

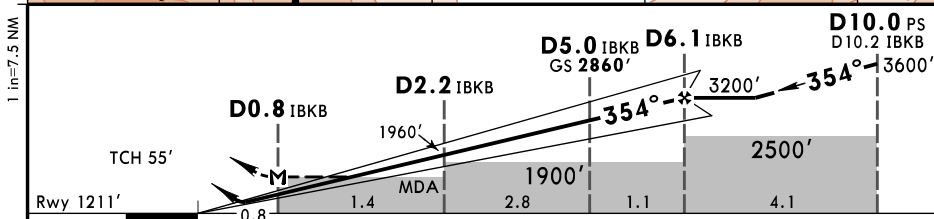
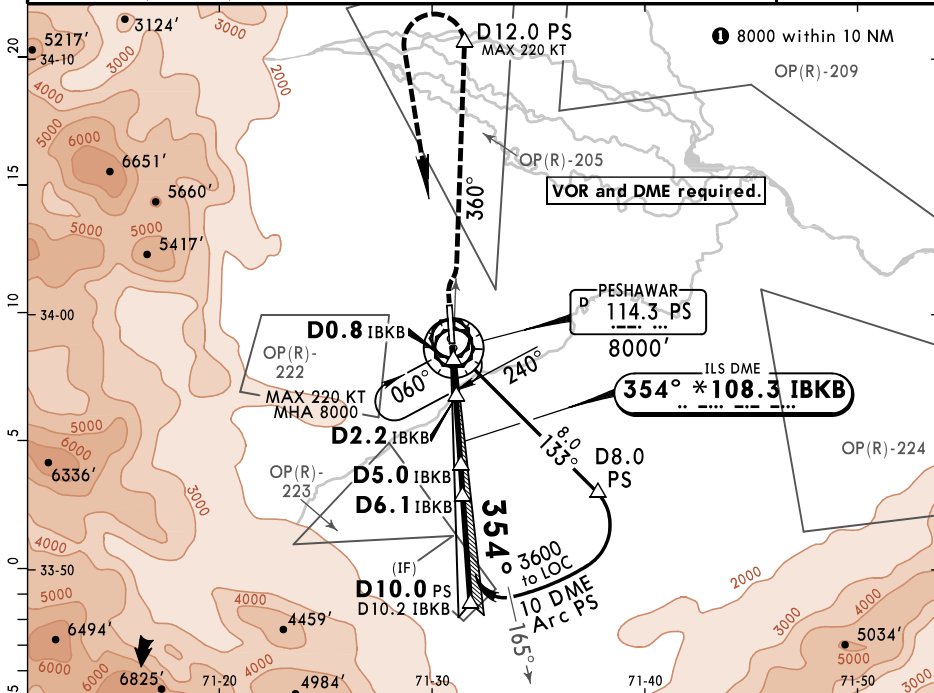
ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	RL(60m) HIALS PAPI-L(angle 3.0°)				150'
35	RL(60m) HIALS REIL PAPI-L(angle 3.0°)		7906' 2410m		46m

TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

Std

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
LOC IBKB * 108.3	Final Apch Crs 354°	D6.1 IBKB 3200' (1989')	ILS DA(H) 1420' (209')	Apt Elev 1211'	1211'
MISSED APCH: Climb STRAIGHT AHEAD. Passing 1700' turn RIGHT to intercept and follow R-360 PS to D12.0 PS, then turn LEFT to VOR climbing to 8000' and contact ATC.					
Alt Set: hPa (IN on req)		Rwy Elev: 44 hPa		Trans level: FL 140	
		Trans alt: 12000'		MSA PS VOR	

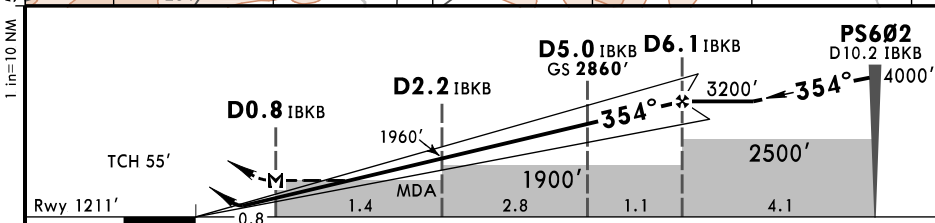
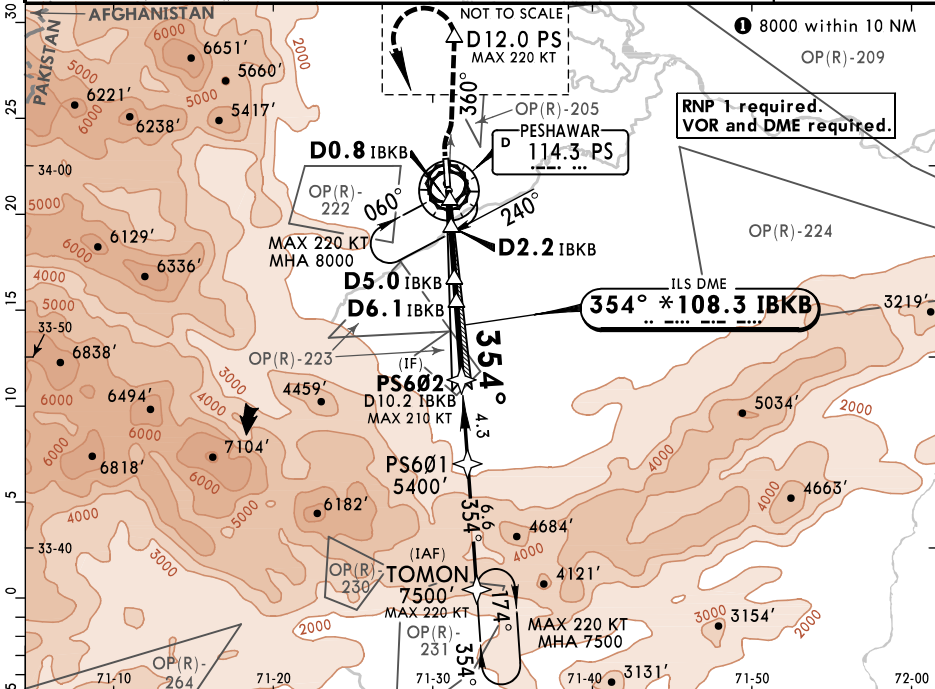
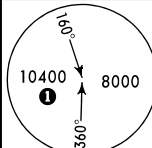


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	220 KT MAX	1700'	PS 114.3 R-360
ILS GS or LOC Descent Angle	3.24°									RT on
MAP at D0.8 IBKB										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway	
	ILS DA(H) 1420' (209')		LOC (GS out) CDFA DA/MDA(H) 1680' (469')		Max Kts MDA(H)	
A	FULL	ALS out	ALS out	ALS out	100	1810' (599') V1500m
B	R550m 1	R1200m	R1500m	R1500m	135	1810' (599') V1600m
C				R2200m	180	1900' (689') V2400m
D					205	1920' (709') V3600m

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

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
LOC IBKB *108.3	Final Apch Crs 354°	D6.1 IBKB 3200' (1989')	ILS DA(H) 1420' (209')	Apt Elev 1211'	Rwy 1211'
<p>MISSED APCH: Climb STRAIGHT AHEAD. Passing 1700' turn RIGHT to intercept and follow R-360 PS to D12.0 PS, then turn LEFT to VOR climbing to 8000' and contact ATC.</p>					
Alt Set: hPa (IN on req) Rwy Elev: 44 hPa Trans level: FL 140 Trans alt: 12000'				MSA PS VOR	

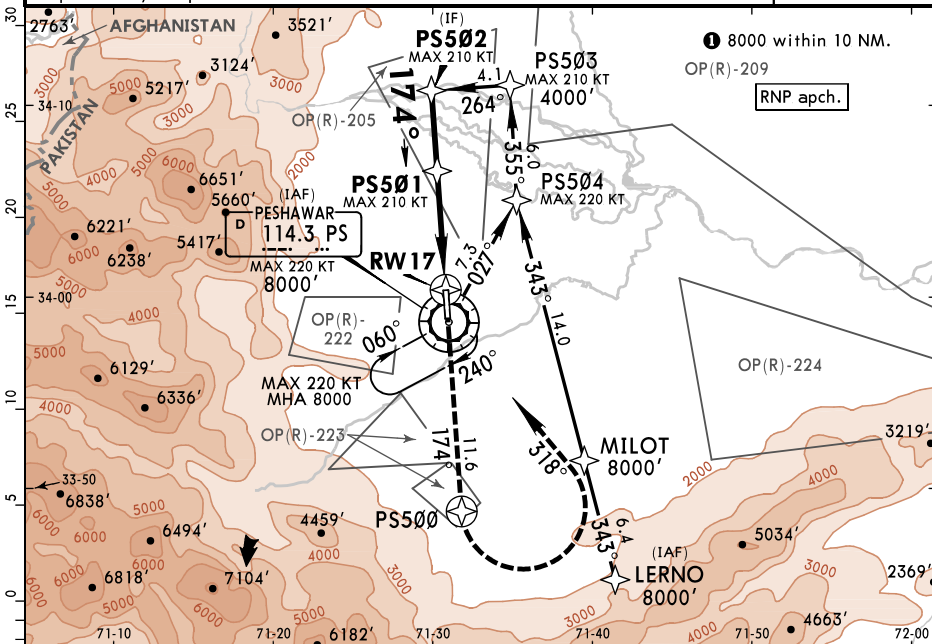
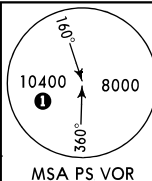


Gnd speed-Kts	70	90	100	120	140	160	HIALS	220 KT	1700'	PS
ILS GS or LOC Descent Angle	3.24°	401	516	573	688	803	917	MAX	↑	on 114.3
MAP at D0.8 IBKB	<p>MAP 220 KT 1700' RT 114.3 R-360</p>									

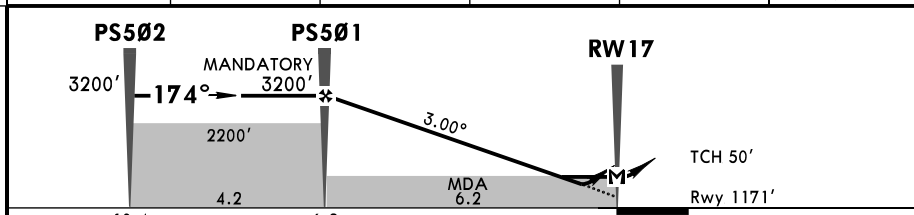
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of runway			
	ILS DA(H) 1420' (209')		LOC (GS out) CDEA DA/MDA(H) 1680' (469')		Max Kts MDA(H)			
	FULL	ALS out	ALS out		100	1810'(599') V1500m		
	A	R550m 1	R1200m	R1500m	R1500m	135	1810'(599') V1600m	
B					180	1900'(689') V2400m		
C				R2200m	205	1920'(709') V3600m		
D								

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

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
RNAV	Final Apch Crs 174°	PS501 MANDATORY 3200' (2029')	LNAV/VNAV DA(H) 1500' (329')	Apt Elev 1211' Rwy 1171'	
MISSED APCH: Climb STRAIGHT AHEAD to PS500, then turn LEFT direct to VOR climbing to 8000' and contact ATC.					
Alt Set: hPa (IN on req) Rwy Elev: 42 hPa Trans level: FL 140 Trans alt: 12000'					
1. VNAV minimum temperature -5°C. 2. Provision of RAIM prediction is the responsibility of operator.					



DIST to RW17	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3130'	2810'	2490'	2170'	1850'

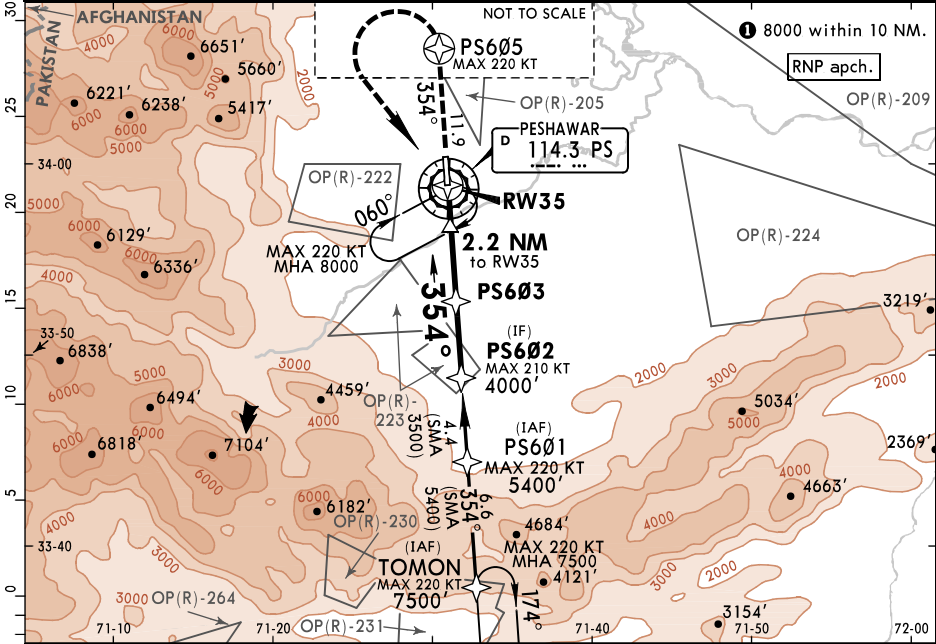


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI REIL PS500 8000' LT 114.3 PS
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							

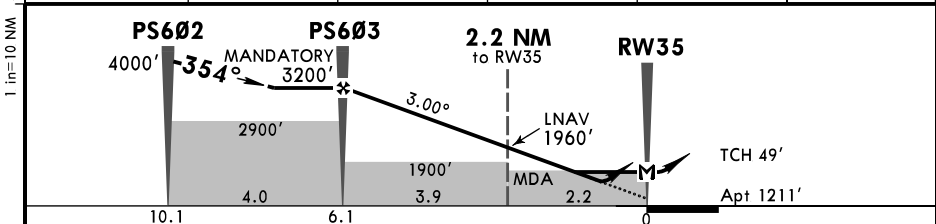
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND 2		
	LNAV/VNAV		LNAV CDFA		Not authorized West of airport		
	DA(H) 1500' (329')		DA/MDA(H) 1600' (429')				
	ALS out		ALS out		Max Kts	MDA(H)	
A				100	1810' (639') V1500m		
B				135	1810' (639') V1600m		
C	R1300m	R1500m	R1800m	180	1900' (729') V2400m		
D				205	1900' (729') V3600m		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 2 Circling height based on rwy 17 thresh elev of 1171'.

D-ATIS 126.7		CHERAT Approach North 125.6		South 127.35		PESHAWAR Tower 122.9 118.4	
RNAV	Final Apch Crs 354°	PS603 MANDATORY 3200' (1989')		LNAV/VNAV DA(H) 1600' (389')		Apt Elev 1211' Rwy 1211'	
MISSED APCH: Climb STRAIGHT AHEAD to PS605, then turn LEFT to VOR climbing to 8000' and contact ATC. MAX 220 KT.							
Alt Set: hPa (IN on req) Rwy Elev: 42 hPa Trans level: FL 140 Trans alt: 12000' VNAV minimum temperature -5°C.							



DIST to RW35	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3170'	2850'	2530'	2210'	1900'

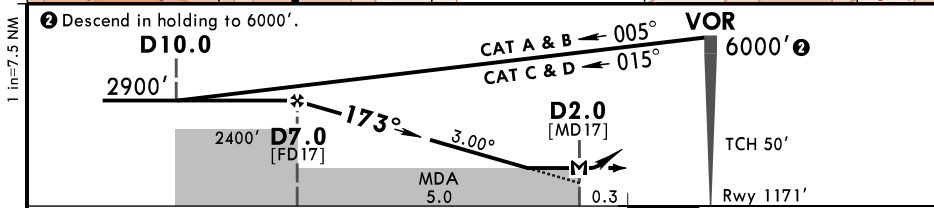
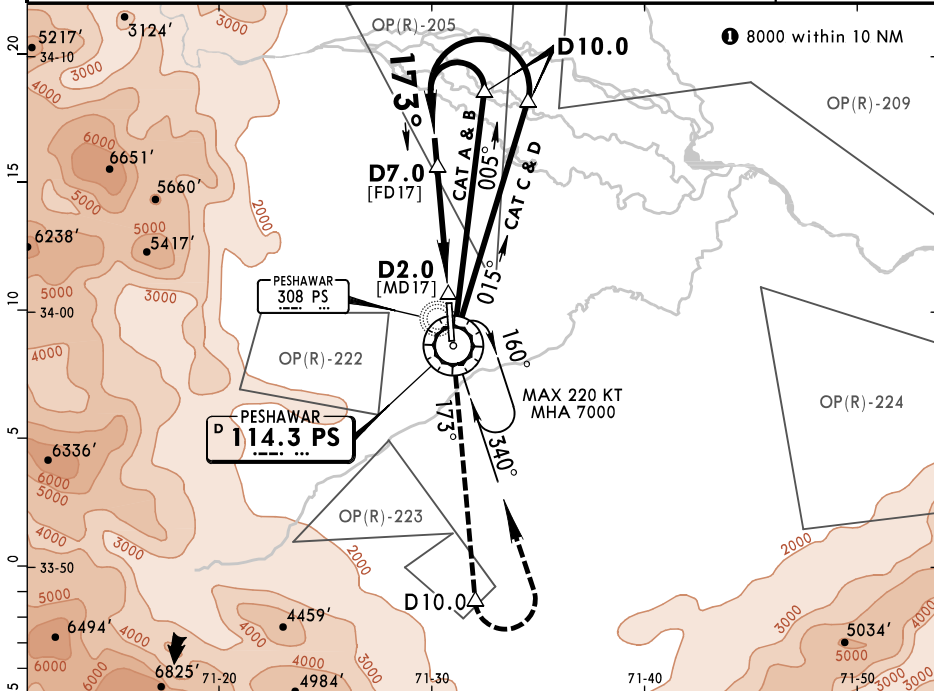


Gnd speed-Kts	70	90	100	120	140	160	HIALS	220 KT MAX	PS605 8000' ↑	114.3 PS LT
Descent Angle	3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW35										

PANS OPS	STRAIGHT-IN LANDING			
	LNAV/VNAV		LNAV CDFA	
	DA(H) 1600' (389')		1 DA/MDA(H) 1680' (469')	
	ALS out		ALS out	
A	R1500m		R1500m	
B	R1500m		R1500m	
C	R1100m	R1800m		R2200m
D	R1800m		R2200m	

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

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
VOR PS 114.3	Final Apch Crs 173°	D7.0 (1729')	DA/MDA(H) 1600' (429')	Apt Elev 1211'	
MISSED APCH: Climb STRAIGHT AHEAD to D10.0, then turn LEFT to VOR continue climb to 7000' and contact ATC.		Rwy 1171'		MSA PS VOR	
Alt Set: hPa (IN on req)		Rwy Elev: 42 hPa	Trans level: FL 140	Trans alt: 12000'	
DME required.					

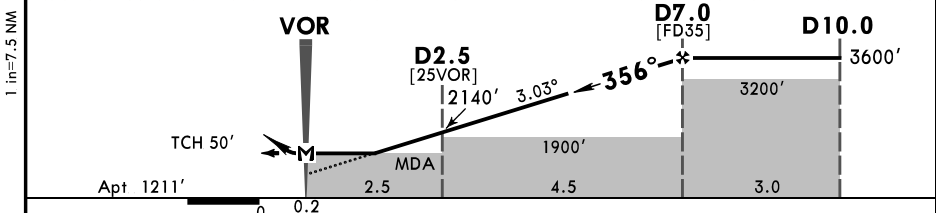
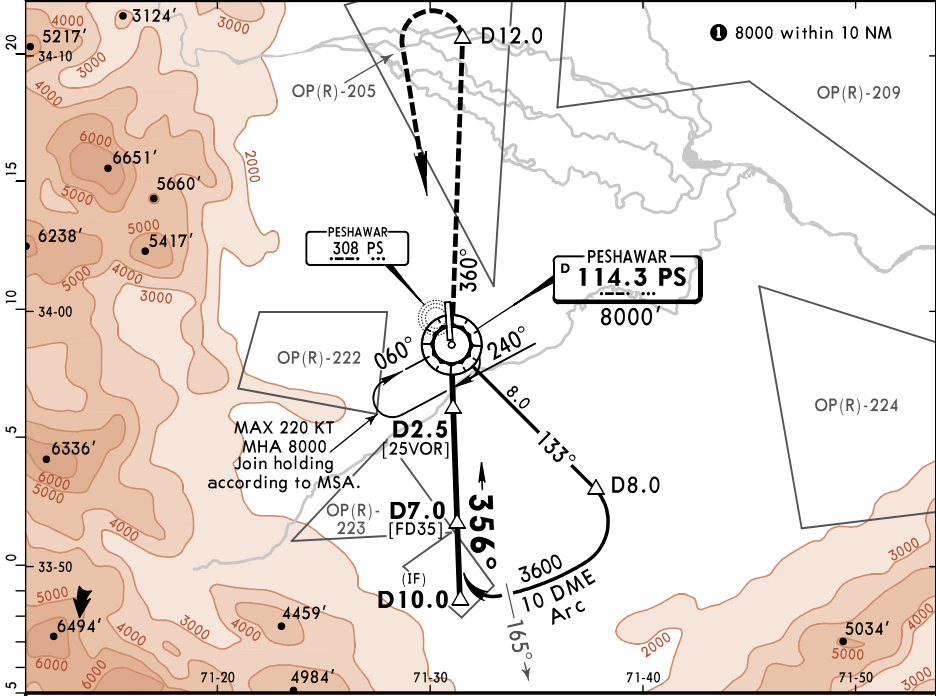
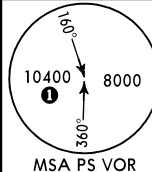


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI REIL
Descent Angle 3.00°	372	478	531	637	743	849	

MAP at D2.0		Std STRAIGHT-IN LANDING CDFA DA/MDA(H) 1600' (429')		CIRCLE-TO-LAND 2 Not authorized West of airport	
		ALS out		Max Kts	MDA(H)
A	R1500m	R1500m		100	1810' (639')
B	R1500m	R1500m		135	1810' (639')
C	R1800m	R2000m		180	1900' (729')
D	R1800m	R2000m		205	1900' (729')

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on rwy 17 thresh elev of 1171'.

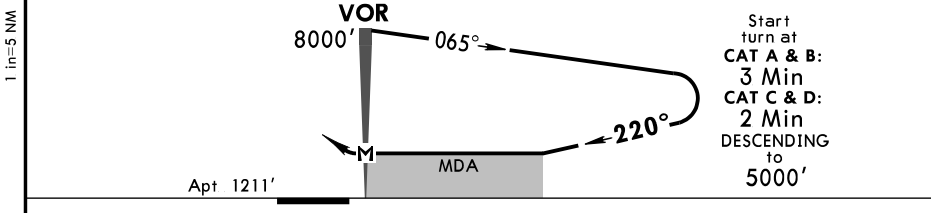
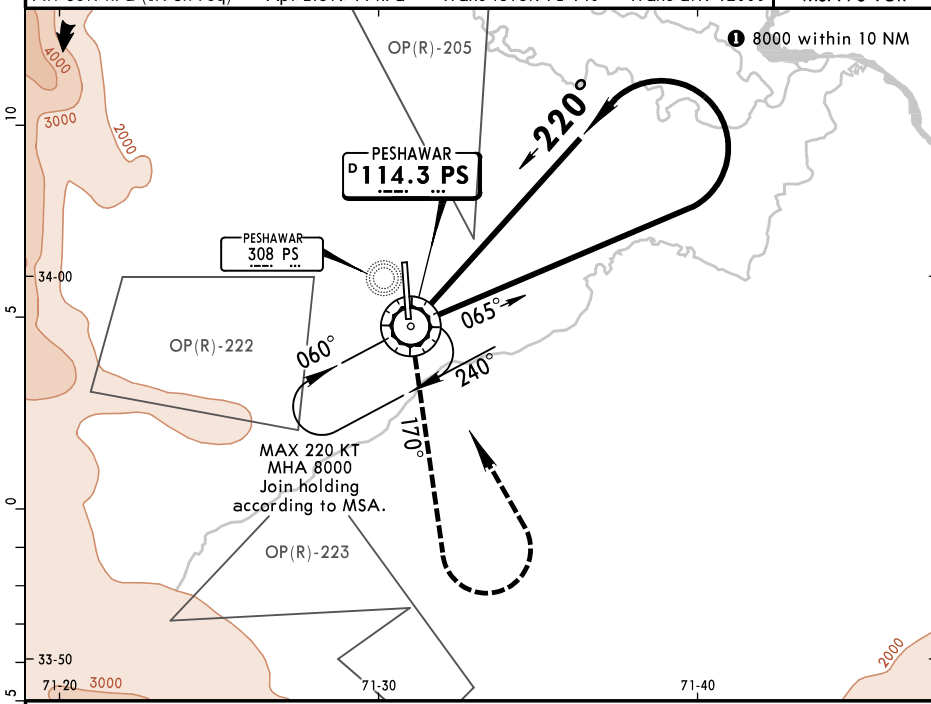
D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
VOR PS 114.3	Final Apch Crs 356°	D7.0 3600' (2389')	DA/MDA(H) 1680' (469')	Apt Elev 1211'	
MISSED APCH: Leave VOR on R-360 climbing to 8000' to D12.0, then turn LEFT to VOR and contact ATC. MAX 220 KT.					
Alt Set: hPa (In on req)		Apt Elev: 44 hPa	Trans level: FL 140	Trans alt: 12000'	
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	220 KT MAX	8000' on RT	PS 114.3	D12.0
Descent Angle 3.03°	375	482	536	643	750	858					

MAP at VOR		STRAIGHT-IN LANDING CDFA DA/MDA(H) 1680' (469')		CIRCLE-TO-LAND Not authorized West of airport	
PANS OPS	A B C D	R1500m	ALS out		Max Kts
			R1500m	R2200m	MDA(H)
					100
			135	1810' (599')	V1600m
180	1900' (689')	V2400m			
205	1920' (709')	V3600m			

BRIEFING STRIP™	D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
	VOR PS 114.3	Final Apch Crs 220°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1211'	
	MISSED APCH: Turn LEFT to intercept R-170, passing 3000' turn LEFT to VOR continue climb to 7000' and contact ATC.					
Alt set: hPa (IN on req)		Apt Elev: 44 hPa		Trans level: FL 140		Trans alt: 12000'



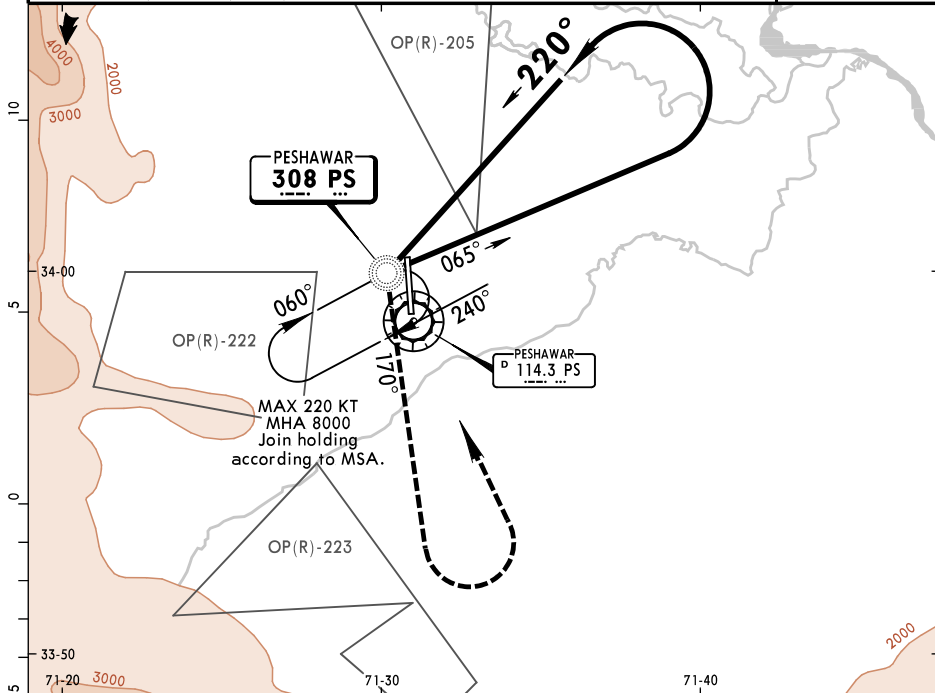
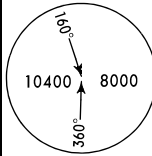
Lighting-Refer to Airport chart	3000' PS on R-170
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MAP at VOR
Std CIRCLE-TO-LAND
Not authorized West of airport

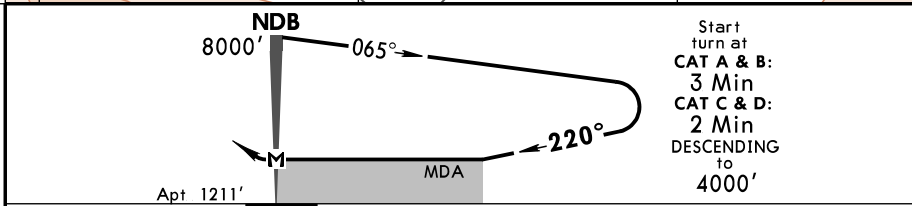
	Max Kts	MDA(H)	
A	100	1810'(599')	V1500m
B	135	1810'(599')	V1600m
C	180	1900'(689')	V2400m
D	205	1920'(709')	V3600m

BRIEFING STRIP™

D-ATIS 126.7		CHERAT Approach North 125.6 South 127.35		PESHAWAR Tower 122.9 118.4	
NDB PS 308	Final Apch Crs 220°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1211'	
MISSED APCH: Turn LEFT to intercept track 170°, passing 3500' turn LEFT direct to NDB continue climb to 8000' and contact ATC.					
Alt Set: hPa (IN on req)		Apt Elev: 44 hPa	Trans level: FL 140	Trans alt: 12000'	



1 in=5 NM



Start turn at
CAT A & B:
3 Min
CAT C & D:
2 Min
DESCENDING to 4000'

MAP at NDB	Lighting-Refer to Airport chart	3500' LT on	170° from PS 308
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Std CIRCLE-TO-LAND
Not authorized West of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	1810'(599')	V1500m
B	135	1810'(599')	V1600m
C	180	1900'(689')	V2400m
D	205	1920'(709')	V3600m