

## Airport information:

Country: Pakistan

City: PESHAWAR

Coordinates: N 34° 00.0', E071 31.0

Elevation: 1211

Customs: : H24

Fuel: Jet A1

RFF: CAT 9

hours: H24

## Runways:

Runway 17

Takeoff length: 2743, Landing length: 2743

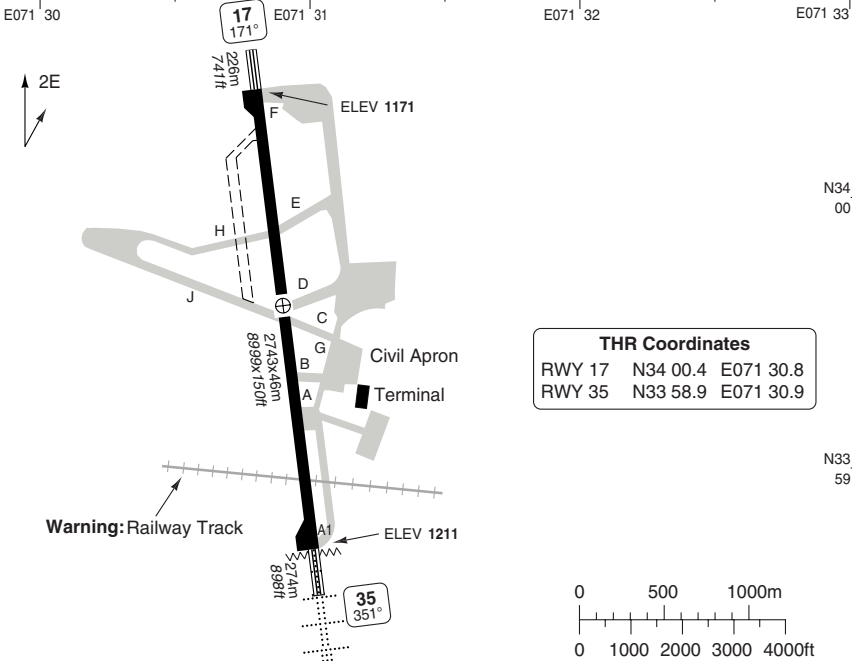
Runway 35

Takeoff length: 2743, Landing length: 2743

# AERODROME

Peshawar GND <b>118.3</b>	TWR <b>122.9 118.4</b> <b>121.8</b>	ATIS <b>126.7</b>
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AD Elev **1211** | ARP: N33 59.6 E071 30.9 | RFF: CAT 9 | AD HR: H24



RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
17	+0.4	2591 / 8500	2743 / 8999	-	L ①	P 3°
35	-0.4	2591 / 8500	2743 / 8999	H-C	L ①	P 3°, EFAS

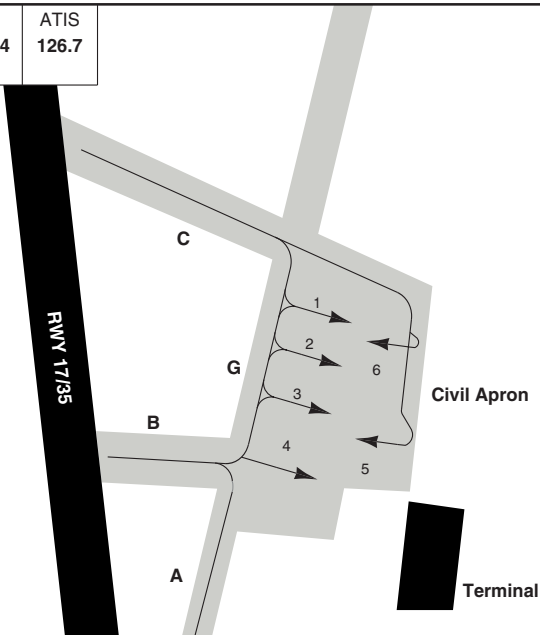
① White.

EU OPS		TAKE OFF MINIMA			
RWY	Facilities	RVR			
		A	B	C	D
17/35	RCL (day only) or RCL + REDL	400m			
	NIL (day only)	500m			

# AERODROME

10 - 2

Peshawar GND 118.3	TWR 122.9 118.4 121.8	ATIS 126.7
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## GENERAL INFORMATION

**1. WARNING**

Heavy bird activity around AD.

**2. TRAFFIC NOTE**

- 2.1 Right hand circuit RWY 35.
- 2.2 All turns to be made at RWY ends only.  
Turn clockwise at THR 17 and anti-clockwise at THR 35.

**3. RWY RESTRICTION**

First 152m/499ft RWY 17/35 not avbl for TKOF.

**4. TWY RESTRICTION**

- 4.1 TWY G width 15m/49ft.
- 4.2 TWY A1, D, E, H and J width unknown.
- 4.3 Acft A330/B777 shall use only TWY A for taxing in/out.
- 4.4 TWY A1, D, E, F, H and J are generally not used.

**5. PARKING**

- 5.1 Aerodrome not fit for B747 due to parking and ground support equipment limitation.
- 5.2 Stand no. 1-4 avbl for wide bodied ACFT and Stand no. 5-6 upto F27.

**6. START-UP, PUSH-BACK**

- 6.1 Call TWR 5min before ready for pushback/start-up. Expect ATC clearance with start-up approval.
- 6.2 Start-up approval will remain valid for 5min. In case of delay fresh approval shall be obtained.
- 6.3 When ready for pushback contact TWR and indicate the runway predetermined by DEP route designator.
- 6.4 ACFT may start engine on idle power at stands.

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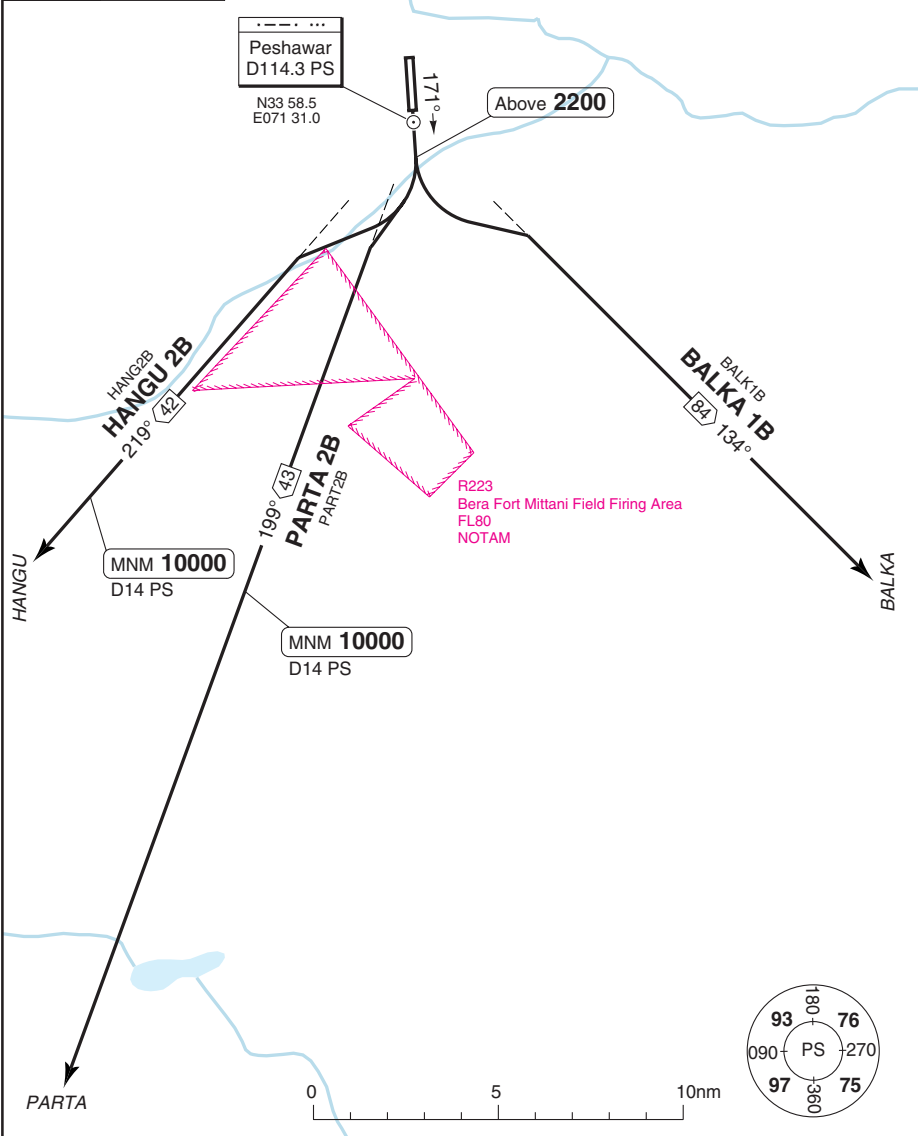
Change: New spec.

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SID RWY 17 BALKA 1B, HANGU 2B, PARTA 2B

Peshawar GND 118.3	TWR 122.9	118.4	Cherat APP 125.6	Peshawar ATIS 126.7
AD Elev 1211				

TA 12000 | AD Elev 1211



30 - 1

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SID	Routing	Altitudes
<b>(INITIAL CLIMB)</b>	Climb on $171^\circ$ to above <b>2200</b> - follow SID.	
<b>BALKA 1B</b>	Turn left - intcp R134 PS - BALKA.	
<b>HANGU 2B</b>	Turn right - intcp R219 PS - HANGU.	D14 PS MNM <b>10000</b>
<b>PARTA 2B</b>	Turn right - intcp R199 PS - PARTA.	D14 PS MNM <b>10000</b>

Change: New spec.

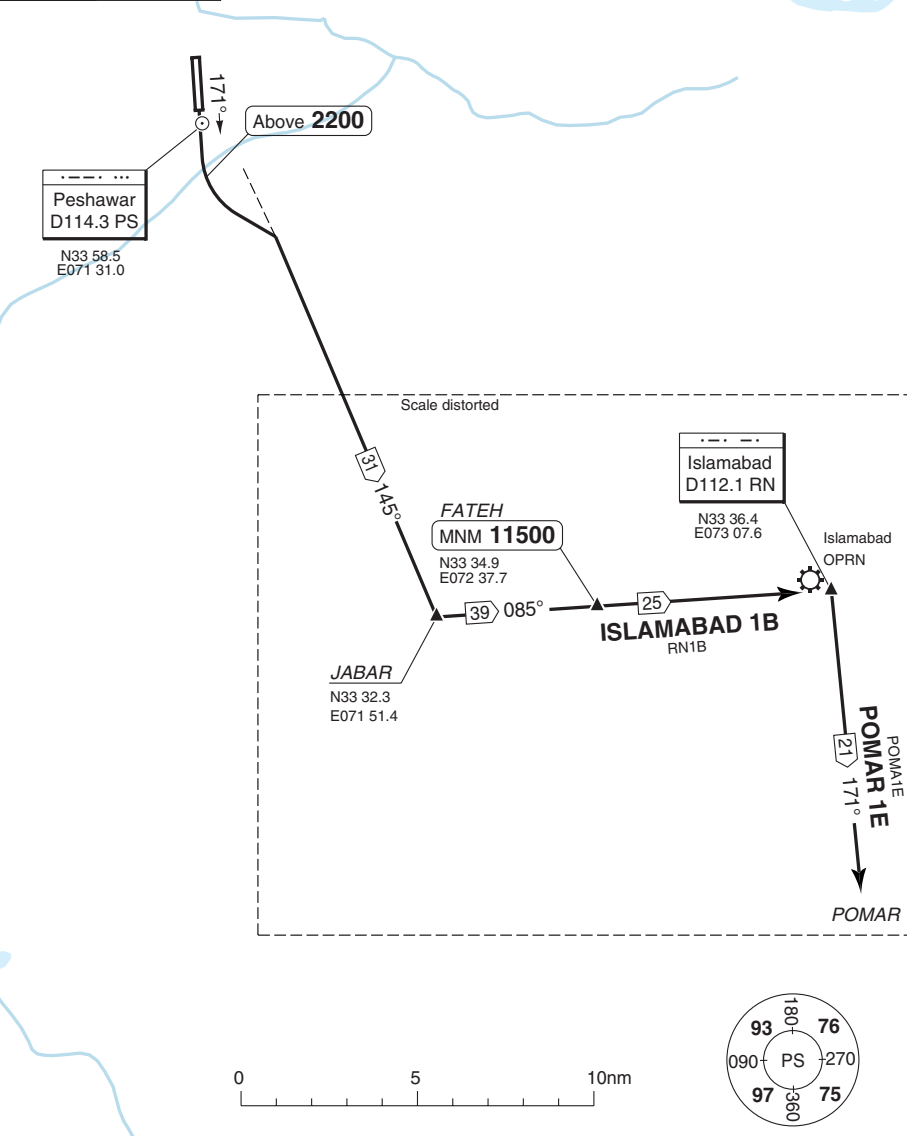
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SID RWY 17 ISLAMABAD 1B, POMAR 1E

Peshawar GND <b>118.3</b>	TWR <b>122.9 118.4</b> <b>121.8</b>	Cherat APP <b>125.6</b>	Peshawar ATIS <b>126.7</b>
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TA 12000 AD Elev 1211

30 - 2



SID	Routing	Altitudes
<b>ISLAMABAD 1B</b>	Climb on 171° to above <b>2200</b> - turn left - intcp R145 PS - JABAR - 085° - FATEH - RN.	FATEH MNM <b>11500</b>
<b>POMAR 1E</b>	Climb on 171° to above <b>2200</b> - turn left - intcp R145 PS - JABAR - 085° - FATEH - RN - 171° - POMAR.	FATEH MNM <b>11500</b>

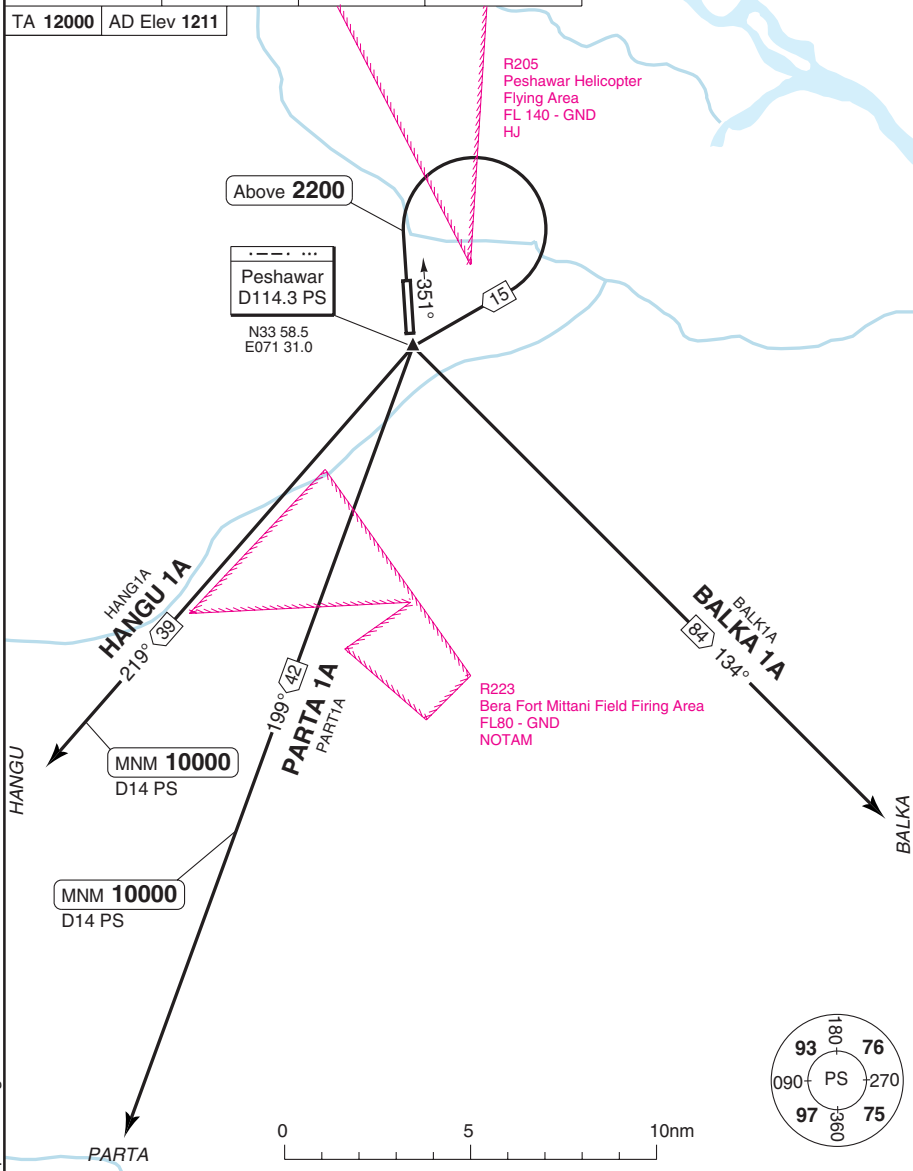
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Change: New spec.

SID RWY 35 BALKA 1A, HANGU 1A, PARTA 1A

Peshawar GND 118.3	TWR 122.9	118.4	Cherat APP 125.6	Peshawar ATIS 126.7
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TA 12000 AD Elev 1211



30 - 3

SID	Routeing	Altitudes
<b>(INITIAL CLIMB)</b>	Climb on 351° to above 2200 - follow SID.	
<b>BALKA 1A</b>	Turn right to PS - R134 PS - BALKA.	
<b>HANGU 2A</b>	Turn right to PS - R219 PS - HANGU.	D14 PS MNM 10000
<b>PARTA 2A</b>	Turn right to PS - R199 PS - PARTA.	D14 PS MNM 10000

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Change: New Spec.

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SID RWY 35 ISLAMABAD 1A, POMAR 1D

Peshawar GND 118.3	TWR 122.9	118.4	Cherat APP 125.6	Peshawar ATIS 126.7
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TA 12000 AD Elev 1211

R205  
Peshawar Helicopter  
Flying Area  
FL 140 - GND  
HJ

Above 2200

Peshawar  
D114.3 PS

N33 58.5  
E071 31.0

Scale distorted

Islamabad  
D112.1 RN

N33 36.4  
E073 07.6

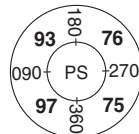
Islamabad  
OPRN

FATEH  
MNM 11500  
N33 34.9  
E072 37.7

JABAR  
N33 32.3  
E071 51.4

ISLAMABAD 1A  
RN1A

POMAR 1D  
POMAR 1D  
POMAR



30 - 4

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SID	Routing	Altitudes
ISLAMABAD 1A	Climb on 351° to above 2200 - turn right to PS - intcp R145 PS - JABAR - 085° - FATEH - RN.	FATEH MNM 11500
POMAR 1D	Climb on 351° to above 2200 - turn right to PS - intcp R145 PS - JABAR - 085° - FATEH - RN - R171 RN - POMAR.	FATEH MNM 11500

Change: New spec.

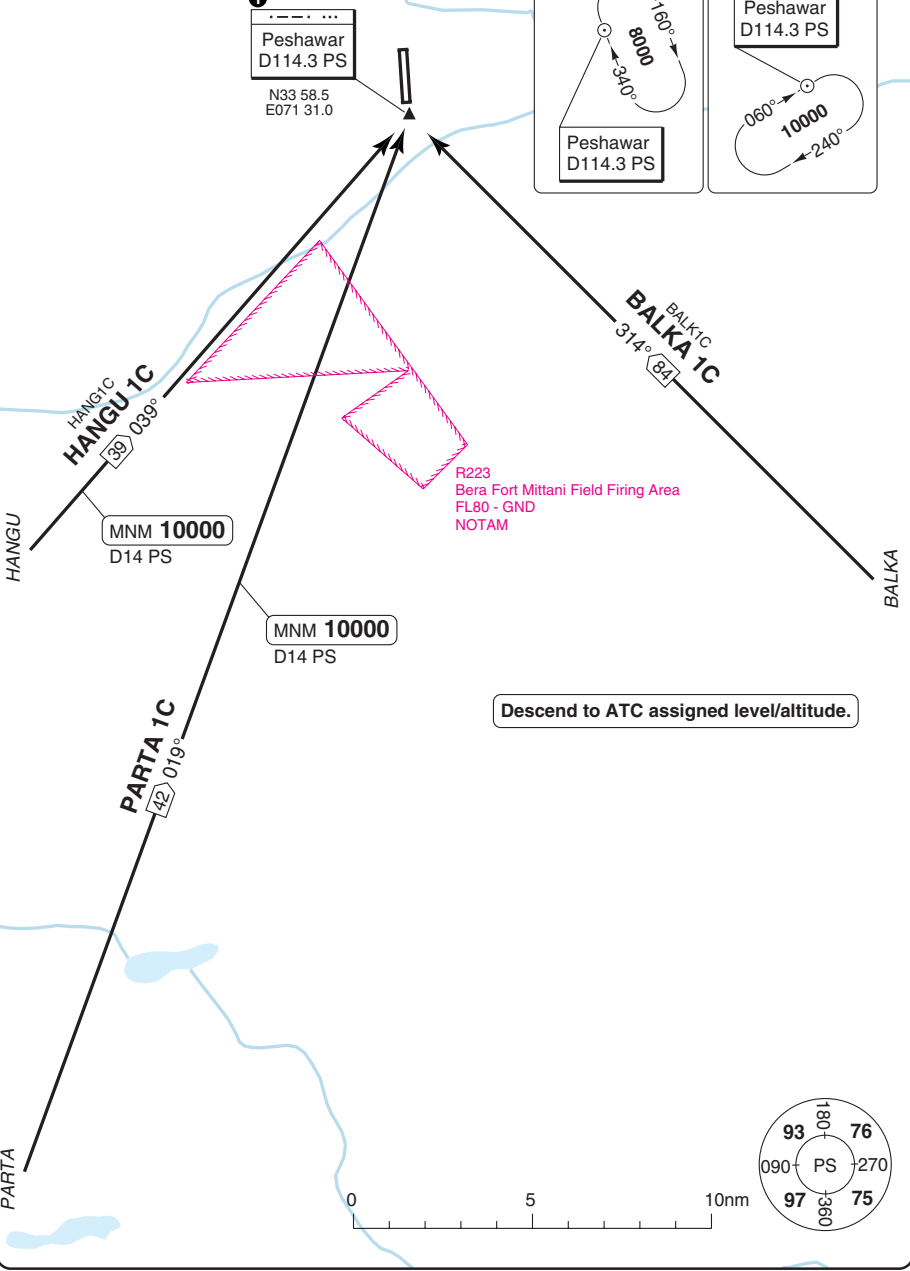
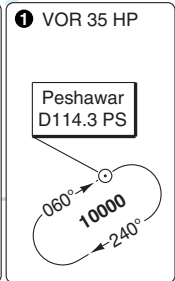
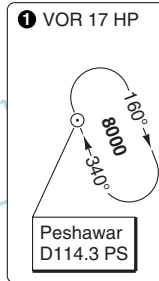
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# STAR BALKA 1C, HANGU 1C, PARTA 1C

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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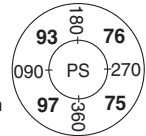
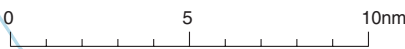
TL 140 | AD Elev 1211

**1**  
Peshawar  
D114.3 PS  
N33 58.5  
E071 31.0



40 - 1

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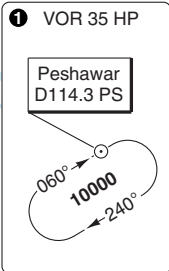
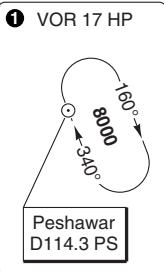
Change: New spec.

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Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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TL 140 AD Elev 1211

①  
Peshawar  
D114.3 PS  
N33 58.5  
E071 31.0



Descend to ATC assigned level/altitude

JABAR  
N33 32.3  
E071 51.4

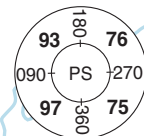
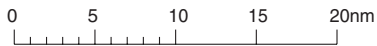
FATEH  
MNM 11500  
N33 34.9  
E072 37.7

Islamabad  
D112.1 RN  
N33 36.4  
E073 07.6

Islamabad OPRN

POMAR 1G  
POMA1G

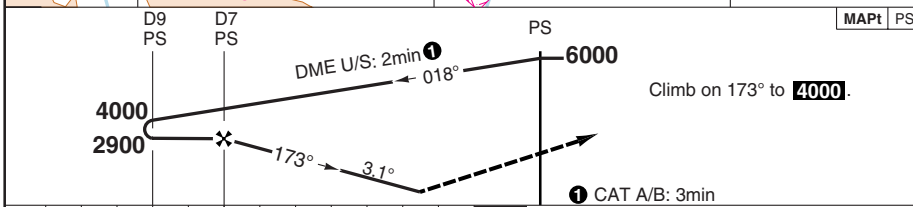
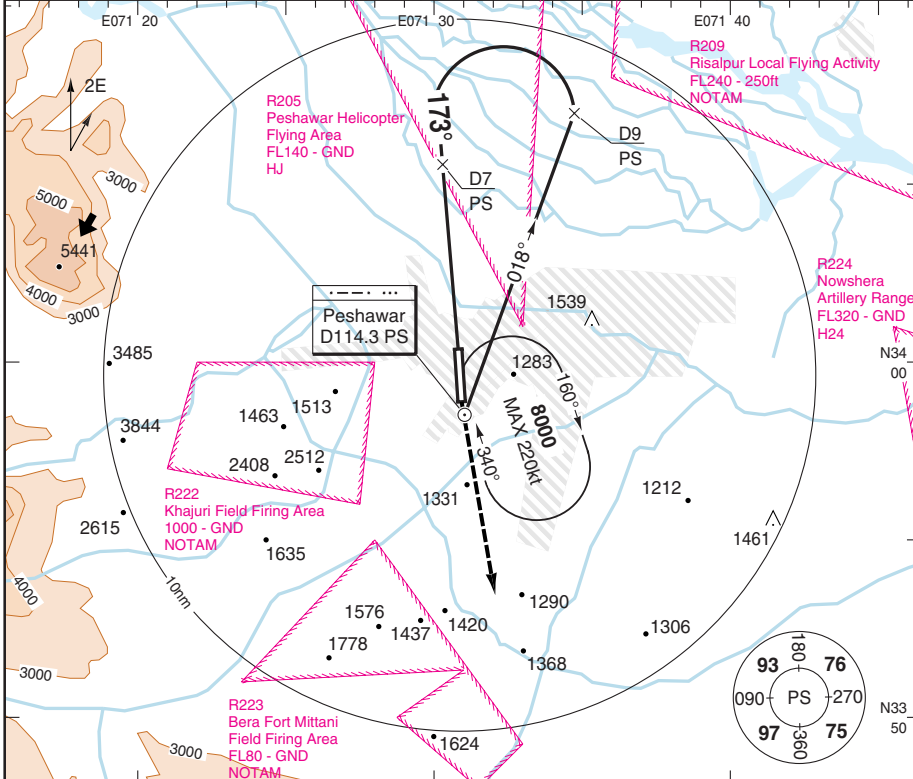
POMAR  
N33 16.0  
E073 10.0



# VOR RWY 17

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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VOR/DME 114.3 PS	FAT 173°	THR Elev 1171	AD Elev 1211	TL 140	TA 12000
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ACFT	VOR+DME	VOR	VOR <b>a</b>	Circling	Circling <b>a</b>	DME PS	3.1° ALT	LDA 2743x46 8999x150ft P 3°
A	1610 (439)	1680 (509)	1680 (509)	1680 (509) 1.5km	1680 (509) 2.6km	7	2900	
B	1500m	1500m	2600m	1680 (509) 1.6km		6	2580	
C	1610 (439)	1910 (739)	1910 (739)	1910 (739) 2.4km	1910 (739) 3.8km	5	2250	
D	2000m	2400m	3800m	1910 (739) 3.6km		4	1930	
						3.0	1610	

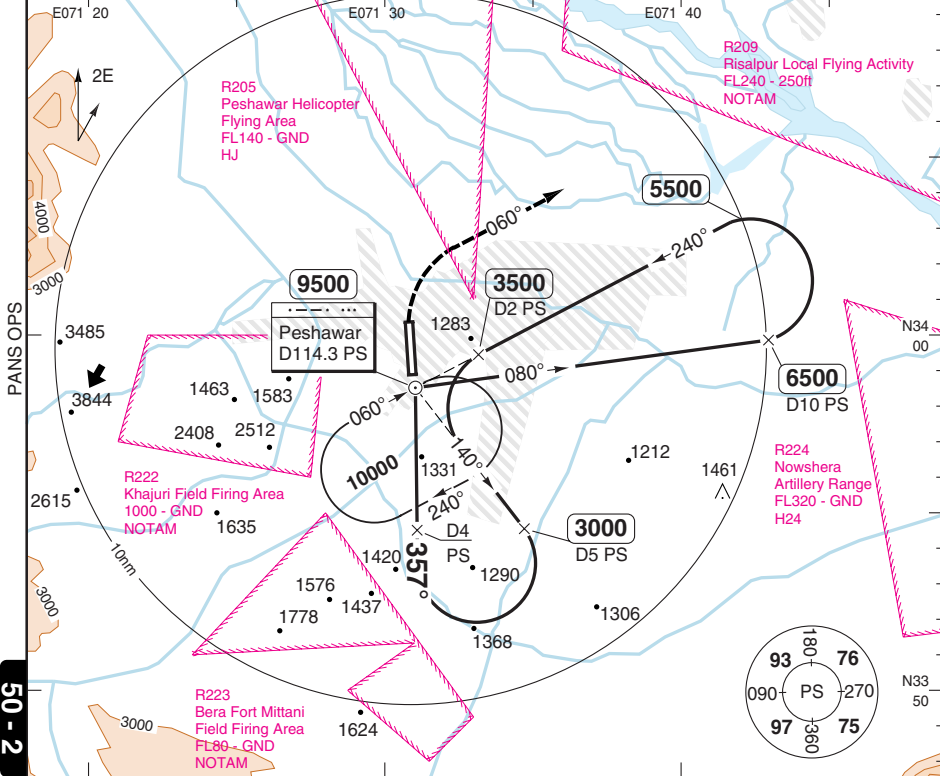
GS	80	100	120	140	160	<b>a</b> Non CDFA
ROD 3.1°	440	550	660	770	880	

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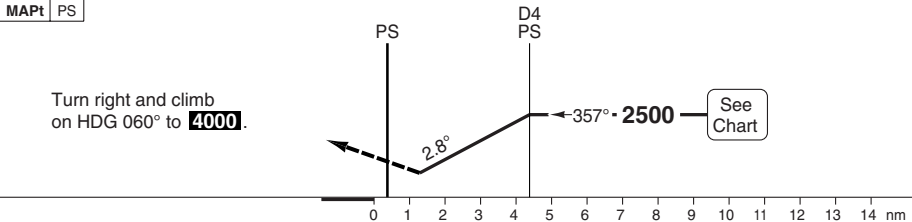
VOR RWY 35 VOR/DME

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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VOR/DME 114.3 PS	FAT 357°	THR Elev 1211	AD Elev 1211	TL 140	TA 12000
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50 - 2



ACFT	<b>VOR+DME</b>
A	
B	<b>1590</b> (369)
C	1300m
D	

Note: Circling NA

DME	2.7°	LDA 2743x46
PS	ALT	8999x150ft
4	<b>2500</b>	P 3°
3	<b>2220</b>	
2	<b>1940</b>	
1	<b>1650</b>	
0.8	<b>1590</b>	

GS	80	100	120	140	160
ROD 2.7°	380	480	570	670	760



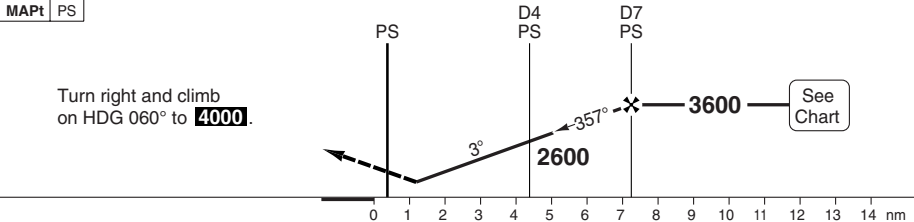
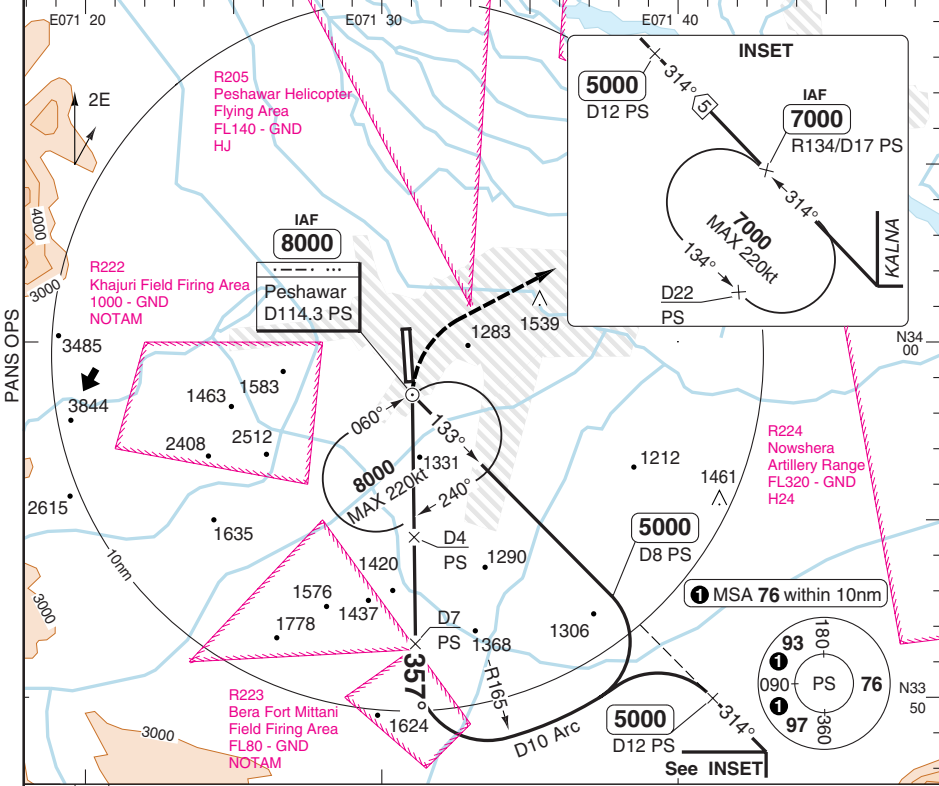
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Change: New spec.

# VOR Z RWY 35

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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VOR/DME 114.3 PS	FAT 357°	THR Elev 1211	AD Elev 1211	TL 140	TA 12000
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ACFT	VOR+DME	Circling	DME PS	3.0° ALT	LDA 2743x46 8999x150ft P 3°		
A	1620 (409) 1500m	1710 (499) 1.5km	7	3600			
B		1720 (500) 1.6km	6	3290			
C		1910 (699) 2.4km	5	2970			
D		1920 (700) 3.6km	4	2650			
			3	2330			
			2	2020			
			1	1700			
GS	80	100	120	140	160	0.8	1620
ROD 3.0°	430	530	640	750	850		

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EU OPS

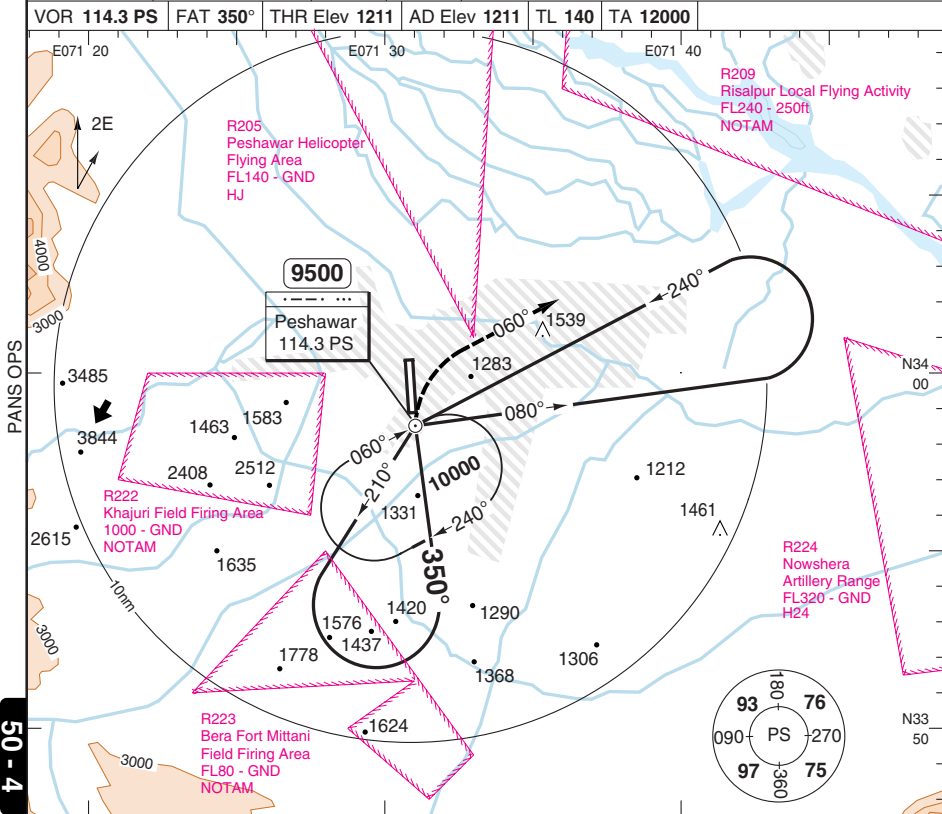
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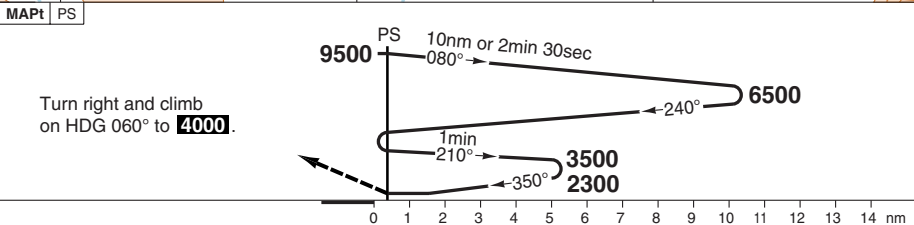
50 - 3

# VOR RWY 35

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
VOR 114.3 PS	FAT 350°	THR Elev 1211	AD Elev 1211
TL 140	TA 12000		

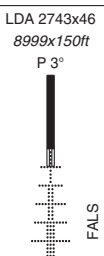


50 - 4



ACFT	VOR	VOR <b>a</b>
A	1600 (389) 1400m	1600 (389) 1600m
B		
C		
D		1600 (389) 1800m

Note: Circling NA  
**a** Non CDF



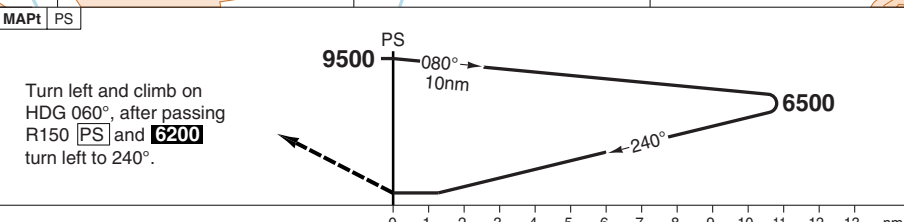
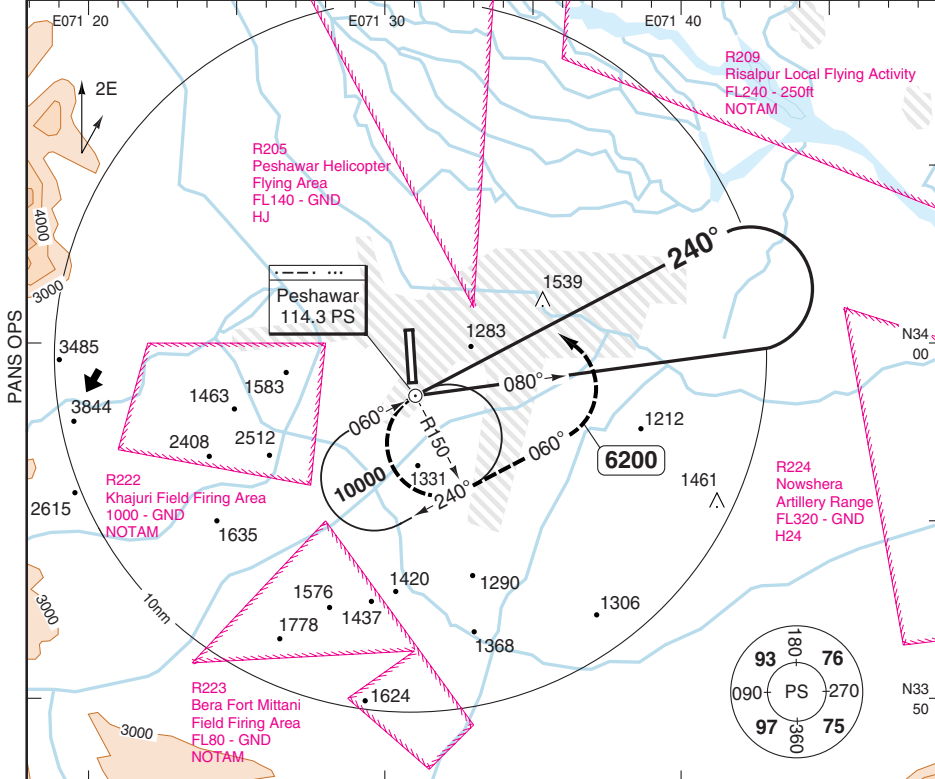
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Change: New spec.

# VOR 240 CIRCLING ALPHA

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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VOR 114.3 PS	FAT 240°	AD Elev 1211	TL 140	TA 12000
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Turn left and climb on HDG 060°, after passing R150 [PS] and 6200 turn left to 240°.

ACFT	VOR Circling
A	1620 (400) 1.5km
B	1720 (500) 1.6km
C	1910 (699) 2.4km
D	1920 (700) 3.6km

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EU OPS

50 - 5

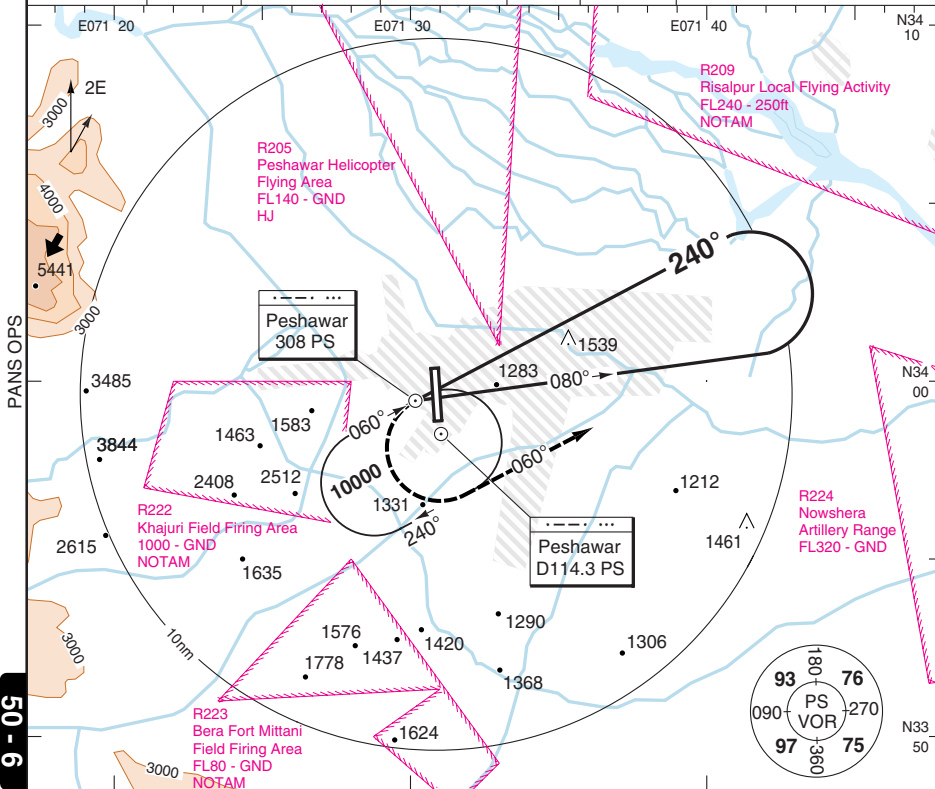
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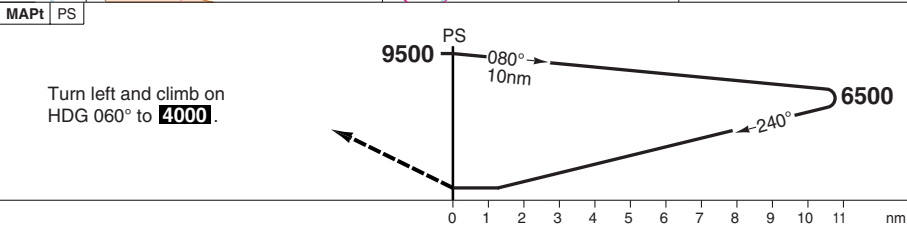
# NDB 240 RWY 35 CIRCLING

Cherat APP 125.6	Peshawar TWR 122.9 118.4 121.8	GND 118.3	ATIS 126.7
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NDB 308 PS	FAT 240°	THR Elev 1211	AD Elev 1211	TL 140	TA 12000
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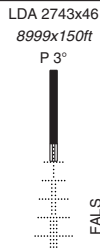


50 - 6



Turn left and climb on HDG 060° to **4000**.

ACFT	NDB Circling
A	1620 (400) 1.5km
B	1720 (500) 1.6km
C	1910 (699) 2.4km
D	1920 (700) 3.6km



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Change: New spec.

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## JAR-OPS Landing Minima

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
17	VOR/DME	1610	440	1800	N/A	1610	440	2000	N/A
17	VOR	1910	740	2000	N/A	1910	740	2000	N/A
35	VOR/DME (1)	1590	380	1000	1800	1590	380	1400	2000
35	VOR/DME Z (1)(2)	1620	410	1000	1800	1620	410	1400	2000
35	VOR (1)	1600	390	1000	1800	1600	390	1400	2000

Notes:

- (1) Procedure based on aerodrome elevation.
- (2) Proc available subject to no military flying and clearance from Peshawar/Cherat ATC.

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
17/35	VOR-a	1910	700	2400	1920	700	3600
35	NDB to CIRC	1910	700	2400	1920	700	3600
17	VOR/DME, VOR	1910	740	2400	1910	740	3600
35	VOR/DME Z	1910	700	2400	1920	700	3600
35	VOR/DME, VOR	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
17/35	REDL and/or RCL	400	-	400	-
17/35	Nil (Day only)	500	-	500	-

Notes:

## JAR-OPS Landing Minima

## INTL PESHAWAR

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
17	VOR/DME	1610	440	1500	N/A	1610	440	1500	N/A
17	VOR	1680	510	1500	N/A	1680	510	1500	N/A
35	VOR/DME (1)	1590	380	900	1500	1590	380	1000	1500
35	VOR/DME Z (1)(2)	1620	410	900	1500	1620	410	1000	1500
35	VOR (1)	1600	390	900	1500	1600	390	1000	1500

Notes:

(1) Procedure based on aerodrome elevation.

(2) Proc available subject to no military flying and clearance from Peshawar/Cherat ATC.

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
17/35	VOR-a	1620	400	1500	1720	500	1600
35	NDB to CIRC	1620	400	1500	1720	500	1600
17	VOR/DME, VOR	1680	510	1500	1680	510	1600
35	VOR/DME Z	1710	500	1500	1720	500	1600
35	VOR/DME, VOR	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
17/35	REDL and/or RCL	400	-	400	-
17/35	Nil (Day only)	500	-	500	-

Notes: