on track 200° climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

RNP Apch | Provision of RAIM prediction is the responsibility of operator.

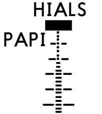


DIST to RW25R	2.0	3.0	4.0	5.0
ALTITUDE	790'	1110'	1420'	1740'



CAT A & B:
3 Min
CAT C & D:
2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW25R						



KC402 ↑ **2000'** LT **200°** on track

JAR-OPS

	STRAIGHT-IN LANDING RWY **25R**				CIRCLE-TO-LAND 1		
	LNAV/VNAV DA(H) **420'**(320')		LNAV MDA(H) **500'**(400')				
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	100	900'(800')	1500m
B	RVR 1000m		RVR 1000m		135	900'(800')	1600m
C		RVR 1800m		RVR 1800m	180	1000'(900')	2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1000'(900')	3600m

PANS OPS

1 Circling height based on rwy 25R thresh elev of 100'.

CHANGES: Proc title. Bearings. Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (13-1) **Eff 15 Aug**

KARACHI, PAKISTAN
VOR Z Rwy 25L

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

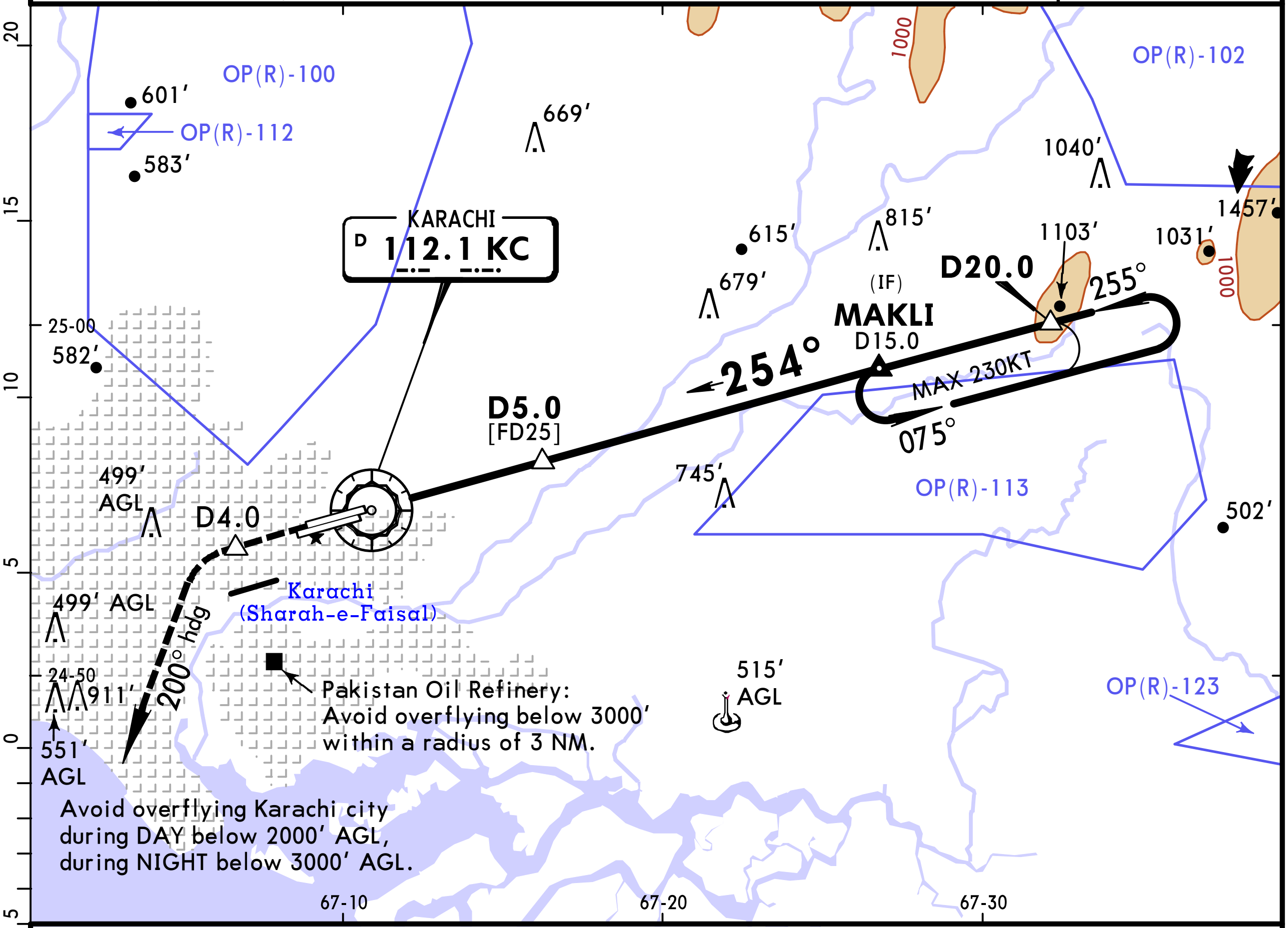
VOR KC	Final Apch Crs	Procedure Alt **D5.0**	MDA(H)	Apt Elev 100'
112.1	**254°**	**1900'**(1811')	**500'**(411')	Rwy 89'

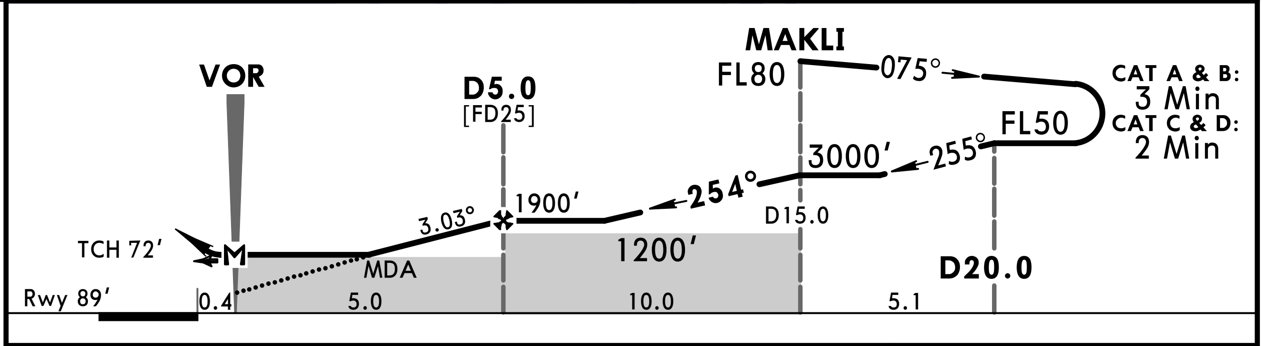
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

1. **DME required.** 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.

MSA KC VOR: 3700 (215°–105°), 2600 (215°–320°), 2000 (320°–105°)





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

D4.0 or **1000'**

JAR-OPS

STRAIGHT-IN LANDING RWY **25L**

MDA(H) **500'**(411')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	900'(800')	1500m
135	900'(800')	1600m
180	1000'(900')	2400m
205	1000'(900')	3600m

PANS OPS

CHANGES: Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (13-2) **Eff 15 Aug**

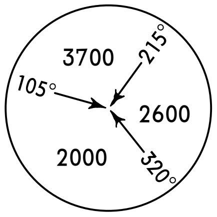
KARACHI, PAKISTAN
VOR Y Rwy 25L

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

VOR KC	Final Apch Crs	Procedure Alt D5.0	MDA(H) (CONDITIONAL)	Apt Elev 100'
112.1	**254°**	**1900'**(1811')	**500'**(411')	Rwy 89'

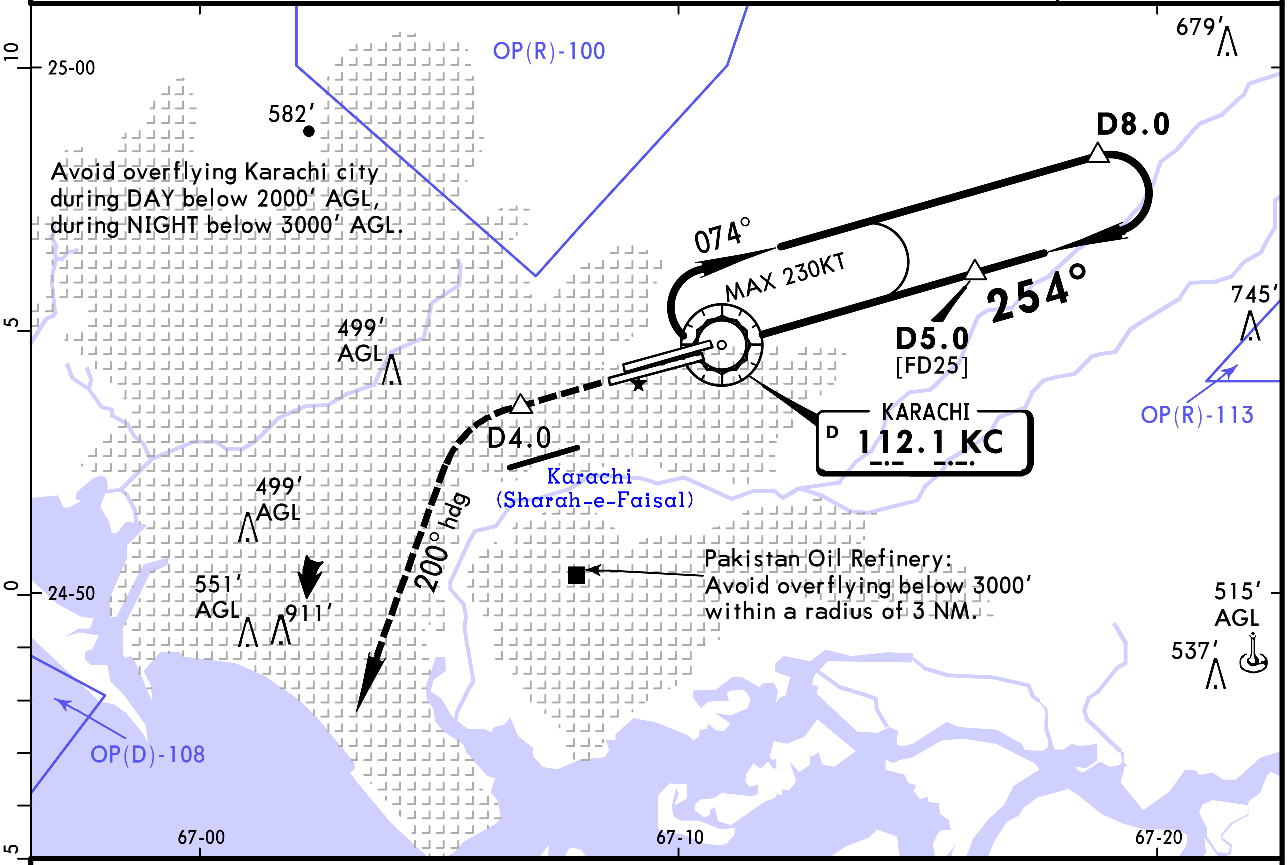
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.



MSA KC VOR

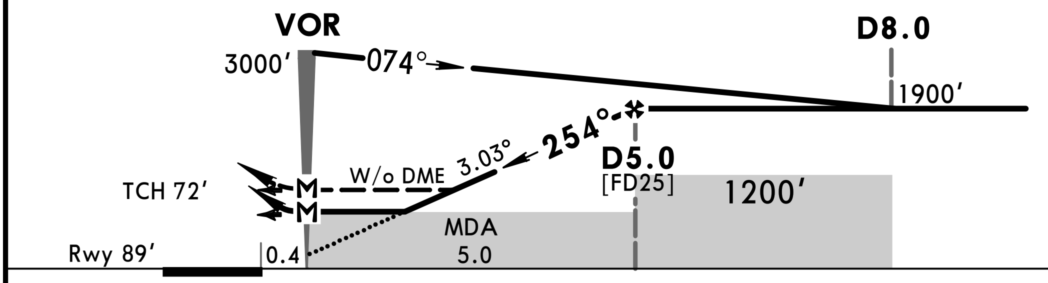
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'

1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.



Avoid overflying Karachi city during DAY below 2000' AGL, during NIGHT below 3000' AGL.

Pakistan Oil Refinery: Avoid overflying below 3000' within a radius of 3 NM.



W/o DME: Start turn at
CAT A & B: 3 Min
CAT C & D: 2 Min

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

D4.0 ↑ or **1000'** ↑

JAR-OPS	STRAIGHT-IN LANDING RWY **25L**				CIRCLE-TO-LAND		
	With DME MDA(H) **500'**(411')		W/o DME MDA(H) **550'**(461')				
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	900'(800')	1500m
B	RVR 1000m		RVR 1200m		135	900'(800')	1600m
C		RVR 1800m		RVR 2000m	180	1000'(900')	2400m
D	RVR 1400m	RVR 2000m	RVR 1600m		205	1000'(900')	3600m

PANS OPS

CHANGES: None.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (13-3) **Eff 15 Aug**

KARACHI, PAKISTAN
VOR Z Rwy 25R

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

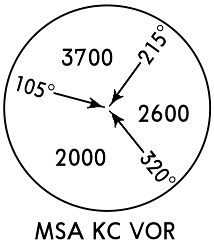
BRIEFING STRIP ™

VOR KC	Final Apch Crs	Procedure Alt D5.0	MDA(H)	
112.1	**254°**	**1800'**(1700')	**500'**(400')	Apt Elev 100'

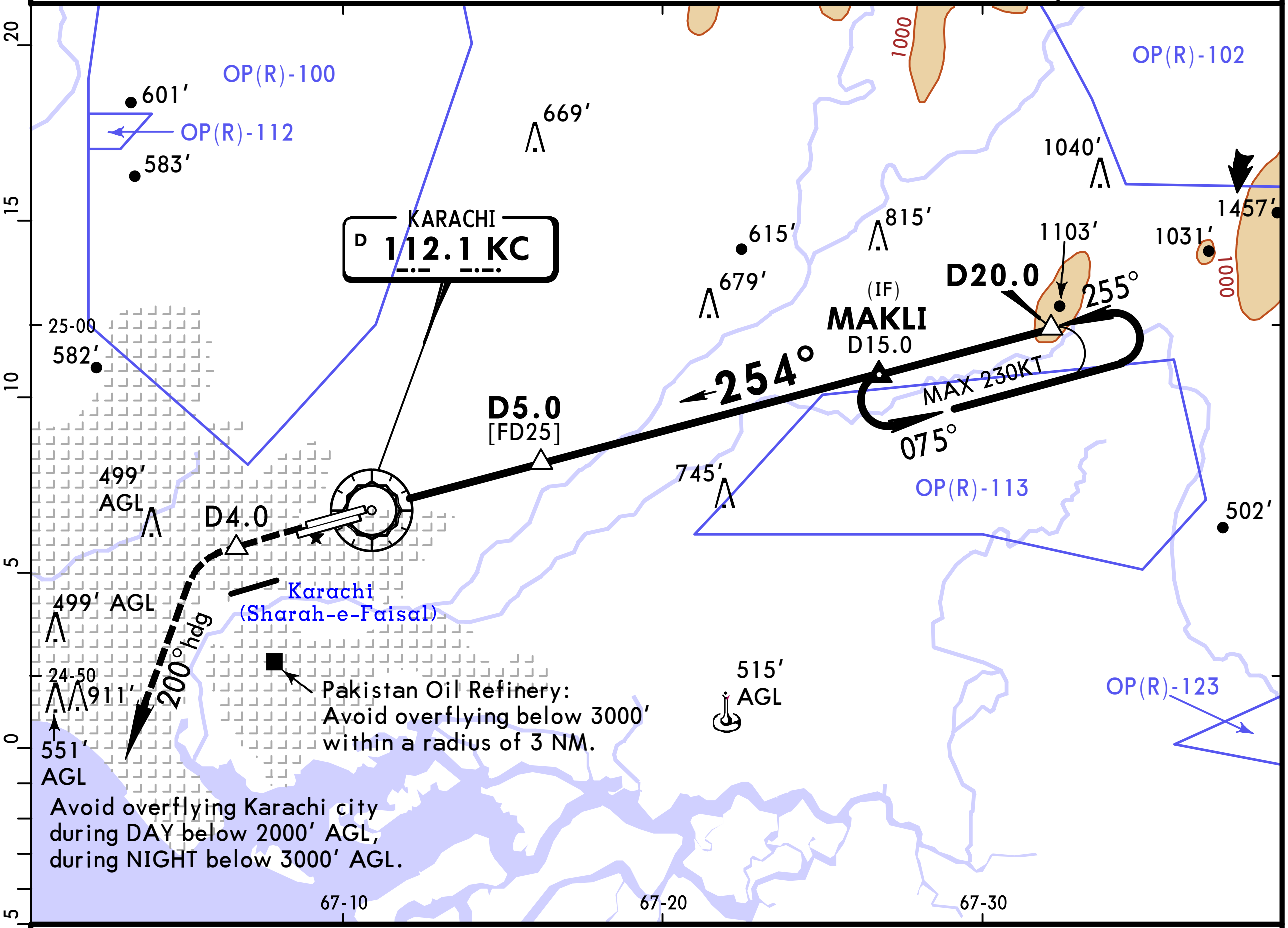
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.

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.

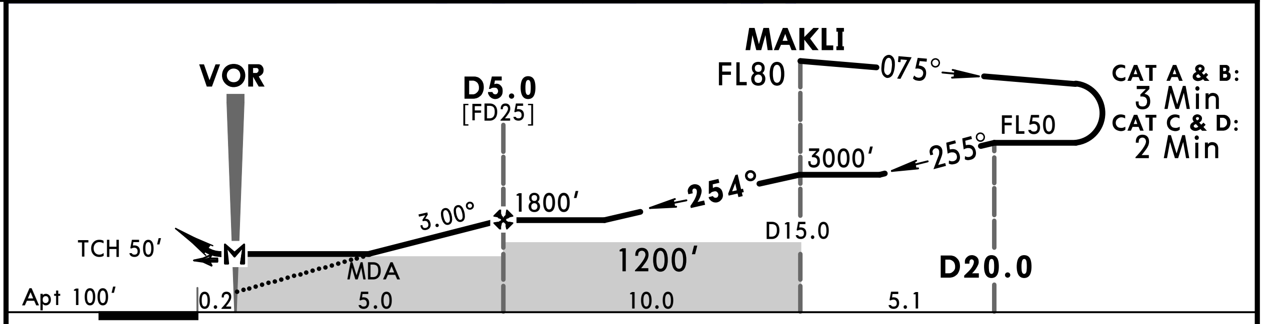


MSA KC VOR

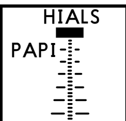


Pakistan Oil Refinery: Avoid overflying below 3000' within a radius of 3 NM.

Avoid overflying Karachi city during DAY below 2000' AGL, during NIGHT below 3000' AGL.



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



D4.0 ↑ or **1000'** ↑

JAR-OPS

STRAIGHT-IN LANDING RWY **25R**

MDA(H) **500'**(400')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	RVR 1500m
C	RVR 1000m	RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	900'(800')	1500m
135	900'(800')	1600m
180	1000'(900')	2400m
205	1000'(900')	3600m

PANS OPS

CHANGES: Waypoint MARVI renamed to MAKLI.

OPKC/KHI
JINNAH INTL

JEPPESEN
9 AUG 19 (13-4) **Eff 15 Aug**

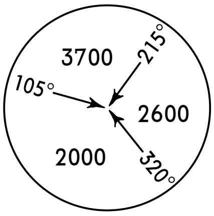
KARACHI, PAKISTAN
VOR Y Rwy 25R

BRIEFING STRIP™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

VOR	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 100'
KC **112.1**	**254°**	**D5.0** **1800'**(1700')	**500'**(400')	

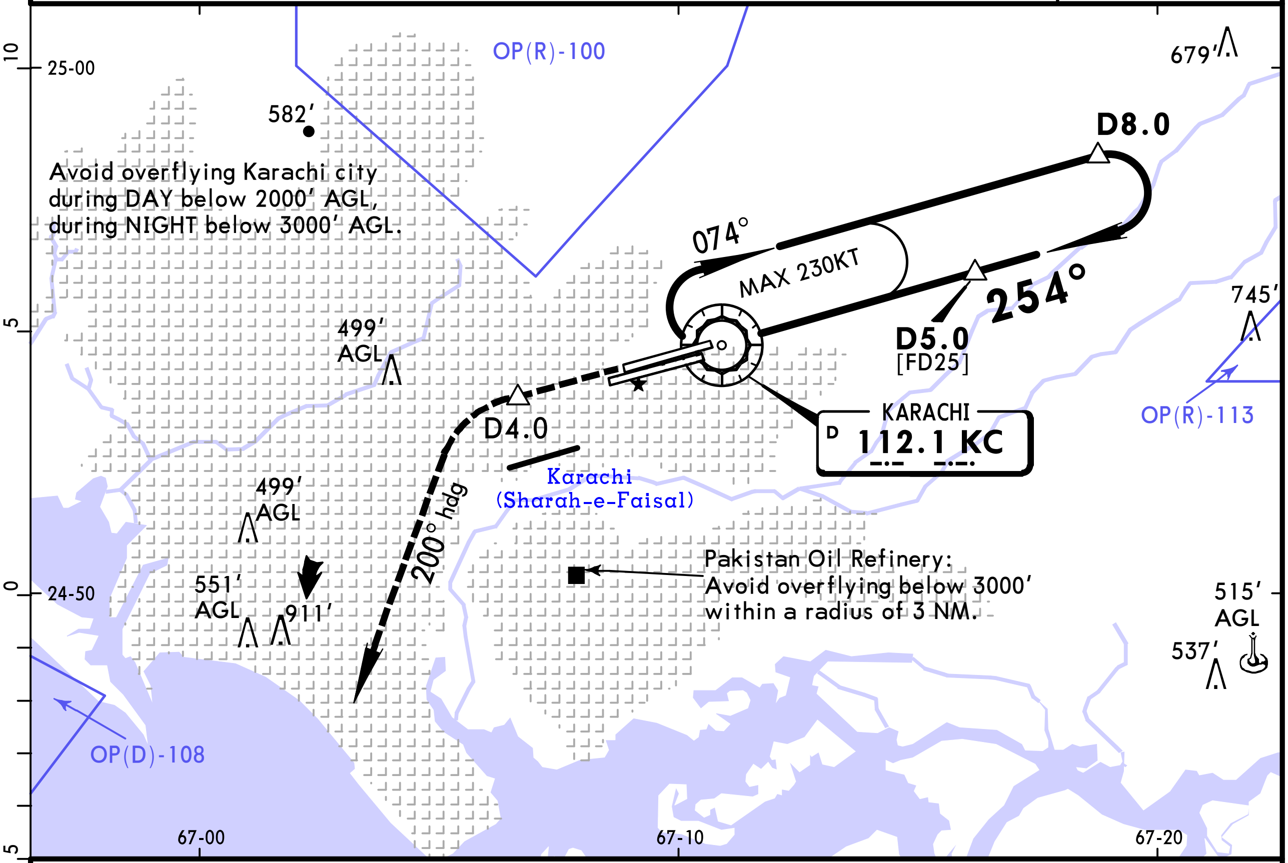
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.

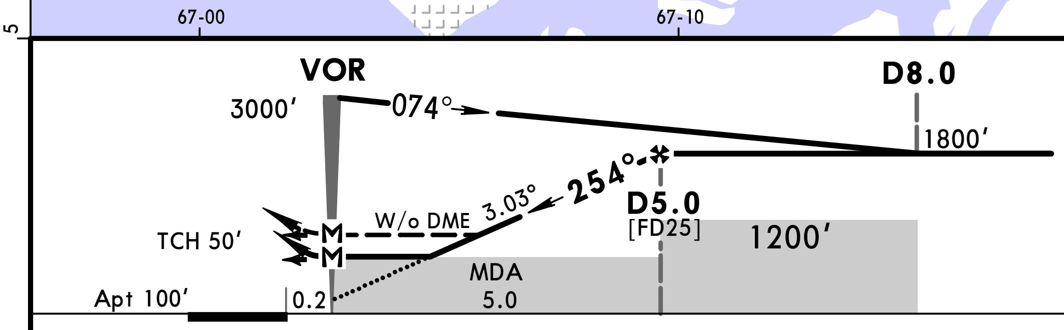


MSA KC VOR

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.





W/o DME:
Start turn at
CAT A & B:
3 Min
CAT C & D:
2 Min

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

HIALS
PAPI

D4.0 or **1000'**

JAR-OPS

STRAIGHT-IN LANDING RWY **25R**

	With DME MDA(H) **500'**(400')		W/o DME MDA(H) **550'**(450')		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	900'(800')	1500m
B	RVR 1000m		RVR 1200m		135	900'(800')	1600m
C		RVR 1800m		RVR 2000m	180	1000'(900')	2400m
D	RVR 1400m	RVR 2000m	RVR 1600m		205	1000'(900')	3600m

PANS OPS

CHANGES: None.

OPKC/KHI
JINNAH INTL

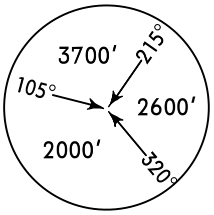
JEPPESEN
25 AUG 17 (16-1)

KARACHI, PAKISTAN
NDB A Rwy 25L/R

BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

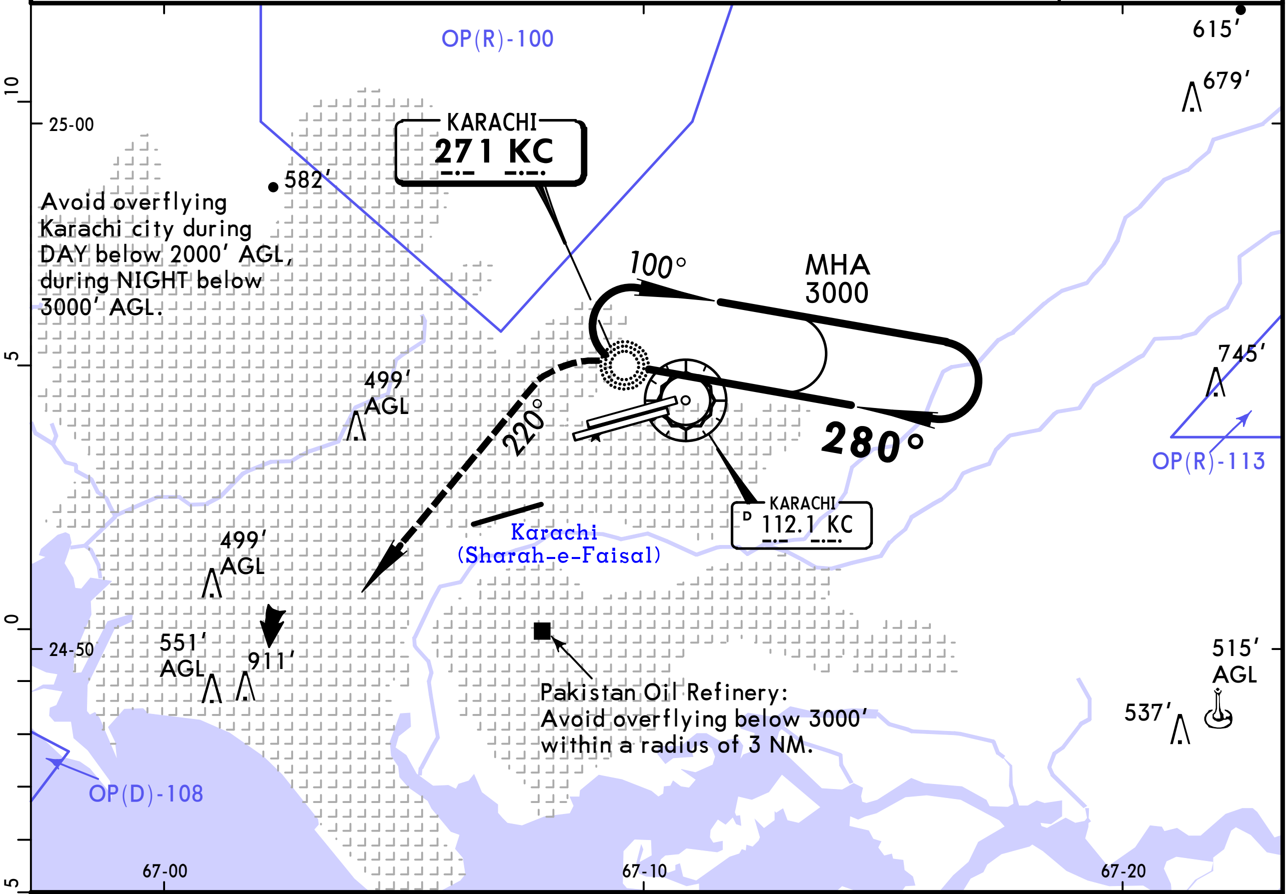
NDB	Final Apch Crs	Minimum Alt	MDA(H)	
KC **271**	**280°**	No FAF	Refer to Minimums	Apt Elev 100'



MSA
KC NDB

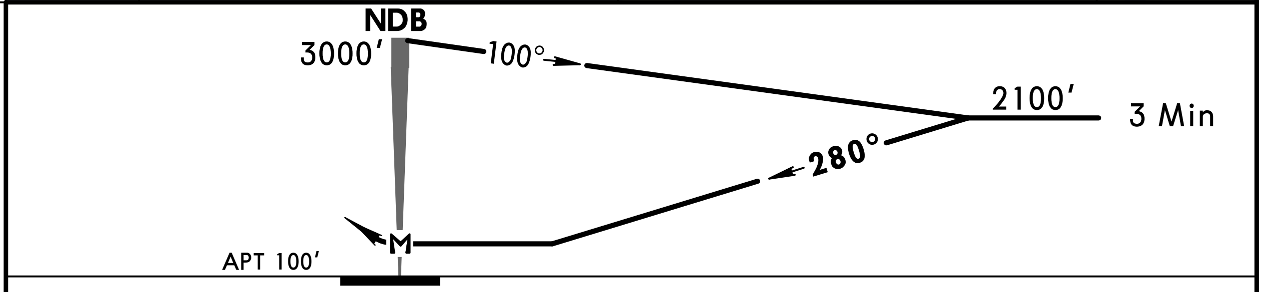
MISSED APCH: Turn LEFT and climb on 220° to 2000' and contact ATC.

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.



Avoid overflying Karachi city during DAY below 2000' AGL, during NIGHT below 3000' AGL.

Pakistan Oil Refinery: Avoid overflying below 3000' within a radius of 3 NM.



MAP at NDB

Rwy 25L HIALS PAPI PAPI
Rwy 25R HIALS PAPI

220° LT

2000'

JAR-OPS

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	**900'** (800')	1500m
B	135	**900'** (800')	1600m
C	180	**1000'** (900')	2400m
D	205	**1000'** (900')	3600m

PANS OPS

CHANGES: Circling Minimums.

OPKC/KHI
JINNAH INTL

JEPPESEN
25 AUG 17 (18-1)

KARACHI, PAKISTAN
SRA Rwy 07L/25R

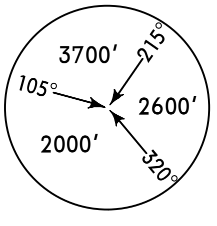
BRIEFING STRIP ™

ATIS	KARACHI Approach	KARACHI Tower	Ground
126.7	125.5	118.3	121.6

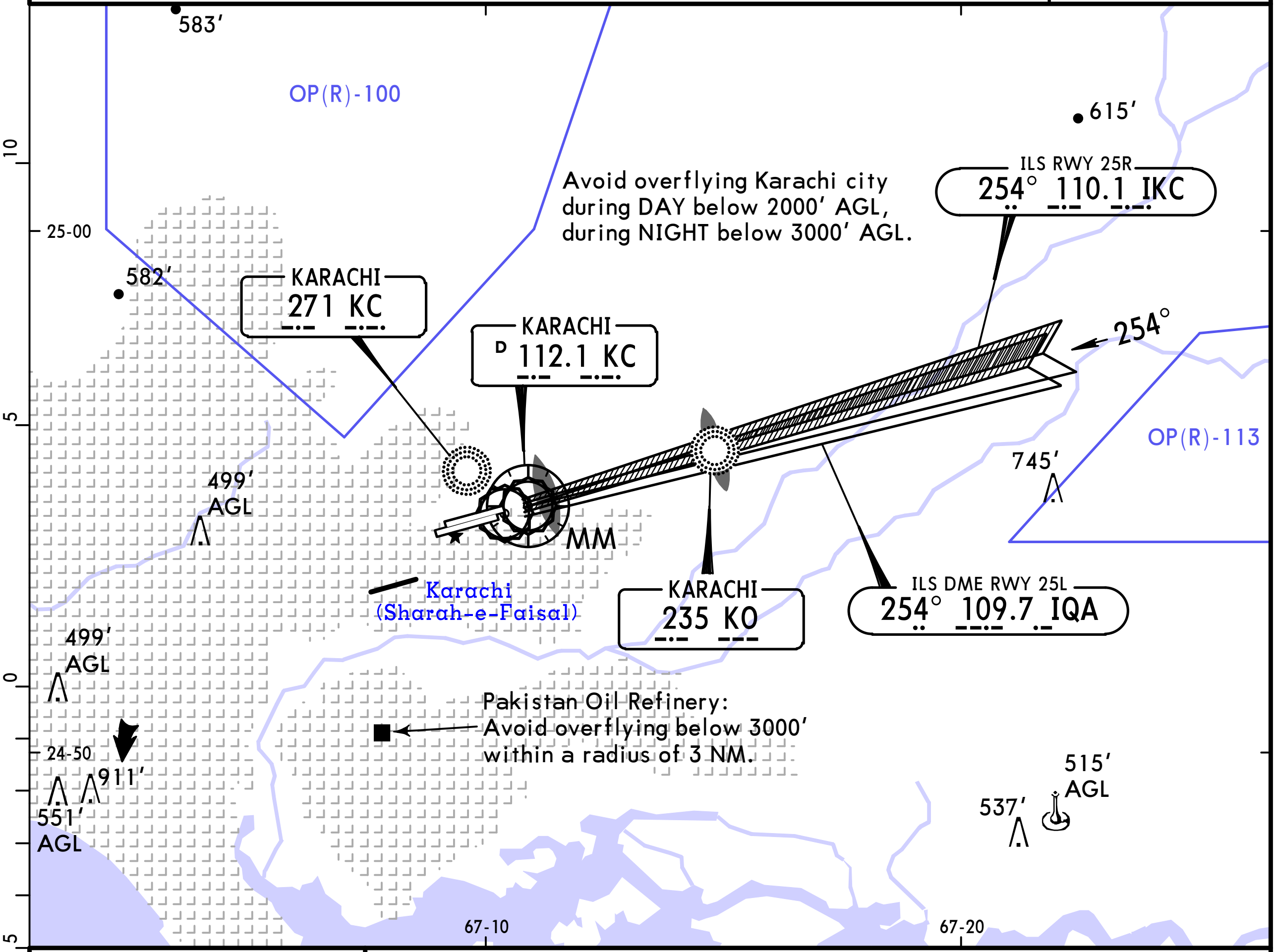
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 100′ RWY 07L 77′ RWY 25R 100′

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.



MSA KC VOR



SRA 07L, 25R TMN 2.0 NM

							Lighting - Refer to Airport Chart	Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING

	SRA 07L MDA(H) 430′(353′)		SRA 25R MDA(H) 450′(350′)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1800m		RVR 1800m		100	900′(800′)	1500m
B					135	900′(800′)	1600m
C					180	1000′(900′)	2400m
D	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	205	1000′(900′)	3600m

PANS OPS

CHANGES: Circling Minimums.

Chart changes since cycle 23-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KARACHI, (JINNAH INTL - OPKC)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OPKC

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

Arrivals from LAKIV: cross BEGIM at or above FL50 and KA at or above FL50 as specified by ATC.