

# Pilot Briefing:

Benazir Bhutto Int'l Airport – Islamabad ( OPRN )

7/1/2016

**Pakistan vACC**



# 1. Introduction:

Benazir Bhutto intl. Airport (IATA: ISB, ICAO: OPRN) is the third largest airport of Pakistan serving the nation's capital Islamabad and its twin city Rawalpindi in Punjab province.

**Some important info regarding the airport is as follows:**

- Benazir Bhutto intl. Airport has one runway RWY 30/12
- As Islamabad Airport doesn't feature a taxiway that is linked to any end of the runway, an aircraft will need to enter, backtrack and lineup for departure.
- There is no Ground controller in Islamabad, so Tower controller is responsible for all the aerodrome movements.
- The details of parking gates is given below:

**Commercial Apron:** 1-11.

**VIP Stands:** 13-17.

## 2. Runway Selection:

As a pilot, it is your ultimate duty to select the right runway according to the wind direction if either Tower or any other upper controller is not available.

If Tower/Approach/Center, controller is available, you will ask them about the correct runway and confirm the ATIS information for the selection of the correct runway for operations.

### Runway 30 Operations:

If the wind is between 210 and 030 degrees and wind is greater than 7 knots, then RWY 30 will be in use.

### Runway 12 Operations:

If the wind is between 030 and 210 degrees and wind is greater than 7 knots, then RWY 12 will be in use.

### Single Runway Ops:

The **preferred runway at Islamabad is RWY 30**, as it features a CAT II ILS Approach

### 3. Cruising Altitudes:

Within VATSIM, we have a system of clearing the aircraft to a certain destination.

If, any aircraft is heading west of Islamabad Airport, they will need an even flight level.

e.g. PIA785 going to EGLL (Heathrow Int'l ) will need an even flight level of FL300 etc. Anything even is perfect.

If, any aircraft is heading east of Islamabad Airport, they will need an odd flight level.

e.g. PIA651 going to OPLA ( Lahore Int'l ) will need an odd flight level of FL130 etc. Anything odd is perfect.

However, if we are going north, we will file an odd flight level.

Similarly, if we are going south, we will file an even flight level.

## 4. SIDS:

All SID's at Islamabad have an initial climb from 11,500ft to FL150 depending upon where that aircraft is heading, or according to semi - circular rule.

VFR Circuit traffic also have a altitude of 3500ft AGL. VFR traffic have a maximum Flight Level of FL140

**RWY 30 SID's:** "BATAL2A", "HANGU1D", "KALGA1A", "PESHAWAR1A", "POMUR1A".

**RWY 12 SID's:** "BATAL2B", "HANGU1E", "KALGA1B", "PESHAWAR1B", "POMUR1B", "POMUR1C".

At Islamabad, it is common for senior controllers to cancel the SID, and instead ask the pilot (you) to fly RWY heading after departure until 3500ft, thereafter turn left heading 240. Turning left after 3500ft ensures you are clear of all terrain. This type of IFR clearance will be as the follows:

"Lahore Control clears Pakistan 301 to destination Karachi, **after departure fly Runway heading until 3500ft, thereafter turn left heading 240**, climb One One Thousand 5 Hundred Feet Initially, squawk 2343."

## 5. Pushback Clearances:

Departing aircraft shall contact Islamabad Tower for push-back/startup clearance 5 minutes before ready. You can also expect the departure clearance with startup approval

Startup/Pushback approval will remain valid for 5 minutes. In case of delay, new approval shall be obtained by the pilot.

Pushbacks at Islamabad can face either taxiway A or taxiway B, towards RWY 12/30.

- ✓ As a pilot make sure if you are flying heavy aircraft you always pushback towards taxiway A, as taxiway B is restricted to Medium category aircraft only.

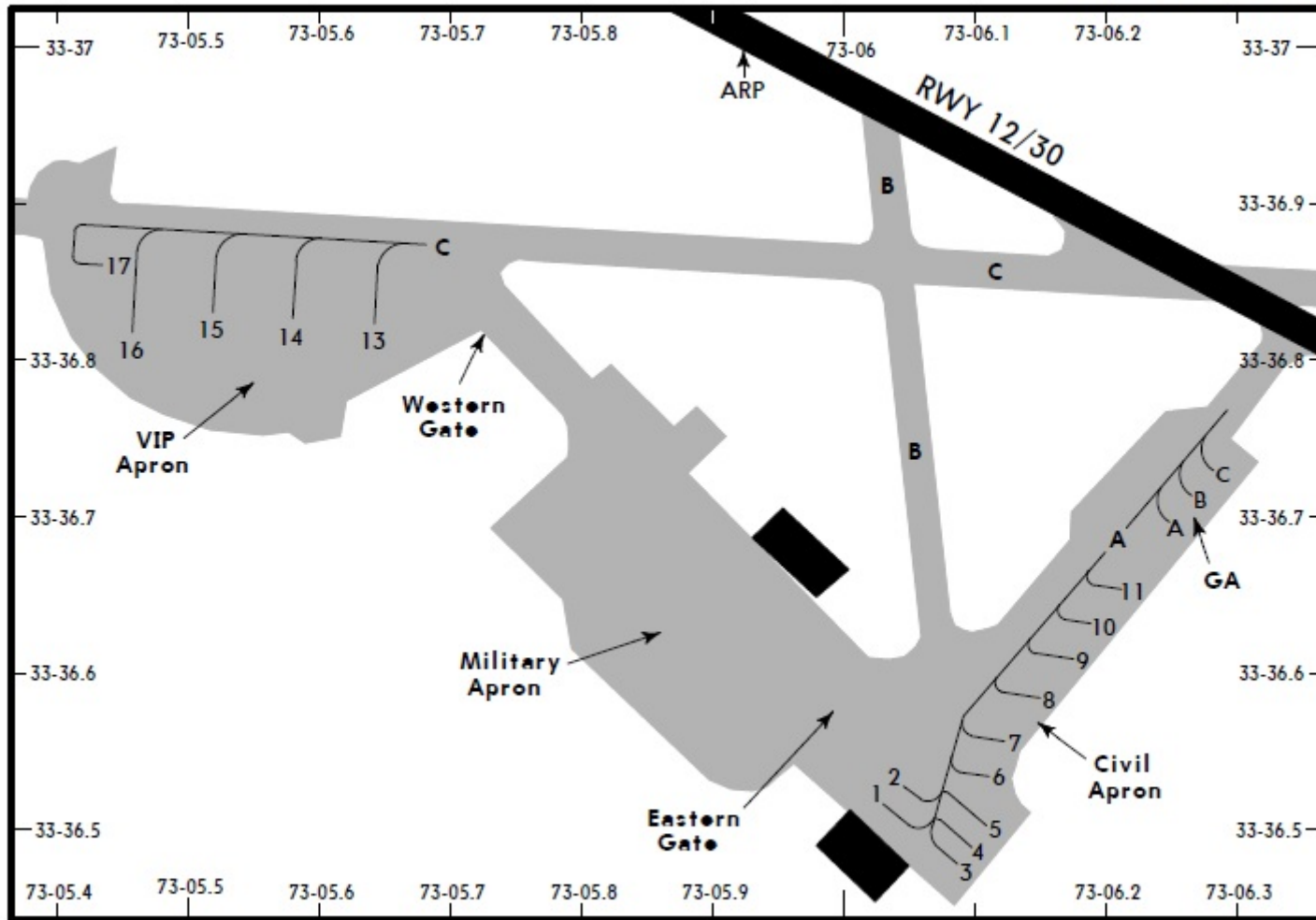
OPRN/ISB

JEPPESEN

ISLAMABAD, PAKISTAN

24 FEB 06 (10-9A)

CHAKLALA INTL



OPRN/ISB  
Apt Elev 1668'  
N33 37.0 E073 05.9

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24 FEB 06 (10-9) CHAKLALA INTL

