

Pilot Briefing for:

Jinnah Int'l Airport – Karachi (OPKC)

6/1/2016

Pakistan vACC



1. Introduction:

Jinnah international airport (IATA: KHI , ICAO:OPKC) is the largest civil airport in Pakistan serving Karachi, largest city of Pakistan and the capital of Sindh province .

Karachi airport has two runways viz 25L/07R and 25R/07L

The details of parking gates is given below:

International Stands: 21 – 28.

Domestic Stands: 11 – 18.

Cargo Stands: 70 – 73.

Engineering Stands: 67-69

West Apron: 51 to 56.

Hangars: 57 – 66.

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 25L/R Operations:

If the wind is between 150 - 360 degrees and wind is greater than 7 knots, then 25L and 25R will be in use.

Runway 07L/R Operations:

If the wind is between 360 - 150 degrees and wind is greater than 7 knots, then 07L and R will be in use.

Single Runway Ops:

Most commonly used and the **preferred runway at Karachi is RWY 25L / 07R.**

3. Cruising Altitudes:

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

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

e.g. PIA213 going to OMDB (Dubai Int'l) will need an even flight level of FL300 etc. Anything even is perfect.

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

e.g. PIA304 going to OPLA (Lahore Int'l) will need an odd flight level of FL310 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. Altitude Restrictions:

In Karachi, there are altitude restrictions for certain aircraft flying to certain destinations.

These airports may be: OPNH (Nawabshah), OPKD (Hyderabad) etc. which are close to Karachi airport.

Like Aircraft flying to OPNH, cannot fly greater than FL130.

Similarly, Aircraft flying to OPKD, cannot fly greater than FL90.

As both the airports are domestic and are on the north of Karachi airfield, so you are supposed to file an odd cruise level.

Any aircraft filing a flight plan with a cruise level higher than mentioned above will not be cleared to fly.

Note: Make sure to use the phraseology given to you to avoid any troubles while flying and to make life easier for yourself and the ATC.

5. SIDS & Squawks:

All SID's at Karachi have an initial climb from FL140 to FL170 depending upon where that aircraft is heading, as discussed in section 3 of the document, or according to semi - circular rule.

VFR Circuit traffic also have altitude of 1000ft AGL. VFR traffic have a maximum Flight Level of FL140.

RWY 25L/R SID's: "BADIL3A", "BADIL3C", "DANGI3A", "MELOM3A", "MELOM3B", "NANSI3A", "PUNAM3A".

RWY 07L/R SID's: "BADIL3B", "DANGI3B", "MELOM3D", "MELOM3E", "NANSI3B", "PUNAM1B".

SID Altitude Restrictions

The maximum climb for all "BADIL, DANGI and NANSI" SIDs is **FL70**. It means you cannot fly an aircraft any level higher than FL70 while flying the SID until and unless cleared by ATC.

Similarly, the maximum climb for all "MELOM" SIDs is **FL170**. It means you cannot fly an aircraft any level higher than FL170 while flying the SID until and unless cleared by ATC.

6. Pushback Clearances:

Departing aircraft shall contact Karachi Ground 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.

- If an aircraft is parked at gate 11,12 or 13 then pushback facing Taxiway M should be expected, afterwards taxi to M and then towards the active runway.
- If an aircraft is parked at gate 14, 15, or 16, then expected pushback can either be facing East or West on taxiway K.
- If an aircraft is parked at gate 17, 18, 21 or 22 then pushback facing Taxiway N should be expected, afterwards taxi to N and then towards the active runway.
- If an aircraft is parked at gate 23, 24, or 25, then expected pushback can either be facing East or West on K
- If an aircraft is parked at gate 26, 27, or 28 then pushback facing Taxiway P should be expected, afterwards taxi to P and then towards the active runway.

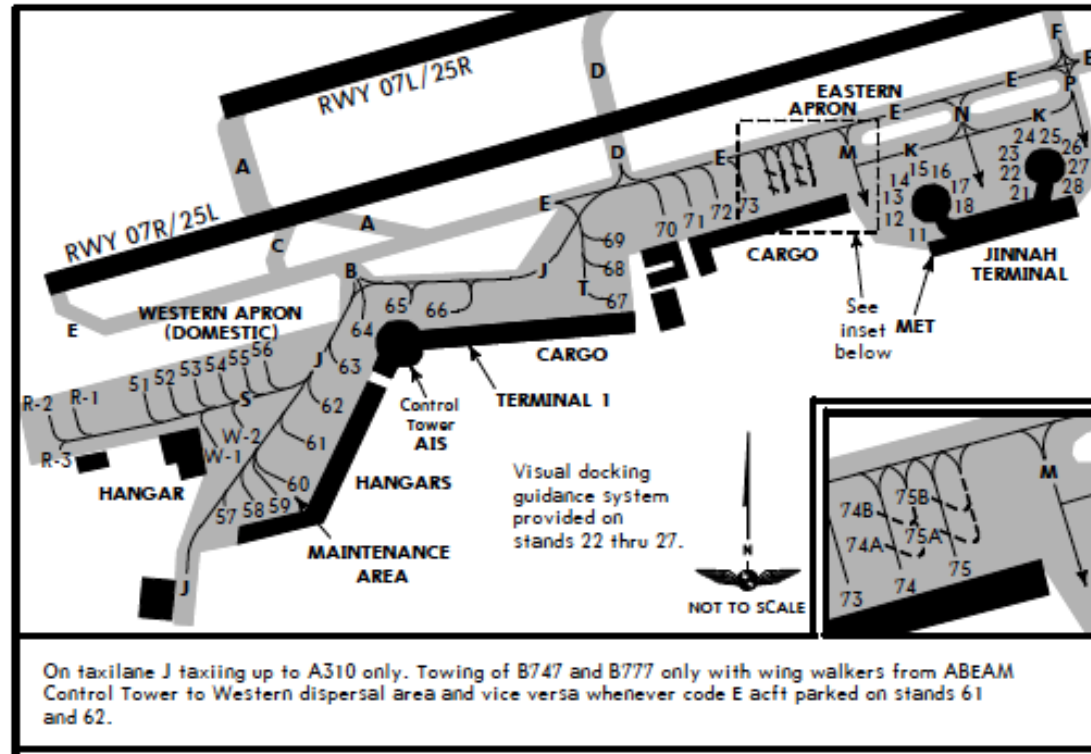
OPKC/KHI



JEPPESEN

KARACHI, PAKISTAN
JINNAH INTL

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7. Some important info:

- The entry points in Karachi FIR are:
 - TAPDO
 - JI
 - KEBUD
 - TELEM
 - MOLTA
 - SALAD
 - PG

- When runway 25L is active then after landing vacate the runway on Left side, most commonly used taxiway for vacating runway 25L is taxiway D or taxiway C.
- When runway 07R is active then after landing vacate the runway on Right side, most commonly used taxiway for vacating runway 07R is taxiway F.
- Expect BADIL3C departure if routing is through BADIL, BADIL3A is only active between 12am – 5am PST / 1900z – 0000z.

