

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEAB

Terminal Charts For OEAB

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Abha Sau
IATA Code: AHB
Lat/Long: N18° 14.4' E042° 39.4'
Elevation: 6858 ft

Airport Use: Public
Magnetic Variation: 2.5°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0322 Z
Sunset: 1518 Z,

Runway Information

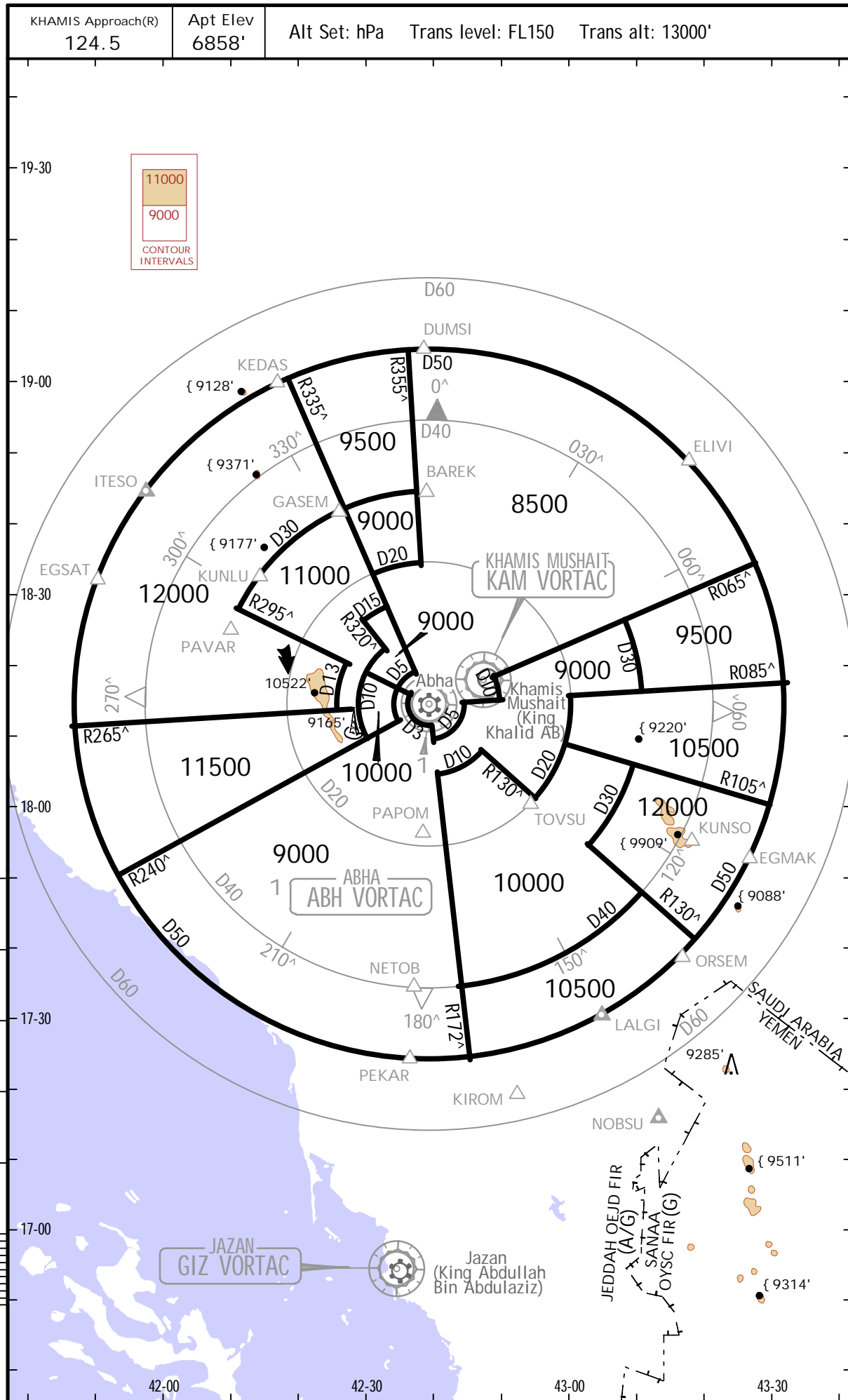
Runway: 13
Length x Width: 10991 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6840 ft
Lighting: Edge, ALS
Stopway: 394 ft

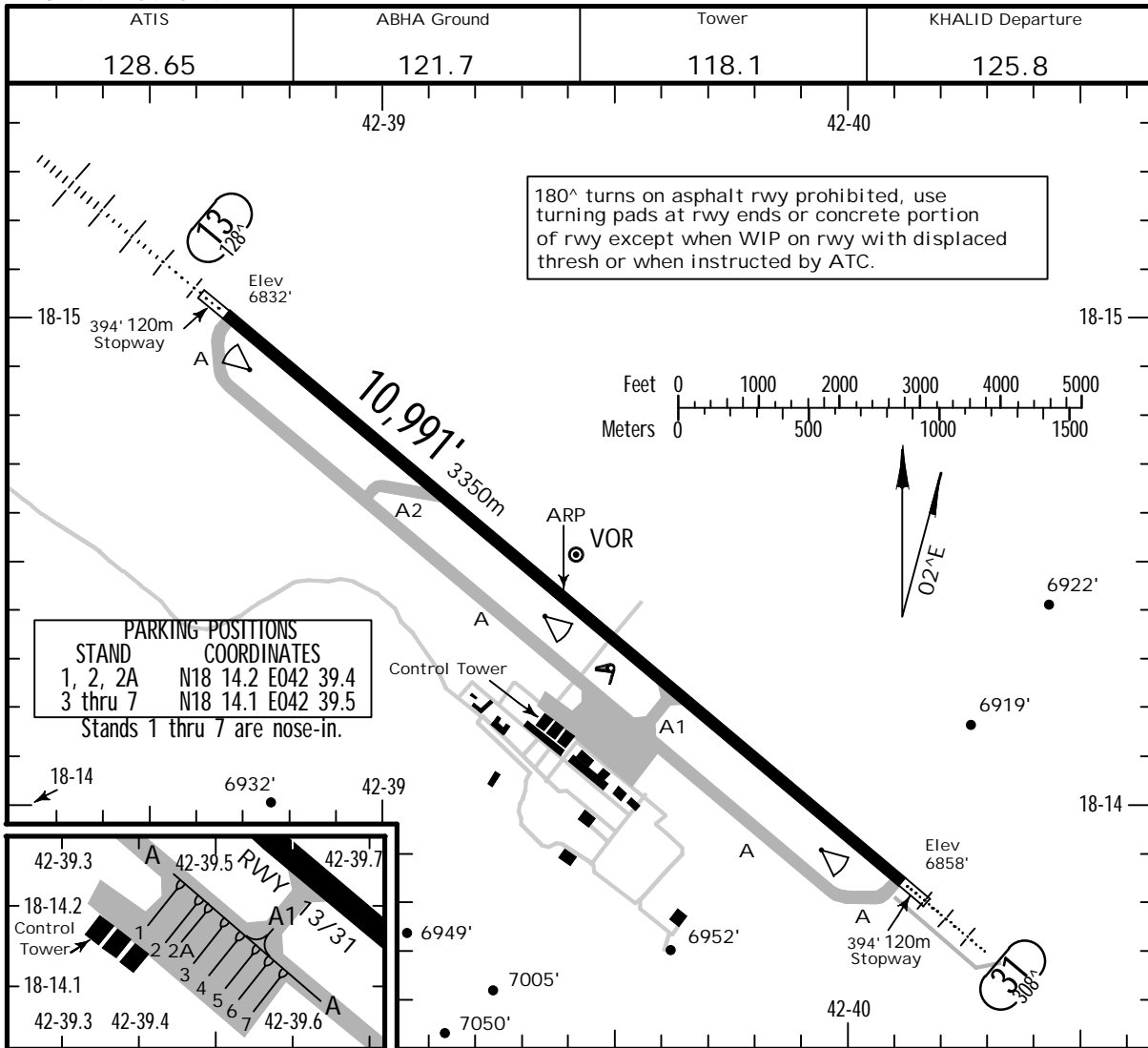
Runway: 31
Length x Width: 10991 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6858 ft
Lighting: Edge, ALS
Stopway: 394 ft

Communication Information

ATIS 128.65
Abha Tower 118.1
Abha Tower 35.88 Military
Abha Ground Control 121.7

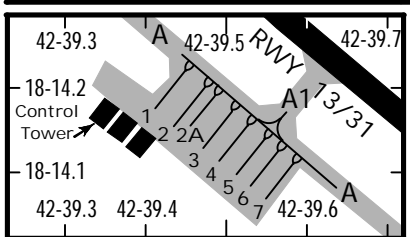
Khamis Approach Control 124.5





STAND	COORDINATES
1, 2, 2A	N18 14.2 E042 39.4
3 thru 7	N18 14.1 E042 39.5

Stands 1 thru 7 are nose-in.



ADDITIONAL RUNWAY INFORMATION

RWY	Landing Lights	PAPI	Landing Aids	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
13						10,022' 3055m		148' 45m
31								

TAKE-OFF & IFR DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE	
PROCEDURE BRAVO 2 Rwy 13		PROCEDURE ALPHA 3 Rwy 13		PROCEDURE BRAVO 4 Rwy 31		PROCEDURE ALPHA 5 Rwy 31	
SPECIAL DEPARTURE		Other		SPECIAL DEPARTURE		Other	
With Min climb of 350'/NM to 10000'				With Min climb of 350'/NM to 10000'			
Adequate Vis Ref		STD		Adequate Vis Ref		STD	
1 & 2 Eng	1 400m	1600m	700' - 3200m	1 400m	1600m	700' - 3200m	A
3 & 4 Eng		800m			800m		B
							C
							D
							Precision
							Non-Precision

1 1 Eng acft: NA.

IFR DEPARTURE PROCEDURES

- Turn RIGHT climb on R-134 ABH to 12000' before proceeding on course.
- Turn LEFT climb visually over the airport to 7500' before proceeding on course.
- Turn RIGHT climb on R-325 ABH to 12000' before proceeding on course.
- Turn RIGHT climb visually over the airport to 7500' before proceeding on course.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	7040' (200') 800m	7040' (200') 800m	7040' (200') 800m	7040' (200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 1	7480' (640') 1500m	7480' (640') 1500m	7480' (640') 2200m	7480' (640') 2400m
	ALS out	1600m	1600m	2800m	3200m
	VOR 1	7480' (640') 1500m	7480' (640') 1500m	7480' (640') 2200m	7480' (640') 2400m
	ALS out	1600m	1600m	2800m	3200m
31	VOR 1	7320' (462') 1600m	7320' (462') 1600m	7320' (462') 2000m	7320' (462') 2400m
	ALS out	1600m	1600m	2200m	2400m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	7700' (842') V1600m	7700' (842') V2000m	8120' (1262') V4800m	8120' (2162') V4800m

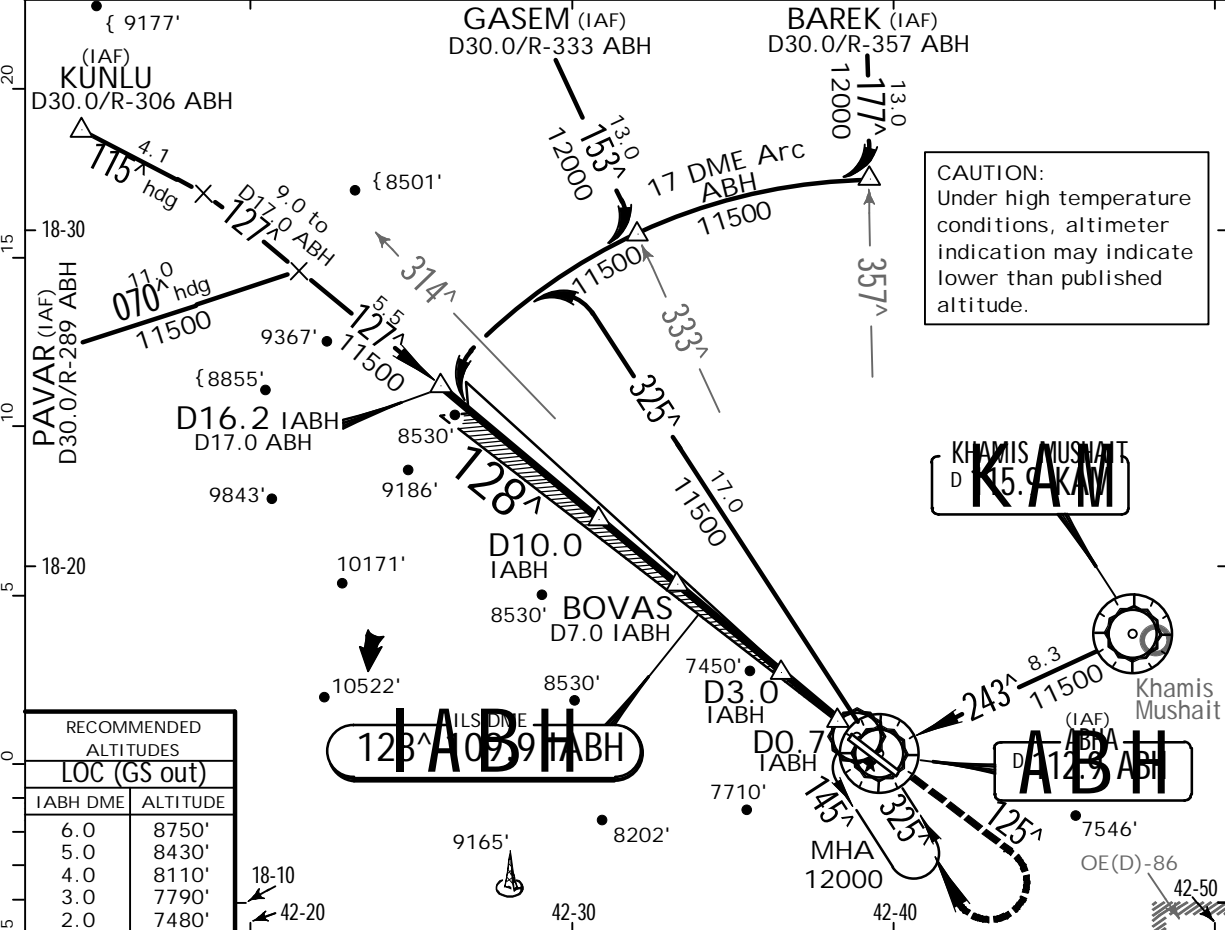
TAKE-OFF RWY 13, 31

		With Min climb of 350' /NM to 10000'	
Adequate Vis Ref 2		STD 2	Other 3
1 Eng	NOT AUTHORIZED	1600m	ceiling 700' -3200m
2 Eng	400m		
3 & 4 Eng		800m	

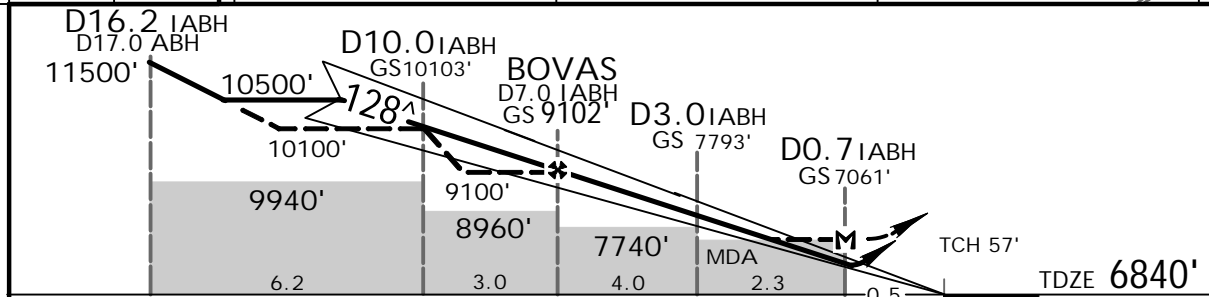
2 BRAVO PROCEDURE.

3 ALPHA PROCEDURE.

ATIS 128.65		KHAMIS Approach (R) 124.5		ABHA Tower 118.1		Ground 121.7	
LOC IABH 109.9	Final Apch Crs 128 [^]	GS BOVAS 9102' (2262')	ILS DA(H) 7040' (200')	Apt Elev 6858' TDZE 6840'			
MISSED APCH: Climb direct to ABH VOR, continue climb to 9500' outbound on R-125 ABH, then climbing turn RIGHT to 12000' direct to ABH VOR and hold.							
Alt Set: hPa		TDZ Elev: 227 hPa		Trans level: FL 150		Trans alt: 13000'	
						MSA ABH VOR	



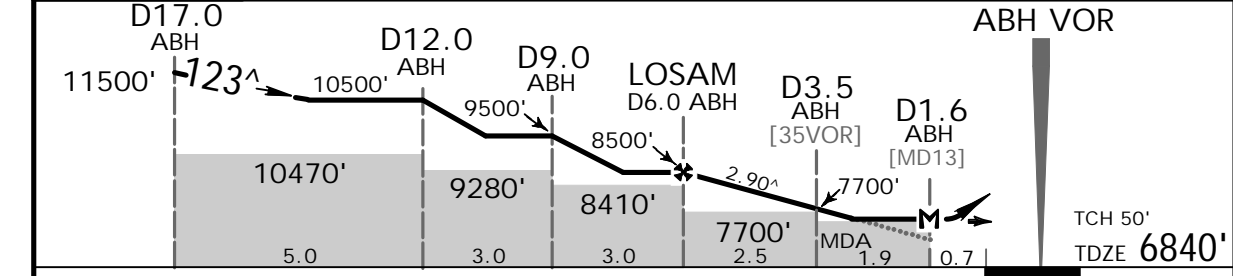
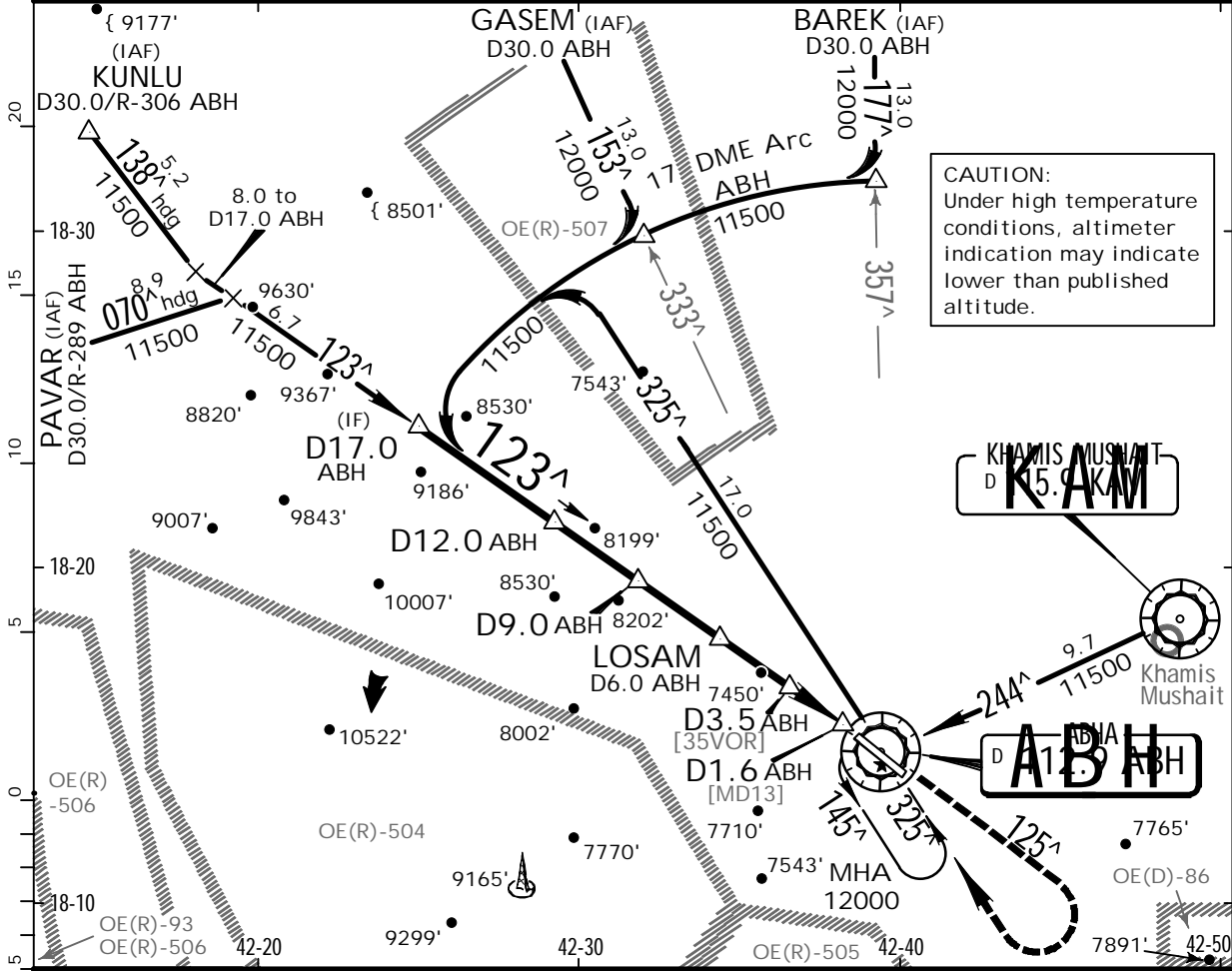
RECOMMENDED ALTITUDES	
LOC (GS out)	
IABH DME	ALTITUDE
6.0	8750'
5.0	8430'
4.0	8110'
3.0	7790'
2.0	7480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
ILS GS 3.00 [^] or LOC Descent Gradient 5.2%	377	484	538	646	753	861	
MAP at D0.7 IABH							

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND (PANS OPS)				
ILS		LOC (GS out)		MDA(H)				
DA(H) 7040' (200')		MDA(H) 7480' (640')						
FULL		ALS out		ALS out		MDA(H)		
A	800m	1200m		100	7700' (842')	1600m		
B				135	7700' (842')	2000m		
C				180	8120' (1262')		4800m	
D				205				

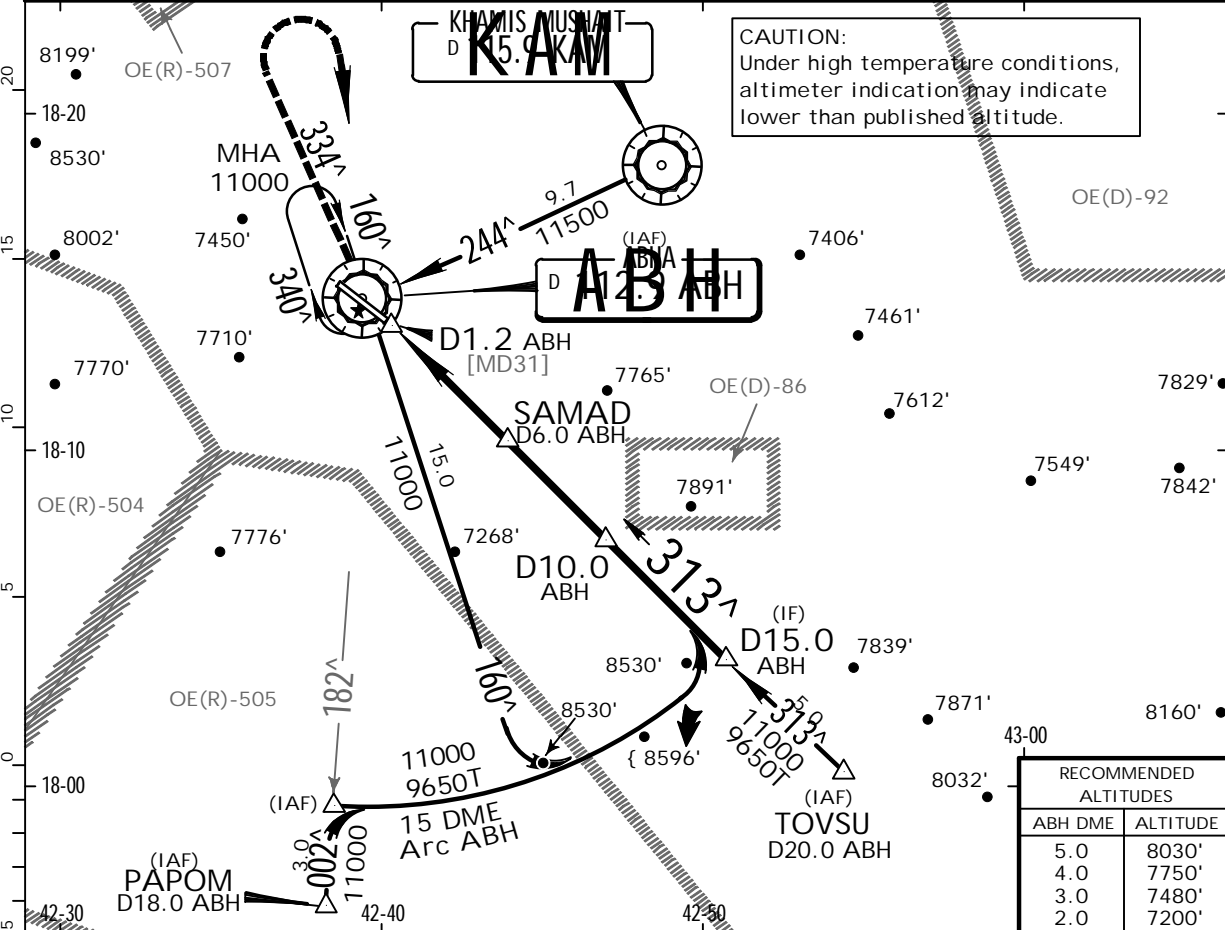
ATIS 128.65		KHAMIS Approach (R) 124.5		ABHA Tower 118.1		Ground 121.7	
VOR ABH 112.9	Final Apch Crs 123[^]	Procedure Alt LOSAM 8500' (1660')		MDA(H) 7480' (640')	Apt Elev 6858' TDZE 6840'		
MISSED APCH: Climb direct to ABH VOR, continue climb to 9500' outbound on R-125 ABH, then climbing turn RIGHT to 12000' direct to ABH VOR and hold.							
Alt Set: hPa		TDZ Elev: 227 hPa		Trans level: FL 150		Trans alt: 13000'	
							MSA ABH VOR



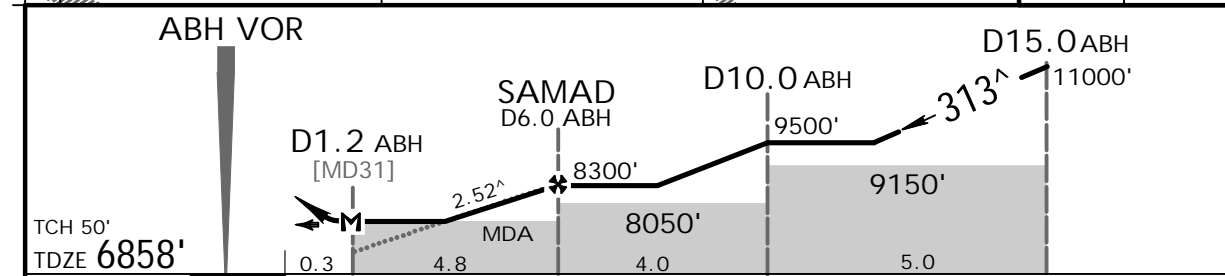
Gnd speed-Kts	70	90	100	120	140	160		ABH 112.9 9500' on 112.9 RT R-125
Descent Angle	2.90 [^]	359	462	513	616	718		
MAP at D1.6 ABH								

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 7480' (640')				ALS out			
TERPS	A				Max Kts	MDA(H)	
	B	800m		1600m	100	7700' (842')	1600m
	C	2000m		2800m	135	7700' (842')	2000m
	D	2400m		3200m	180	8120' (1262')	4800m

ATIS 128.65		KHAMIS Approach (R) 124.5		ABHA Tower 118.1		Ground 121.7	
VOR ABH 112.9	Final Apch Crs 313 [^]	Procedure Alt SAMAD 8300' (1442')		MDA(H) 7320' (462')	Apt Elev 6858' TDZE 6858'		
MISSED APCH: Climb direct to ABH VOR, then climbing turn RIGHT to 9500' via R-334 ABH outbound, then climbing turn RIGHT to 11000' direct to ABH VOR and hold.							
Alt Set: hPa		TDZ Elev: 227 hPa		Trans level: FL 150		Trans alt: 13000'	
							MSA ABH VOR



RECOMMENDED ALTITUDES	
ABH DME	ALTITUDE
5.0	8030'
4.0	7750'
3.0	7480'
2.0	7200'



Gnd Speed-Kts	70	90	100	120	140	160		ABH 112.9 9500' via RT R-334 ABH 112.9	
Descent Angle	2.52 [^]	312	401	446	535	624			713
MAP at D1.2 ABH									

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 7320' (462')			ALS out		
			Max Kts	MDA(H)	
A			100	7700' (842')	1600m
B		1600m	135	7700' (842')	2000m
C		2000m	180	8120' (1262')	4800m
D		2400m	205		

Chart changes since cycle 04-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

ABHA, (ABHA - OEAB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEAB

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEBH

Terminal Charts For OEBH

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Bisha Sau
IATA Code: BHH
Lat/Long: N19° 59.1' E042° 37.4'
Elevation: 3887 ft

Airport Use: Public
Magnetic Variation: 2.7°E

Fuel Types: Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0323 Z
Sunset: 1517 Z,

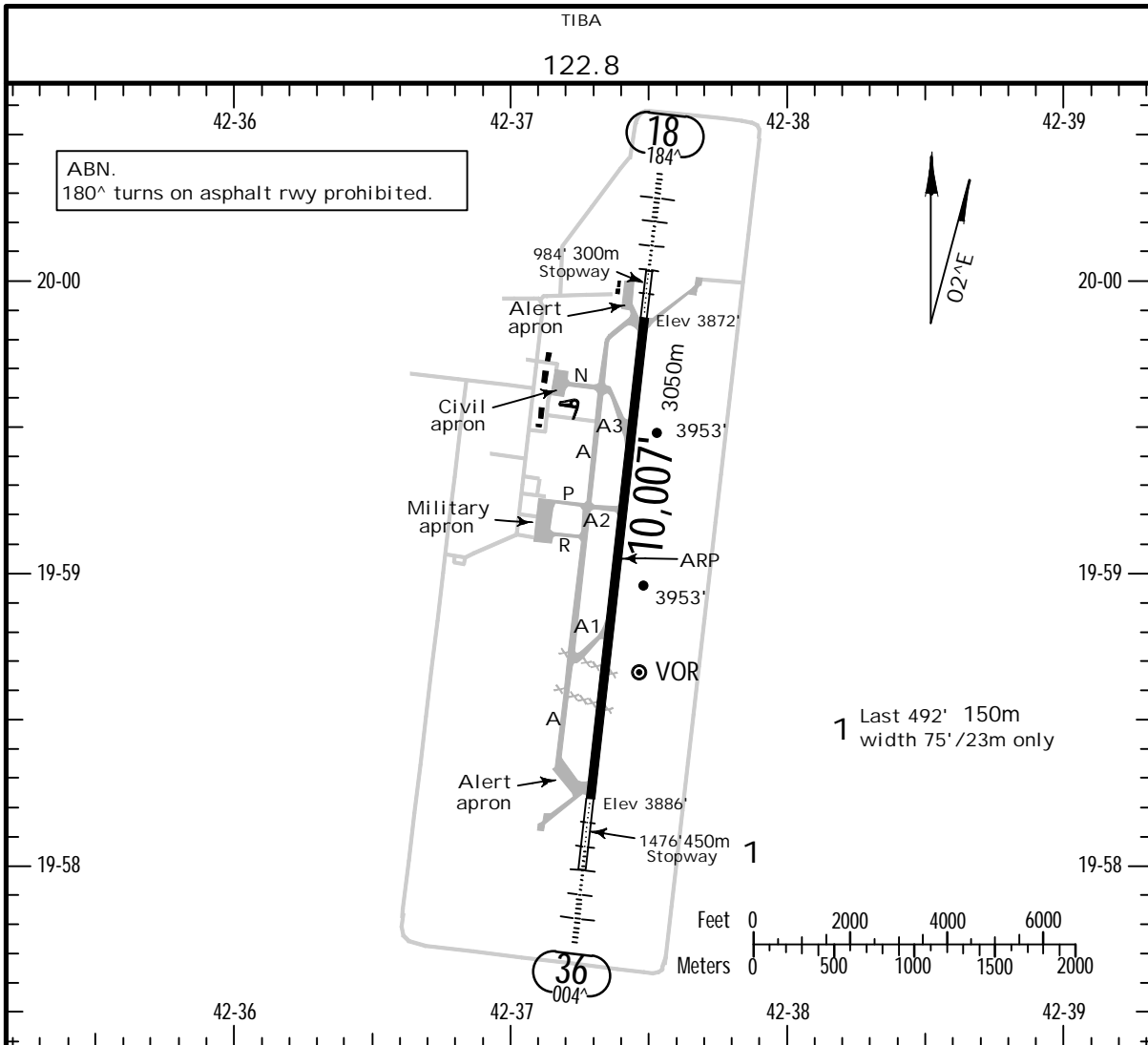
Runway Information

Runway: 18
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3876 ft
Lighting: Edge, ALS
Stopway: 984 ft

Runway: 36
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3887 ft
Lighting: Edge, ALS
Stopway: 984 ft

Communication Information

Bisha Multicom 122.8

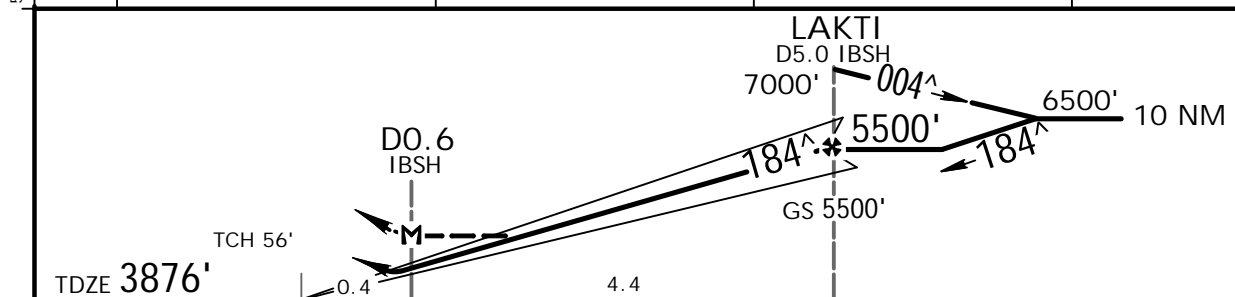
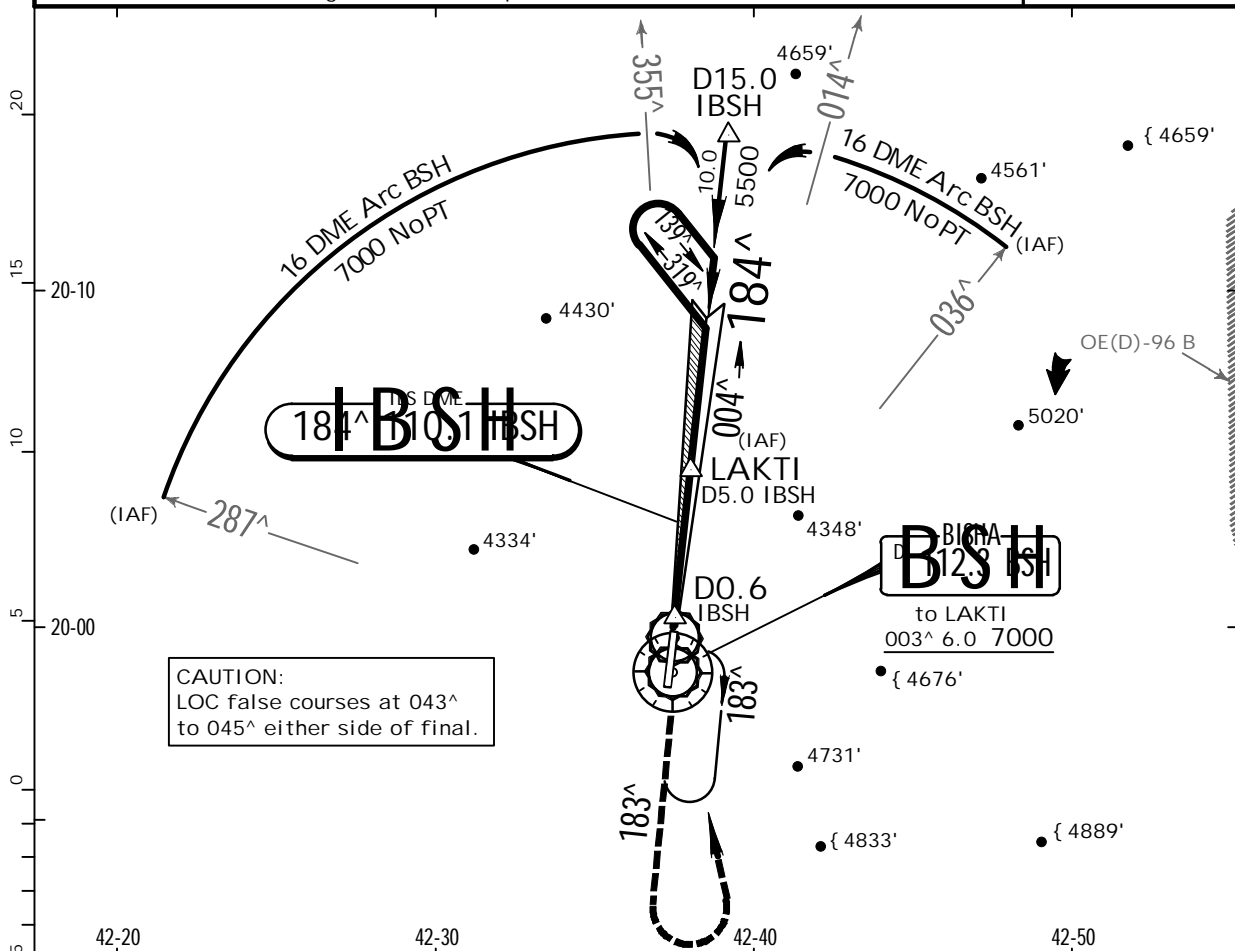


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Take-off	Width
18 36	MIRL (60m) HIALS PAPI-L (angle 3.0°)		8967' 2733m		148' 45m

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys			
	Adequate Vis Ref	STD	
1 Eng	NOT AUTHORIZED	1600m	
2 Eng			
3 & 4 Eng	400m	800m	
		A	NOT AUTHORIZED
		B	
		C	
		D	

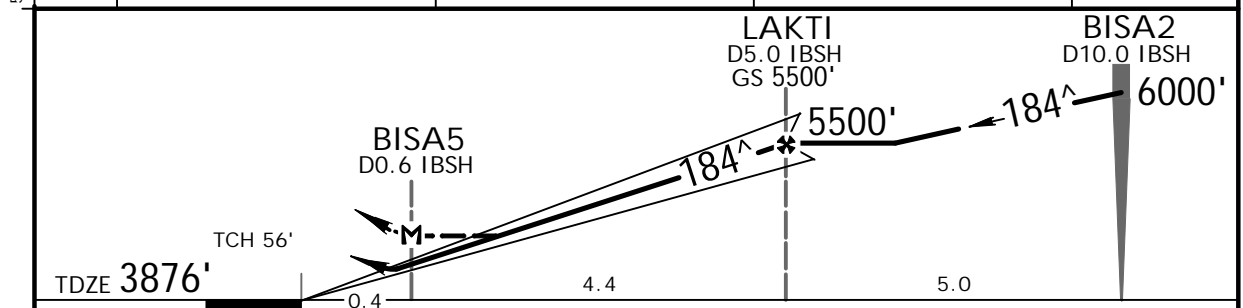
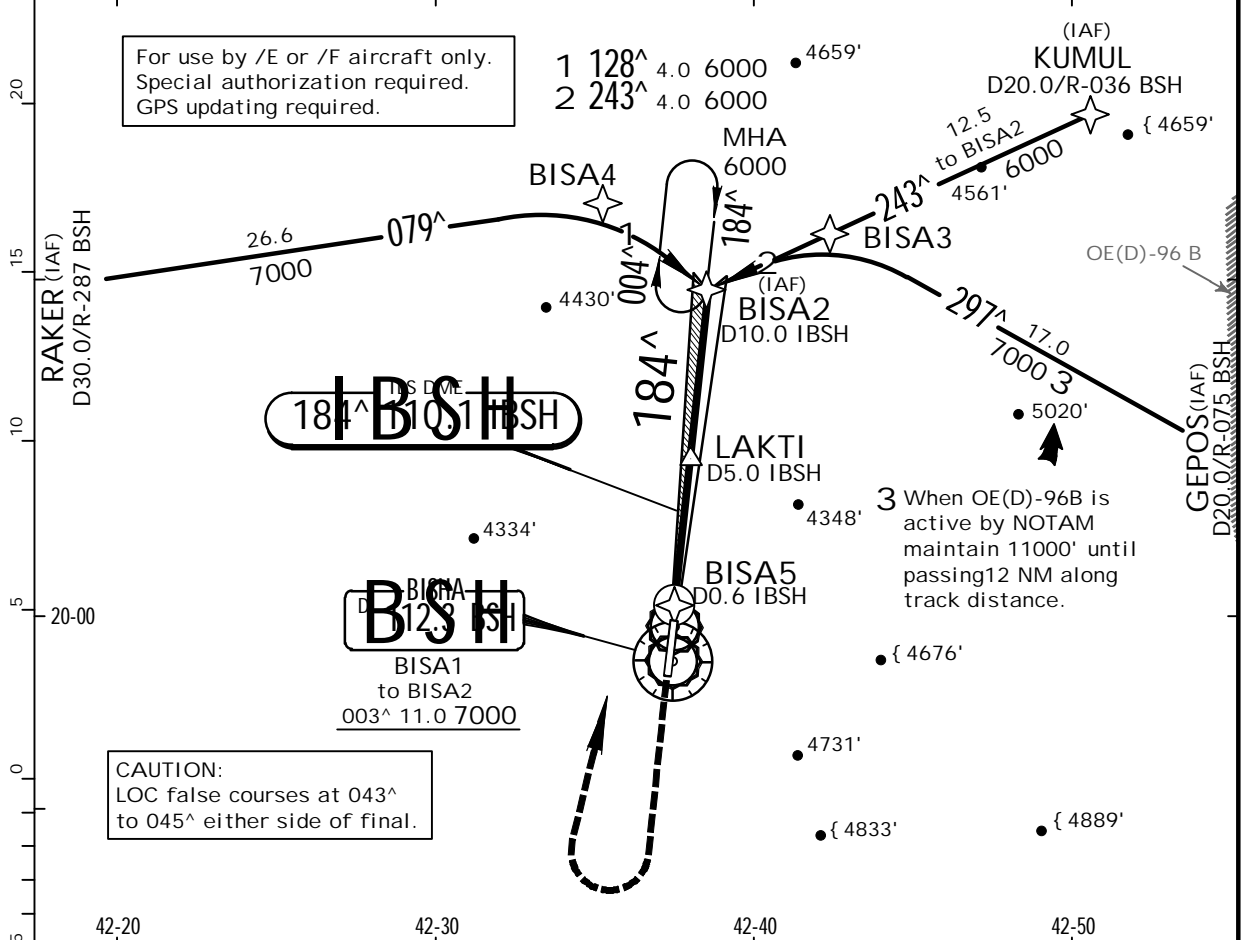
TIBA 122.8			FRS (Contact at least 15 min prior landing) 133.5		
LOC IBSH 110.1	Final Apch Crs 184^	GS LAKTI 5500' (1624')	ILS DA(H) 4076' (200')	Apt Elev 3887'	8000'
MISSED APCH: Climb to 6000' via BSH VOR on R-183, then climbing LEFT turn to 8000' direct to BSH VOR and hold.					
Alt Set: hPa TDZ Elev: 134 hPa Trans level: FL 150 Trans alt: 13000' If BISHA altimeter setting not available, procedure not authorized.					
					MSA BSH VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	6000' via BSH on 112.3 R-183	
ILS GS	3.00^	377	485	539	647	755			862
MAP at DO.6 IBSH									

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 4076' (200')		LOC (GS out) MDA(H) 4300' (424')		Max Kts	
FULL	ALS out	ALS out		100	4680' (793') 1600m
1200m				135	4740' (853') 2000m
				180	4840' (953') 4800m
				205	5240' (1353') 4800m

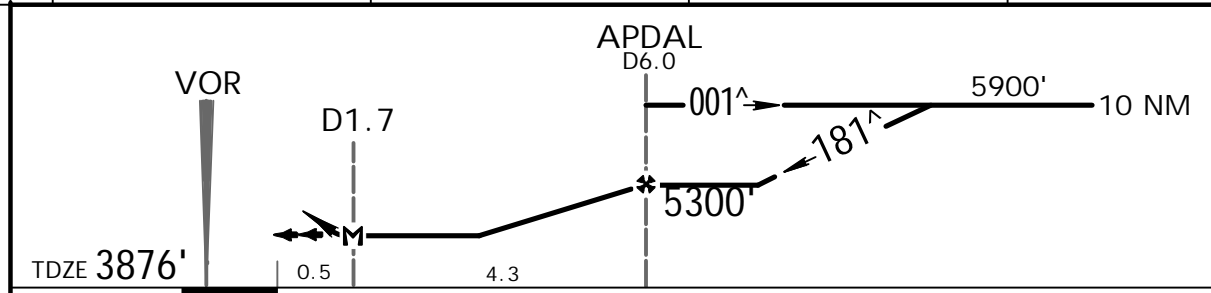
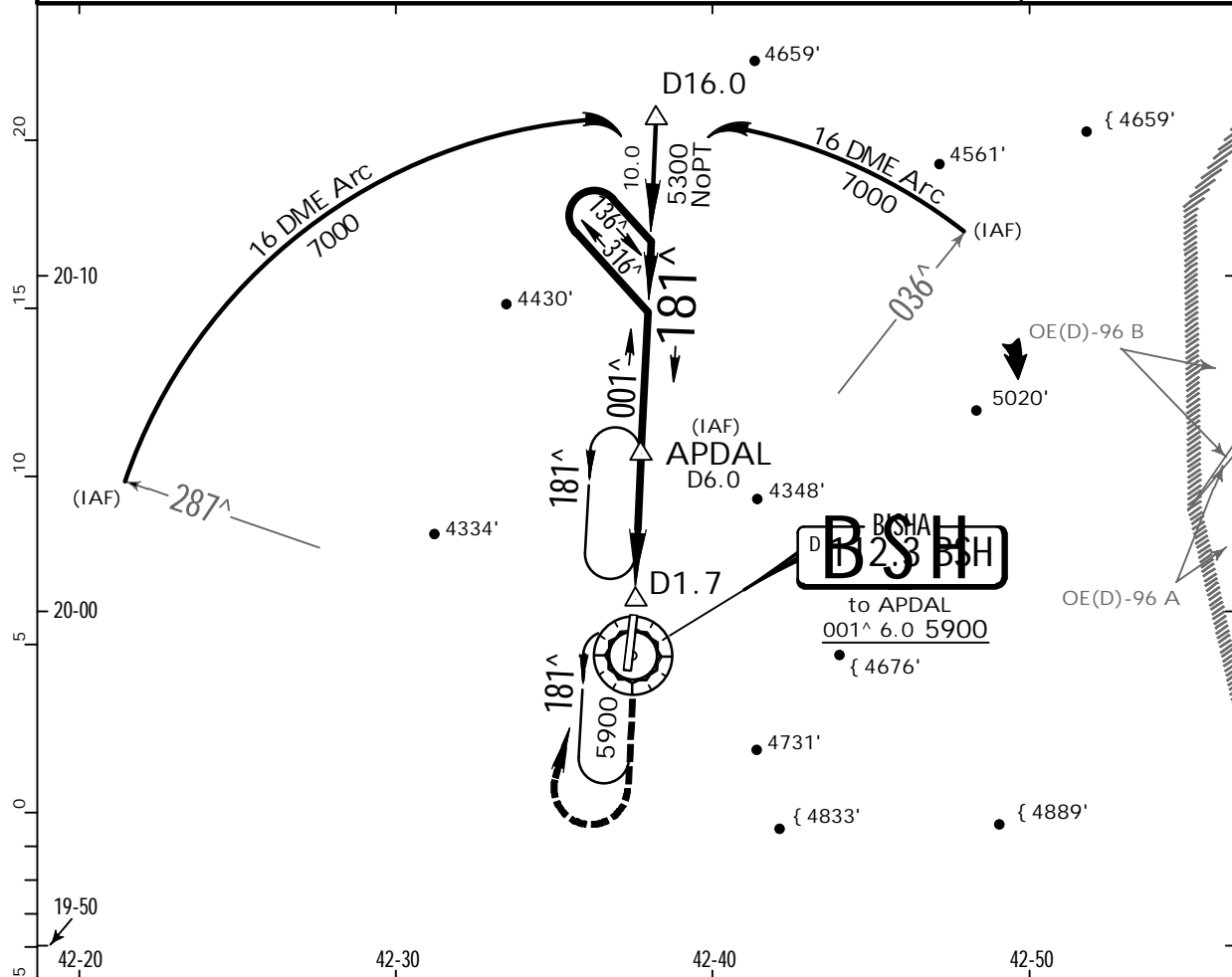
TIBA 122.8				FRS (Contact at least 15 min prior landing) 133.5	
LOC IBSH 110.1	Final Apch Crs 184 [^]	GS LAKTI 5500' (1624')	ILS DA(H) 4076'(200')	Apt Elev 3887'	8000'
MISSED APCH: Climb to 5000', then climbing turn RIGHT to 6000' direct BISA2 and hold.					
Alt Set: hPa TDZ Elev: 134 hPa Trans level: FL 150 Trans alt: 13000' If BISHA altimeter setting not available, procedure not authorized.					MSA BISA1



Gnd speed-Kts	70	90	100	120	140	160	PAPI	5000' ↑	
ILS GS	3.00 [^]	377	485	539	647	755			862
MAP at BISA5/D0.6 IBSH									

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND (PANS OPS)			
ILS			LOC (GS out)			
DA(H) 4076'(200')			MDA(H) 4300'(424')			
TERPS	A	1200m	1600m	Max Kts	MDA(H)	
	B			100	4680'(793')	1600m
	C			135	4740'(853')	2000m
	D			180	4840'(953')	4800m
				205	5240'(1353')	4800m

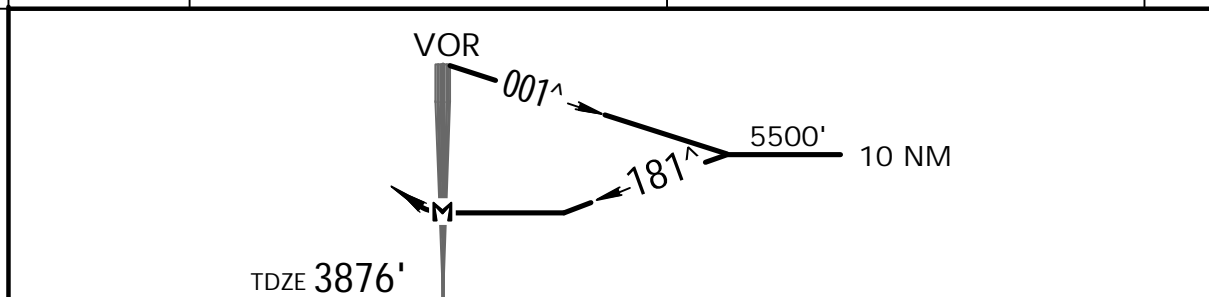
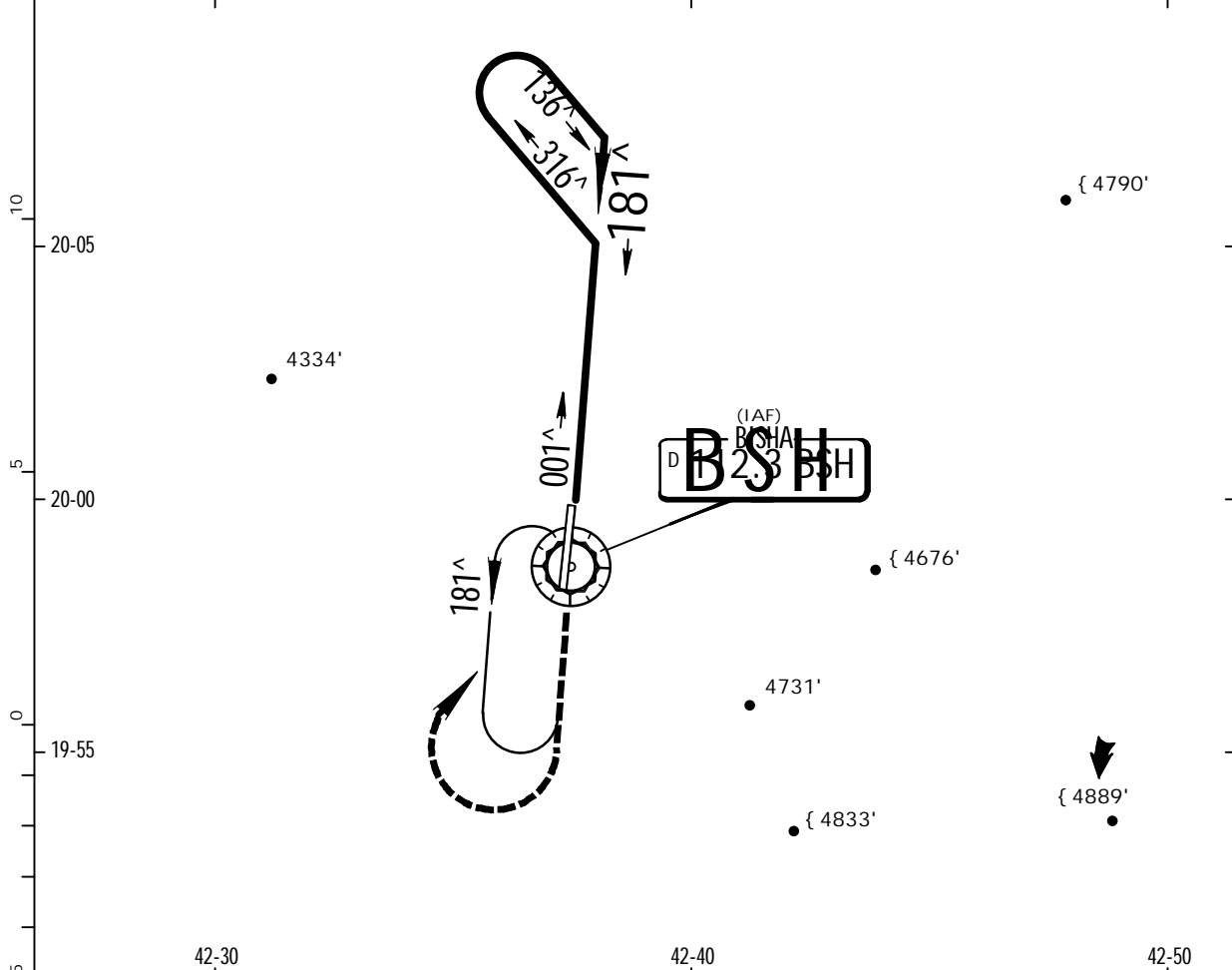
TIBA 122.8			FRS (Contact at least 15 min prior landing) 133.5		
VOR BSH 112.3	Final Apch Crs 181^	Minimum Alt APDAL 5300' (1424')	MDA(H) 4300' (424')	Apt Elev 3887' TDZE 3876'	8000' MSA BSH VOR
MISSED APCH: Climb to 5000', then climbing RIGHT turn to 5900' via R-001 to APDAL/D6.0 and hold, or as directed.					
Alt Set: hPa TDZ Elev: 134 hPa Trans level: FL 150 Trans alt: 13000' If BISHA altimeter setting not available, procedure not authorized.					



					PAPI	5000' ↑
MAP at D1.7						

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 4300' (424')					
TERPS	A	1600m	Max Kts	MDA(H)	
	B		100	4680' (793')	1600m
	C		135	4740' (853')	2000m
	D		180	4840' (953')	4800m
		2000m	205	5240' (1353')	4800m

TIBA 122.8			FRS (Contact at least 15 min prior landing) 133.5		
VOR BSH 112.3	Final Apch Crs 181 [^]	Minimum Alt No FAF	MDA(H) 4340' (464')	Apt Elev 3887' TDZE 3876'	8000' MSA BSH VOR
MISSED APCH: Climb to 5000', then climbing RIGHT turn to 5900' direct to BSH VOR and hold.					
Alt Set: hPa TDZ Elev: 134 hPa Trans level: FL 150 Trans alt: 13000' If BISHA altimeter setting not available, procedure not authorized.					



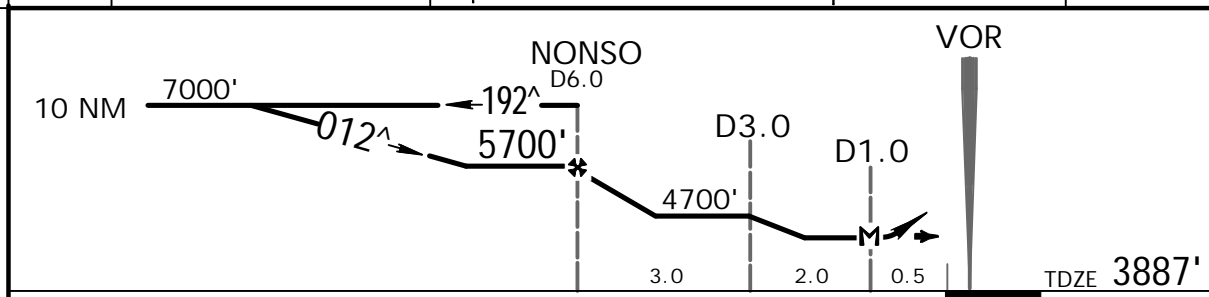
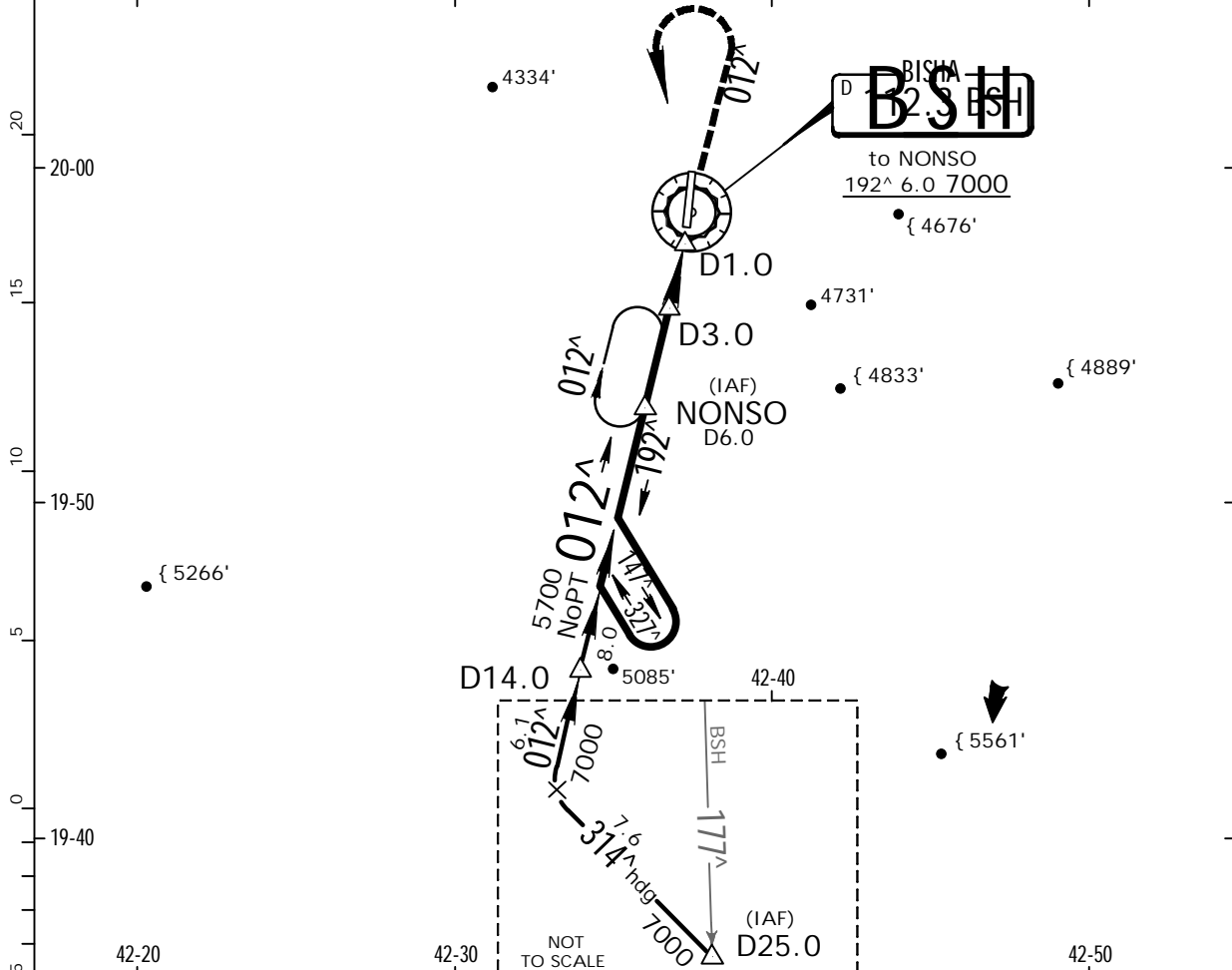
					VASI	5000' ↑
MAP at VOR						

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 4340' (464')					
			Max Kts	MDA(H)	
A	1600m		100	4680' (793')	1600m
B			135	4740' (853')	2000m
C	2000m		180	4840' (953')	4800m
D	2400m		205	5240' (1353')	4800m

BRIEFING STRIP™

TERPS

TIBA 122.8			FRS (Contact at least 15 min prior landing) 133.5		
VOR BSH 112.3	Final Apch Crs 012^	Minimum Alt NONSO 5700' (1813')	MDA(H) 4420' (533')	Apt Elev 3887' TDZE 3887'	8000' MSA BSH VOR
MISSED APCH: Climb to 5500' on R-012, then climbing turn LEFT to 7000' to VOR, continue via R-192 to NONSO/D6.0 and hold.					
Alt Set: hPa TDZ Elev: 135 hPa Trans level: FL 150 Trans alt: 13000' If BISHA altimeter setting not available, procedure not authorized.					



MAP at D1.0				VASI	5500' on 112.3 ↑ R-012
-------------	--	--	--	------	------------------------------

STRAIGHT-IN LANDING RWY 36 MDA(H) 4420' (533')			CIRCLE-TO-LAND (PANS OPS)	
TERPS	A	1600m	Max Kts 100	MDA(H) 4680' (793') 1600m
	B	2400m	135	4740' (853') 2000m
	C	2400m	180	4840' (953') 4800m
	D	2800m	205	5240' (1353') 4800m

Chart changes since cycle 04-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BISHA, (BISHA - OEBH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEBH

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEGN

Terminal Charts For OEGN

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Jazan Sau
IATA Code: GIZ
Lat/Long: N16° 54.1' E042° 35.1'
Elevation: 20 ft

Airport Use: Public
Magnetic Variation: 2.4°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0322 Z
Sunset: 1518 Z,

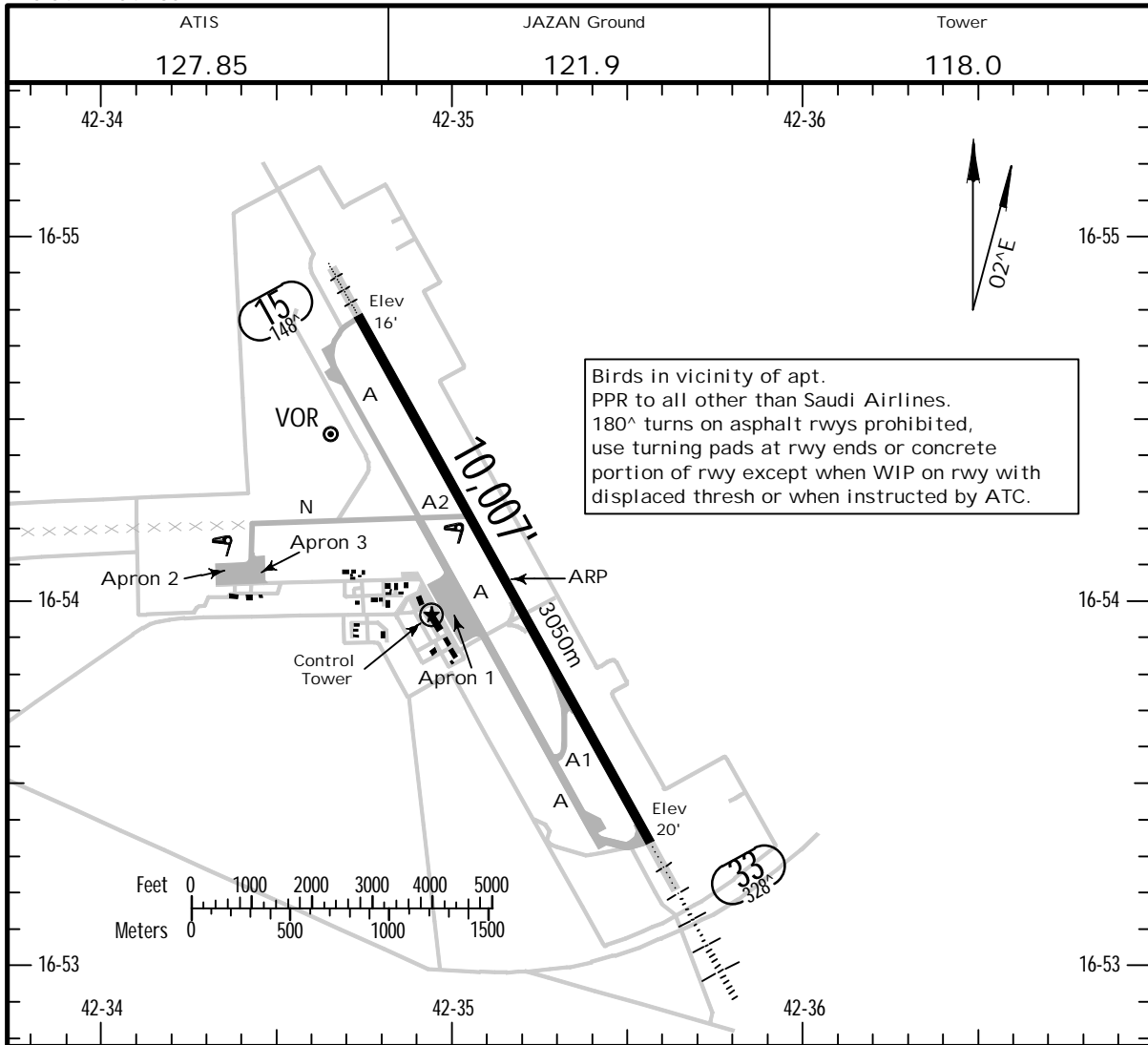
Runway Information

Runway: 15
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, ALS

Communication Information

ATIS 127.85
Jazan Tower 118.0
Jazan Tower 23.59 Military
Jazan Ground Control 121.9



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	Landing	Slope	TAKE-OFF	WIDTH
15 33	HIRL (60m) HIALS PAPI-L (angle 3.0°)		9020' 2749m		148' 45m

TAKE-OFF & IFR DEPARTURE PROCEDURE

All Rwys	
Adequate Vis Ref	STD
1 Eng NOT AUTHORIZED	1600m
2 Eng 400m	800m
3 & 4 Eng	

FOR FILING AS ALTERNATE

1	
Precision	Non-Precision
A 600' -	800' -
B 3200m	3200m
C	
D	

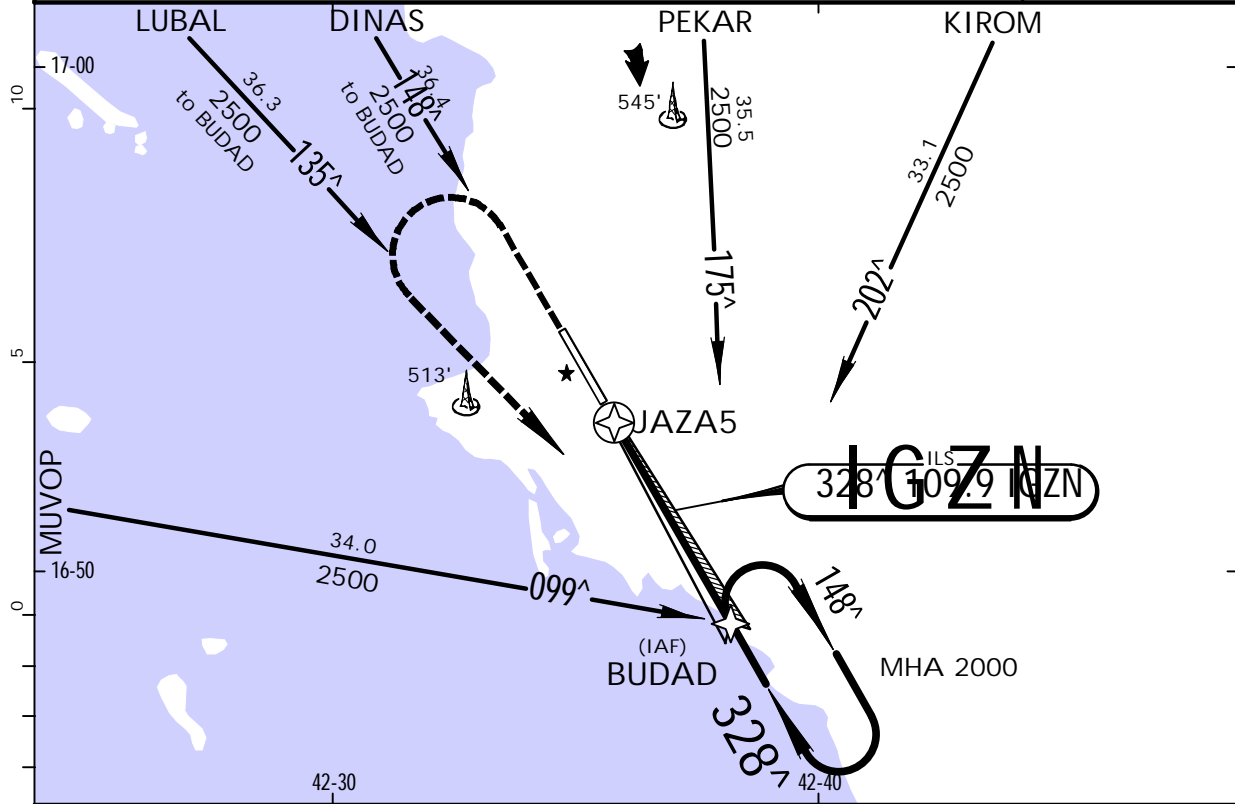
1 RNAV: NOT AUTHORIZED.

IFR DEPARTURE PROCEDURE

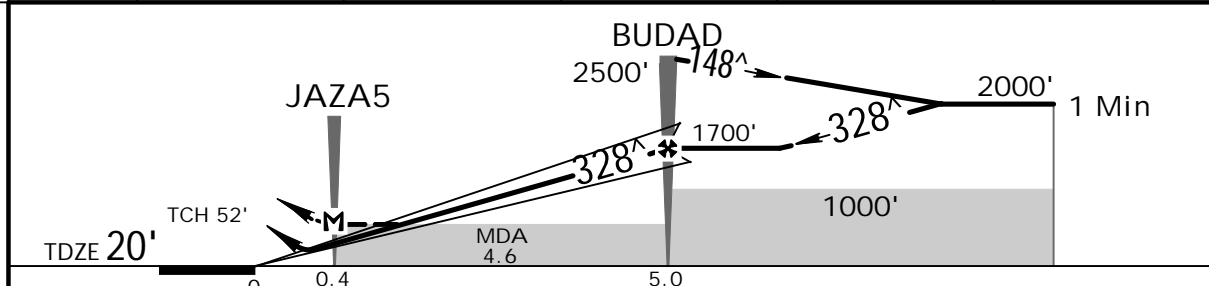
RWY 15/33: North to AWY V 40: Proceed on course with 230' per NM minimum climb to 11000'.
 Northeast to AWY V 39: Proceed on course with 250' per NM minimum climb to 14000'.

BRIEFING STRIP™

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9	
LOC IGZN 109.9	Final Apch Crs 328^	GS BUDAD 1700' (1680')	ILS DA(H) 220' (200')	Apt Elev 20'	TDZE 20'		
MISSED APCH: Climb to 1000', then climbing turn LEFT to 2000' direct to BUDAD and hold.							MSA JAZA5
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' International border South and Southeast of apt not defined by topographical features. Acft to remain within 17 NM of JAZA5.							



LOC (GS out)	Dist to JAZA5	1.0	2.0	3.0	4.0
	ALTITUDE	550'	870'	1200'	1520'

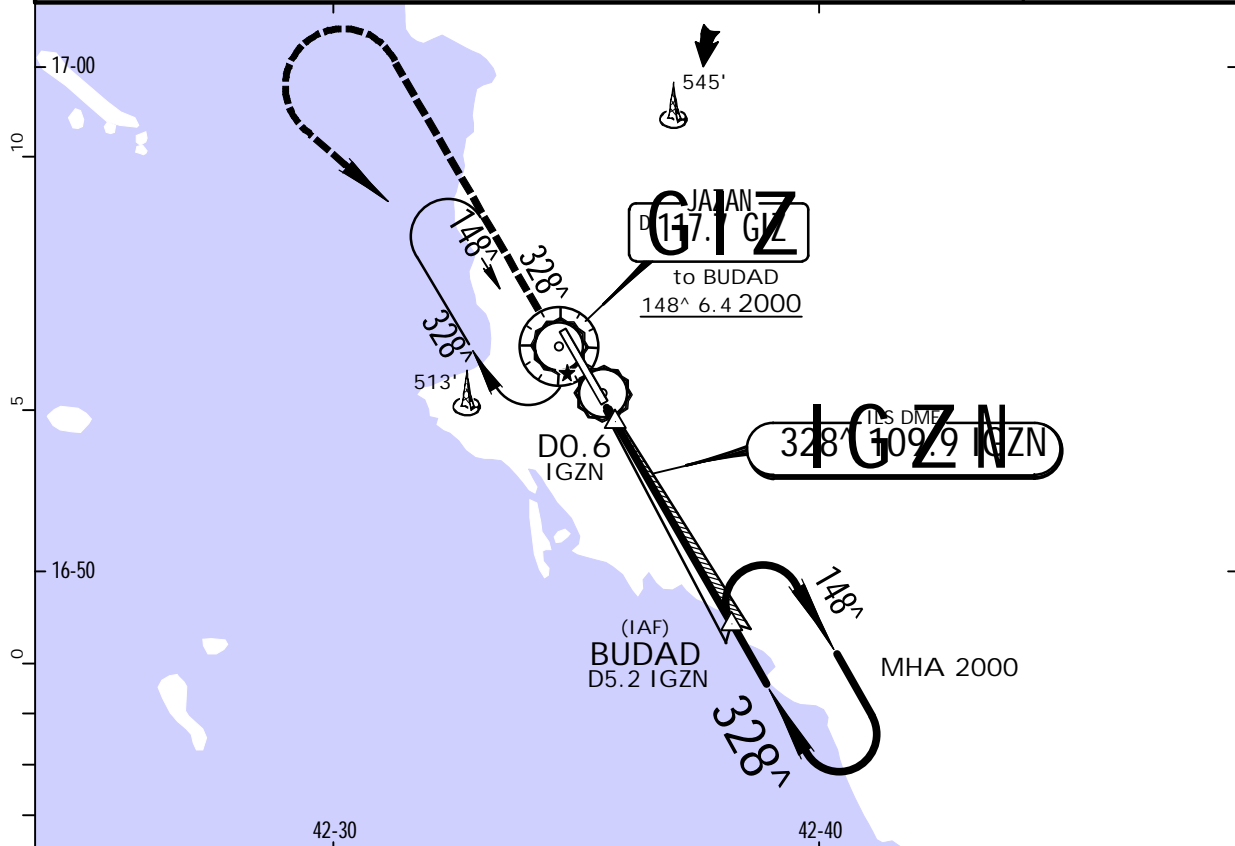


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1000' ↑
ILS GS or LOC Descent angle 3.00^	377	484	538	646	753	861	
MAP at JAZA5							

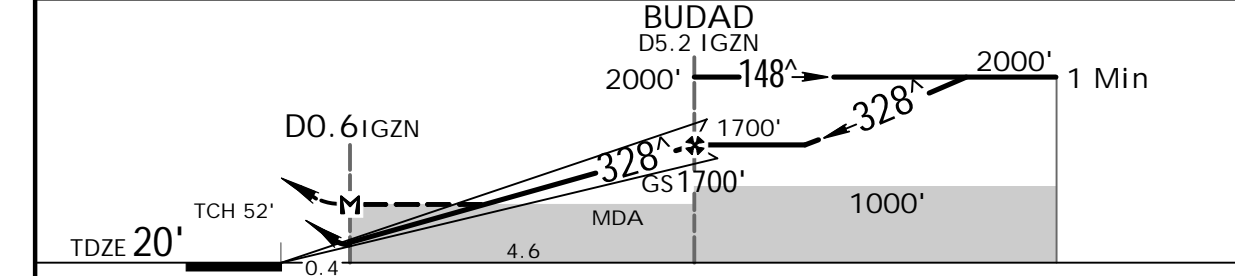
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND (PANS OPS)			
ILS DA(H) 220' (200')		LOC (GS out) MDA(H) 400' (380')					
FULL		ALS out		ALS out		Max Kts, MDA(H)	
A						100	820' (800') 1600m
B				1600m		135	820' (800') 2000m
C	1200m					180	920' (900') 4400m
D				2000m		205	960' (940') 4800m

TERPS

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9	
LOC IGZN 109.9	Final Apch Crs 328^	GS BUDAD 1700' (1680')	ILS DA(H) 220' (200')	Apt Elev 20'	TDZE 20'	<p>MSA GIZ VOR</p>	
<p>MISSED APCH: Climb on R-328 outbound VOR to 2000', then turn LEFT direct to VOR and hold.</p> <p>Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>International border South and Southeast of apt not defined by topographical features. Acft to remain within D17.0 GIZ.</p>							



LOC (GS out)	IGZN DME	2.0	3.0	4.0	5.0
	ALTITUDE	650'	970'	1290'	1610'



Gnd speed-Kts	70	90	100	120	140	160		2000' GIZ ↑ on 117.7 R-328
ILS GS or LOC Descent angle 3.00^	377	484	538	646	753	861		
MAP at D0.6 IGZN								

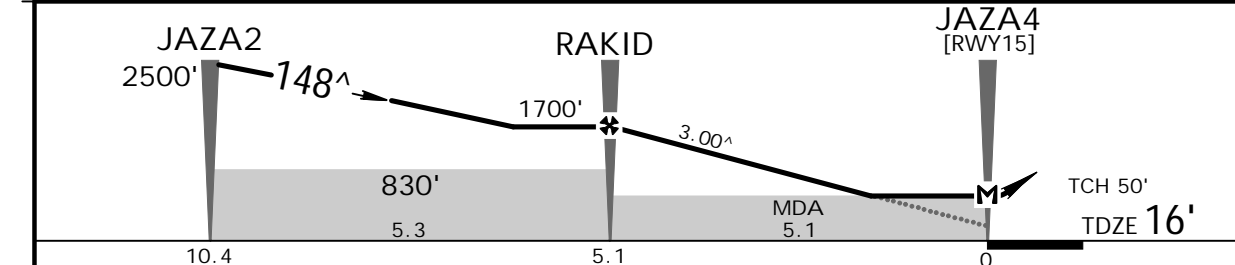
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND (PANS OPS)			
ILS DA(H) 220' (200')		LOC (GS out) MDA(H) 400' (380')		Max Kts		MDA(H)	
FULL	ALS out	FULL	ALS out	100	820' (800')	1600m	
1200m				135	820' (800')	2000m	
				180	920' (900')	4400m	
2000m				205	960' (940')	4800m	

TERPS

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9	
RNAV	Final Apch Crs 148[^]	Procedure Alt RAKID 1700' (1684')	MDA(H) 400' (384')	Apt Elev 20'	TDZE 16'		
MISSED APCH: Climb to 1500', then climbing turn RIGHT to 2500' direct to JAZA2 and hold.							MSA JAZA4
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' International border South and Southeast of apt not defined by topographical features.							



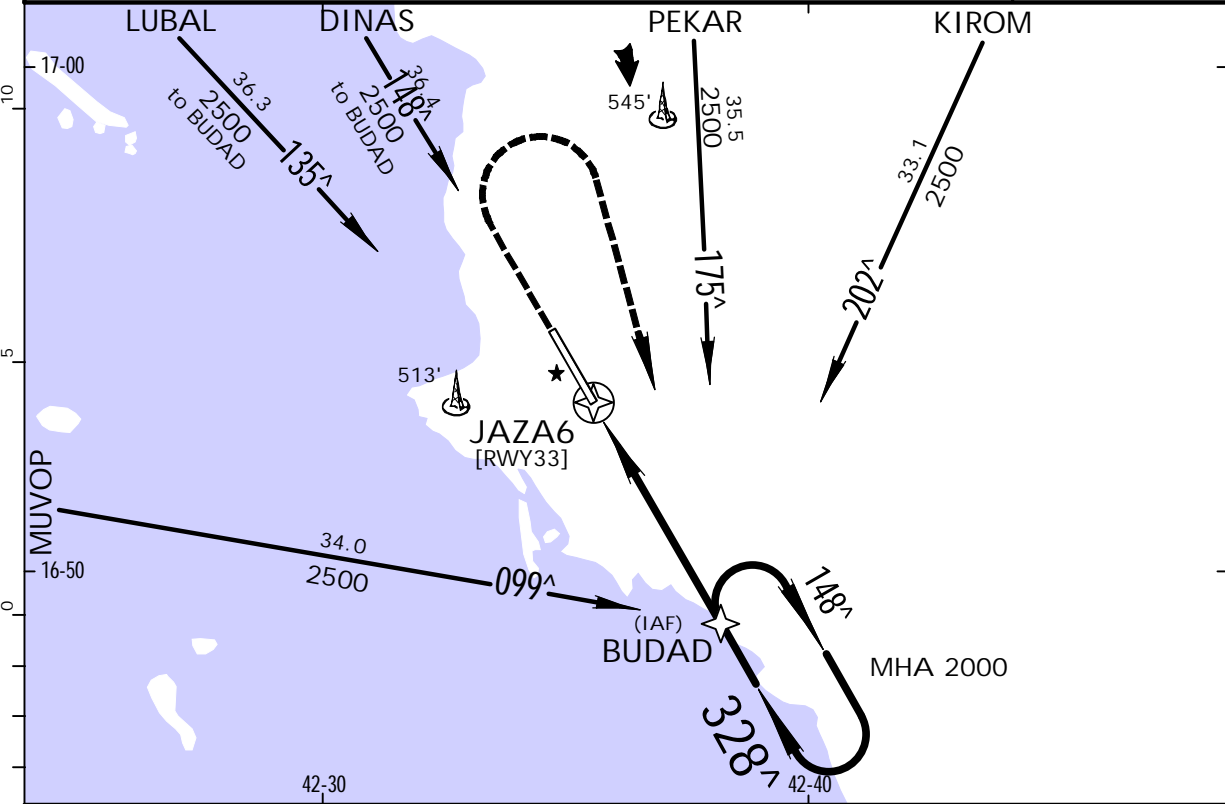
Dist to JAZA4	5.0	4.0	3.0	2.0
ALTITUDE	1670'	1340'	1030'	710'



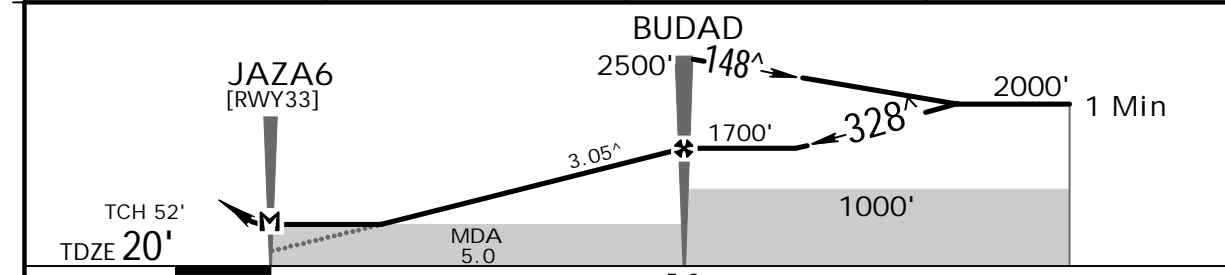
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1500' ↑	
Descent angle	3.00 [^]	372	478	531	637	743		849
MAP at JAZA4								

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 400' (384')			ALS out		
TERPS	A		Max Kts	MDA(H)	
	B	1600m	100	820' (800')	1600m
	C		135	820' (800')	2000m
	D	2000m	180	920' (900')	4400m
			205	960' (940')	4800m

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9	
RNAV	Final Apch Crs 328[^]	Procedure Alt BUDAD 1700' (1680')	MDA(H) 400' (380')	Apt Elev 20'	TDZE 20'		
MISSED APCH: Climb to 1000', then climbing turn RIGHT to 2000' direct to BUDAD and hold.							MSA JAZA6
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'			
International border South and Southeast of apt not defined by topographical features.							



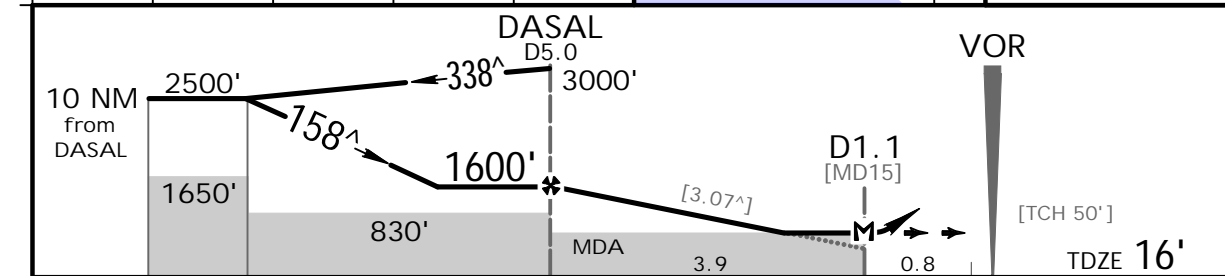
Dist to JAZA6	2.0	3.0	4.0
ALTITUDE	720'	1050'	1370'



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle	3.05 [^]	378	486	540	648	755		863
MAP at JAZA6								

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 400' (380')				ALS out			
				Max Kts	MDA(H)		
A	1600m			100	820'	(800')	1600m
B	1600m			135	820'	(800')	2000m
C	1600m			180	920'	(900')	4400m
D	2000m			205	960'	(940')	4800m

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9	
VOR GIZ 117.7	Final Apch Crs 158 [^]	Procedure Alt DASAL 1600' (1584')	MDA(H) 400' (384')	Apt Elev 20'	TDZE 16'		
MISSED APCH: Climb on R-158 outbound VOR to 2500', then turn RIGHT to VOR, then proceed on R-338 outbound to DASAL/D5.0 and hold.							MSA GIZ VOR
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' International border South and Southeast of apt not defined by topographical features. Acft to remain within D17.0.							



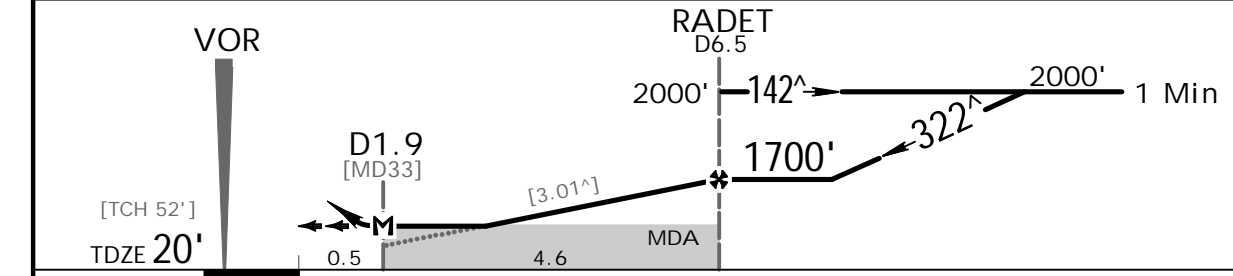
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2500' GIZ on 117.7 R-158
Descent gradient 5.36% or Descent angle [3.07 [^]]	380	489	543	652	760	869	
MAP at D1.1							

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 400' (384')				Max Kts			
ALS out				MDA(H)			
A				100	820' (800')		1600m
B	1600m			135	820' (800')		2000m
C				180	920' (900')		4400m
D	2000m			205	960' (940')		4800m

ATIS 127.85		JAZAN Approach 118.0		JAZAN Tower 118.0		Ground 121.9		
VOR GIZ 117.7	Final Apch Crs 322 [^]	Procedure Alt RADET 1700' (1780')	MDA(H) 400' (380')	Apt Elev 20'	TDZE 20'	<p>MSA GIZ VOR</p>		
<p>MISSED APCH: Climb on R-322 outbound VOR to 2000', then turn LEFT to VOR, then proceed on R-142 to RADET/D6.5 and hold.</p>								
<p>Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' International border South and Southeast of apt not defined by topographical features. Acft to remain within D17.0.</p>								



GIZ DME	3.0	4.0	5.0	6.0
ALTITUDE	580'	900'	1220'	1540'



Gnd speed-Kts	70	90	100	120	140	160	
Descent gradient 5.26% or	373	479	532	639	745	852	
Descent angle [3.01 [^]]							

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 400' (380')				ALS out			
TERPS	A			Max Kts	MDA(H)		
	B	1600m		100	820' (800')	1600m	
	C			135	820' (800')	2000m	
	D	2000m		180	920' (900')	4400m	
				205	960' (940')	4800m	

Chart changes since cycle 04-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

JAZAN, (KING ABDULLAH BIN ABDULAZIZ - OEGN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEGN

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEJN

Terminal Charts For OEJN

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Jeddah Sau
IATA Code: JED
Lat/Long: N21° 40.9' E039° 09.3'
Elevation: 48 ft

Airport Use: Public
Magnetic Variation: 3.2°E

Fuel Types: 100 Octane (LL), Jet A-1, Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0337 Z
Sunset: 1531 Z,

Runway Information

Runway: 16C
Length x Width: 10827 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, ALS

Runway: 16R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34C
Length x Width: 10827 ft x 197 ft

Surface Type: concrete
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 46 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.2
ATIS 116.4
Jeddah Tower 124.3
Jeddah Tower 118.2
Jeddah Tower 34.37 Military
Jeddah Ground Control 121.9
Jeddah Ground Control 121.8
Jeddah Ground Control 121.6
Jeddah Ground Control 36.23 Military
Jeddah Clearance Delivery 121.8
Jeddah Upper Sector Approach Control 125.45
Jeddah Upper Sector Approach Control 119.1
Jeddah Upper Sector Approach Control 34.56 Military
Jeddah Final Approach Control 124.0
Jeddah Final Approach Control 123.8
Jeddah Final Approach Control 35.87 Initial Contact Military
Jeddah Radio 1130.0 AFIS Air-Ground
Jeddah Radio 565.8 Air-Ground
Jeddah Radio 551.7 AFIS Air-Ground
Jeddah Radio 218.2 AFIS Air-Ground

1. GENERAL

1.1. ATIS

D-ATIS 116.4 126.2

1.2. NOISE ABATEMENT PROCEDURES

Overflight of the city of Jeddah is prohibited below 5000' except for purposes of take-off and landing in accordance with ATC instructions.

1.3. TAXI PROCEDURES

180° turns on RWY 16L/34R prohibited, except when WIP on RWY with displaced threshold or when instructed by ATC.

TWYs D, D1 and D2 on GA apron MAX wingspan 118'/36m.

CAUTION on Apron 1, 4 and 5 stands 1 and 8 and on Apron 2 stands 1 and 9:

No ACFT permitted to dock to or push back from stands when there is parallel traffic on TWYs T or U.

CAUTION: Crossing vehicles on TWYs R, S, T, U and V.

1.4. PARKING INFORMATION

On all stands of Aprons 6 and 7 and GA apron push-back required.

No power out is permitted at GA.

Stand entry guidance system available at stands A1 thru A6 and Apron 7 stands 1 thru 20.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 16R, 34C and 34R right-hand circuit.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 16C, 16R, 34L and 34C are approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

RWY 34C is preferential arrival RWY in conditions of slack wind (less than 6KTS).

2.3. TAXI PROCEDURES

General aviation ACFT shall be guided by marshaller to the general aviation parking area.

Pilots should exercise caution and use idle power when manoeuvring to park on apron 2.

Enter Apron 6 from TWY F and Apron 7 from TWY B7, D4 or D3.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. START-UP

ACFT parked on Apron 6 not to start engine until been pushed back.

Engine start and run-up not permitted on apron 9 except:

- Saudia MD-11 engine No.2 only.
- ACFT other than MD-11 with inoperative APU will start-up with one engine at idle power. Furthermore the operator of ACFT shall guard the roadway behind the ACFT until the push-back is completed.

3.1.2. PUSH-BACK

Flight crew shall request push-back approval only when immediately ready.

Any delay in the commencement of push-back shall be notified to ATC.

3.2. NOISE ABATEMENT PROCEDURES

Departure from RWY 34L.

Jet ACFT shall not normally allowed to turn further left than JDW R-310 until at least D5 JDW unless:

- ATC requirements necessitate such a turn or
- ACFT are making VFR circuits.

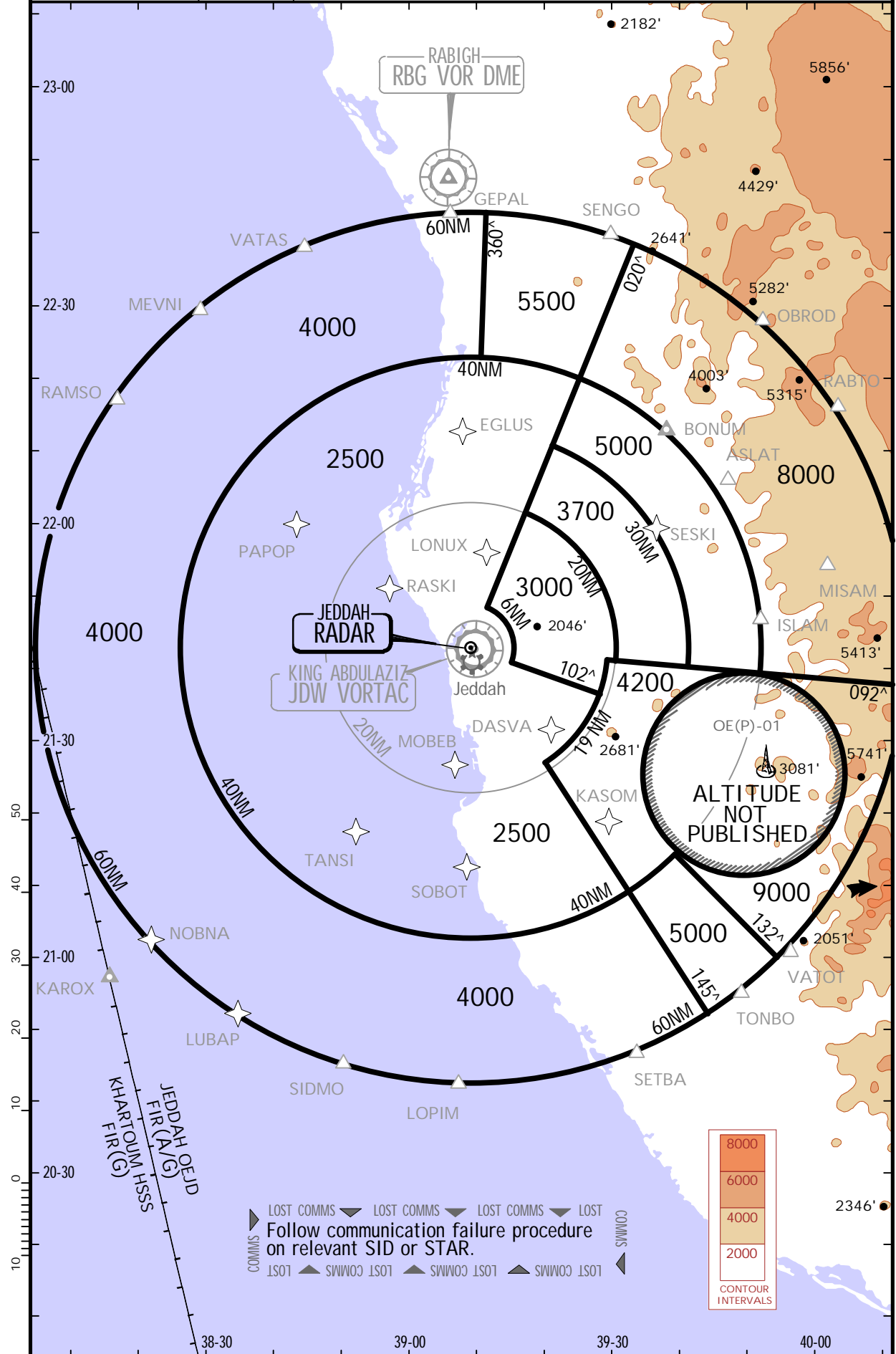
3.3. TAXI PROCEDURES

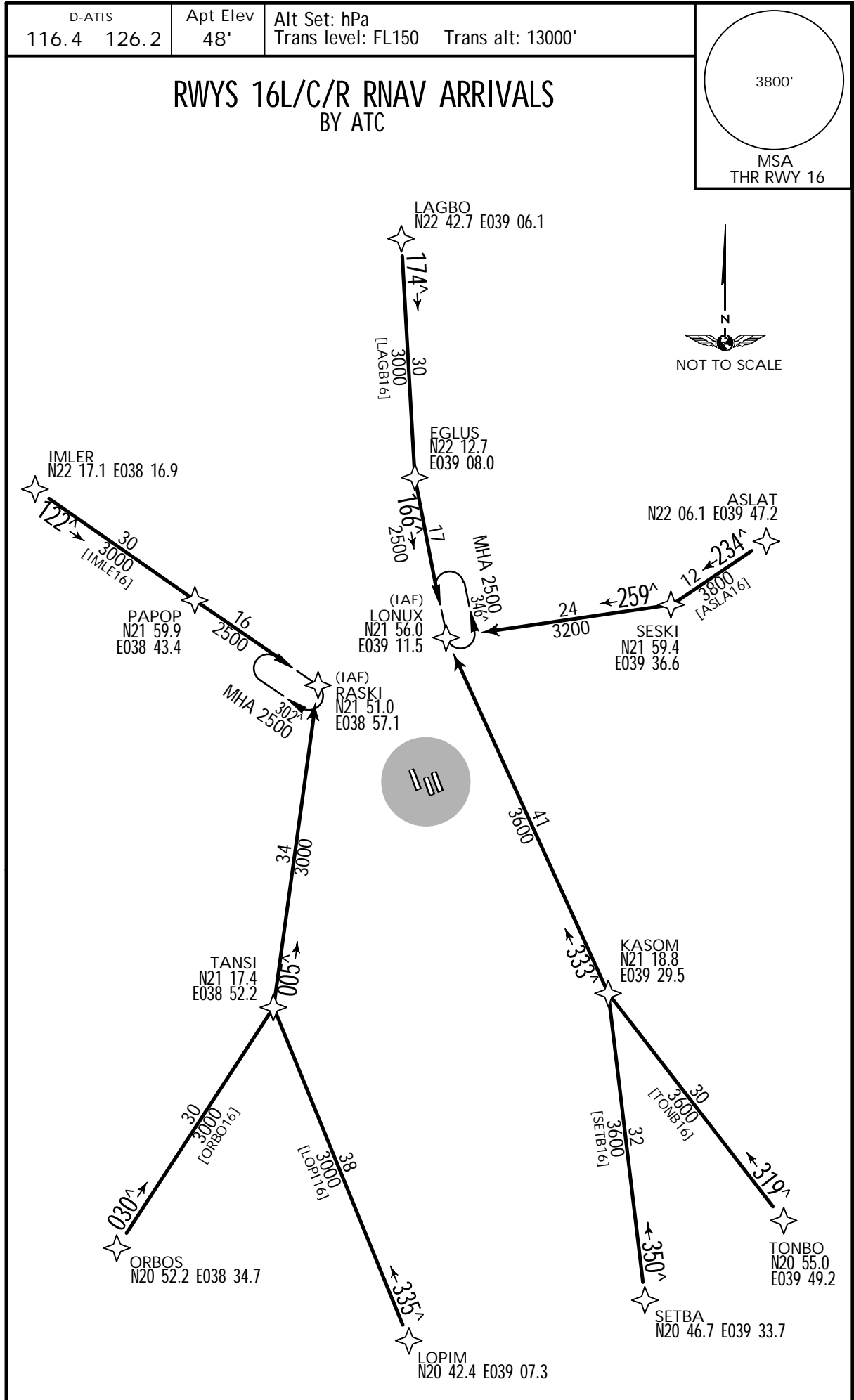
Exit Apron 6 on TWY E and Apron 7 on TWY B7, D4 or D3.

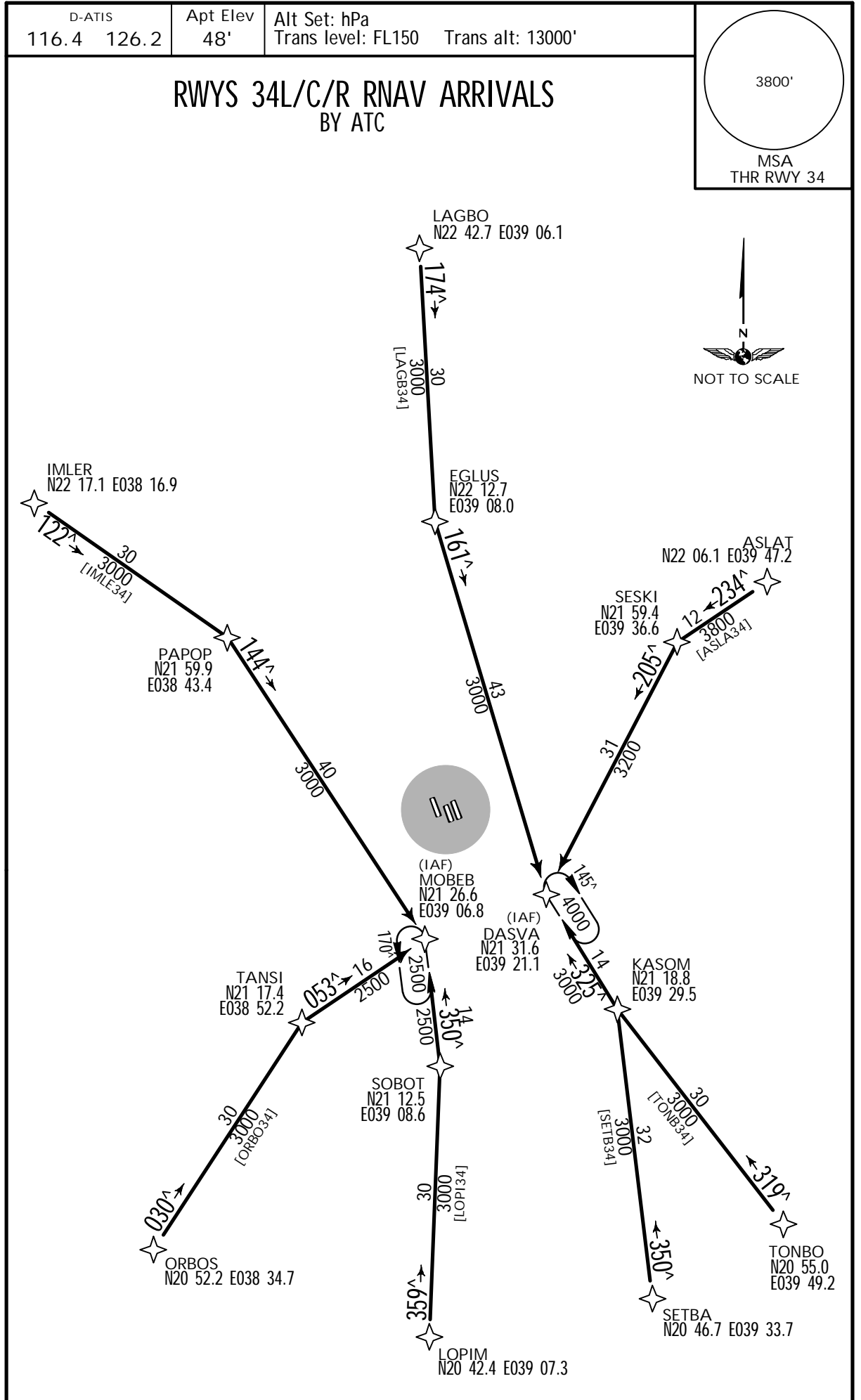
3.4. RWY OPERATIONS

RWY 34L is preferential departure RWY in conditions of slack wind (less than 6Kts).

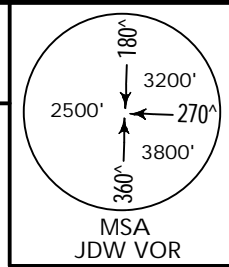
JEDDAH Approach (R) 119.1 124.0	Apt Elev 48'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' This chart may only be used for cross-checking of altitudes assigned while under radar control.
------------------------------------	-----------------	--



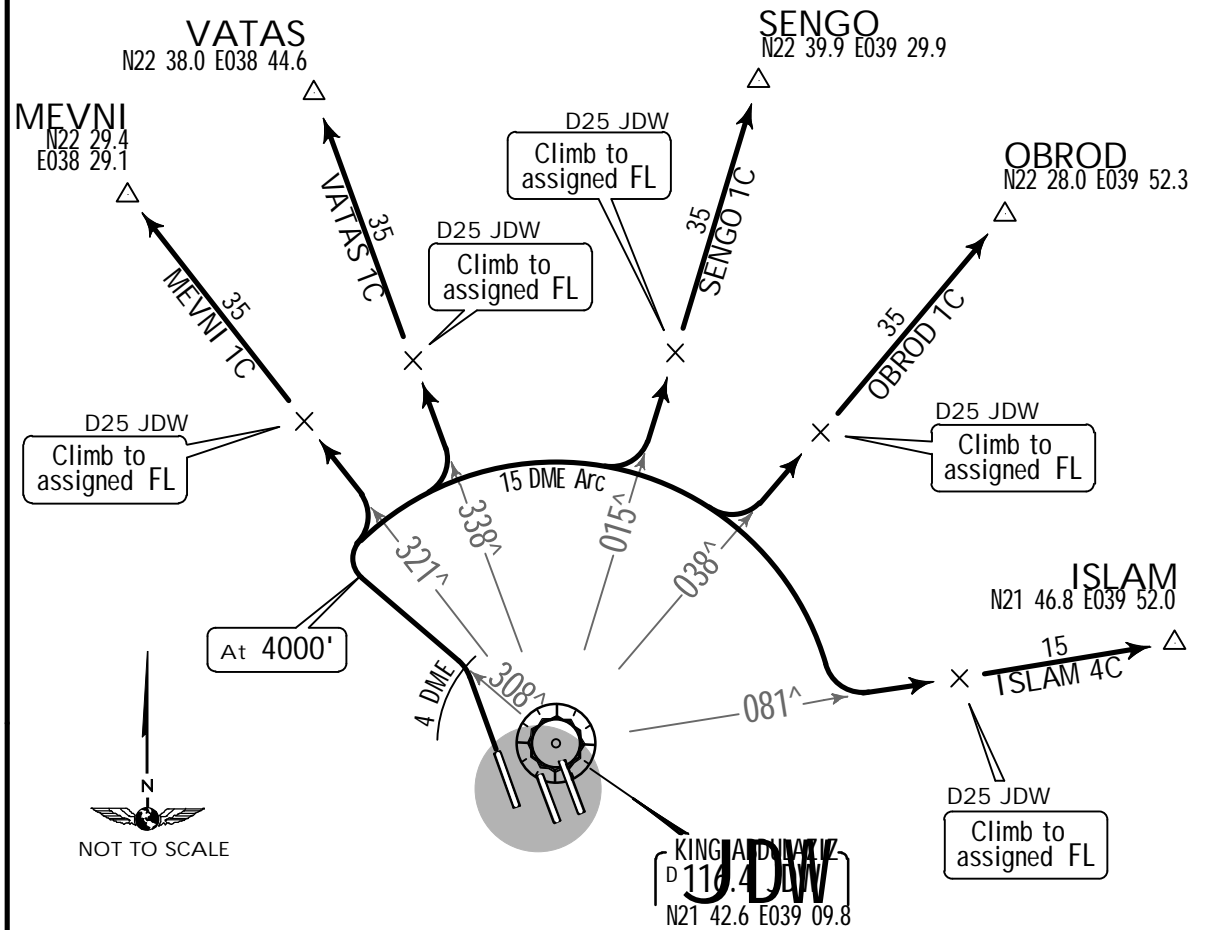




JEDDAH Approach (R) 124.0	Apt Elev 48'	Trans level: FL150 Trans alt: 13000' Contact JEDDAH Approach immediately after take-off.
------------------------------	-----------------	---



ISLAM 4C [ISLA4C]
MEVNI 1C [MEVN1C]
OBROD 1C [OBRO1C]
SENGO 1C [SENG1C]
VATAS 1C [VATA1C]
RWY 34L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 320' per NM.

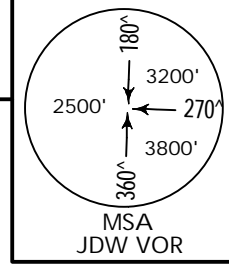
Gnd speed-KT	75	100	150	200	250	300
320' per NM	400	533	800	1067	1333	1600

If unable to comply with SID advise ATC prior to take-off.

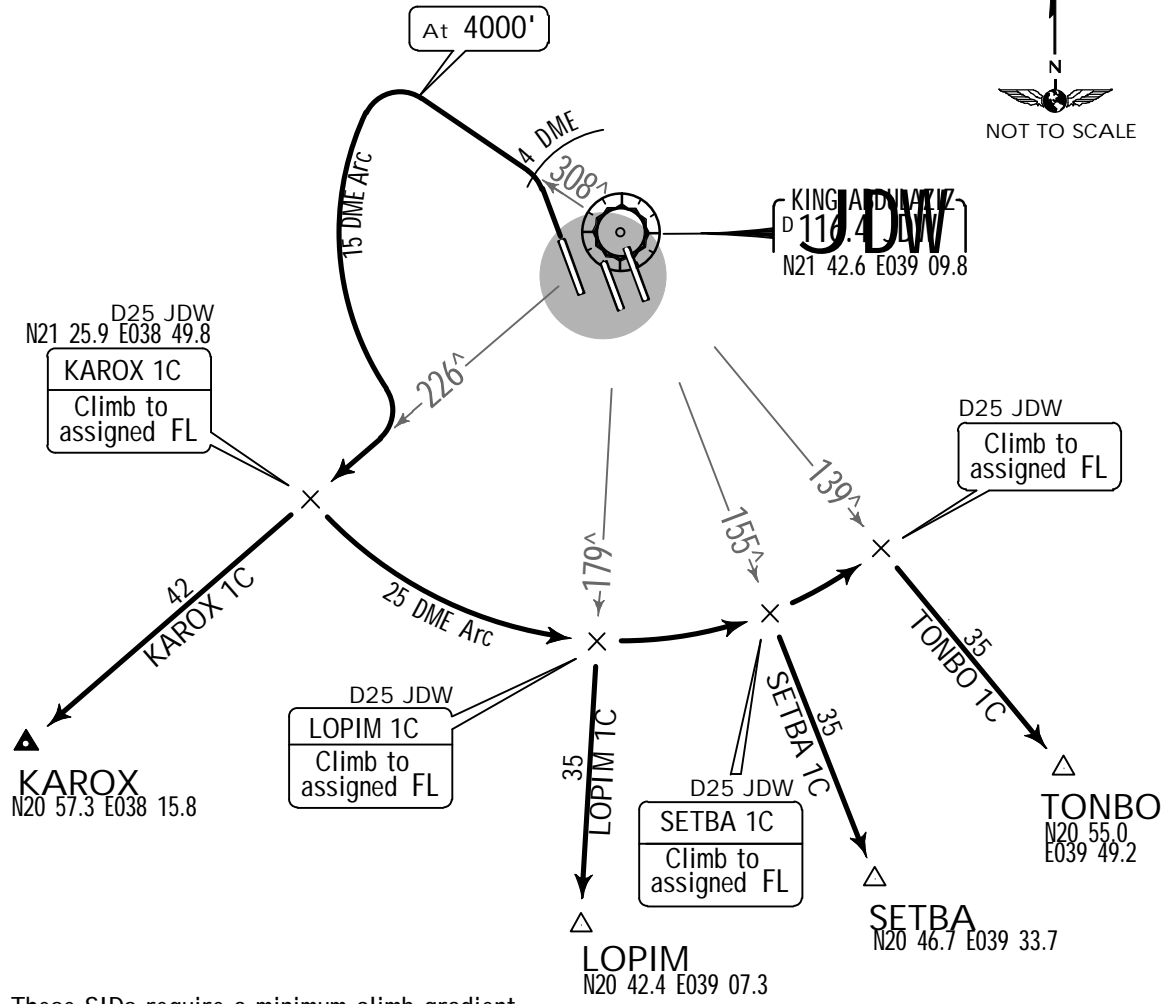
SID	ROUTING
ISLAM 4C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-081 to ISLAM.
MEVNI 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-321 to MEVNI.
OBROD 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-038 to OBROD.
SENGO 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-015 to SENGO.
VATAS 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn RIGHT, along JDW 15 DME arc, intercept JDW R-338 to VATAS.

JEDDAH Approach (R)
124.0
Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



**KAROX 1C [KARO1C]
LOPIM 1C [LOPI1C]
SETBA 1C [SETB1C]
TONBO 1C [TONB1C]
RWY 34L DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST**



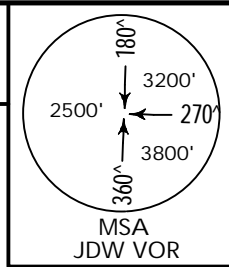
These SIDs require a minimum climb gradient of 320' per NM.

Gnd speed-KT	75	100	150	200	250	300
320' per NM	400	533	800	1067	1333	1600

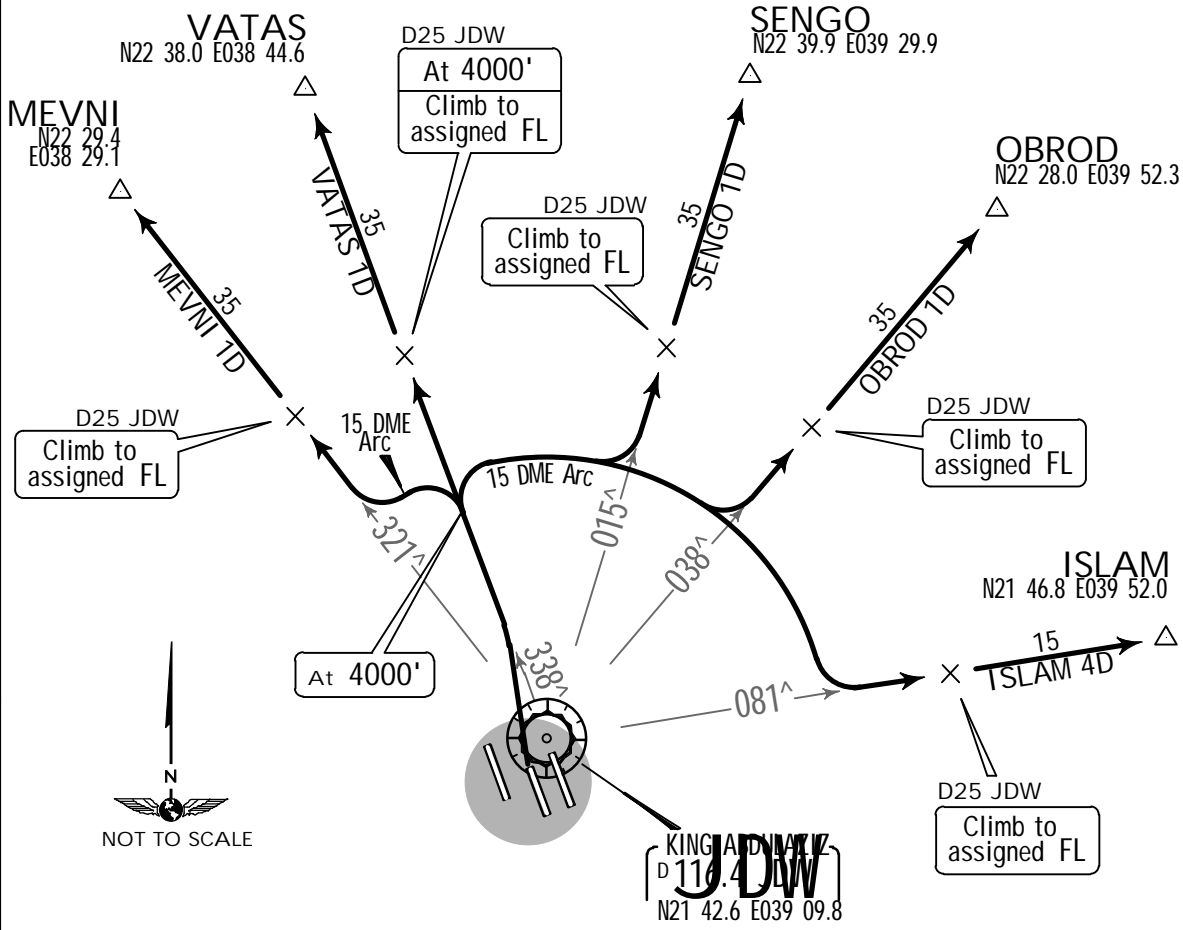
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
KAROX 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226 to KAROX.
LOPIM 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1C	Climb on runway heading to JDW 4 DME, intercept JDW R-308 to 4000', turn LEFT, along JDW 15 DME arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

JEDDAH Approach (R) 124.0	Apt Elev 48'	Trans level: FL150 Trans alt: 13000' Contact JEDDAH Approach immediately after take-off.
------------------------------	-----------------	---



**ISLAM 4D [ISLA4D]
MEVNI 1D [MEVN1D]
OBROD 1D [OBRO1D]
SENGO 1D [SENG1D]
VATAS 1D [VATA1D]
RWY 34C DEPARTURES
TO NORTHWEST, NORTHEAST & EAST**



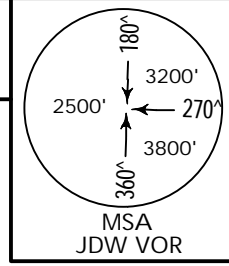
These SIDs require a minimum climb gradient of 320' per NM.

Gnd speed-KT	75	100	150	200	250	300
320' per NM	400	533	800	1067	1333	1600

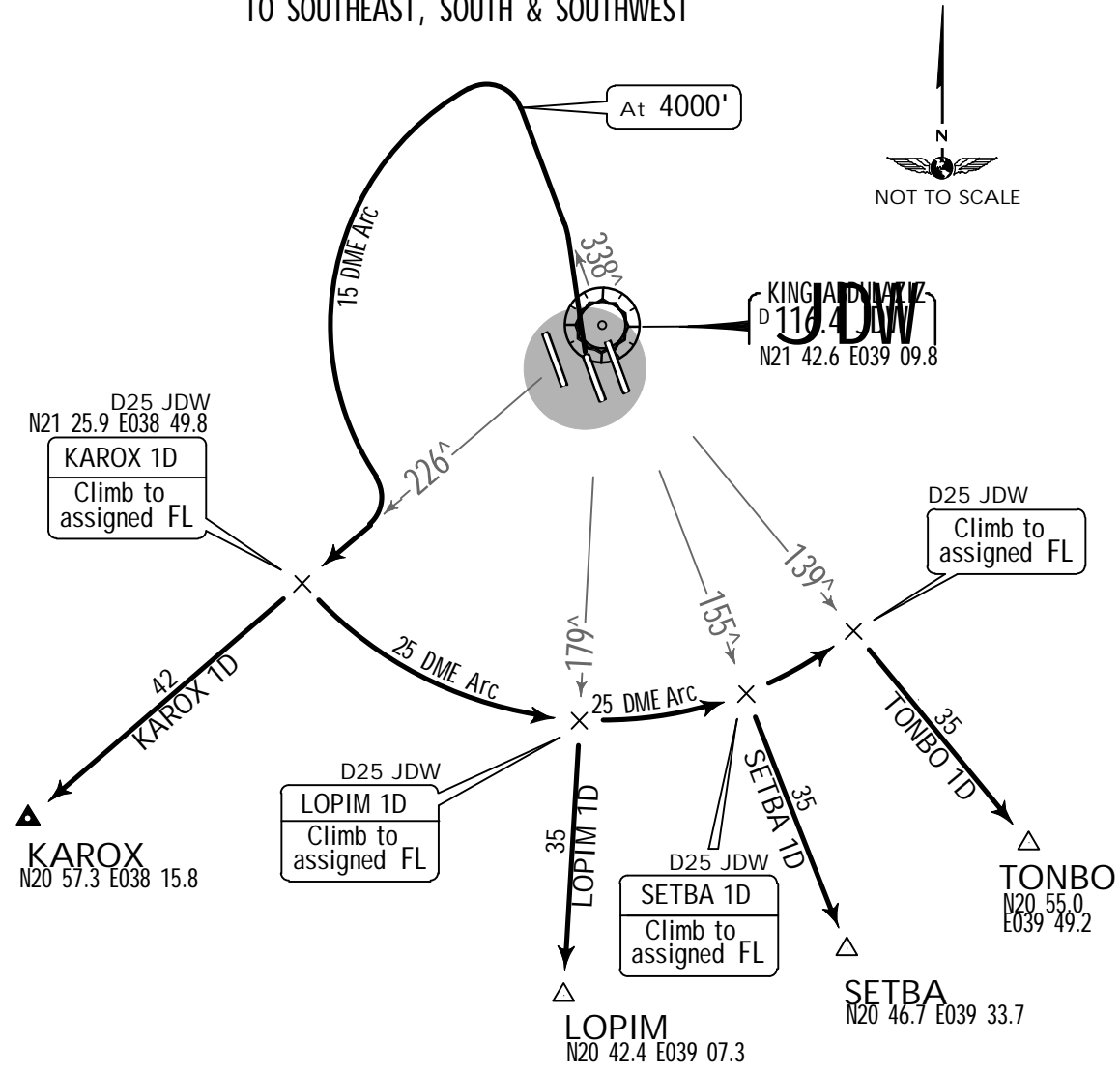
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
ISLAM 4D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-081 to ISLAM.
MEVNI 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-321 to MEVNI.
OBROD 1D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-038 to OBROD.
SENGO 1D	Climb on JDW R-338 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-015 to SENGO.
VATAS 1D	Climb on JDW R-338 to 4000', maintain 4000' to D25 JDW, then to VATAS.

JEDDAH Approach (R) 124.0
 Apt Elev 48'
 Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



KAROX 1D [KARO1D]
LOPIM 1D [LOPI1D]
SETBA 1D [SETB1D]
TONBO 1D [TONB1D]
RWY 34C DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



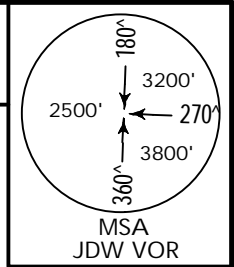
These SIDs require a minimum climb gradient of 320' per NM.

Gnd speed-KT	75	100	150	200	250	300
320' per NM	400	533	800	1067	1333	1600

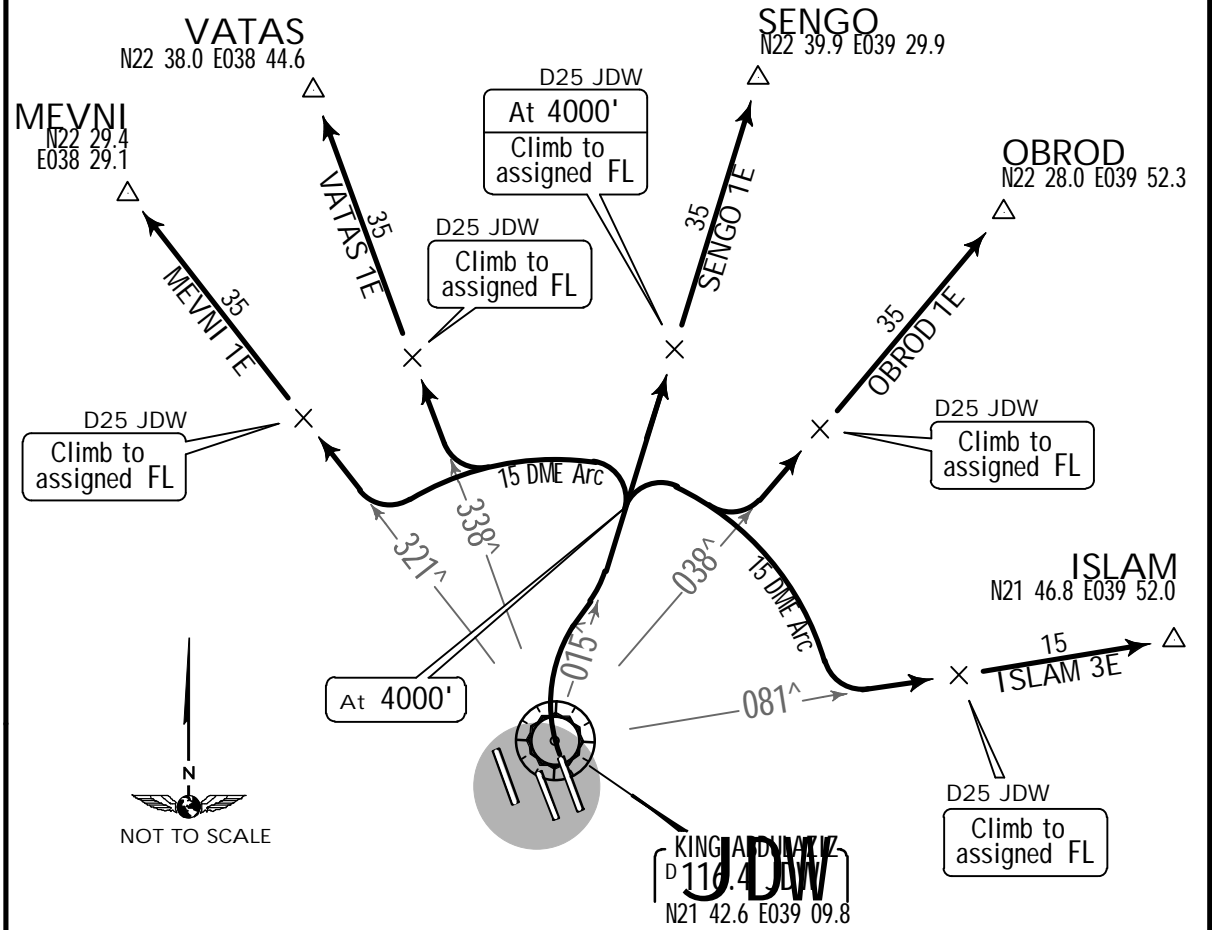
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
KAROX 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226 to KAROX.
LOPIM 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1D	Climb on JDW R-338 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

JEDDAH Approach (R) 124.0
 Apt Elev 48'
 Trans level: FL150 Trans alt: 13000'
 Contact JEDDAH Approach immediately after take-off.



ISLAM 3E [ISLA3E]
MEVNI 1E [MEVN1E]
OBROD 1E [OBRO1E]
SENGO 1E [SENG1E]
VATAS 1E [VATA1E]
RWY 34R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

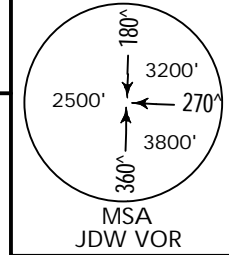
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
ISLAM 3E	Climb on JDW R-015 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-081 to ISLAM.
MEVNI 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-321 to MEVNI.
OBROD 1E	Climb on JDW R-015 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-038 to OBROD.
SENGO 1E	Climb on JDW R-015 to 4000', maintain 4000' to D25 JDW, then to SENGO.
VATAS 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-338 to VATAS.

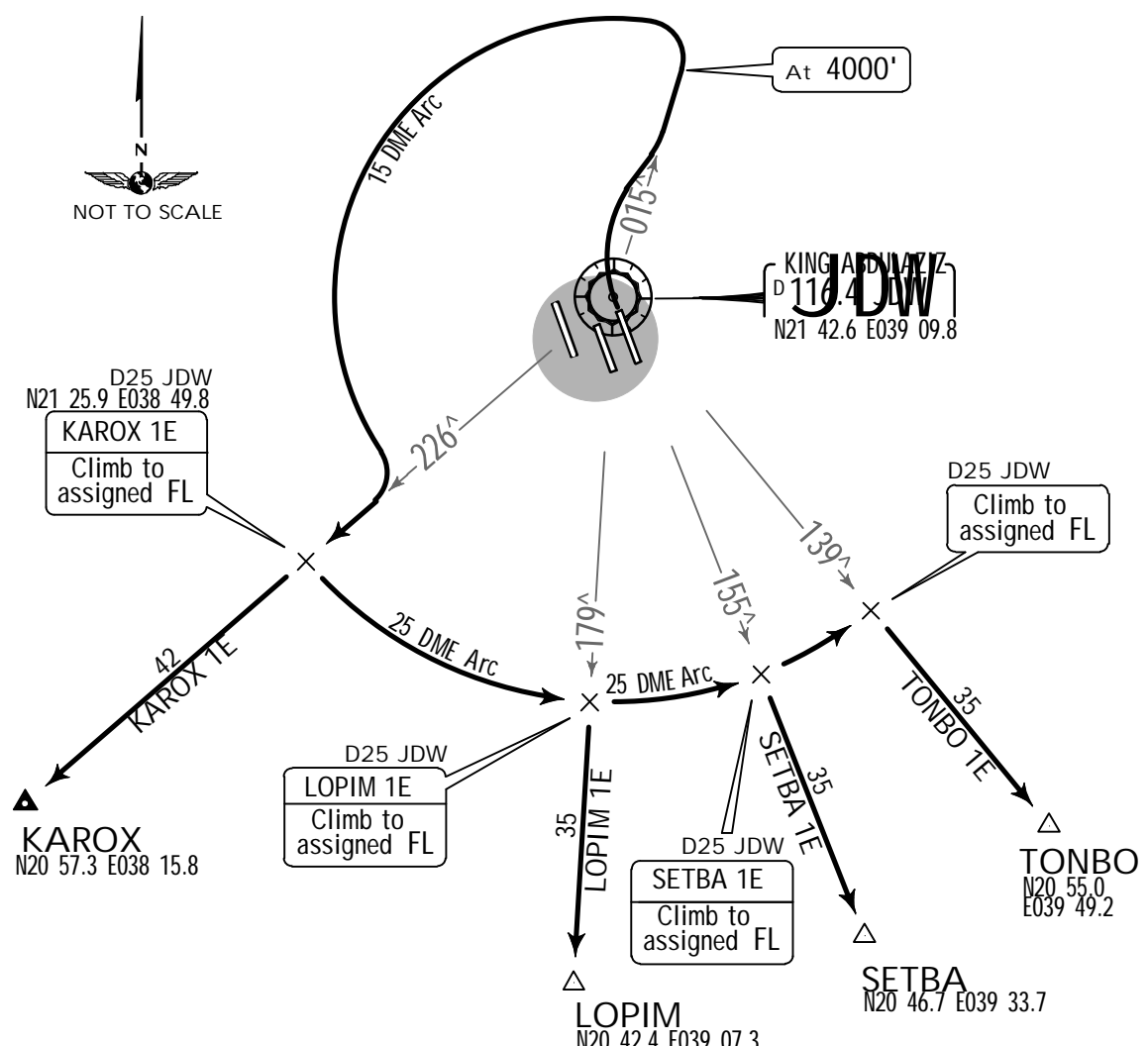
JEDDAH Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



**KAROX 1E [KARO1E]
LOPIM 1E [LOPI1E]
SETBA 1E [SETB1E]
TONBO 1E [TONB1E]
RWY 34R DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST**



These SIDs require a minimum climb gradient of 286' per NM.

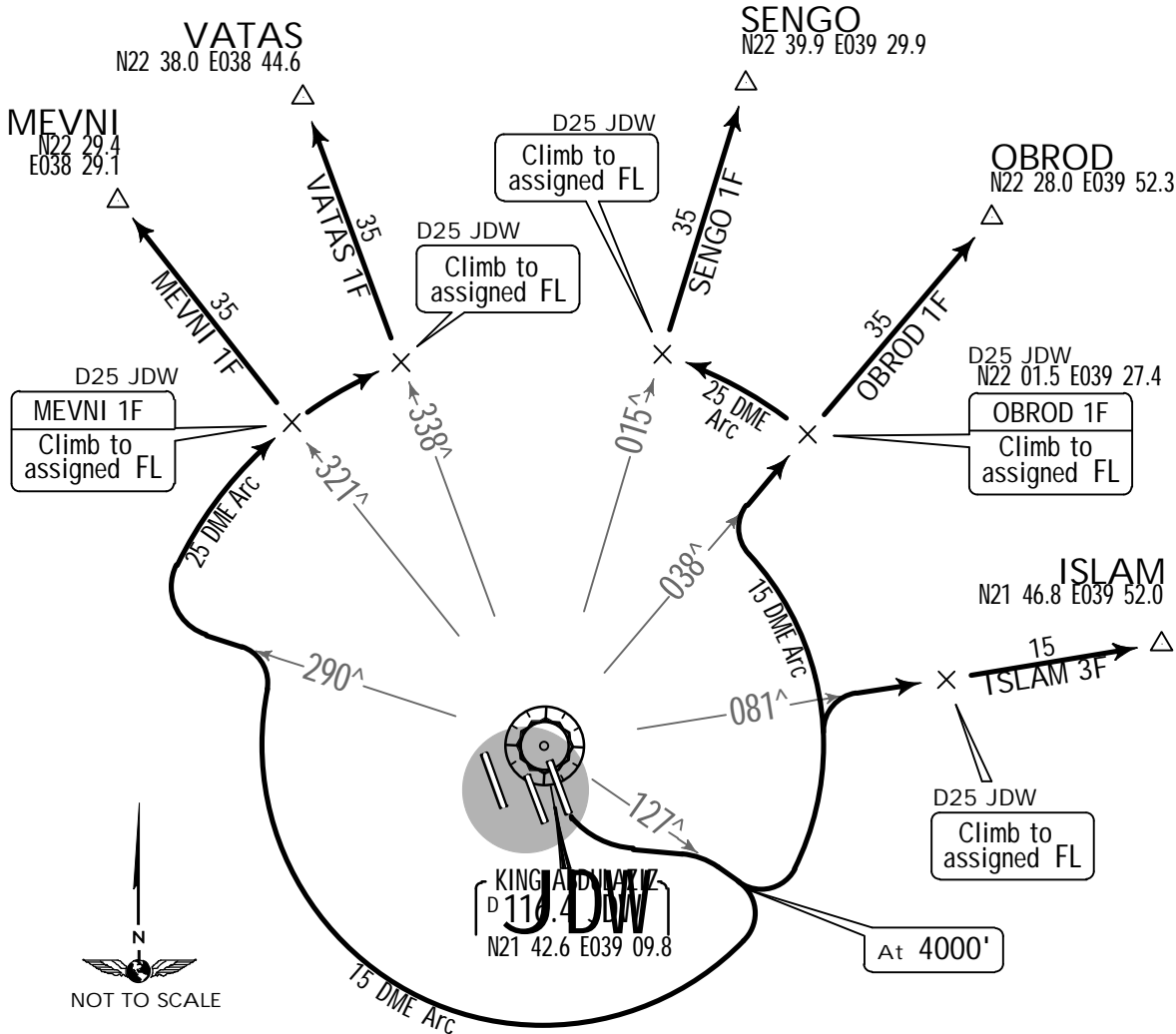
Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
KAROX 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226 to KAROX.
LOPIM 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-179 to LOPIM.
SETBA 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-155 to SETBA.
TONBO 1E	Climb on JDW R-015 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-226, turn LEFT, along JDW 25 DME arc, intercept JDW R-139 to TONBO.

JEDDAH Approach (R) 124.0	Apt Elev 48'	Trans level: FL150 Trans alt: 13000' Contact JEDDAH Approach immediately after take-off.	
------------------------------	-----------------	---	--

ISLAM 3F [ISLA3F]
MEVNI 1F [MEVN1F]
OBROD 1F [OBRO1F]
SENGO 1F [SENG1F]
VATAS 1F [VATA1F]
RWY 16L DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

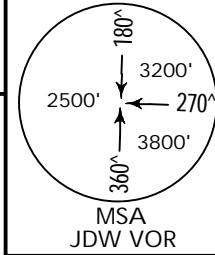
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
ISLAM 3F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-081 to ISLAM.
MEVNI 1F	Climb on JDW R-127 to 4000', turn RIGHT along JDW 15 DME Arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-321 to MEVNI.
OBROD 1F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-038 to OBROD.
SENGO 1F	Climb on JDW R-127 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-038, turn LEFT, along JDW 25 DME arc, intercept JDW R-015 to SENGO.
VATAS 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-338 to VATAS.

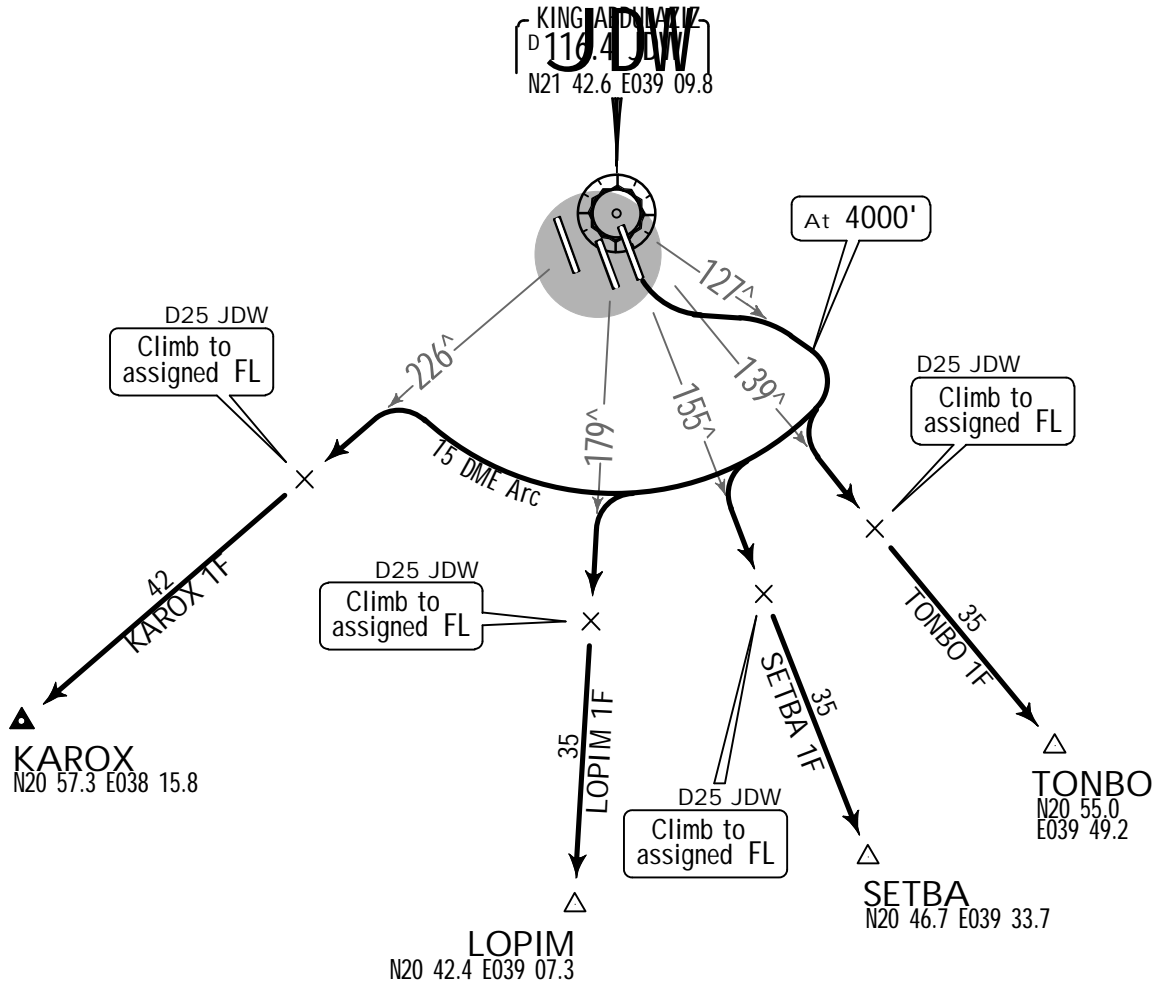
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



**KAROX 1F [KARO1F]
LOPIM 1F [LOPI1F]
SETBA 1F [SETB1F]
TONBO 1F [TONB1F]
RWY 16L DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST**



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.

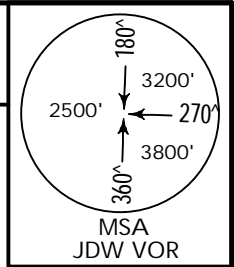


SID	ROUTING
KAROX 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-226 to KAROX.
LOPIM 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-179 to LOPIM.
SETBA 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-155 to SETBA.
TONBO 1F	Climb on JDW R-127 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-139 to TONBO.

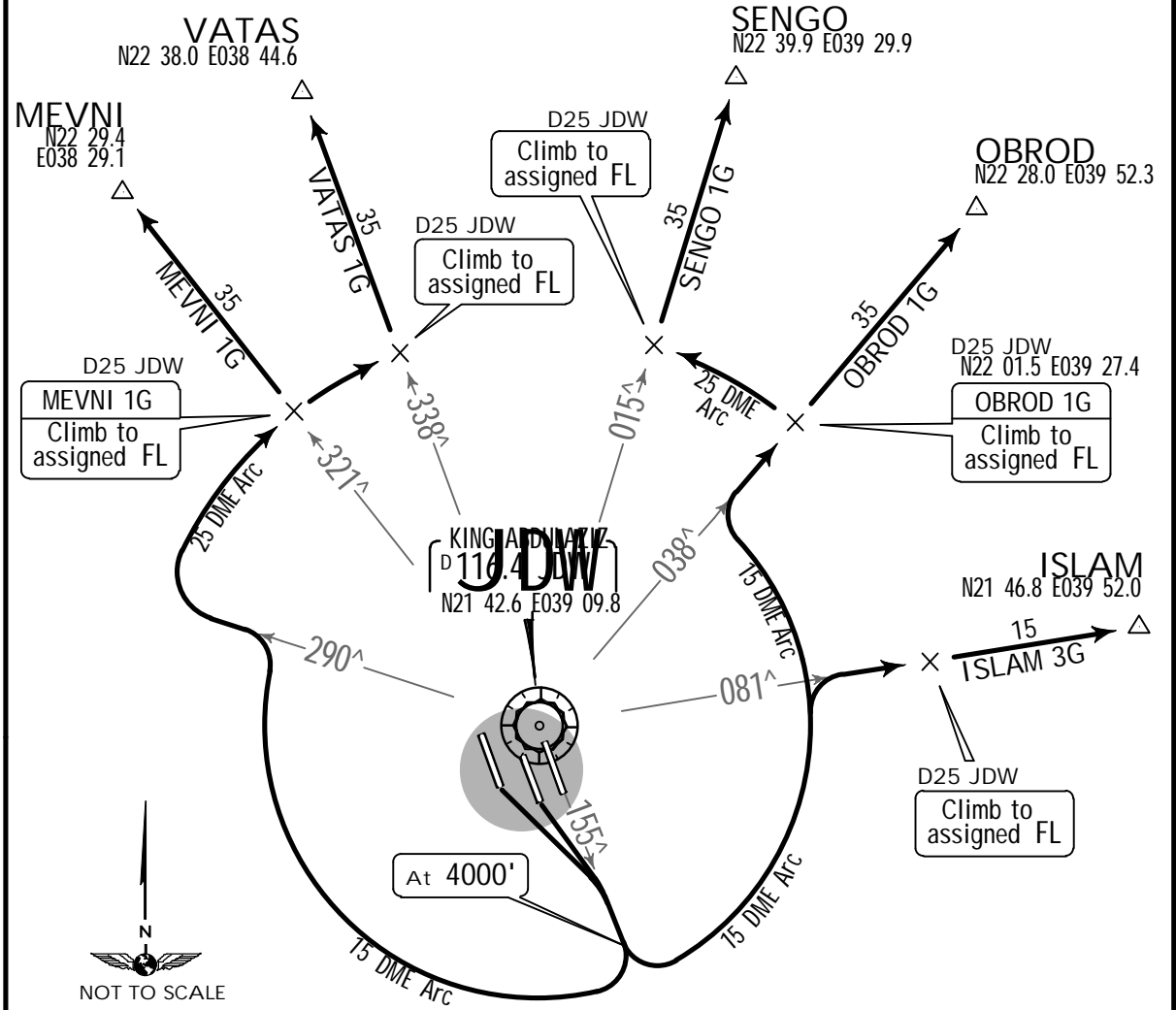
JEDDAH Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



ISLAM 3G [ISLA3G]
MEVNI 1G [MEVN1G]
OBROD 1G [OBRO1G]
SENGO 1G [SENG1G]
VATAS 1G [VATA1G]
RWYS 16C/R DEPARTURES
TO NORTHWEST, NORTHEAST & EAST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

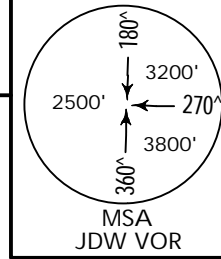
If unable to comply with SID advise ATC prior to take-off.

SID	ROUTING
ISLAM 3G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-081 to ISLAM.
MEVNI 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-321 to MEVNI.
OBROD 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-038 to OBROD.
SENGO 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-038, turn LEFT, along JDW 25 DME arc, intercept JDW R-015 to SENGO.
VATAS 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-290, turn RIGHT, along JDW 25 DME arc, intercept JDW R-338 to VATAS.

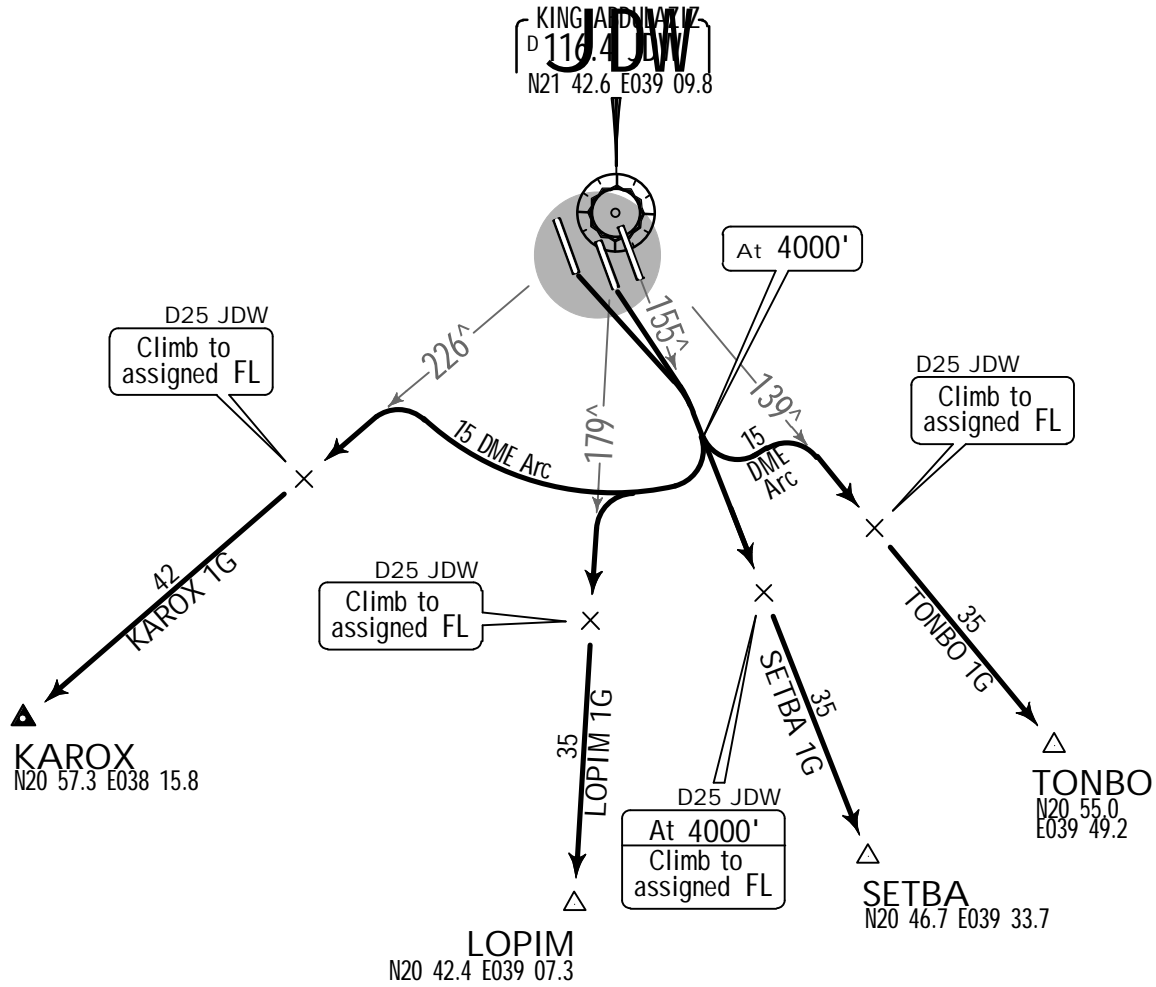
JEDDAH
Approach (R)
124.0

Apt Elev
48'

Trans level: FL150 Trans alt: 13000'
Contact JEDDAH Approach immediately after take-off.



KAROX 1G [KARO1G]
LOPIM 1G [LOPI1G]
SETBA 1G [SETB1G]
TONBO 1G [TONB1G]
RWYS 16C/R DEPARTURES
TO SOUTHEAST, SOUTH & SOUTHWEST



These SIDs require a minimum climb gradient of 286' per NM.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	477	715	953	1192	1430

If unable to comply with SID advise ATC prior to take-off.



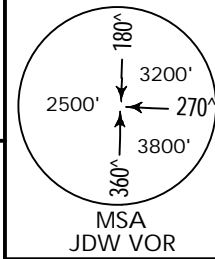
SID	ROUTING
KAROX 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-226 to KAROX.
LOPIM 1G	Climb on JDW R-155 to 4000', turn RIGHT, along JDW 15 DME Arc, intercept JDW R-179 to LOPIM.
SETBA 1G	Climb on JDW R-155 to 4000', maintain 4000' to D25 JDW, then to SETBA.
TONBO 1G	Climb on JDW R-155 to 4000', turn LEFT, along JDW 15 DME Arc, intercept JDW R-139 to TONBO.

JEDDAH
Approach (R)
124.0

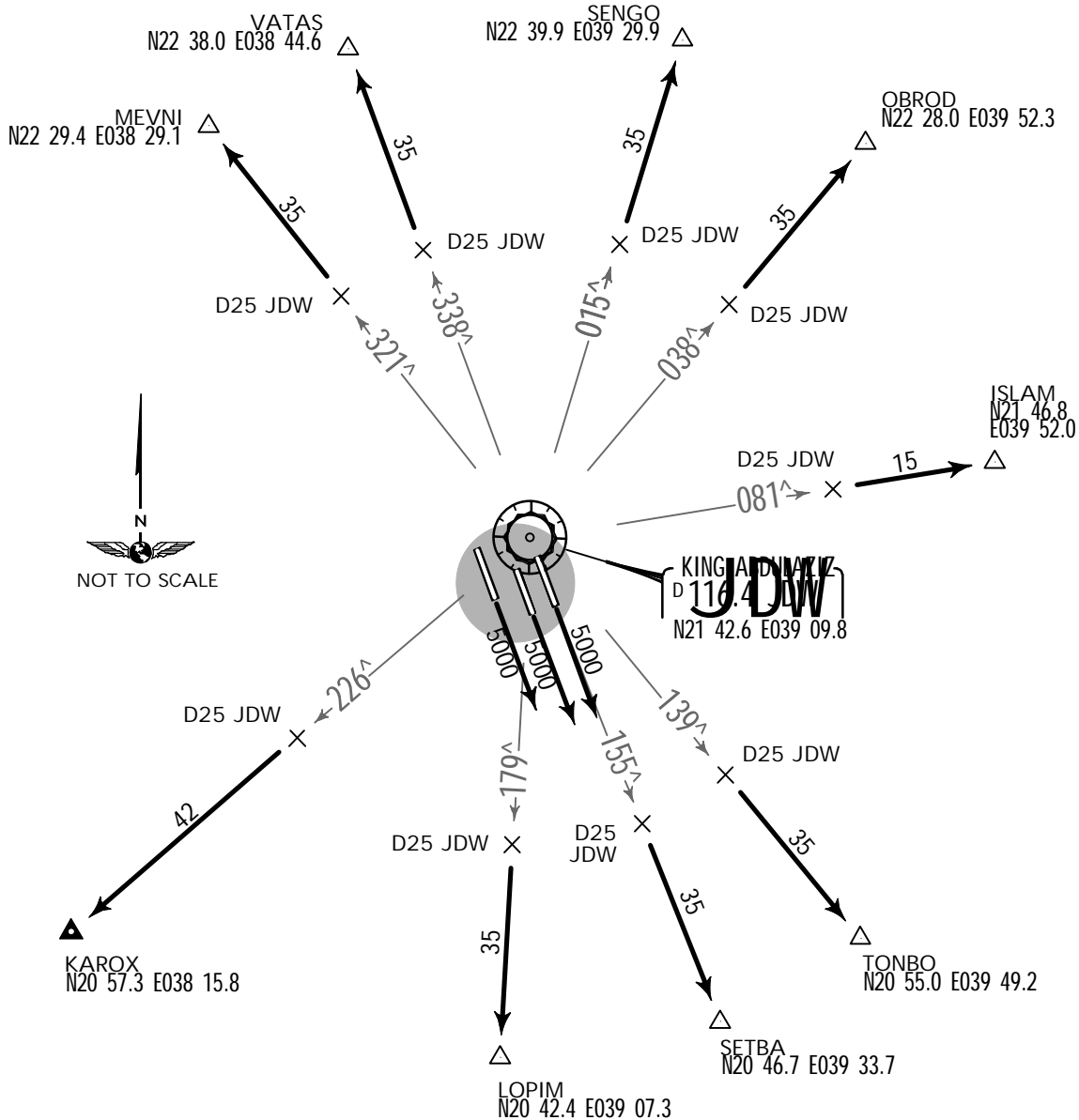
Apt Elev
48'

Trans level: FL150 Trans alt: 13000'

1. Contact JEDDAH Approach immediately after take-off.
2. ATC may issue a revised initial heading and/or altitude as a part of the SID procedure. The revised SID remains in effect unless specifically cancelled by ATC.



BRAVO RWYS 16L/C/R RADAR DEPARTURE



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▶ (when occurring within less than ten minutes after take-off)
If on-course radial is less than 70° from runway heading, continue on runway heading until JDW 25 DME, turn LEFT/RIGHT, along JDW 25 DME arc to intercept the on-course radial. When established on course, climb to the flight-planned altitude. If on-course radial is more than 70° from runway heading, continue on runway heading to JDW 20 DME, turn RIGHT, along JDW 20 DME arc, intercept JDW R-212 inbound to JDW. After passing JDW, intercept on-course radial. When established on course, climb to the flight-planned altitude.
Procedure not authorized when JDW TAC inoperative.

▶ (when occurring ten minutes or more after take-off)
Follow enroute communications failure procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

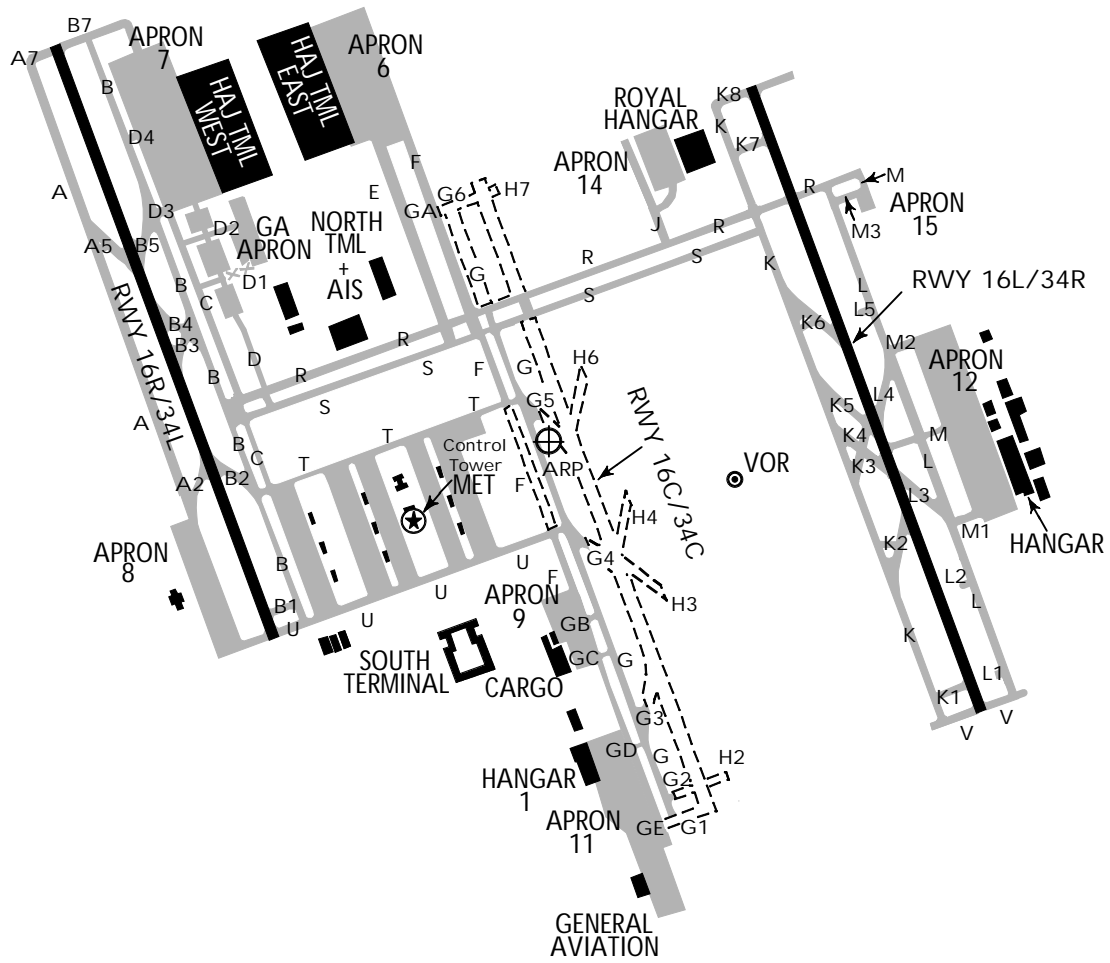
ROUTING

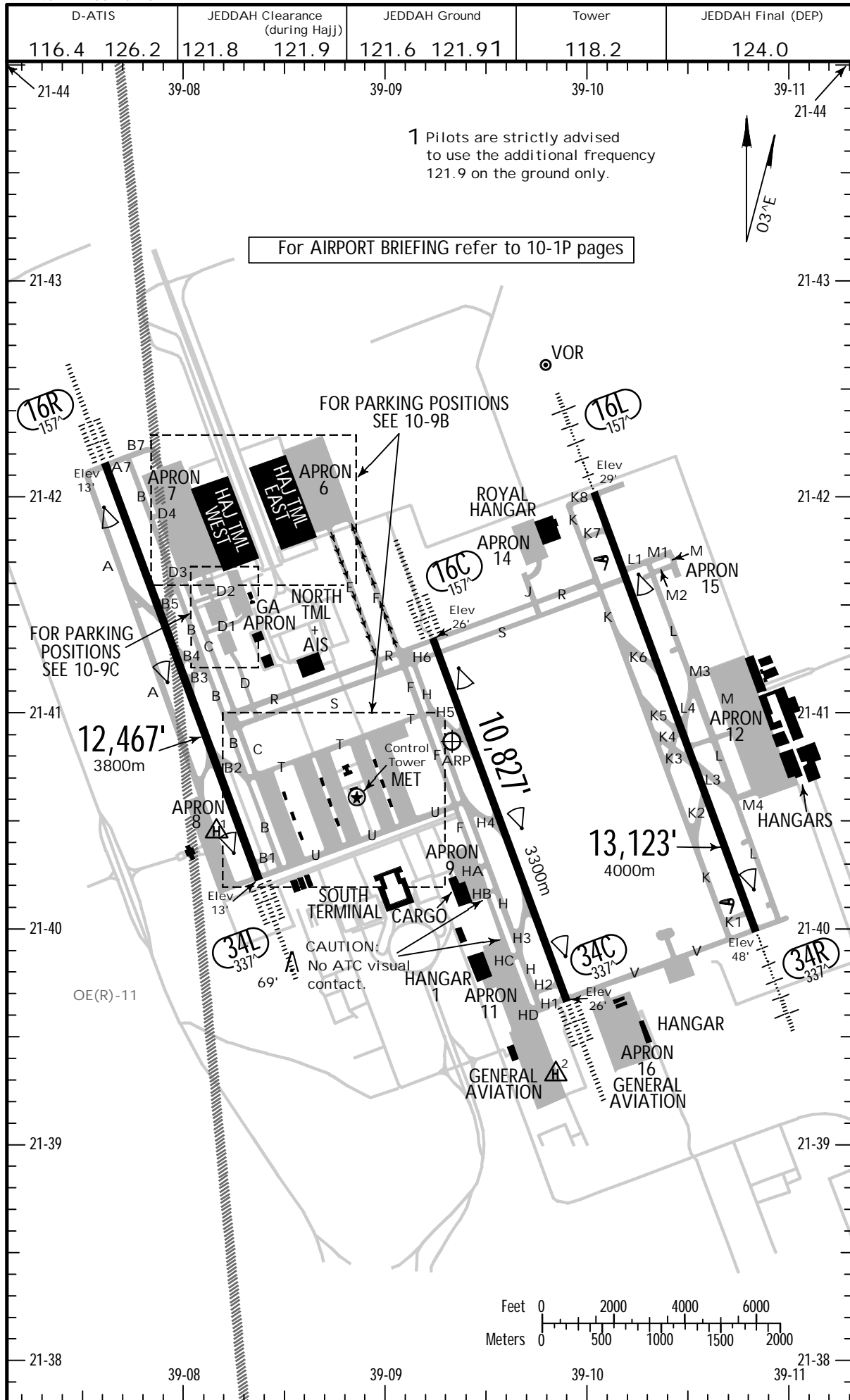
Climb on runway heading, maintain 5000', expect radar vectors.

CONSTRUCTION WORKS RWY 16C/34C AND TWYS

REFER ALSO TO LATEST NOTAMS

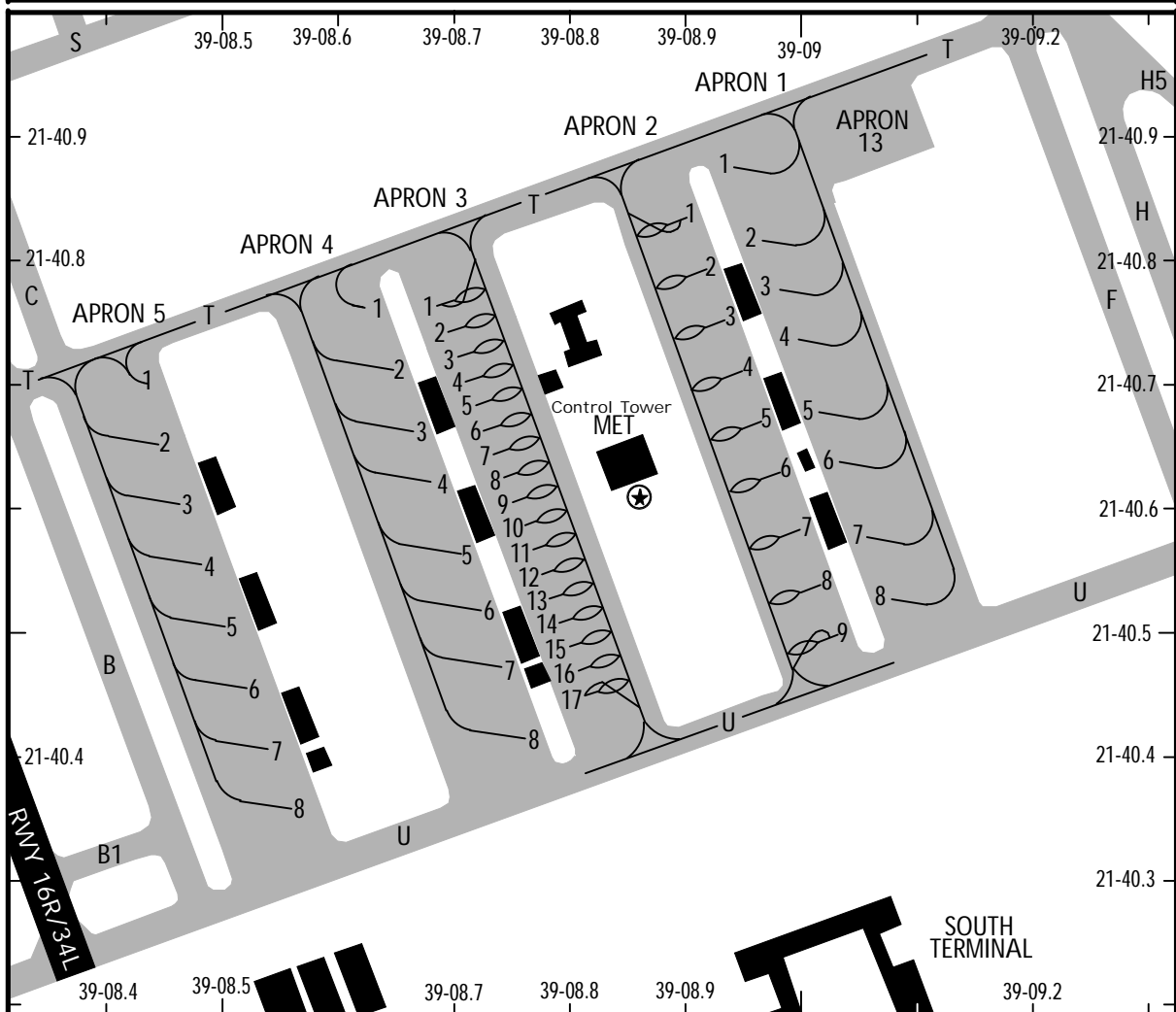
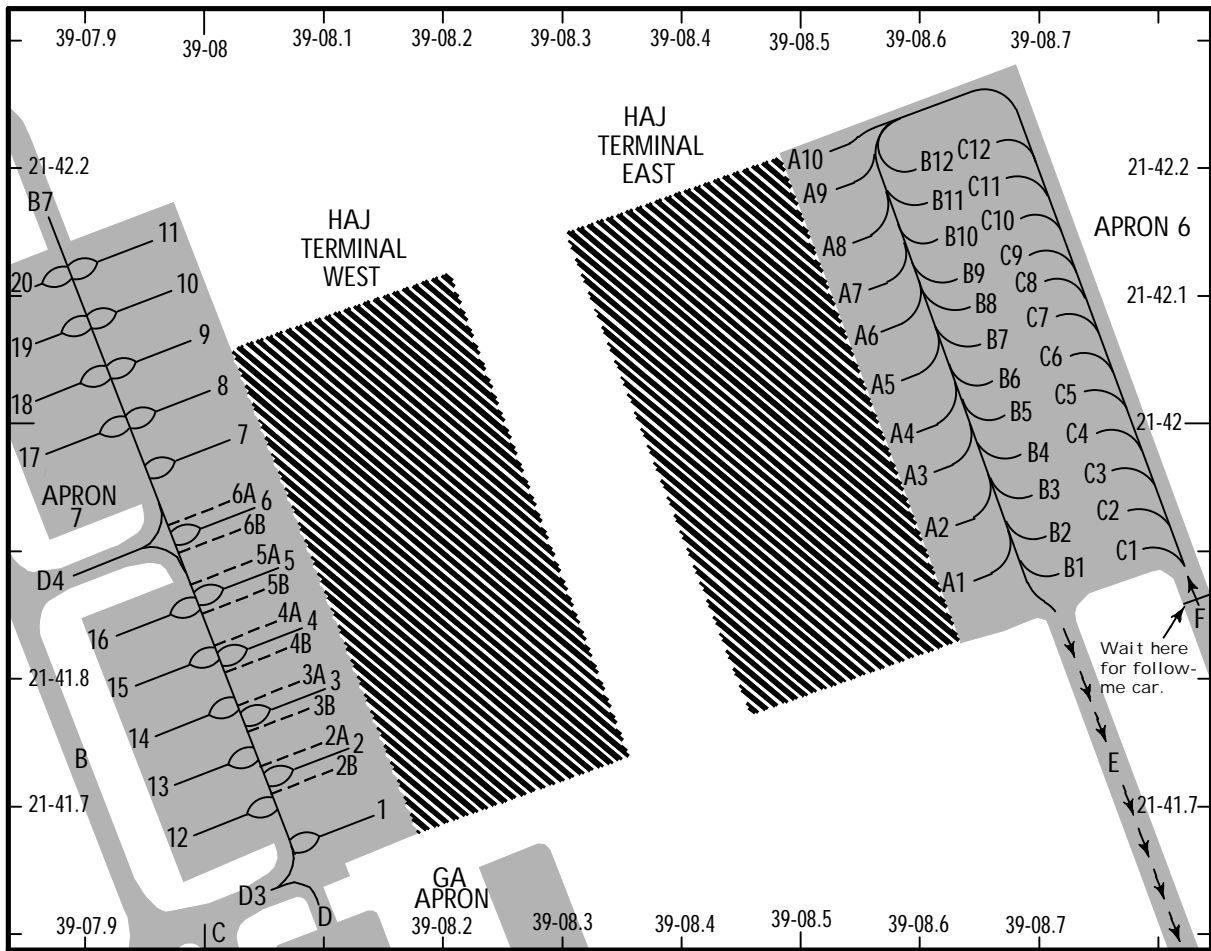
Phase III (C4)

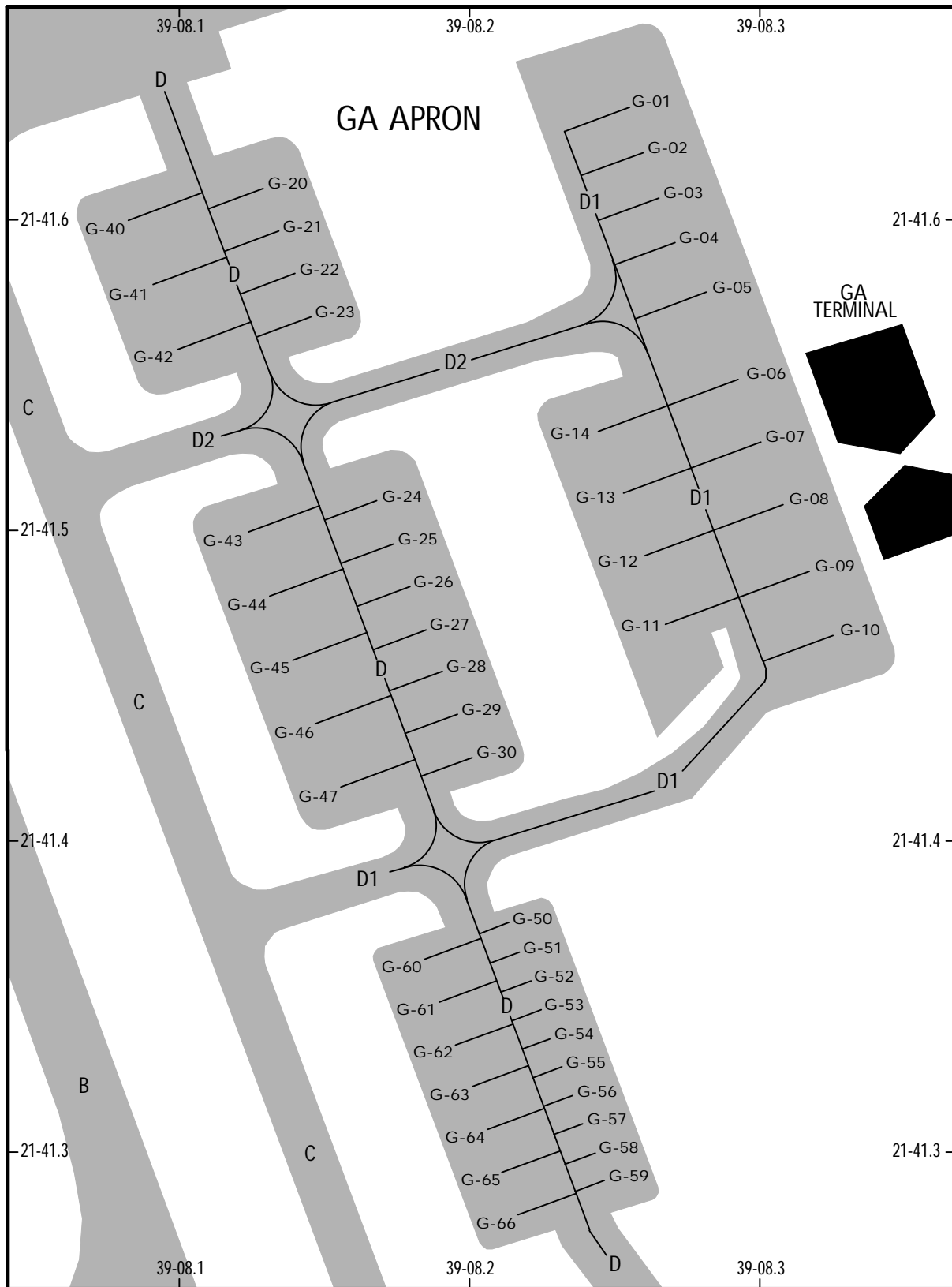




ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		WIDTH	
							LANDING	BEYOND		
							Threshold	Glide Slope	TAKE-OFF	
16L 34R	HIRL	HIALS	SFL	PAPI (3.0°)	1	RVR		12,151' 3704m 11,969' 3648m		197' 60m
1 HST-K2, K3, K4, L3 & L4.										
16C 34C	HIRL	CL	ALSF-II	TDZ	VASI (3 bar)	2	RVR	9855' 3004m		197' 60m
2 HST-H3, H4 & H5.										
16R 34L	HIRL	CL	ALSF-II	TDZ	PAPI (3.0°)	3	RVR	11,495' 3504m		197' 60m
3 HST-A, B2, B3, B4 & B5.										

TAKE-OFF						FOR FILING AS ALTERNATE				
Rwys 16C/34C, 16R/34L			Rwy 16L/34R							
CL, RCLM & two RVR operating	Adequate Vis Ref	STD	Adequate Vis Ref	STD			Precision	Non-Precision	RNAV	
NOT AUTHORIZED			NOT AUTHORIZED			A				
1600m			1600m			B	600' - 3200m	800' - 3200m	NA	
800m			800m			C				
RVR 200m			RVR 500m VIS 400m			D				





INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1		Apron 6	
1	N21 40.9 E039 09.0	A1, A2	N21 41.9 E039 08.6
2, 3	N21 40.8 E039 09.0	A3 thru A5	N21 42.0 E039 08.6
4, 5	N21 40.7 E039 09.0	A6, A7	N21 42.1 E039 08.6
6	N21 40.6 E039 09.0	A8	N21 42.1 E039 08.5
7	N21 40.6 E039 09.1	A9, A10	N21 42.2 E039 08.5
8	N21 40.5 E039 09.1		
Apron 2		B1	N21 41.9 E039 08.8
1, 2	N21 40.8 E039 08.9	B2	N21 41.9 E039 08.7
3	N21 40.8 E039 09.0	B3 thru B6	N21 42.0 E039 08.7
4, 5	N21 40.7 E039 09.0	B7 thru B9	N21 42.1 E039 08.7
6 thru 8	N21 40.6 E039 09.0	B10	N21 42.2 E039 08.7
9	N21 40.5 E039 09.0		
Apron 3		B11, B12	N21 42.2 E039 08.6
1, 2	N21 40.8 E039 08.7	C1, C2	N21 41.9 E039 08.8
3 thru 7	N21 40.7 E039 08.7	C3 thru C6	N21 42.0 E039 08.7
8, 9	N21 40.6 E039 08.7	C7 thru C9	N21 42.1 E039 08.7
10, 11	N21 40.6 E039 08.8	C10, C11	N21 42.2 E039 08.7
12 thru 16	N21 40.5 E039 08.8		
17	N21 40.4 E039 08.8	C12	N21 42.2 E039 08.6
Apron 4		Apron 7	
1	N21 40.7 E039 08.6	1	N21 41.7 E039 08.1
2, 3	N21 40.7 E039 08.7	2 thru 4B	N21 41.8 E039 08.1
4, 5	N21 40.6 E039 08.7	5, 6B	N21 41.9 E039 08.1
6	N21 40.5 E039 08.7	7, 8	N21 42.0 E039 08.0
7	N21 40.5 E039 08.8	9 thru 11	N21 42.1 E039 08.0
8	N21 40.4 E039 08.8		
Apron 5		12, 13	N21 41.7 E039 08.0
1	N21 40.7 E039 08.4	14, 15	N21 41.8 E039 08.0
2, 3	N21 40.6 E039 08.5	16	N21 41.8 E039 07.9
4, 5	N21 40.5 E039 08.5	17 thru 19	N21 42.0 E039 07.9
6	N21 40.4 E039 08.5	20	N21 42.1 E039 07.8
7, 8	N21 40.4 E039 08.6		

STAND No.	COORDINATES	ELEV
GA Apron		
G-01	N21 41.7 E039 08.3	4
G-02 thru G-06	N21 41.6 E039 08.3	4
G-07 thru G-11	N21 41.5 E039 08.3	4
G-12 thru G-14	N21 41.5 E039 08.2	4
G-20, G-21	N21 41.6 E039 08.2	4
G-22, G-23	N21 41.6 E039 08.1	4
G-24 thru G-29	N21 41.5 E039 08.2	4
G-30	N21 41.4 E039 08.2	4
G-40 thru G-42	N21 41.6 E039 08.1	4
G-43 thru G-45	N21 41.5 E039 08.1	4
G-46	N21 41.4 E039 08.1	3
G-47	N21 41.4 E039 08.1	4
G-50 thru G-53	N21 41.4 E039 08.2	4
G-54 thru G-57	N21 41.3 E039 08.2	4
G-58, G-59	N21 41.3 E039 08.3	4
G-60	N21 41.4 E039 08.2	4
G-61, G-62	N21 41.3 E039 08.2	4
G-63, G-64	N21 41.3 E039 08.2	3
G-65	N21 41.3 E039 08.2	4
G-66	N21 41.3 E039 08.2	3

STAND ENTRY GUIDANCE SYSTEM

A. GENERAL

The pilot interpreted guidance system which is aligned to the left hand pilot's seat consists of three elements:

1. Aircraft type indicator panel.
2. Stopping guidance system.
3. Centerline guidance system.

B. AIRCRAFT TYPE PANEL

The aircraft type appears in red fluorescent light through a black glass screen.

C. STOPPING GUIDANCE SYSTEM

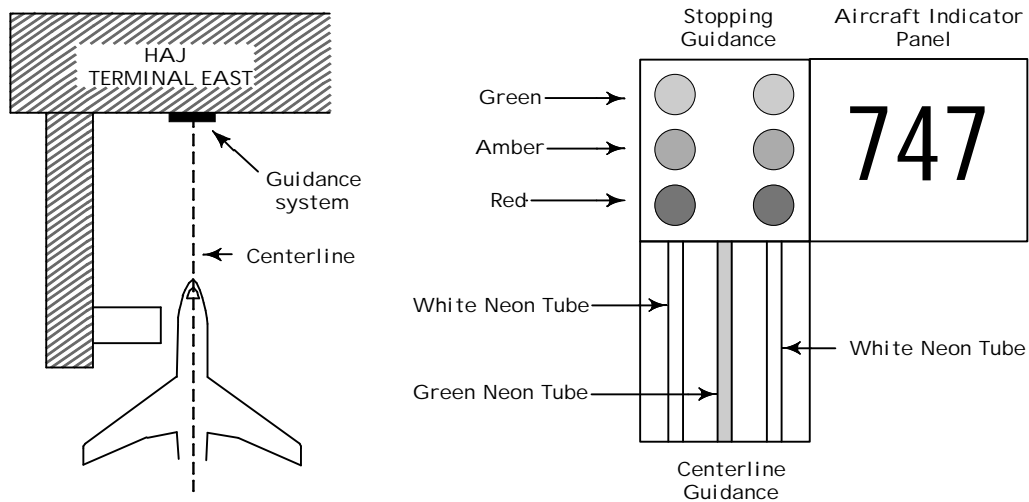
Three pairs of lights set vertically and functioning in sequence as the nose wheel passes over sensors set in the apron surface.

- GREEN pair : Taxi slowly in.
- AMBER pair : Prepare to stop.
- RED pair : Stop.

D. CENTERLINE GUIDANCE SYSTEM

A parallax light system mounted directly below the stopping guidance lights.

- Only vertical green light bar visible: ON CENTERLINE
- Vertical white bar left of green bar visible: ACFT LEFT OF CENTERLINE
- Vertical white bar right of green bar visible: ACFT RIGHT OF CENTERLINE



STRAIGHT-IN RWY		A	B	C	D
16L	ILS	230' (200')	230' (200')	230' (200')	230' (200')
	FULL	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	420' (390')	420' (390')	420' (390')	420' (390')
		1100m	1100m	1100m	1200m
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNAV 1	420' (390')	420' (390')	420' (390')	420' (390')
		1100m	1100m	1100m	R1500m V1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
VOR 1		440' (410')	440' (410')	440' (410')	440' (410')
		R1200m	R1200m	1200m	R1500m V1600m
	ALS out	R1500m	R1500m	R1900m	R1900m
16C	CAT 2 ILS	126' (100')	126' (100')	126' (100')	126' (100')
		RA101' R350m	RA101' R350m	RA101' R350m	RA101' R350m
	ILS	226' (200')	226' (200')	226' (200')	226' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	420' (394')	420' (394')	420' (394')	420' (394')
		1100m	1100m	1100m	1200m
	ALS out	R1500m	R1500m	R1800m	R1800m
RNAV 1		420' (394')	420' (394')	420' (394')	420' (394')
		1100m	1100m	1100m	R1500m V1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
16R	CAT 2 ILS	113' (100')	113' (100')	113' (100')	113' (100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	213' (200')	213' (200')	213' (200')	213' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	420' (407')	420' (407')	420' (407')	420' (407')
		1200m	1200m	1200m	1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
RNAV 1		420' (407')	420' (407')	420' (407')	420' (407')
		1200m	1200m	1200m	R1500m V1600m
	ALS out	R1500m	R1500m	R1900m	R1900m

1 Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
34L	CAT 2 ILS	113' (100') RA102' R350m	113' (100') RA102' R350m	113' (100') RA102' R350m	113' (100') RA102' R350m
	ILS FULL	213' (200') R550m V800m	213' (200') R550m V800m	213' (200') R550m V800m	213' (200') R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	420' (407') 1200m	420' (407') 1200m	420' (407') 1200m	420' (407') 1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
34C	RNAV 1	420' (407') 1200m	420' (407') 1200m	420' (407') 1200m	420' (407') R1500m V1600m
	ALS out	R1500m	R1500m	R1900m	R1900m
	CAT 2 ILS	126' (100') RA98' R350m	126' (100') RA98' R350m	126' (100') RA98' R350m	126' (100') RA98' R350m
	ILS FULL	226' (200') R550m V800m	226' (200') R550m V800m	226' (200') R550m V800m	226' (200') R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
34R	LOC 1	420' (394') 1100m	420' (394') 1100m	420' (394') 1100m	420' (394') 1200m
	ALS out	R1500m	R1500m	R1800m	R1800m
	RNAV 1	420' (394') 1100m	420' (394') 1100m	420' (394') 1100m	420' (394') R1500m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR 1	420' (394') R1100m	420' (394') R1100m	420' (394') R1200m	420' (394') R1500m V1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	ILS FULL	248' (200') R720m V800m	248' (200') R720m V800m	248' (200') R720m V800m	248' (200') R720m V800m
34R	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	420' (372') 1000m	420' (372') 1000m	420' (372') 1000m	420' (372') 1200m
	ALS out	R1500m	R1500m	R1700m	R1800m
	RNAV 1	500' (452') 1400m	500' (452') 1400m	500' (452') 1400m	500' (452') R1500m V1600m
	ALS out	R1500m	R1500m	C2100m	V2400m
	VOR 1	500' (452') R1400m	500' (452') R1400m	500' (452') 1400m	500' (452') R1500m V1600m
ALS out	R1500m	R1500m	C2100m	2400m	

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
NOT AUTHORIZED				

TAKE-OFF RWY 16L/C/R, 34L/C/R

LVP must be in Force		RCLM (DAY only) or RL	Adequate Vis Ref (DAY only)	STD
RL, CL & mult. RVR req.		NOT AUTHORIZED		
1 Eng	200m	400m	500m	1600m
2 Eng				800m
3 or more Eng				

STRAIGHT-IN RWY		A	B	C	D
16C	CAT 2 ILS	126' (100')	126' (100')	126' (100')	126' (100')
		RA101' R350m	RA101' R350m	RA101' R350m	RA101' R350m
	ILS	226' (200')	226' (200')	226' (200')	226' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (394')	420' (394')	420' (394')	420' (394')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420' (394')	420' (394')	420' (394')	420' (394')
900m		1000m	1000m	R1500m V1600m	
ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m	
16L	ILS	230' (200')	230' (200')	230' (200')	230' (200')
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (390')	420' (390')	420' (390')	420' (390')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420' (390')	420' (390')	420' (390')	420' (390')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR	440' (410')	440' (410')	440' (410')	440' (410')
900m		1000m	1200m	R1500m V1600m	
ALS out	R1500m	R1500m	R1800m	R2000m	
16R	CAT 2 ILS	113' (100')	113' (100')	113' (100')	113' (100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	213' (200')	213' (200')	213' (200')	213' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (407')	420' (407')	420' (407')	420' (407')
		900m	1000m	1200m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	RNAV	420' (407')	420' (407')	420' (407')	420' (407')
900m		1000m	1200m	R1500m V1600m	
ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m	
34C	CAT 2 ILS	126' (100')	126' (100')	126' (100')	126' (100')
		RA98' R350m	RA98' R350m	RA98' R350m	RA98' R350m
	ILS	226' (200')	226' (200')	226' (200')	226' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (394')	420' (394')	420' (394')	420' (394')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	420' (394')	420' (394')	420' (394')	420' (394')
900m		1000m	1000m	R1500m V1600m	
ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m	
VOR	420' (394')	420' (394')	420' (394')	420' (394')	
	900m	1000m	1000m	R1500m V1600m	
ALS out	R1500m	R1500m	R1800m	R2000m	

STRAIGHT-IN RWY		A	B	C	D
34L	CAT 2 ILS	113' (100')	113' (100')	113' (100')	113' (100')
		RA102' R350m	RA102' R350m	RA102' R350m	RA102' R350m
	ILS	213' (200')	213' (200')	213' (200')	213' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (407')	420' (407')	420' (407')	420' (407')
		900m	1000m	1200m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
	RNAV	420' (407')	420' (407')	420' (407')	420' (407')
		900m	1000m	1200m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
34R	ILS	248' (200')	248' (200')	248' (200')	248' (200')
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	420' (372')	420' (372')	420' (372')	420' (372')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	RNAV	500' (452')	500' (452')	500' (452')	500' (452')
		1000m	1200m	1200m	1600m
	ALS out	1600m	1600m	2000m	2400m
	VOR	500' (452')	500' (452')	500' (452')	500' (452')
		1000m	1200m	1200m	1600m
	ALS out	R1500m	R1500m	R2000m	2400m

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

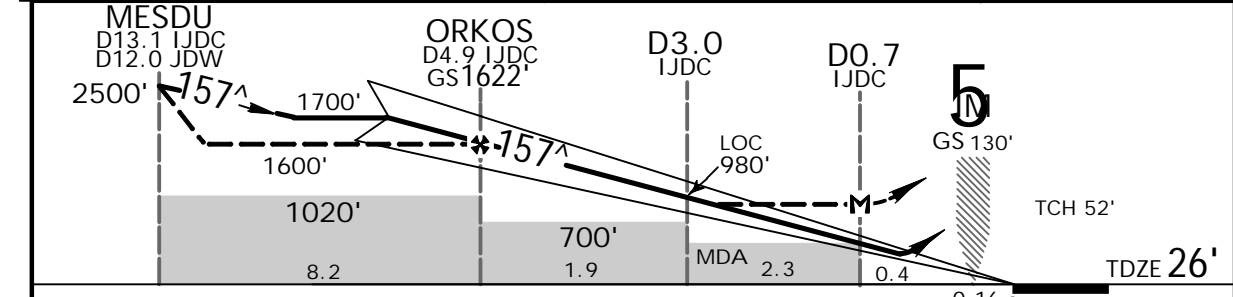
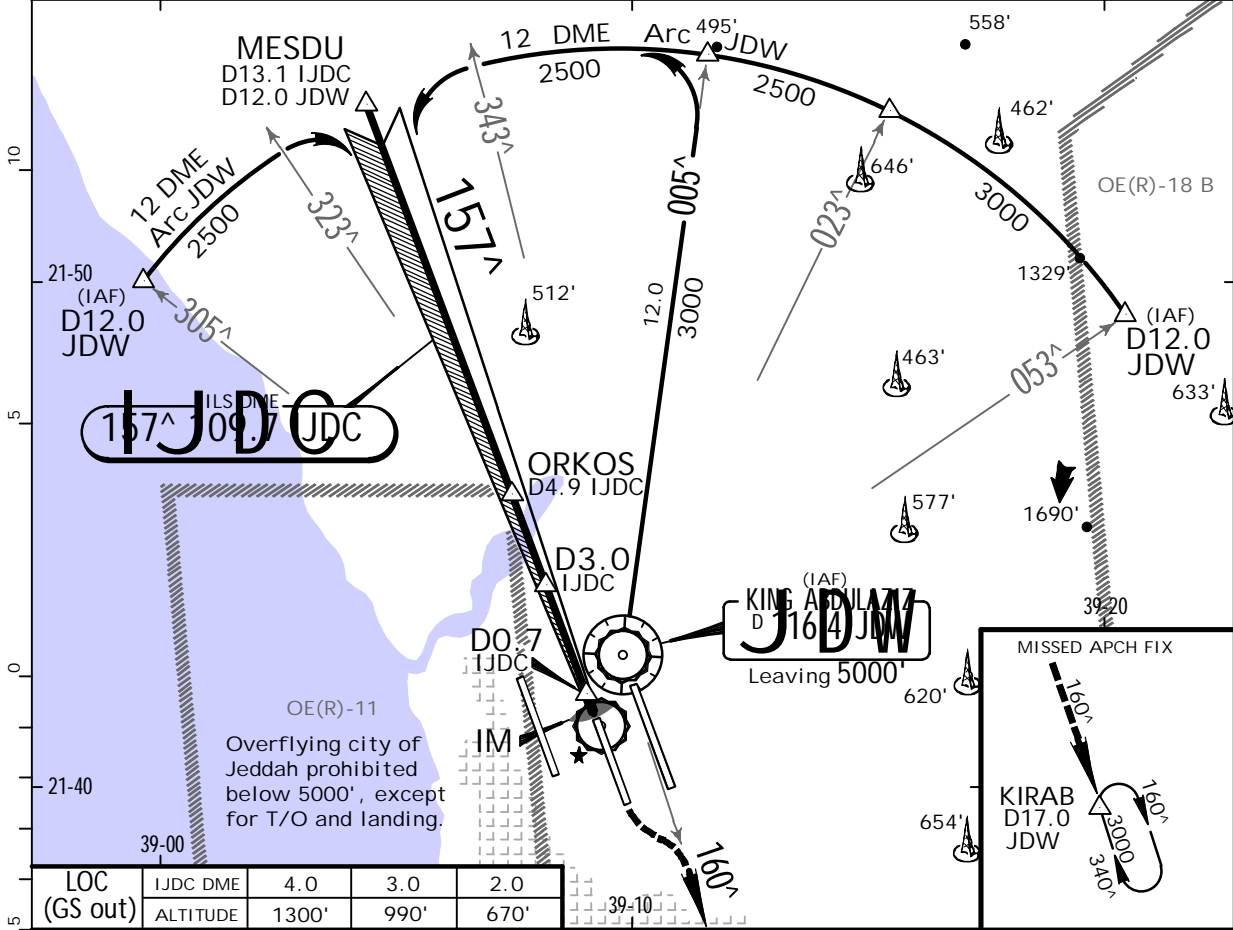
TAKE-OFF RWY 16C/R, 34L/C

LVP must be in Force		RCLM (DAY only) or RL	Adequate Vis Ref (DAY only)	STD
1 Eng	RL, CL & mult. RVR req.	NOT AUTHORIZED		1600m
2 Eng		200m	400m	500m
3 or more Eng				

TAKE-OFF RWY 16L, 34R

	RCLM (DAY only) or RL	Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED		1600m
2 Eng	400m	500m	
3 or more Eng			

BRIEFING STRIP™	ATIS	(Initial contact)	JEDDAH Approach (R) (APP)		JEDDAH Tower	Ground
	116.4 126.2	119.1	124.0	(Final apch) 123.8	118.2	121.6
	LOC IJDC 109.7	Final Apch Crs 157 [^]	GS ORKOS 1622' (1596')	ILS DA(H) 226' (200')	Apt Elev 48' TDZE 26'	
MISSED APCH: Climb via R-160 JDW to 3000' to KIRAB/D17.0 JDW and hold, or as directed.						
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'		MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160		3000' JDW via 116.4 R-160 LT	
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755			862
MAP at D0.7 IJDC									

STRAIGHT-IN LANDING RWY 16C					CIRCLE-TO-LAND				
ILS DA(H) 226' (200')					LOC (GS out) MDA(H) 420' (394')				
FULL		TDZ or CL out		ALS out		FULL		ALS out	
A									
B	RVR 550m	RVR 720m	1200m	RVR 720m	RVR 800m	RVR 1500m	RVR 1600m	NOT AUTHORIZED	
C	VIS 800m	VIS 800m							
D					1200m	RVR 1800m	VIS 2000m		

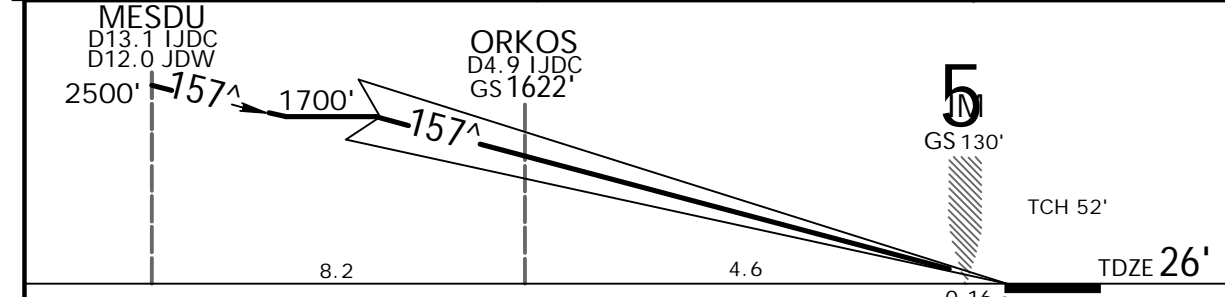
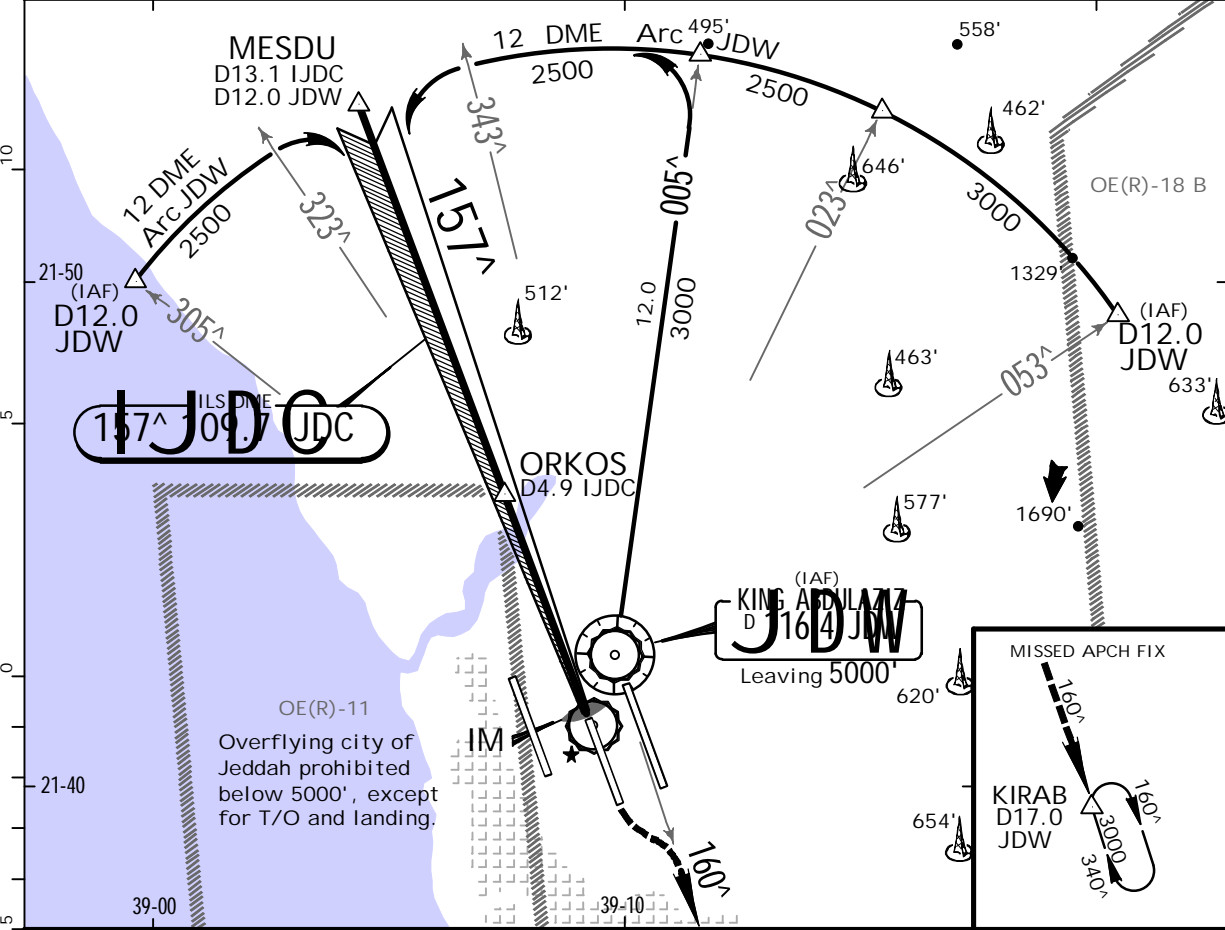
OEJN/JED

KING ABDULAZIZ INTL

JEPPESEN 5 MAR 10 Eff. 11.Mar. 11-1A

JEDDAH, SAUDI ARABIA CAT II ILS DME Rwy 16C

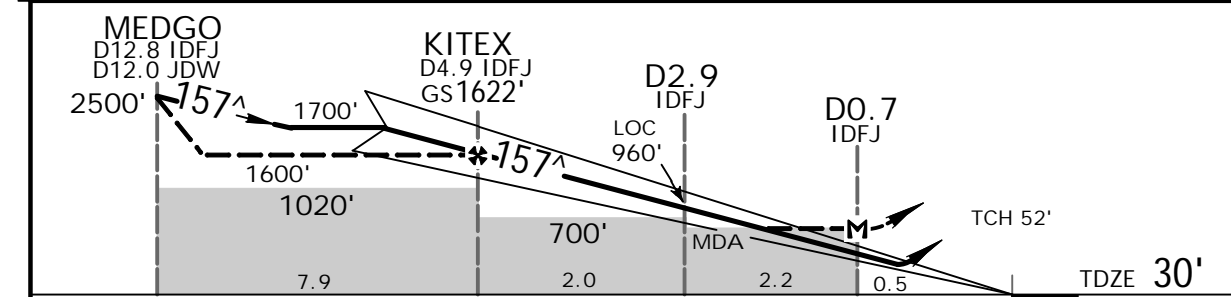
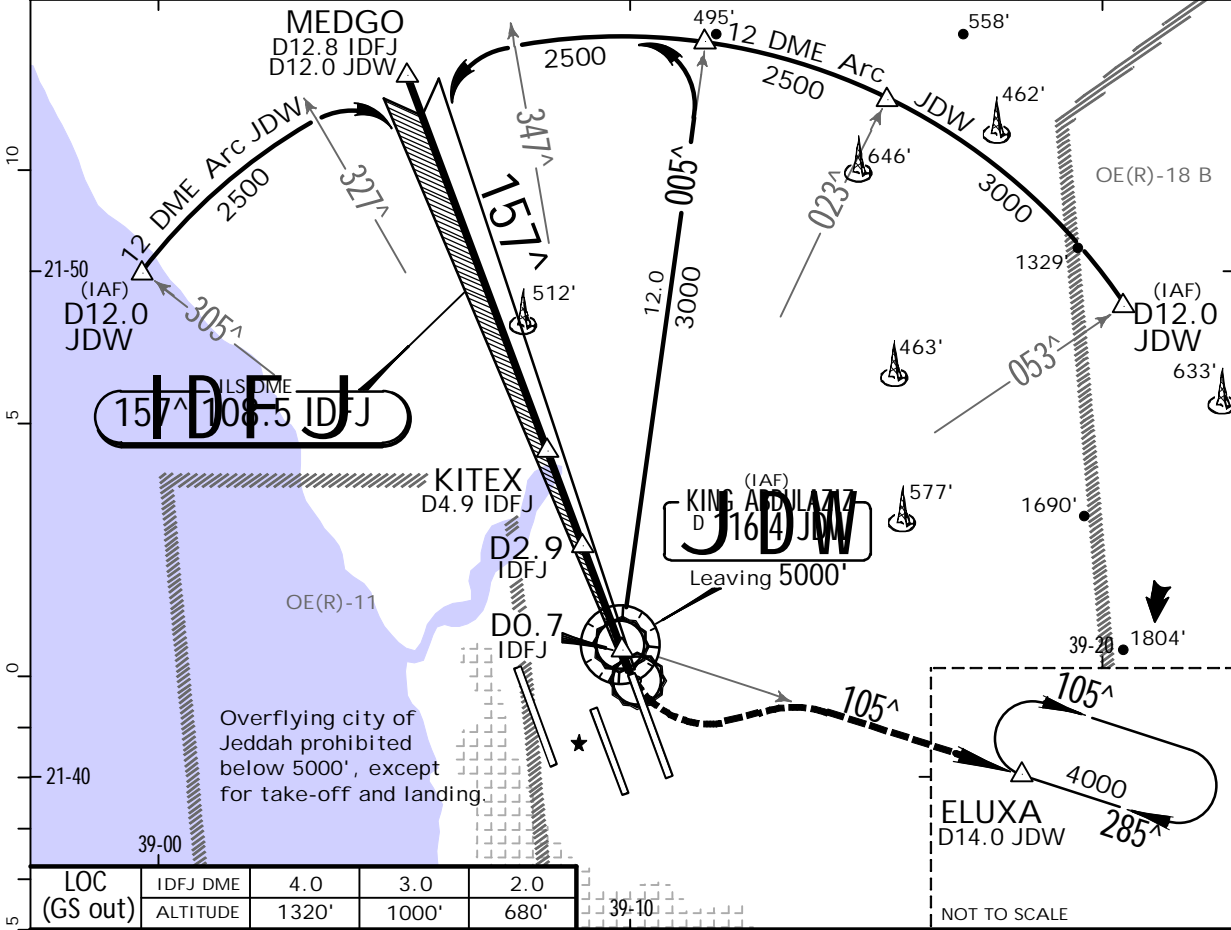
ATIS 116.4 126.2	JEDDAH Approach (R) (APP) (Initial contact) 119.1	(Final apch) 124.0	123.8	JEDDAH Tower 118.2	Ground 121.6
LOC IJDC 109.7	Final Apch Crs 157 [^]	GS ORKOS 1622' (1596')	CAT II ILS RA 101' DA(H) 126' (100')	Apt Elev 48' TDZE 26'	
MISSED APCH: Climb via R-160 JDW to 3000' to KIRAB/D17.0 JDW and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	
Special Aircrew & Aircraft Certification Required.					MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL VASI 3000' JDW via 116.4 LT R-160
GS	3.00 [^]	377	485	539	647	755	

STRAIGHT-IN LANDING RWY 16C CAT II ILS	
RA 101' DA(H) 126' (100')	RA 166' DA(H) 176' (150')
RVR 350m	RVR 500m

BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)		(Director)	JEDDAH Tower	Ground
	116.4 126.2	124.0		123.8	118.2	121.6
	LOC IDFJ 108.5	Final Apch Crs 157 [^]	GS KITEX 1622' (1592')	ILS DA(H) 230' (200')	Apt Elev 48'	TDZE 30'
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'						MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160		4000' JDW via 116.4 LT R-105	
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755			862
MAP at D0.7 IDFJ									

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
ILS DA(H) 230' (200')		LOC (GS out) MDA(H) 420' (390')			
FULL		ALS out		ALS out	
A				A	NOT AUTHORIZED
B	RVR 720m vis 800m	1200m	RVR 720m vis 800m	B	
C			RVR 1500m vis 1600m	C	
D			RVR 1800m vis 2000m	D	

OEJN/JED

KING ABDULAZIZ INTL

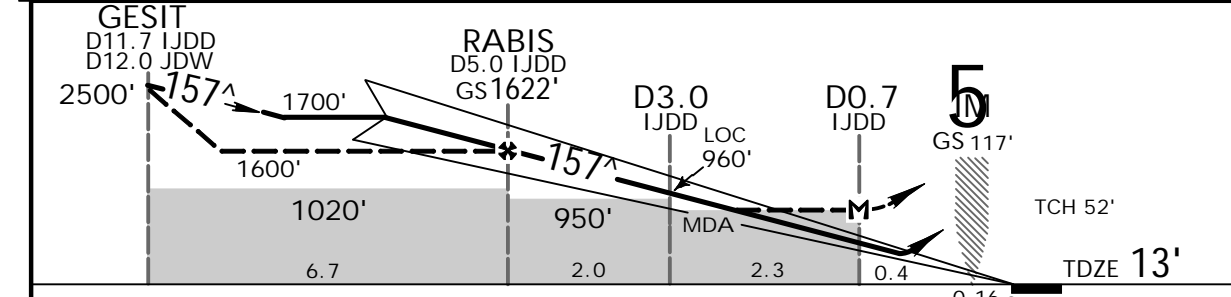
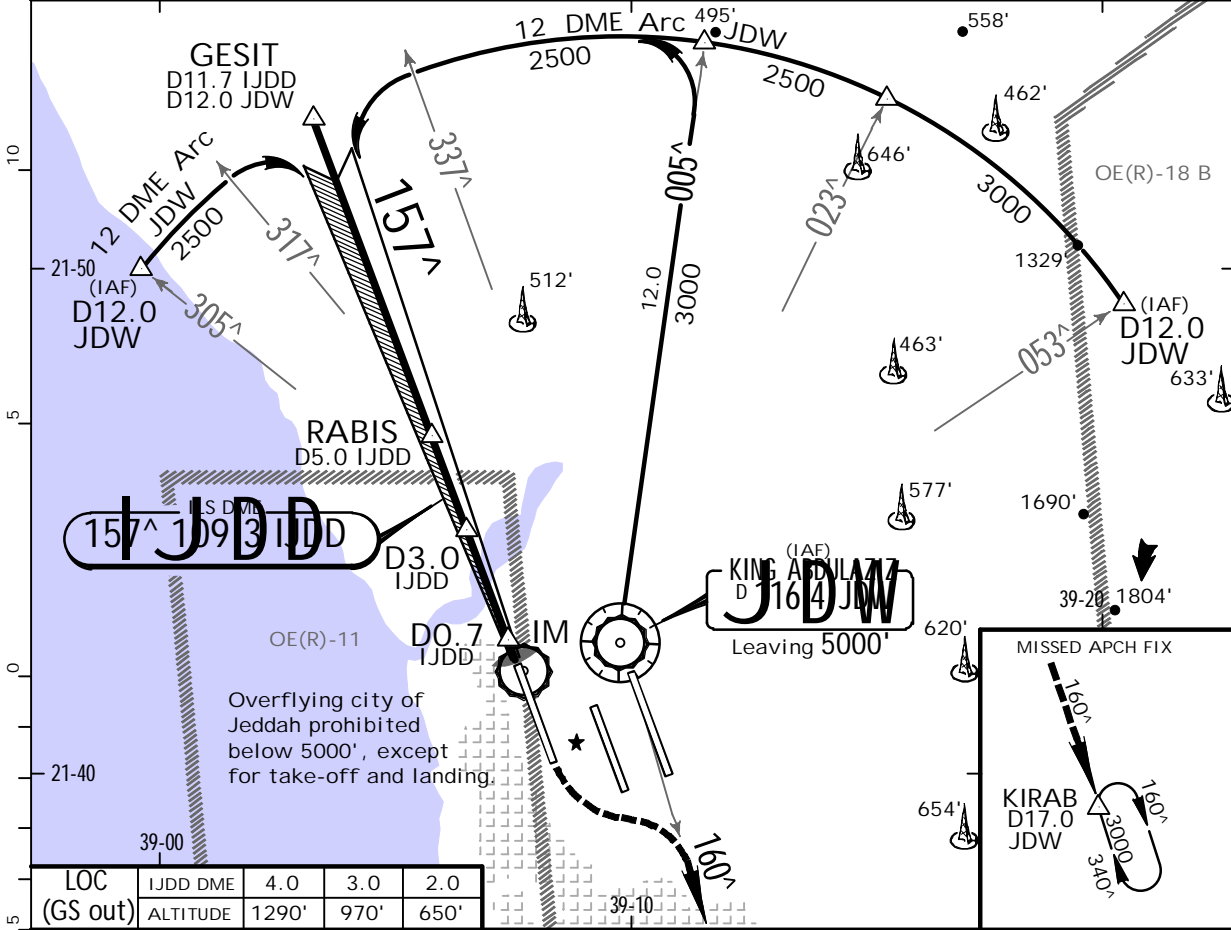
11 NOV 11

11-3

Eff. 17 Nov.

JEDDAH, SAUDI ARABIA
ILS DME Rwy 16R

BRIEFING STRIP™	D-ATIS	JEDDAH Final		(Director)	JEDDAH Tower	Ground
	116.4 126.2	(APP)	124.0	123.8	118.2	121.6
	LOC IJDD 109.3	Final Apch Crs 157 [^]	GS RABIS 1622' (1609')	ILS DA(H) 213' (200')	Apt Elev 48' TDZE 13'	
MISSED APCH: Climbing turn LEFT to 3000' via R-160 to KIRAB/ D17.0 JDW and hold, or as directed.						
Alt Set: hPa TDZ Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' LOC unusable beyond rwy 16R threshold.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000' JDW via R-160 116.4 KIRAB	
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755			862
MAP at D0.7 IJDD									

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND			
ILS DA(H) 213' (200')				LOC (GS out) MDA(H) 420' (407')			
FULL		TDZ or CL out		ALS out		ALS out	
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED
B						B	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			C	
D				1200m	RVR 1800m VIS 2000m	D	

OEJN/JED

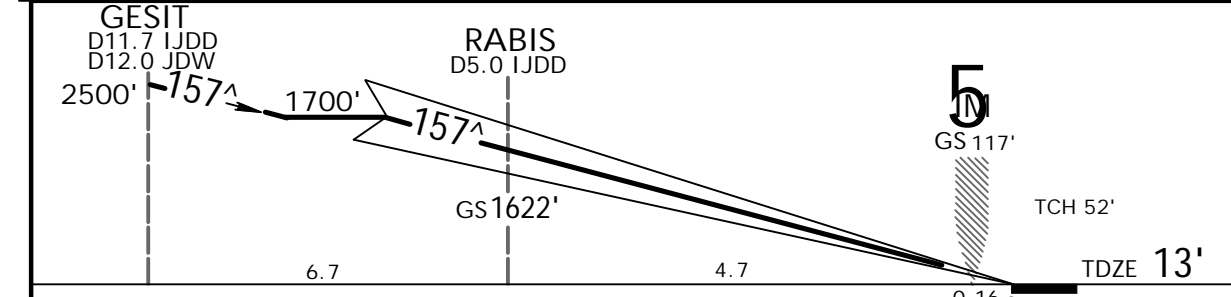
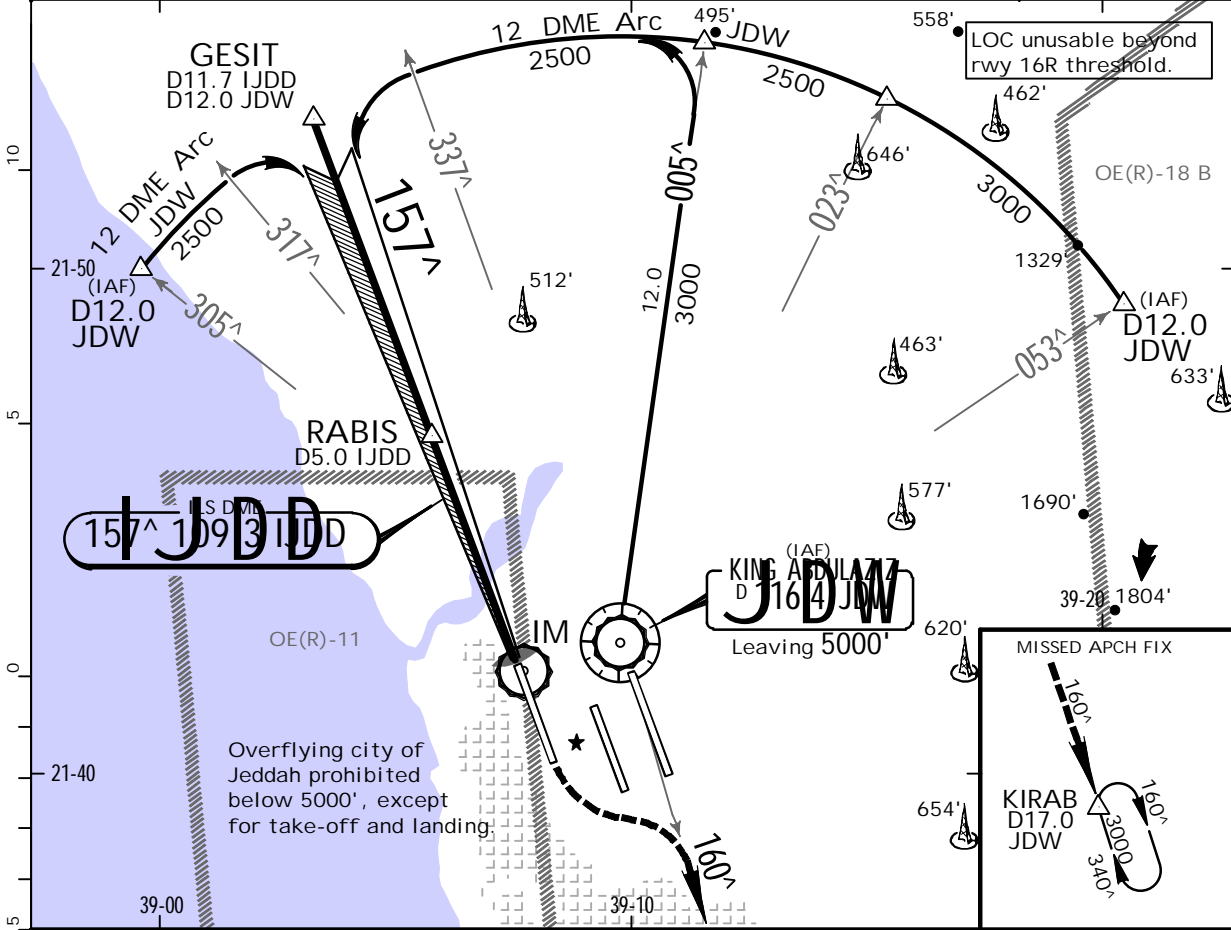
KING ABDULAZIZ INTL

11 NOV 11
Eff. 17 Nov.

11-3A

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 16R

D-ATIS 116.4 126.2	(APP) JEDDAH Final 124.0	(Director) 123.8	JEDDAH Tower 118.2	Ground 121.6
LOC IJDD 109.3	Final Apch Crs 157 [^]	GS RABIS 1622' (1609')	CAT II ILS RA 103' DA(H) 113' (100')	Apt Elev 48' TDZE 13'
MISSED APCH: Climbing turn LEFT to 3000' via R-160 to KIRAB/ D17.0 JDW and hold, or as directed.				
Alt Set: hPa TDZ Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' Special Aircrew & Aircraft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	3000' JDW via 116.4 R-160	KIRAB
GS	3.00 [^]	377	485	539	647	755			

STRAIGHT-IN LANDING RWY 16R CAT II ILS	
RA 103' DA(H) 113' (100')	RA 154' DA(H) 163' (150')
RVR 350m	RVR 500m

OEJN/JED

KING ABDULAZIZ INTL

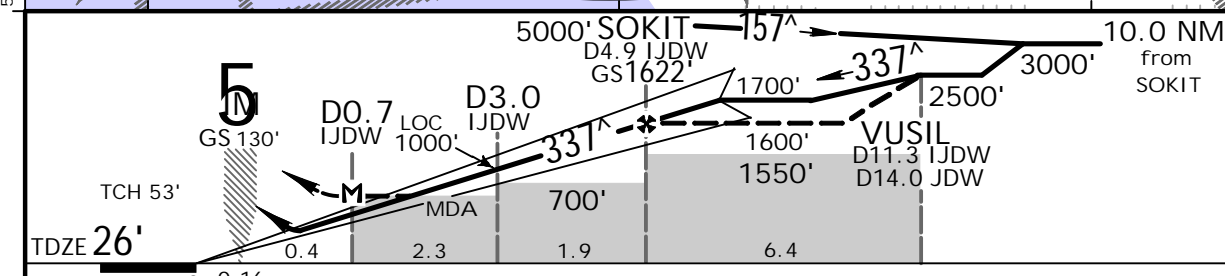
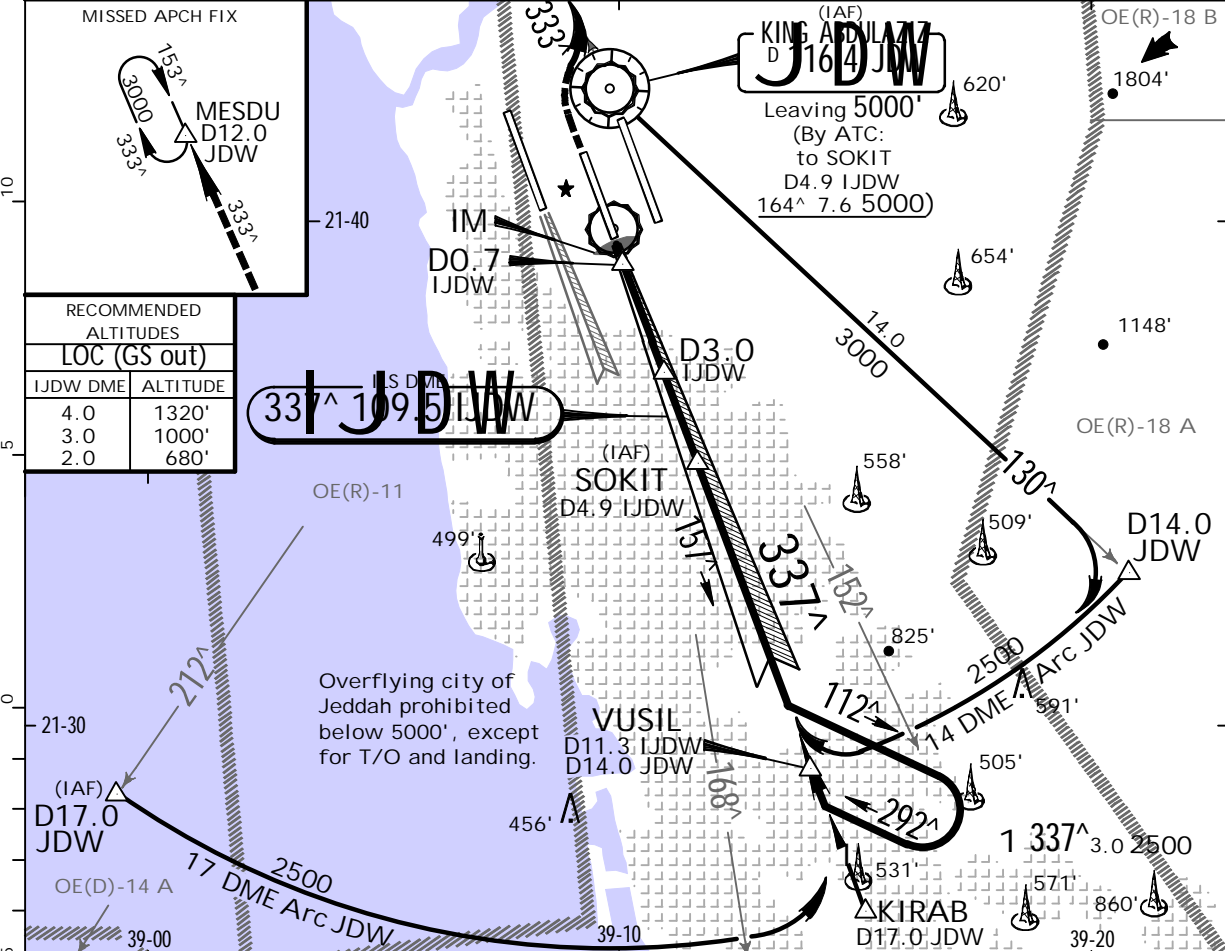
JEPPESEN

5 MAR 10 11-4 .Eff.11.Mar.

JEDDAH, SAUDI ARABIA

ILS DME Rwy 34C

ATIS 116.4 126.2	JEDDAH Approach (R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8	JEDDAH Tower 118.2	Ground 121.6		
LOC IJDW 109.5	Final Apch Crs 337 [^]	GS SOKIT 1622' (1596')	ILS DA(H) 226' (200')		
Apt Elev 48' TDZE 26'					
<p>MISSED APCH: Climb to 3000' via R-333 JDW to MESDU/D12.0 JDW and hold; or when directed climb to 3000' via R-333 JDW, then climbing turn RIGHT to 5000' to JDW VOR and hold.</p>					
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL VASI 3000' via 116.4 RT R-333	
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755		862
MAP at D0.7 IJDW								

STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND			
ILS				LOC (GS out)			
DA(H) 226'(200')				MDA(H) 420'(394')			
FULL		TDZ or CL out		ALS out		ALS out	
A							
B	RVR 550m	RVR 720m		RVR 720m	RVR 1500m		
C	VIS 800m	VIS 800m	1200m		VIS 1600m		
D				1200m	RVR 1800m	VIS 2000m	
NOT AUTHORIZED							

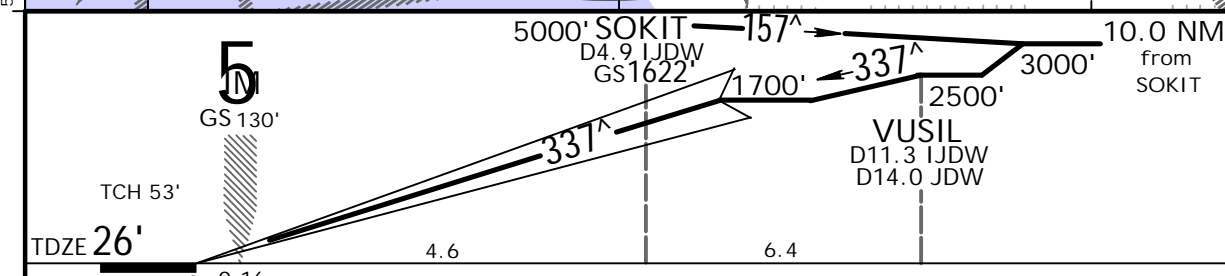
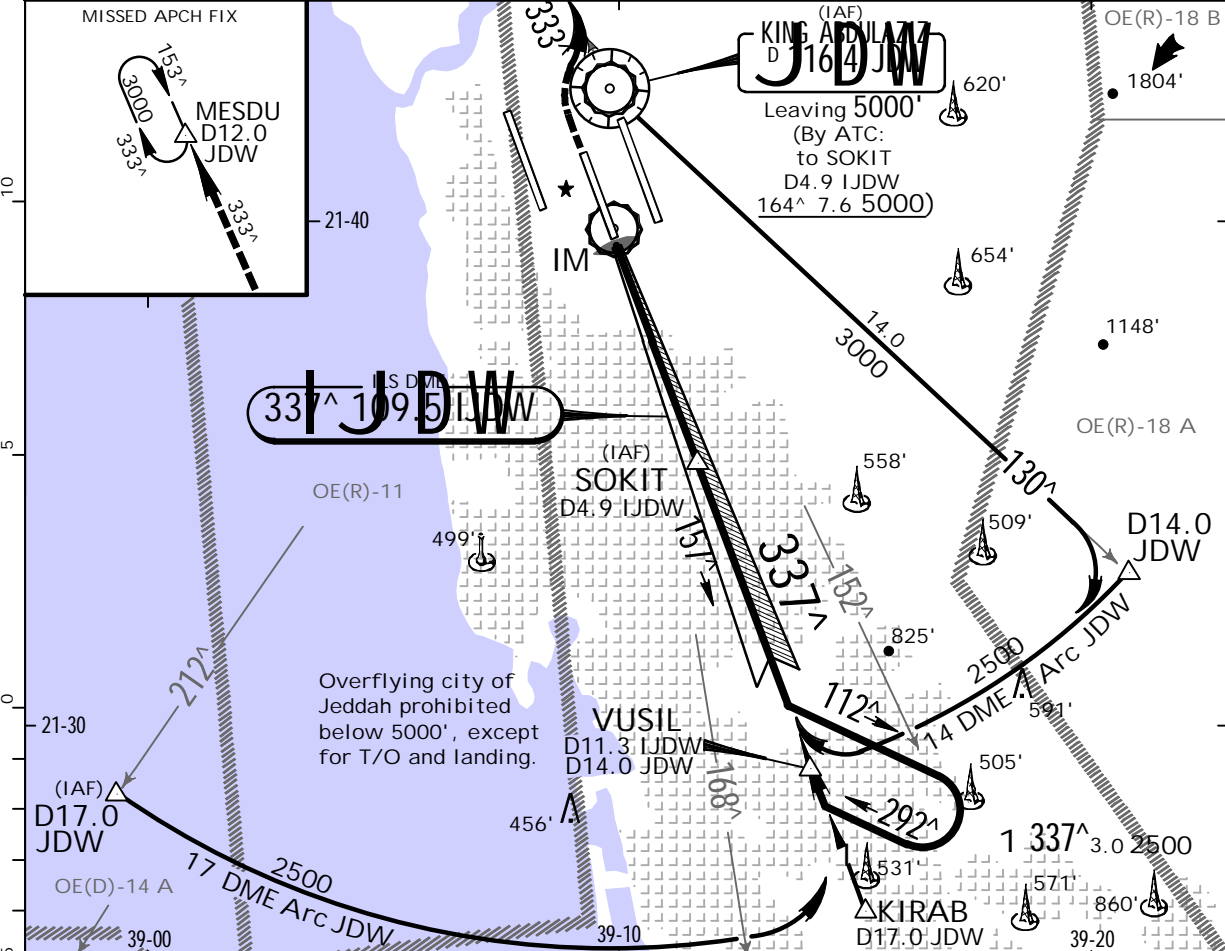
OEJN/JED

KING ABDULAZIZ INTL

JEPPESEN 5 MAR 10 Eff. 11.Mar. 11-4A

JEDDAH, SAUDI ARABIA CAT II ILS DME Rwy 34C

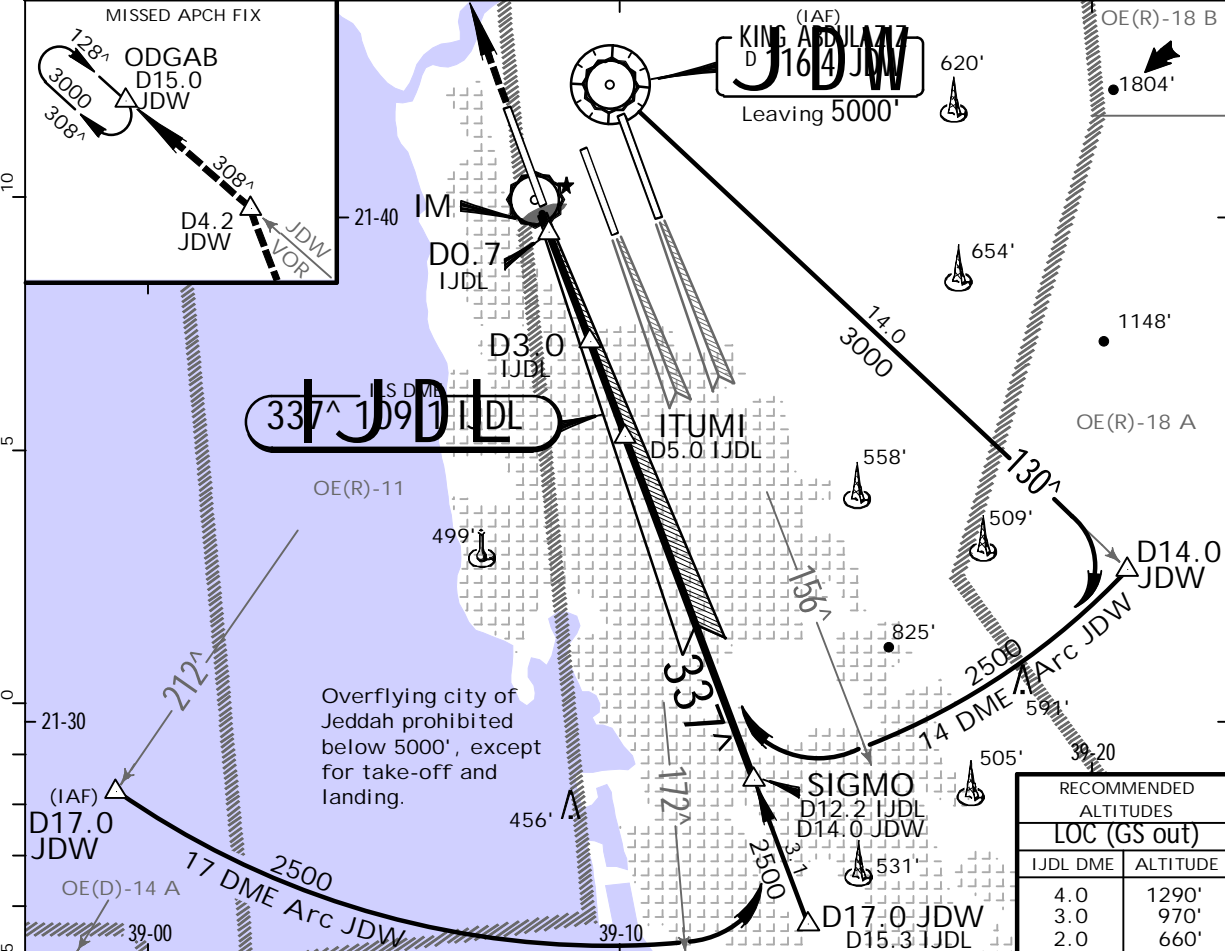
ATIS 116.4 126.2	JEDDAH Approach (R) (Initial contact) 119.1 (APP) 124.0 (Final apch) 123.8		JEDDAH Tower 118.2	Ground 121.6
LOC IJDW 109.5	Final Apch Crs 337 [^]	GS SOKIT 1622' (1596')	CAT II ILS RA 98' DA(H) 126' (100')	Apt Elev 48' TDZE 26'
MISSED APCH: Climb to 3000' via R-333 JDW to MESDU/D12.0 JDW and hold; or when directed climb to 3000' via R-333 JDW, then climbing turn RIGHT to 5000' to JDW VOR and hold.				
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000' Special Aircrew & Aircraft Certification Required.				



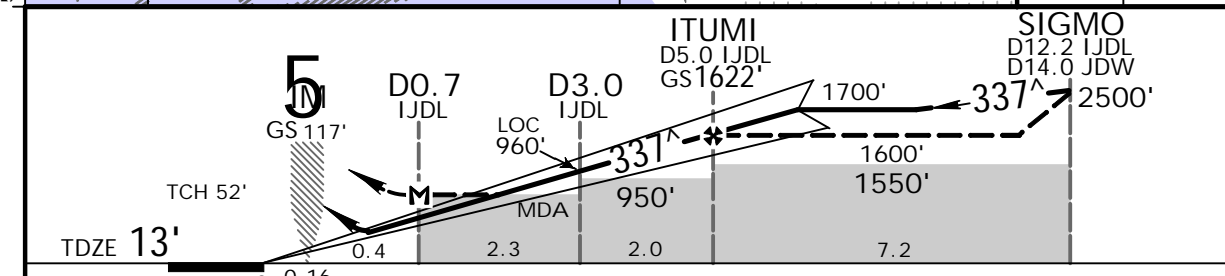
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL VASI 3000' JDW via 116.4 RT R-333
GS	3.00 [^]	377	485	539	647	755	

STRAIGHT-IN LANDING RWY 34C CAT II ILS	
RA 98' DA(H) 126' (100') RVR 350m	RA 147' DA(H) 176' (150') RVR 500m

BRIEFING STRIP™	D-ATIS	JEDDAH Final			JEDDAH Tower	Ground
	116.4 126.2	(APP) 124.0	(Director) 123.8	118.2	121.6	
	LOC IJDL 109.1	Final Apch Crs 337 [^]	GS ITUMI 1622' (1609')	ILS DA(H) 213' (200')	Apt Elev 48'	TDZE 13'
MISSED APCH: Climbing STRAIGHT AHEAD to D4.2 JDW turn LEFT to 3000' via R-308 JDW to ODGAB/D15.0 JDW and hold, or as directed.						<p>MSA JDW VOR</p>
Alt Set: hPa TDZ Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' Simultaneous approach authorized with either rwy 34C or rwy 34R in VMC only.						
MISSED APCH FIX: ODGAB D15.0 JDW, D4.2 JDW, R-308 JDW, R-309 JDW, R-308 [^] , R-309 [^] , 128 [^] , 3000, 308 [^] .						



RECOMMENDED ALTITUDES LOC (GS out)	
IJDL DME	ALTITUDE
4.0	1290'
3.0	970'
2.0	660'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI D4.2 JDW ↑
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755	
MAP at D0.7 IJDL							

STRAIGHT-IN LANDING RWY 34L ILS				CIRCLE-TO-LAND			
DA(H) 213' (200')		LOC (GS out) MDA(H) 420' (407')		FULL		NOT AUTHORIZED	
FULL	TDZ or CL out	ALS out	ALS out				
A				RVR 720m	RVR 1500m		
B				vis 800m	vis 1600m		
C	RVR 550m	RVR 720m	1200m				
D	vis 800m	vis 800m		1200m	RVR 1800m		
					vis 2000m		

OEJN/JED

KING ABDULAZIZ INTL

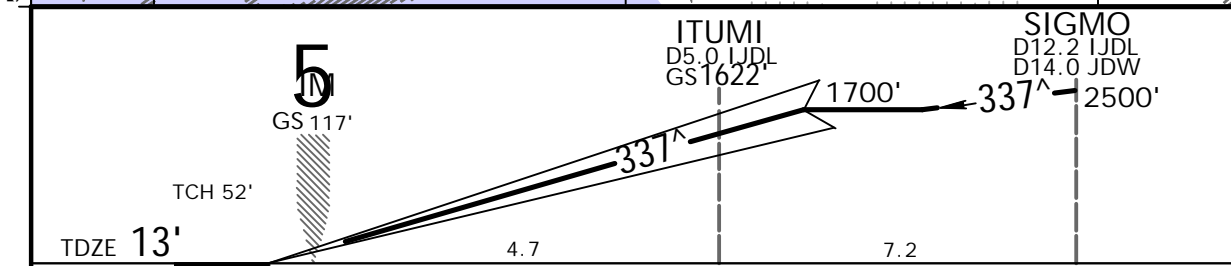
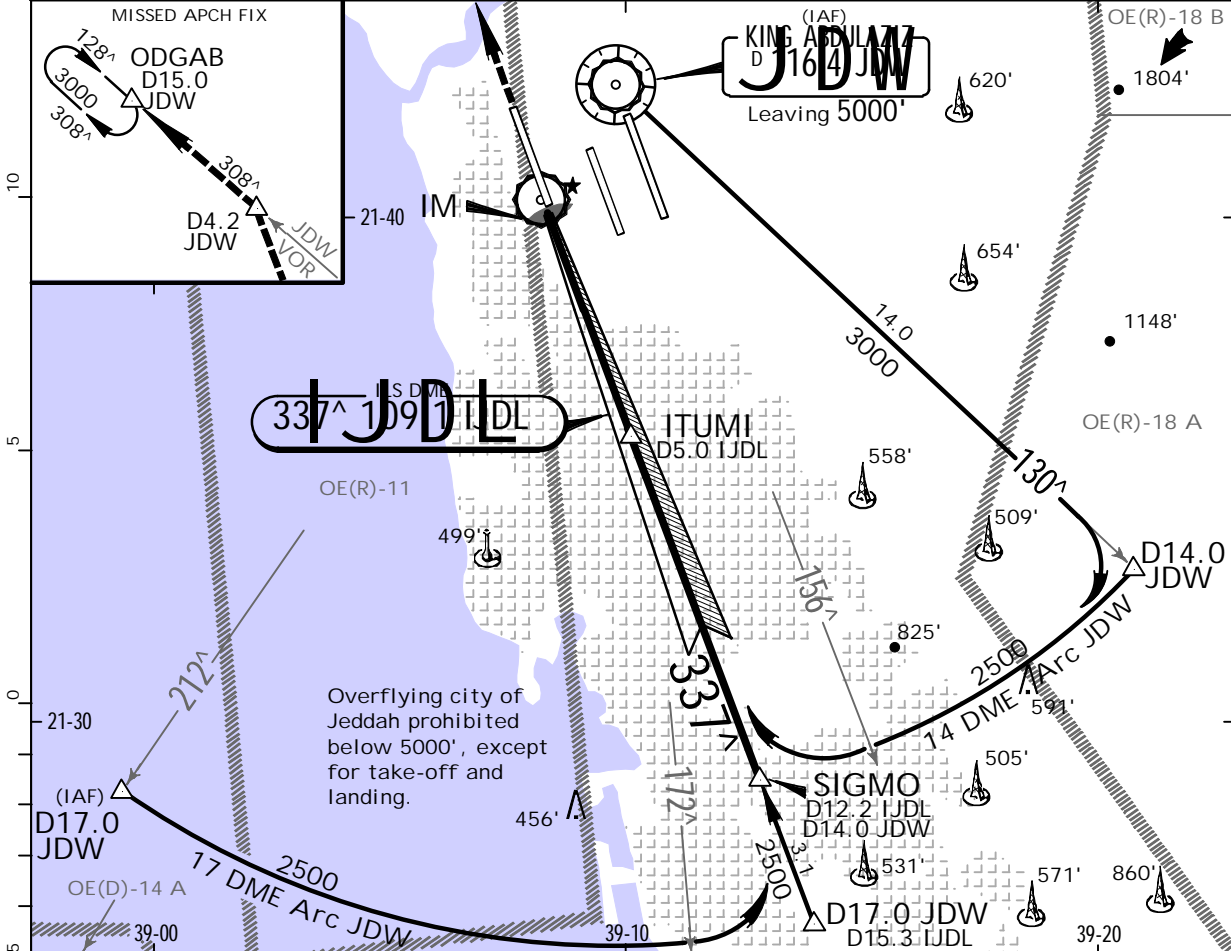
11 NOV 11
Eff. 17 Nov.

(11-5A)

JEPPESEN

JEDDAH, SAUDI ARABIA
CAT II ILS DME Rwy 34L

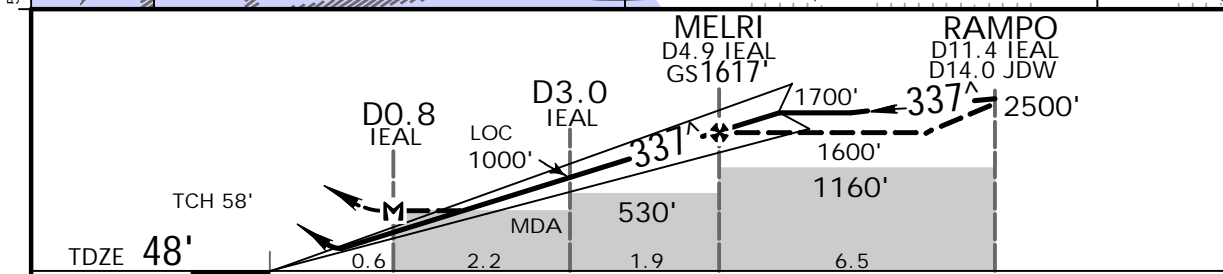
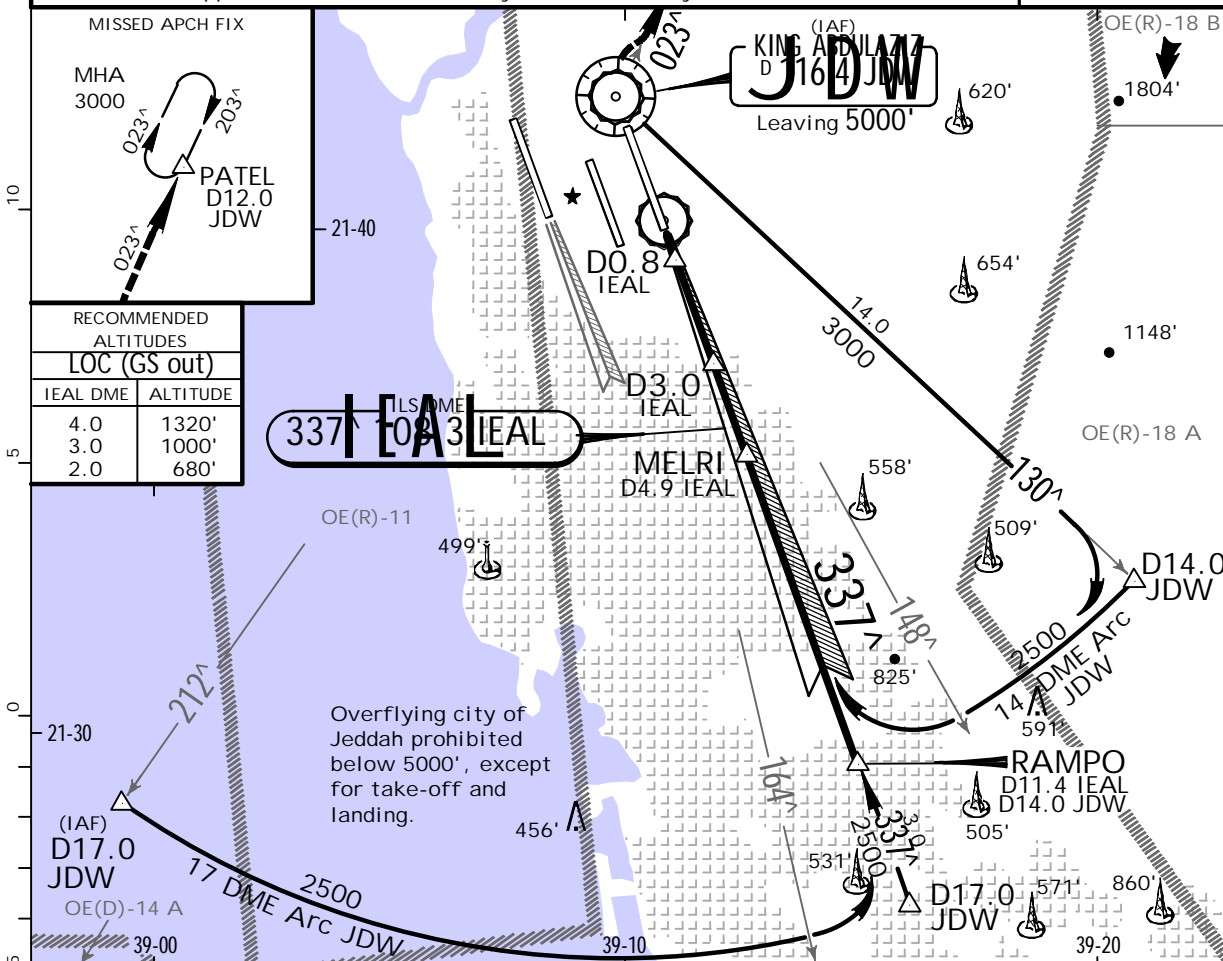
BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)		(Director)	JEDDAH Tower	Ground
	116.4 126.2	124.0		123.8	118.2	121.6
	LOC IJDL 109.1	Final Apch Crs 337 [^]	GS ITUMI 1622' (1609')	CAT II ILS RA 102' DA(H) 113' (100')	Apt Elev 48' TDZE 13'	
MISSED APCH: Climbing STRAIGHT AHEAD to D4.2 JDW turn LEFT to 3000' via R-308 JDW to ODGAB/D15.0 JDW and hold, or as directed.						
Alt Set: hPa TDZ Elev: 0 hPa Trans level: FL 150 Trans alt: 13000' Special Aircrew & Aircraft Certification Required.						MSA JDW VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	D4.2 JDW
GS	3.00 [^]	377	485	539	647	755		

STRAIGHT-IN LANDING RWY 34L CAT II ILS	
RA 102' DA(H) 113' (100')	RA 152' DA(H) 163' (150')
RVR 350m	RVR 500m

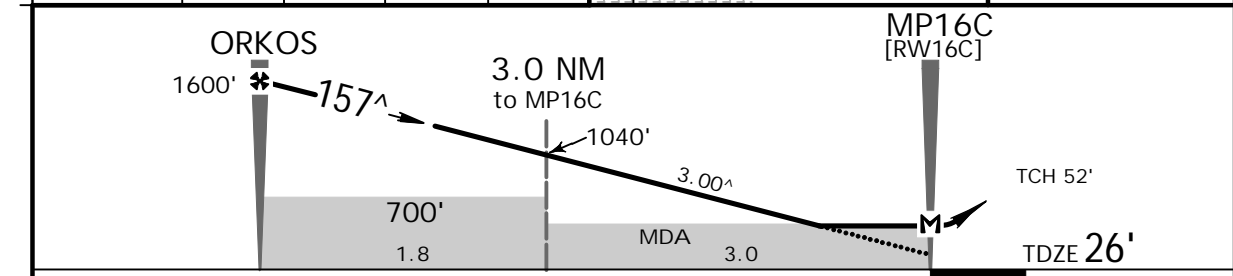
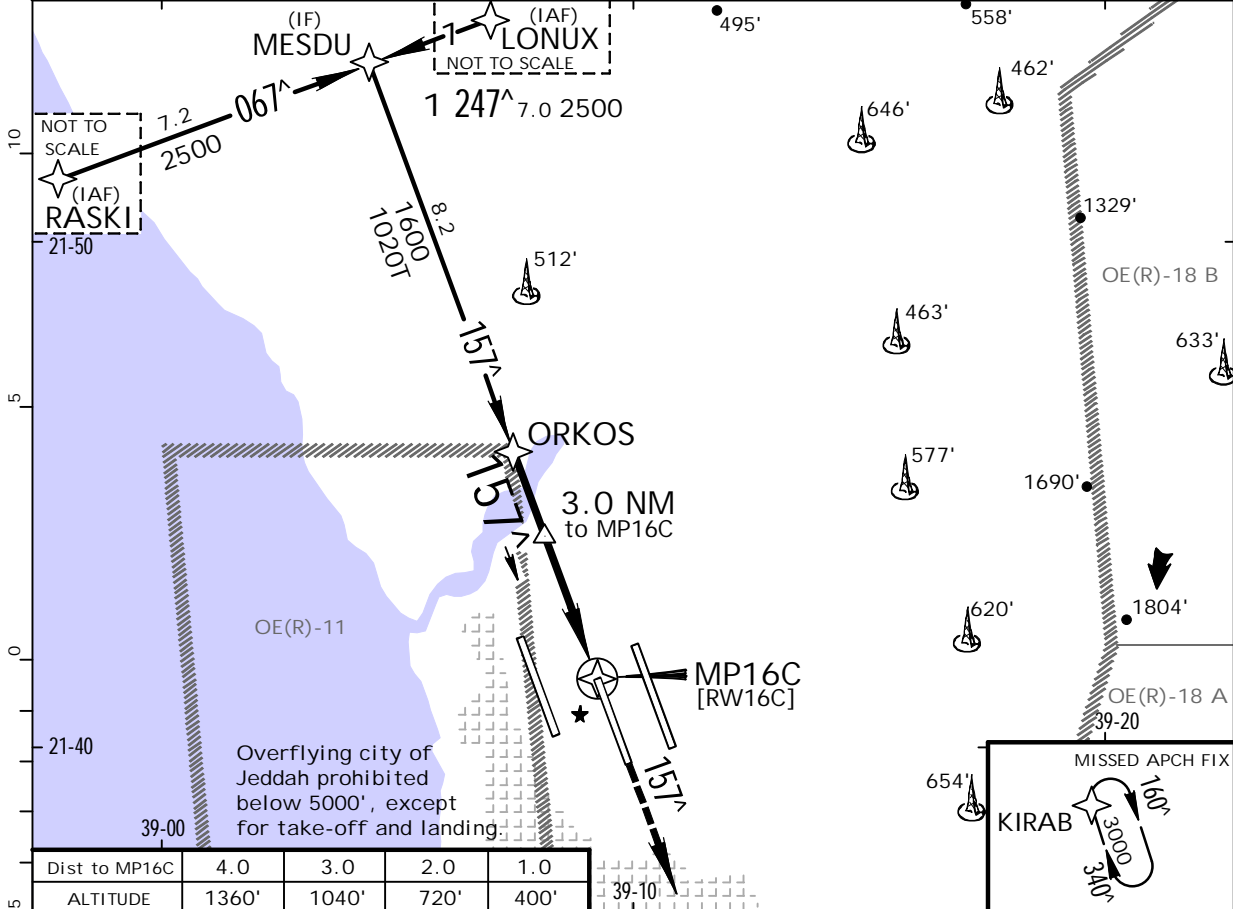
BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)			JEDDAH Tower	Ground	
	116.4 126.2	124.0			123.8	118.2	121.6
	LOC IEAL 108.3	Final Apch Crs 337 [^]	GS MELRI 1617' (1569')	ILS DA(H) 248' (200')	Apt Elev 48'	TDZE 48'	
MISSED APCH: Climb to JDW VOR, then climbing turn RIGHT to 3000' via R-023 JDW to PATEL/D12.0 JDW and hold, or as directed.							
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' Simultaneous approach authorized with rwy 34L in VMC only.						MSA JDW VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI JDW 116.4 3000' via JDW RT R-023	
ILS GS or LOC Descent Angle	3.00 [^]	377	485	539	647	755		862
MAP at D0.8 IEAL								

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND	
ILS DA(H) 248' (200')		LOC (GS out) MDA(H) 420' (372')			
FULL		ALS out		ALS out	
A				A	NOT AUTHORIZED
B	RVR 720m VIS 800m			B	
C		1200m		C	
D			1200m	D	

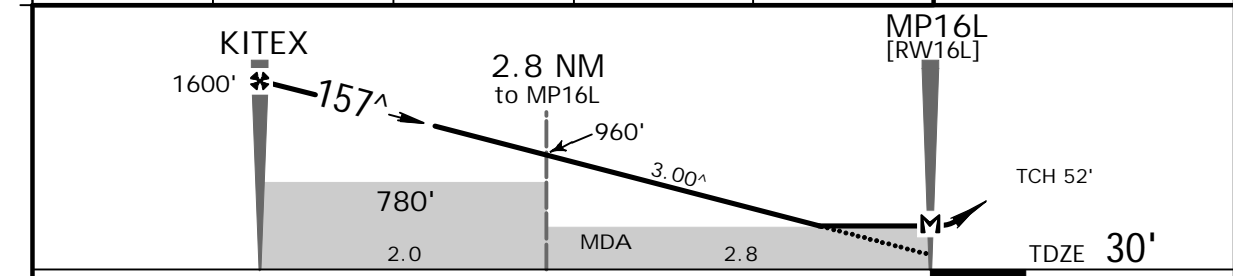
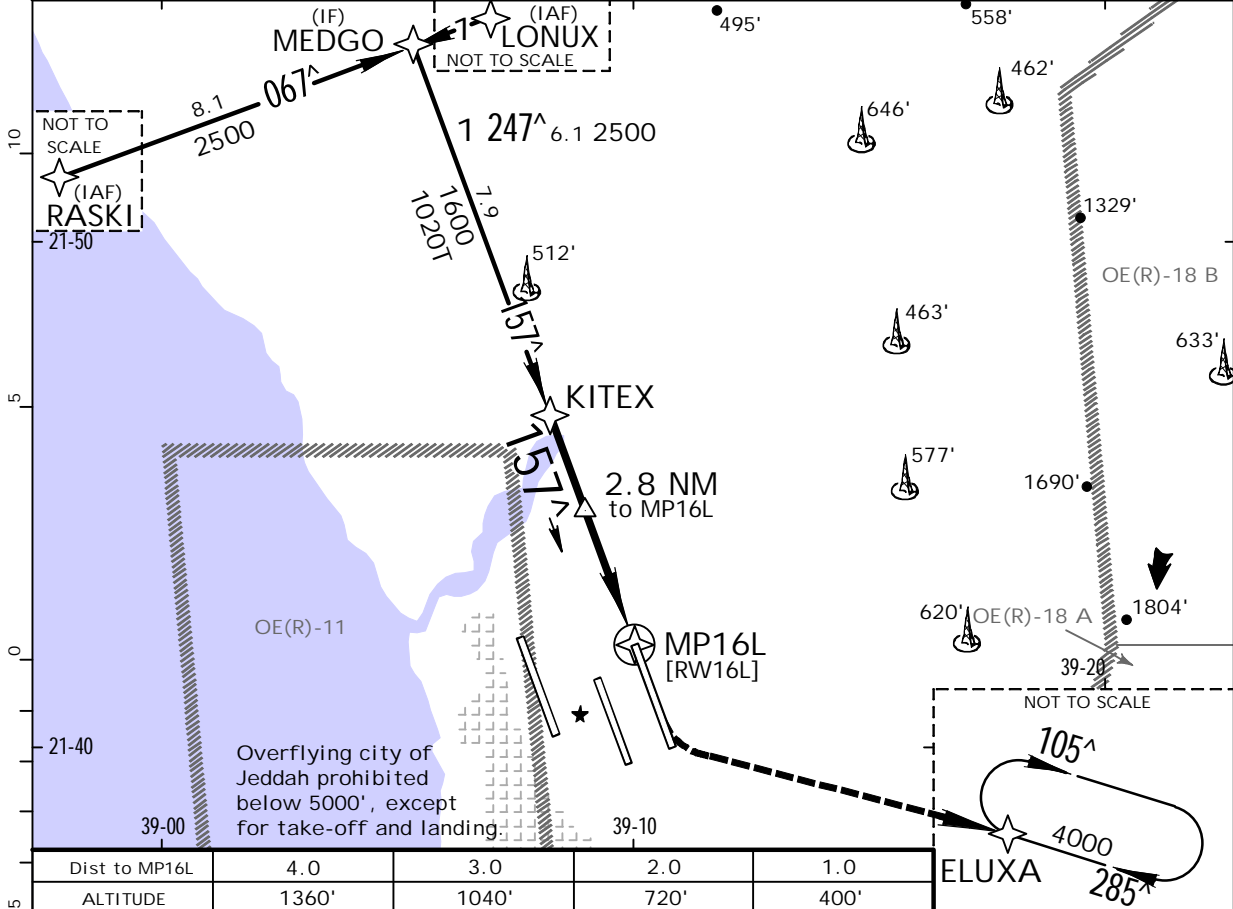
BRIEFING STRIP™	D-ATIS 116.4 126.2	(APP) JEDDAH Final 124.0		(Director) 123.8	JEDDAH Tower 118.2	Ground 121.6
	RNAV	Final Apch Crs 157 [^]	Procedure Alt ORKOS 1600' (1574')	MDA(H) 420' (394')	Apt Elev 48' TDZE 26'	3800'
	MISSED APCH: Climb to 3000' direct to KIRAB and hold.					
Alt Set: hPa	TDZ Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'	MSA MP16C	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI	3000'	D → KIRAB
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at MP16C									

STRAIGHT-IN LANDING RWY 16C				CIRCLE-TO-LAND			
MDA(H) 420' (394')							
ALS out							
A							NOT AUTHORIZED
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

D-ATIS 116.4 126.2		JEDDAH Final (APP) 124.0		(Director) 123.8	JEDDAH Tower 118.2	Ground 121.6
RNAV	Final Apch Crs 157 [^]	Procedure Alt KITEK 1600' (1570')	MDA(H) 420' (390')	Apt Elev 48' TDZE 30'		3800' MSA MP16L
MISSED APCH: Climb to 700', then climbing turn LEFT to 4000' direct to ELUXA and hold.						
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'	

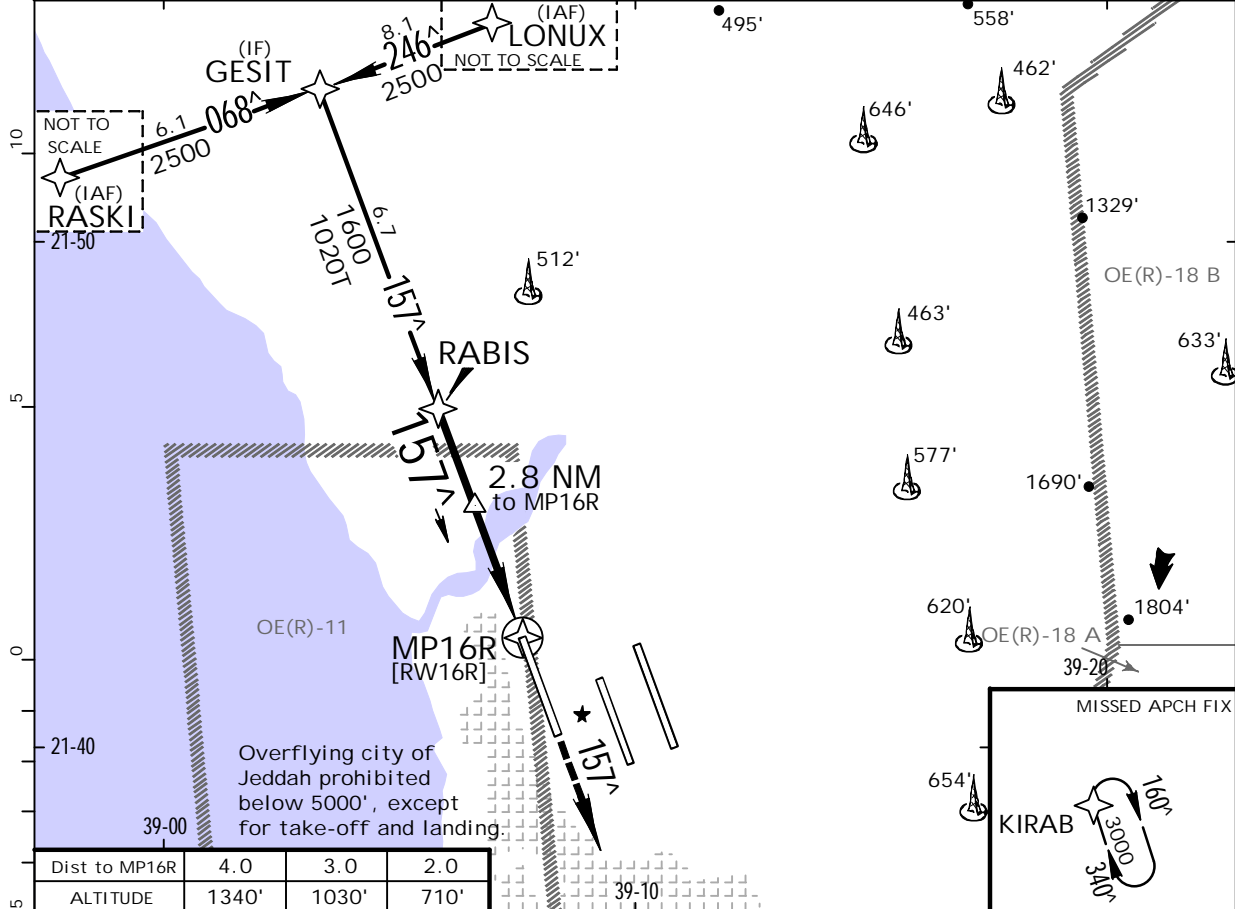


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at MP16L						

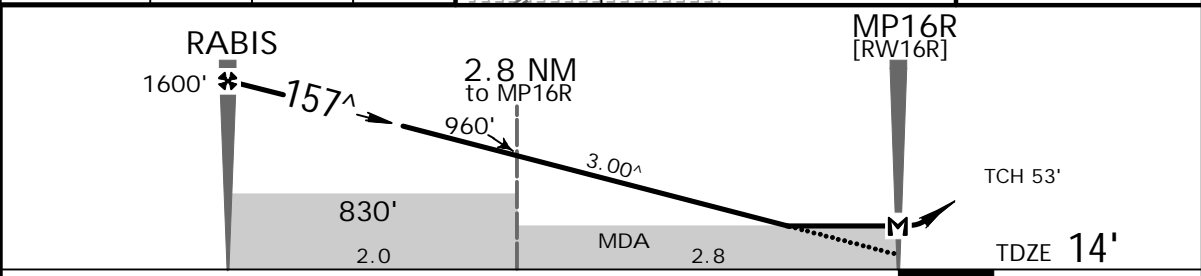
STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
MDA(H) 420' (390')							
ALS out							
A					A		
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			NOT AUTHORIZED
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

TERPS

BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)		(Director)	JEDDAH Tower	Ground
	116.4 126.2	124.0		123.8	118.2	121.6
	RNAV	Final Apch Crs 157 [^]	Procedure Alt RABIS 1600' (1586')	MDA(H) 420' (406')	Apt Elev 48' TDZE 14'	3800'
MISSED APCH: Climb to 3000' direct to KIRAB and hold.						
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'	MSA MP16R



Dist to MP16R	4.0	3.0	2.0
ALTITUDE	1340'	1030'	710'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at MP16R						

ALSF-II
PAPI PAPI

3000'

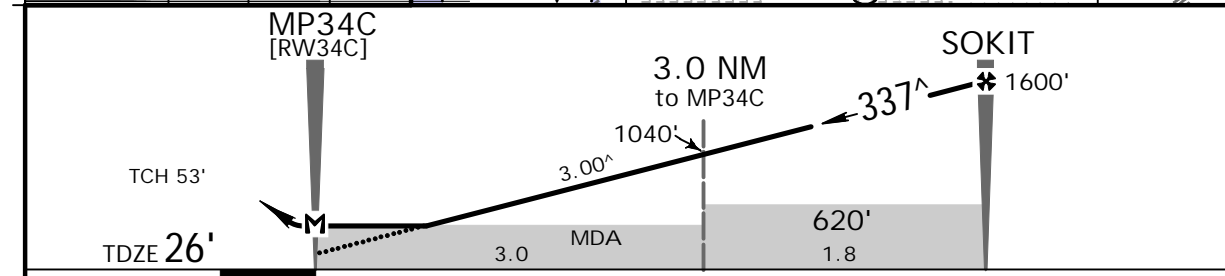
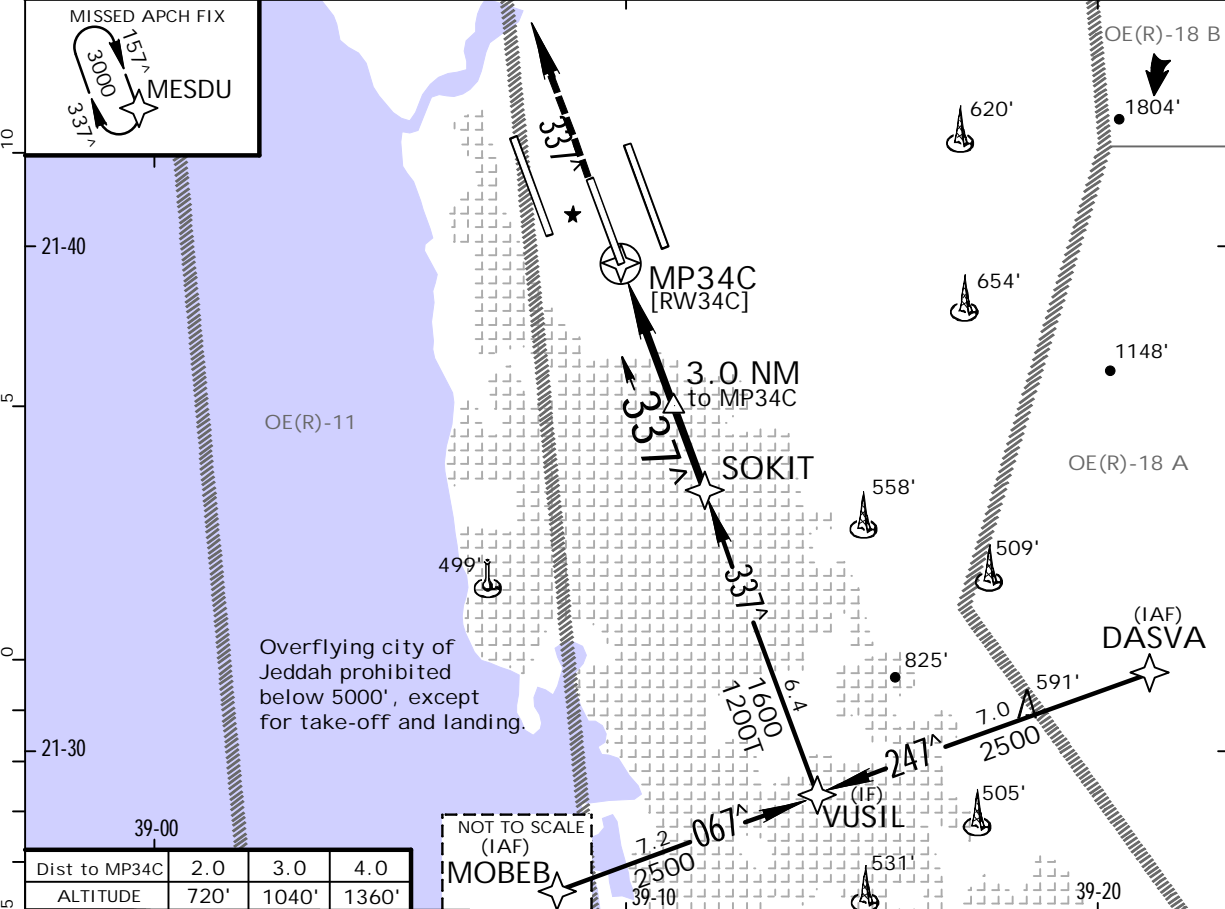
↑

→ KIRAB

STRAIGHT-IN LANDING RWY 16R			CIRCLE-TO-LAND		
MDA(H) 420' (406')					
ALS out					
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED	
B			B		
C	1200m	RVR 1800m VIS 2000m	C		
D	RVR 1500m VIS 1600m		D		

TERPS

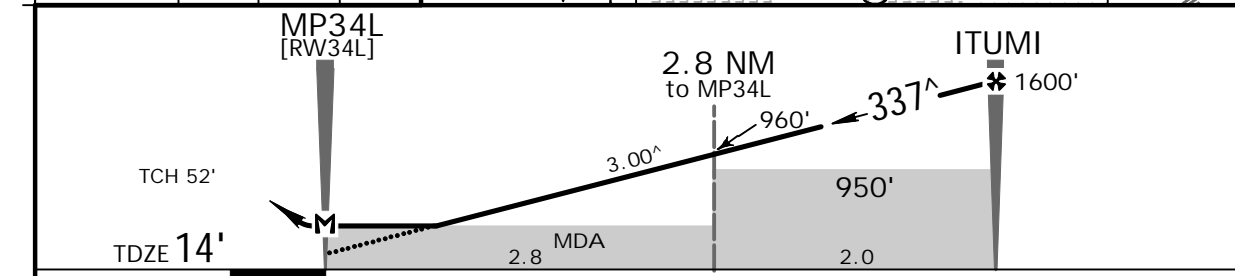
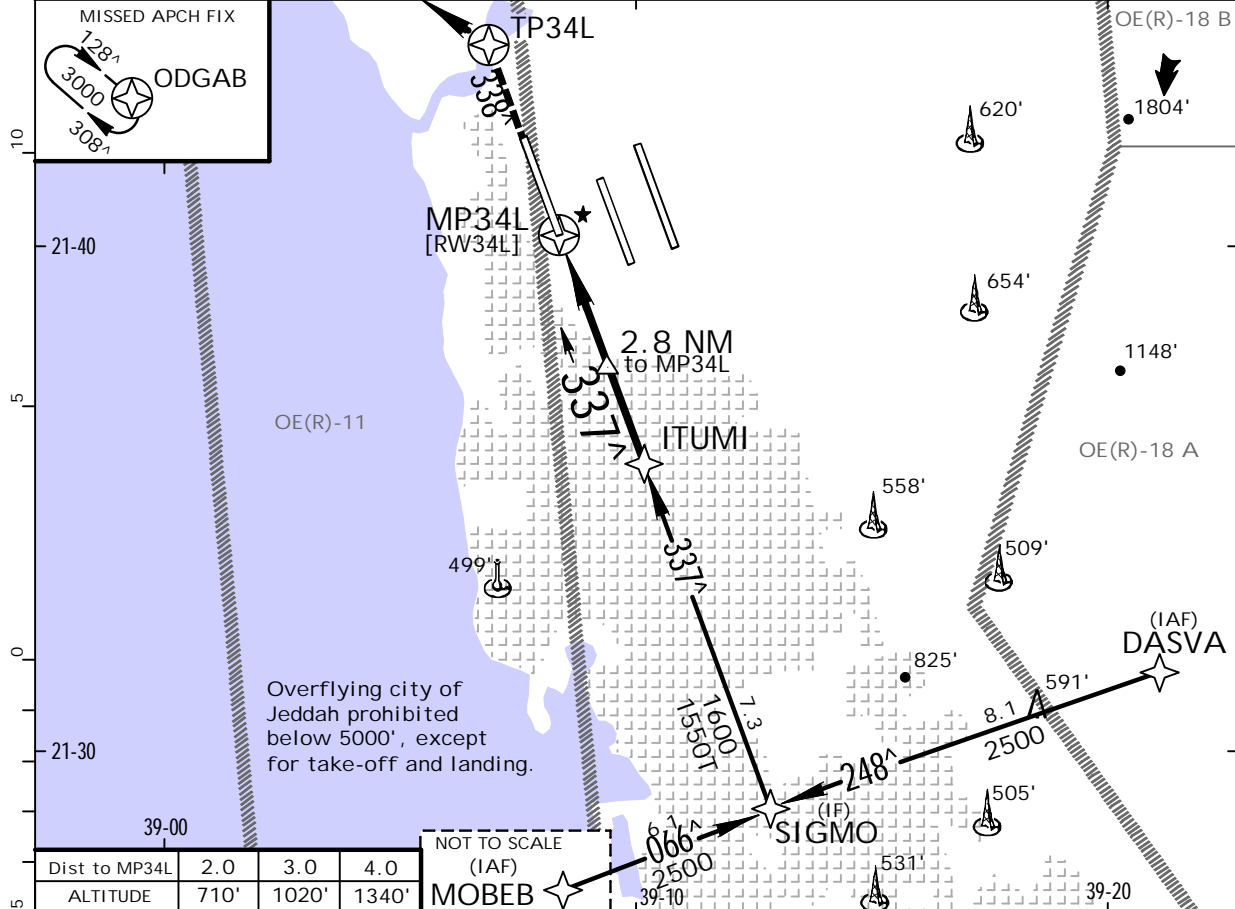
BRIEFING STRIP™	D-ATIS	JEDDAH Final		JEDDAH Tower	Ground
	116.4 126.2	(APP) 124.0	(Director) 123.8	118.2	121.6
	RNAV	Final Apch Crs 337 [^]	Procedure Alt SOKIT 1600' (1574')	MDA(H) 420' (394')	Apt Elev 48' TDZE 26'
MISSED APCH: Climb to 3000' direct to MESDU and hold.					
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA MP34C



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI	3000'	D → MESDU
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at MP34C									

STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND				
MDA(H) 420' (394')								
ALS out								
A					NOT AUTHORIZED			
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m				
C								
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m				

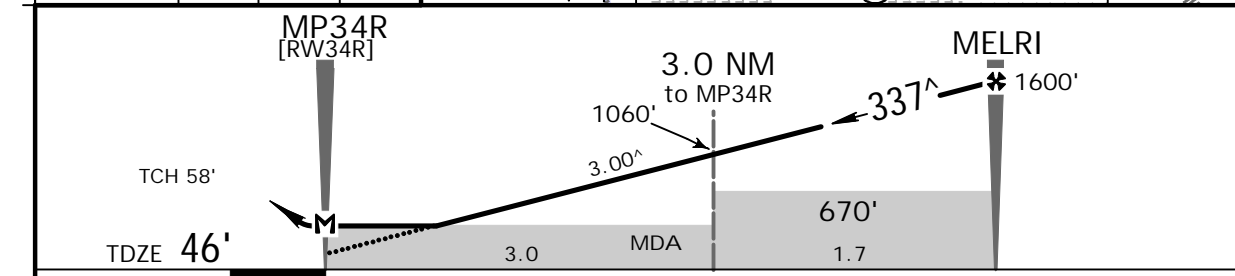
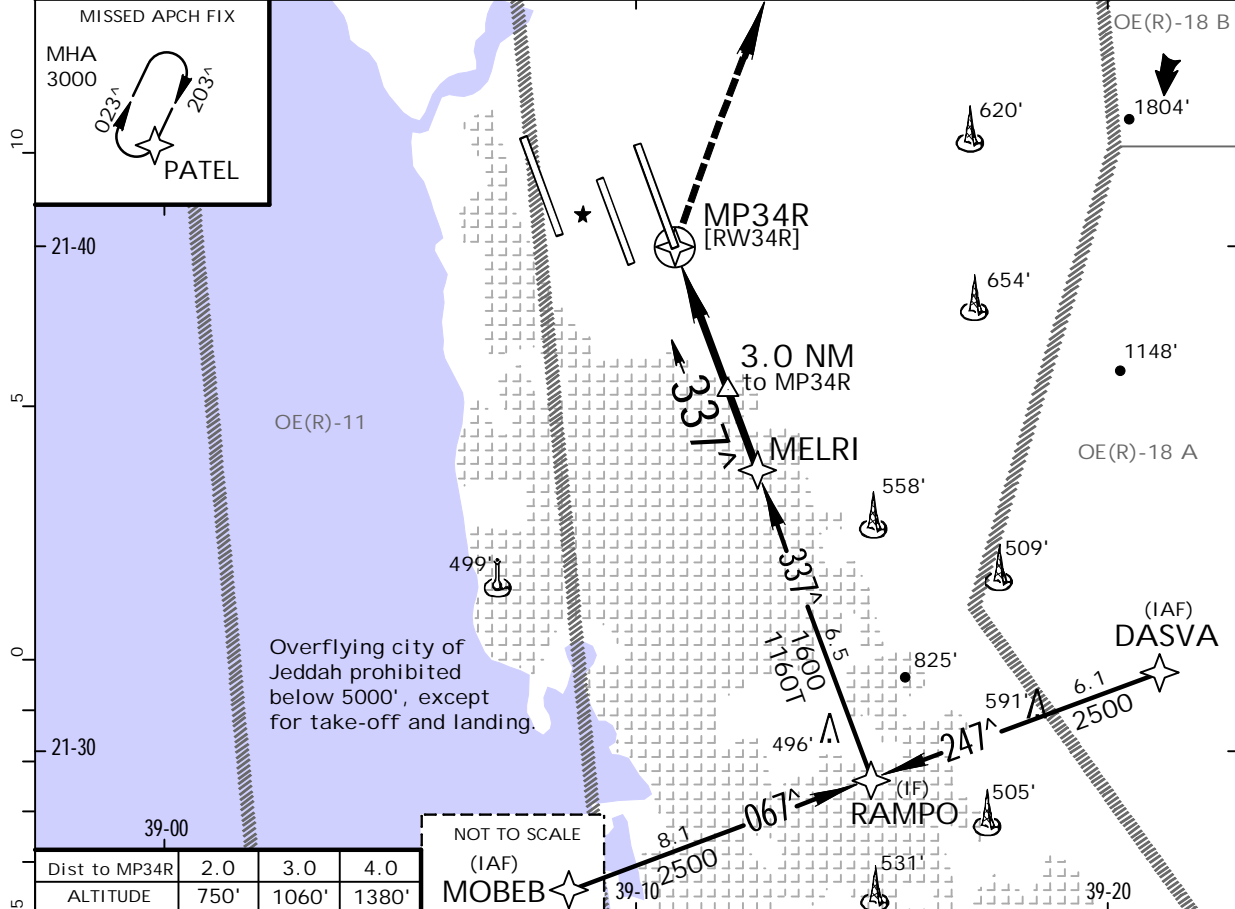
BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)		(Director)	JEDDAH Tower	Ground	
	116.4 126.2	124.0		123.8	118.2	121.6	
	RNAV	Final Apch Crs 337 [^]	Procedure Alt ITUMI 1600' (1586')	MDA(H) 420' (406')	Apt Elev 48'	TDZE 14'	3800'
MISSED APCH: Climb to TP34L, then climbing turn LEFT to 3000' direct to ODGAB and hold.							
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150		Trans alt: 13000'		MSA MP34L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	TP34L 3000'	D → ODGAB
Descent Angle	3.00 [^]	372	478	531	637	849			
MAP at MP34L									

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
MDA(H) 420' (406')							
ALS out							
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		A	NOT AUTHORIZED		
B		RVR 1800m VIS 2000m		B			
C	1200m			C			
D	RVR 1500m VIS 1600m			D			

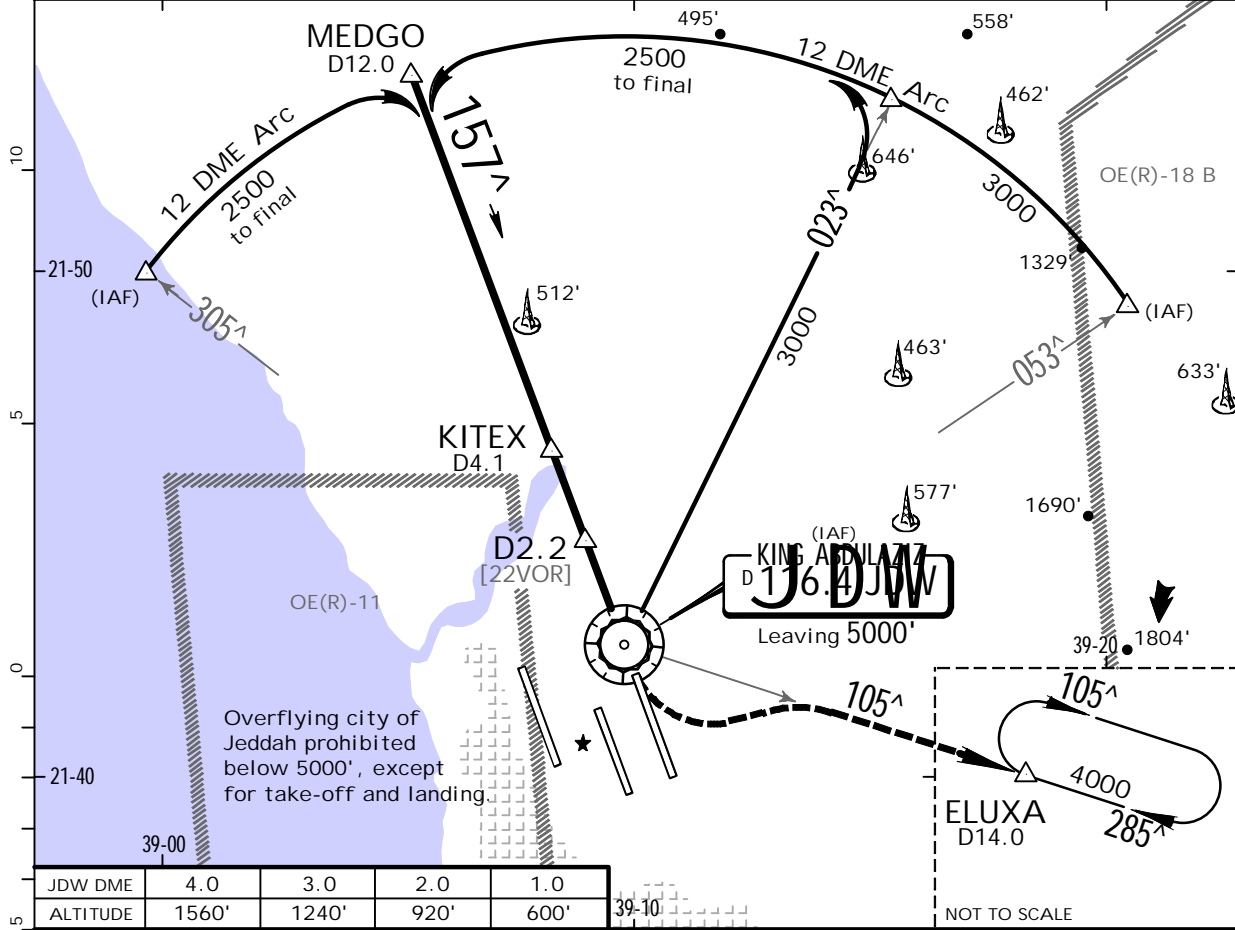
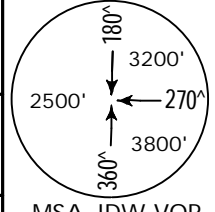
BRIEFING STRIP™	D-ATIS 116.4 126.2	JEDDAH Final (APP) 124.0		(Director) 123.8	JEDDAH Tower 118.2	Ground 121.6
	RNAV	Final Apch Crs 337 [^]	Procedure Alt MELRI 1600' (1554')	MDA(H) 500' (454')	Apt Elev 48' TDZE 46'	3800'
	MISSED APCH: Climbing turn RIGHT to 3000' direct to PATEL and hold.					
Alt Set: hPa		TDZ Elev: 2 hPa	Trans level: FL 150		Trans alt: 13000'	



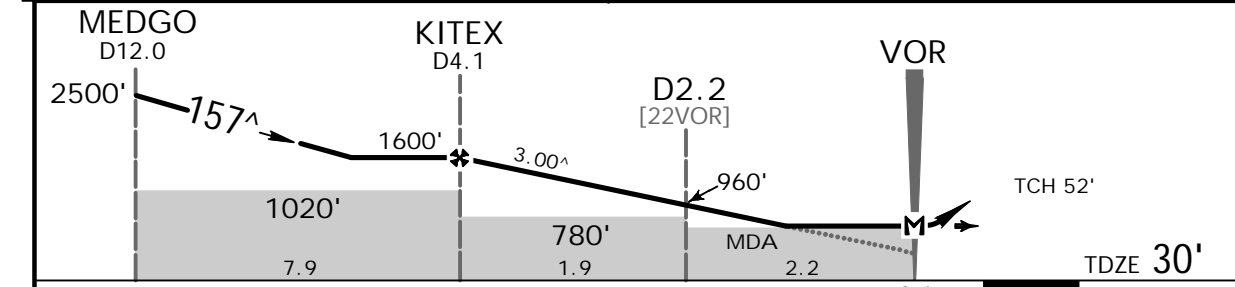
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' RT	D → PATEL
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at MP34R									

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
MDA(H) 500' (454')							
ALS out							
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED			
B			B				
C	1200m	RVR 1800m VIS 2000m	C				
D	RVR 1500m VIS 1600m	2400m	D				

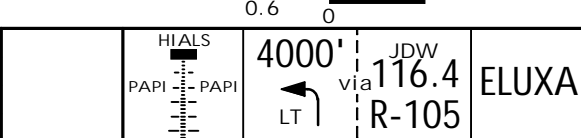
BRIEFING STRIP™	D-ATIS	JEDDAH Final (APP)		(Director)	JEDDAH Tower	Ground
	116.4 126.2	124.0		123.8	118.2	121.6
	VOR JDW 116.4	Final Apch Crs 157 [^]	Procedure Alt KITEX 1600' (1570')	MDA(H) 440' (410')	Apt Elev 48' TDZE 30'	
MISSED APCH: Climbing turn LEFT to 4000' via R-105 to ELUXA and hold, or as directed.						
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150	Trans alt: 13000'	MSA JDW VOR	



JDW DME	4.0	3.0	2.0	1.0
ALTITUDE	1560'	1240'	920'	600'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00 [^]	372	478	531	637	743	849
MAP at VOR							



STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
MDA(H) 440' (410')					
ALS out					
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED	
B			B		
C	1200m	RVR 1800m VIS 2000m	C		
D	RVR 1500m VIS 1600m		D		

OEJN/JED

KING ABDULAZIZ INTL

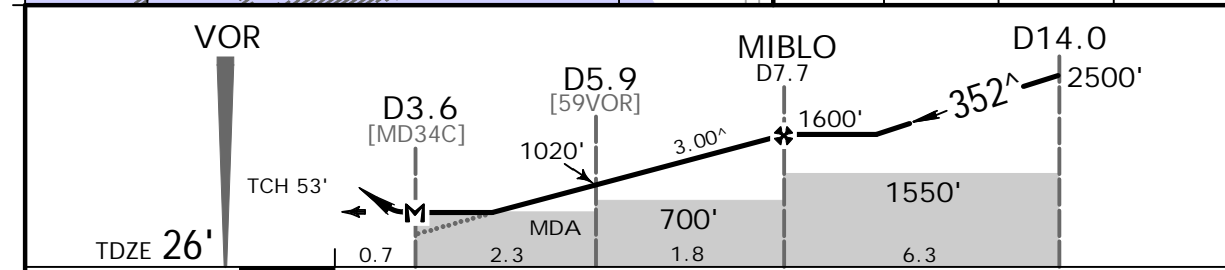
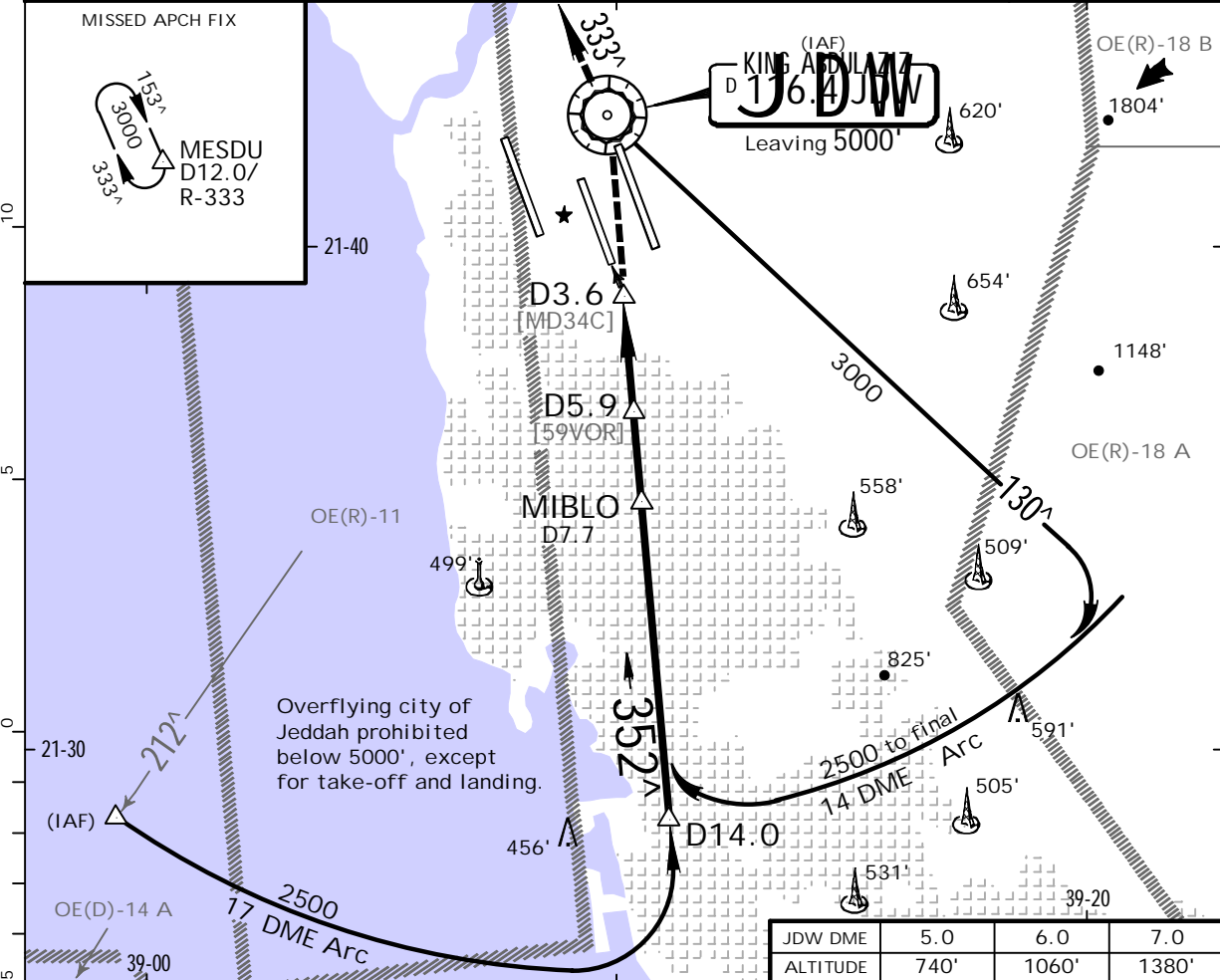
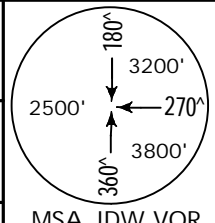
11 NOV 11

13-2

.Eff.17.Nov.

JEDDAH, SAUDI ARABIA
VOR DME Rwy 34C

D-ATIS 116.4 126.2	JEDDAH Final (APP) 124.0	JEDDAH Tower 118.2	Ground 121.6
VOR JDW 116.4	Final Apch Crs 352^	Procedure Alt MIBLO 1600' (1574')	MDA(H) 420' (394')
Apt Elev 48'			TDZE 26'
MISSED APCH: Climb direct to VOR, then climbing turn LEFT via R-333 to 3000' to MESDU and hold, or as directed.			
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 150
		Trans alt: 13000'	MSA JDW VOR

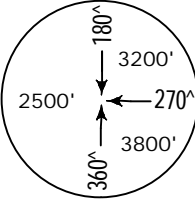


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI	JDW 116.4	3000' LT	via 116.4 R-333	MESDU	
Descent Angle	3.00^	372	478	531	637	743						849
MAP at D3.6												

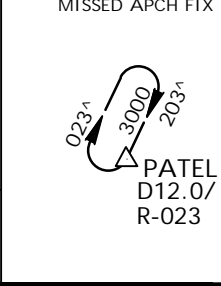
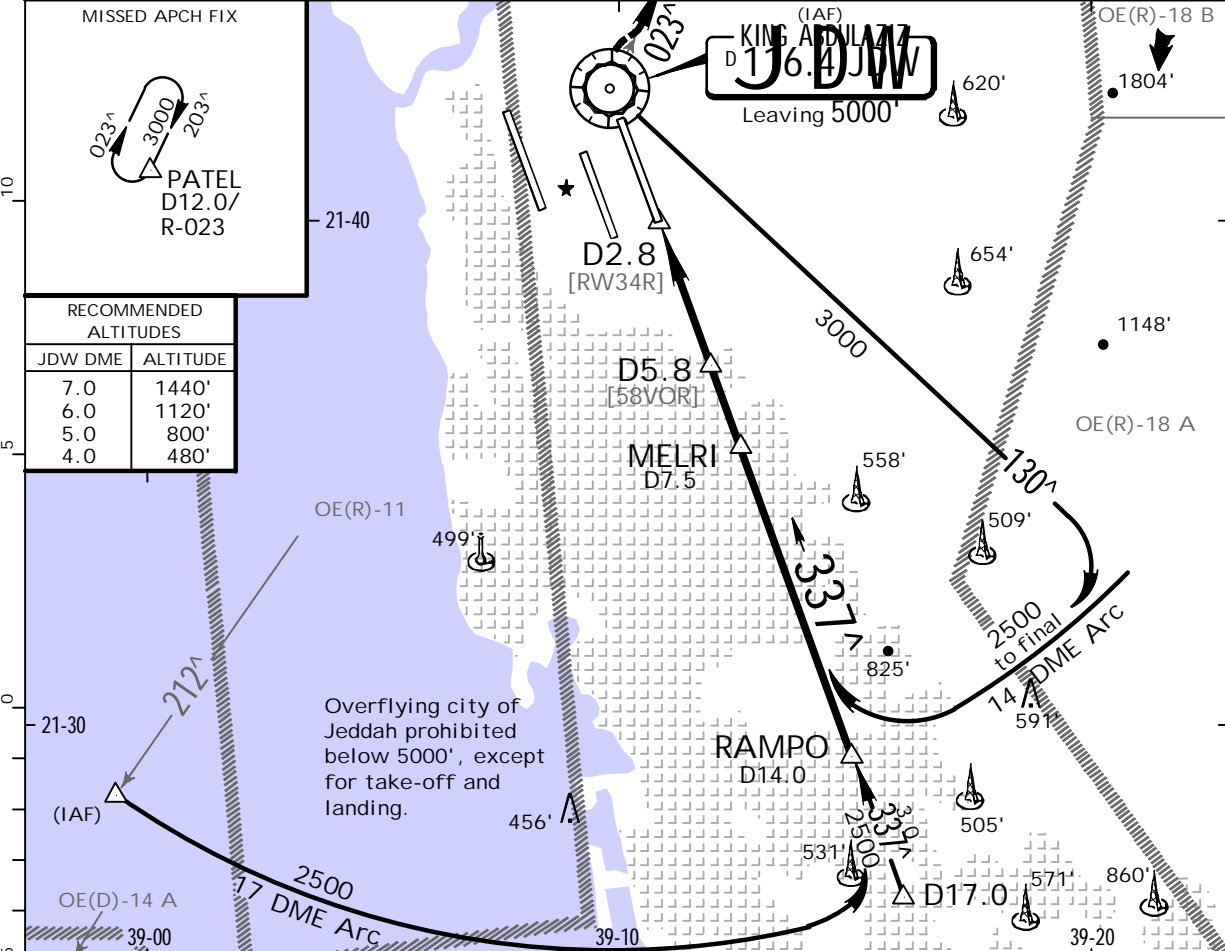
STRAIGHT-IN LANDING RWY 34C				CIRCLE-TO-LAND			
MDA(H) 420' (394')							
ALS out							
A					A		
B	RVR 720m			RVR 1500m			NOT AUTHORIZED
	VIS 800m		VIS 1600m				
C							
D	RVR 1500m			RVR 1800m			
	VIS 1600m		VIS 2000m				

D-ATIS 116.4 126.2	(APP) JEDDAH Final 124.0	(Director) 123.8	JEDDAH Tower 118.2	Ground 121.6
VOR JDW 116.4	Final Apch Crs 337 [^]	Procedure Alt MELRI 1600' (1552')	MDA(H) 500' (452')	Apt Elev 48' TDZE 48'

MISSED APCH: Climbing turn RIGHT via R-023 to 3000' direct to PATEL and hold.

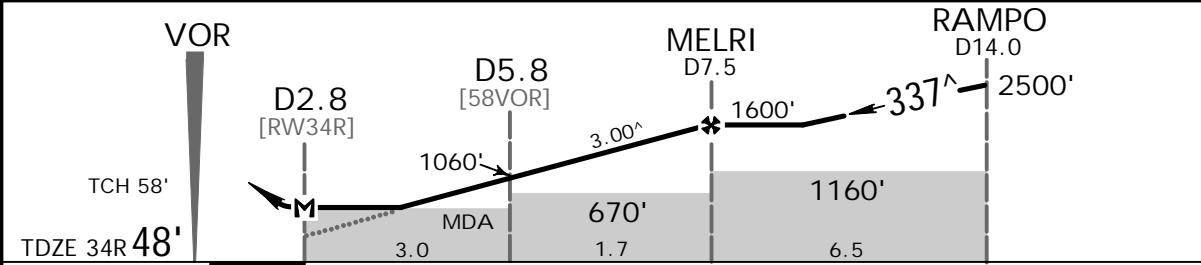


Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' MSA JDW VOR

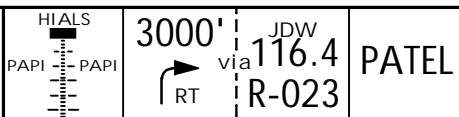


RECOMMENDED ALTITUDES

JDW DME	ALTITUDE
7.0	1440'
6.0	1120'
5.0	800'
4.0	480'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at D2.8						



STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND	
MDA(H) 500' (452')			
ALS out			

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NOT AUTHORIZED
B			B	
C	1200m	RVR 1800m VIS 2000m	C	
D	RVR 1500m VIS 1600m	2400m	D	

TERPS

Chart changes since cycle 04-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

JEDDAH, (KING ABDULAZIZ INTL - OEJN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OEJN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

WIP on rwy 16C/34C and several twys, all IAPs rwy 16C-34C are suspended; refer to temp chart and latest NOTAMs.

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEKM

Terminal Charts For OEKM

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Khamis Mushait Sau
IATA Code: KMX
Lat/Long: N18° 18.1' E042° 48.1'
Elevation: 6778 ft

Airport Use: Military
Magnetic Variation: 2.5°E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0321 Z
Sunset: 1517 Z,

Runway Information

Runway: 06
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6705 ft
Lighting: Edge, ALS, REIL
Stopway: 984 ft

Runway: 14
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6733 ft
Lighting: Edge, ALS, REIL
Stopway: 984 ft

Runway: 24
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6695 ft
Lighting: Edge, ALS, REIL
Stopway: 984 ft

Runway: 32

Length x Width: 12467 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 6778 ft

Lighting: Edge, ALS, REIL

Stopway: 984 ft

Communication Information

ATIS 127.2

Khamis Tower 118.9 Military

Khamis Tower 36.02 Military

Khamis Ground Control 127.7 Military

Khamis Approach Control 131.0 Military

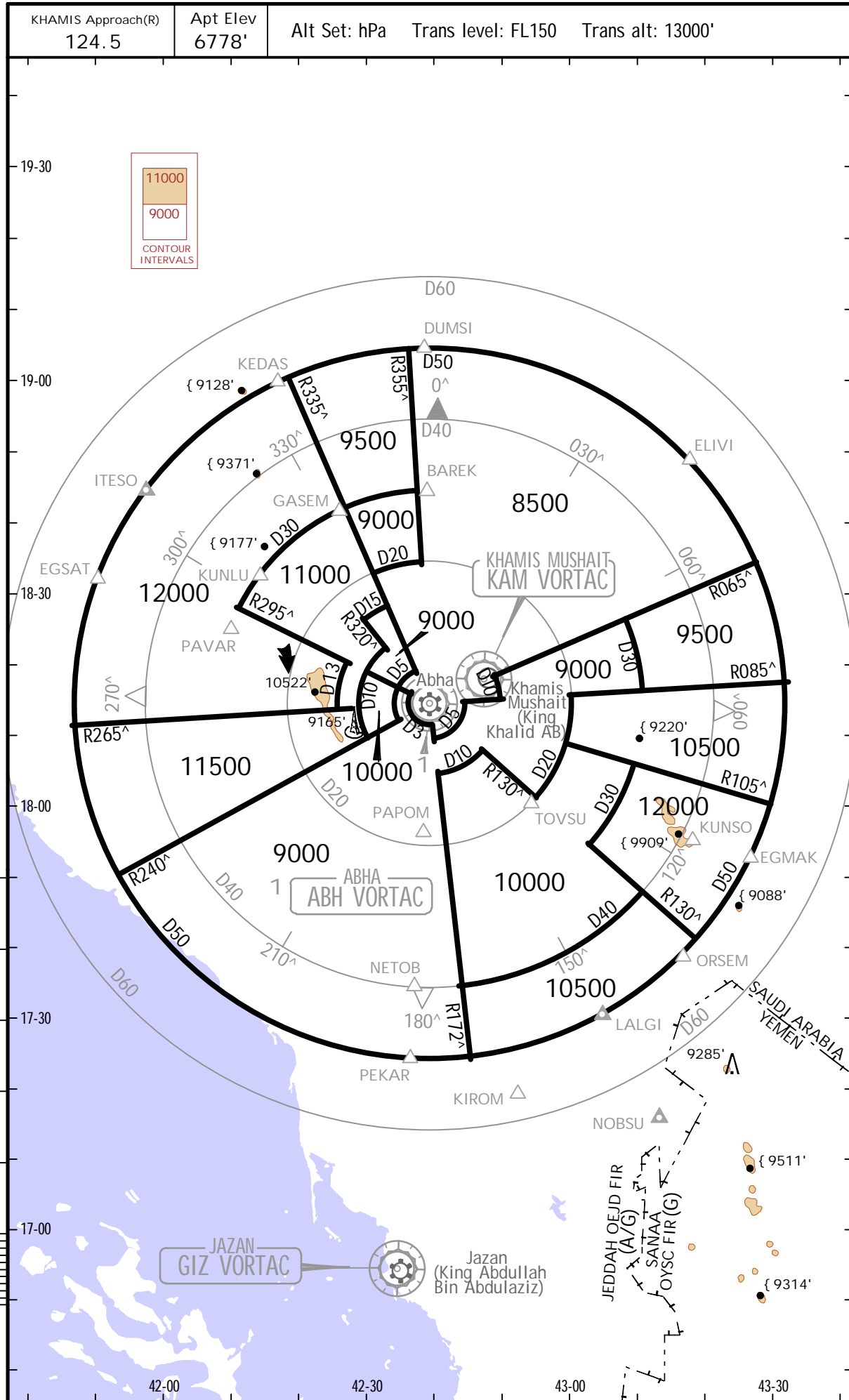
Khamis Approach Control 130.5

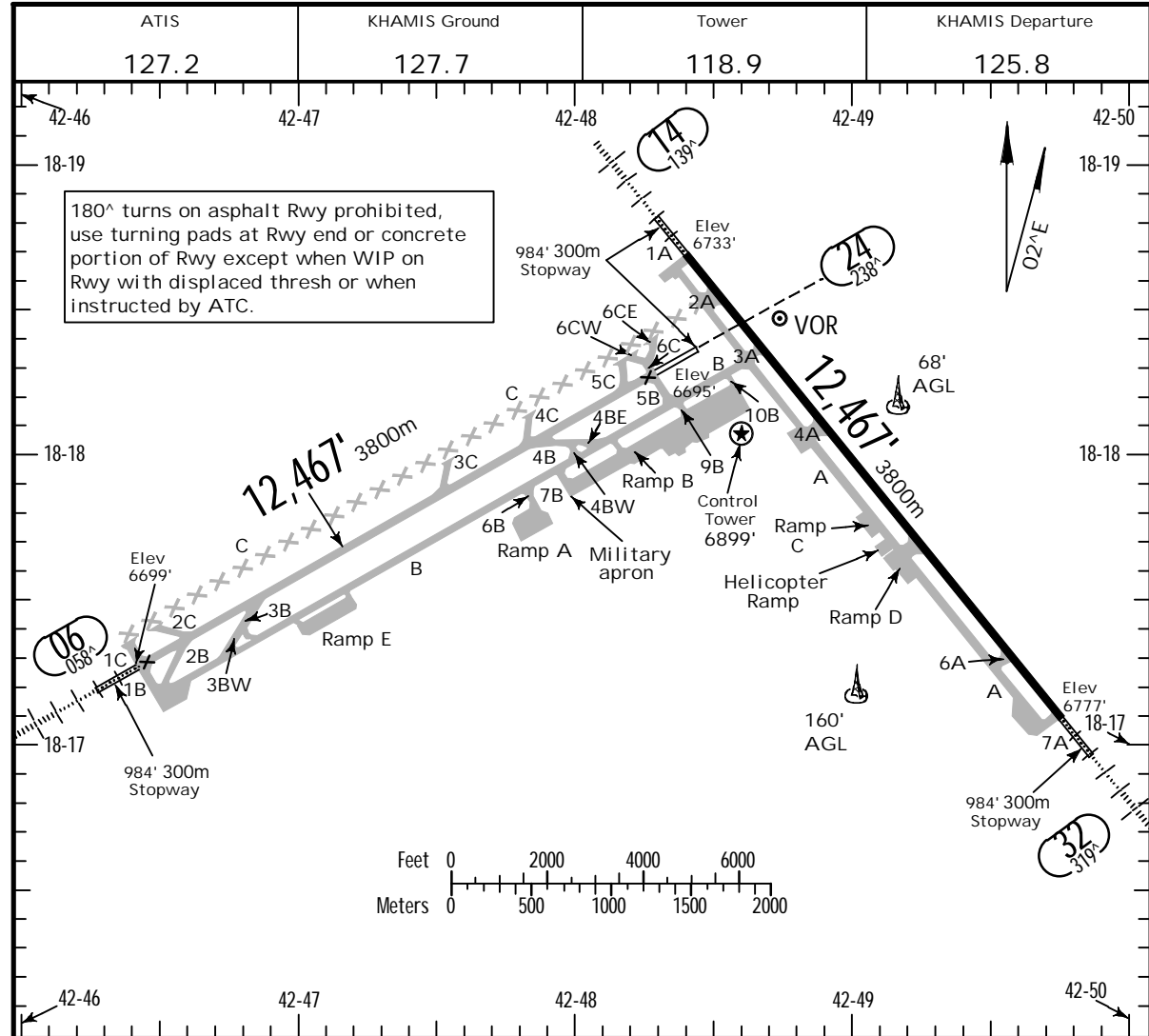
Khamis Approach Control 124.5 Military

Khamis Approach Control 120.9 Military

Khamis Approach Control 119.3

Khamis Departure Control 125.8 Military





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				
		LANDING BEYOND		TAKE-OFF	WIDTH	
		Threshold	Glide Slope			
06 24	1	HIRL HIALS REIL PAPI-L (angle 3.0°)				148' 45m
	2	HIRL HIALS REIL PAPI-L (angle 3.0°)		11,401' 3475m		
14 32		HIRL HIALS REIL PAPI-L (angle 3.0°)		11,434' 3485m		148' 45m

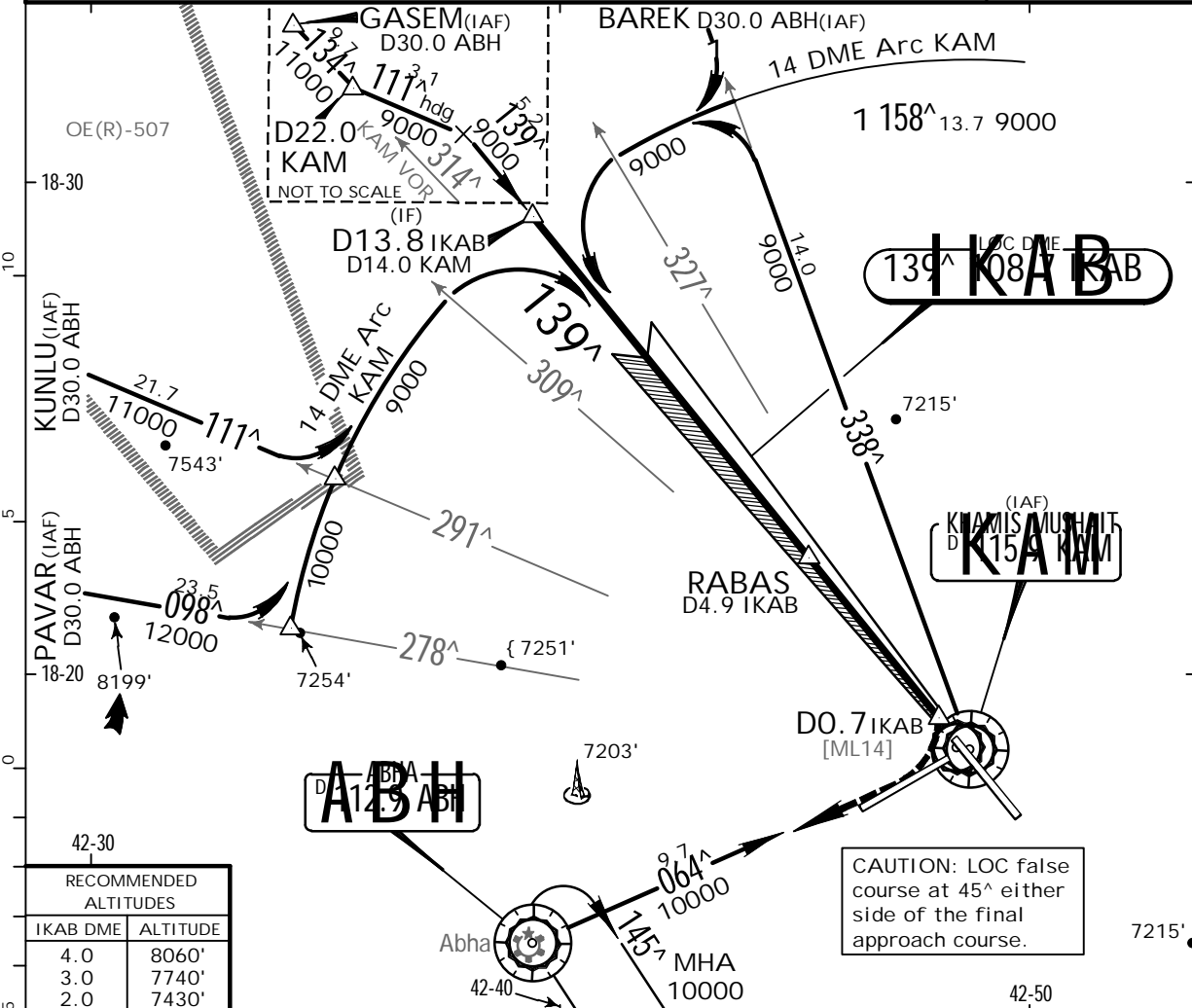
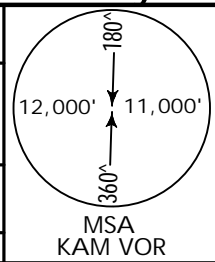
- 1 Closed for construction.
- 2 Configuration unknown.

TAKE-OFF						FOR FILING AS ALTERNATE	
Rwy 14			Rwy 32				
Minimum climb of 250' /NM to 8000'			Other	Forward Vis Ref	STD		
Forward Vis Ref	STD						
1 Eng	NA	1600m	1000' - 1600m	NA	1600m	A	NOT AUTHORIZED
2 Eng						B	
3 & 4 Eng	400m	800m		400m	800m	C	
					D	600' - 3200m 800' - 3200m	

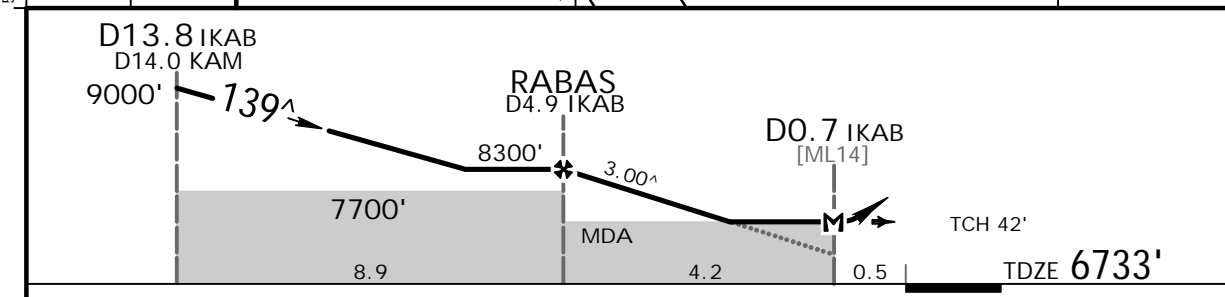
ATIS 127.2	KHAMIS Approach (R) 124.5	KHAMIS Tower 118.9	Ground 127.7
LOC IKAB 108.7	Final Apch Crs 139 [^]	Procedure Alt RABAS 8300' (1567')	MDA(H) 7180' (447')
Apt Elev 6778'			TDZE 6733'

MISSED APCH: Climbing turn RIGHT to 10000' direct ABH VOR and hold, or as directed.

Alt Set: hPa TDZ Elev: 224 hPa Trans level: FL 150 Trans alt: 13000'



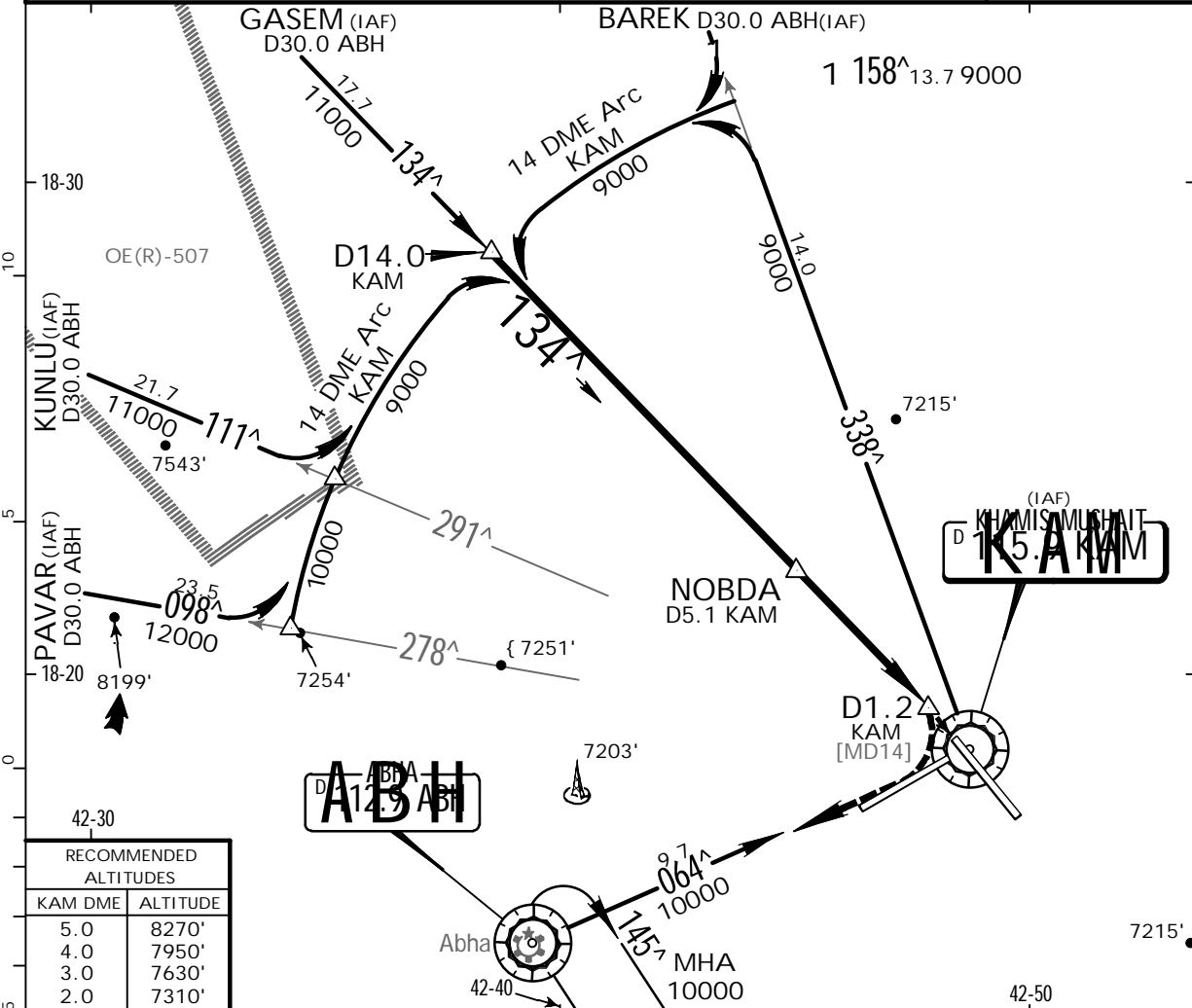
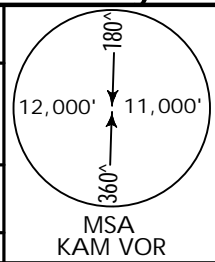
RECOMMENDED ALTITUDES	
IKAB DME	ALTITUDE
4.0	8060'
3.0	7740'
2.0	7430'



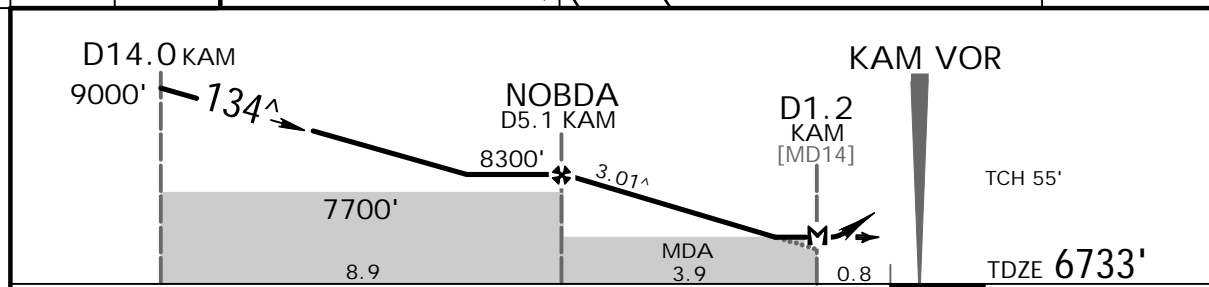
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at DO.7 IKAB								

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND (PANS-OPS)			
MDA(H) 7180' (447')				1 Not authorized South of airport.			
ALS out				Max Kts. MDA(H)			
A	NOT AUTHORIZED			A	NOT AUTHORIZED		
B				B			
C	1200m		2000m	180	7560' (782')		3600m
D	1600m		2400m	205	7560' (782')	1	4000m

ATIS 127.2	KHAMIS Approach (R) 124.5	KHAMIS Tower 118.9	Ground 127.7
VOR KAM 115.9	Final Apch Crs 134 [^]	Procedure Alt NOBDA 8300' (1567')	MDA(H) 7180' (447')
MISSED APCH: Climbing turn RIGHT to 10000' direct ABH VOR and hold, or as directed.			Apt Elev 6778' TDZE 6733'
Alt Set: hPa		TDZ Elev: 224 hPa	Trans level: FL 150
		Trans alt: 13000'	



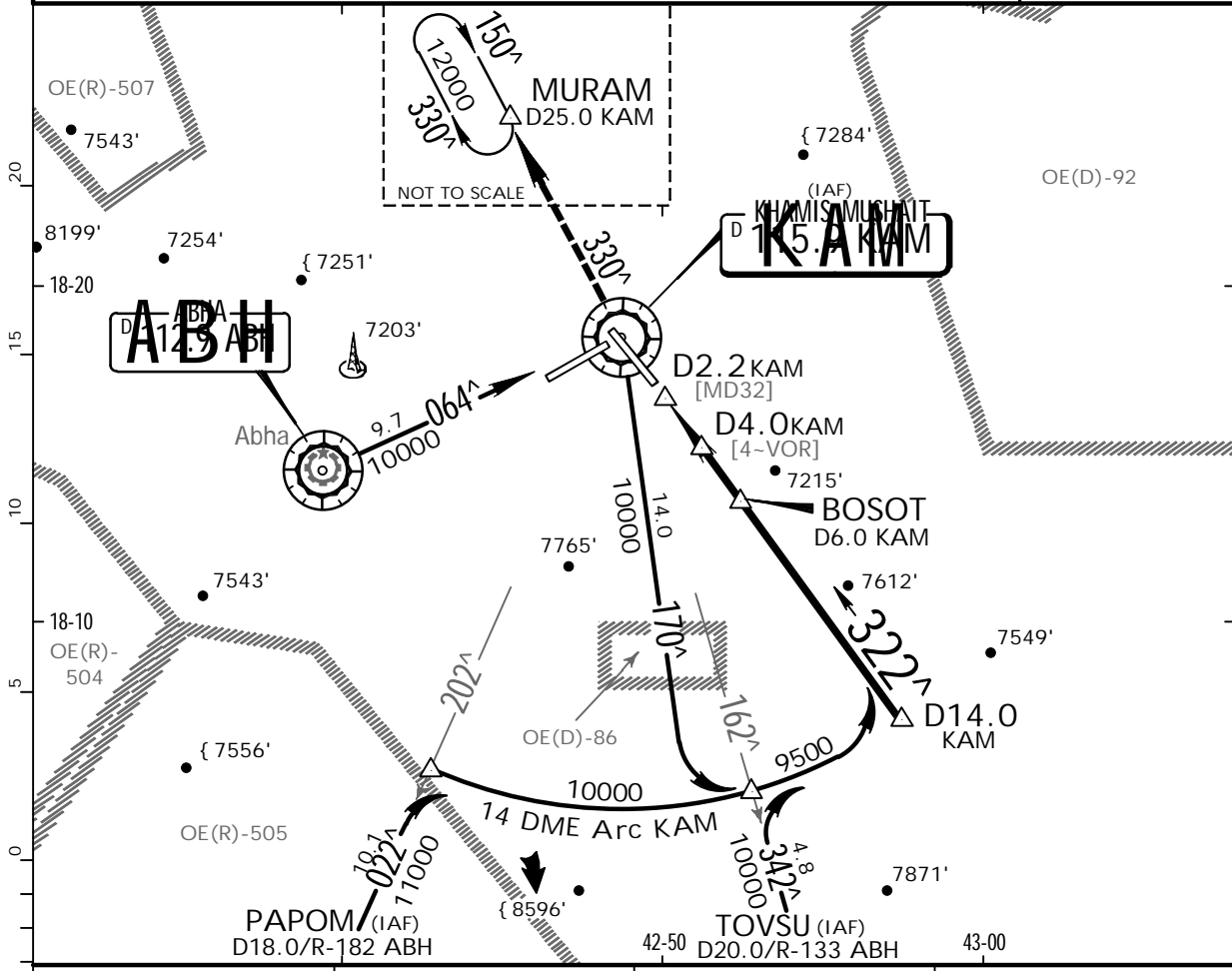
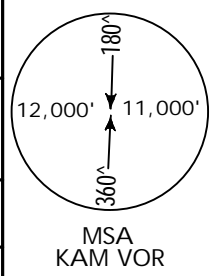
RECOMMENDED ALTITUDES	
KAM DME	ALTITUDE
5.0	8270'
4.0	7950'
3.0	7630'
2.0	7310'



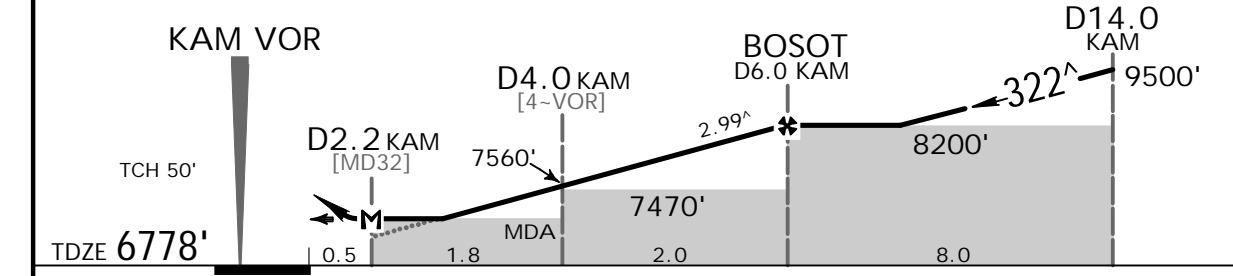
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 10000' RT ABH 112.9
Descent Angle	3.01 [^]	373	479	532	639	745	
MAP at D1.2 KAM							

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND (PANS-OPS)			
MDA(H) 7180' (447')				1 Not authorized South of airport.			
ALS out				Max Kts. MDA(H)			
A	NOT AUTHORIZED			A	NOT AUTHORIZED		
B				B			
C	1200m		2000m	180	7560' (782')		3600m
D	1600m		2400m	205	7560' (782')	1	4000m

ATIS 127.2	KHAMIS Approach (R) 124.5	KHAMIS Tower 118.9	Ground 127.7
VOR KAM 115.9	Final Apch Crs 322 [^]	Procedure Alt BOSOT 8200' (1422')	MDA(H) 7220' (442')
Apt Elev 6778'			TDZE 6778'
MISSED APCH: Climbing turn RIGHT to 12000' via R-330 KAM to MURAM/D25.0 KAM and hold, or as directed.			
Alt Set: hPa	TDZ Elev: 225 hPa	Trans level: FL 150	Trans alt: 13000'



KAM DME	3.0	4.0	5.0
ALTITUDE	7250'	7570'	7890'



Gnd Speed-Kts	70	90	100	120	140	160		12000' KAM via 115.9 MURAM RT R-330
Descent Angle	2.99 [^]	370	476	529	635	741		
MAP at D2.2 KAM								

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND (PANS-OPS)			
MDA(H) 7220' (442')				1 Not authorized South of airport.			
ALS out				Max Kts. MDA(H)			
A	NOT AUTHORIZED			A	NOT AUTHORIZED		
B				B			
C	1200m		2000m	180	7560' (782')		3600m
D	1600m		2400m	205	7560' (782')	1	4000m

Chart changes since cycle 04-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KHAMIS MUSHAIT, (KING KHALED AB - OEKM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEKM