

Pilot Briefing:

Allama Iqbal Int'l Airport – Lahore (OPLA)

7/1/2016

Pakistan vACC



1. Introduction:

Allama Iqbal Intl. airport (IATA: LHE, ICAO OPLA) is the second largest civil airport in Pakistan serving Lahore, the capital of Punjab province.

Allama Iqbal airport has two runways 36R/18L and 36L/18R

The details of parking gates are given below:

International Gates: 3-5. (May also be parked on 1,2)

Domestic Gates: 6-9. (May also be parked on 10,11)

Cargo Stands: 1-2, 10-11.

Aircraft Parking Gates: 12-20.

Hajj Terminal Stands: 21-22

Old Apron Stands:23-30.

ATR (or similar sized) aircraft shall be parked only on remote stands.

Note: Taxiway K has structural failure and is not used. As taxiway G is also not available, most aircraft taxiing from the old apron taxi using RWY36L, hence effectively taxiing via "F, H, RWY36L (also pronounced as **Secondary / Secondary Runway**) & A".

2. Runway Selection:

As a pilot, it is your ultimate duty to select the right runway according to the wind direction if any other 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 36R/L Operations:

If the wind is between 270 and 090 degrees and wind is greater than 7 knots, then 36R and 36L will be in use.

Runway 18L/R Operations:

If the wind is between 100 and 260 degrees and wind is greater than 7 knots, then 18R and 18L will be in use.

Single Runway Ops:

Most commonly used and **the preferred runway at Lahore is RWY 36R / 18L.**

3. Cruising Altitudes:

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

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

e.g. PIA305 going to OPKC (Jinnah Int'l) will need an even flight level of FL300 etc. Anything even is perfect.

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

e.g. PIA271 going to VIDP (Dehli 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 Lahore, there are altitude restrictions for certain aircraft flying to certain destinations.

These airports may be: OPST (Sialkot), OPRN (Islamabad) etc. Which are close to Lahore airport.

Like Aircraft flying to OPST, cannot fly greater than FL150.

Similarly, Aircraft flying to OPRN, cannot fly greater than FL240.

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:

A SID is Standard instrument departure (SID) routes, also known as departure procedures (DP), are published flight procedures followed by aircraft on an IFR flight plan immediately after take off from an airport. At Lahore airport following SIDS are used:

RWY 36R/L SID's: "HAFIZ2A", "LARDO1A", "LEMOM3A", "RABAN2A", "SAMAR2A", "SARPO1A", "ZARAF3A"

RWY 18R/L SID's: "HAFIZ2B", "HAFIZ2C", "LARDO1B", "LEMOM3B", "LEMOM3C", "RABAN2B", "SAMAR2B", "SARPO1B", "ZARAF2C", "ZARAF2C"

SID Altitude Restrictions

The maximum climb for all SID (**except SAMAR and RABAN SIDs**) is **FL140**. It means you cannot fly an aircraft at any level higher than FL140 while flying the SID until and unless cleared by ATC.

Similarly, the maximum climb for all "**SAMAR**" and "**RABAN**" SIDs is **FL110**. It means you cannot fly an aircraft to at any level higher than FL110 while flying the SID until and unless cleared by ATC.

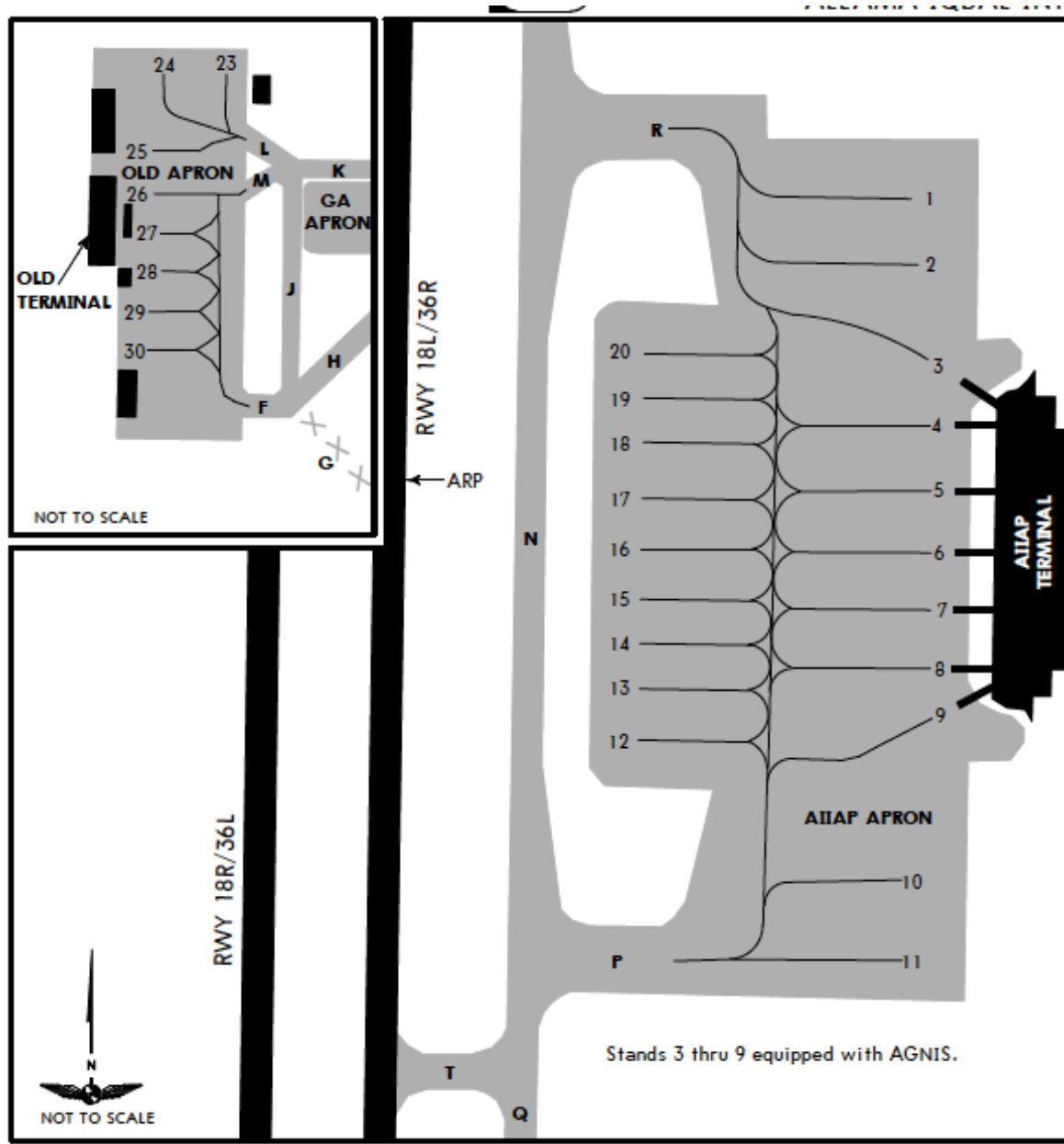
6. Pushback Clearances:

Departing aircraft shall contact Lahore 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.

Pushback Procedures:

- If an aircraft is parked at gate 1,2 3,19 or 20 then pushback face north should be expected, afterwards taxi to R and then towards the active runway.
- If an aircraft is parked at 4 - 18 then pushback face south should be expected, afterwards taxi to P and then towards the active runway.



7. Tips and Tricks:

- After departure expect direct MOLTA or INDEK if the heading is west bound or north west bound respectively.
- The entry points in Lahore FIR are:
 - MOLTA
 - SAMAR
 - PURPA
 - LAJAK
 - SITAX
 - SALAD

- On approach from the West expect to “Proceed direct 9 miles final for ILS 36R” which means to proceed direct to initial approach fix for the Runway (9 DME LA VOR / usually CF36R in FMCs)

- After landing on RWY 36R / 36L, vacate the runway on your right, most commonly used taxiway for vacating runway is U.

- Similarly, whilst landing on RWY 18L, vacate via taxiway T or taxiway Q, for RWY 18R, vacate via taxiway A.

- IMP: Not marked on some charts, taxiway Alpha is the taxiway that links the holding points on RWY 36R and RWY 36L, as pointed out in the diagram below:

