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Airport Information For OEMA

Terminal Charts For OEMA

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Madinah Sau
IATA Code: MED
Lat/Long: N24° 33.1' E039° 42.3'
Elevation: 2151 ft

Airport Use: Public
Magnetic Variation: 3.4°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: 0336 Z
Sunset: 1528 Z,

Runway Information

Runway: 17
Length x Width: 12631 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2150 ft
Lighting: Edge, ALS
Displaced Threshold: 1804 ft
Stopway: 394 ft

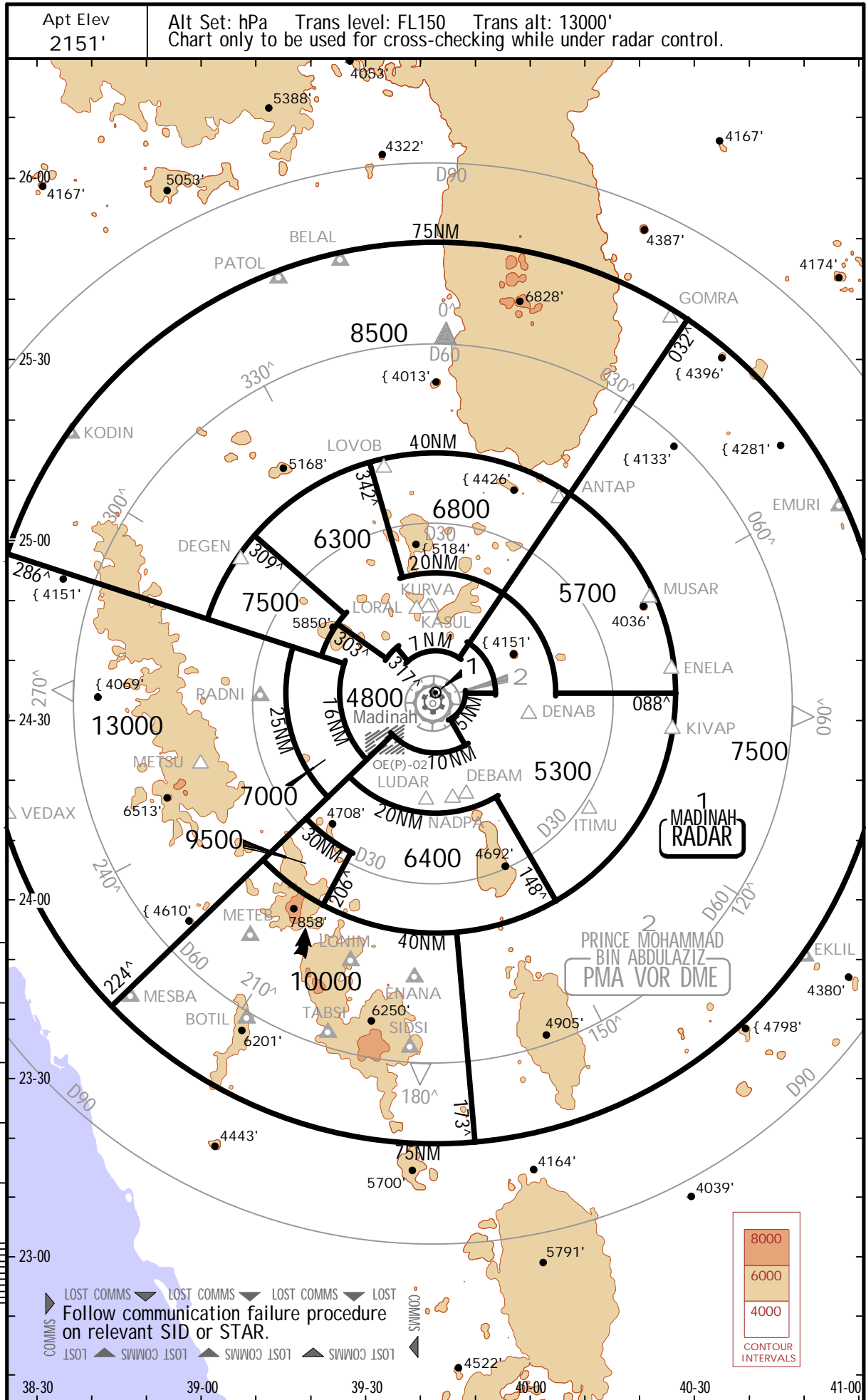
Runway: 18
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2144 ft
Lighting: Edge, ALS
Stopway: 394 ft

Runway: 35
Length x Width: 12631 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2107 ft
Lighting: Edge, ALS
Stopway: 394 ft

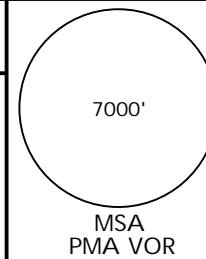
Runway: 36
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2100 ft
Lighting: Edge, ALS
Stopway: 394 ft

Communication Information

ATIS 126.85
ATIS 114.1
Madinah Tower 124.2
Madinah Tower 118.3
Madinah Tower 27.8 Military
Madinah Ground Control 121.9
Madinah Approach Control 127.7
Madinah Approach Control 125.1
Madinah Approach Control 39.06 Military
Madinah Approach Control 36.97 Military

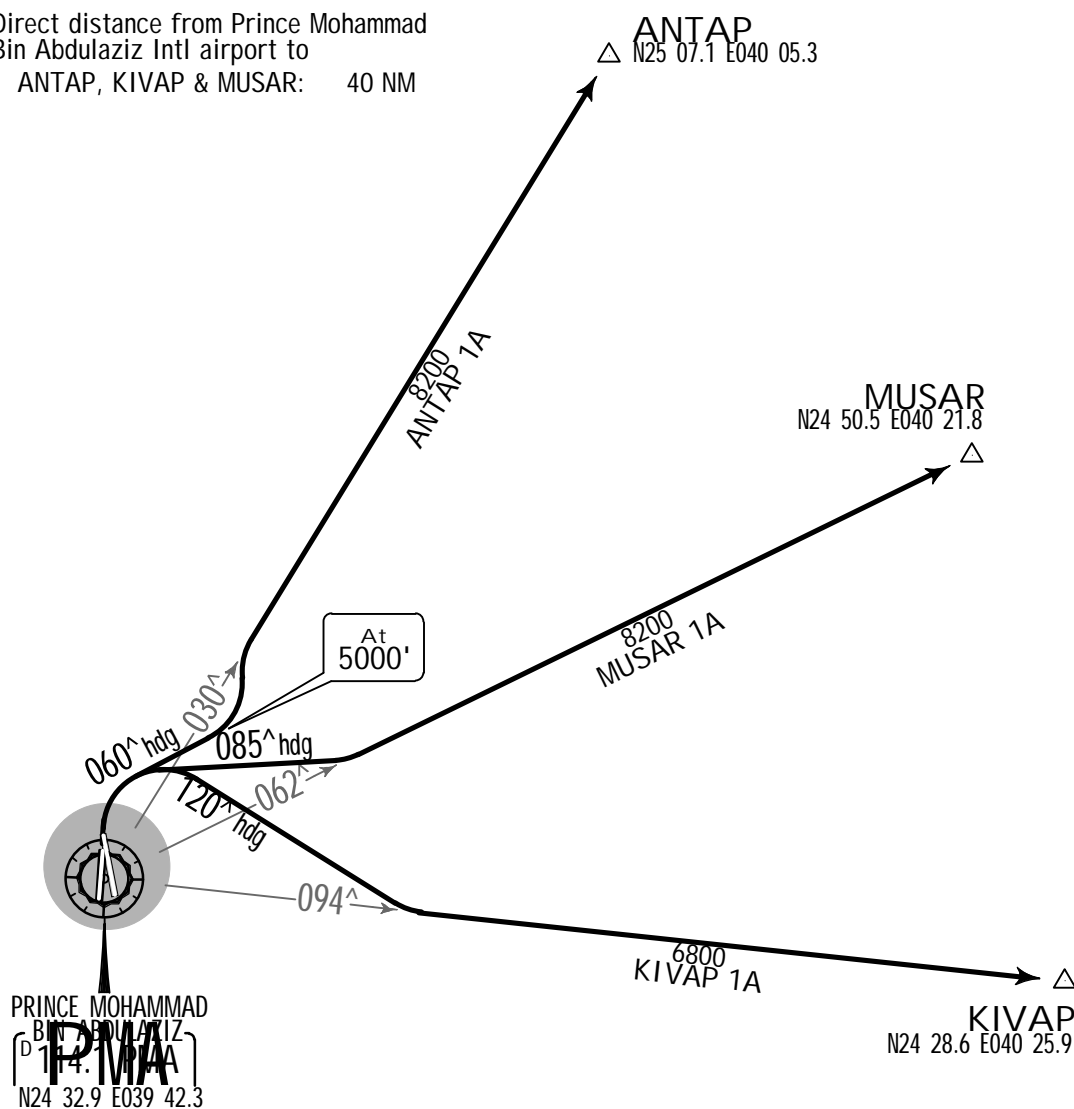


Apt Elev 2151'	Trans level: FL150 Trans alt: 13000'
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**ANTAP 1A [ANTA1A]
 KIVAP 1A [KIVA1A]
 MUSAR 1A [MUSA1A]
 RWYS 35, 36 DEPARTURES
 TO EAST**

Direct distance from Prince Mohammad
 Bin Abdulaziz Intl airport to
 ANTAP, KIVAP & MUSAR: 40 NM

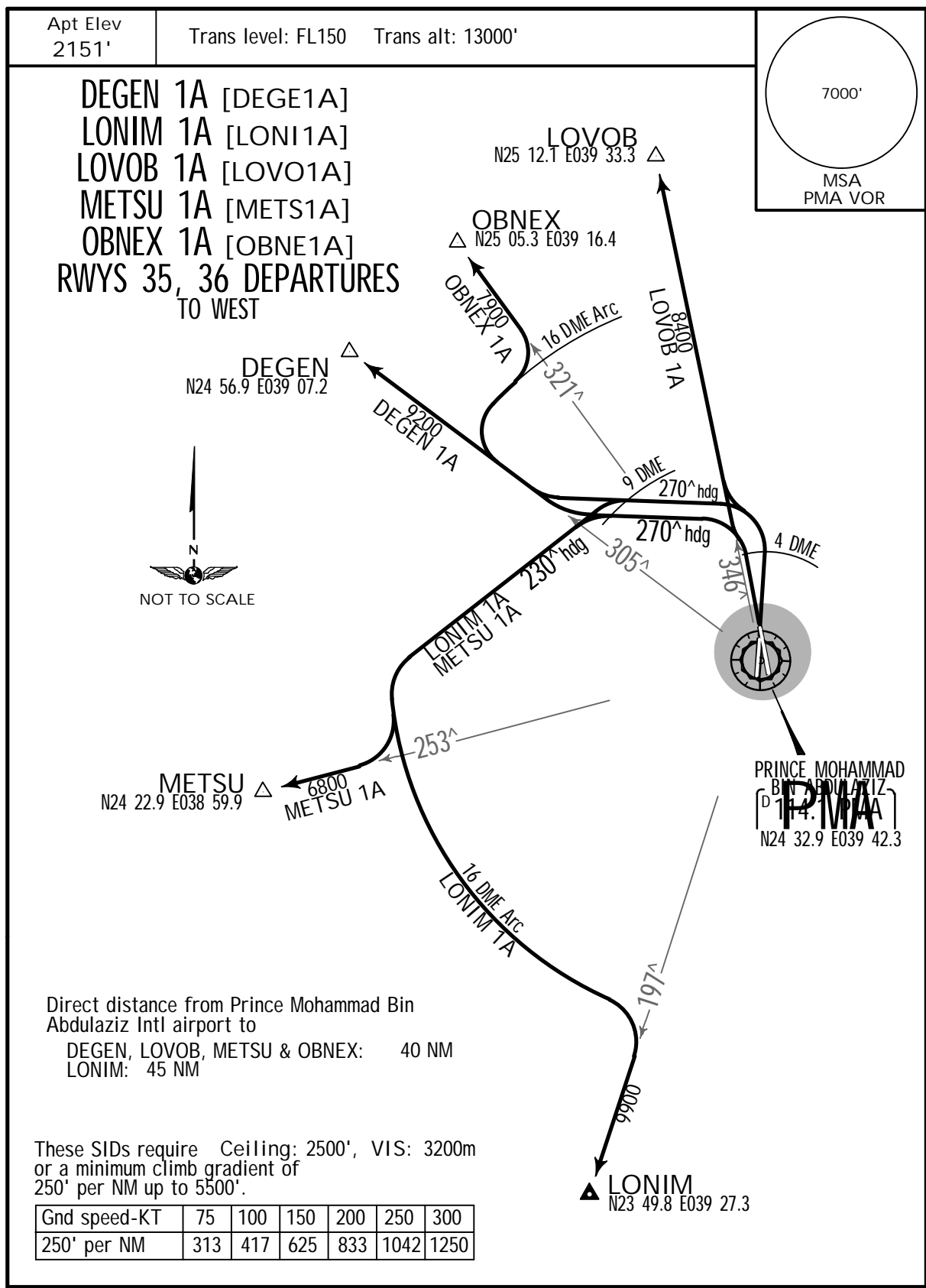


These SIDs require Ceiling: 2500', VIS: 3200m
 or a minimum climb gradient of
 250' per NM up to 5500'.

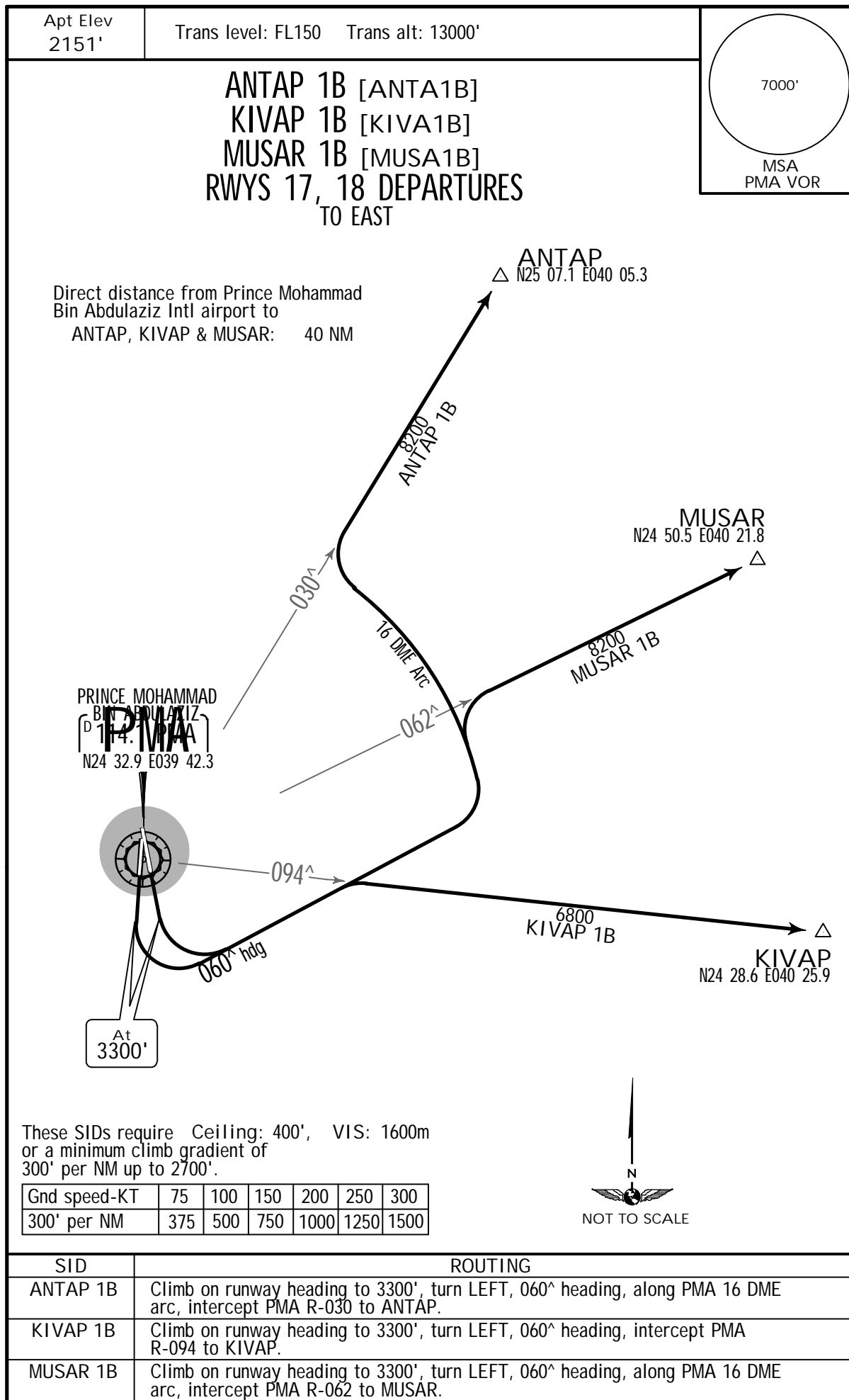
Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250

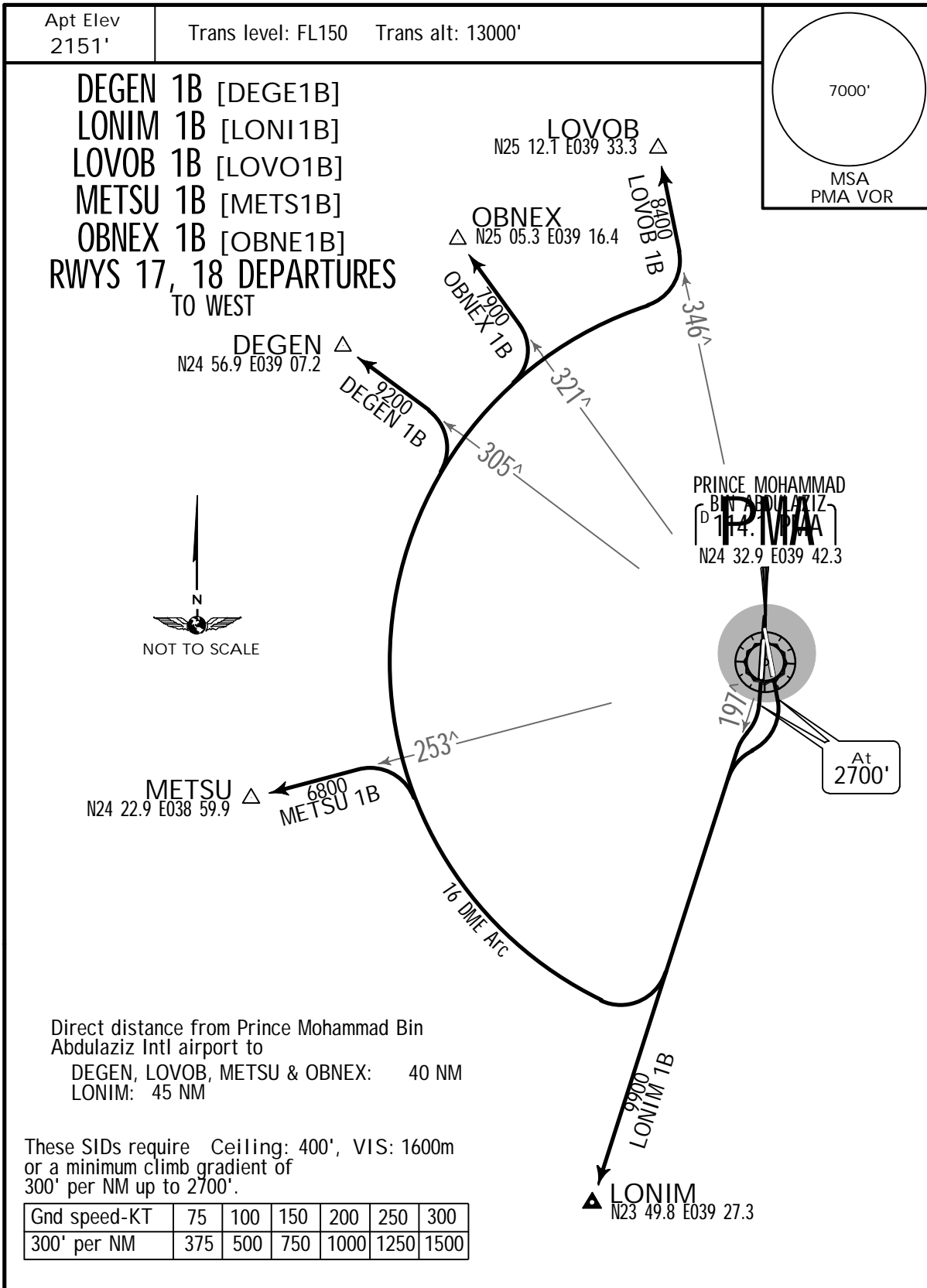


SID	ROUTING
ANTAP 1A	Turn RIGHT, 060° heading until reaching 5000', turn LEFT, intercept PMA R-030 to ANTAP.
KIVAP 1A	Turn RIGHT, 120° heading, intercept PMA R-094 to KIVAP.
MUSAR 1A	Turn RIGHT, 085° heading, intercept PMA R-062 to MUSAR.

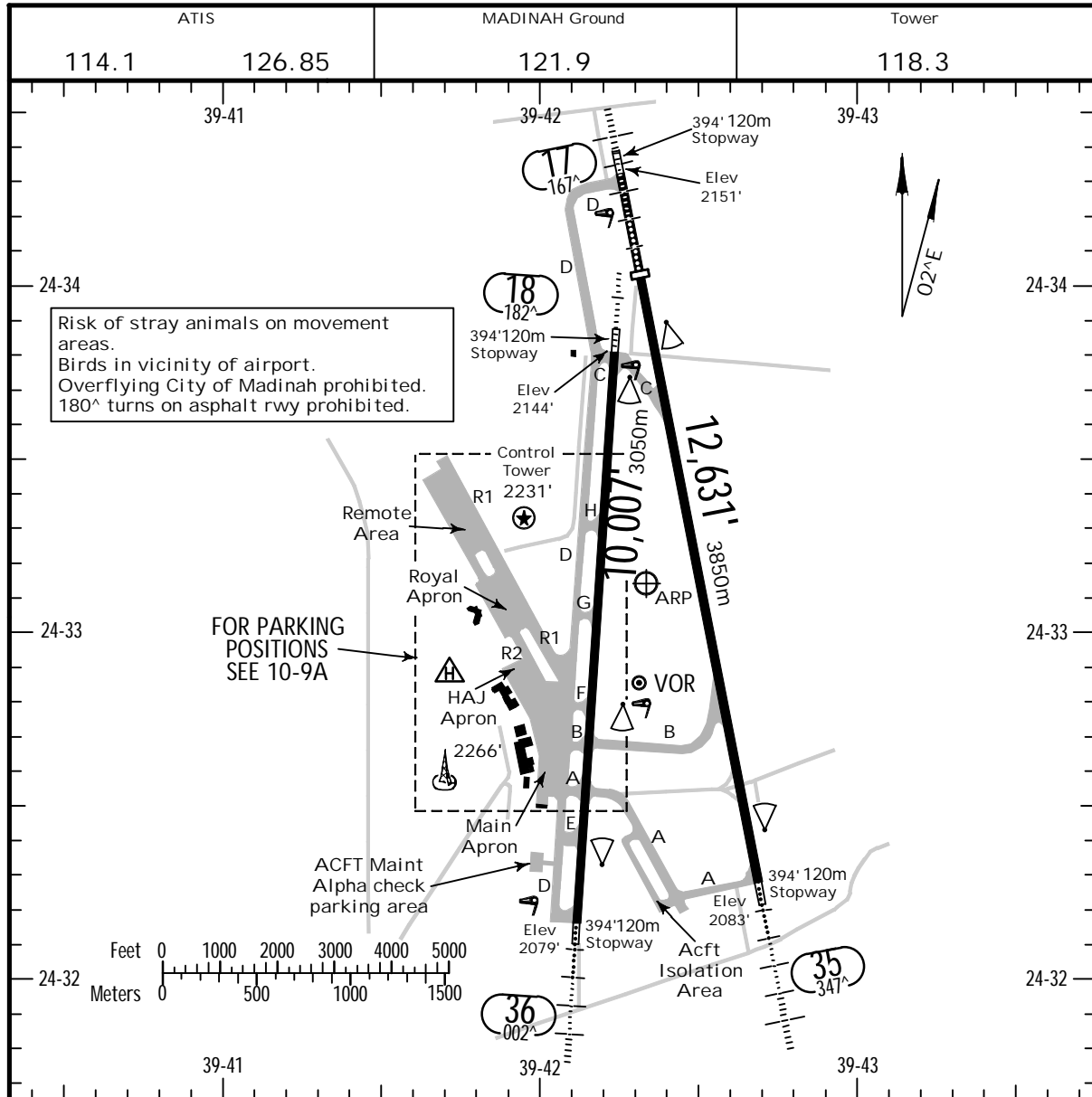


SID	ROUTING
DEGEN 1A	Climb on runway heading to PMA 4 DME, turn LEFT, 270° heading, intercept PMA R-305 to DEGEN.
LONIM 1A	Climb on runway heading to PMA 4 DME, turn LEFT, 270° heading to PMA 9 DME, turn LEFT, 230° heading, along PMA 16 DME arc, intercept PMA R-197 to LONIM.
LOVOB 1A	Climb on runway heading to PMA 4 DME, turn LEFT, intercept PMA R-346 to LOVOB.
METSU 1A	Climb on runway heading to PMA 4 DME, turn LEFT, 270° heading to PMA 9 DME, turn LEFT, 230° heading, along PMA 16 DME arc, intercept PMA R-253 to METSU.
OBNE X 1A	Climb on runway heading to PMA 4 DME, turn LEFT, 270° heading, intercept PMA R-305, turn RIGHT, along PMA 16 DME arc, intercept PMA R-321 to OBNE X.





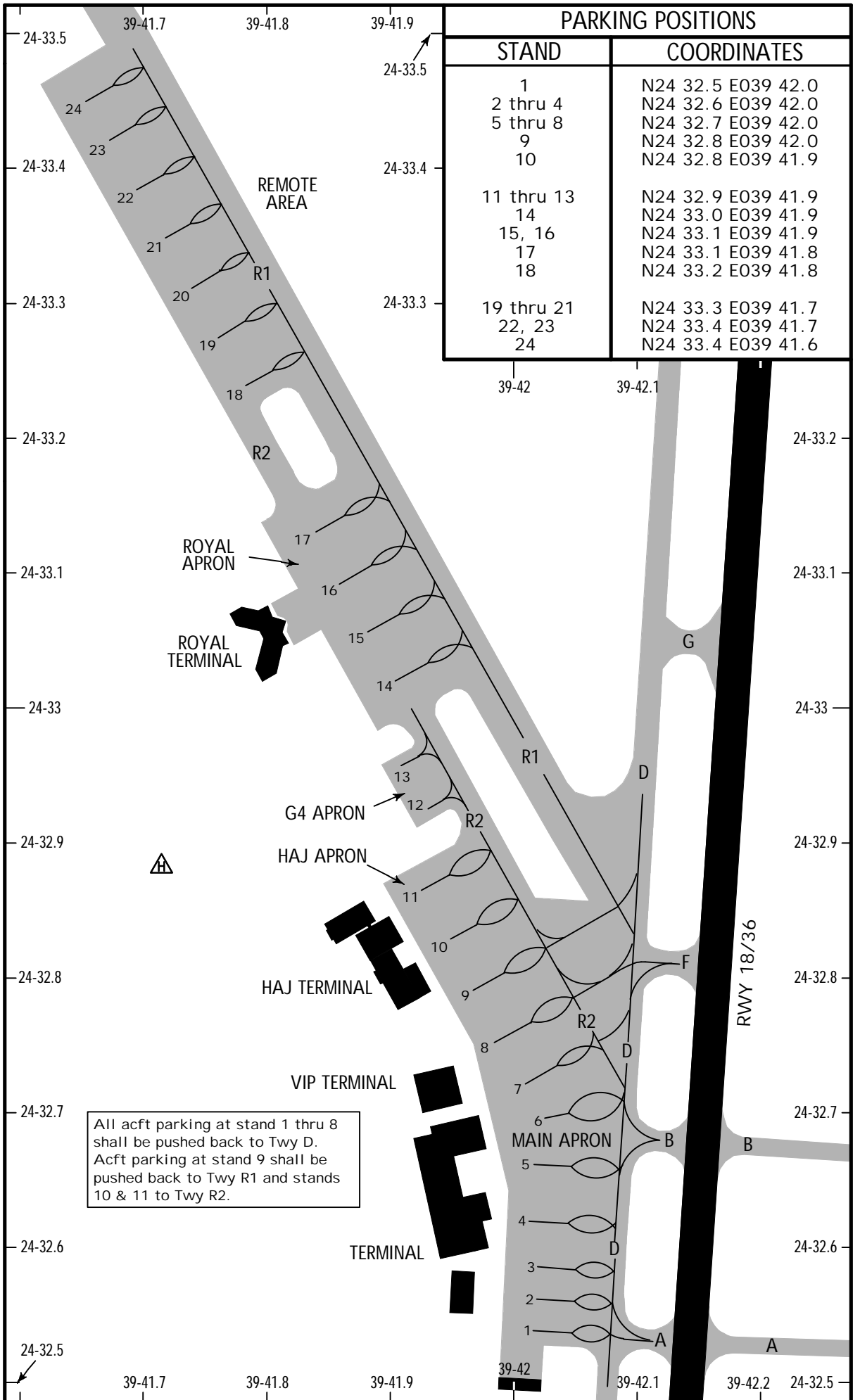
SID	ROUTING
DEGEN 1B	Climb on runway heading to 2700', turn RIGHT, intercept PMA R-197, turn RIGHT, along PMA 16 DME arc, intercept PMA R-305 to DEGEN.
LONIM 1B	Climb on runway heading to 2700', turn RIGHT, intercept PMA R-197 to LONIM.
LOVOB 1B	Climb on runway heading to 2700', turn RIGHT, intercept PMA R-197, turn RIGHT, along PMA 16 DME arc, intercept PMA R-346 to LOVOB.
METSU 1B	Climb on runway heading to 2700', turn RIGHT, intercept PMA R-197, turn RIGHT, along PMA 16 DME arc, intercept PMA R-253 to METSU.
OBNEX 1B	Climb on runway heading to 2700', turn RIGHT, intercept PMA R-197, turn RIGHT, along PMA 16 DME arc, intercept PMA R-321 to OBNEX.



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		WIDTH	
			Threshold	Landing Beyond		
17	35	HIRL HIALS PAPI-L (angle 3.0°)	RVR	10,827' 3300m	9733' 2967m	148' 45m
18	36	HIRL HIALS VASI (3 bar)	RVR		11,720' 3572m	148' 45m
					9096' 2772m	

Rwy edge lights are 7' /2m inside paved rwy edge.
1 Rwy 17/35 is the main rwy for LANDING and TAKE-OFF. Any Pilot request to use rwy 18/36 for TAKE-OFF or LANDING will be approved but subject to delay.

TAKE-OFF & IFR DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE		
1 RWY 17, 18			2 RWY 35, 36			Precision	Non-Precision	
With Mim climb of 300' /NM to 2700'		Other	With Mim climb of 250' /NM to 5500'		Other			
Adequate Vis Ref	STD		Adequate Vis Ref	STD				
1 & 2 Eng	3400m	1600m	400' - 1600m	3400m	1600m	600' - 3200m	4 800' - 3200m	
3 & 4 Eng		800m		800m			2500' - 3200m	4 1300' - 4800m
1	Climb gradient:	Gnd speed-Kts	150	200	250		4 VOR Rwy 35 & 36: NA.	
		Feet per Min	750	1000	1250			
2	Climb gradient:	Gnd speed-Kts	150	200	250			
		Feet per Min	625	833	1042			
3	1 Eng acft: NA.						IFR Depature procedure: Comply with published SIDs.	



PARKING POSITIONS	
STAND	COORDINATES
1	N24 32.5 E039 42.0
2 thru 4	N24 32.6 E039 42.0
5 thru 8	N24 32.7 E039 42.0
9	N24 32.8 E039 42.0
10	N24 32.8 E039 41.9
11 thru 13	N24 32.9 E039 41.9
14	N24 33.0 E039 41.9
15, 16	N24 33.1 E039 41.9
17	N24 33.1 E039 41.8
18	N24 33.2 E039 41.8
19 thru 21	N24 33.3 E039 41.7
22, 23	N24 33.4 E039 41.7
24	N24 33.4 E039 41.6

All acft parking at stand 1 thru 8 shall be pushed back to Twy D.
Acft parking at stand 9 shall be pushed back to Twy R1 and stands 10 & 11 to Twy R2.

STRAIGHT-IN RWY	A	B	C	D	
17	ILS	2350' (200')	2350' (200')	2350' (200')	2350' (200')
	FULL	800m	800m	800m	800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	2560' (410')	2560' (410')	2560' (410')	2560' (410')
		1400m	1400m	1600m	1600m
	ALS out	2100m	2100m	2300m	2300m
18	VOR 1	2700' (550')	2700' (550')	2700' (550')	2700' (550')
		1500m	1500m	1800m	V2000m
	ALS out	V1600m	V1600m	2500m	V2800m
	VOR 1	2700' (556')	2700' (556')	2700' (556')	2700' (556')
	1500m	1500m	V2400m	V2800m	
ALS out	V1600m	V1600m	V2800m	V3200m	
35	ILS	2307' (200')	2307' (200')	2307' (200')	2307' (200')
	FULL	800m	800m	800m	800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	2760' (653')	2760' (653')	2760' (653')	2760' (653')
		1500m	1500m	2300m	V2400m
	ALS out	V1600m	V1600m	V2800m	V3200m
	VOR DME 1	2780' (673')	2780' (673')	2780' (673')	2780' (673')
		1500m	1500m	2400m	V2400m
	ALS out	V1600m	V1600m	3100m	V3200m
	VOR	3300' (1193')	3300' (1193')	3300' (1193')	3300' (1193')
	4800m	4800m	5000m	5000m	
ALS out	5000m	5000m	5000m	5000m	
36	ILS	2300' (200')	2300' (200')	2300' (200')	2300' (200')
	FULL	800m	800m	800m	800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	2760' (660')	2760' (660')	2760' (660')	2760' (660')
		1500m	1500m	2300m	V2400m
	ALS out	V1600m	V1600m	V2800m	V3200m
	VOR DME 1	2760' (660')	2760' (660')	2760' (660')	2760' (660')
		1500m	1500m	2300m	V2400m
	ALS out	V1600m	V1600m	3000m	V3200m
	VOR	3260' (1160')	3260' (1160')	3260' (1160')	3260' (1160')
	4800m	4800m	5000m	5000m	
ALS out	5000m	5000m	5000m	5000m	

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND 2	A	B	C	D
	2900' (749')	2900' (749')	3260' (1109')	3460' (1309')
	V1600m 3	V2000m 3	V4800m	V4800m
After VOR 35	3300' (1149')	3300' (1149')	3300' (1149')	3460' (1309')
After VOR 36	3260' (1109')	3260' (1109')	3260' (1109')	3460' (1309')
	V5000m	V5000m	V5000m	V5000m

2 Not authorized West of rwy.

3 or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 17, 18

With Mim climb of 300' /NM to 2700'				
	RCLM (Day only) or RL	Adequate Vis Ref (DAY only)	STD	Other
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m	400' - 1600m
2 Eng				
3 or more Eng	400m	500m	800m	

TAKE-OFF RWY 35, 36

With Mim climb of 250' /NM to 5500'				
	RCLM (Day only) or RL	Adequate Vis Ref (DAY only)	STD	Other
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m	2500' - 3200m
2 Eng				
3 or more Eng	400m	500m	800m	

STRAIGHT-IN RWY		A	B	C	D
17	ILS DME	2350' (200')	2350' (200')	2350' (200')	2350' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
		LOC	2560' (410')	2560' (410')	2560' (410')
	ALS out	1200m	1200m	1200m	1400m
		2000m	2000m	2000m	2000m
VOR DME	2700' (550')	2700' (550')	2700' (550')	2700' (550')	
	1000m	1200m	1600m	2000m	
	ALS out	1600m	1600m	2400m	2800m
18	VOR DME	2700' (556')	2700' (556')	2700' (556')	2700' (556')
	1400m	1500m	2400m	2800m	
	ALS out	1600m	1600m	2400m	2800m
35	ILS DME	2307' (200')	2307' (200')	2307' (200')	2307' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
		LOC	2760' (653')	2760' (653')	2760' (653')
	ALS out	1200m	1400m	2000m	2400m
		1600m	1600m	2800m	3200m
	VOR DME	2780' (673')	2780' (673')	2780' (673')	2780' (673')
		1200m	1400m	2000m	2400m
	ALS out	1600m	1600m	2800m	3200m
		VOR	3300' (1193')	3300' (1193')	3300' (1193')
	ALS out	1200m	1600m	4000m	4000m
		2000m	2400m	4800m	4800m
36	ILS DME	2300' (200')	2300' (200')	2300' (200')	2300' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
		LOC	2760' (660')	2760' (660')	2760' (660')
	ALS out	1200m	1400m	2000m	2400m
		1600m	1600m	2800m	3200m
	VOR DME	2760' (660')	2760' (660')	2760' (660')	2760' (660')
		1200m	1400m	2000m	2400m
	ALS out	1600m	1600m	2800m	3200m
		VOR	3260' (1160')	3260' (1160')	3260' (1160')
	ALS out	1200m	1600m	4000m	4000m
		2000m	2400m	4800m	4800m

CIRCLE-TO-LAND 1	100 KT	135 KT	180 KT	205 KT
	2900' (749') V1600m	2900' (749') V2000m	3260' (1109') V4800m	3460' (1309') V4800m
After VOR 35	3300' (1149')	3300' (1149')	3300' (1149')	3460' (1309')
After VOR 36	3260' (1109') V2000m	3260' (1109') V2400m	3260' (1109') V4800m	3460' (1309') V4800m

1 Not authorized West of rwy.

TAKE-OFF RWY 17, 18

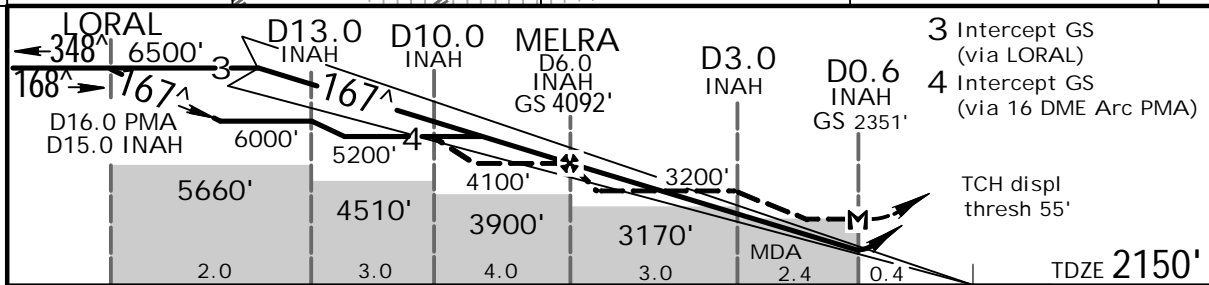
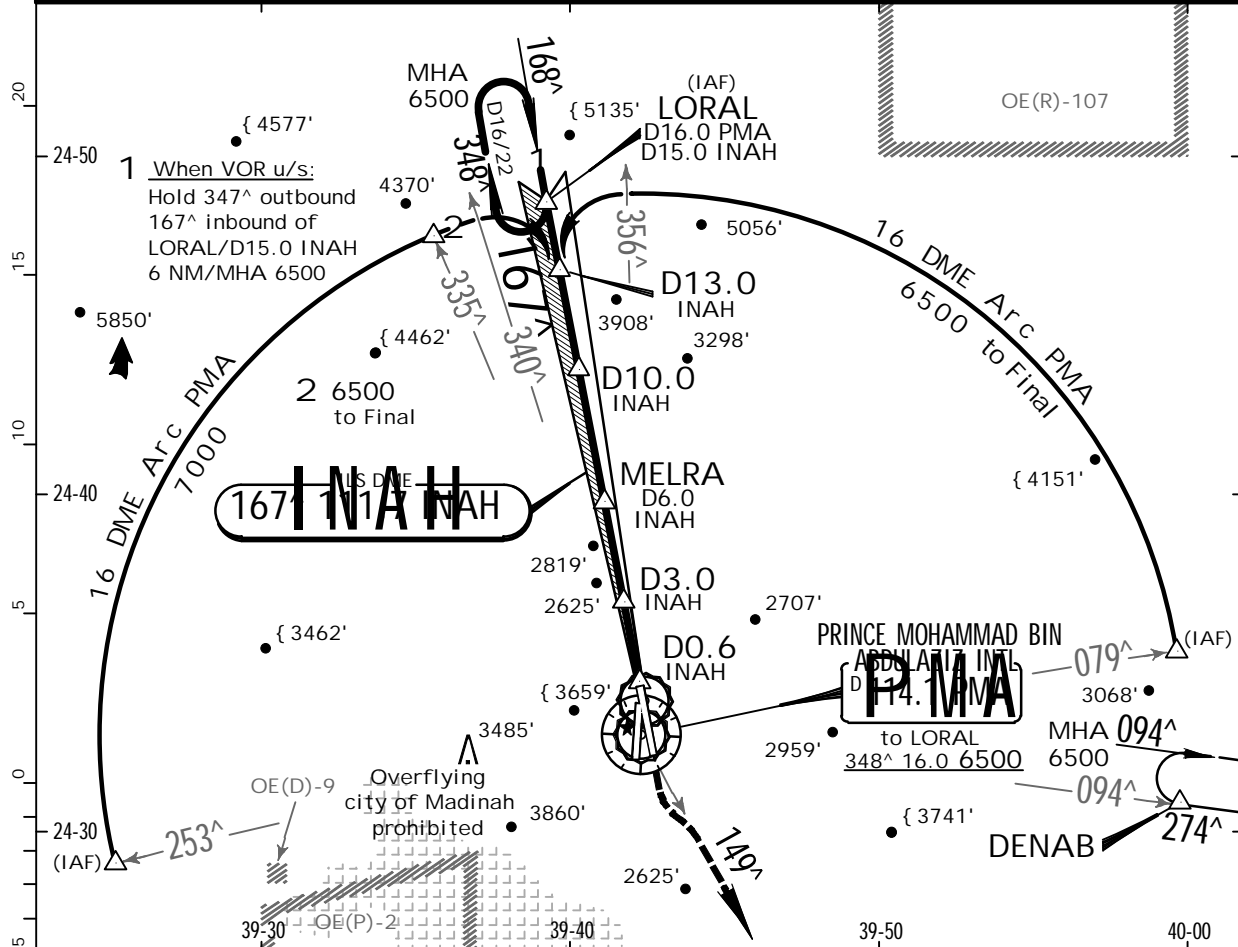
With Mim climb of 300' /NM to 2700'				
	RCLM (Day only) RL	Adequate Vis Ref (DAY only)	STD	Other
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m	400' - 1600m
2 Eng	400m	500m		
3 or more Eng				

TAKE-OFF RWY 35, 36

With Mim climb of 250' /NM to 5500'				
	RCLM (Day only) RL	Adequate Vis Ref (DAY only)	STD	Other
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m	2500' - 3200m
2 Eng	400m	500m		
3 or more Eng				

For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

ATIS 126.85 114.1		MADINAH Approach (Contact at least 5 min prior entering TMA) 125.1 127.7		MADINAH Tower 118.3	Ground 121.6 121.9
LOC INAH 111.7	Final Apch Crs 167 [^]	GS MELRA 4092' (1942')	ILS DA(H) 2350' (200')	Apt Elev 2151' TDZE 2150'	7000'
MISSED APCH: Climb to 3000', then climbing turn LEFT to 6500', on R-149 outbound to D16.0 PMA, then turn LEFT via 16 DME Arc PMA to DENAB and hold, or as directed.					
Alt Set: hPa		Rwy Elev: 76 hPa	Trans level: FL 150	Trans alt: 13000'	MSA PMA VOR

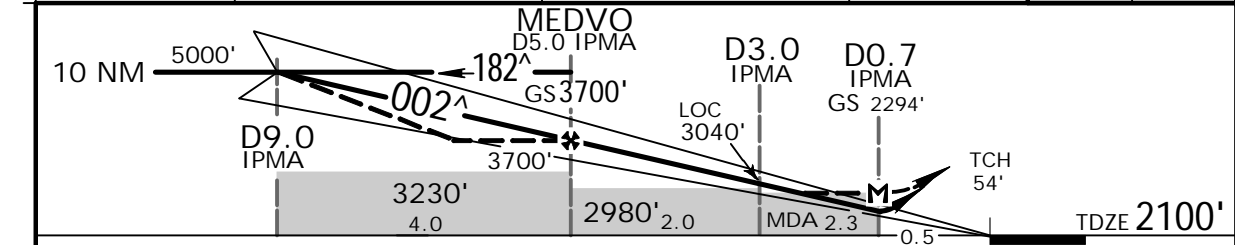
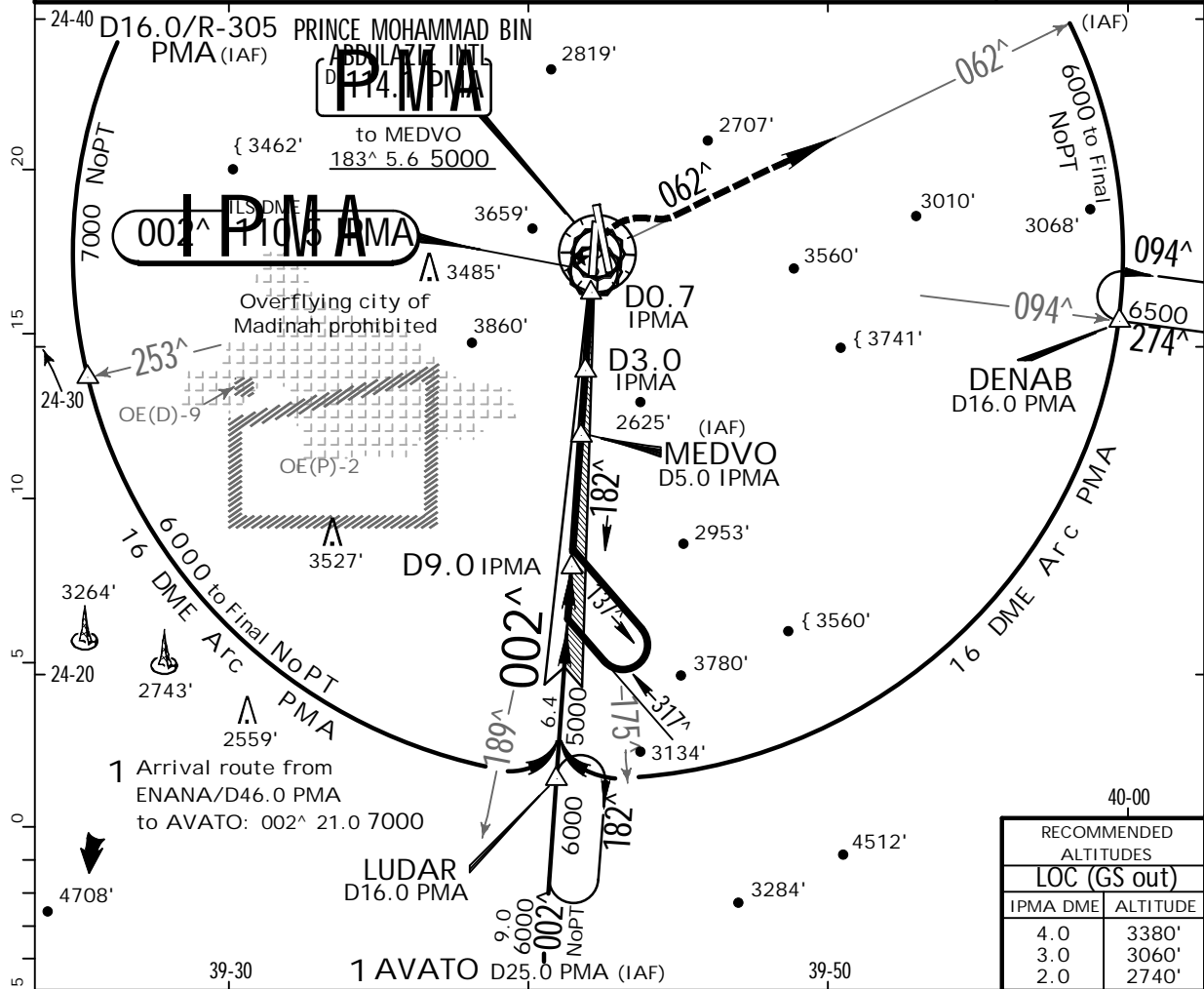


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000'	6500'	PMA	D16.0 PMA
ILS GS	3.00 [^]	377	485	539	647	862		↑	LT	on 114.1	
MAP at DO.6 INAH										R-149	

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 2350' (200')		LOC (GS out) MDA(H) 2560' (410')		Not authorized West of rwy 17/35	
FULL		ALS out		Max Kts	MDA(H)
A				100	2900' (749') 1600m
B				135	2900' (749') 2000m
C	800m	1200m	1200m	180	3260' (1109') 4800m
D				205	3460' (1309') 4800m

TERPS

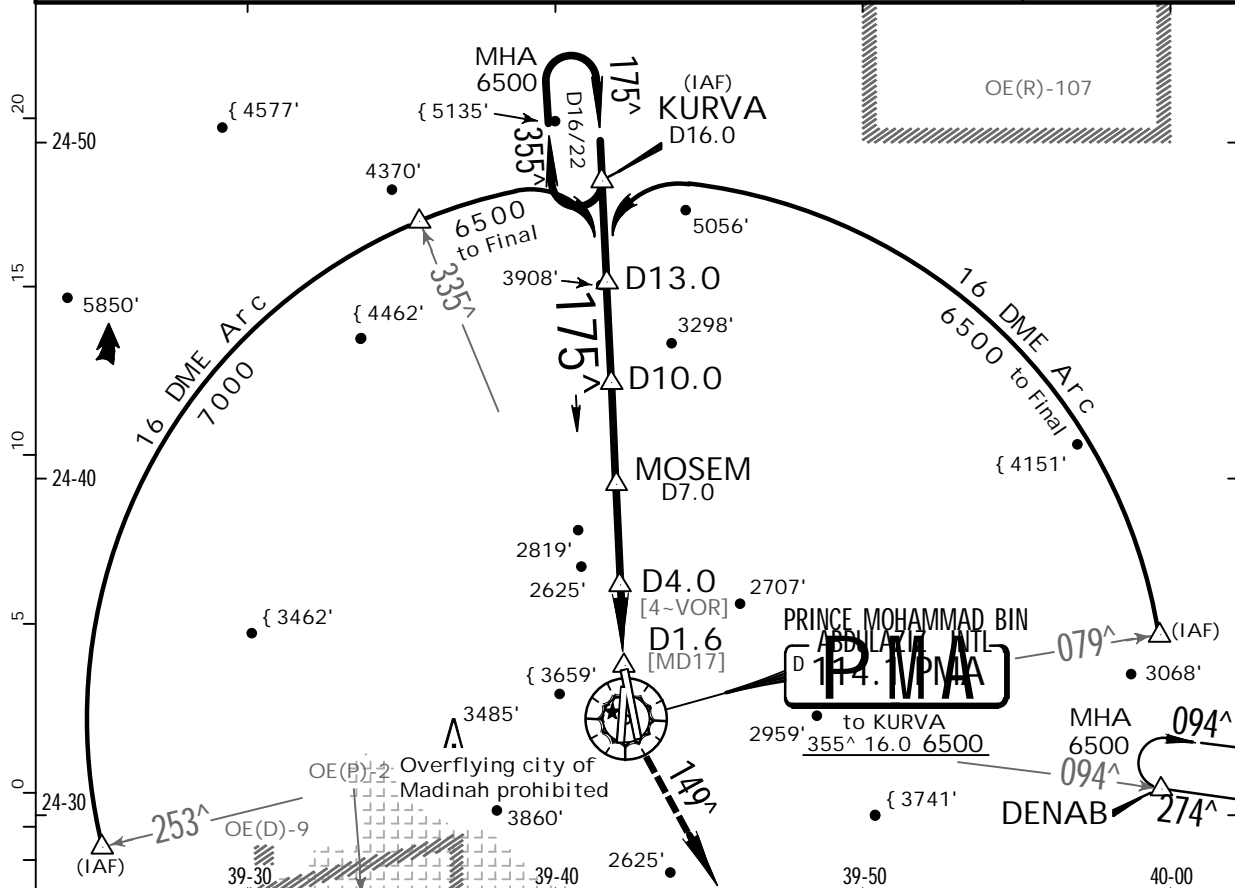
BRIEFING STRIP™	ATIS 126.85 114.1	MADINAH Approach 125.1 (Contact at least 5 min prior entering TMA)	MADINAH Tower 118.3	Ground 121.9
	LOC IPMA 110.5	Final Apch Crs 002 [^]	GS MEDVO 3700' (1600')	ILS DA(H) 2300' (200')
	MISSED APCH: Climb to 3000', then climbing turn RIGHT to 6500' on R-062 outbound to D16.0 PMA, then turn RIGHT via 16 DME Arc PMA to DENAB and hold.			Apt Elev 2151' TDZE 2100'
Alt Set: hPa		TDZ Elev: 75 hPa	Trans level: FL 150	Trans alt: 13000'
				MSA PMA VOR



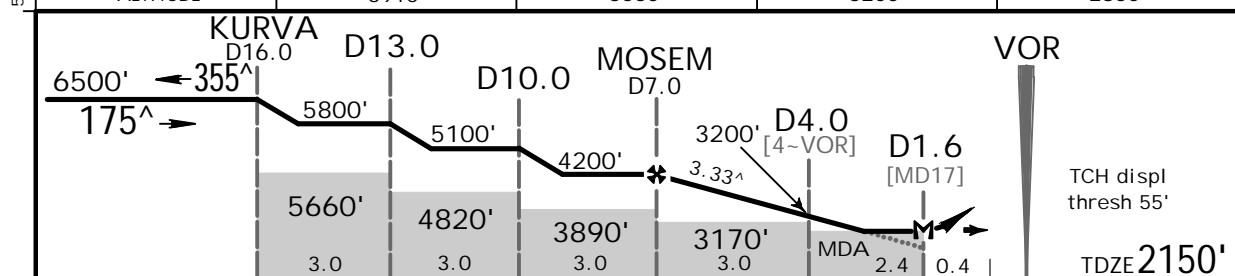
Gnd speed-Kts	70	90	100	120	140	160	HIALS VASI VASI 3000' 6500' PMA ↑ on 114.1 RT R-062
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle	3.00 [^]						
MAP at DO.7 IPMA							

TERPS	STRAIGHT-IN LANDING RWY36				CIRCLE-TO-LAND (PANS OPS)	
	ILS DA(H) 2300' (200')		LOC (GS out) MDA(H) 2760' (660')		Not authorized West of rwy 18/36	
	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A					100	2900' (749') 1600m
B					135	2900' (749') 2000m
C	800m	1200m	2000m	2800m	180	3260' (1109') 4800m
D			2400m	3200m	205	3460' (1309') 4800m

BRIEFING STRIP™	ATIS 126.85 114.1		MADINAH Approach 125.1 127.7 (Contact at least 5 min prior entering TMA)		MADINAH Tower 118.3	Ground 121.6 121.9
	VOR PMA 114.1	Final Apch Crs 175 [^]	Procedure Alt MOSEM 4200' (2050')	MDA(H) 2700' (550')	Apt Elev 2151' TDZE 2150'	7000' MSA PMA VOR
	MISSED APCH: Climbing turn LEFT to 6500' on R-149 outbound to D16.0, then turn LEFT via 16 DME Arc to DENAB and hold.					
Alt Set: hPa		Rwy Elev: 76 hPa	Trans level: FL 150		Trans alt: 13000'	



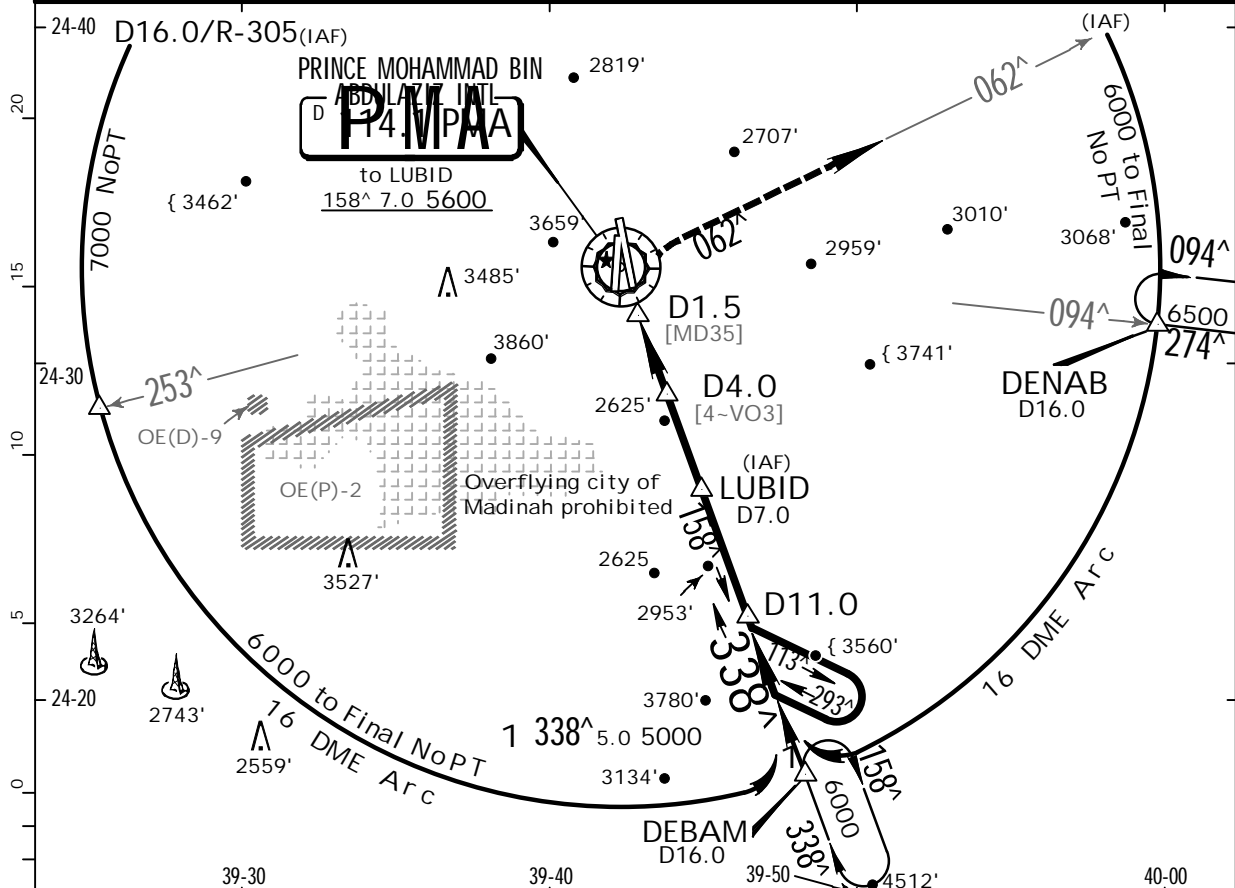
PMA DME	6.0	5.0	4.0	3.0
ALTITUDE	3910'	3560'	3200'	2850'



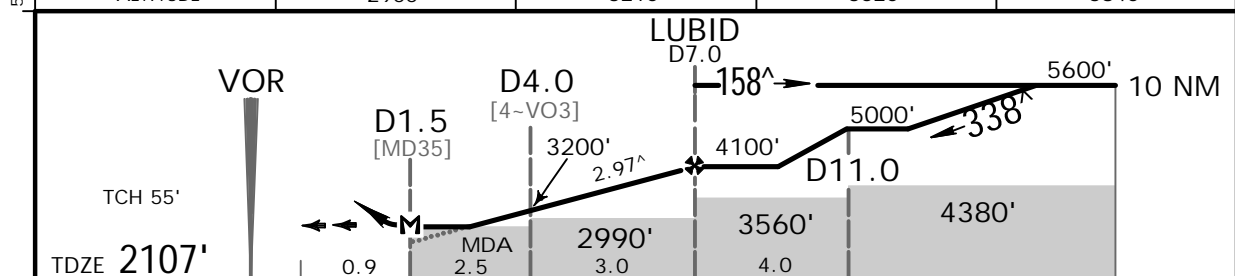
Gnd speed-Kts	70	90	100	120	140	160		6500' on 114.1 R-149 LT	
Descent Angle	3.33 [^]	412	530	589	707	825			943
MAP at D1.6									

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
MDA(H) 2700' (550')				Not authorized West of rwy 17/35	
ALS out				Max Kts	MDA(H)
A	800m	1600m		100	2900' (749') 1600m
B				135	2900' (749') 2000m
C	1600m	2400m		180	3260' (1109') 4800m
D	2000m	2800m		205	3460' (1309') 4800m

BRIEFING STRIP™	ATIS 126.85 114.1		MADINAH Approach 125.1 127.7 (Contact at least 5 min prior entering TMA)		MADINAH Tower 118.3	Ground 121.6 121.9
	VOR PMA 114.1	Final Apch Crs 338 [^]	Procedure Alt LUBID 4100' (1993')	MDA(H) 2780' (673')	Apt Elev 2151' TDZE 2107'	7000'
	MISSED APCH: Climbing turn RIGHT to 6500' on R-062 outbound to D16.0, then turn RIGHT via 16 DME Arc to DENAB and hold.					
Alt Set: hPa		TDZ Elev: 75 hPa	Trans level: FL 150	Trans alt: 13000'	MSA PMA VOR	



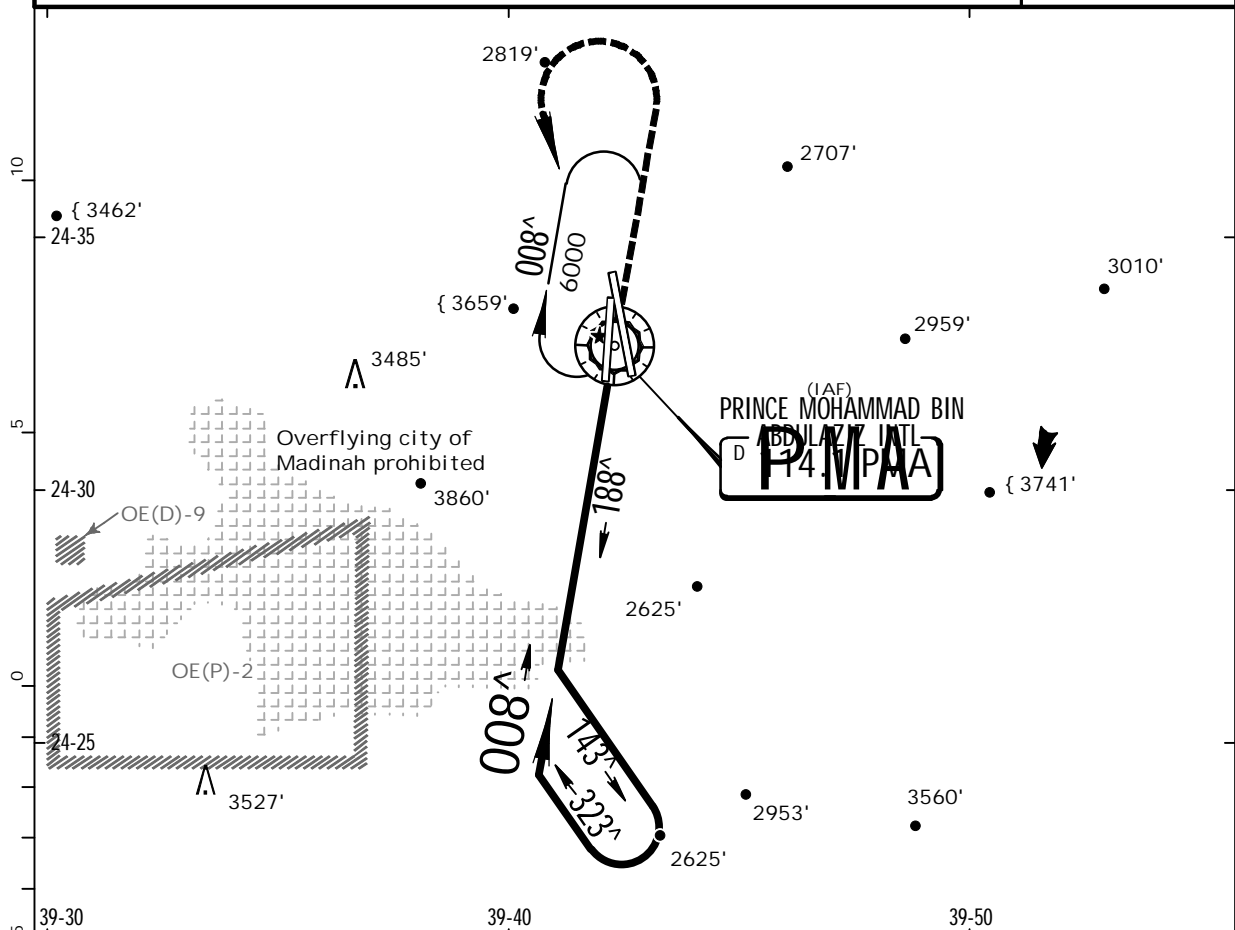
PMA DME	3.0	4.0	5.0	6.0
ALTITUDE	2900'	3210'	3520'	3840'



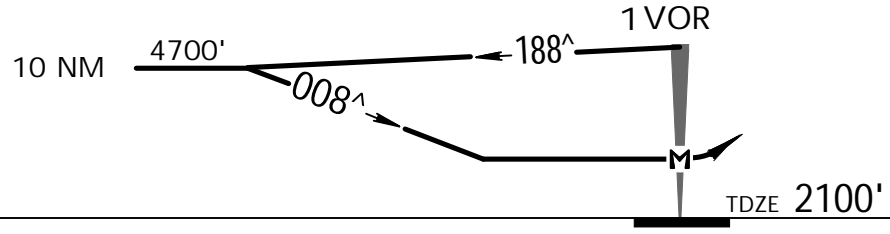
Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 6500' on 114.1 R-062 RT
Descent Angle	2.97 [^]	368	473	525	630	841	
MAP at D1.5							

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND (PANS OPS) Not authorized West of rwy 17/35	
MDA(H) 2780' (673')				Max Kts	
ALS out				100	1600m
A	800m	1600m	135	2900' (749')	2000m
B	2000m	2800m	180	3260' (1109')	4800m
C	2400m	3200m	205	3460' (1309')	4800m
D					

BRIEFING STRIP™	ATIS 126.85 114.1		MADINAH Approach (Contact at least 5 min prior entering TMA) 125.1 127.7		MADINAH Tower 118.3	Ground 121.6 121.9
	VOR PMA 114.1	Final Apch Crs 008 [^]	Minimum Alt No FAF	MDA(H) 3260' (1160')	Apt Elev 2151' TDZE 2100'	7000'
	MISSED APCH: Climb to 5000', then climbing turn LEFT to 6000' direct to VOR and hold.					
Alt Set: hPa		TDZ Elev: 75 hPa	Trans level: FL 150	Trans alt: 13000'		MSA PMA VOR



1 Maintain 5000' until established outbound for procedure turn.



MAP at VOR						HIALS VASI VASI VASI 5000' ↑
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STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 3260' (1160')			Not authorized West of rwy 18/36	
	ALS out	Max Kts.	MDA(H)	
A	1200m	2000m	100	3260' (1109') 2000m
B	1600m	2400m	135	3260' (1109') 2400m
C	4000m	4800m	180	3260' (1109') 4800m
D			205	3460' (1309') 4800m

TERPS

Chart changes since cycle 04-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

MADINAH, (PR MOHAMMAD BIN ABDULAZIZ INTL - OEMA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEMA

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEPS

Terminal Charts For OEPS

Revision Letter For Cycle 06-2012

Change Notices

Notebook

General Information

Location: AL Kharj Sau
IATA Code: AKH
Lat/Long: N24° 04.2' E047° 33.7'
Elevation: 1651 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: 0243 Z
Sunset: 1505 Z,

Runway Information

Runway: 17L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1531 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1001 ft

Runway: 17R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1593 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Runway: 35L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1614 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Runway: 35R

Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1592 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1001 ft

Communication Information

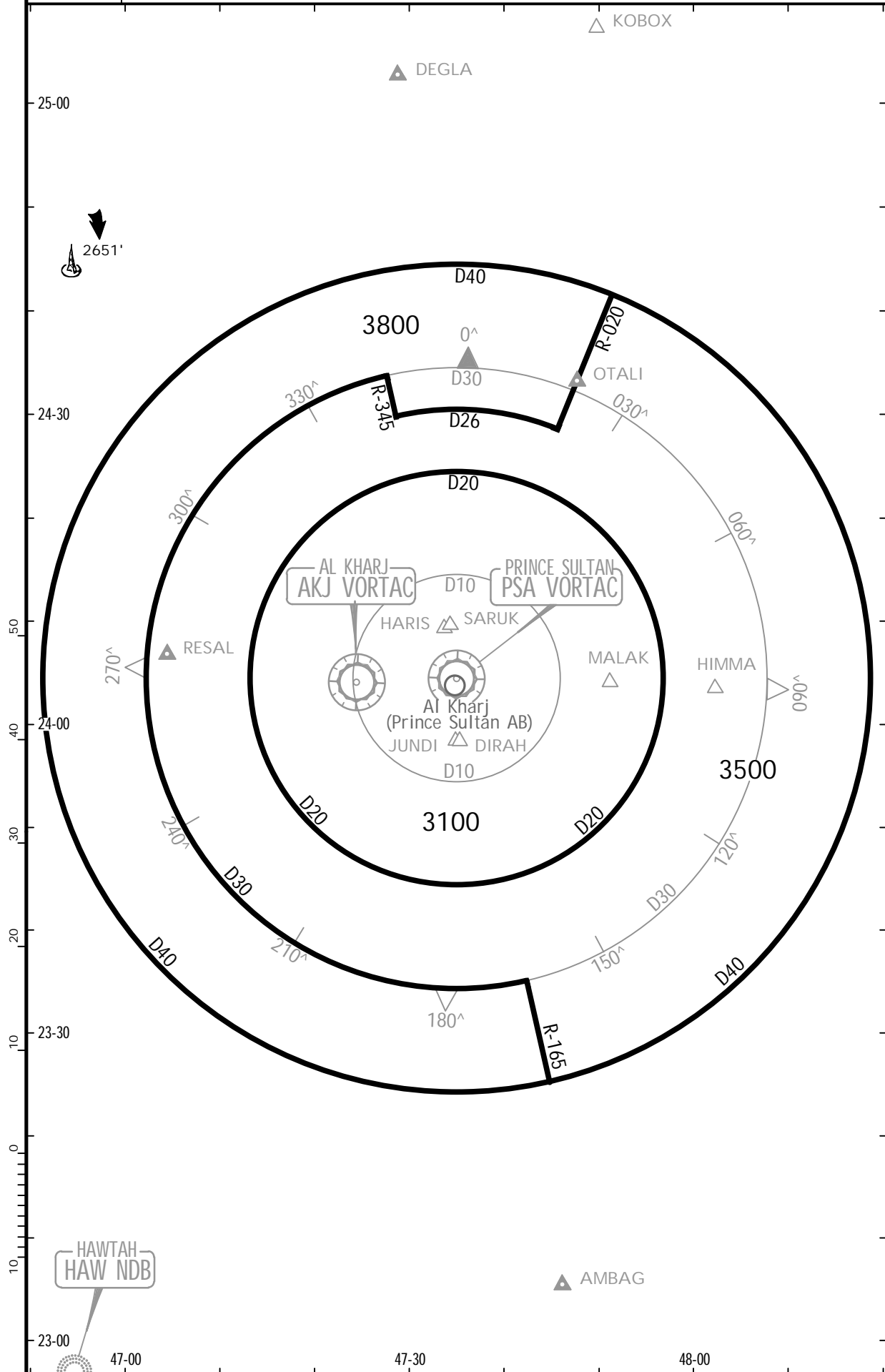
Sultan Tower 126.8
Sultan Tower 25.57
Sultan Ground Control 121.9
Sultan Ground Control 27.58
Sultan Approach Control 123.425
Sultan Approach Control 26.112

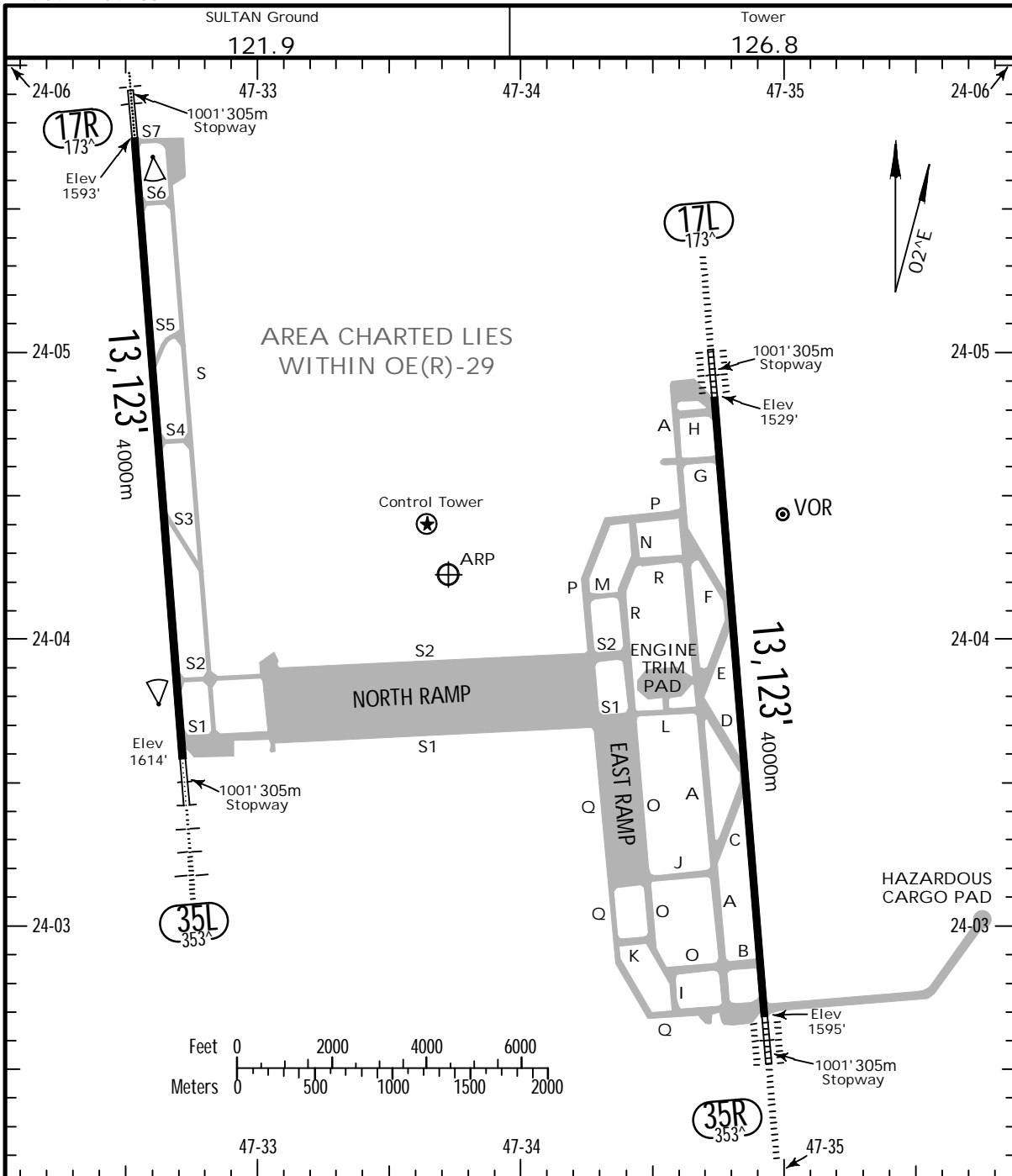
Apt Elev
1651'

Alt Set: hPa

Trans level: FL150

Trans alt: 13000'



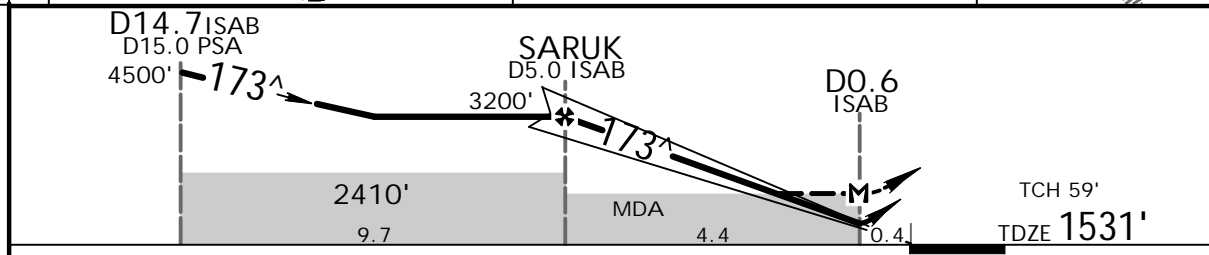
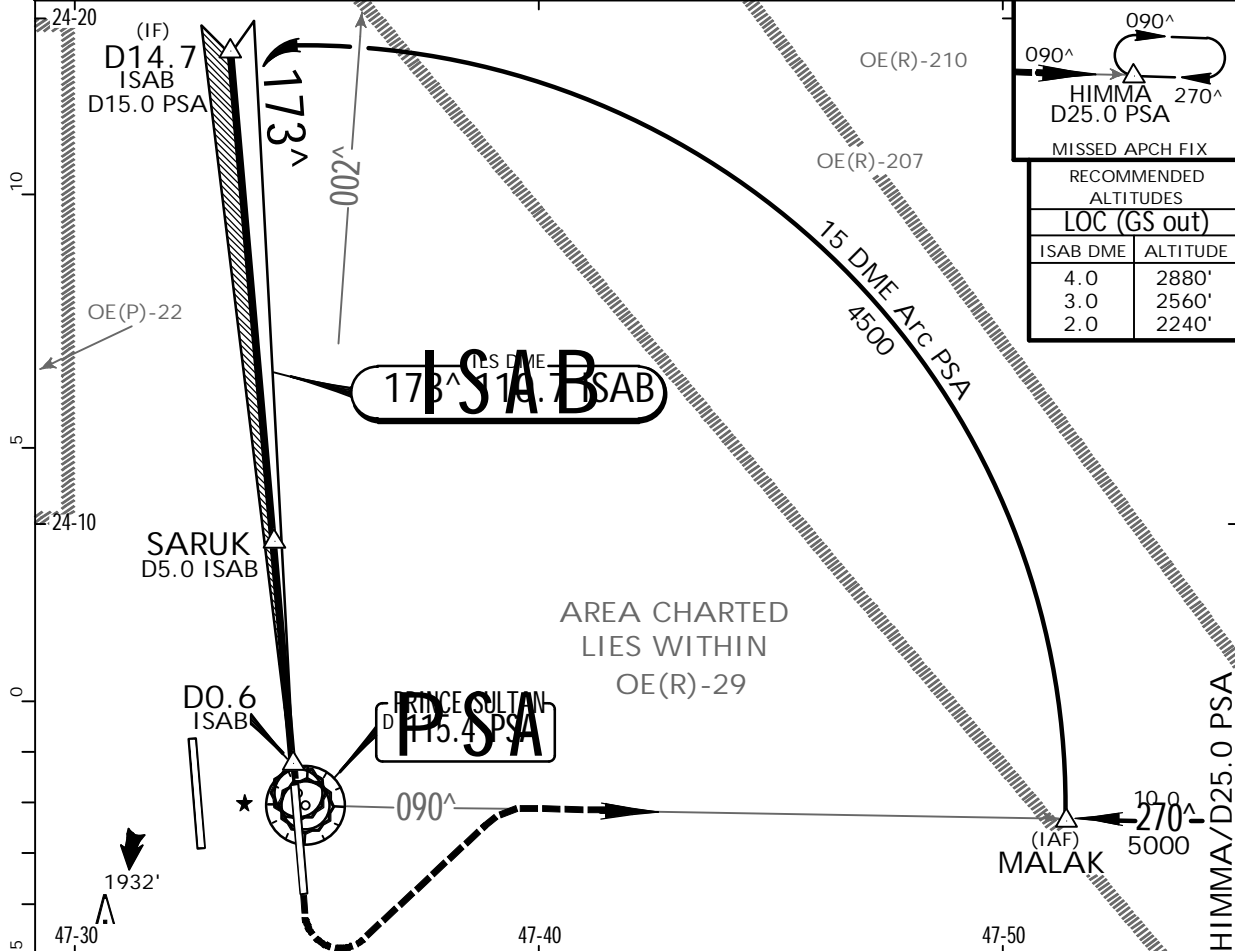


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
17L	HIRL (54m) CL (30m) ALSF-II TDZ PAPI-L (3.0°)		12,090' 3685m		148'
35R			11,908' 3630m		45m
17R	MIRL MIALS PAPI-L (angle 3.0°) RVR				148'
35L	MIRL HIALS PAPI-L (angle 3.0°) RVR		12,029' 3666m		45m

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

SULTAN Approach 123.42		SULTAN Tower 126.8			Ground 121.9
LOC ISAB 110.7	Final Apch Crs 173 [^]	GS SARUK 3200' (1669')	ILS DA(H) 1801' (270')	Apt Elev 1651'	3200' MSA PSA VOR
MISSED APCH: Climb on runway heading to 3200', then turn LEFT climbing outbound on R-090 to 5000' direct HIMMA and contact SULTAN Approach.					
Alt Set: hPa		TDZ Elev: 55 hPa	Trans level: FL 150	Trans alt: 13000'	
Procedure not authorized when OE(P)-22 active and RADAR not available.					

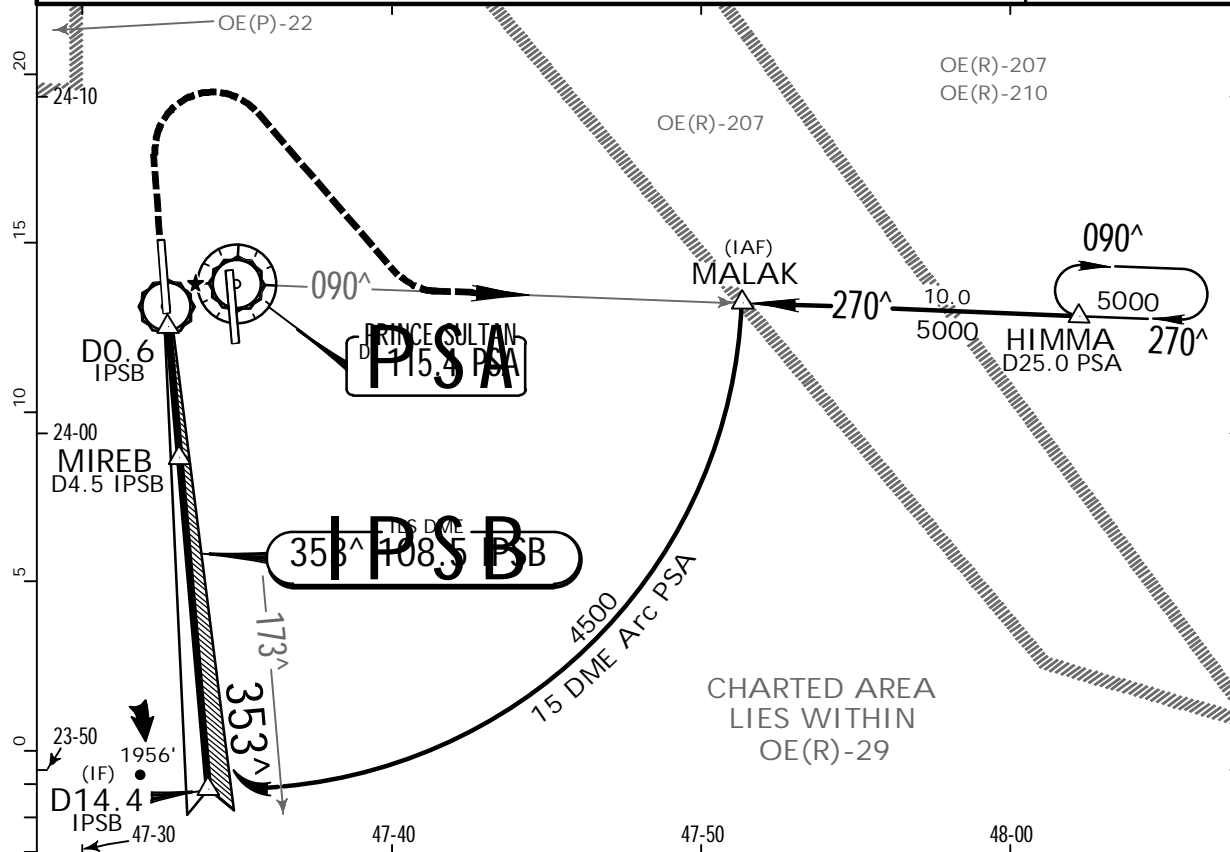


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3200' on Rwy hdg
ILS GS or LOC Descent Angle 3.00 [^]	377	484	538	646	753	861		
MAP at D0.6 ISAB								

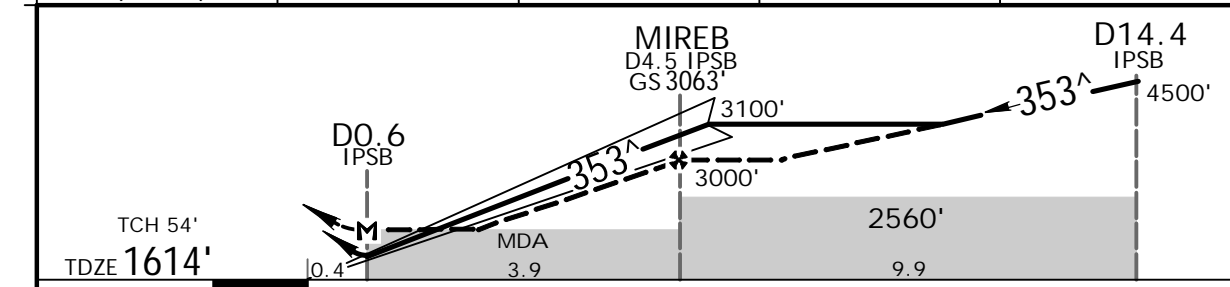
STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND (PANS OPS)			
ILS DA(H) 1801' (270')		LOC (GS out) MDA(H) 2000' (469')					
FULL		ALS out		Max Kts		MDA(H)	
A				100	2240' (589')	1600m	
B				135	2340' (689')	1600m	
C	800m	1200m	800m	180	2440' (789')	3600m	
D			1200m	205	1 2440' (789')	4000m	

1 Not authorized West of rwy when OE(P)-22 active.
CHANGES: TDZE, Minimums. JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

SULTAN Approach 123.42		SULTAN Tower 126.8		Ground 121.9	
LOC IPSB 108.5	Final Apch Crs 353 [^]	GS MIREB 3063' (1449')	ILS DA(H) 1814' (200')	Apt Elev 1651' TDZE 1614'	
MISSED APCH: Climb on runway heading to 2900', then turn RIGHT climbing outbound on R-090 PSA to 5000' direct HIMMA/D25.0 PSA and contact Sultan APPROACH.					3200'
Alt Set: hPa		TDZ Elev: 58 hPa		Trans level: FL 150	
		Trans alt: 13000'		MSA PSA VOR	



LOC (GS out)	IPSB DME	2.0	3.0	4.0
	ALTITUDE	2230'	2540'	2850'

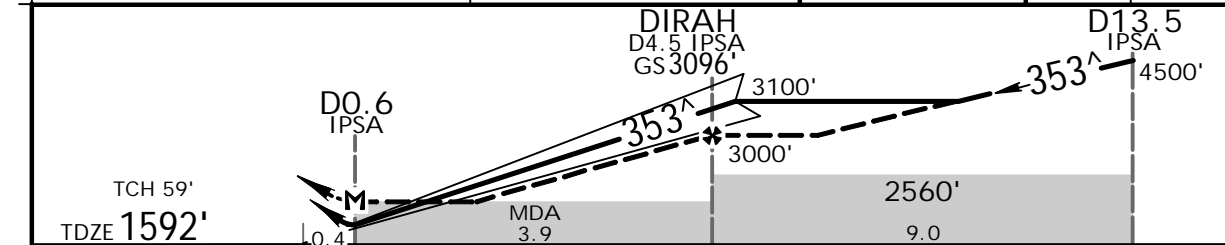
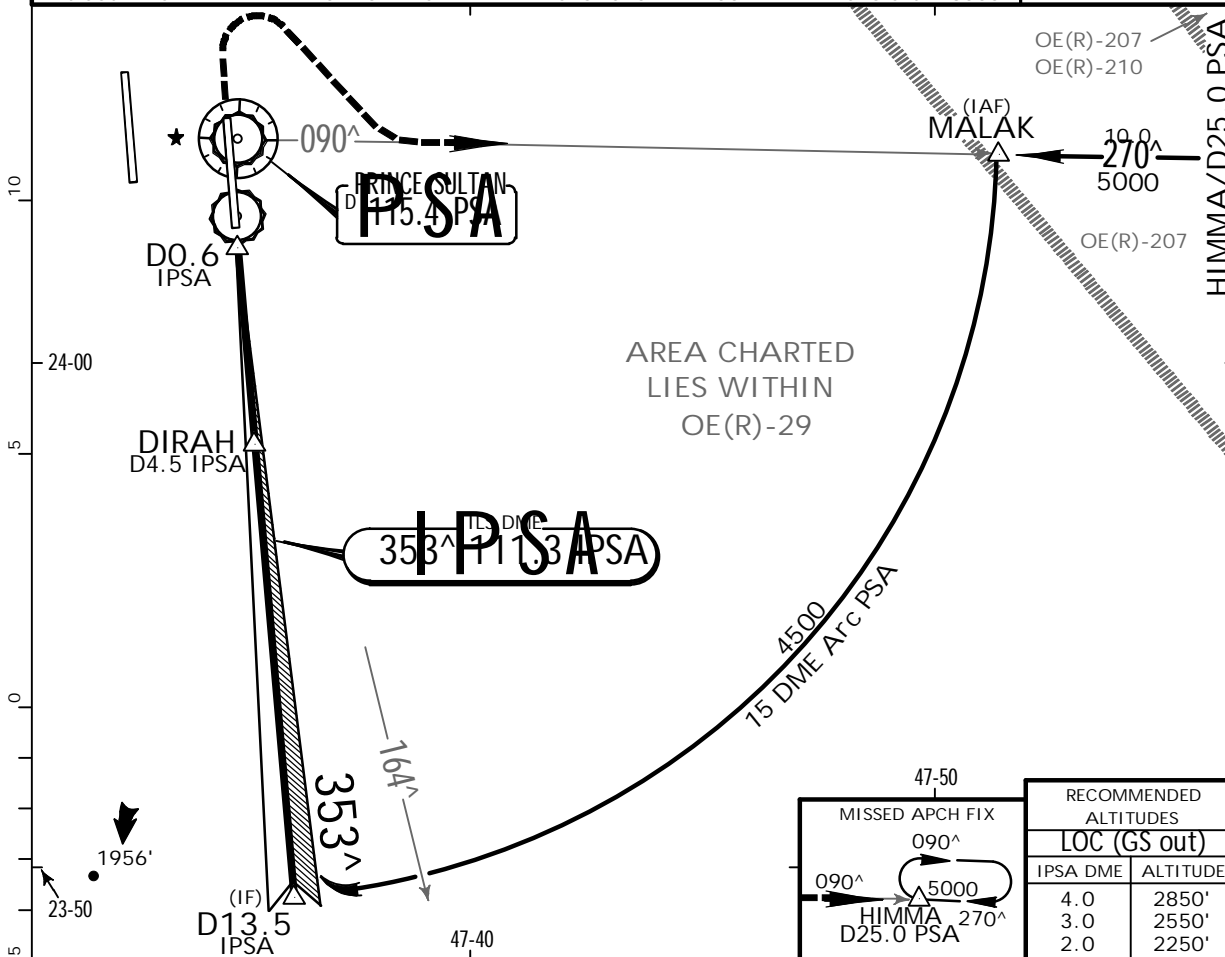


Gnd speed-Kts	70	90	100	120	140	160		2900' on Rwy hdg	
GS	3.00 [^]	377	484	538	646	753			861
MAP at DO.6 IPSB									

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 1814' (200')		LOC (GS out) MDA(H) 2120' (506')		Max Kts.	
FULL	ALS out	ALS out	ALS out	100	2240' (589') 1600m
A		800m	1600m	135	2340' (689') 1600m
B	800m	1200m		180	2440' (789') 3600m
C			1600m	205	1 2440' (789') 4000m
D					

1 Not authorized West of rwy when OE(P)-22 active.

SULTAN Approach 123.42		SULTAN Tower 126.8		Ground 121.9	
LOC IPSA 111.3	Final Apch Crs 353 [^]	GS DIRAH 3096' (1504')	ILS DA(H) 1851' (259')	Apt Elev 1651' TDZE 1592'	
MISSED APCH: Climb on runway heading to 3200', then turn RIGHT climbing outbound on R-090 PSA to 5000' direct HIMMA/D25.0 PSA and contact Sultan APPROACH.					3200' MSA PSA VOR
Alt Set: hPa		TDZ Elev: 57 hPa		Trans level: FL 150	
		Trans alt: 13000'			

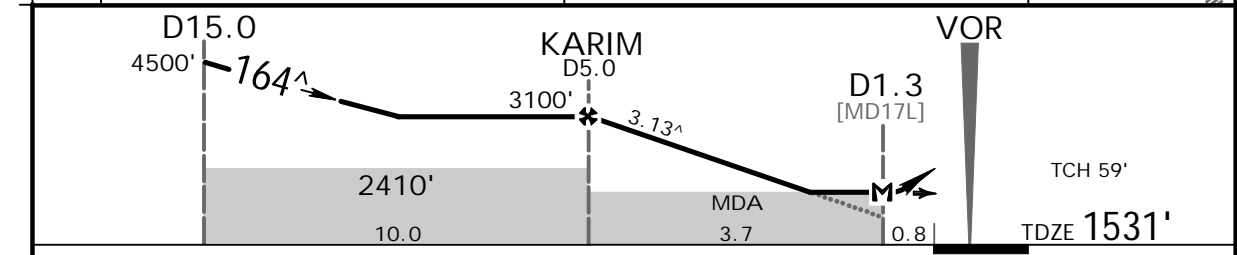
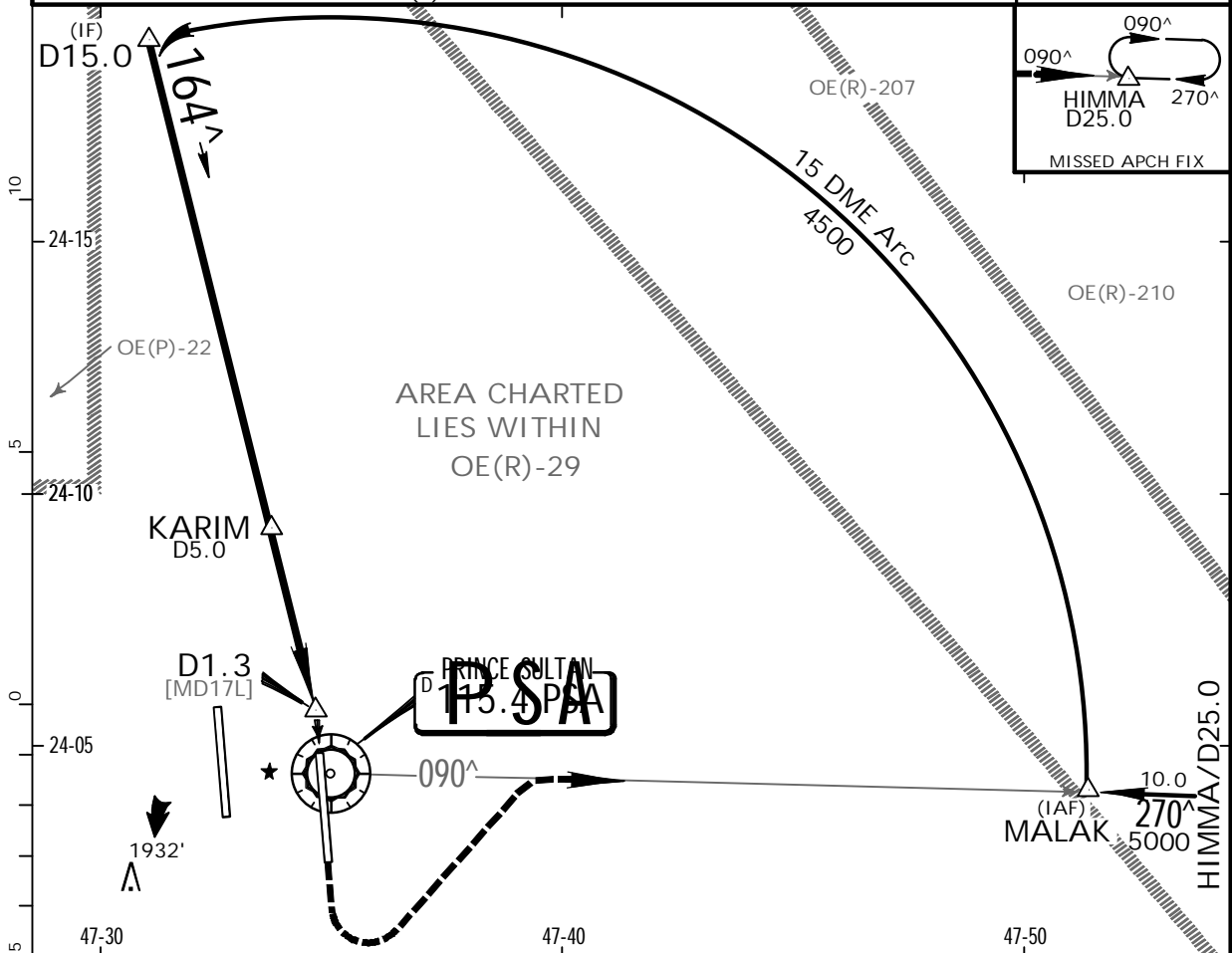


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3200' on Rwy hdg
GS	3.00 [^]	377	484	538	646	753	
MAP at D0.6 IPSA							

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND (PANS OPS)			
ILS DA(H) 1851' (259')		LOC (GS out) MDA(H) 2200' (608')					
FULL		ALS out		Max Kts.		MDA(H)	
A				100	2240' (589')	1600m	
B			800m	135	2340' (689')	1600m	
C	800m	1200m	1600m	180	2440' (789')	3600m	
D			2000m	205	1 2440' (789')	4000m	

1 Not authorized West of rwy when OE(P)-22 active.

SULTAN Approach 123.42		SULTAN Tower 126.8		Ground 121.9	
VOR PSA 115.4	Final Apch Crs 164 [^]	Procedure Alt KARIM 3100' (1569')	MDA(H) 2060' (529')	Apt Elev 1651' TDZE 1531'	
MISSED APCH: Climb on runway heading to 3200', then turn LEFT climbing outbound on R-090 to 5000' direct HIMMA and contact SULTAN Approach.					3200' MSA PSA VOR
Alt Set: hPa TDZ Elev: 55 hPa Trans level: FL 150 Trans alt: 13000' Procedure not authorized when OE(P)-22 active and RADAR not available.					

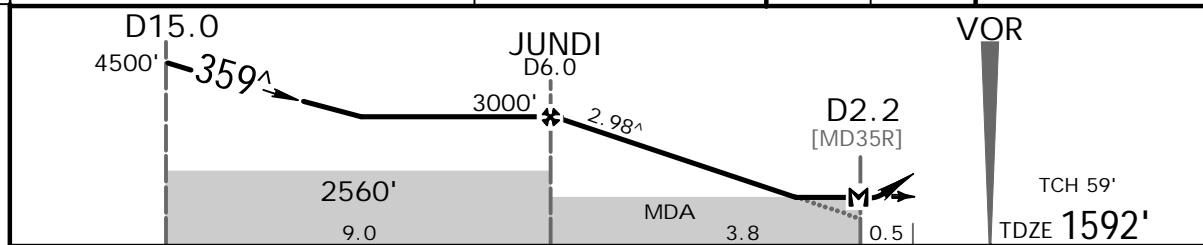
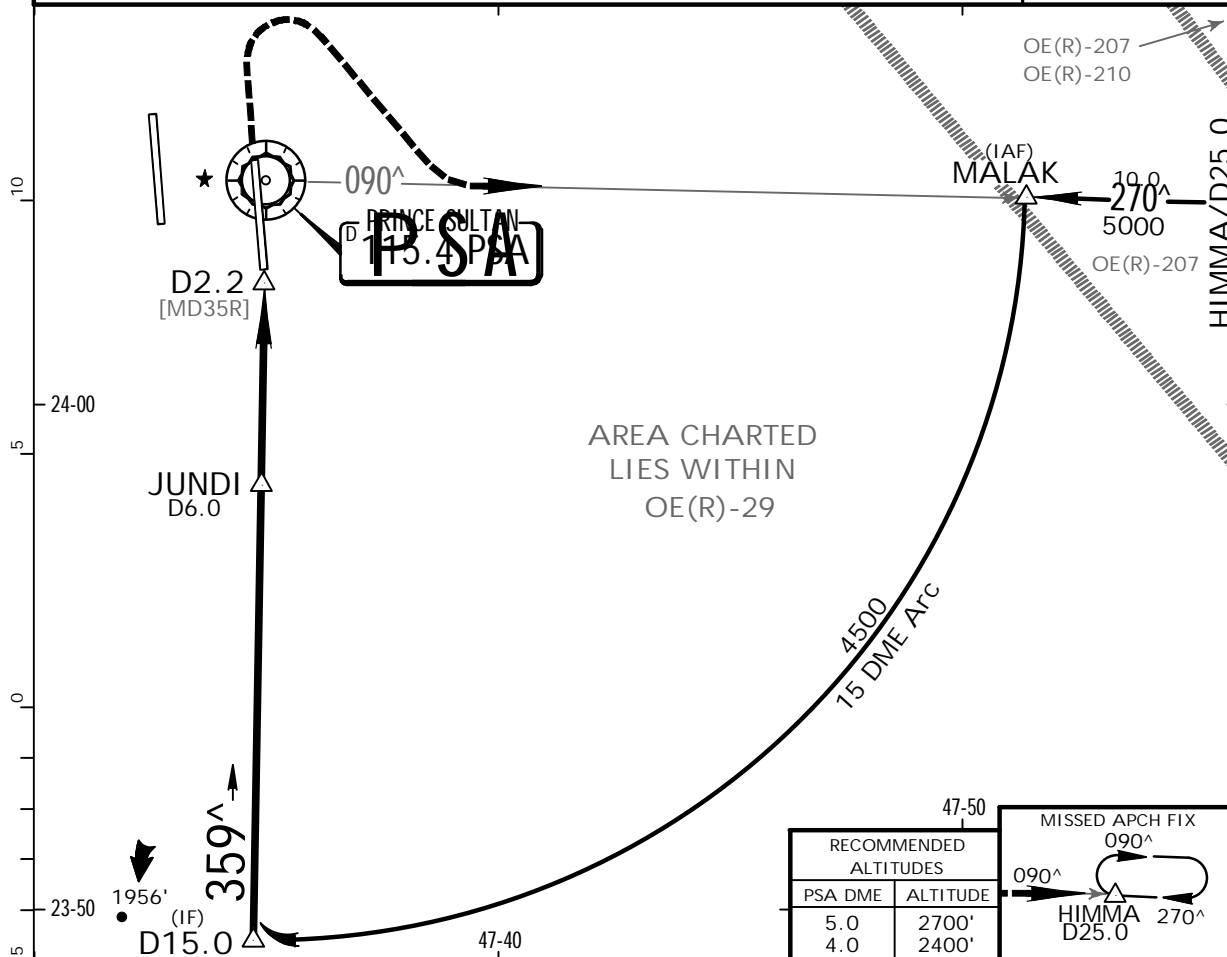


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3200' ↑ on Rwy hdg
Descent Angle 3.13 [^]	388	498	554	665	775	886		
MAP at D1.3								

STRAIGHT-IN LANDING RWY 17L			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 2060' (529')			ALS out		
			Max Kts.	MDA(H)	
A			100	2240' (589')	1600m
B	800m	1600m	135	2340' (689')	1600m
C	1200m	2000m	180	2440' (789')	3600m
D	1600m	2400m	205	1 2440' (789')	4000m

1 Not authorized West of rwy when OE(P)-22 active.

SULTAN Approach 123.42		SULTAN Tower 126.8		Ground 121.9	
VOR PSA 115.4	Final Apch Crs 359 [^]	Procedure Alt JUNDI 3000' (1408')	MDA(H) 2200' (608')	Apt Elev 1651' TDZE 1592'	
MISSED APCH: Climb on runway heading to 3200', then turn RIGHT climbing outbound on R-090 to 5000' direct HIMMA and contact SULTAN Approach.					3200' MSA PSA VOR
Alt Set: hPa		TDZ Elev: 57 hPa		Trans level: FL 150	
			Trans alt: 13000'		



RECOMMENDED ALTITUDES	MISSED APCH FIX	
PSA DME	ALTITUDE	090 [^]
5.0	2700'	HIMMA D25.0
4.0	2400'	

STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND (PANS OPS)					
MDA(H) 2200' (608')											
ALS out						Max Kts.					
A						MDA(H)					
B	800m			1600m	100	2240' (589')			1600m		
C	1600m			2400m	135	2340' (689')			1600m		
D	2000m			2800m	180	2440' (789')			3600m		
					205	1 2440' (789')			4000m		

1 Not authorized West of rwy when OE(P)-22 active.

Chart changes since cycle 05-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

AL KHARJ, (PRINCE SULTAN AB - OEPS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEPS

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OERK

Terminal Charts For OERK

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Riyadh Sau
IATA Code: RUH
Lat/Long: N24° 57.8' E046° 42.5'
Elevation: 2049 ft

Airport Use: Public
Magnetic Variation: 2.8°E

Fuel Types: 100-130 Octane, 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: 0308 Z
Sunset: 1459 Z,

Runway Information

Runway: 15L
Length x Width: 13796 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 2033 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15R
Length x Width: 13796 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 2049 ft
Lighting: Edge, ALS, Centerline, TDZ

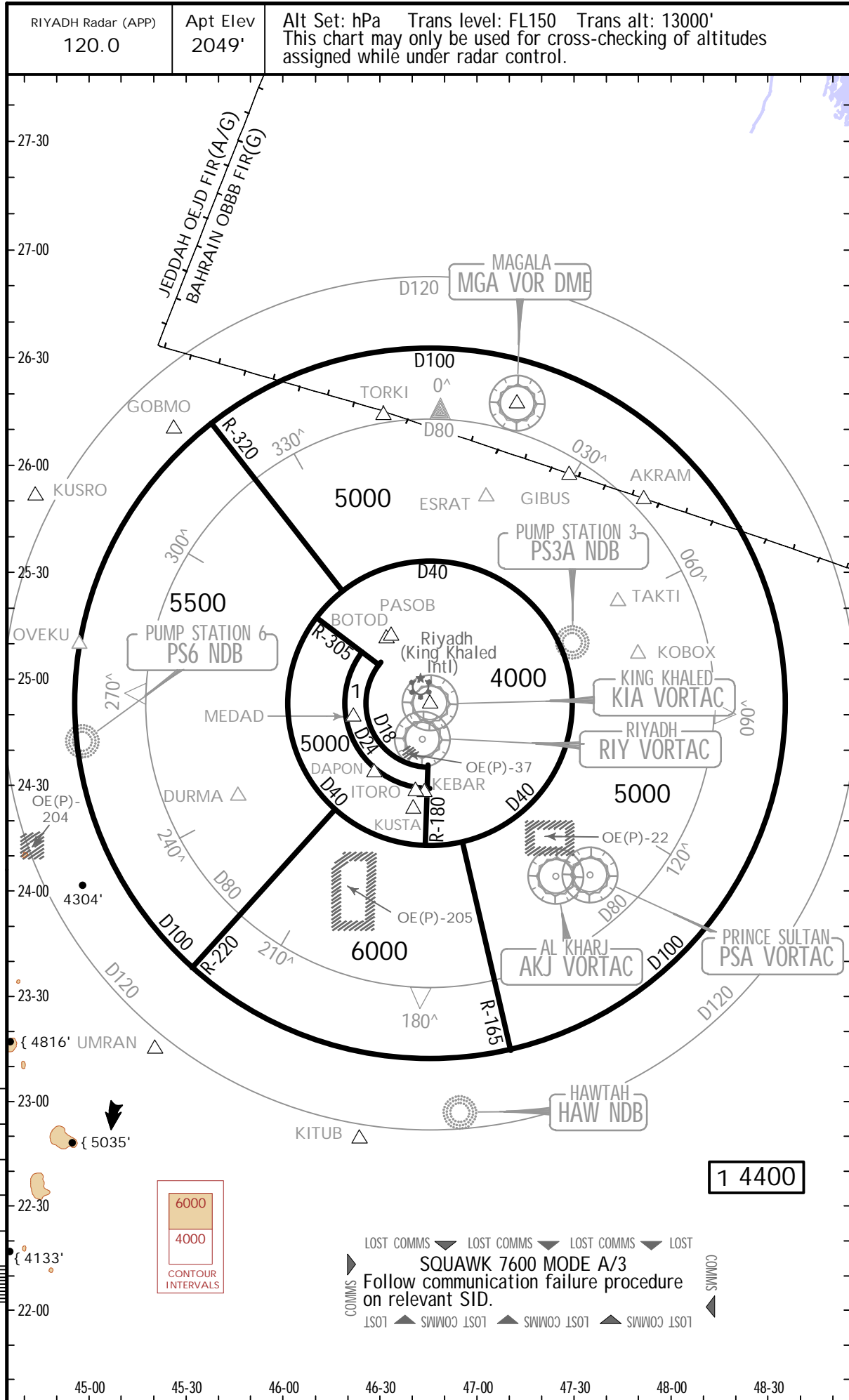
Runway: 33L
Length x Width: 13796 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 2047 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33R
Length x Width: 13796 ft x 197 ft

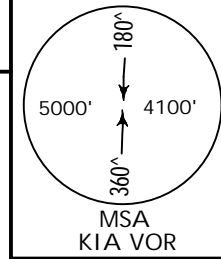
Surface Type: asphalt
TDZ-Elev: 2023 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

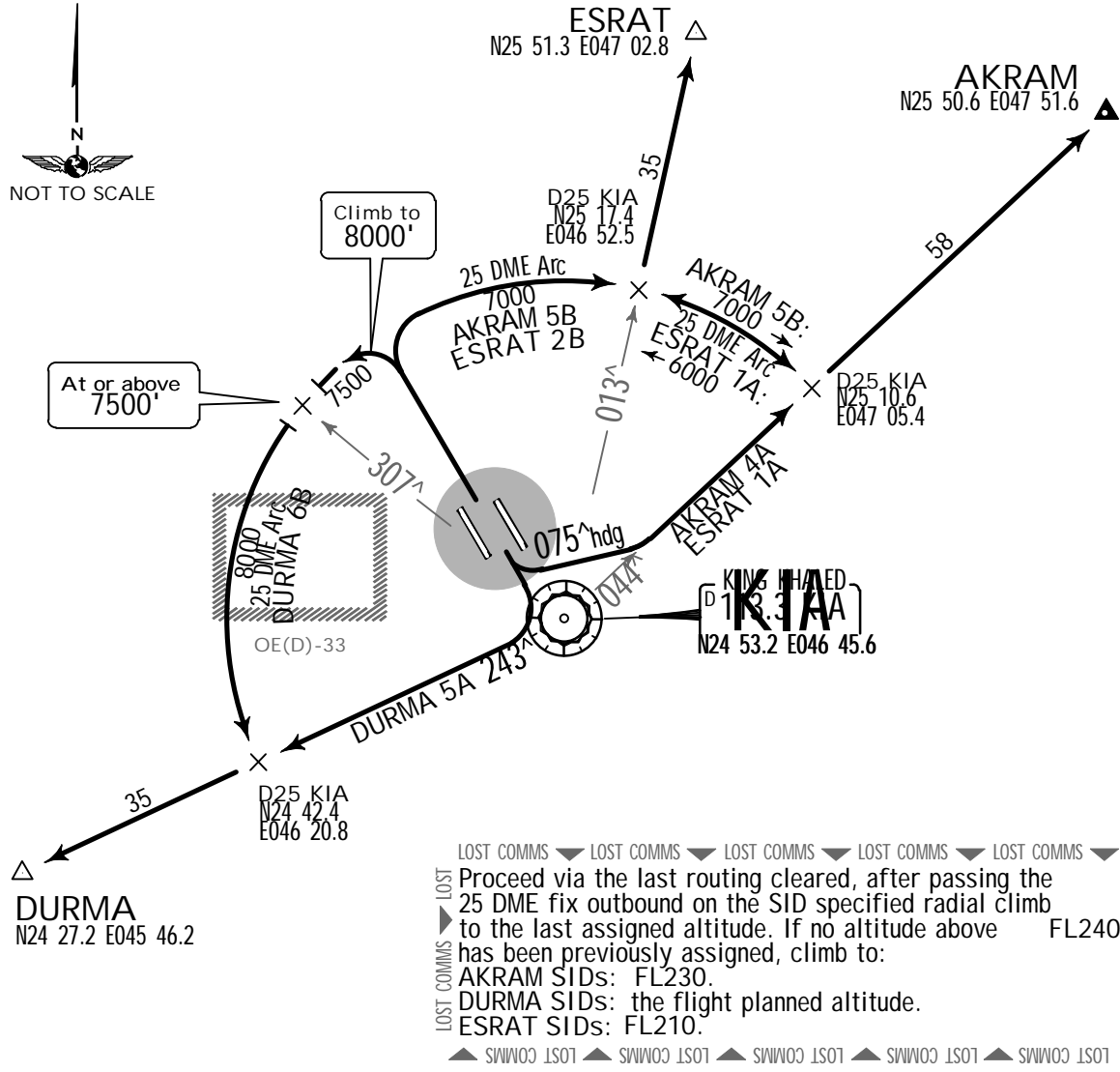
ATIS 127.15
ATIS 113.3
King Khaled Tower East Tower 118.8
King Khaled Tower East Tower 118.6
King Khaled Tower East Tower 34.22 Military
Ground West Ground Control 121.7
Ground West Ground Control 33.91 Military
Ground Movement Ground Control 121.8
Ground Movement Ground Control 33.57 Military
Ground East Ground Control 121.6
Ground East Ground Control 34.86 Military
Riyadh Control Approach Control 128.5 Secondary
Riyadh Control Approach Control 126.0 MF
Riyadh Control Approach Control 125.6 MF Military
Riyadh Control Approach Control 125.55 MF Military
Riyadh Control Approach Control 118.1 Military
Riyadh Control Approach Control 38.51 MF Military
Riyadh Control Approach Control 34.43 MF Military
Riyadh Control Approach Control 34.26 Military
Riyadh Control Approach Control 34.06 MF Military
Riyadh Control Approach Control 27.715 MF Military
Riyadh Approach Control 124.1 Secondary
Riyadh Approach Control 120.0
Riyadh Approach Control 35.92 Military
Riyadh Approach Control 34.34 Military
Riyadh Approach Control 33.94 Military



Apt Elev 2049' Trans level: FL150 Trans alt: 13000'



**AKRAM 4A [AKRA4A], AKRAM 5B [AKRA5B]
DURMA 5A [DURM5A], DURMA 6B [DURM6B]
ESRAT 1A [ESRA1A], ESRAT 2B [ESRA2B]
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
SPEED: MAX 250 KT BELOW 10000'**

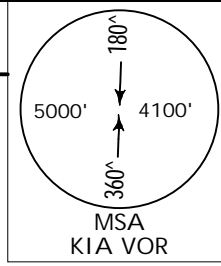


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to:
 AKRAM SIDs: FL230.
 DURMA SIDs: the flight planned altitude.
 ESRAT SIDs: FL210.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

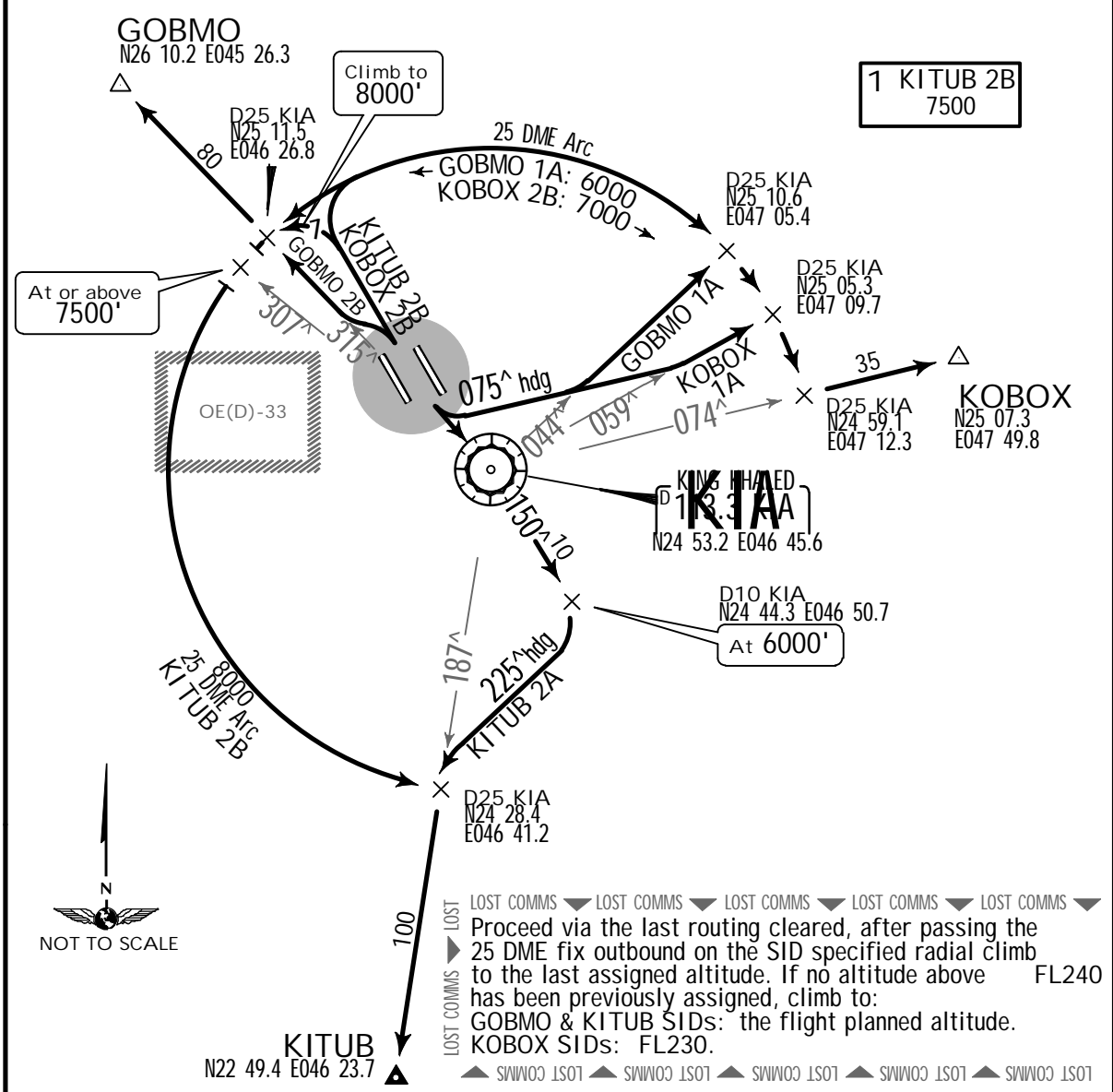
Initial climb clearance
 AKRAM 4A, ESRAT 1A: 6000' / AKRAM 5B, DURMA 5A, 6B, ESRAT 2B: 7000'
 All SIDs: EXPECT higher altitude after passing D25 KIA.

SID	RWY	ROUTING
AKRAM 4A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-044 to AKRAM.
AKRAM 5B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-044 to AKRAM.
DURMA 5A	15L/R	Turn RIGHT, intercept KIA R-243 to DURMA.
DURMA 6B	33L/R	Climb on runway heading, turn LEFT climbing to 8000', along KIA 25 DME arc, intercept KIA R-243 to DURMA.
ESRAT 1A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-013 to ESRAT.
ESRAT 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-013 to ESRAT.

Apt Elev 2049' Trans level: FL150 Trans alt: 13000'



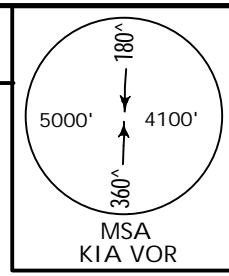
GOBMO 1A [GOBM1A], GOBMO 2B [GOBM2B]
KITUB 2A [KITU2A], KITUB 2B [KITU2B]
KOBOX 1A [KOBO1A], KOBOX 2B [KOBO2B]
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
SPEED MAX 250 KT BELOW 10000'



Initial climb clearance
GOBMO 1A, KOBOX 1A: 6000' GOBMO 2B, KITUB 2A, 2B, KOBOX 2B: 7000'
All SIDs: EXPECT higher altitude after passing D25 KIA.

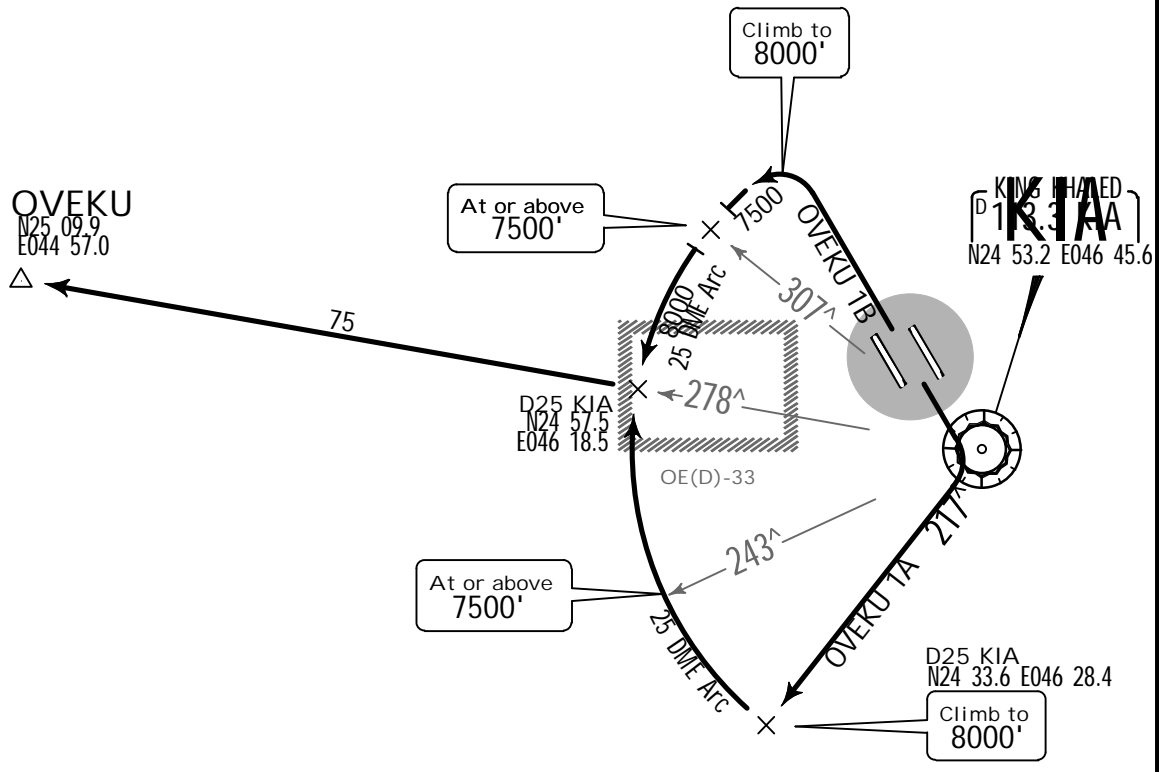
SID	RWY	ROUTING
GOBMO 1A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-315 to GOBMO.
GOBMO 2B	33L/R	Turn LEFT, intercept KIA R-315 to GOBMO.
KITUB 2A	15L/R	Climb to KIA, KIA R-150 to D10 KIA, turn RIGHT, 225° heading, intercept KIA R-187 to KITUB.
KITUB 2B	33L/R	Climb on runway heading, turn LEFT climbing to 8000', along KIA 25 DME arc, intercept KIA R-187 to KITUB.
KOBOX 1A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-059 to D25 KIA, turn RIGHT, along KIA 25 DME arc, intercept KIA R-074 to KOBOX.
KOBOX 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-074 to KOBOX.

Apt Elev 2049' Trans level: FL150 Trans alt: 13000'



OVEKU 1A [OVEK1A]
OVEKU 1B [OVEK1B]
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY

SPEED: MAX 250 KT BELOW 10000'



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

▶ Proceed via the last routing cleared, after passing D25 KIA on KIA R-278 climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to the flight planned altitude.

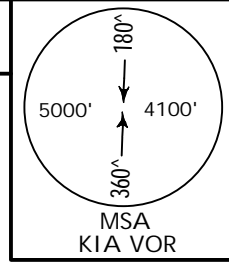
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance 7000'
EXPECT higher altitude after passing D25 KIA.

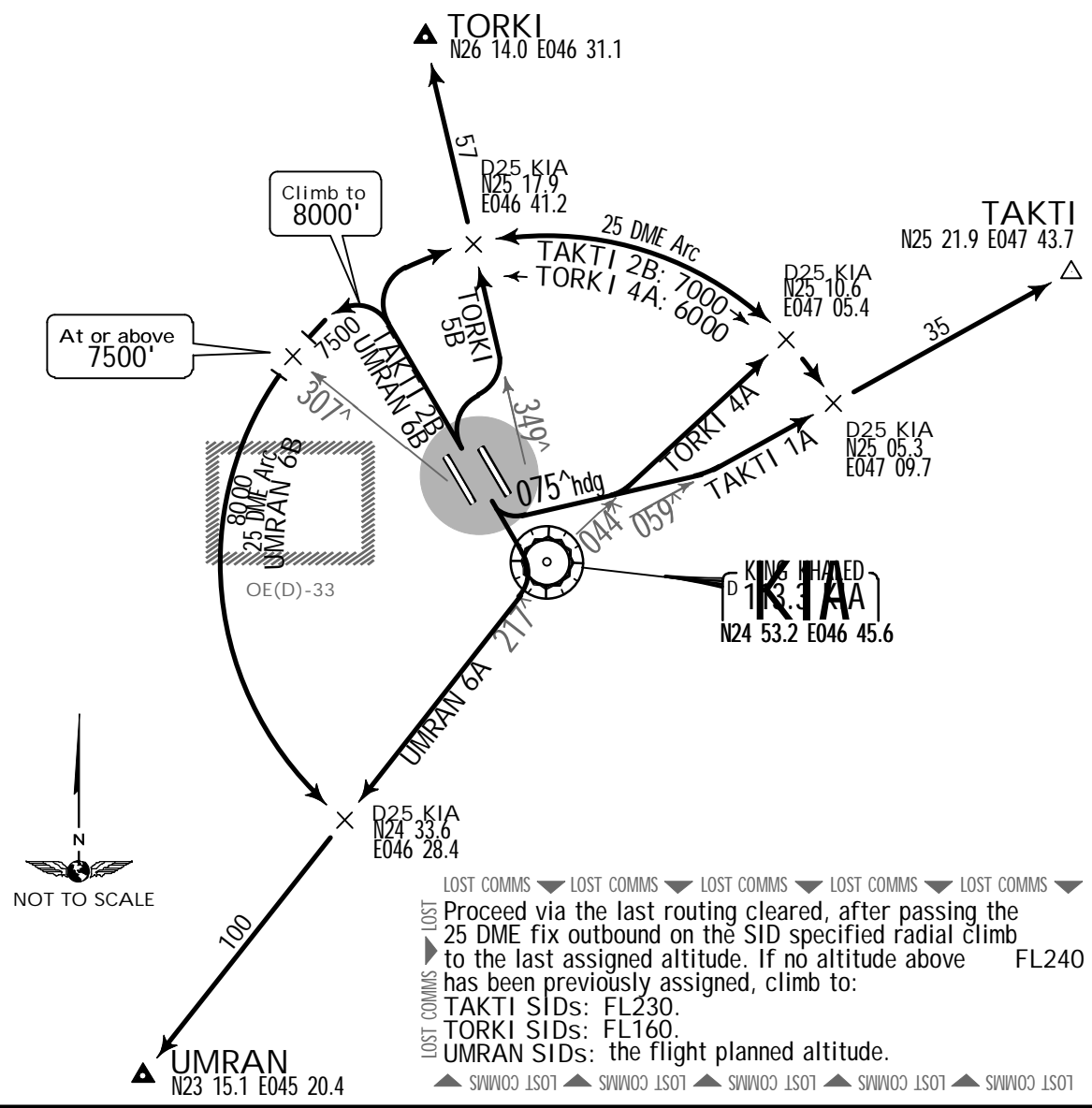
SID	RWY	ROUTING
OVEKU 1A	15L/R	Turn RIGHT, intercept KIA R-217 to D25 KIA, turn RIGHT climbing to 8000', along KIA 25 DME arc, intercept KIA R-278 to OVEKU.
OVEKU 1B	33L/R	Climb on runway heading, turn LEFT climbing to 8000', along KIA 25 DME arc, intercept KIA R-278 to OVEKU.

Apt Elev
2049'

Trans level: FL150 Trans alt: 13000'



TAKTI 1A [TAKT1A], TAKTI 2B [TAKT2B]
TORKI 4A [TORK4A], TORKI 5B [TORK5B]
UMRAN 6A [UMRA6A], UMRAN 6B [UMRA6B]
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
SPEED: MAX 250 KT BELOW 10000'

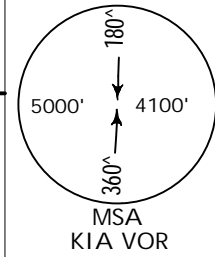


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to:
 TAKTI SIDs: FL230.
 TORKI SIDs: FL160.
 UMRAN SIDs: the flight planned altitude.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance
 TAKTI 1A, TORKI 4A: 6000' / TAKTI 2B, TORKI 5B, UMRAN 6A, 6B: 7000'
 All SIDs: EXPECT higher altitude after passing D25 KIA.

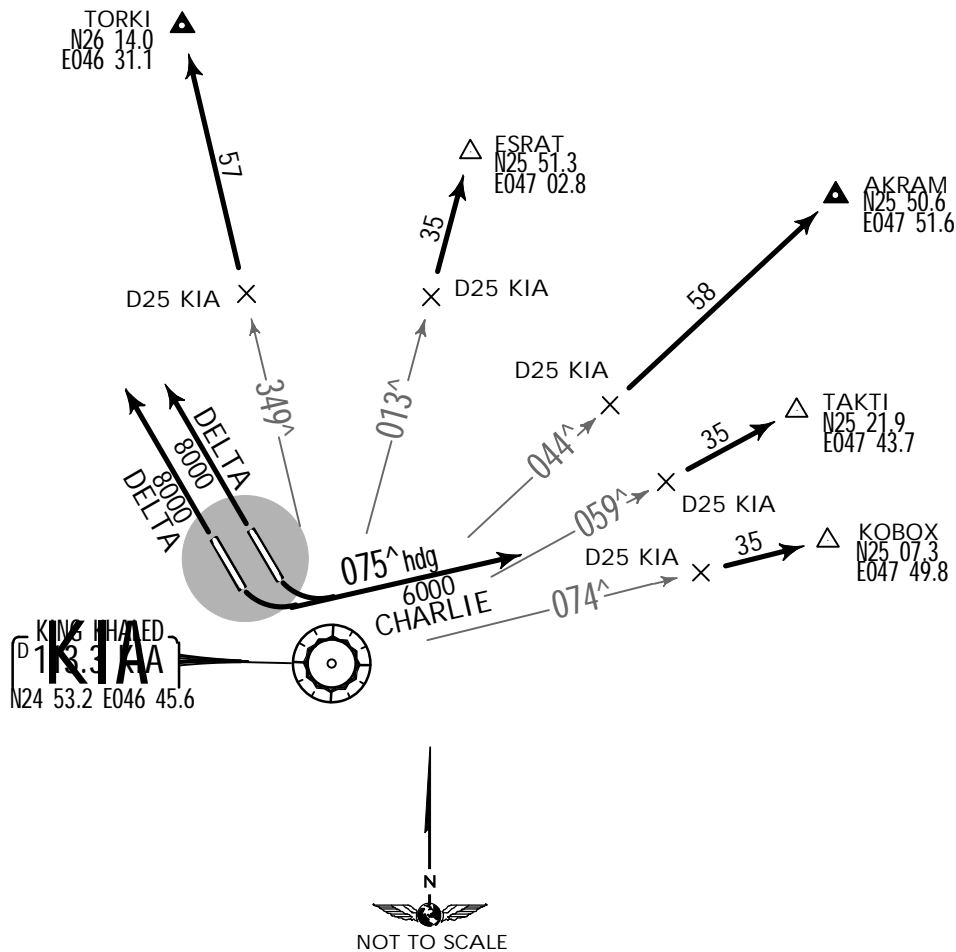
SID	RWY	ROUTING
TAKTI 1A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-059 to TAKTI.
TAKTI 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-059 to TAKTI.
TORKI 4A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-349 to TORKI.
TORKI 5B	33L/R	Turn RIGHT, intercept KIA R-349 to TORKI.
UMRAN 6A	15L/R	Turn RIGHT, intercept KIA R-217 to UMRAN.
UMRAN 6B	33L/R	Climb on runway heading, turn LEFT climbing to 8000', along KIA 25 DME arc, intercept KIA R-217 to UMRAN.

Apt Elev 2049' Trans level: FL150 Trans alt: 13000'
ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



CHARLIE, DELTA RWYS 15R/L, 33R/L RADAR DEPARTURES TO NORTH & EAST

SPEED: MAX 250 KT BELOW 10000'



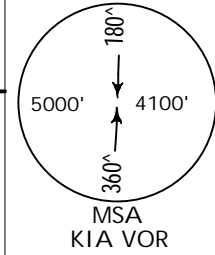
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- ▶ (when occurring within less than three minutes after take-off)
CHARLIE
Continue turn LEFT, 075[^] heading, along KIA 25 DME arc. Intercept on-course radial. When established on course, at D25 KIA climb to the flight-planned altitude.
- ▶ DELTA
Continue on runway heading to KIA 22 DME, turn RIGHT, along KIA 22 DME arc. Intercept on-course radial. When established on course, at D25 KIA climb to the flight planned altitude.
- ▶ (when occurring ten minutes or more after take-off)
Follow enroute communications failure procedure. Climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to:
to AKRAM, KOBOX & TAKTI: FL230.
to ESRAT: FL210.
to TORKI: FL160.
Procedure not authorized when KIA TAC inoperative.

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

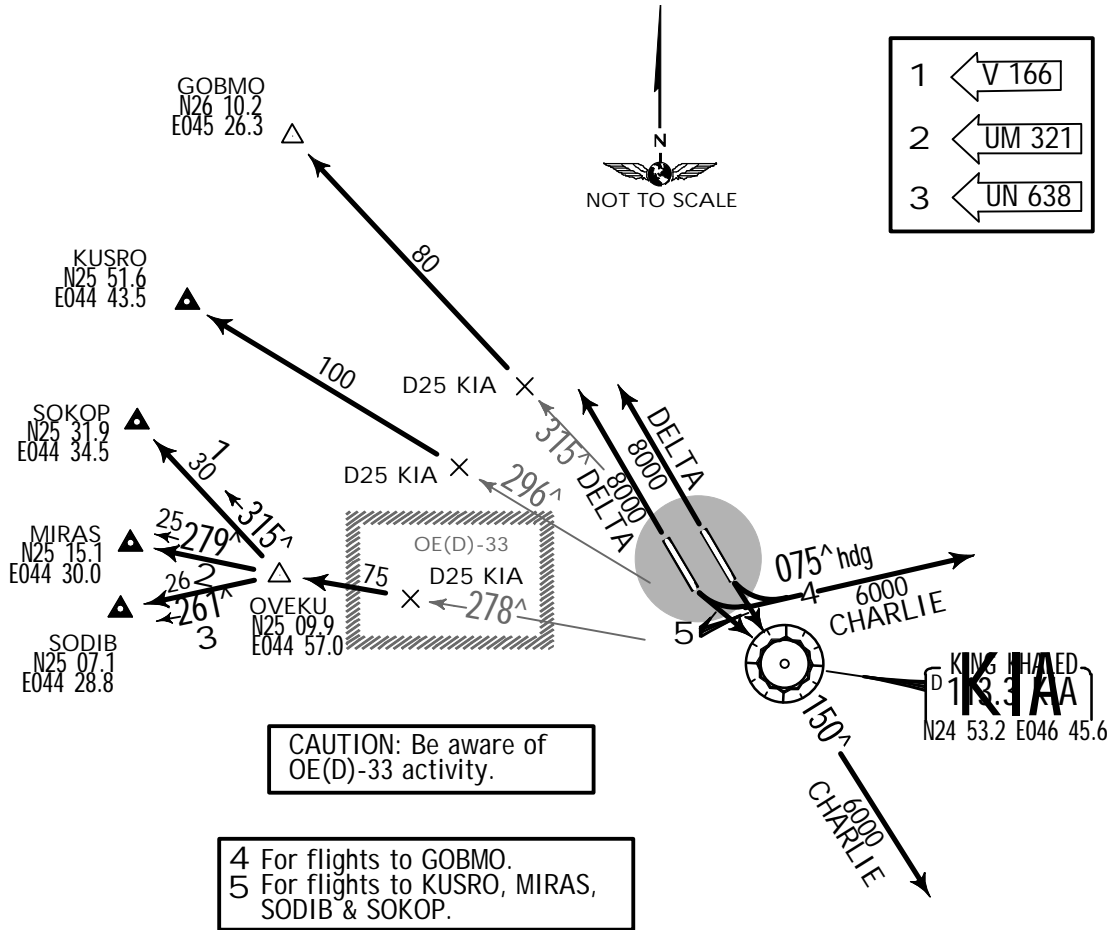
SID	RWY	ROUTING
CHARLIE	15R/L	Turn LEFT immediately, 075 [^] heading, maintain 6000', expect radar vectors.
DELTA	33R/L	Climb on runway heading, maintain 8000', expect radar vectors.

Apt Elev 2049' Trans level: FL150 Trans alt: 13000'
ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



CHARLIE, DELTA RWYS 15R/L, 33R/L RADAR DEPARTURES TO WEST

SPEED: MAX 250 KT BELOW 10000'



CAUTION: Be aware of OE(D)-33 activity.

- 4 For flights to GOBMO.
- 5 For flights to KUSRO, MIRAS, SODIB & SOKOP.

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

► (when occurring within less than three minutes after take-off)

CHARLIE

► To GOBMO: Continue turn LEFT, 075° heading, along KIA 25 DME arc, intercept KIA R-315. At D25 KIA climb to the flight-planned altitude.

► To KUSRO: Continue on KIA R-150 to D10 KIA, turn RIGHT, 310° heading, climb to 8000', passing KIA R-243 at or above 7500', then join airway G662. At D25 KIA climb to the flight planned altitude.

► To MIRAS, SODIP & SOKOP: Continue on KIA R-150 to D10 KIA, turn RIGHT, 295° heading, climb to 8000', passing KIA R-243 at or above 7500', intercept KIA R-278. When established on course, at D25 KIA climb to the flight planned altitude.

DELTA

► Continue on runway heading to KIA 22 DME, turn LEFT, along KIA 22 DME arc. Intercept on-course radial. When established on course, at D25 KIA climb to the flight planned altitude.

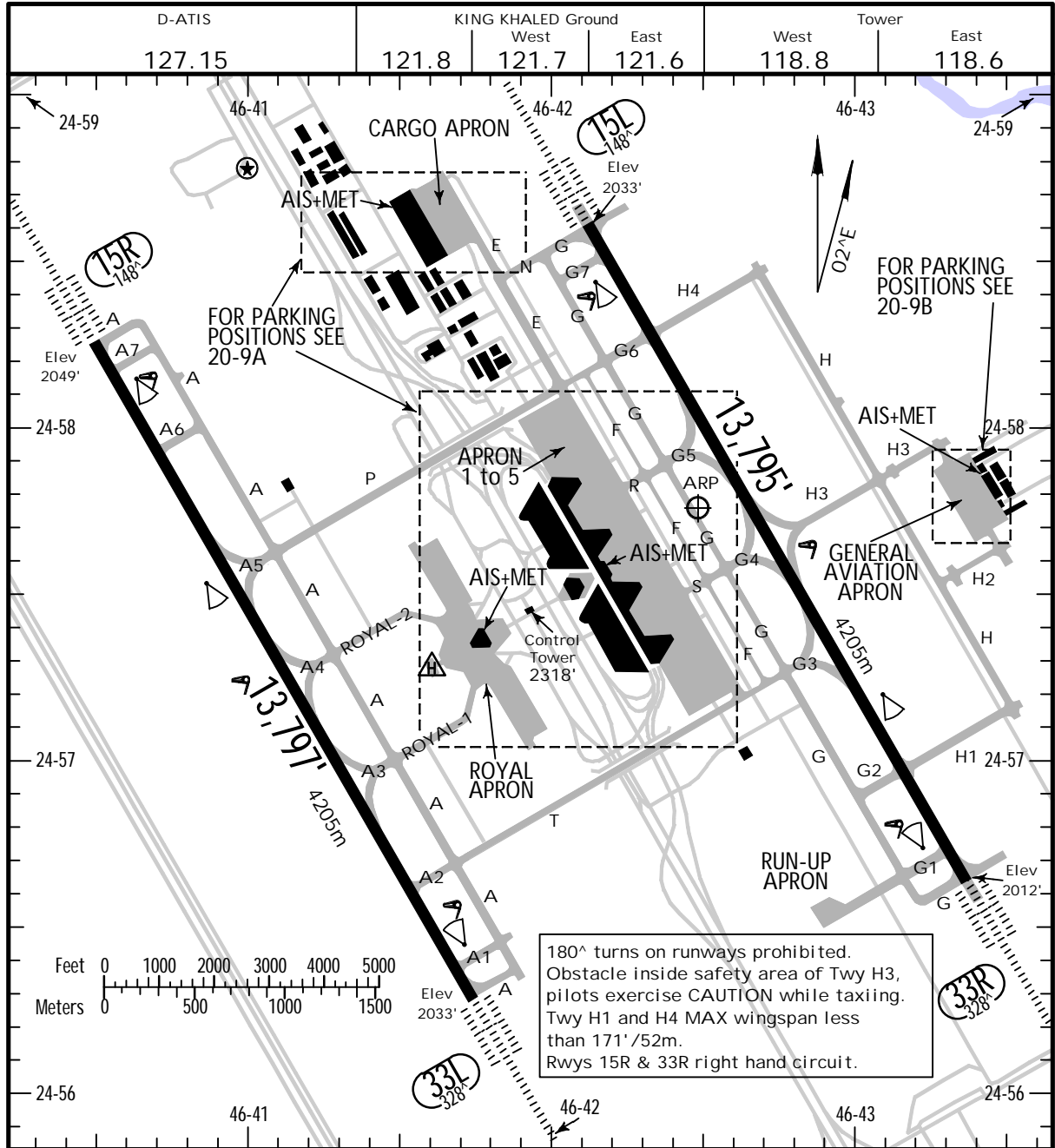
(when occurring ten minutes or more after take-off)

► Follow enroute communications failure procedure. Climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to the flight planned altitude.

Procedure not authorized when KIA TAC inoperative.

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

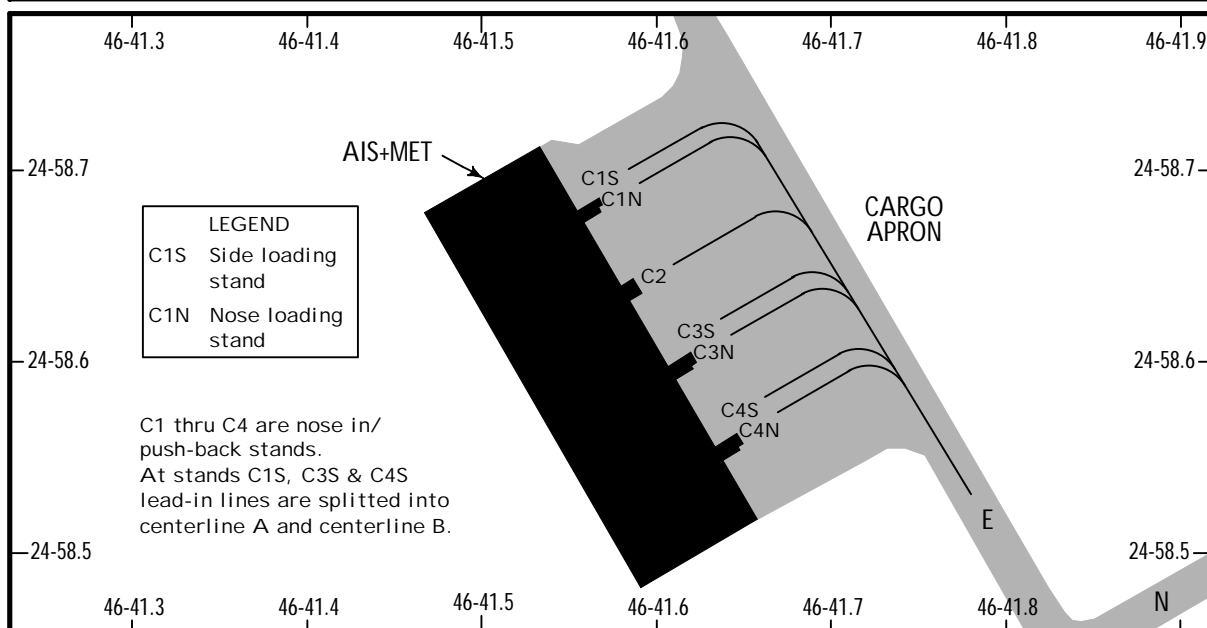
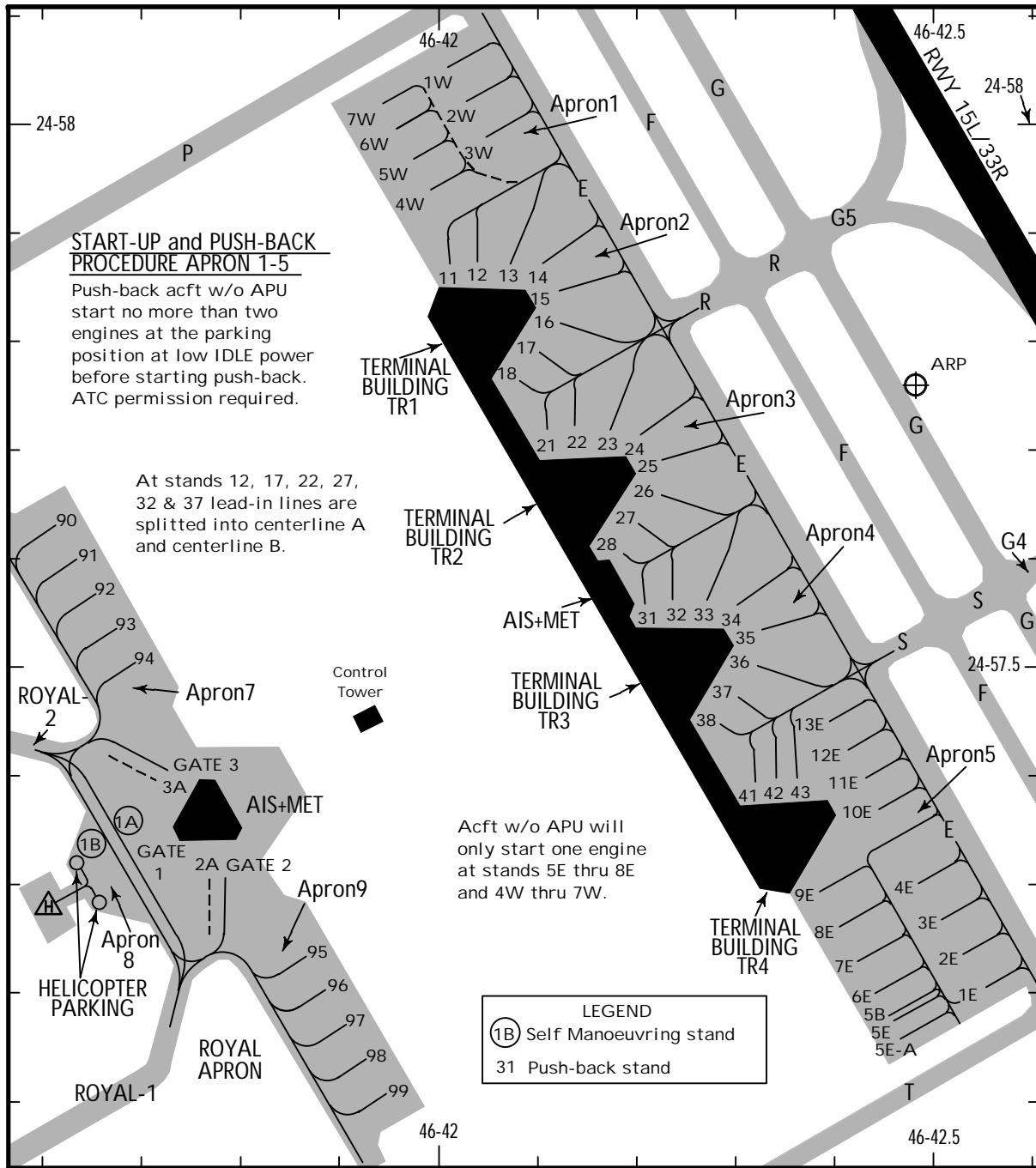
SID	RWY	ROUTING
CHARLIE	15R/L	4 Turn LEFT immediately, 075° heading, maintain 6000', expect radar vectors.
		5 To KIA, KIA R-150, maintain 6000', expect radar vectors.
DELTA	33R/L	Climb on runway heading, maintain 8000', expect radar vectors.



ADDITIONAL RUNWAY INFORMATION

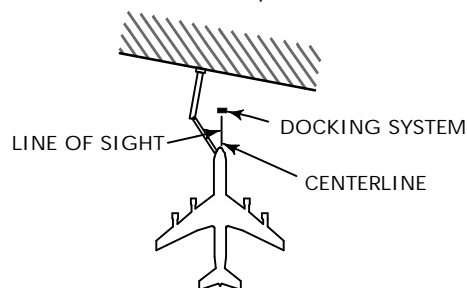
RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
15L 33R	HIRL CL ALSF-II TDZ VASI (3 bar) 1 2 RVR		12,642' 3853m 12,763' 3890m		197' 60m
1 Upwind angle 3.15°, downwind angle 3.0°. 2 HST-G3, G4, G5 & H3.					
15R 33L	HIRL CL ALSF-II TDZ VASI (3 bar) 3 4 RVR		12,763' 3890m 12,824' 3909m		197' 60m
3 Upwind angle 3.15°, downwind angle 3.0°. 4 HST-A3, A4 & A5.					

TAKE-OFF				FOR FILING AS ALTERNATE		
All Rwys						
CL, RCLM & two RVR operating		Adequate Vis Ref	STD	Precision	Non-Precision	
1 Eng		NOT AUTHORIZED	1600m	A	3200m	3200m
2 Eng						
3 & 4 Eng		RVR 200m	800m	C		
		RVR 500m VIS 400m		D		

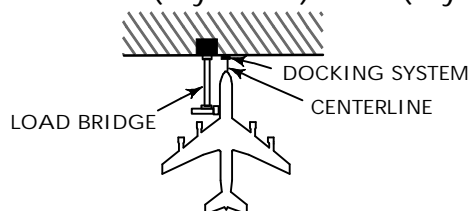


STAND ENTRY GUIDANCE SYSTEMS

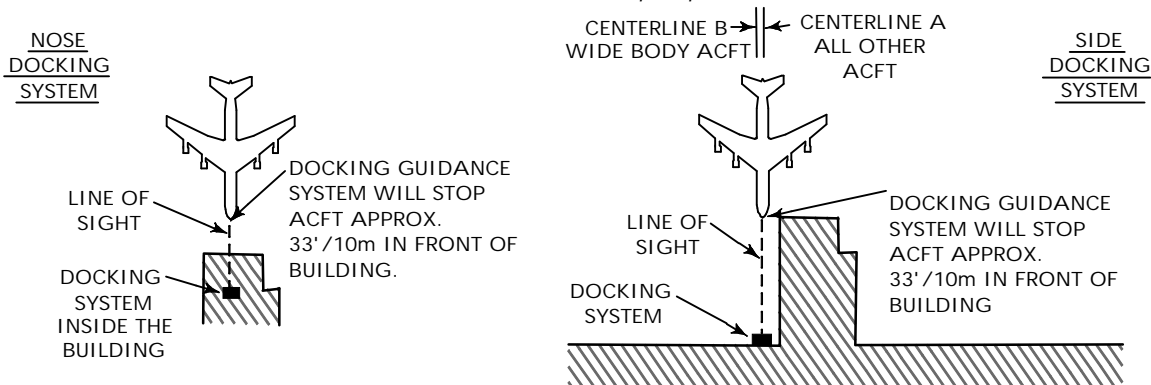
PASSENGER TERMINAL GATES 11 thru 18, 21 thru 28 and 31 thru 38



ROYAL TERMINAL GATES 2 (Royal east) and 3 (Royal west)



CARGO TERMINAL GATES C1, C2, C3 and C4

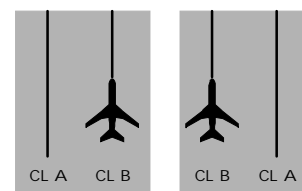


There are two lead-in lines on several gates, where the second lead-in line is assigned for wide body acft.

At gates 12, 22 and 32 the second lead-in line (i.e. Centerline B, or CL B) is aligned on the right side of the DGS display unit.

At gates 17, 27, 37, C1, C3 and C4 the second lead-in line is aligned on the left side of the DGS display unit.

Pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.



DOCKING GUIDANCE SYSTEM (DGS) SAFEDOCK

SAFETY PROCEDURES

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediately stop the aircraft and obtain further information for clearance.

The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The correctness of other information, such as DOOR 2, shall also be checked.

The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

DOCKING GUIDANCE SYSTEM SAFEDOCK (cont)

WAIT is displayed when the DGS is started.
Do not enter parking area if ground airline maintenance personnel are not in attendance.



Display unit shows floating arrows indicating that the DGS is activated searching and capturing for an approaching acft. Check that the correct acft type is displayed. The pilot has to taxi the acft on the lead-in line. Pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.



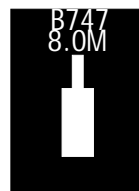
As the acft taxis on the lead-in line and approaches the stop position, the acft is captured by the tracking signal of the DGS, the floating arrows are replaced by vertical yellow bar. Flashing red and yellow arrows indicate the direction of turn. The vertical yellow bar (closing rate bar) indicator shows the position of the acft in relation to the centerline. This indicator gives correct position and azimuth guidance.



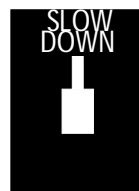
Display of digital countdown will start when acft is 66' /20m from stop position. When the acft is less than 39' /12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2' /0.5m, covered by the acft. Thus when the last row is turning off 2' /0.5m remains to stop.



The absence of any left or right direction arrow indicates that the acft is on centerline. As the acft approaches towards the assigned stop position, the remaining distance in meter is displayed.



If the acft is approaching faster than the accepted speed (i.e. 7' /2m per second), the DGS will show SLOW DOWN as a warning to the pilot.



When the correct stop position is reached, the display will show STOP and red lights will be lit.



When the acft has parked, OK will be displayed.



If the acft has overshoot the stop position, TOO FAR will be displayed.



DOCKING GUIDANCE SYSTEM SAFEDOCK (cont)

If acft verification is not made 39' /12m before the stop position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

If an object is found blocking the view from the DGS to the planned stop position for the acft, the docking procedure will be halted with a WAIT and GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

If the view towards the approaching acft is hindered, for instance by dirt on the window, the DGS will report a VIEW BLOCK message. Once the system is able to see the acft through the dirt, the message will be replaced with a closing rate display.

The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

Any unrecoverable error during the docking procedure will generate an SBU (safty back up) condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure will be used for docking guidance.

If the acft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system will be re-started or the docking procedure completed by manual guidance.

CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

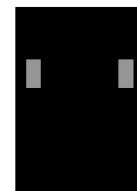
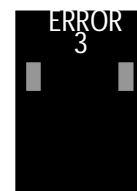
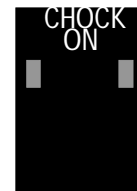
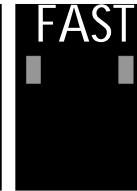
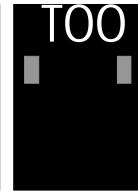
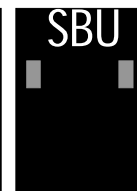
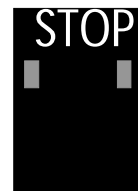
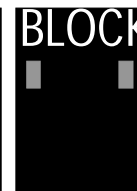
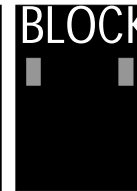
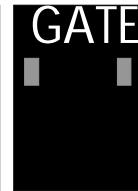
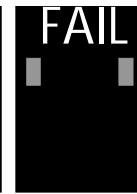
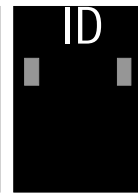
If a system error occurs, an ERROR message is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

SYSTEM BREAKDOWN

In case of a severe system failure, the display will go black, except for red stop indicator. A manual backup procedure must be used for docking guidance.

POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.



STRAIGHT-IN RWY		A	B	C	D
15L	ILS	2233' (200')	2233' (200')	2233' (200')	2233' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	MM or TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420' (387')	2420' (387')	2420' (387')	2420' (387')
		1300m	1300m	1500m	1500m
	ALS out	2000m	2000m	2200m	2200m
	VOR 1	2440' (407')	2440' (407')	2440' (407')	2440' (407')
		1200m	1200m	V1200m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1900m V2000m	R1900m V2000m
15R	ILS	2249' (200')	2249' (200')	2249' (200')	2249' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	MM or TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420' (371')	2420' (371')	2420' (371')	2420' (371')
		1200m	1200m	1400m	1400m
	ALS out	1900m	1900m	2100m	2100m
33L	ILS	2247' (200')	2247' (200')	2247' (200')	2247' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	MM or TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420' (373')	2420' (373')	2420' (373')	2420' (373')
		1200m	1200m	1400m	1400m
	ALS out	1900m	1900m	2100m	2100m
33R	ILS	2223' (200')	2223' (200')	2223' (200')	2223' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	MM or TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420' (397')	2420' (397')	2420' (397')	2420' (397')
		1300m	1300m	1500m	1500m
	ALS out	2000m	2000m	2200m	2200m
	VOR DME 1	2500' (477')	2500' (477')	2500' (477')	2500' (477')
		1500m	1500m	1500m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	2200m	2400m
	VOR	2500' (477')	2500' (477')	2500' (477')	2500' (477')
		1700m	1700m	1900m	R1900m V2000m
	ALS out	2400m	2400m	2600m	2600m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 15L/R, 33L/R

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

STRAIGHT-IN RWY		A	B	C	D
15L	ILS DME	2233' (200')	2233' (200')	2233' (200')	2233' (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
	LOC	2420' (387')	2420' (387')	2420' (387')	2420' (387')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
		VOR DME	2440' (407')	2440' (407')	2440' (407')
	ALS out	R900m V800m	R1000m V800m	1200m	R1500m V1600m
		R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
15R	ILS DME	2249' (200')	2249' (200')	2249' (200')	2249' (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
	LOC	2420' (371')	2420' (371')	2420' (371')	2420' (371')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
		ILS DME	2247' (200')	2247' (200')	2247' (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	2420' (373')	2420' (373')	2420' (373')	2420' (373')	
	R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m	
ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m	
	33R	ILS DME	2223' (200')	2223' (200')	2223' (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
ILS		2223' (200')	2223' (200')	2223' (200')	2223' (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
LOC		2420' (397')	2420' (397')	2420' (397')	2420' (397')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m	
	VOR DME	2500' (477')	2500' (477')	2500' (477')	2500' (477')
R1000m V800m		R1200m V800m	1200m	1600m	
ALS out	R1500m V1600m	R1500m V1600m	2000m	2400m	
	VOR	2500' (477')	2500' (477')	2500' (477')	2500' (477')
ALS out		1200m	1200m	R1500m V1600m	R1800m V2000m
	R1500m V1600m	R1500m V1600m	2000m	2400m	

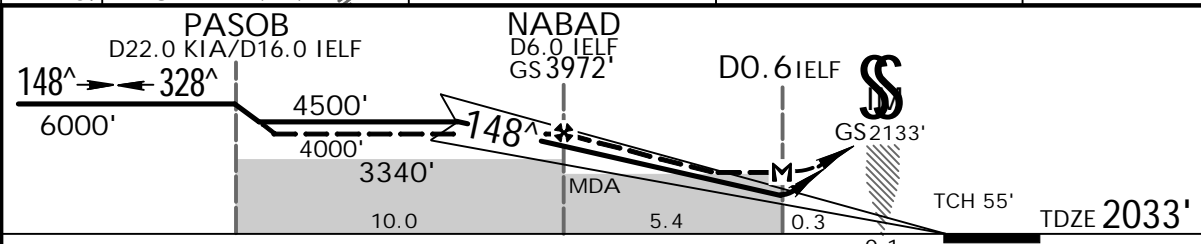
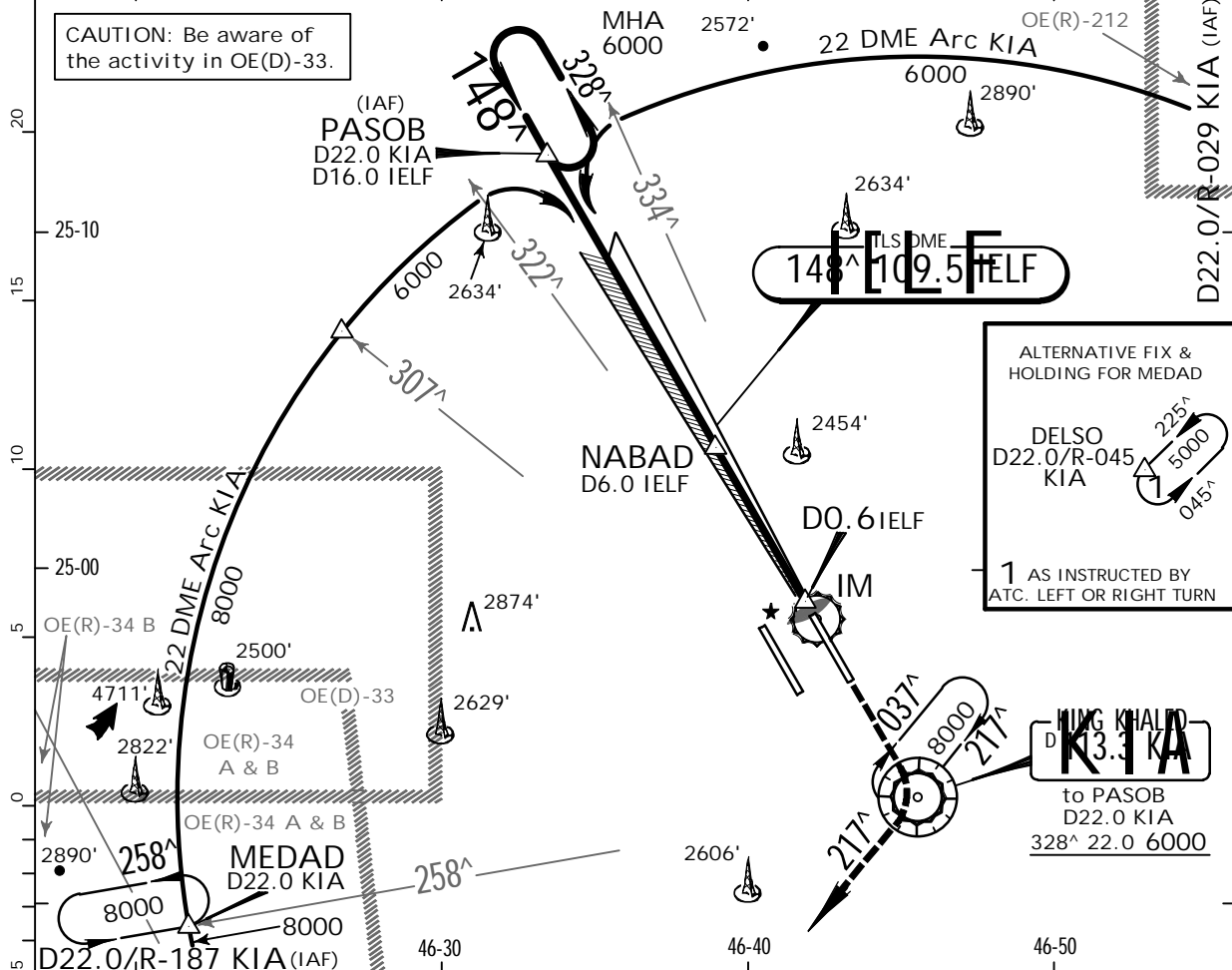
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTHORIZED			

TAKE-OFF RWY 15L/R, 33L/R

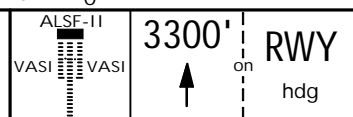
LVP must be in Force				
	RL, CL & mult. RVR req.	RL, CL & mult. RVR req.	Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng				
3 or more Eng	200m	400m	500m	800m

For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
LOC IELF 109.5	Final Apch Crs 148 [^]	GS NABAD 3972' (1939')	ILS DA(H) 2233' (200')	Apt Elev 2049' TDZE 2033'
MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	

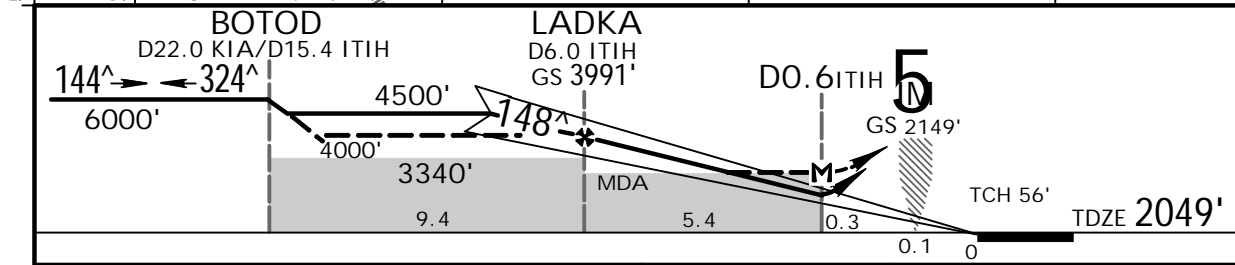
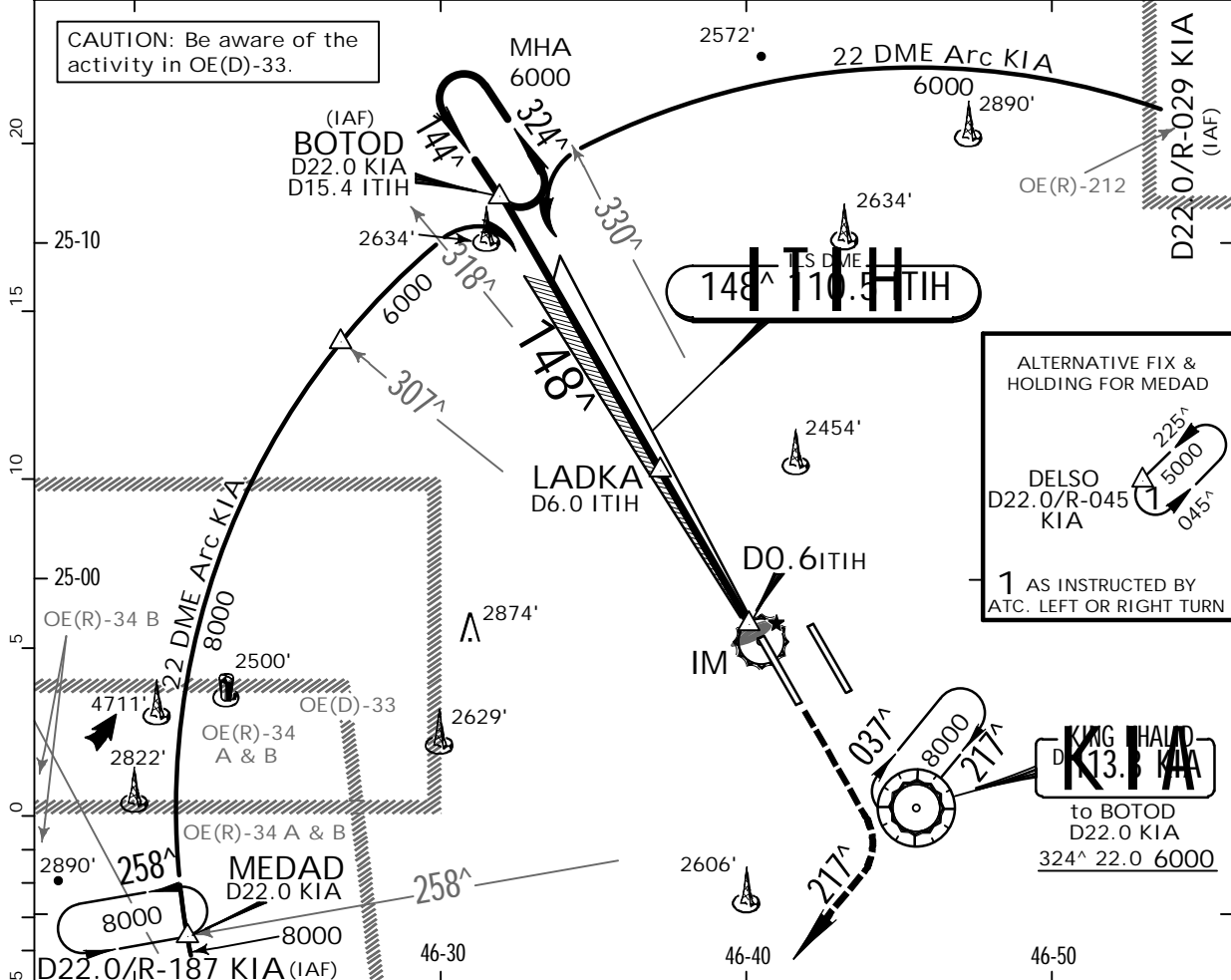


Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	377	484	538	646	861
MAP at DO.6 IELF						



STRAIGHT-IN LANDING RWY 15L ILS				LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 2233' (200')				MDA(H) 2420' (387')			
FULL		TDZ or CL out		ALS out		ALS out	
A/B				RVR 720m VIS 800m	RVR 1500m VIS 1600m	A/B	NOT AUTHORIZED
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	RVR 1800m VIS 2000m	C	
D						D	

ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
LOC ITIH 110.5	Final Apch Crs 148 [^]	GS LADKA 3991' (1942')	ILS DA(H) 2249' (200')	Apt Elev 2049' TDZE 2049'
MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 73 hPa	Trans level: FL 150	Trans alt: 13000'	

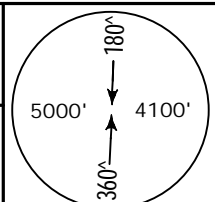


Gnd speed-Kts	70	90	100	120	140	160		3300' on RWY ↑ hdg	
GS	3.00 [^]	377	484	538	646	753			861
MAP at DO.6 ITIH									

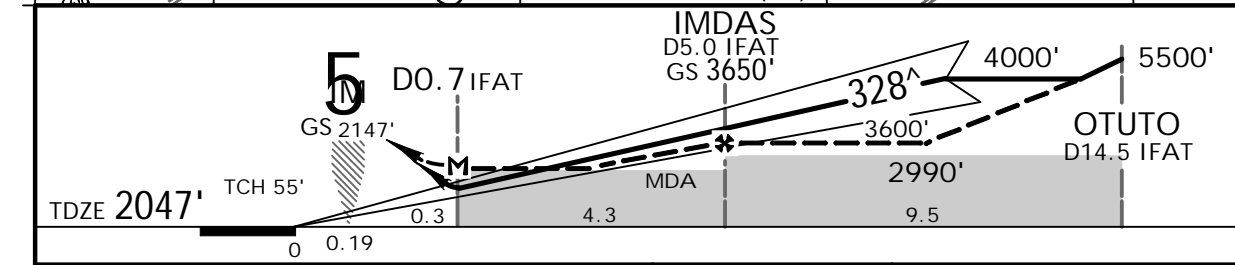
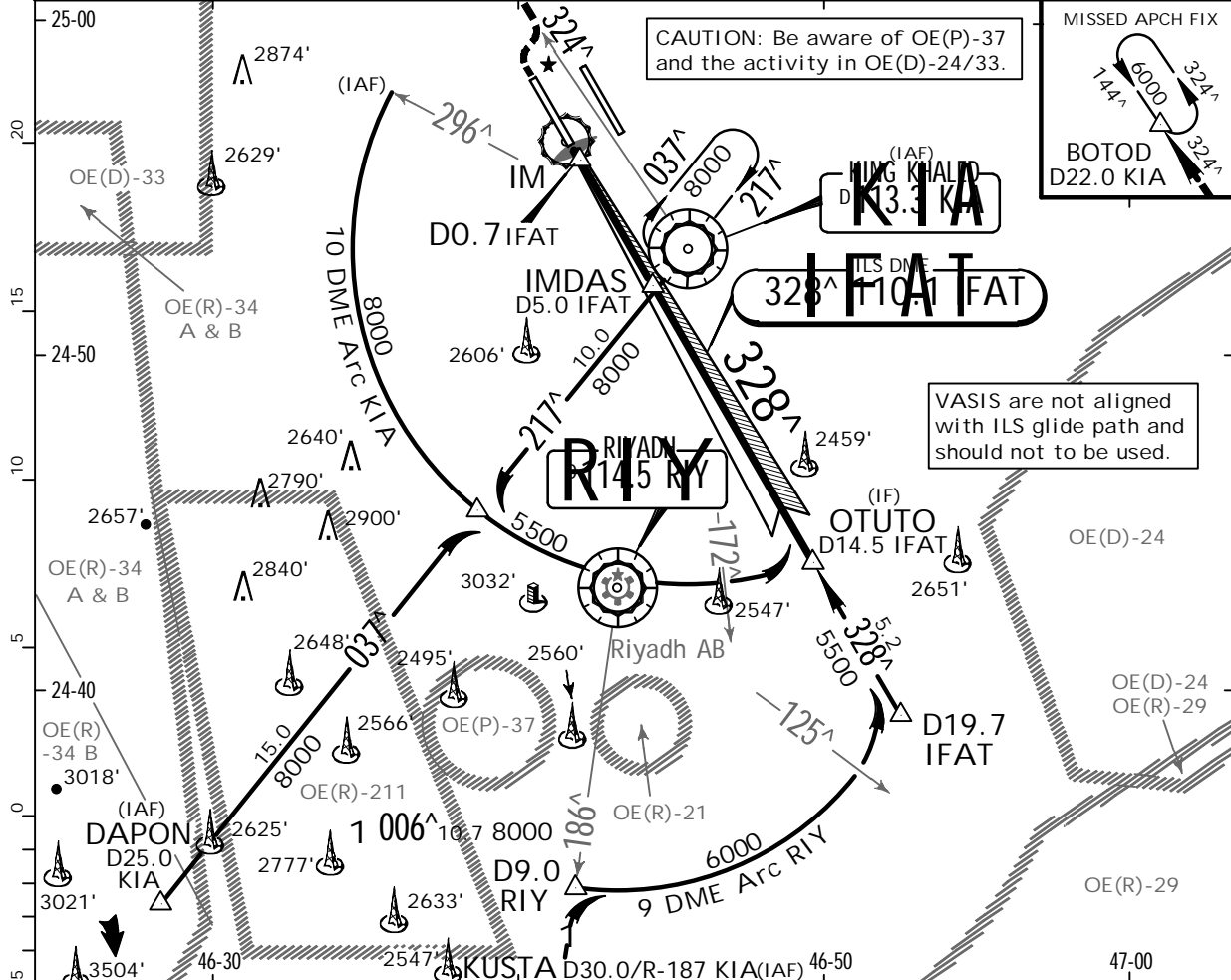
STRAIGHT-IN LANDING RWY 15R					CIRCLE-TO-LAND	
ILS				LOC (GS out)		NOT AUTHORIZED
DA(H) 2249' (200')				MDA(H) 2420' (371')		
FULL		TDZ or CL out		ALS out		
A/B				RVR 720m VIS 800m	RVR 1500m VIS 1600m	A/B
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	RVR 1800m VIS 2000m	C
D						D

D-ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
LOC IFAT 110.1	Final Apch Crs 328 [^]	GS IMDAS 3650' (1603')	ILS DA(H) 2247' (200')	Apt Elev 2049' TDZE 2047'

MISSED APCH: Climb on rwy heading to 3000', intercept and proceed outbound via R-324 KIA to 6000' to BOTOD and hold, or as directed.



Alt Set: hPa TDZ Elev: 73 hPa Trans level: FL 150 Trans alt: 13000' MSA KIA VOR



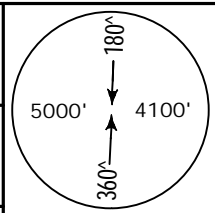
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II VASI VASI	3000' on RWY ↑ hdg	
GS	3.00 [^]	377	484	538	646	753			861
MAP at DO.7 IFAT									

STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND	
ILS DA(H) 2247' (200')			LOC (GS out) MDA(H) 2420' (373')		
FULL	TDZ or CL out	ALS out	ALS out		
A/B				A/B	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
D				1200m	RVR 1800m VIS 2000m
					NOT AUTHORIZED

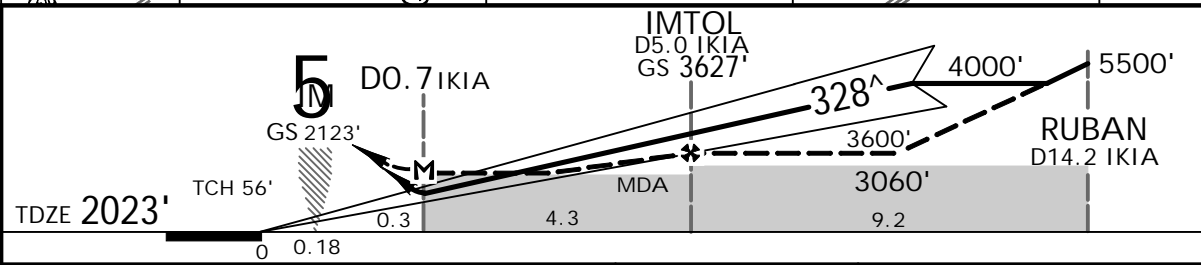
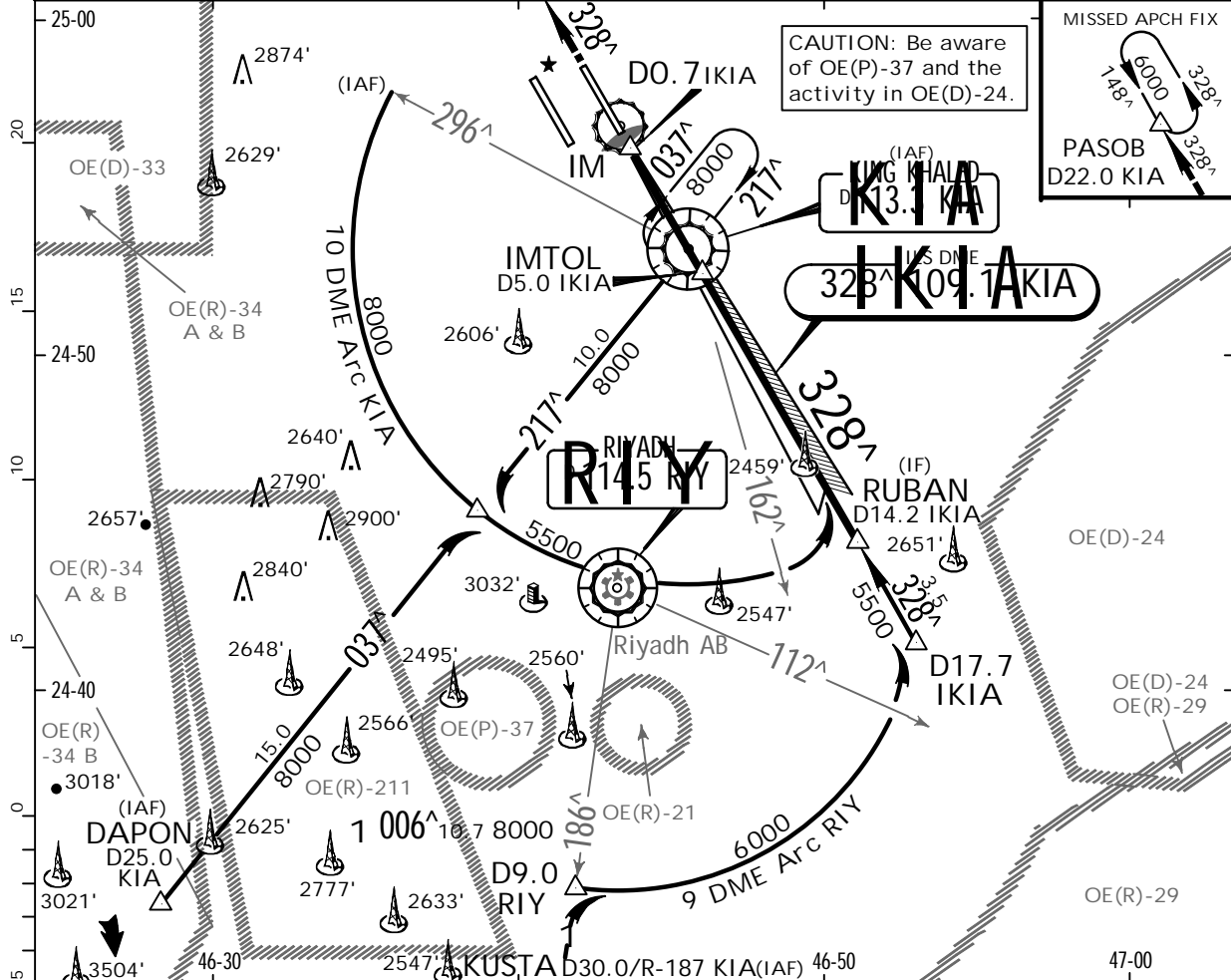
D-ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8		Ground East 121.8 West 121.7
LOC IKIA 109.1	Final Apch Crs 328 [^]	GS IMTOL 3627' (1604')	ILS DA(H) 2223' (200')	Apt Elev 2049' TDZE 2023'	

BRIEFING STRIP™

MISSED APCH: Climb to 6000' via R-328 KIA to PASOB and hold,
or as directed.



Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000' MSA KIA VOR

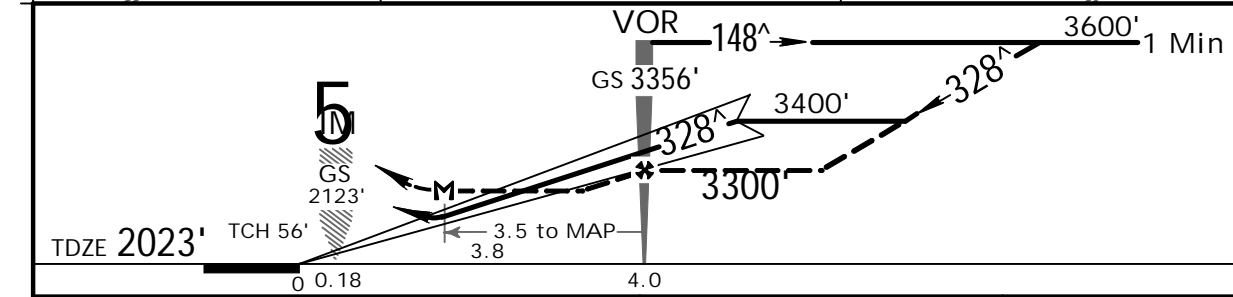
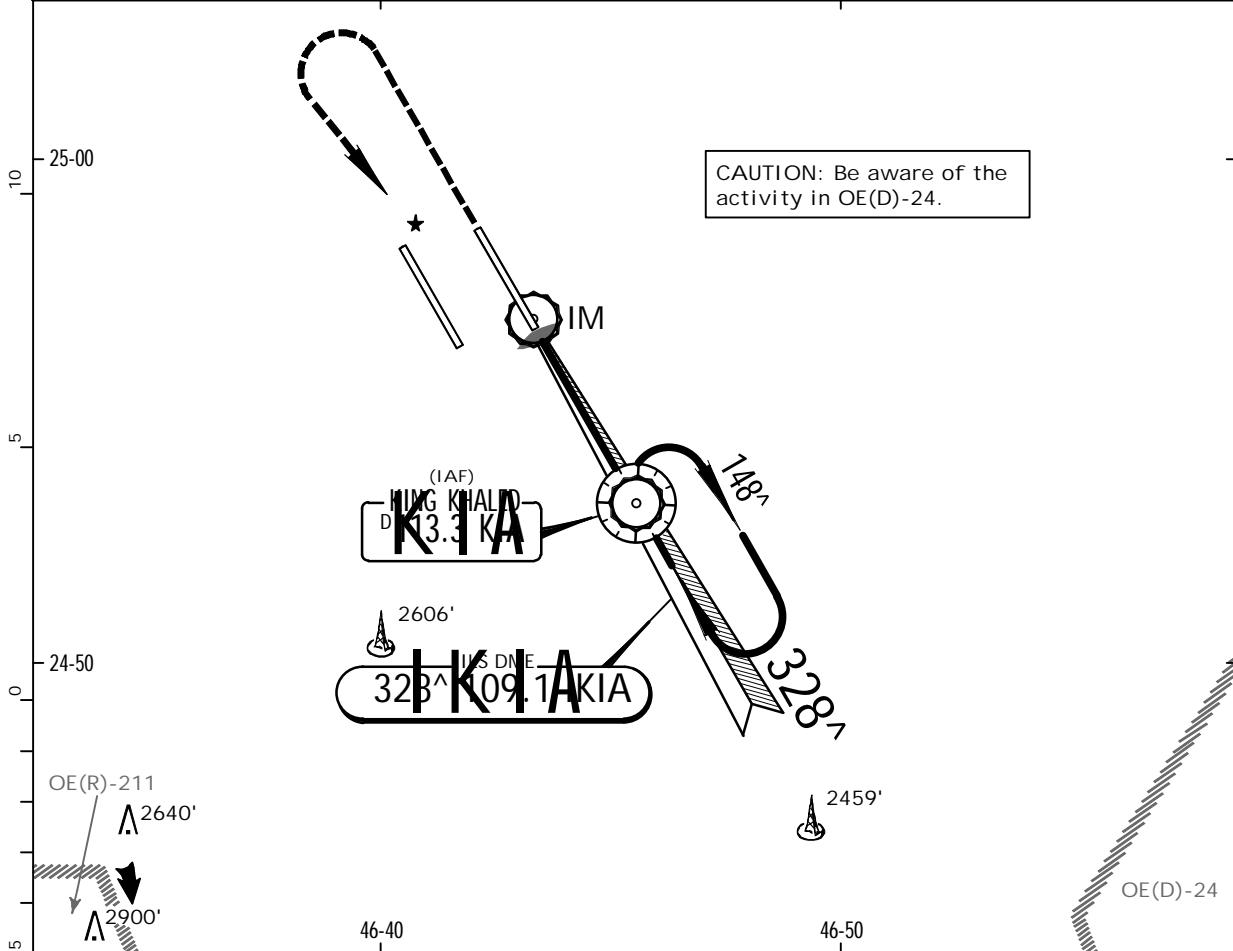


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II VASI VASI	6000' KIA via 113.3 R-328	
GS	3.00 [^]	377	484	538	646	753			861
MAP at DO.7 IKIA									

STRAIGHT-IN LANDING RWY 33R ILS					LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 2223' (200')					MDA(H) 2420' (397')			
FULL		TDZ or CL out		ALS out		ALS out		
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A/B	NOT AUTHORIZED	
C				1200m	RVR 1800m VIS 2000m	C		
D						D		

TERPS

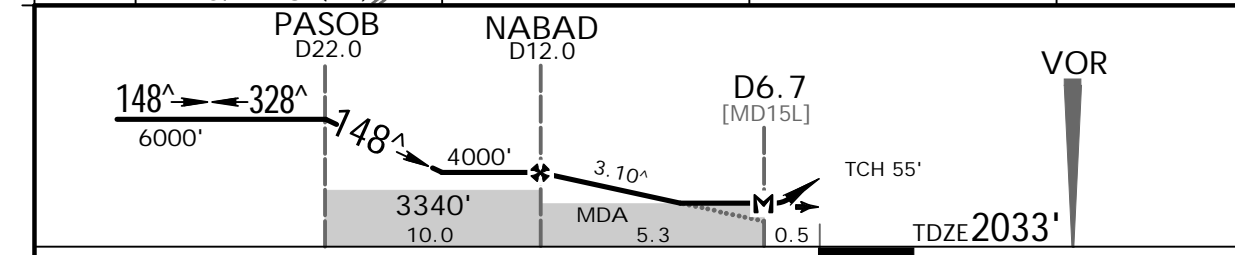
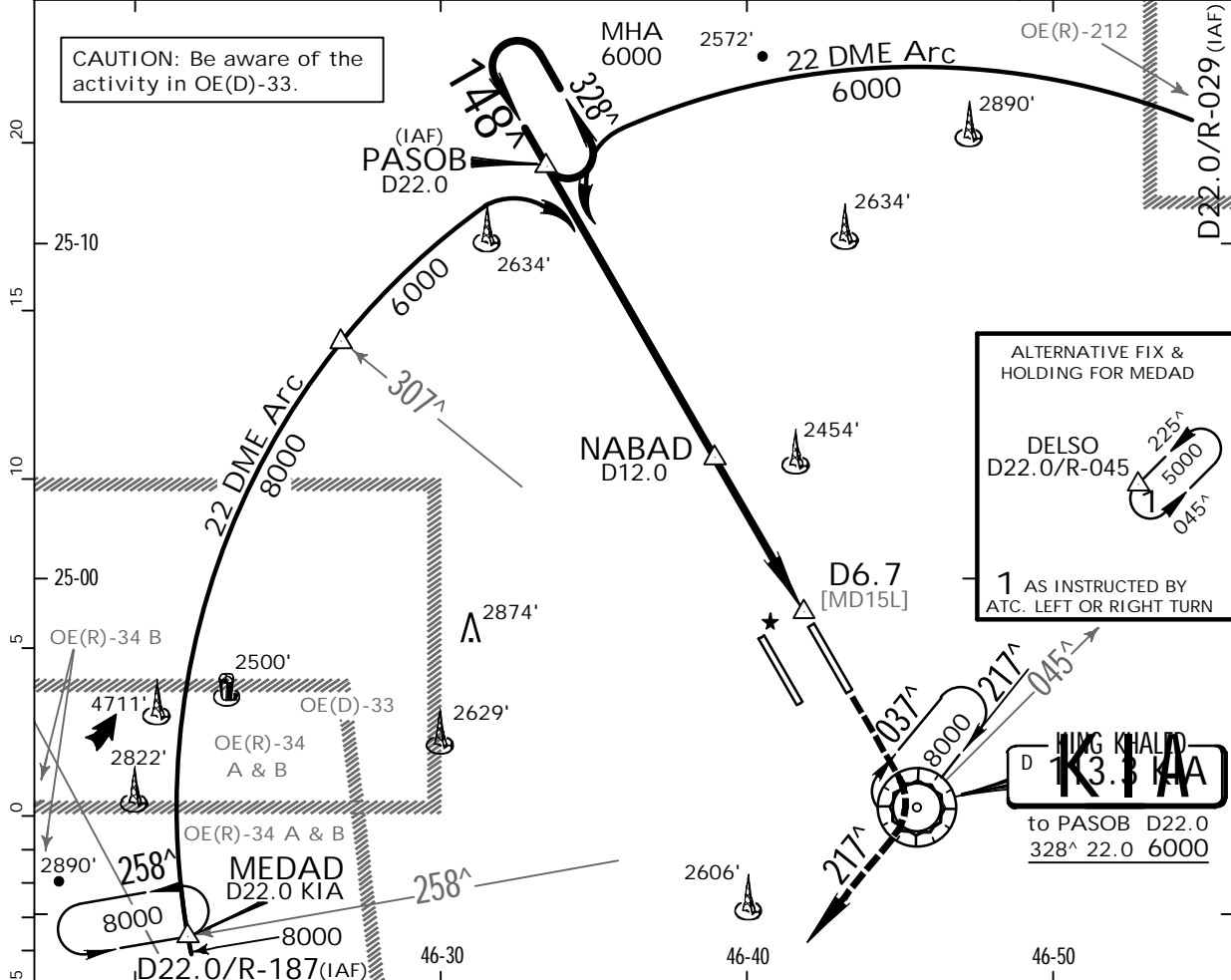
ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
LOC IKIA 109.1	Final Apch Crs 328 [^]	GS VOR 3356' (1333')	ILS DA(H) 2223' (200')	Apt Elev 2049' TDZE 2023'
MISSED APCH: Climb to 3600', then turn LEFT to VOR and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160		3600'	
GS	3.00 [^]	377	484	538	646	753			861
VOR to MAP	3.5	3:00	2:20	2:06	1:45	1:30			1:19

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
ILS			LOC (GS out)		NOT AUTHORIZED
DA(H) 2223' (200')			MDA(H) 2420' (397')		
FULL	TDZ or CL out	ALS out	ALS out		
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C				1200m	RVR 1800m VIS 2000m
D					

ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
VOR KIA 113.3	Final Apch Crs 148 [^]	Procedure Alt NABAD 4000' (1967')	MDA(H) 2440' (407')	Apt Elev 2049' TDZE 2033'
MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KIA VOR

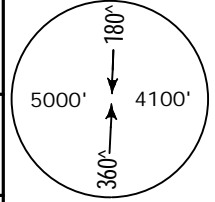


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI 3300' on RWY hdg
Descent Gradient 5.40% or Descent Angle 3.10 [^]	384	494	548	658	768	878	
MAP at D6.7							

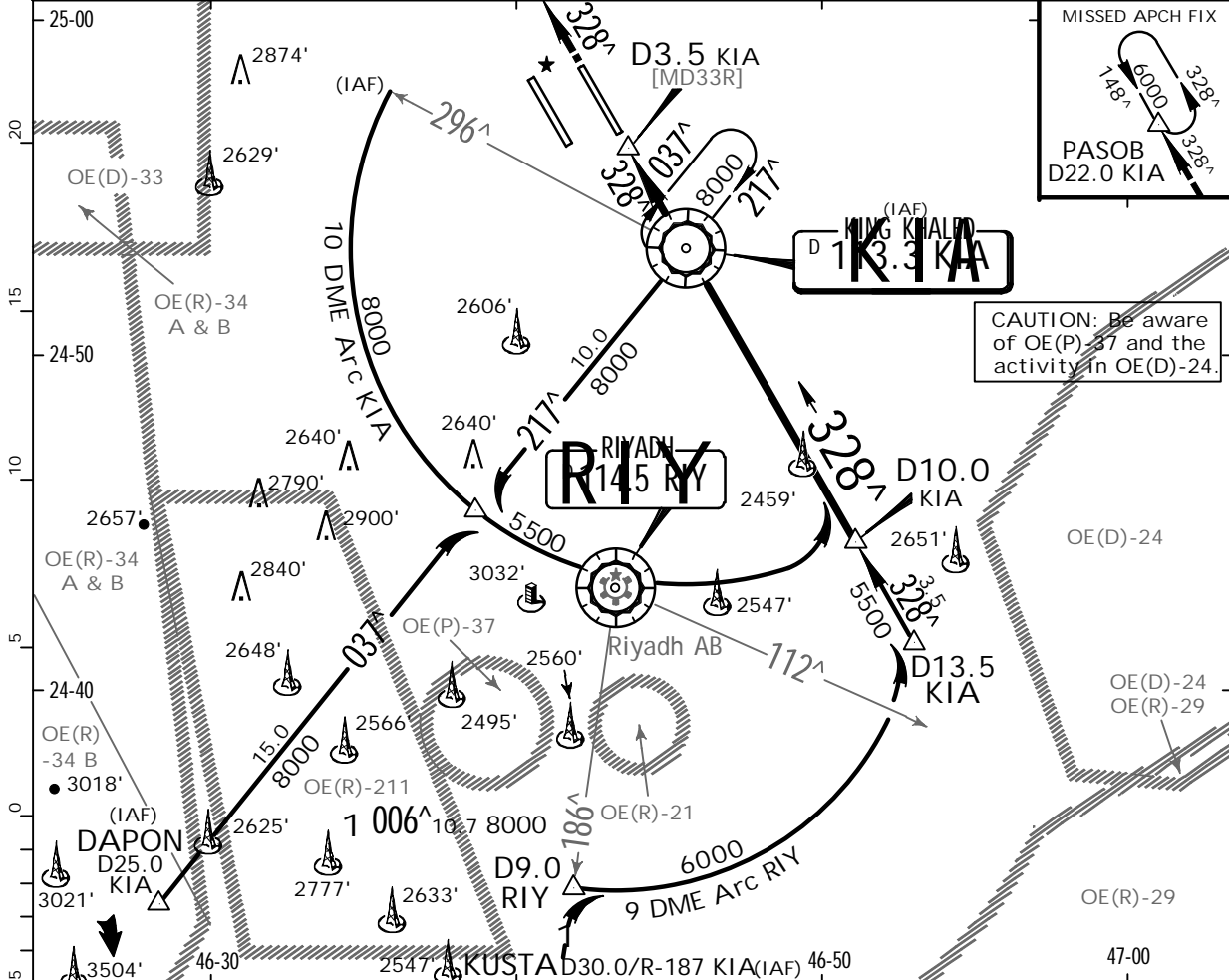
STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND			
MDA(H) 2440' (407')							
ALS out							
A/B	RVR 720m	VIS 800m	RVR 1500m	VIS 1600m	A/B	NOT AUTHORIZED	
C	1200m		RVR 1800m	VIS 2000m	C		
D	RVR 1500m	VIS 1600m			D		

ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
VOR KIA 113.3	Final Apch Crs 328 [^]	Procedure Alt KIA VOR 3200' (1177')	MDA(H) 2500' (477')	Apt Elev 2049' TDZE 2023'

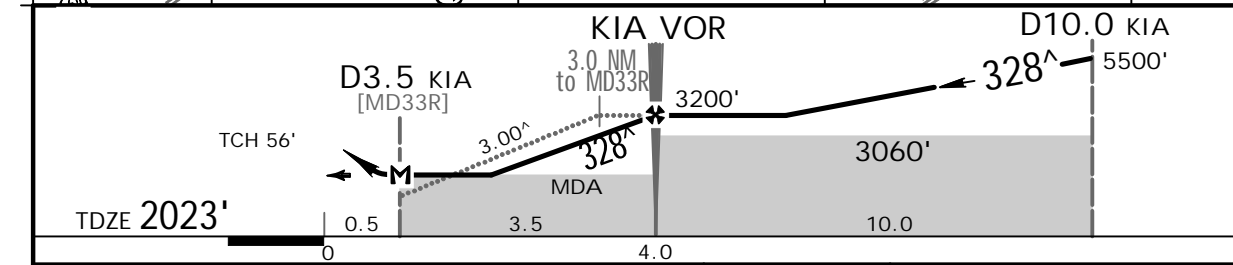
BRIEFING STRIP
MISSED APCH: Climb to 6000' via R-328 KIA to PASOB and hold,
or as directed.



Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000' MSA KIA VOR



CAUTION: Be aware of OE(P)-37 and the activity in OE(D)-24.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI 6000' KIA via 113.3 R-328
Descent Gradient 5.24% or 3.00 [^]	372	478	531	637	743	849	
MAP at D3.5 KIA							

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND			
MDA(H) 2500' (477')				ALS out			
A/B	RVR 720m	VIS 800m	RVR 1500m		VIS 1600m		A/B
C	1200m		RVR 1800m		VIS 2000m		C
D	RVR 1500m	VIS 1600m	2400m				D
				NOT AUTHORIZED			

Chart changes since cycle 04-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

RIYADH, (KING KHALED INTL - OERK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OERK

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OERY

Terminal Charts For OERY

Revision Letter For Cycle 06-2012

Change Notices

Notebook

General Information

Location: Riyadh Sau
IATA Code:
Lat/Long: N24° 43.3' E046° 43.5'
Elevation: 2082 ft

Airport Use: Military
Magnetic Variation: 2.7°E

Fuel Types: 100-130 Octane, Jet A-1, Jet 4
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0246 Z
Sunset: 1509 Z,

Runway Information

Runway: 01
Length x Width: 13474 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2018 ft
Lighting: Edge, ALS
Displaced Threshold: 1450 ft
Stopway: 203 ft

Runway: 15
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2050 ft
Lighting: ALS
Stopway: 738 ft

Runway: 19
Length x Width: 13474 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2082 ft
Lighting: Edge, ALS
Stopway: 203 ft

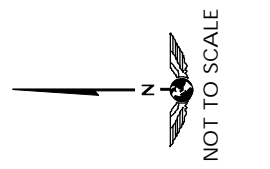
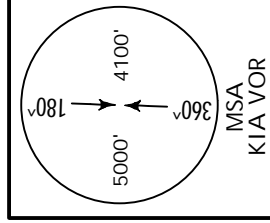
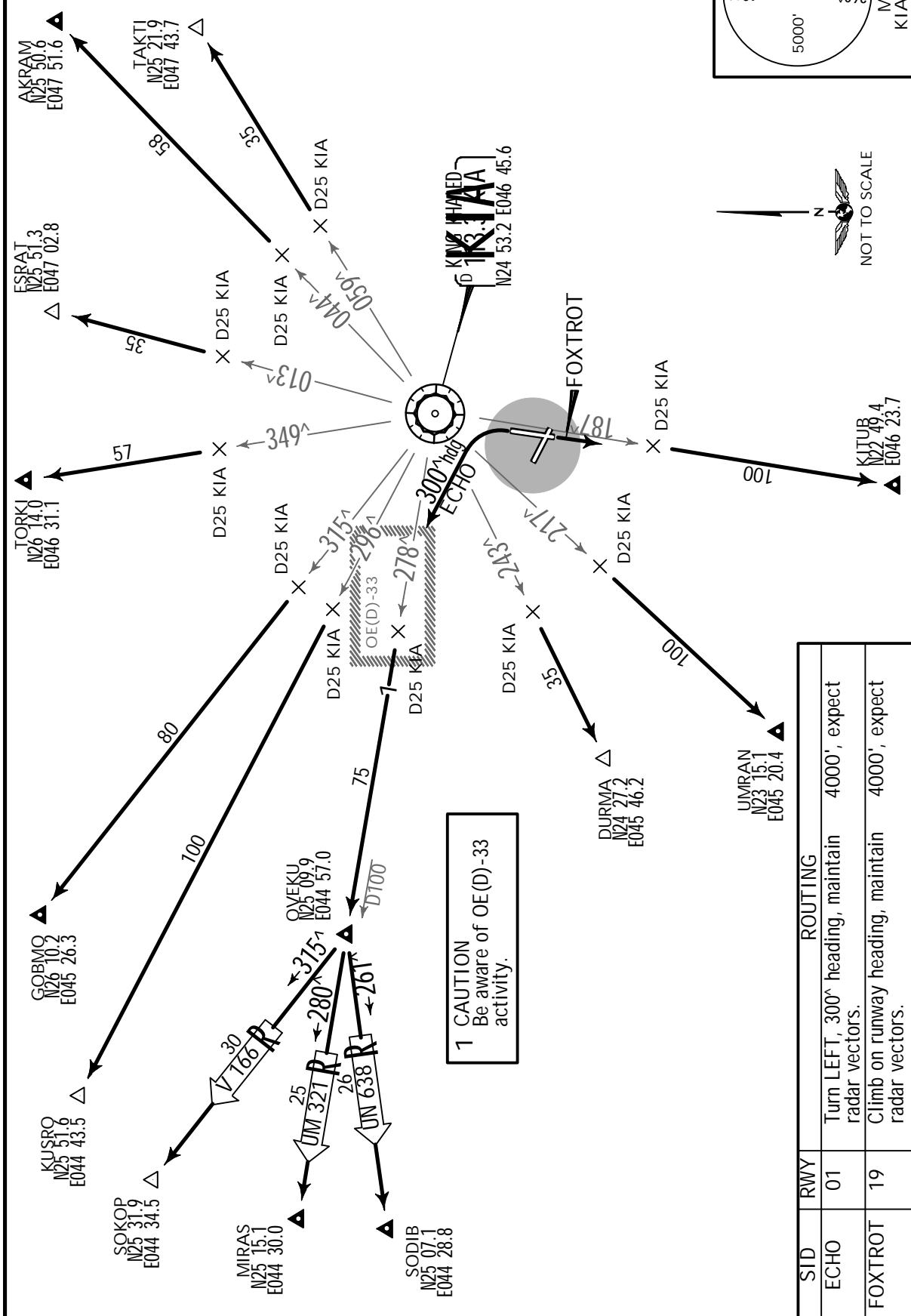
Runway: 33
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2013 ft
Lighting: ALS
Stopway: 738 ft

Communication Information

Riyadh Tower 124.3 Military
Riyadh Tower 118.1 Military
Riyadh Tower 34.16 Military
Riyadh Ground Control 121.9 Military
Riyadh Approach Control 120.0

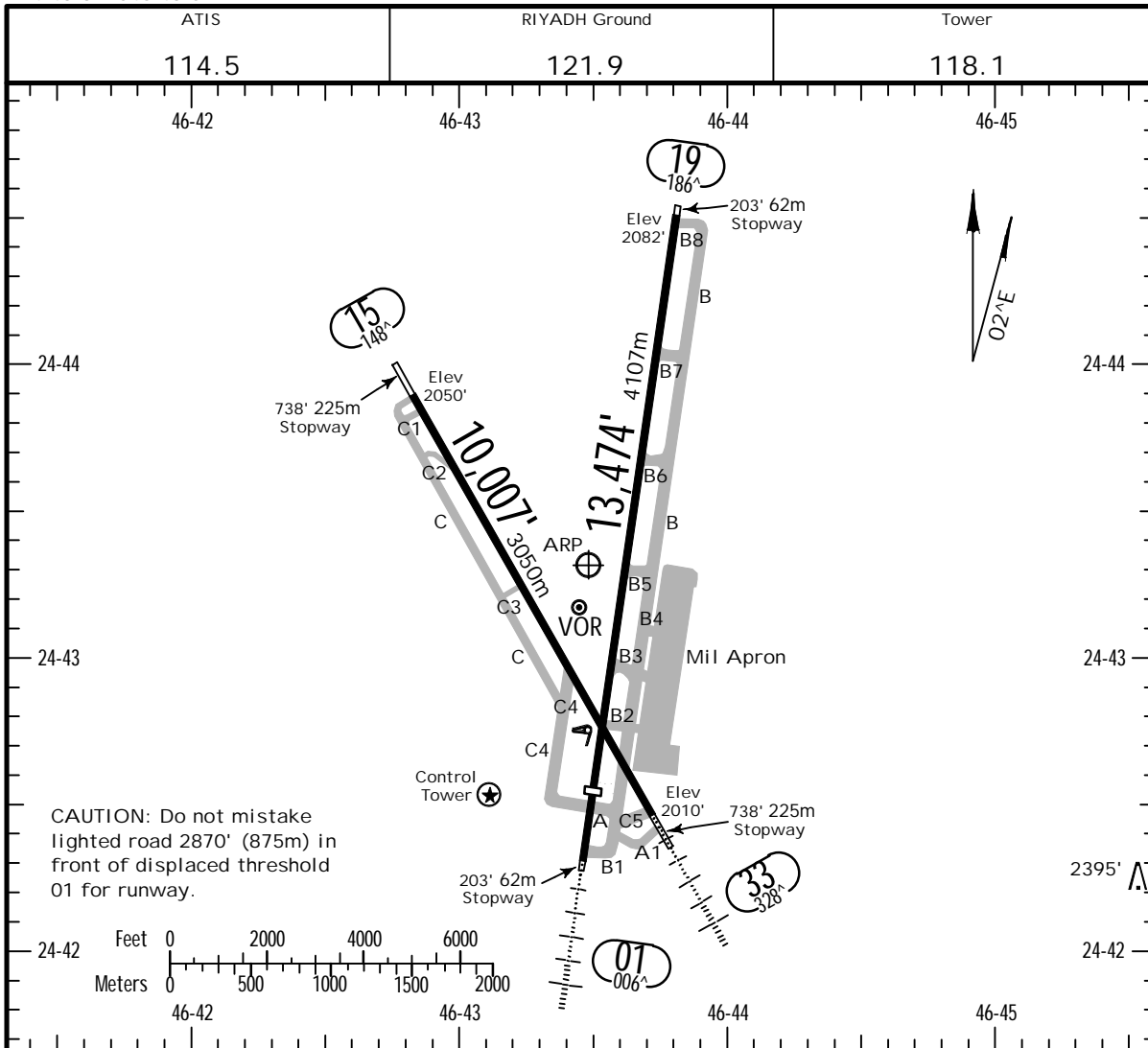
RIYADH Approach (R) 120.0
Apt Elev 2082'
Trans level: FL150 Trans alt: 13000'
1. Contact RIYADH Approach immediately after take-off.
2. ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.

ECHO, FOXTROT
RWYS 01, 19 RADAR DEPARTURES



SID	RWY	ROUTING
ECHO	01	Turn LEFT, 300° heading, maintain 4000', expect radar vectors.
FOXTROT	19	Climb on runway heading, maintain 4000', expect radar vectors.

1 CAUTION
Be aware of OE(D)-33
activity.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH
	HIRL	HIALS	PAPI-L (angle 3.0°)	Threshold	Glide Slope	
01			PAPI-L (angle 3.0°)	12,024'3665m	11,052'3369m	148'
19	HIRL	HIALS 1	PAPI-L (angle 3.0°)			45m
15		HIALS 1	PAPI-L (angle 3.0°)			148'
33		HIALS	PAPI-L (angle 3.0°)		8913' 2717m	45m

1 Configuration unknown.

TAKE-OFF & IFR DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
Rwy 01, 33		Rwy 15, 19			
		With Min climb of 220'/NM to 2500'	Other	Precision	Non-Precision
1 & 2 Eng	1600m	1600m	400' - 3200m	600' - 3200m	800' - 3200m
3 & 4 Eng	800m	800m			800' - 3600m

IFR DEPARTURE PROCEDURES

- RWY 01: Climb on rwy hdg to 2700' prior to turn.
- RWY 15, 19, 33: Climb on rwy hdg to 2900' prior to turn.

STRAIGHT-IN RWY		A	B	C	D
01	ILS	2218' (200') 800m	2218' (200') 800m	2218' (200') 800m	2218' (200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 1	2640' (622') 1500m	2640' (622') 1500m	2640' (622') 2200m	2640' (622') 2400m
	ALS out	1600m	1600m	2800m	3200m
	VOR 1	2640' (622') 1500m	2640' (622') 1500m	2640' (622') 2200m	2640' (622') 2400m
	ALS out	1600m	1600m	2900m	3200m
15	VOR 1	2580' (530') 1500m	2580' (530') 1500m	2580' (530') 2000m	2580' (530') 2000m
	ALS out	1500m	1500m	2400m	2400m
19	VOR 1	2660' (578') 1500m	2660' (578') 1500m	2660' (578') 2400m	2660' (578') 2800m
33	ILS	2213' (200') 800m	2213' (200') 800m	2213' (200') 800m	2213' (200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 1	2600' (587') 1500m	2600' (587') 1500m	2600' (587') 2000m	2600' (587') 2000m
	ALS out	1600m	1600m	2400m	2800m
	VOR 1	2600' (587') 1500m	2600' (587') 1500m	2600' (587') 2300m	2600' (587') 2300m
	ALS out	1600m	1600m	2700m	2800m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND 2	100 KT	135 KT	180 KT	205 KT
	2700' (618') V1600m	2700' (618') V1600m	2800' (718') V3200m	2800' (718') V3600m

2 Not authorized South of Rwy 15/33 and West of Rwy 01/19.

TAKE-OFF RWY 01, 33

1 & 2 Eng	1600m
3 & 4 Eng	800m

TAKE-OFF RWY 15, 19

With Min climb of 220' /NM to 2500'		Other
1 & 2 Eng	1600m	400' - 3200m
3 & 4 Eng	800m	

STRAIGHT-IN RWY		A	B	C	D
01	ILS	2218' (200')	2218' (200')	2218' (200')	2218' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
		LOC	2640' (622')	2640' (622')	2640' (622')
	ALS out		1000m	1200m	2000m
		VOR	1600m	1600m	2800m
15	VOR		2640' (622')	2640' (622')	2640' (622')
		1000m	1200m	2000m	2400m
	ALS out	1600m	1600m	2800m	3200m
		VOR	2580' (530')	2580' (530')	2580' (530')
	ALS out		1400m	1500m	1600m
		ALS out	1500m	1500m	2000m
19	VOR		2660' (578')	2660' (578')	2660' (578')
		1400m	1500m	2400m	2800m
	ALS out	1500m	1500m	2400m	2800m
		33	ILS	2213' (200')	2213' (200')
800m	800m			800m	800m
ALS out	1200m		1200m	1200m	1200m
	LOC		2600' (587')	2600' (587')	2600' (587')
ALS out		1000m	1200m	1600m	2000m
	VOR	1600m	1600m	2400m	2800m
ALS out		2600' (587')	2600' (587')	2600' (587')	2600' (587')
	ALS out	1000m	1200m	1600m	2000m
ALS out		1600m	1600m	2400m	2800m

CIRCLE-TO-LAND 1	100 KT	135 KT	180 KT	205 KT
	2700' (618')	2700' (618')	2800' (718')	2800' (718')
	V1600m	V1600m	V3200m	V3600m

1 Not authorized South of Rwy 15/33 and West of Rwy 01/19.

TAKE-OFF RWY 01, 33

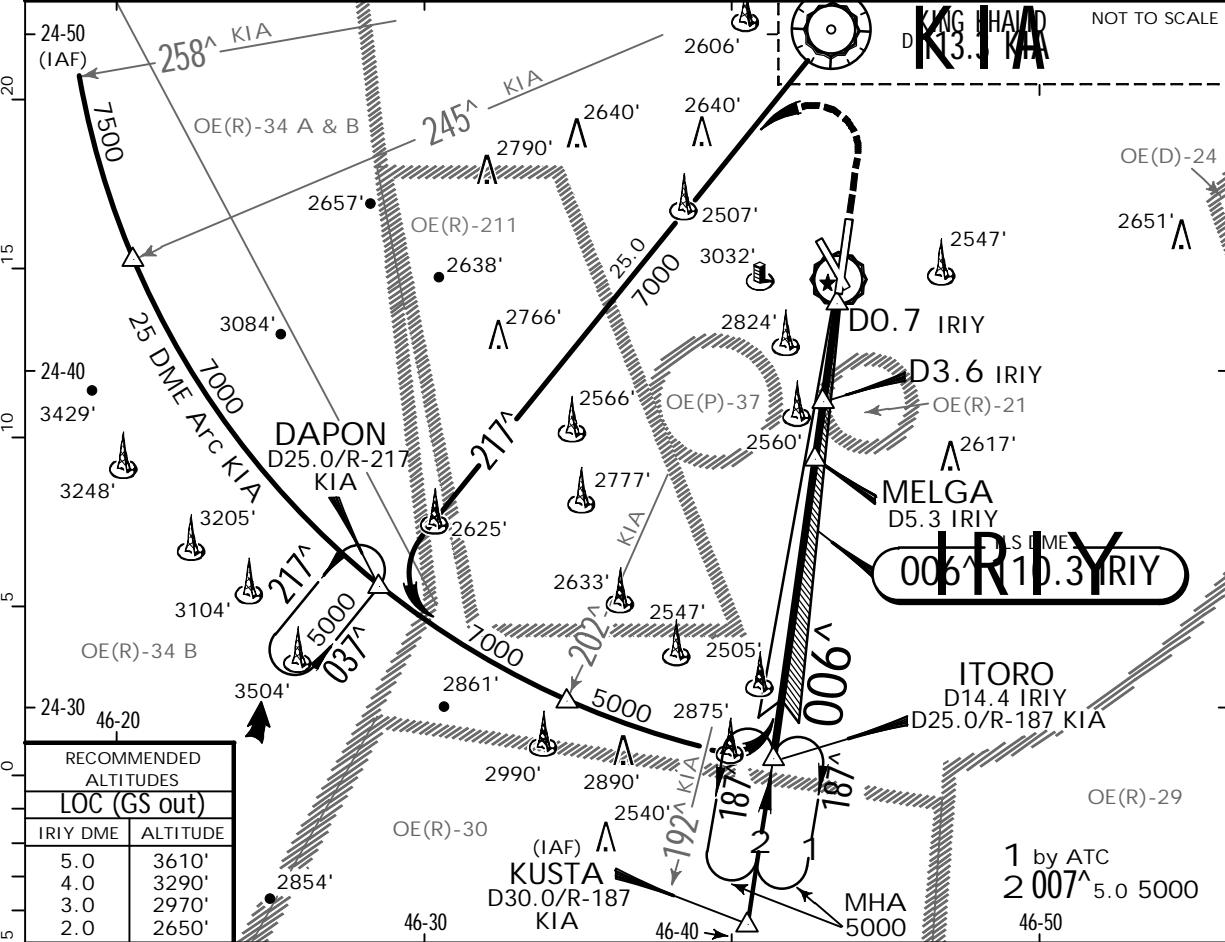
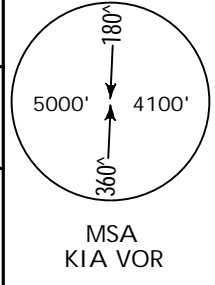
1 & 2 Eng	1600m
3 & 4 Eng	800m

TAKE-OFF RWY 15, 19

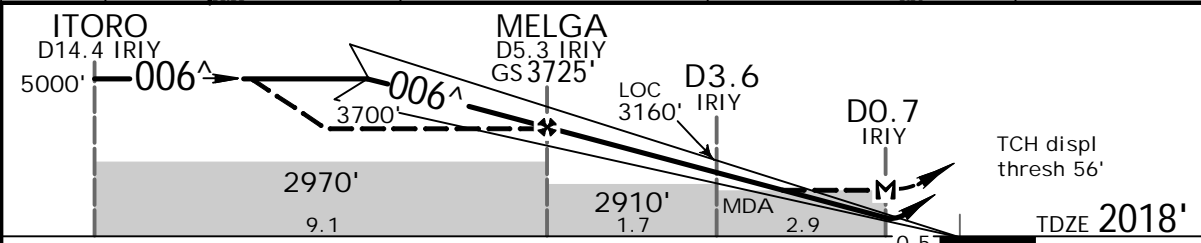
With Min climb of 220'/NM to 2500'		Other
1 & 2 Eng	1600m	400' - 3200m
3 & 4 Eng	800m	

For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
LOC IRIY 110.3	Final Apch Crs 006 [^]	GS MELGA 3725' (1707')	ILS DA(H) 2218' (200')	Apt Elev 2082' TDZE 2018'
<p>MISSED APCH: Climb to 3500', then climbing turn LEFT to 5000' to intercept and proceed outbound on R-217 KIA to DAPON/D25.0 KIA and hold, or as directed.</p> <p>Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. CAUTION: Under high temperature conditions altimeter may indicate lower than published altitude. 2. CAUTION: Do not mistake lighted road 0.5 NM in front of displ thresh rwy 01 for rwy. Thresh rwy 01 displ 1450' (442m). 3. Intense flight training activity SAT-THU 0300-2300.</p>				



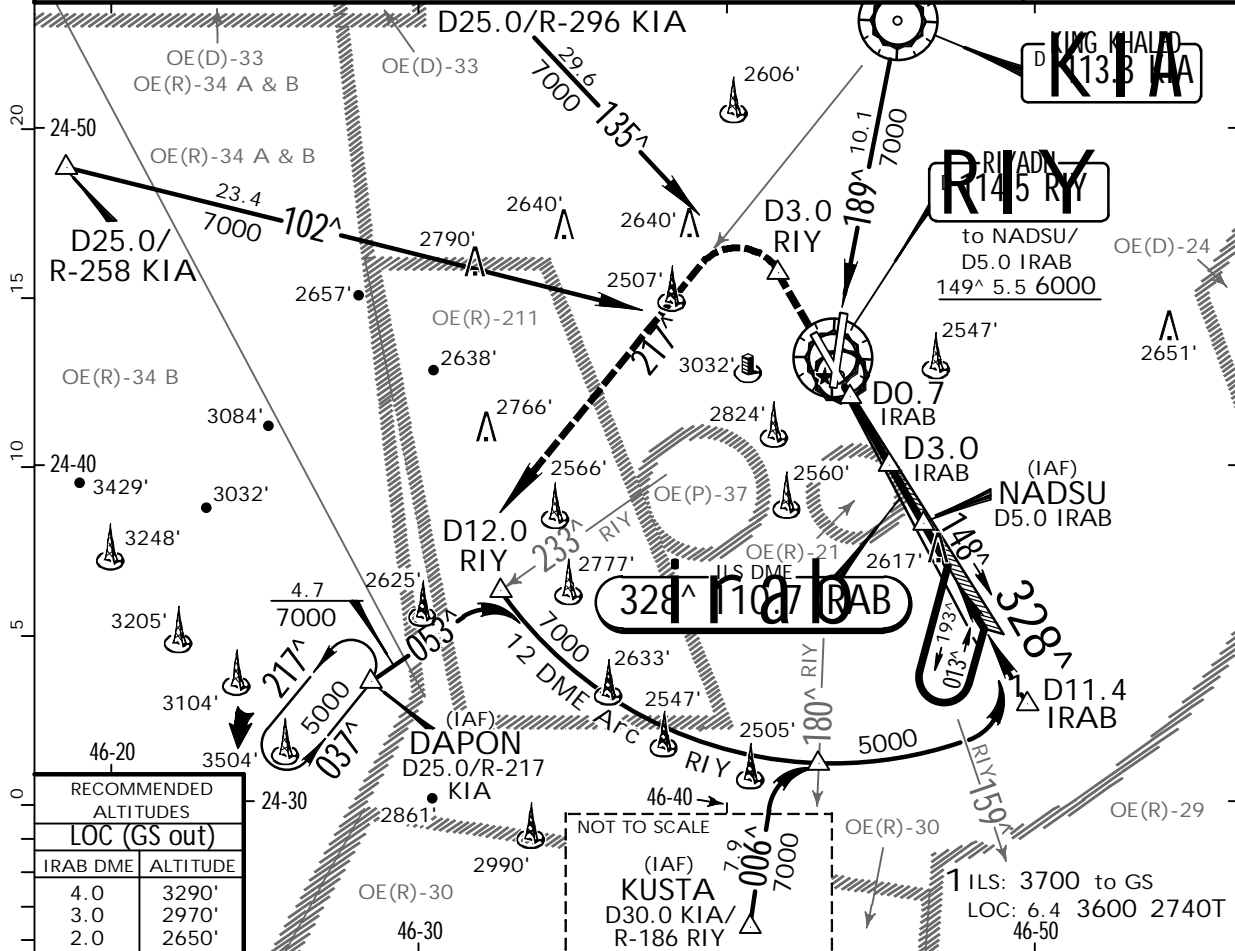
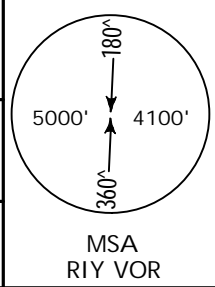
RECOMMENDED ALTITUDES	
LOC (GS out)	
IRIY DME	ALTITUDE
5.0	3610'
4.0	3290'
3.0	2970'
2.0	2650'



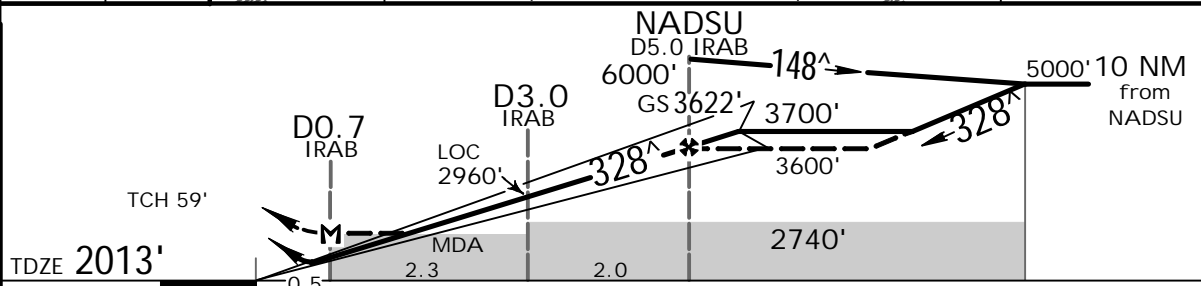
Gnd Speed-Kts	70	90	100	120	140	160		3500'	5000'	KIA
ILS GS or	377	484	538	646	753	861		↑	←	113.3
LOC Descent angle	3.00 [^]									LT
MAP at DO.7 IRIY										

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 2218' (200')		LOC (GS out) MDA(H) 2640' (622')		Not authorized South of Rwy 15/33 and West of Rwy 01/19	
	FULL	ALS out	ALS out	Max Kts	MDA(H)
A			800m	100	2700'(718')
B	800m	1200m	1600m	135	1600m
C			2000m	180	2800'(718')
D			2400m	205	2800'(718')

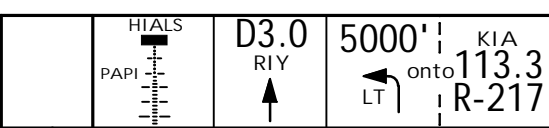
ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
LOC IRAB 110.7	Final Apch Crs 328 [^]	GS NADSU 3622' (1609')	ILS DA(H) 2213' (200')	Apt Elev 2082' TDZE 2013'
MISSED APCH: Climb to D3.0 RIY, then climbing turn LEFT to 5000' to intercept and proceed outbound on R-217 KIA to DAPON/D25.0 KIA and hold, or as directed.				
Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: Under high temperature conditions altimeter may indicate lower than published altitude. 2. CAUTION: Intense flight training activity SAT-THU 0300-2300.				



RECOMMENDED ALTITUDES	
LOC (GS out)	
IRAB DME	ALTITUDE
4.0	3290'
3.0	2970'
2.0	2650'



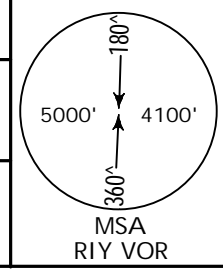
Gnd Speed-Kts	70	90	100	120	140	160
ILS GS or	377	484	538	646	753	861
LOC Descent angle	3.00 [^]					
MAP at D0.7 IRAB						



STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND (PANS OPS)	
ILS		LOC (GS out)		Not authorized South of Rwy 15/33 and West of Rwy 01/19	
DA(H) 2213' (200')		MDA(H) 2600' (587')		MDA(H)	
	FULL	ALS out	ALS out		
A			800m	100	2700'(618')
B	800m	1200m	1600m	135	1600m
C			1600m	180	2800'(718')
D			2000m	205	2800'(718')

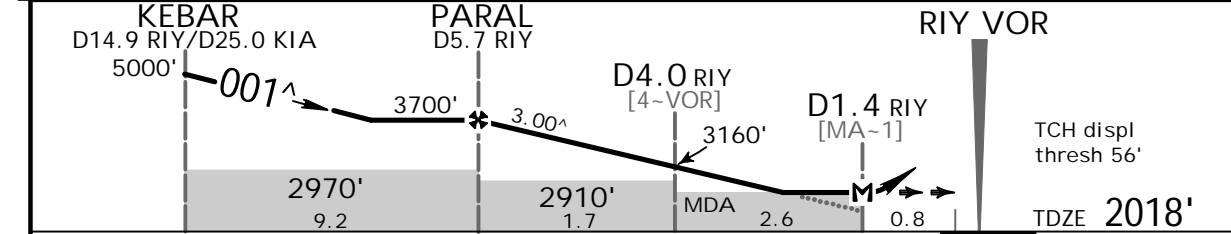
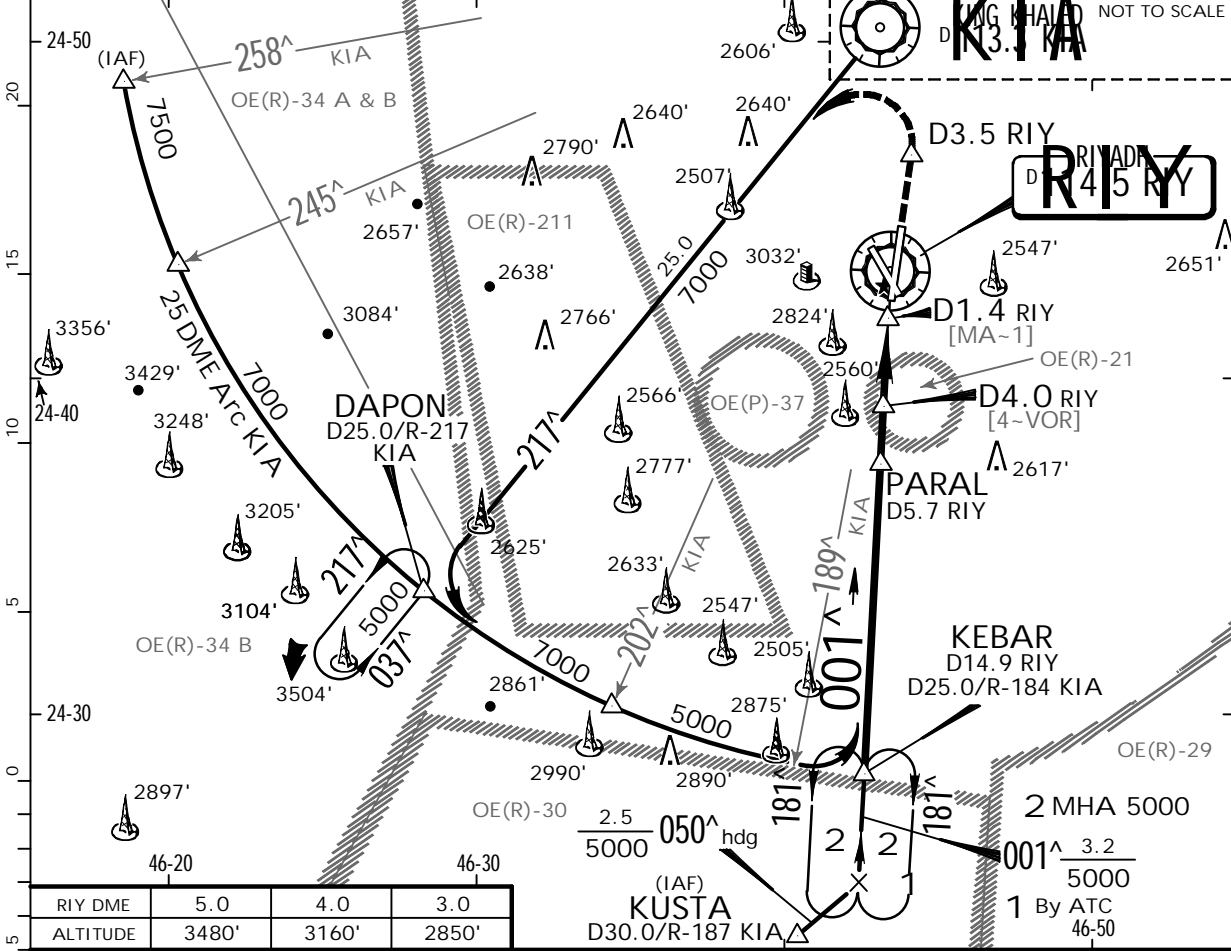
TERPS

ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
VOR RIY 114.5	Final Apch Crs 001 [^]	Procedure Alt PARAL 3700' (1682')	MDA(H) 2640' (622')	Apt Elev 2082' TDZE 2018'



BRIEFING STRIP™
MISSED APCH: Climb on rwy heading to 3500', at D3.5 RIY climbing turn LEFT to 5000', intercept and proceed outbound R-217 KIA to DAPON/
D25.0 KIA and hold, or as directed.

Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000'
1. CAUTION: Do not mistake lighted road 0.5 NM in front of displaced thresh rwy 01 for rwy. Thresh rwy 01 displaced 1450' (442m). 2. Intense flight training activity SAT-THU 0300-2300.



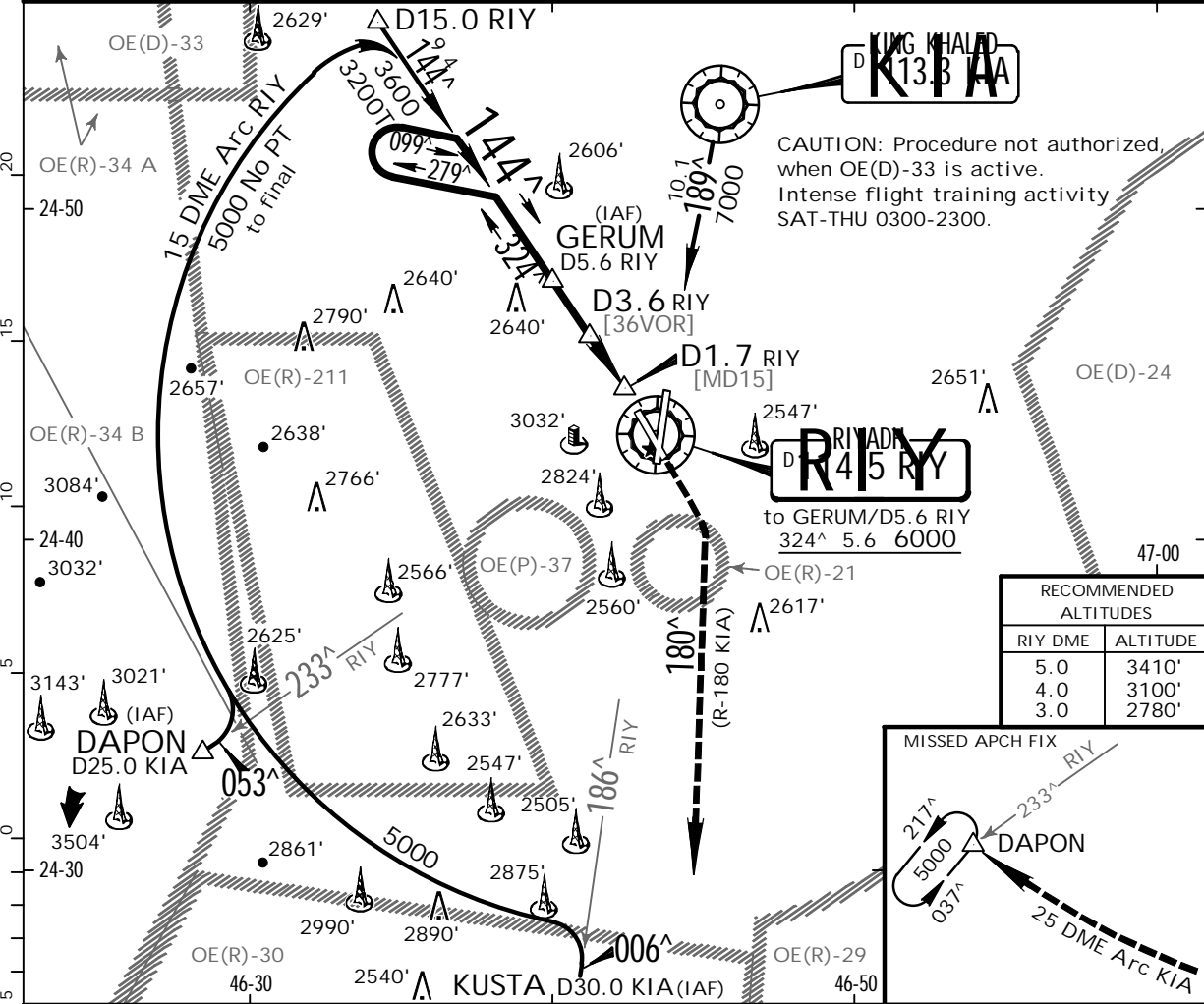
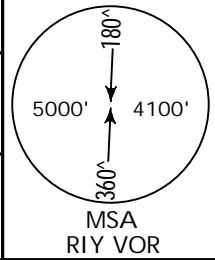
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00 [^]	372	478	531	637	743	849
MAP at D1.4 RIY						

STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 2640' (622')			Not authorized South of Rwy 15/33 and West of Rwy 01/19	
	ALS out	Max Kts	MDA(H)	
A		100		
B	800m	135	2700'(618')	1600m
C	2000m	180	2800'(718')	3200m
D	2400m	205	2800'(718')	3600m

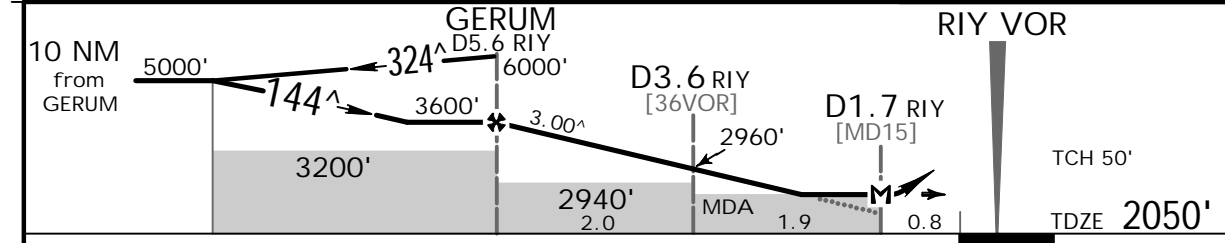
ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
VOR RIY 114.5	Final Apch Crs 144 [^]	Procedure Alt GERUM 3600' (1550')	MDA(H) 2580' (530')	Apt Elev 2082' TDZE 2050'

MISSED APCH: Climb to 3500', then turn RIGHT outbound R-180 KIA climbing to D25.0 KIA to 5000', proceed on 25 DME Arc KIA clockwise to DAPON/D25.0 KIA and hold, or as directed.

Alt Set: hPa TDZ Elev: 73 hPa Trans level: FL 150 Trans alt: 13000'



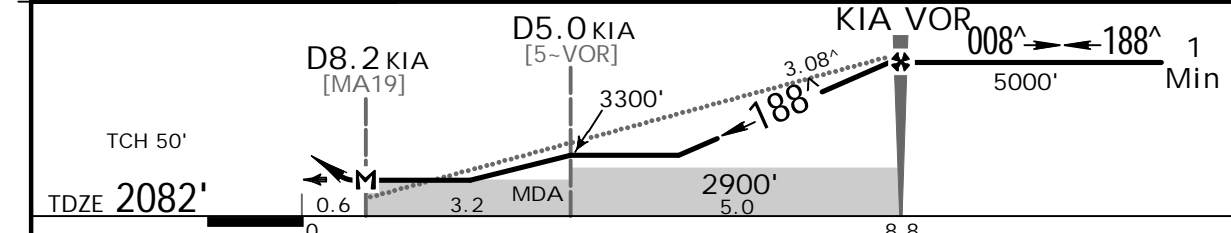
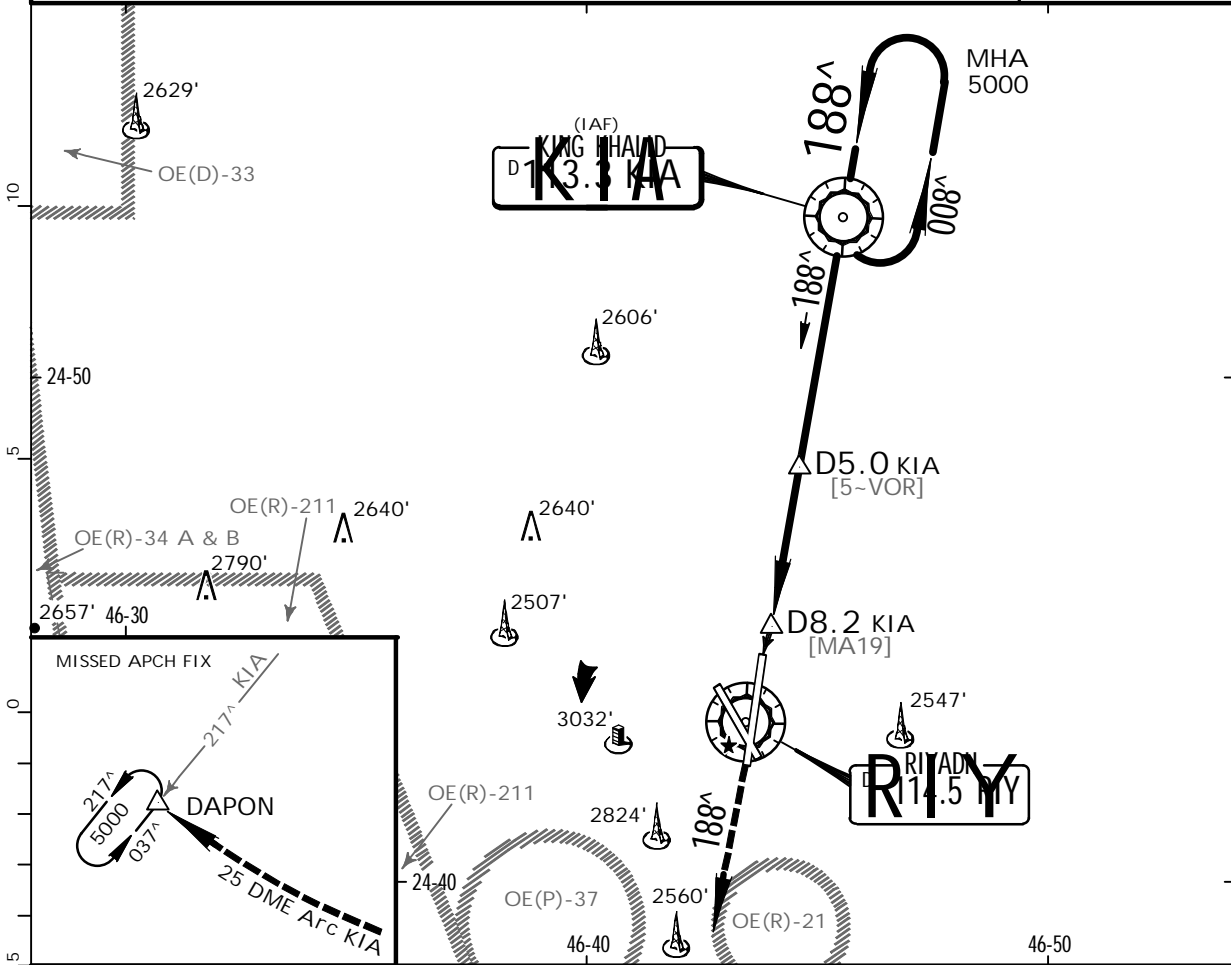
RECOMMENDED ALTITUDES	
RIY DME	ALTITUDE
5.0	3410'
4.0	3100'
3.0	2780'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	3500' ↑	
Descent angle	3.00 [^]	372	478	531	637	743			849
MAP at D1.7 Rwy									

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 2580' (530')			Not authorized South of Rwy 15/33 and West of Rwy 01/19	
A	ALS out	Max Kts	MDA(H)	
A	1200m	100	2700'(618')	1600m
B		135		
C	1600m	180	2800'(718')	3200m
D	2000m	205	2800'(718')	3600m

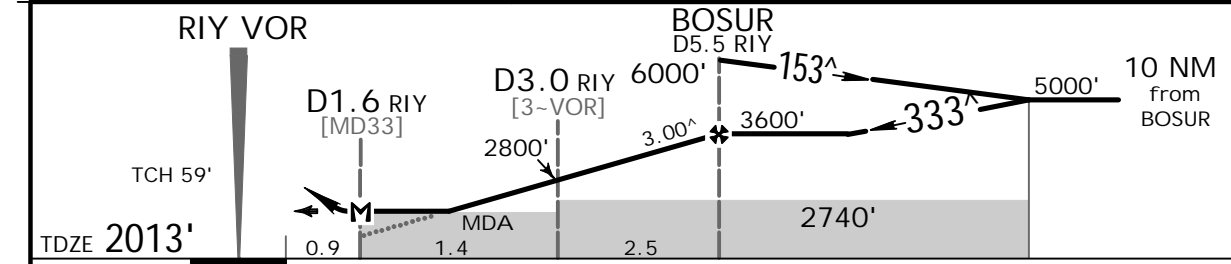
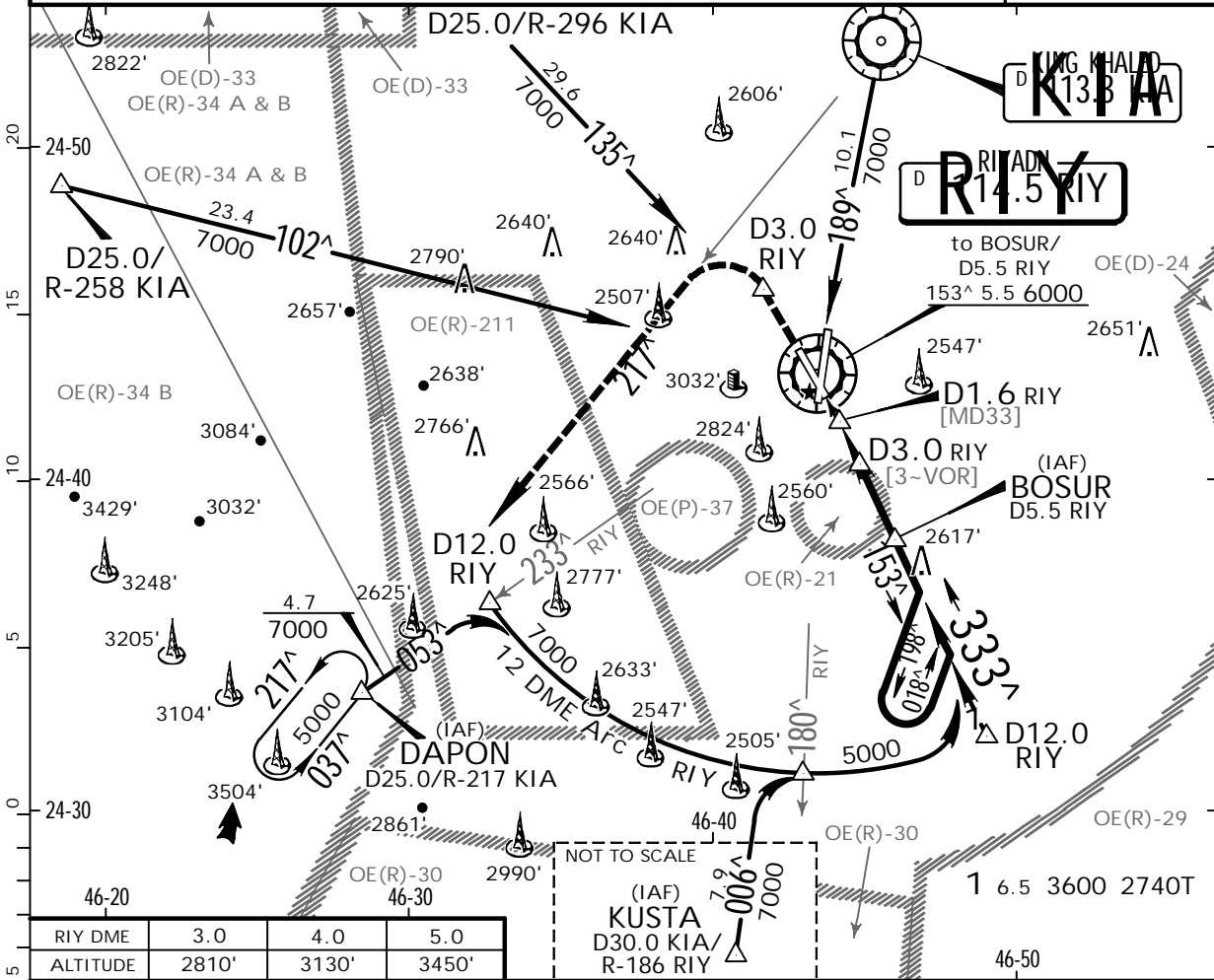
ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
VOR KIA 113.3	Final Apch Crs 188 [^]	Procedure Alt KIA VOR 5000' (2918')	MDA(H) 2660' (578')	Apt Elev 2082' TDZE 2082'
MISSED APCH: Climb outbound on R-188 KIA to D25.0 KIA, then climbing turn RIGHT to 5000' via 25 DME Arc KIA clockwise to DAPON/D25.0 KIA and hold, or as directed.				MSA RIY VOR
Alt Set: hPa TDZ Elev: 74 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: Do not mistake lighted road 0.5 NM in front of displaced thresh rwy 01 for rwy. Thresh rwy 01 displaced 1450' (442m). 2. Intense flight training activity SAT-THU 0300-2300.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L D25.0 KIA on 113.3 R-188
Descent angle	3.08 [^]	381	490	545	654	763	
MAP at D8.2 KIA							

STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 2660' (578')			Not authorized South of Rwy 15/33 and West of Rwy 01/19	
ALS out			Max Kts	MDA(H)
A	1200m	1600m	100	2700'(718') 1600m
B			135	
C		2400m	180	2800'(718') 3200m
D		2800m	205	2800'(718') 3600m

ATIS 114.5	RIYADH Control (APP) 126.0	RIYADH Approach 120.0	RIYADH Tower 118.1	Ground 121.9
VOR RIY 114.5	Final Apch Crs 333 [^]	Procedure Alt BOSUR 3600' (1587')	MDA(H) 2600' (587')	Apt Elev 2082' TDZE 2013'
MISSED APCH: Climb on rwy heading to D3.0 RIY, then climbing turn LEFT to 5000' to intercept and proceed outbound on R-217 KIA to DAPON/D25.0 KIA and hold, or as directed.				
Alt Set: hPa		TDZ Elev: 72 hPa	Trans level: FL 150	
CAUTION: Intense flight training activity SAT-THU 0300-2300.				



Gnd speed-Kts	70	90	100	120	140	160		D3.0 RIY on Rwy hdg LT	5000' onto R-217 KIA 113.3	
Descent angle	3.00 [^]	372	478	531	637	743				849
MAP at D1.6 RIY										

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 2600' (587')			Not authorized South of Rwy 15/33 and West of Rwy 01/19		
	ALS out		Max Kts.	MDA(H)	
A	800m	1600m	100	2700' (618')	1600m
B			135		
C	1600m	2400m	180	2800' (718')	3200m
D	2000m	2800m	205	2800' (718')	3600m

Chart changes since cycle 05-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

RIYADH, (RIYADH AB - OERY)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OERY

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OETF

Terminal Charts For OETF

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Taif Sau
IATA Code: TIF
Lat/Long: N21° 29.0' E040° 32.7'
Elevation: 4848 ft

Airport Use: Public
Magnetic Variation: 3.0°E

Fuel Types: Jet A-1, Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0331 Z
Sunset: 1525 Z,

Runway Information

Runway: 07
Length x Width: 12254 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4848 ft
Lighting: Edge, ALS
Stopway: 656 ft

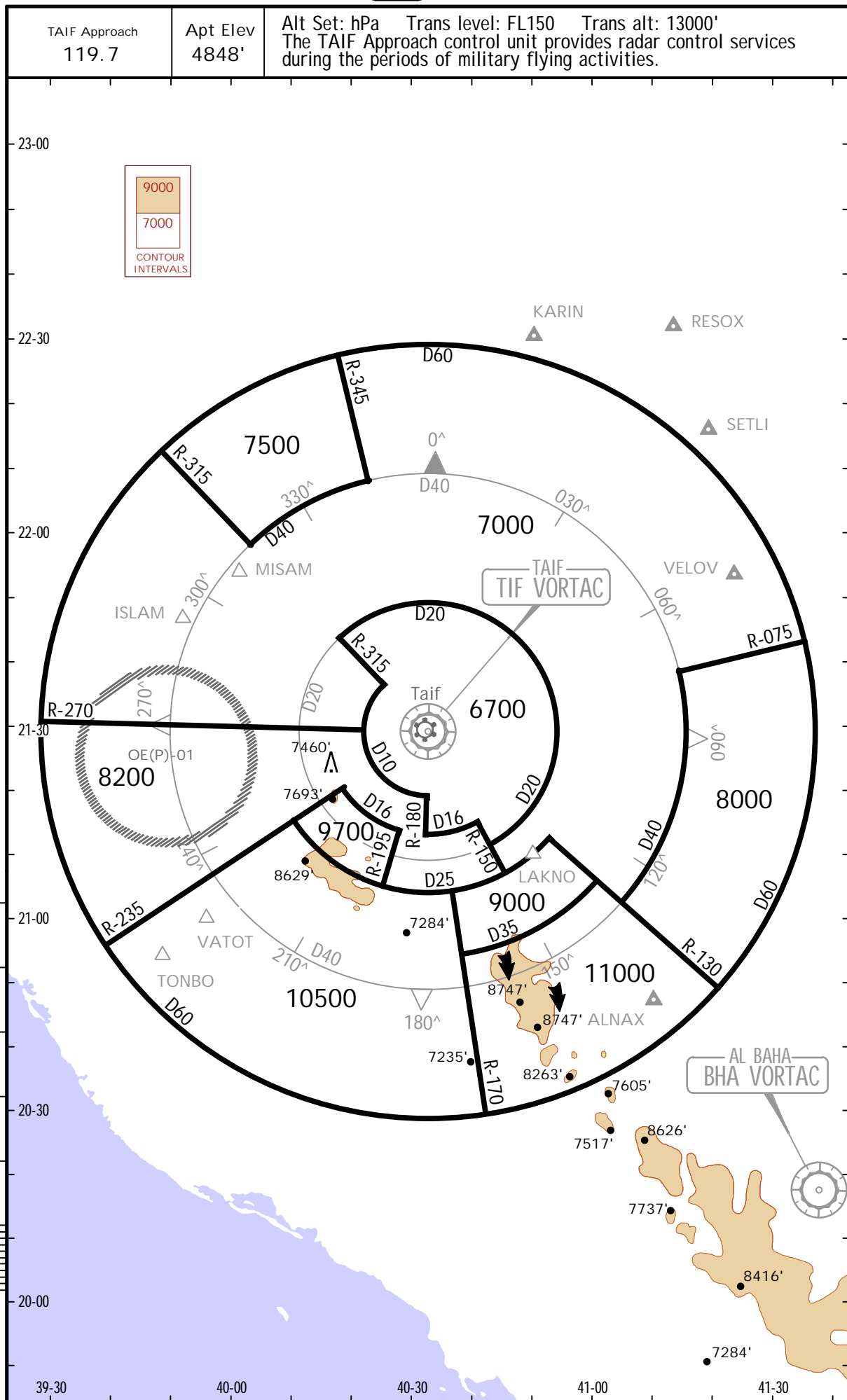
Runway: 17
Length x Width: 10991 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4753 ft
Lighting: Edge, ALS
Stopway: 886 ft

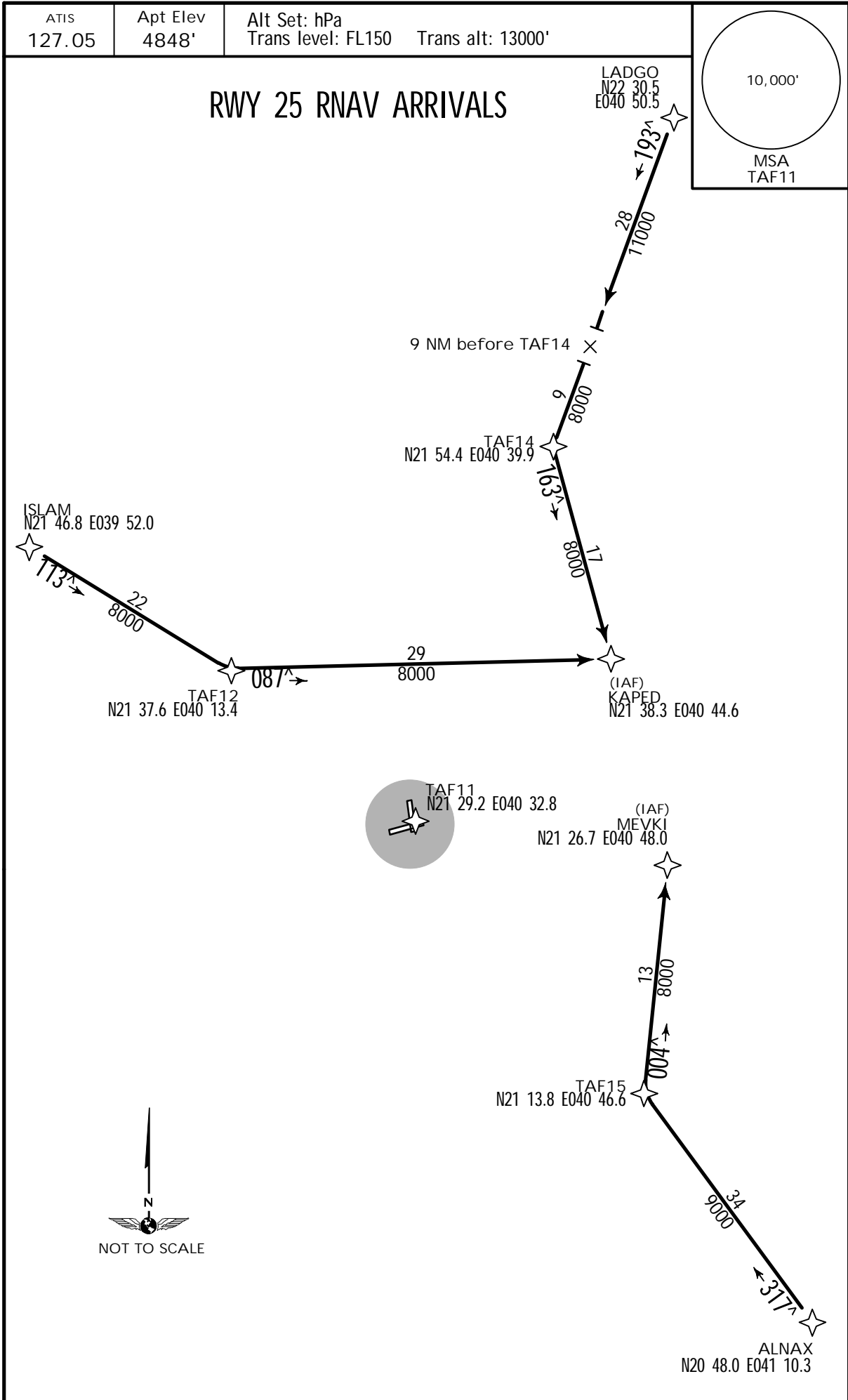
Runway: 25
Length x Width: 12254 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4767 ft
Lighting: Edge, ALS
Stopway: 656 ft

Runway: 35
Length x Width: 10991 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 4775 ft
Lighting: Edge, ALS
Stopway: 656 ft

Communication Information

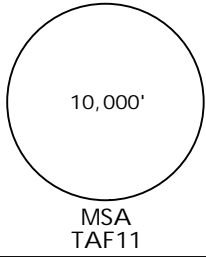
ATIS 127.05
Taif Tower 118.7
Taif Tower 33.53 Military
Taif Ground Control 121.9
Taif Approach Control 119.7
Taif Multicom 122.8



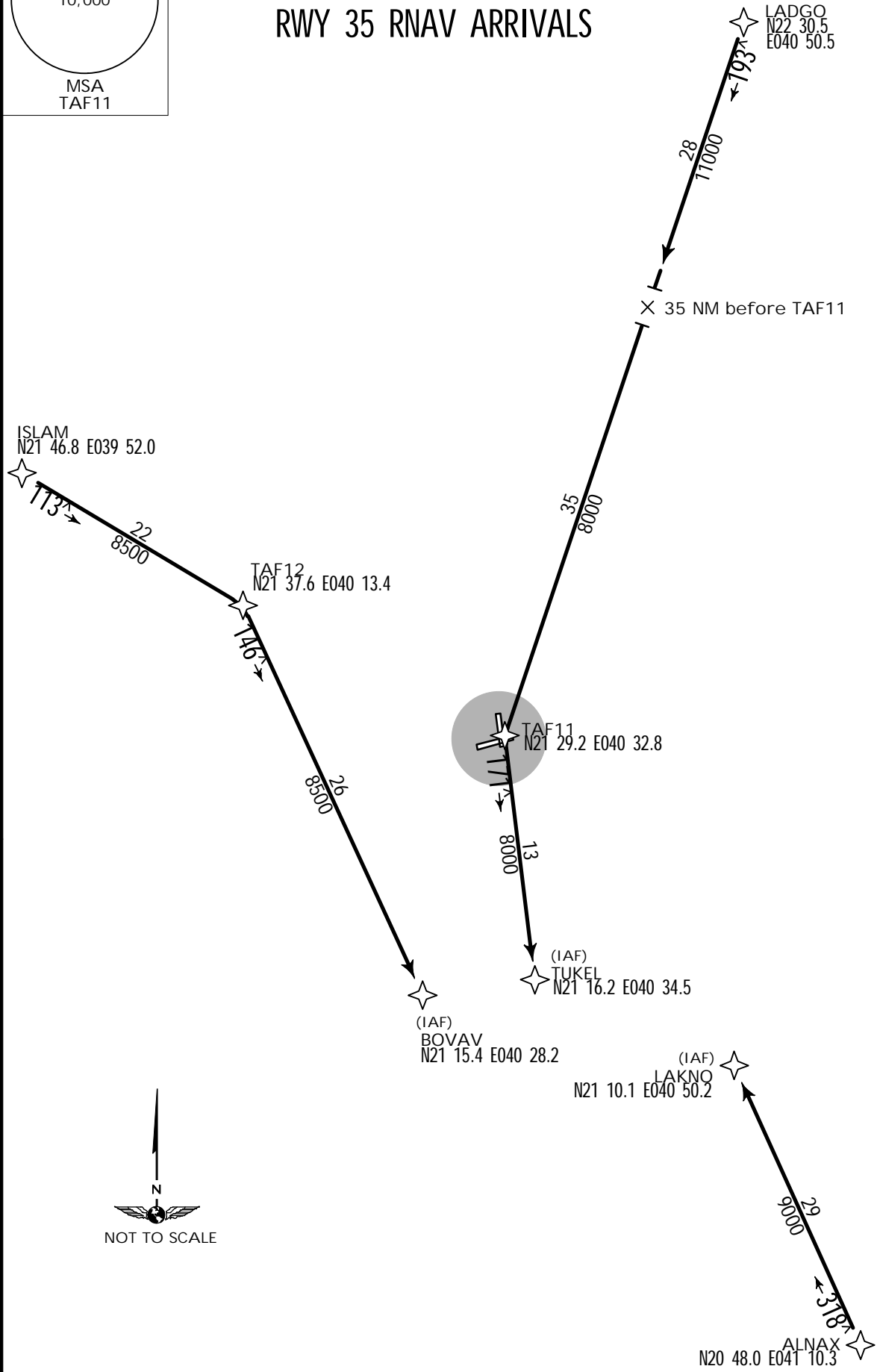


CHANGES: Arrival from LADGO revised.

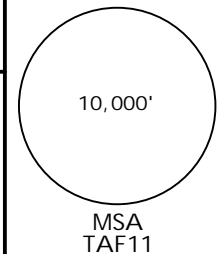
ATIS 127.05
Apt Elev 4848'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



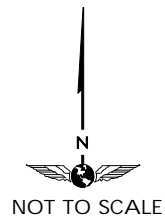
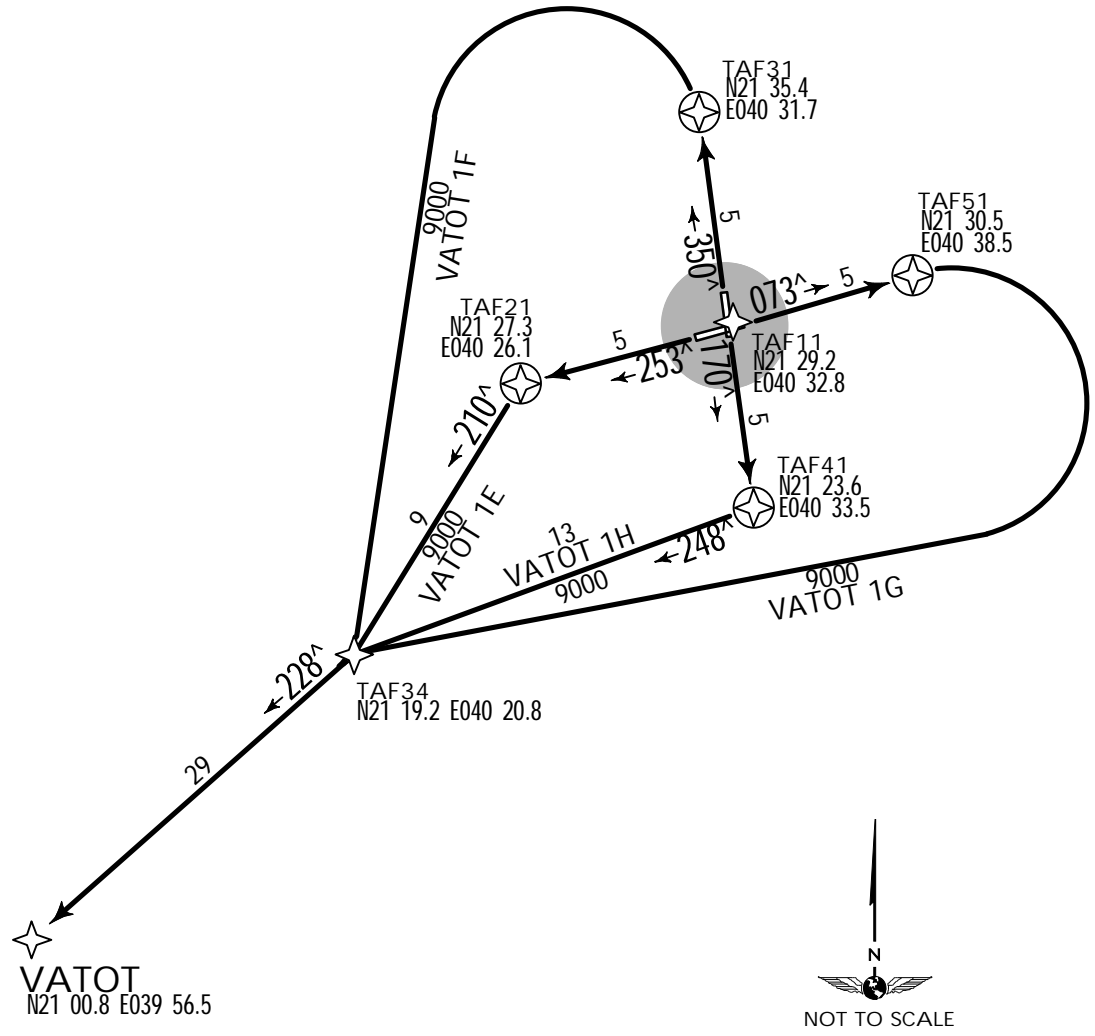
RWY 35 RNAV ARRIVALS



Apt Elev 4848' Trans level: FL150 Trans alt: 13000'



VATOT 1E [VATO1E]
VATOT 1F [VATO1F]
VATOT 1G [VATO1G]
VATOT 1H [VATO1H]
RWYS 25, 35, 07, 17 RNAV DEPARTURES



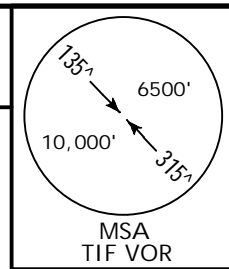
Initial climb clearance 9000'

SID	RWY	ROUTING	
VATOT 1E	25	To TAF21, turn LEFT to TAF34, climb to assigned	FL, then to VATOT.
VATOT 1F	35	To TAF31, turn LEFT to TAF34, climb to assigned	FL, then to VATOT.
VATOT 1G	07	To TAF51, turn RIGHT to TAF34, climb to assigned	FL, then to VATOT.
VATOT 1H	17	To TAF41, turn RIGHT to TAF34, climb to assigned	FL, then to VATOT.

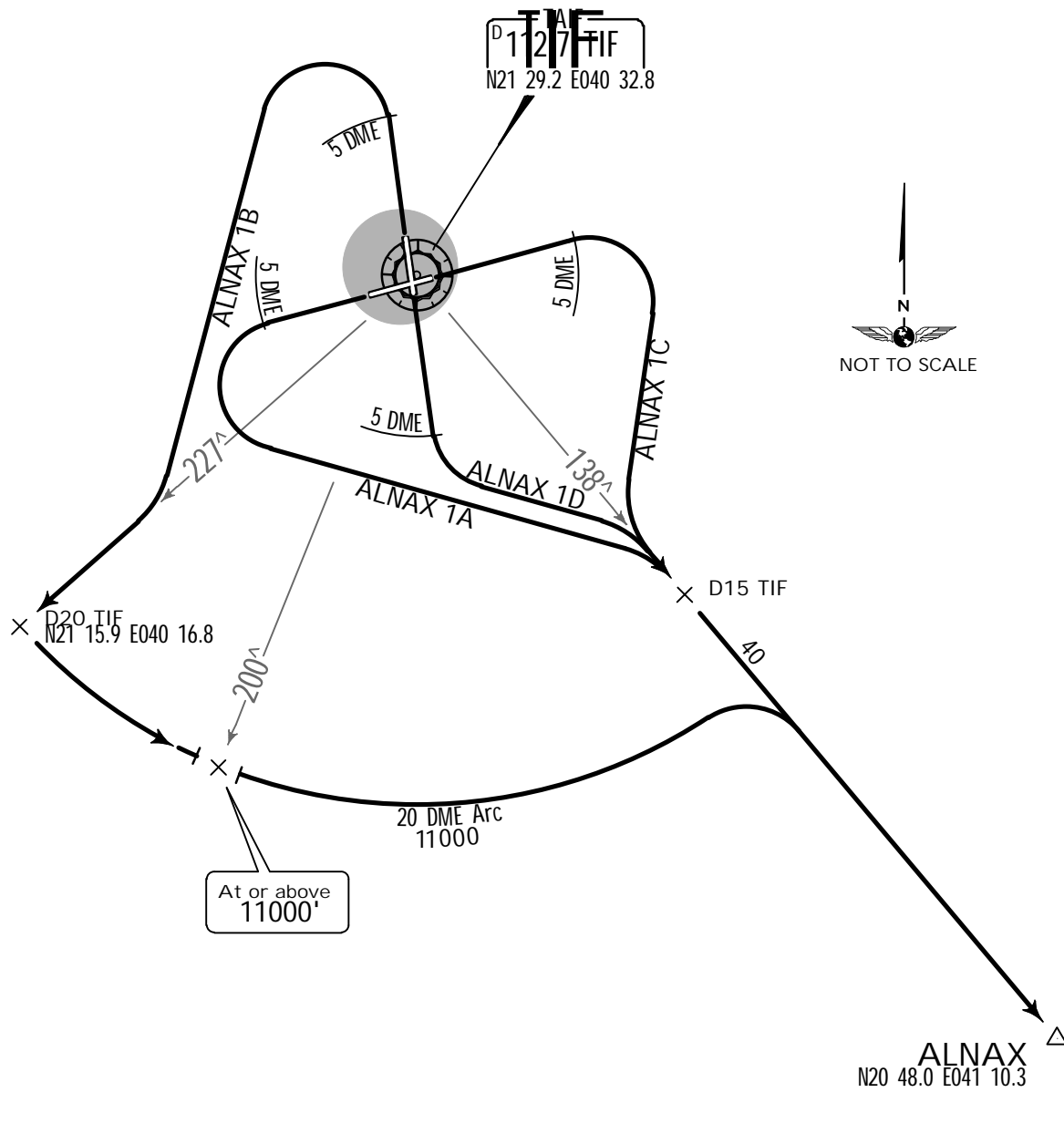
CHANGES: Track from TAF34 to VATOT updated.

JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

TAIF Approach 119.7	Apt Elev 4848'	Trans level: FL150 Trans alt: 13000' 1. Contact TAIF Approach after take-off. 2. If unable to comply with SID advise ATC prior take-off.
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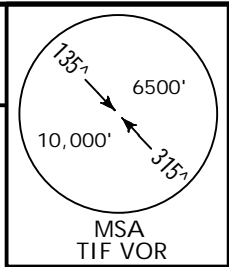
**ALNAX 1A [ALNA1A]
ALNAX 1B [ALNA1B]
ALNAX 1C [ALNA1C]
ALNAX 1D [ALNA1D]
RWYS 25, 35, 07, 17 DEPARTURES**



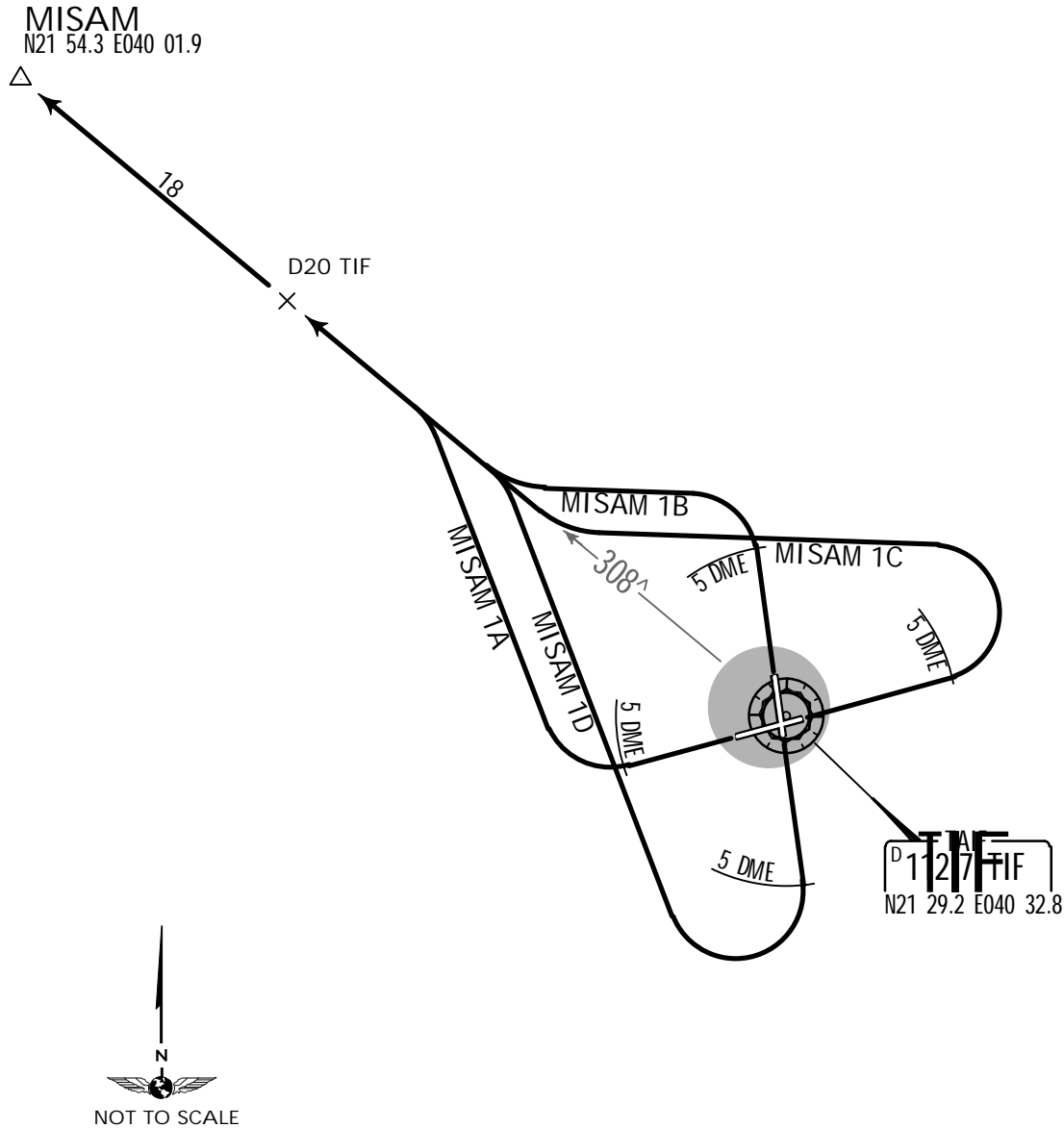
Initial climb clearance 9000'

SID	RWY	ROUTING
ALNAX 1A	25	To TIF 5 DME, turn LEFT, intercept TIF R-138 to D15 TIF, climb to assigned FL, report leaving 9000'.
ALNAX 1B	35	To TIF 5 DME, turn LEFT, intercept TIF R-227 to D20 TIF, climb to assigned FL, turn LEFT, along TIF 20 DME arc, turn RIGHT, intercept TIF R-138.
ALNAX 1C	07	To TIF 5 DME, turn RIGHT, intercept TIF R-138 to D15 TIF, climb to assigned FL, report leaving 9000'.
ALNAX 1D	17	To TIF 5 DME, turn LEFT, intercept TIF R-138 to D15 TIF, climb to assigned FL, report leaving 9000'.

TAIF Approach 119.7	Apt Elev 4848'	Trans level: FL150 Trans alt: 13000' 1. Contact TAIF Approach after take-off. 2. If unable to comply with SID advise ATC prior take-off.
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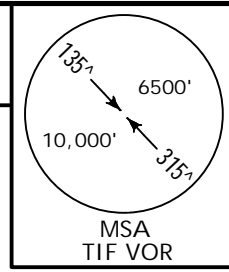
MISAM 1A [MISA1A]
MISAM 1B [MISA1B]
MISAM 1C [MISA1C]
MISAM 1D [MISA1D]
RWYS 25, 35, 07, 17 DEPARTURES



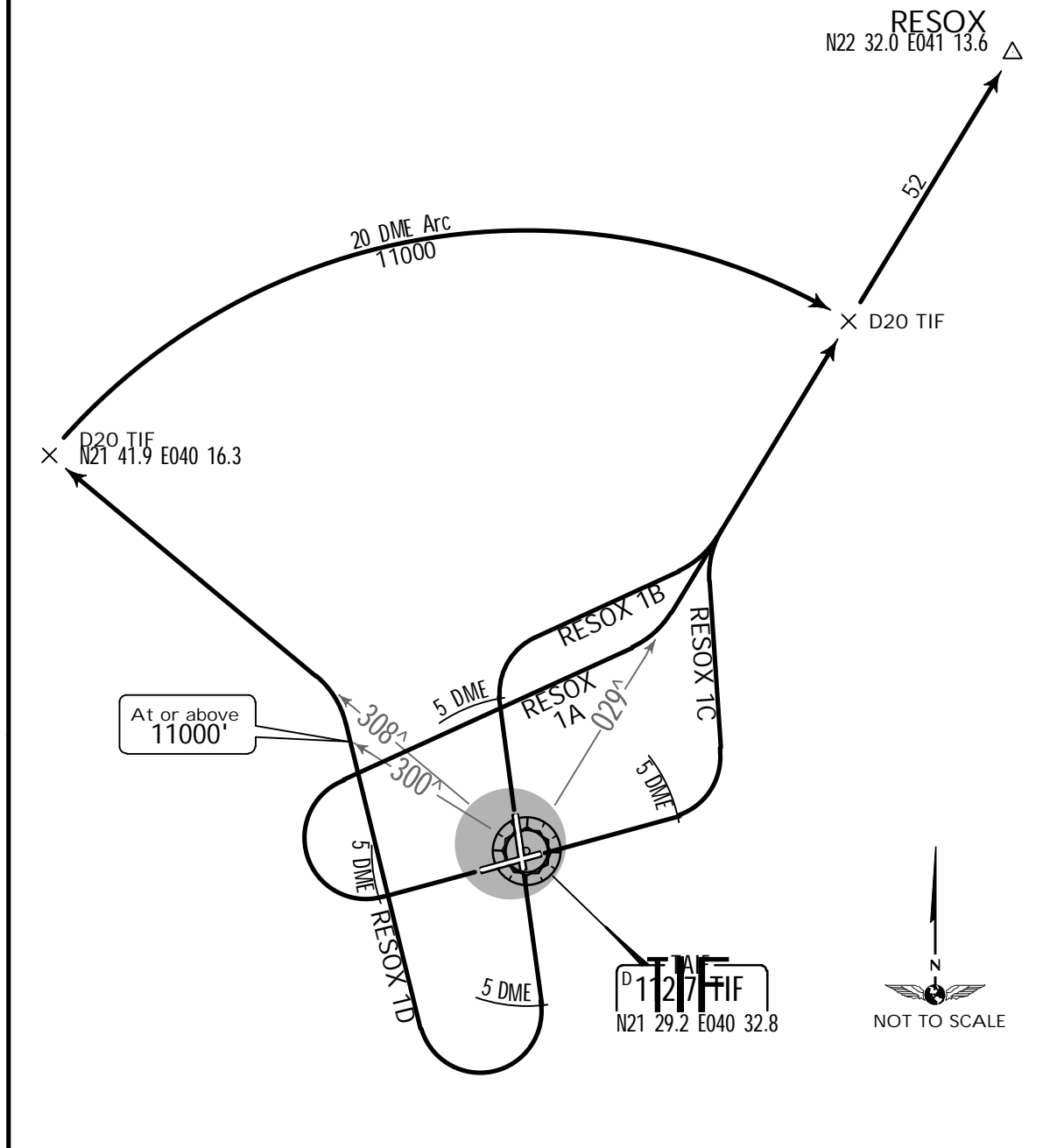
Initial climb clearance 9000'

SID	RWY	ROUTING
MISAM 1A	25	To TIF 5 DME, turn RIGHT, intercept TIF R-308 to D20 TIF, climb to assigned FL, report leaving 9000'.
MISAM 1B	35	To TIF 5 DME, turn LEFT, intercept TIF R-308 to D20 TIF, climb to assigned FL, report leaving 9000'.
MISAM 1C	07	
MISAM 1D	17	To TIF 5 DME, turn RIGHT, intercept TIF R-308 to D20 TIF, climb to assigned FL, report leaving 9000'.

TAIF Approach 119.7	Apt Elev 4848'	Trans level: FL150 Trans alt: 13000' 1. Contact TAIF Approach after take-off. 2. If unable to comply with SID advise ATC prior take-off.
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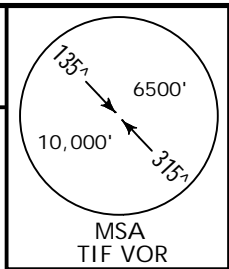
RESOX 1A [RESO1A]
RESOX 1B [RESO1B]
RESOX 1C [RESO1C]
RESOX 1D [RESO1D]
RWYS 25, 35, 07, 17 DEPARTURES



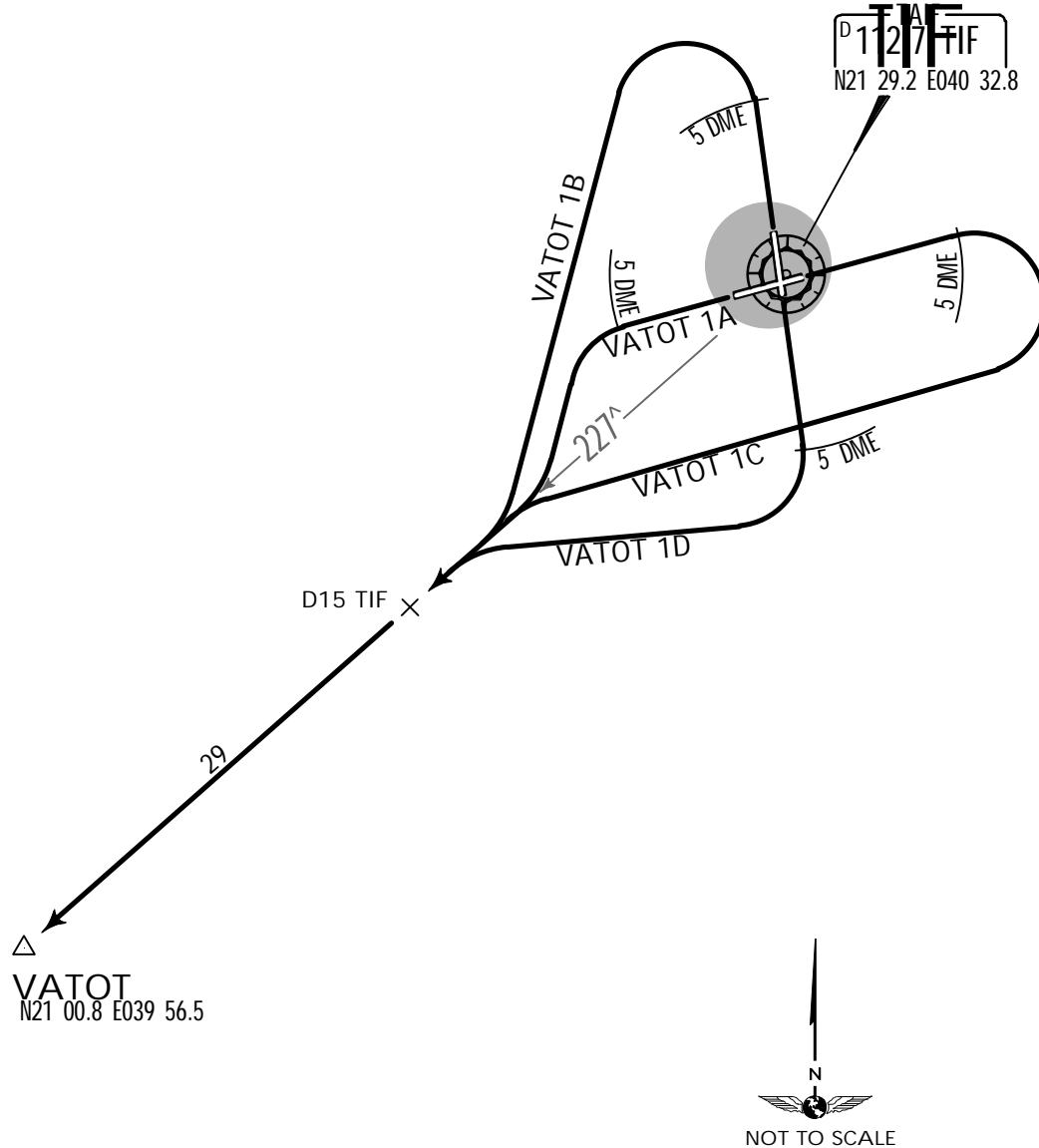
Initial climb clearance 9000'

SID	RWY	ROUTING
RESOX 1A	25	To TIF 5 DME, turn RIGHT, intercept TIF R-029 to D20 TIF, climb to assigned FL, report leaving 9000'.
RESOX 1B	35	
RESOX 1C	07	To TIF 5 DME, turn LEFT, intercept TIF R-029 to D20 TIF, climb to assigned FL, report leaving 9000'.
RESOX 1D	17	To TIF 5 DME, turn RIGHT, continue climb, intercept TIF R-308 to D20 TIF, turn RIGHT, along TIF 20 DME arc, turn LEFT, intercept TIF R-029, climb to assigned FL, report leaving 11000'.

TAIF Approach 119.7	Apt Elev 4848'	Trans level: FL150 Trans alt: 13000' 1. Contact TAIF Approach after take-off. 2. If unable to comply with SID advise ATC prior take-off.
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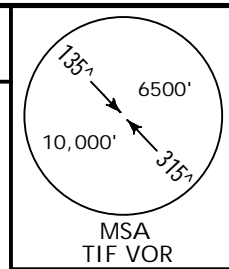
VATOT 1A [VATO1A]
 VATOT 1B [VATO1B]
 VATOT 1C [VATO1C]
 VATOT 1D [VATO1D]
 RWYS 25, 35, 07, 17 DEPARTURES



Initial climb clearance 9000'

SID	RWY	ROUTING
VATOT 1A	25	To TIF 5 DME, turn LEFT, intercept TIF R-227 to D15 TIF, climb to assigned FL, report leaving 9000'.
VATOT 1B	35	
VATOT 1C	07	To TIF 5 DME, turn RIGHT, intercept TIF R-227 to D15 TIF, climb to assigned FL, report leaving 9000'.
VATOT 1D	17	

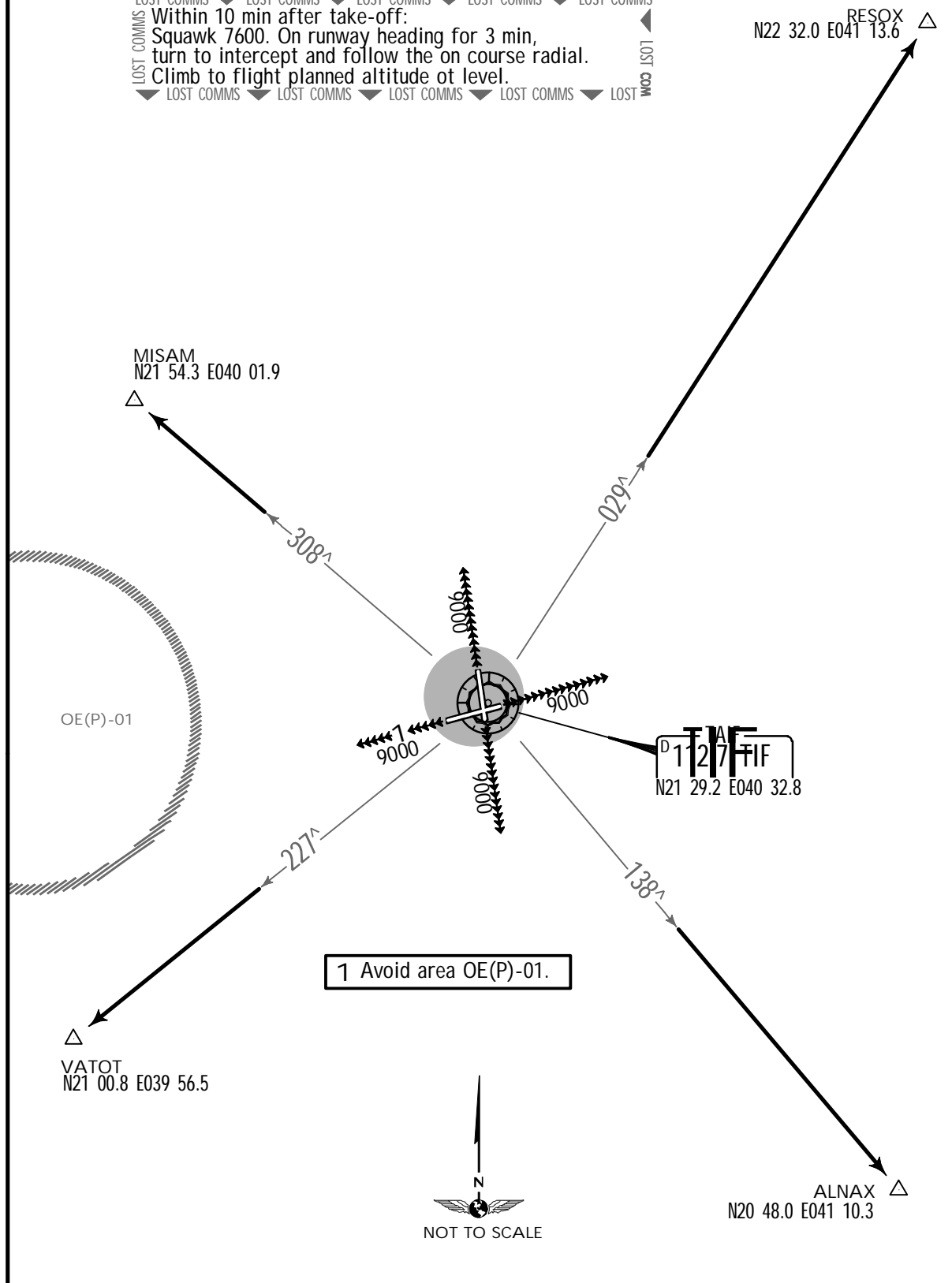
TAIF Approach 119.7	Apt Elev 4848'	Trans level: FL150 Trans alt: 13000' Contact TAIF Approach after take-off.
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ALFA ONE

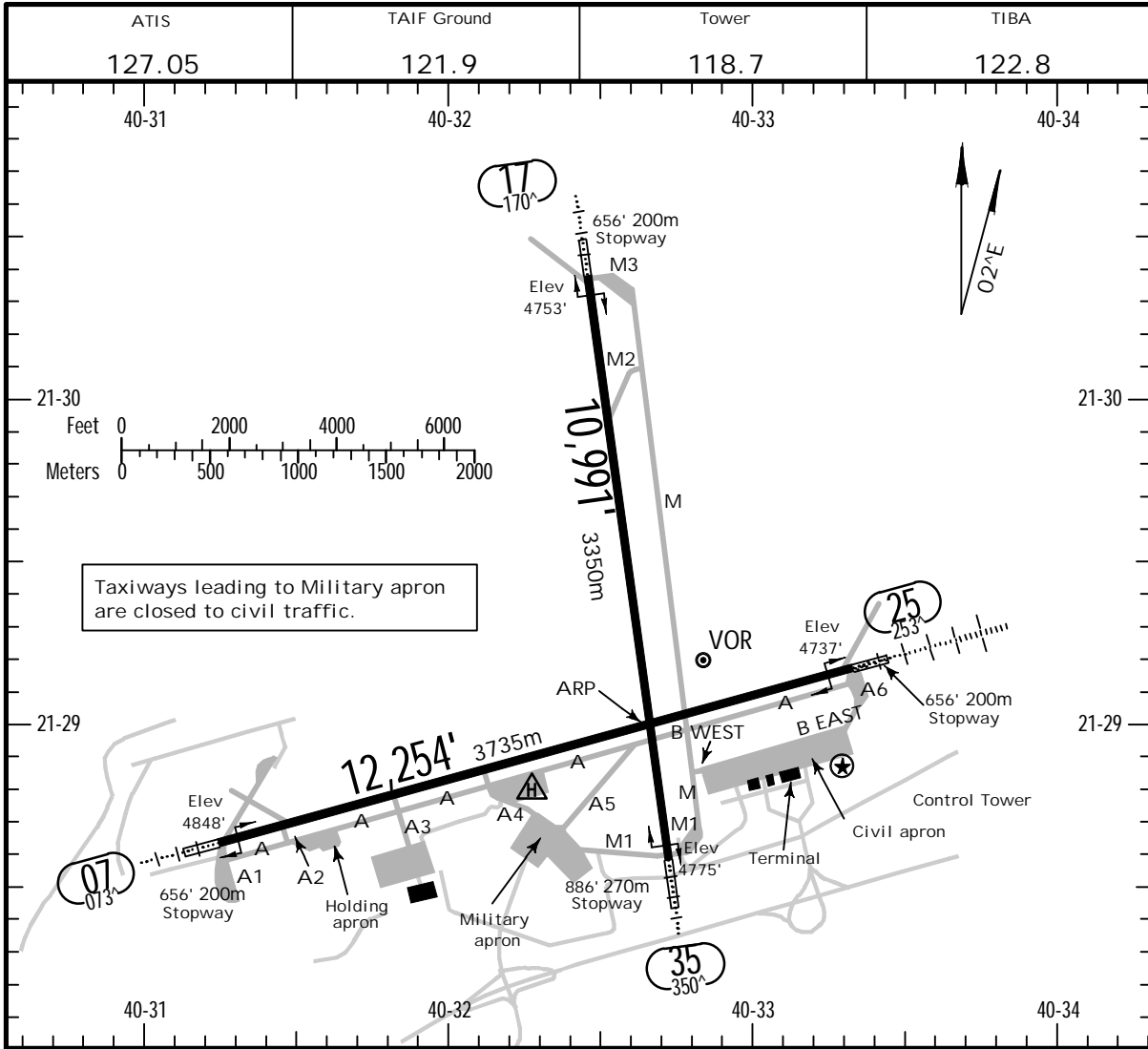
RWYS 25, 35, 07, 17 RADAR DEPARTURE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Within 10 min after take-off:
 Squawk 7600. On runway heading for 3 min,
 turn to intercept and follow the on course radial.
 Climb to flight planned altitude or level.
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS



ROUTING

Climb on runway heading, maintain 9000', expect radar vectors.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
	MIRL	MIALS	PAPI (angle 3.0°)	Threshold	Glide Slope		
07	MIRL	MIALS	PAPI (angle 3.0°)				148'
25	MIRL	MIALS	PAPI (angle 3.0°)		11,282' 3439m		45m
17	MIRL	MIALS	VASI (3 bar)				148'
35	MIRL	MIALS	VASI (3 bar)		9958' 3035m		45m

Blank area for additional notes or remarks.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys			Precision	Non-Precision
1 & 2 Eng	Adequate Vis Ref	STD	600' - 3200m	800' - 3200m
	1 400m	1600m		
3 & 4 Eng		800m	600' - 3200m	800' - 3600m

1 1 Eng acft: NA

STRAIGHT-IN RWY		A	B	C	D
07	VOR 1	5320' (472') 1500m	5320' (472') 1500m	5320' (472') V2000m	5320' (472') V2400m
	ALS out	1500m	1500m	2200m	V2400m
17	VOR 1	5280' (527') 1500m	5280' (527') 1500m	5280' (527') 2400m	5280' (527') V2800m
	ILS	4967' (200') 800m	4967' (200') 800m	4967' (200') 800m	4967' (200') 800m
25	ALS out	1200m	1200m	1200m	1200m
	LOC 1	5260' (493') 1500m	5260' (493') 1500m	5260' (493') 1500m	5260' (493') V1600m
	ALS out	1500m	1500m	2300m	V2400m
	VOR 1	5260' (493') 1500m	5260' (493') 1500m	5260' (493') 1500m	5260' (493') V1600m
	ALS out	1500m	1500m	2300m	V2400m
	ILS	4975' (200') 1200m	4975' (200') 1200m	4975' (200') 1200m	4975' (200') 1200m
35	LOC 1	5340' (565') 1500m	5340' (565') 1500m	5340' (565') 2400m	5340' (565') 2800m
	ALS out	V1600m	V1600m	2400m	2800m
	VOR 1	5340' (565') 1500m	5340' (565') 1500m	5340' (565') V2400m	5340' (565') V2800m
	ALS out	1500m	1500m	2600m	V2800m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	5580' (732') V1600m	5580' (732') V1600m	5720' (872') V4000m	5720' (872') V4400m

TAKE-OFF RWY 07, 17, 25, 35

RL		Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng	400m	500m	
3 or more Eng			800m

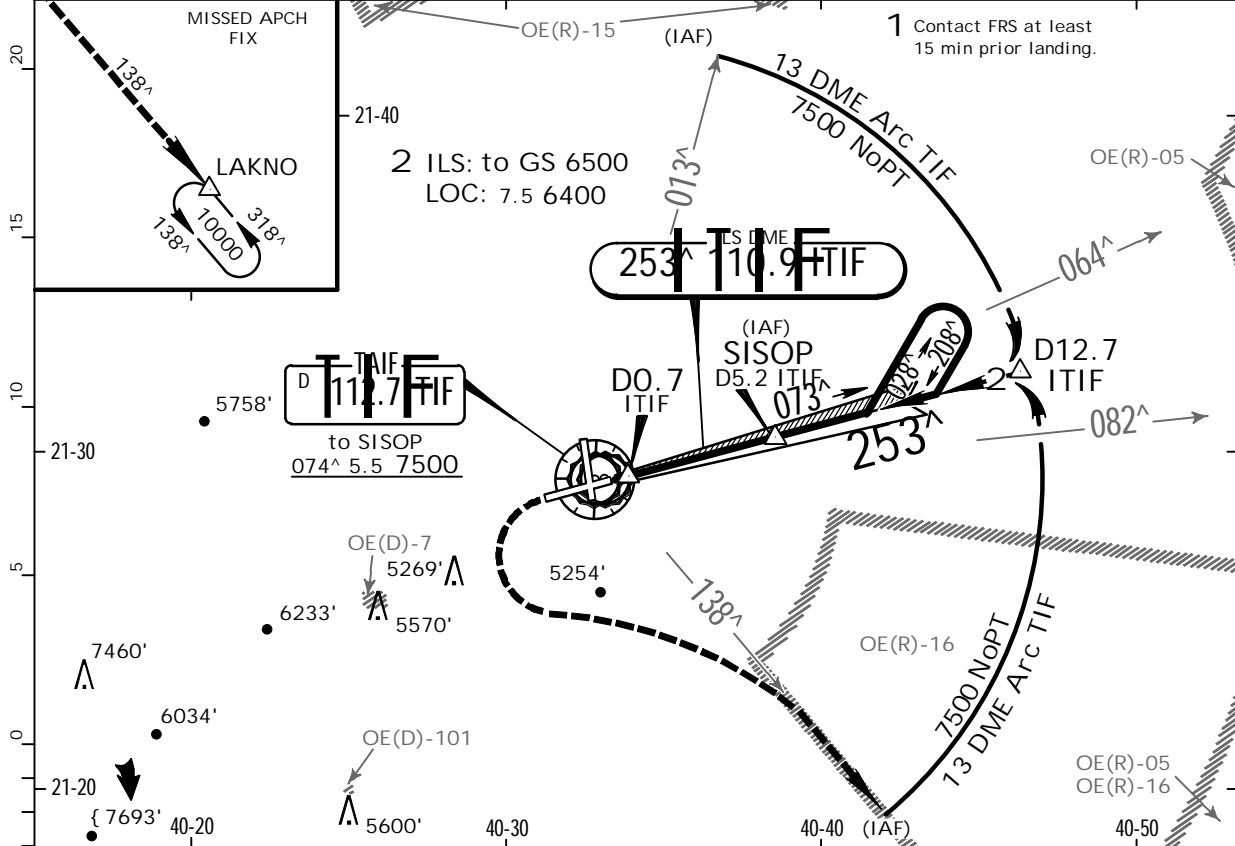
STRAIGHT-IN RWY		A	B	C	D
07	VOR DME	5320' (472')	5320' (472')	5320' (472')	5320' (472')
		1400m	1500m	2000m	2400m
	ALS out	1600m	1600m	2000m	2400m
17	VOR DME	5280' (527')	5280' (527')	5280' (527')	5280' (527')
		1400m	1500m	2400m	2800m
	ALS out	1600m	1600m	2400m	2800m
25	ILS DME	4967' (200')	4967' (200')	4967' (200')	4967' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	5260' (493')	5260' (493')	5260' (493')	5260' (493')
		1000m	1200m	1200m	1600m
	ALS out	1600m	1600m	2000m	2400m
	RNAV ILS	4967' (200')	4967' (200')	4967' (200')	4967' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	RNAV LOC	5260' (493')	5260' (493')	5260' (493')	5260' (493')
		1000m	1200m	1200m	1600m
	ALS out	1600m	1600m	2000m	2400m
	VOR DME	5260' (493')	5260' (493')	5260' (493')	5260' (493')
		1000m	1200m	1200m	1600m
	ALS out	1600m	1600m	2000m	2400m
35	ILS DME	4975' (200')	4975' (200')	4975' (200')	4975' (200')
		1200m	1200m	1200m	1200m
	LOC	5340' (565')	5340' (565')	5340' (565')	5340' (565')
		1400m	1500m	2400m	2800m
	ALS out	1600m	1600m	2400m	2800m
	RNAV ILS	4975' (200')	4975' (200')	4975' (200')	4975' (200')
		1200m	1200m	1200m	1200m
	RNAV LOC	5340' (565')	5340' (565')	5340' (565')	5340' (565')
		1400m	1500m	2400m	2800m
	ALS out	1600m	1600m	2400m	2800m
	VOR DME	5340' (565')	5340' (565')	5340' (565')	5340' (565')
		1400m	1500m	2400m	2800m
	ALS out	1600m	1600m	2400m	2800m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	5580' (732')	5580' (732')	5720' (872')	5720' (872')
	V1600m	V1600m	V4000m	V4400m

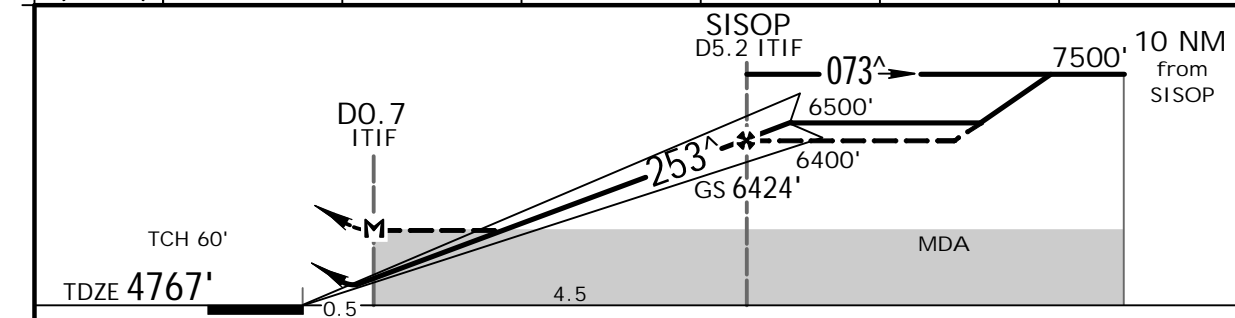
TAKE-OFF RWY 07, 17, 25, 35

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

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
LOC ITIF 110.9	Final Apch Crs 253 [^]	GS SISOP 6424' (1657')	ILS DA(H) 4967' (200')	Apt Elev 4848' TDZE 4767'	
MISSED APCH: Climb to 5300', then climbing turn LEFT to 10000' on R-138 to LAKNO and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 163 hPa		Trans level: FL 150	
				Trans alt: 13000'	
					MSA TIF VOR



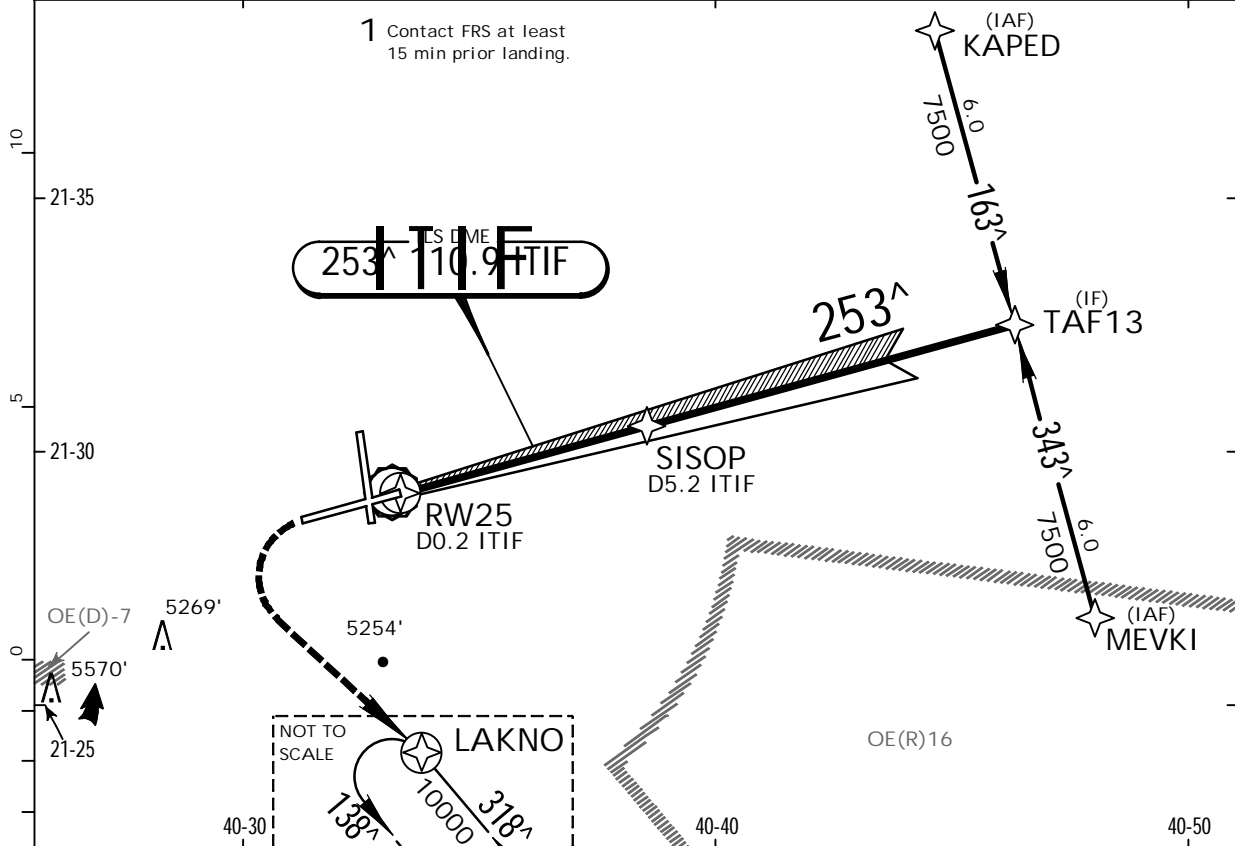
LOC (GS out)	ITIF DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	5070'	5390'	5700'	6020'	6340'



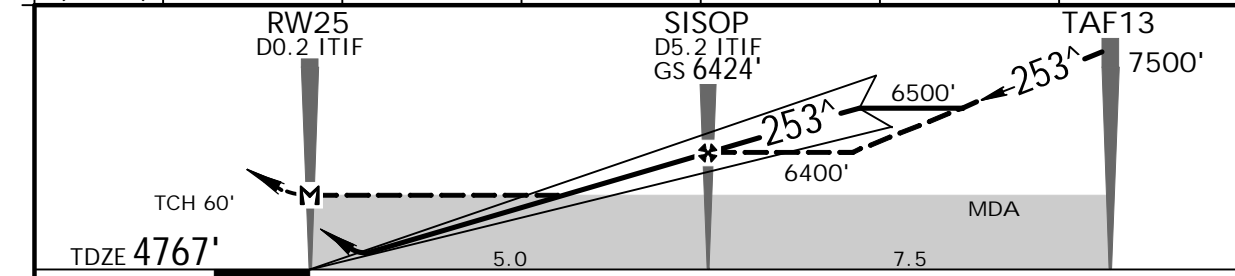
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL VASI VASI	5300'	10000'	TIF on R-138
ILS GS 3.00 [^] or LOC Descent Gradient 5.2%	377	484	538	646	753	861		↑	LT	
MAP at DO.7 ITIF										

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 4967' (200')		LOC (GS out) MDA(H) 5260' (493')		Max Kts	
FULL	ALS out		ALS out	100	5580' (732') 1600m
A	800m	1200m	800m	1600m	135
			1200m	2000m	180
			1600m	2400m	205
B					5720' (872') 4000m
C					5720' (872') 4400m
D					

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
LOC ITIF 110.9	Final Apch Crs 253 [^]	GS SISOP 6424' (1657')	ILS DA(H) 4967' (200')	Apt Elev 4848' TDZE 4767'	
MISSED APCH: Climb to 5300', then climbing turn LEFT to 10000' to LAKNO and hold, or as directed.					10,000'
Alt Set: hPa		TDZ Elev: 163 hPa		Trans level: FL 150	
			Trans alt: 13000'		MSA RW25



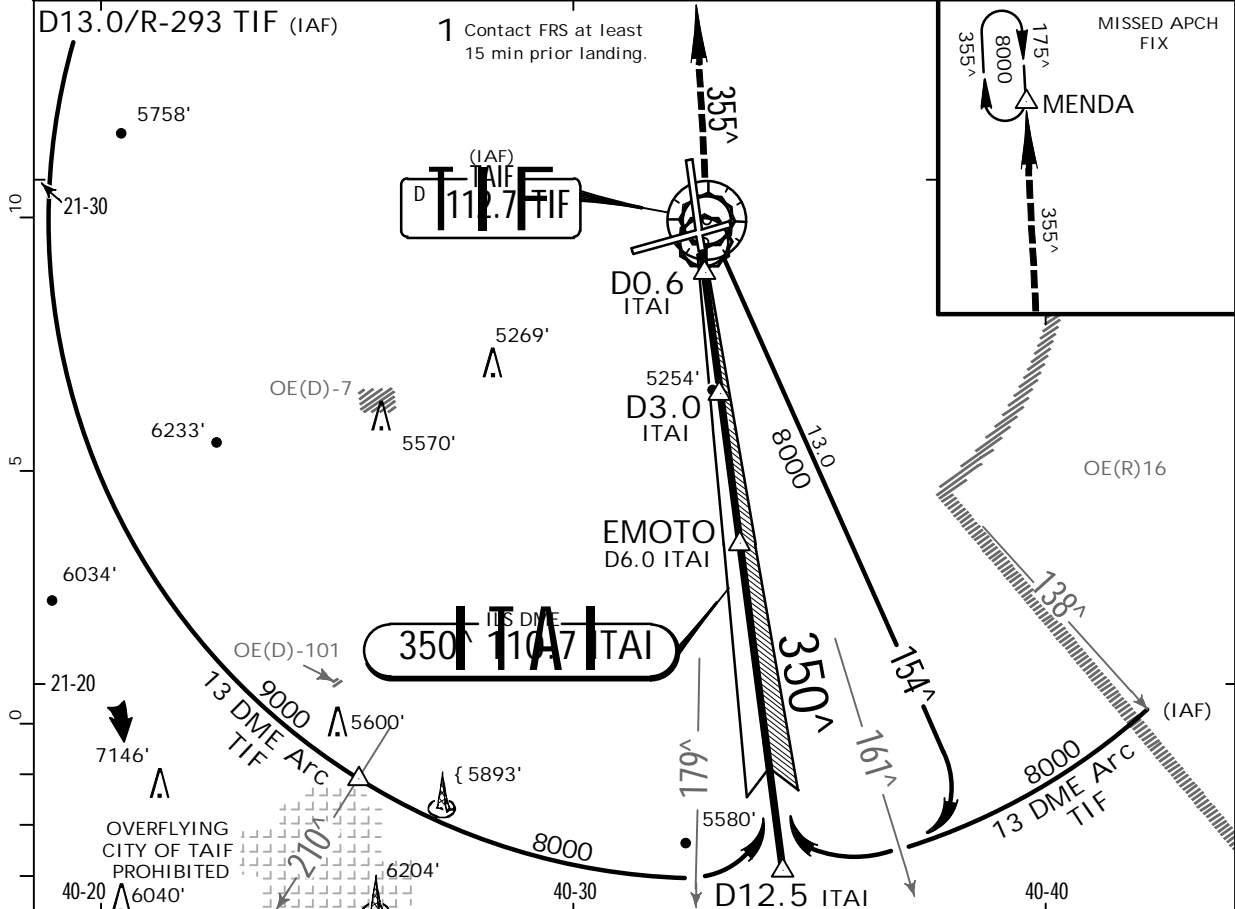
LOC (GS out)	ITIF DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	5070'	5390'	5700'	6020'	6340'



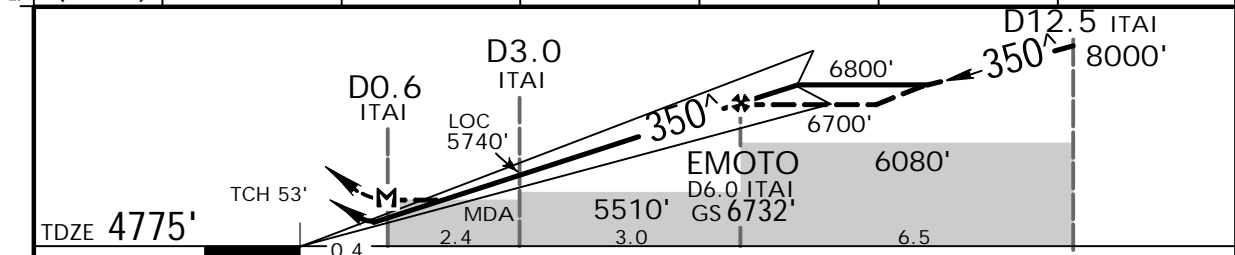
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL VASI VASI 5300' 10000' ↑ LT LAKNO
ILS GS 3.00 [^] or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 4967' (200')		LOC (GS out) MDA(H) 5260' (493')		Max Kts. MDA(H)	
FULL	ALS out	ALS out	ALS out	100	5580' (732') 1600m
A		800m	1600m	135	
B				180	5720' (872') 4000m
C	800m	1200m	2000m	205	5720' (872') 4400m
D			1600m		

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
LOC ITAI 110.7	Final Apch Crs 350^	GS EMOTO 6732' (1957')	ILS DA(H) 4975' (200')	Apt Elev 4848' TDZE 4775'	
MISSED APCH: Climb to 8000' on R-355 TIF direct MENDA and hold, or directed.					
Alt Set: hPa		TDZ Elev: 163 hPa	Trans level: FL 150	Trans alt: 13000'	MSA TIF VOR



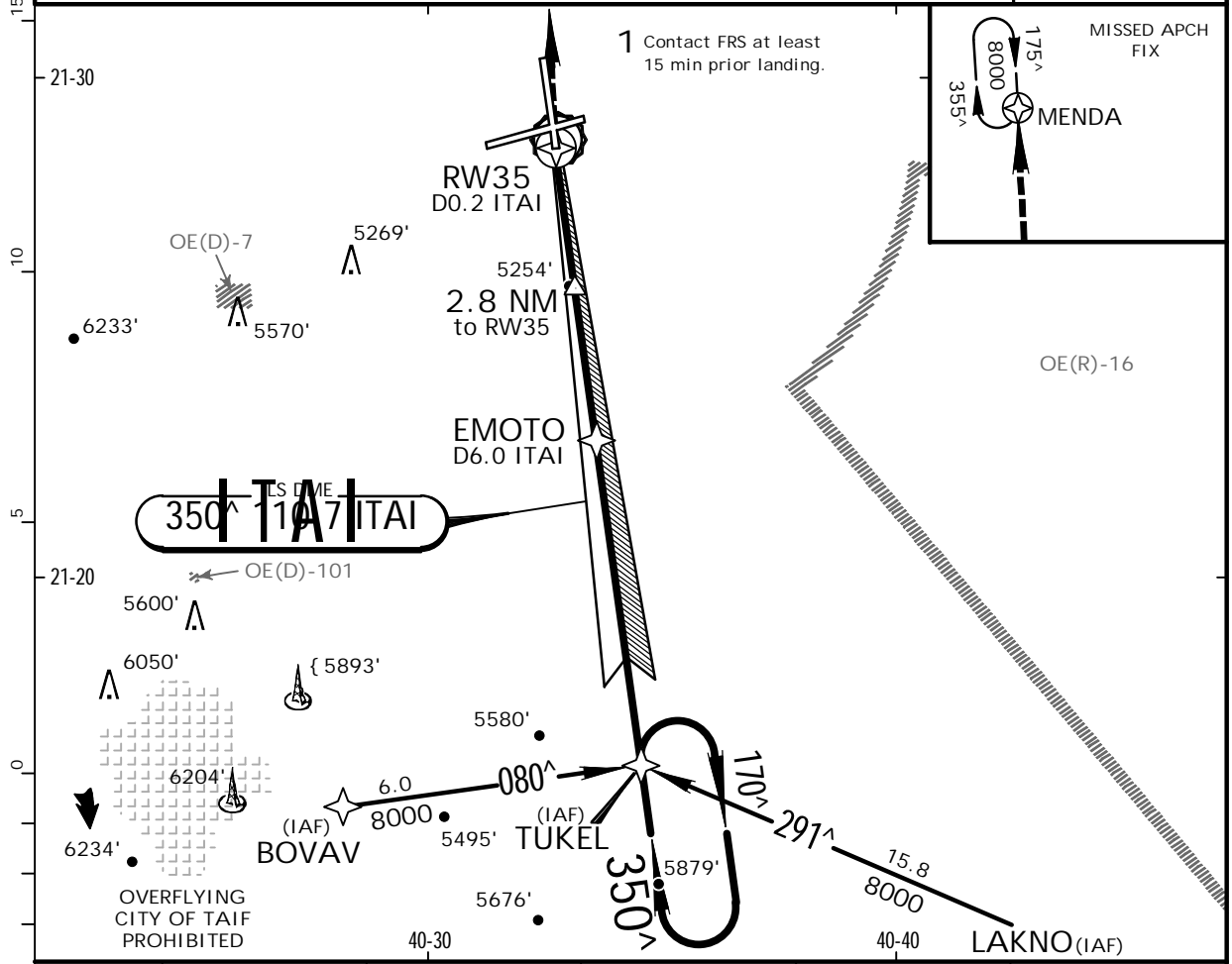
LOC (GS out)	ITAI DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	5110'	5430'	5750'	6070'	6390'



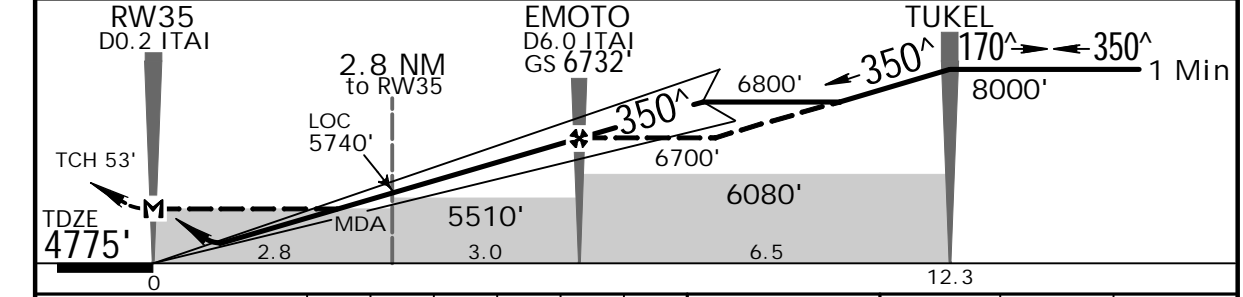
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent angle 3.00^	377	484	538	646	753	861	
MAP at DO.6 ITAI							

STRAIGHT-IN LANDING RWY 35 ILS				CIRCLE-TO-LAND (PANS OPS)			
DA(H) 4975' (200')		MDA(H) 5340' (565')		DA(H)		MDA(H)	
FULL		ALS out		ALS out			
A			1200m	1600m	100	5580' (732')	1600m
B					135		
C	1200m		2400m		180	5720' (872')	4000m
D			2800m		205	5720' (872')	4400m

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9	10,000'
LOC ITAI 110.7	Final Apch Crs 350^	GS EMOTO 6732' (1957')	ILS DA(H) 4975' (200')	Apt Elev 4848' TDZE 4775'		
MISSED APCH: Climb to 8000' to MENDA and hold, or as directed.						
Alt Set: hPa		TDZ Elev: 163 hPa		Trans level: FL 150		Trans alt: 13000'



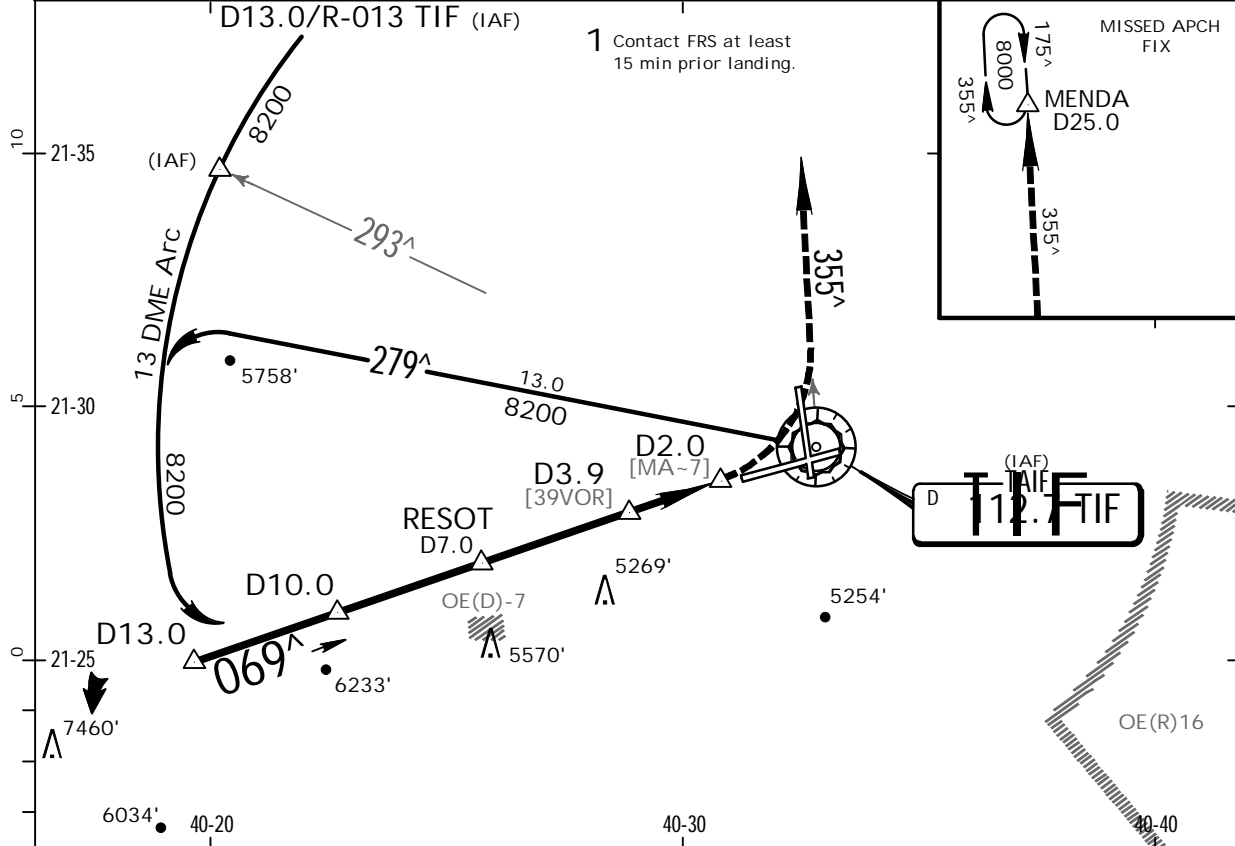
LOC (GS out)	DIST to RW35	2.0	3.0	4.0	5.0
	ALTITUDE	5470'	5790'	6110'	6420'



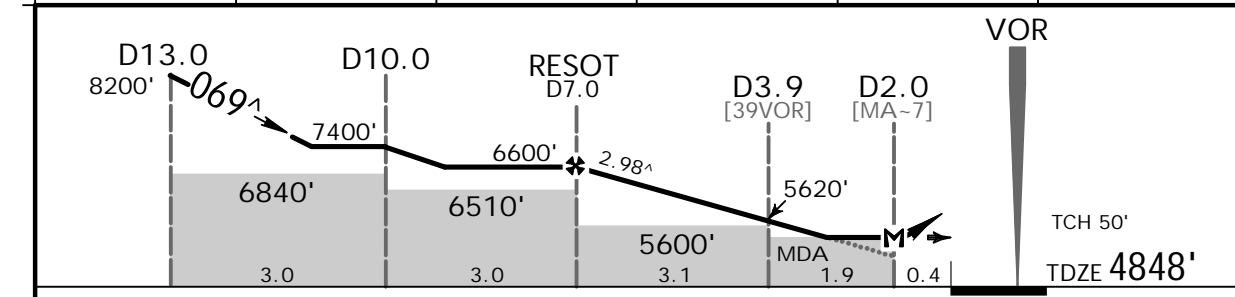
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL VASI VASI RT MENDA
ILS GS or LOC Descent angle	377	484	538	646	753	861	
MAP at RW35/D0.2 ITAI							

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 4975' (200')		LOC (GS out) MDA(H) 5340' (565')		Max Kts	
FULL	ALS out	ALS out	ALS out	MDA(H)	
A	1200m	1200m	1600m	100	5580' (732')
B				135	1600m
C		180	5720' (872')	4000m	
D		205	5720' (872')	4400m	

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
VOR TIF 112.7	Final Apch Crs 069 [^]	Procedure Alt RESOT 6600' (1752')	MDA(H) 5320' (472')	Apt Elev 4848' TDZE 4848'	
MISSED APCH: Climbing turn LEFT to 8000' on R-355 to MENDA/ D25.0 and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 165 hPa		Trans level: FL 150	
				Trans alt: 13000'	
					MSA TIF VOR



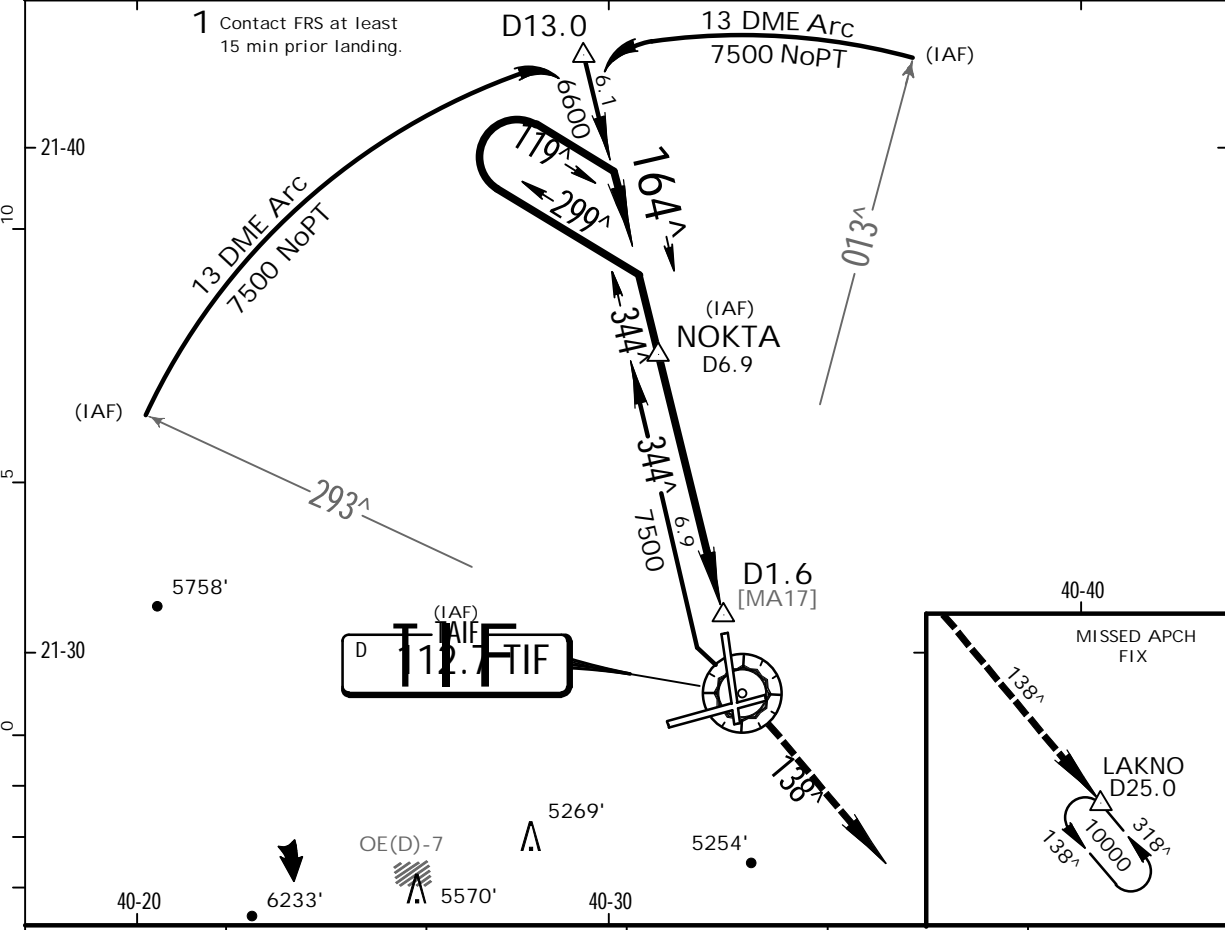
TIF DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	6290'	5970'	5650'	5340'	5020'



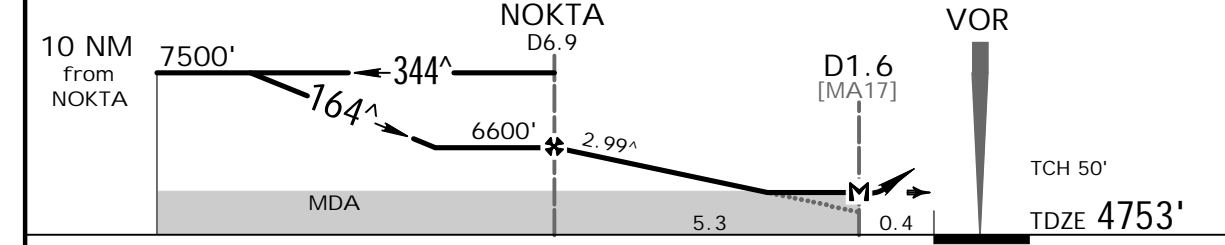
Gnd speed-Kts	70	90	100	120	140	160	HI ALS REIL VASI VASI 8000' TIF on 112.7 LT R-355
Descent gradient 5.21% or Descent angle 2.98 [^]	369	474	527	633	738	843	
MAP at D2.0							

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 5320' (472')			MDA(H)	
ALS out			Max Kts	
A			100	
B	1200m	1600m	135	5580' (732') 1600m
C	2000m		180	5720' (872') 4000m
D	2400m		205	5720' (872') 4400m

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
VOR TIF 112.7	Final Apch Crs 164 [^]	Procedure Alt NOKTA 6600' (1847')	MDA(H) 5280' (527')	Apt Elev 4848' TDZE 4753'	
MISSED APCH: Climbing turn LEFT to 10000' on R-138 to LAKNO/ D25.0 and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 162 hPa		Trans level: FL 150	
				Trans alt: 13000'	



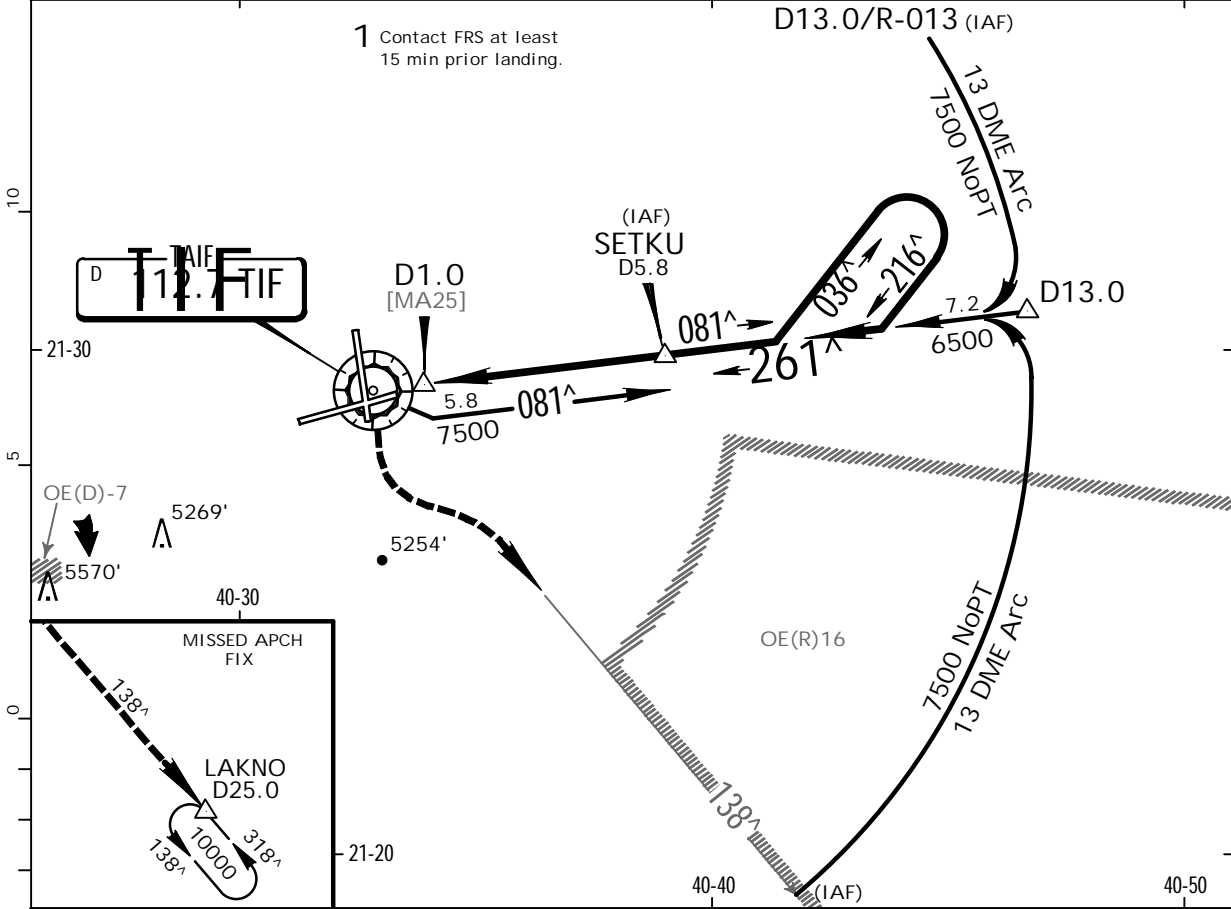
TIF DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	6320'	6000'	5680'	5360'	5050'



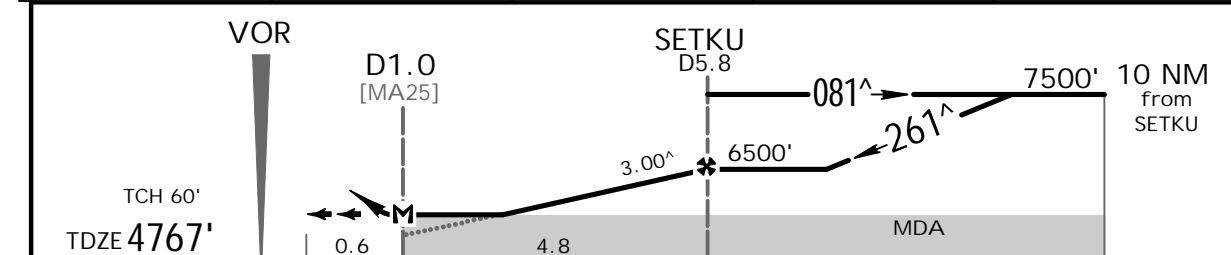
Gnd speed-Kts	70	90	100	120	140	160	HI ALS REIL VASI VASI 10000' TIF on 112.7 LT R-138
Descent gradient 5.22% or 2.99 [^]	370	476	529	635	741	846	
MAP at D1.6							

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 5280' (527')			MDA(H)	
ALS out			Max Kts	
A	1200m	1600m	100	5580' (732') 1600m
B			135	
C	2400m		180	5720' (872') 4000m
D	2800m		205	5720' (872') 4400m

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
VOR TIF 112.7	Final Apch Crs 261 [^]	Procedure Alt SETKU 6500' (1733')	MDA(H) 5260' (493')	Apt Elev 4848' TDZE 4767'	
MISSED APCH: Climbing turn LEFT to 10000' on R-138 to LAKNO/ D25.0 and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 163 hPa		Trans level: FL 150	
				Trans alt: 13000'	
					MSA TIF VOR



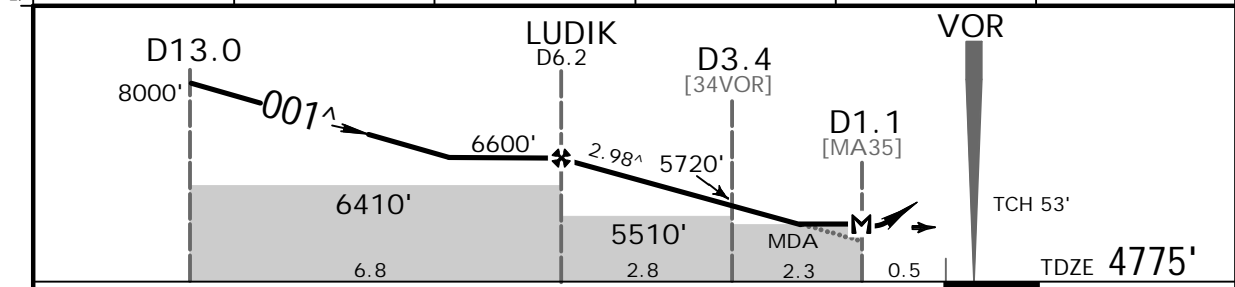
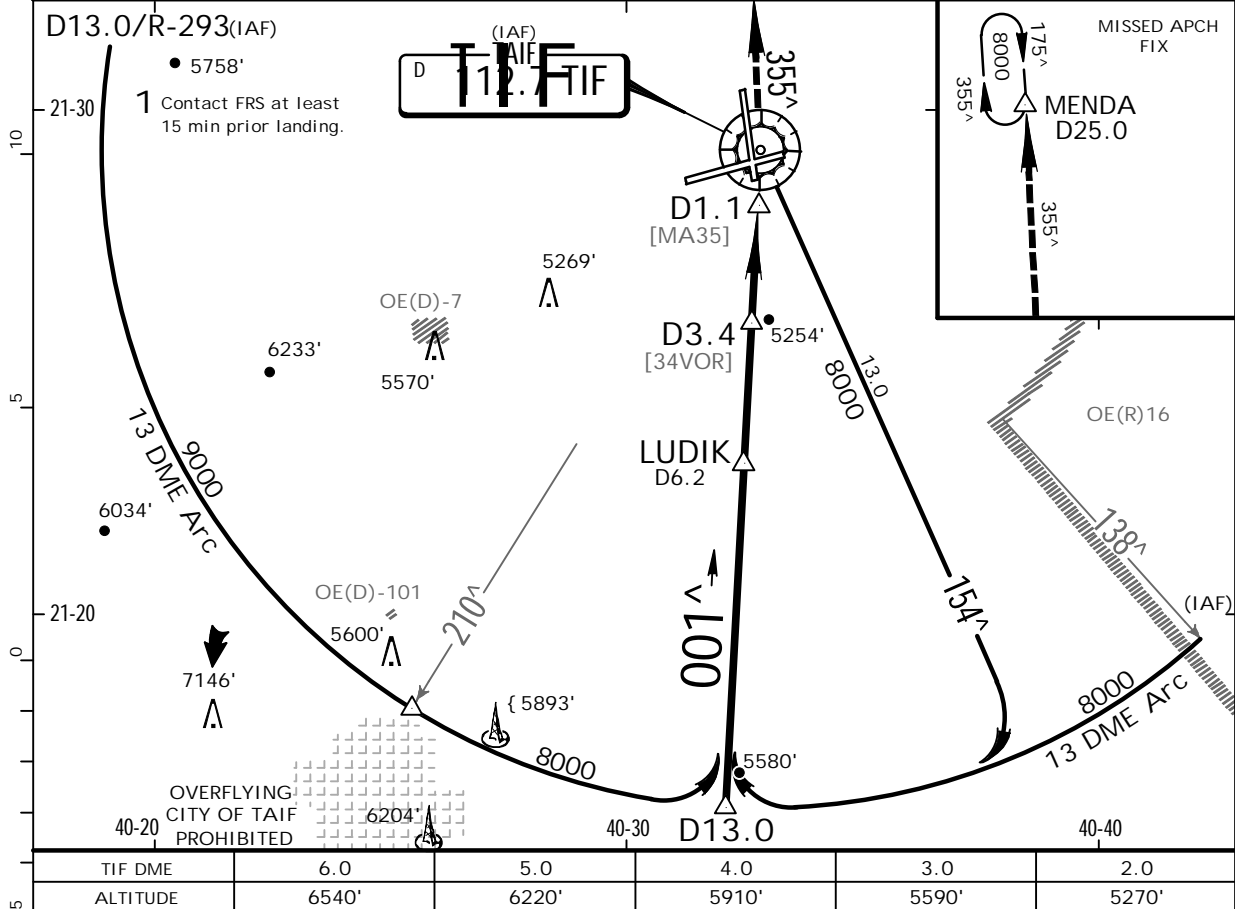
TIF DME	2.0	3.0	4.0	5.0
ALTITUDE	5300'	5610'	5930'	6250'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL VASI VASI 10000' TIF LT on R-138
Descent gradient	5.24% or 3.00 [^]						
Descent angle	372	478	531	637	743	849	
MAP at D1.0							

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 5260' (493')				MDA(H)			
ALS out				Max Kts			
A				100			
B	800m	1600m		135	5580' (732')	1600m	
C	1200m	2000m		180	5720' (872')	4000m	
D	1600m	2400m		205	5720' (872')	4400m	

ATIS 127.05	TIBA 122.8	FRS 133.5 1	TAIF Approach 119.7	TAIF Tower 118.7	Ground 121.9
VOR TIF 112.7	Final Apch Crs 001 [^]	Procedure Alt LUDIK 6600' (1825')	MDA(H) 5340' (565')	Apt Elev 4848' TDZE 4775'	
MISSED APCH: Climb to 8000' on R-355 to MENDA/D25.0 and hold, or as directed.					
Alt Set: hPa		TDZ Elev: 163 hPa	Trans level: FL 150	Trans alt: 13000'	MSA TIF VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL VASI VASI 8000' TIF on 112.7 R-355		
Descent gradient	5.21% or 2.98 [^]		369	474	527	633		738	843
Descent angle									

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 5340' (565')				MDA(H)			
ALS out				Max Kts			
A	1200m		1600m		100	5580' (732') 1600m	
B					135		
C	2400m				180	5720' (872') 4000m	
D	2800m				205	5720' (872') 4400m	

Chart changes since cycle 04-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TAIF, (TAIF - OETF)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	24 Feb 2012	08 Mar 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OETF

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEWJ

Terminal Charts For OEWJ

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Wejh Sau
IATA Code: EJH
Lat/Long: N26° 11.9' E036° 28.6'
Elevation: 66 ft

Airport Use: Public
Magnetic Variation: 3.7°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: 0349 Z
Sunset: 1540 Z,

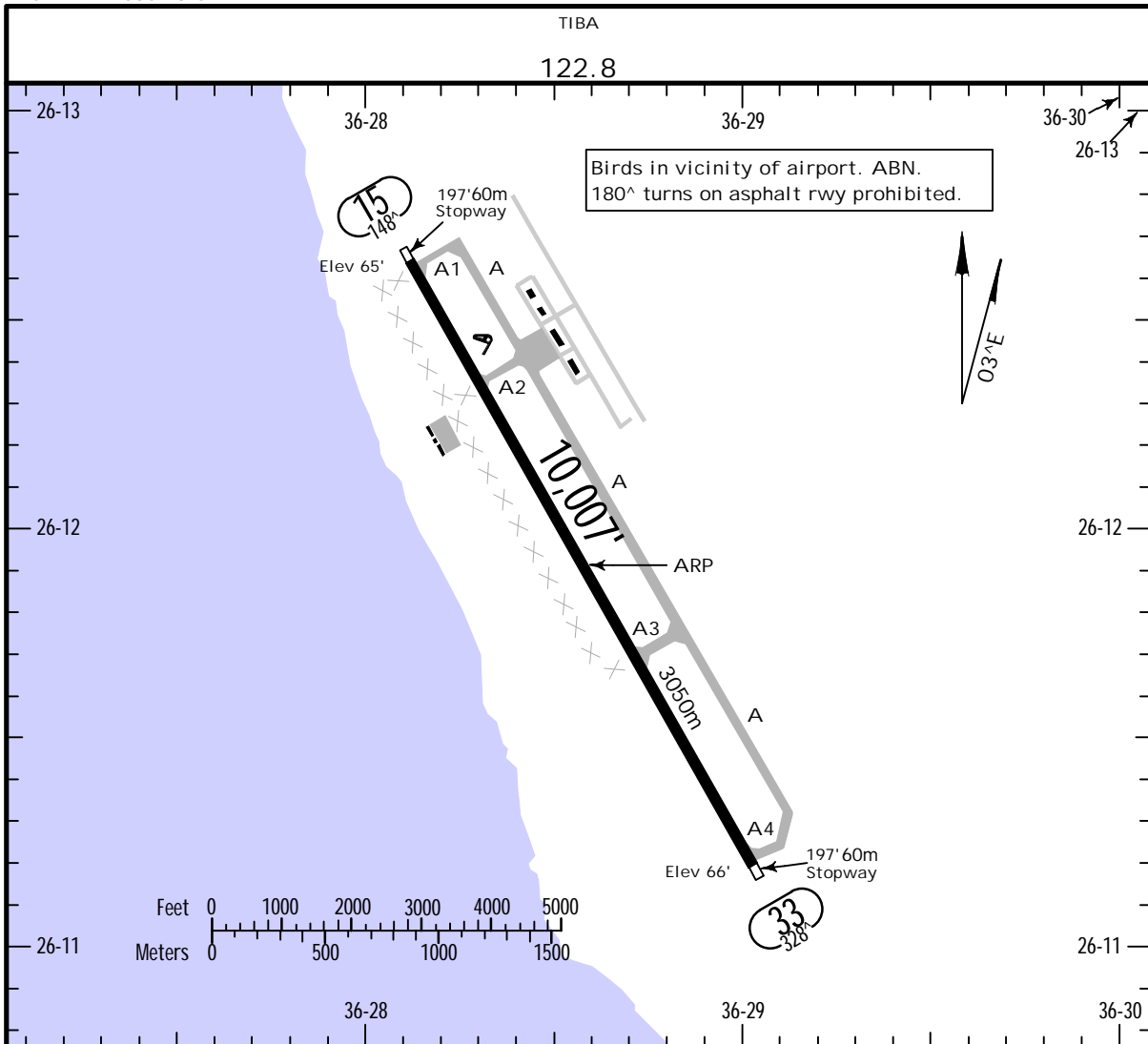
Runway Information

Runway: 15
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 65 ft
Lighting: Edge
Stopway: 197 ft

Runway: 33
Length x Width: 10007 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge
Stopway: 197 ft

Communication Information

Wejh Multicom 122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
15 33	MIRL(O/R) VASI (3 bar)		8887' 2709m		148' 45m

Night operations: Taxi-back on runway may be necessary as only center taxiway to apron is lighted.

TAKE-OFF						FOR FILING AS ALTERNATE Wejh airport is used as alternate aerodrome for Military traffic operating within OE(R)-70 (Tabuk training area). Traffic operating around Wejh airport are requested to exercise caution.
Rwy 15		Rwy 33			Other	
Adequate Vis Ref	STD	With Mim climb of 260' /NM to 500'		400' - 1600m		
		Adequate Vis Ref	STD			
1 Eng	NOT AUTHORIZED	1600m	NOT AUTHORIZED	1600m	A	
2 Eng					B	
3 & 4 Eng	400m	800m	400m	800m	C	
					D	

STRAIGHT-IN RWY		A	B	C	D
15	VOR DME	620' (555')	620' (555')	620' (555')	620' (555')
		1600m	1600m	2400m	2800m
	VOR	660' (595')	660' (595')	660' (595')	660' (595')
		1600m	1600m	2400m	2800m
33	ILS	266' (200')	266' (200')	266' (200')	266' (200')
		1200m	1200m	1200m	1200m
	LOC	480' (414')	480' (414')	480' (414')	480' (414')
		1600m	1600m	2000m	2000m
	VOR DME	480' (414')	480' (414')	480' (414')	480' (414')
		1600m	1600m	2000m	2400m
	VOR	540' (474')	540' (474')	540' (474')	540' (474')
		1600m	1600m	2000m	2400m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	660' (594')	660' (594')	800' (734')	940' (874')
	V1600m	V1600m	V3200m	V4400m

TAKE-OFF RWY 15

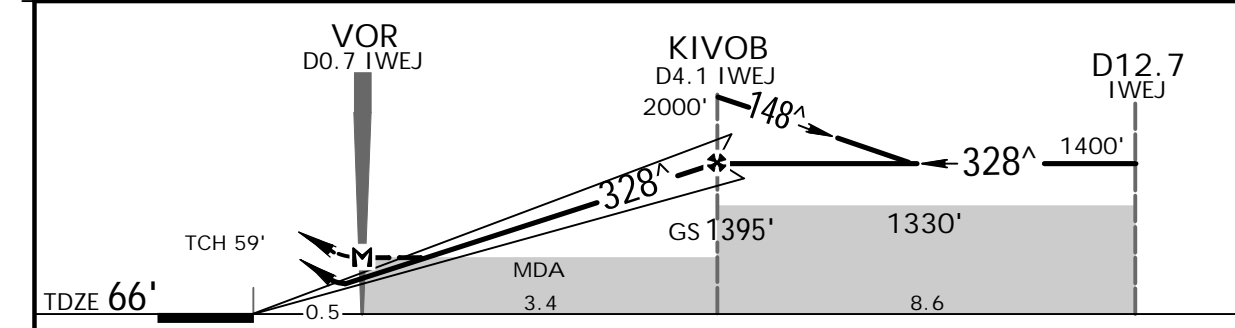
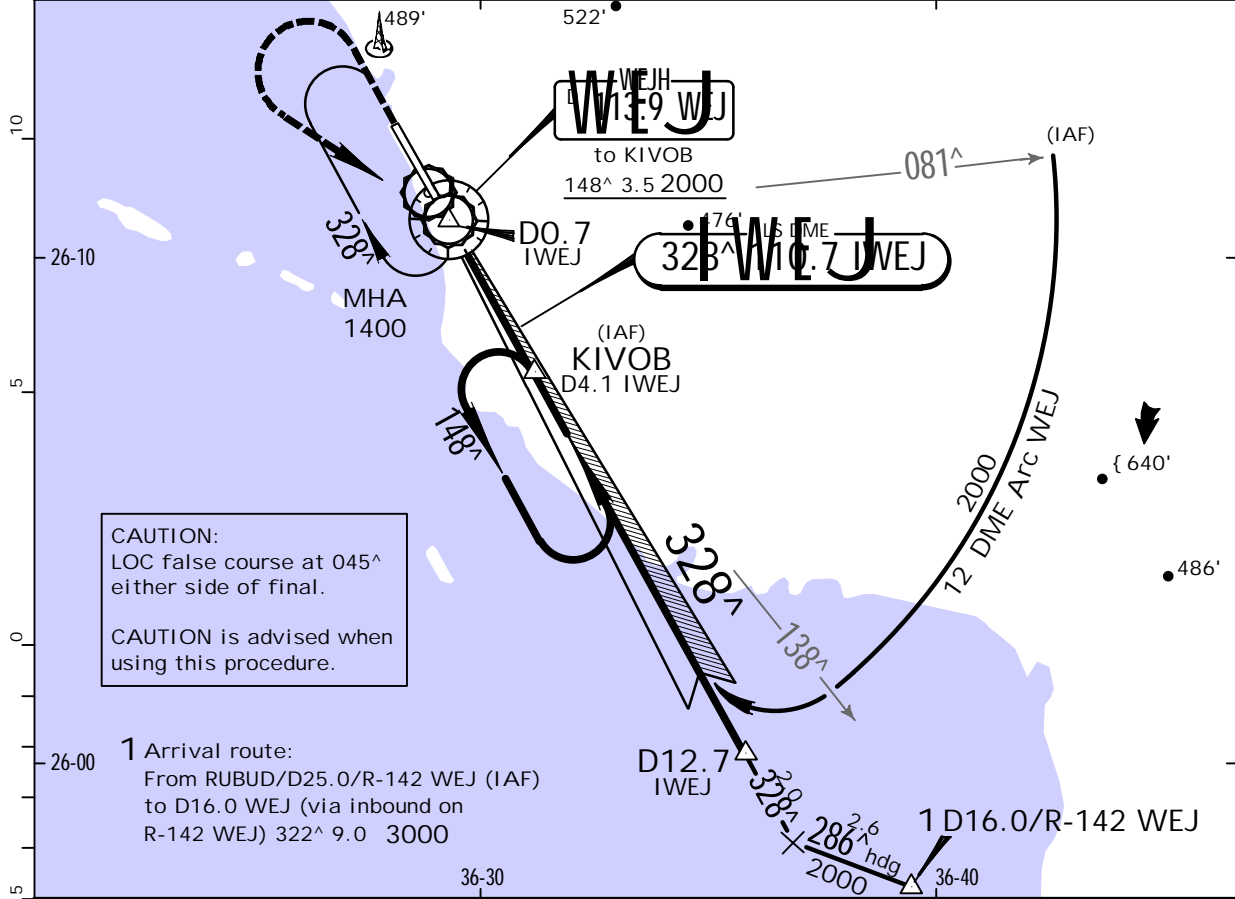
Adequate Vis Ref		STD
1 Eng	NOT AUTHORIZED	1600m
2 Eng		
3 & 4 Eng	400m	800m

TAKE-OFF RWY 33

With Min climb of 260'/NM to 500'		
Adequate Vis Ref	STD	other
1 Eng	NOT AUTHORIZED	ceiling 400' - 1600m
2 Eng	1600m	
3 & 4 Eng	800m	

For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

TIBA 122.8				FRS (Contact at least 15 min before landing) 133.5	
LOC IWEJ 110.7	Final Apch Crs 328 [^]	GS KIVOB 1395' (1329')	ILS DA(H) 266' (200')	Apt Elev 66'	TDZE 66'
MISSED APCH: Climb to 2000', then climbing turn LEFT to 3000' direct VOR and hold.					<p>MSA WEJ VOR</p>
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'					
When WEJH altimeter setting not available, procedure not authorized.					

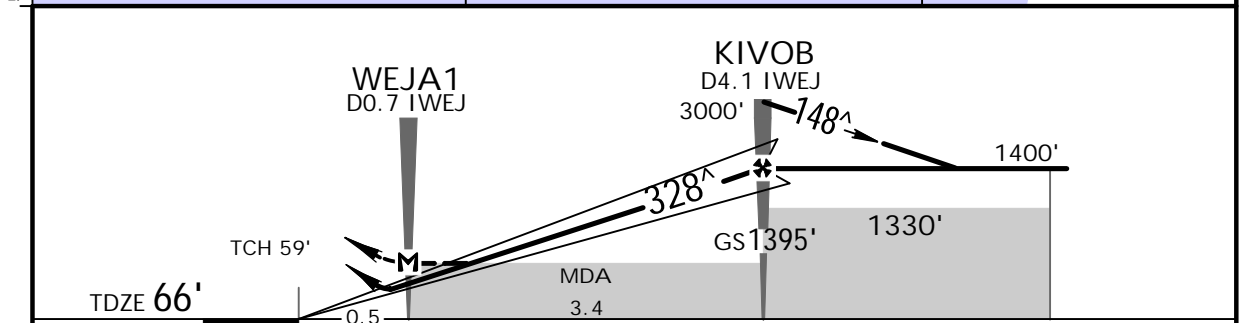
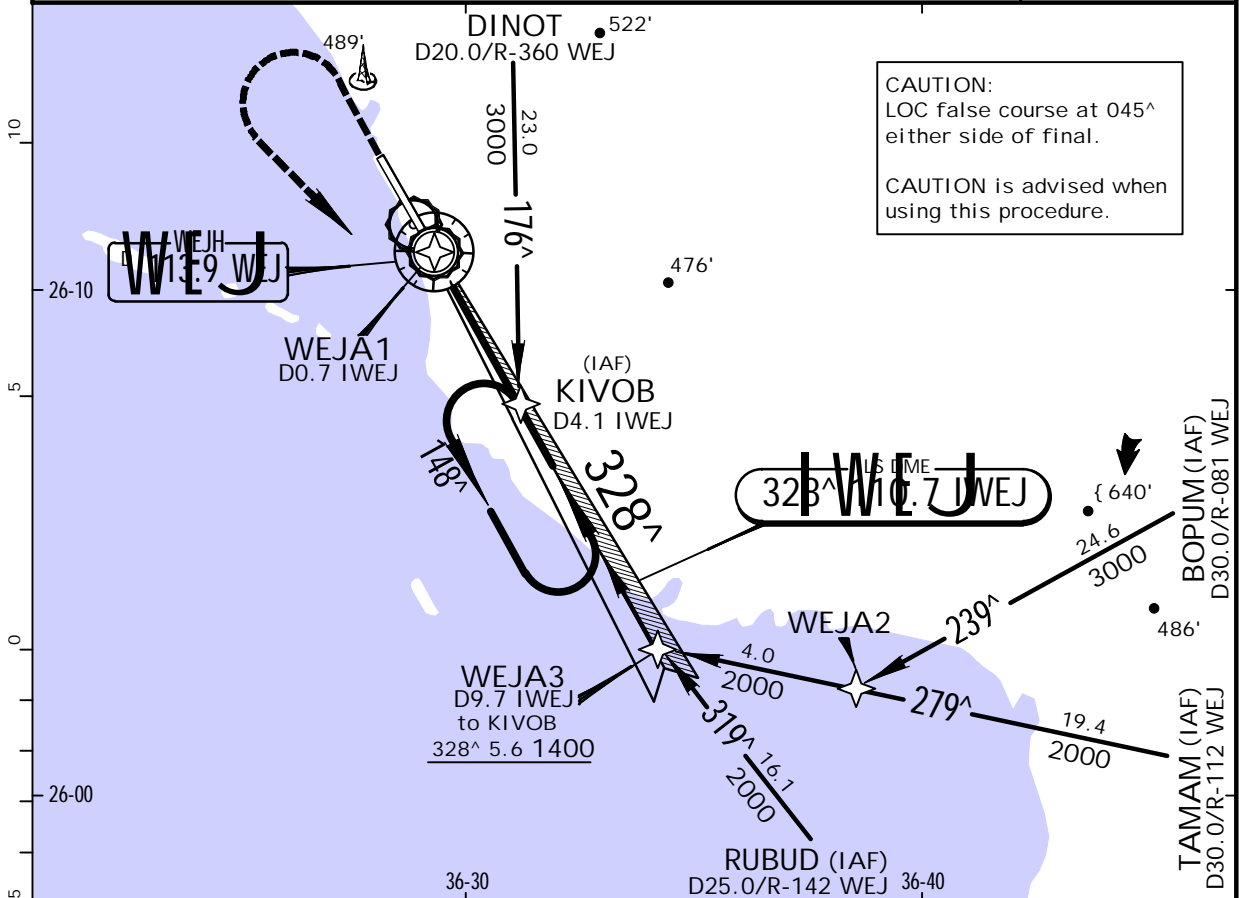


Gnd speed-Kts	70	90	100	120	140	160	PAPI	2000' ↑
ILS GS or LOC Descent Angle 3.00 [^]	377	484	538	646	753	861		
MAP at VOR/D0.7 IWEJ								

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 266' (200')		LOC (GS out) MDA(H) 480' (414')		Max Kts
1200m		1600m		100
				135
		2000m		180
				205
		MDA(H)	660' (594')	1600m
			800' (734')	3200m
			940' (874')	4400m

CHANGES: Segment minimum altitudes.

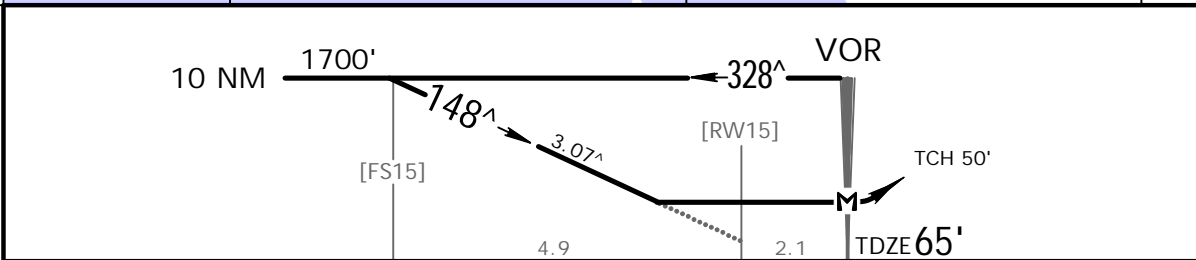
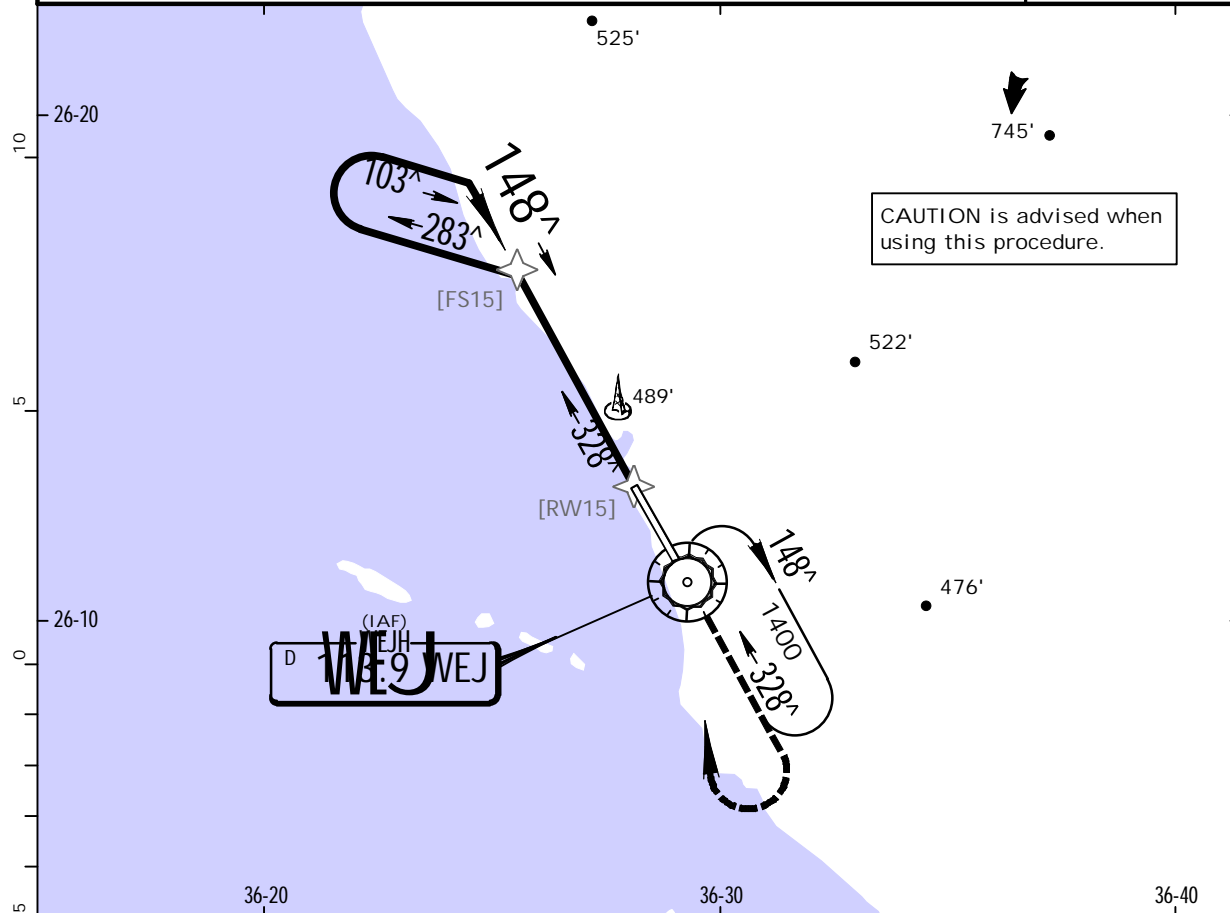
TIBA 122.8		FRS (Contact at least 15 min before landing) 133.5			
LOC IWEJ 110.7	Final Apch Crs 328 [^]	GS KIVOB 1395' (1329')	ILS DA(H) 266' (200')	Apt Elev 66' TDZE 66'	
MISSED APCH: Climb to 2000', then climbing turn LEFT to 3000' direct KIVOB and hold.					
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' When WEJH altimeter setting not available, procedure not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI	2000' ↑
ILS GS or LOC Descent Angle 3.00 [^]	377	484	538	646	753	861		
MAP at WEJA1/D0.7 IWEJ								

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 266' (200')		LOC (GS out) MDA(H) 480' (414')	Max Kts	MDA(H)
A	1200m	1600m	100	660' (594')
B			135	1600m
C		180	800' (734')	3200m
D		205	940' (874')	4400m

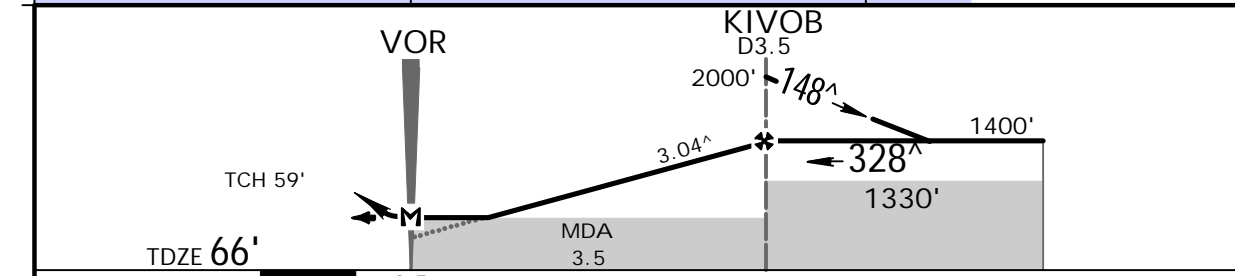
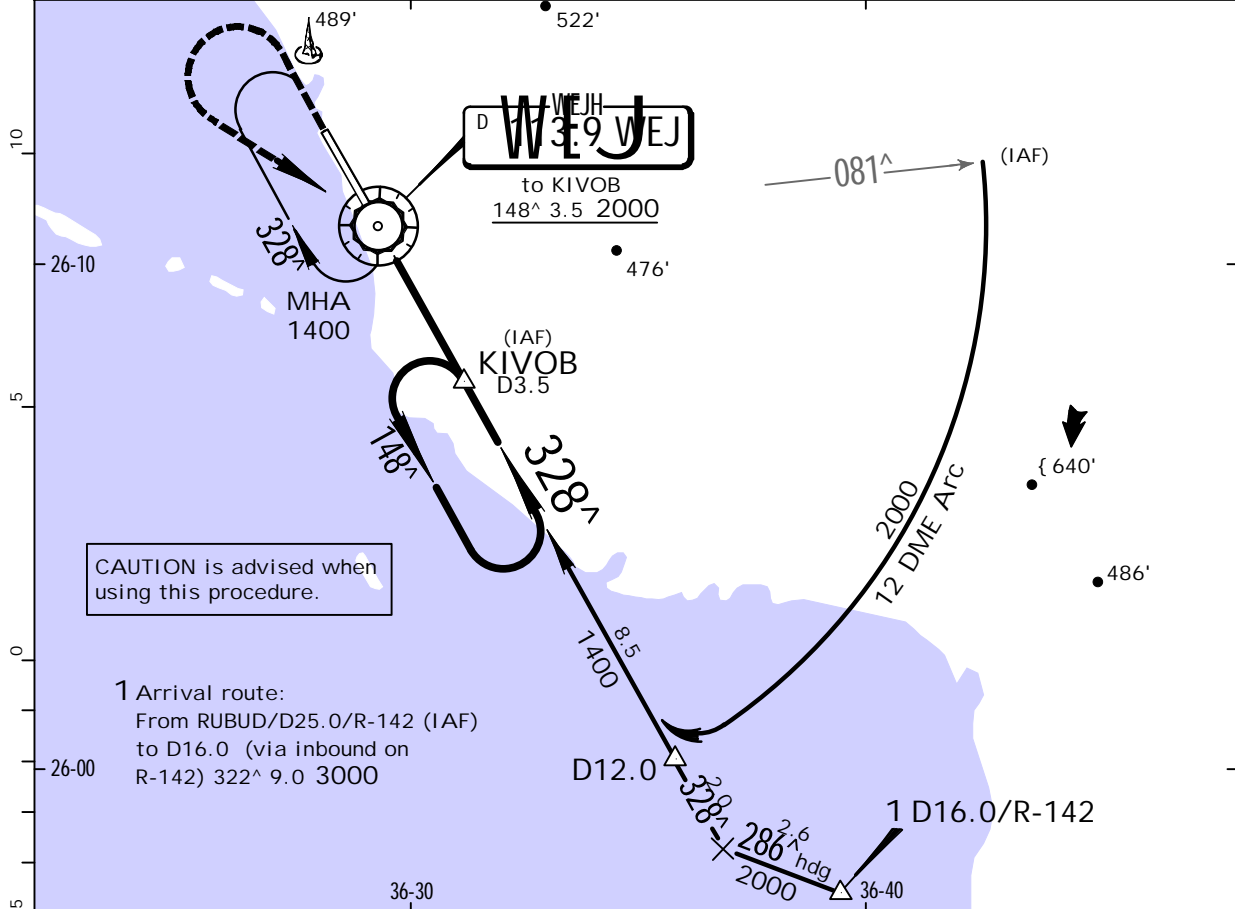
TIBA 122.8			FRS (Contact at least 15 min before landing) 133.5		
VOR WEJ 113.9	Final Apch Crs 148 [^]	Minimum Alt No FAF	MDA(H) 660' (595')	Apt Elev 66'	TDZE 65'
MISSED APCH: Climb to 2000', then climbing turn RIGHT to 3000' direct VOR and hold.					
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'					
When WEJH altimeter setting not available, procedure not authorized.					MSA WEJ VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI	2000'	
Descent Angle	3.07 [^]	380	489	543	652	760			869
MAP at VOR									

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 660' (595')		Max Kts.	MDA(H)
A		100	
B	1600m	135	660' (594') 1600m
C	2400m	180	800' (734') 3200m
D	2800m	205	940' (874') 4400m

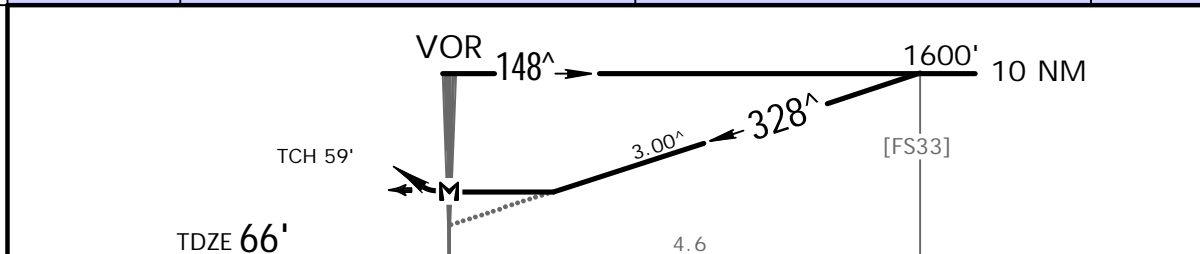
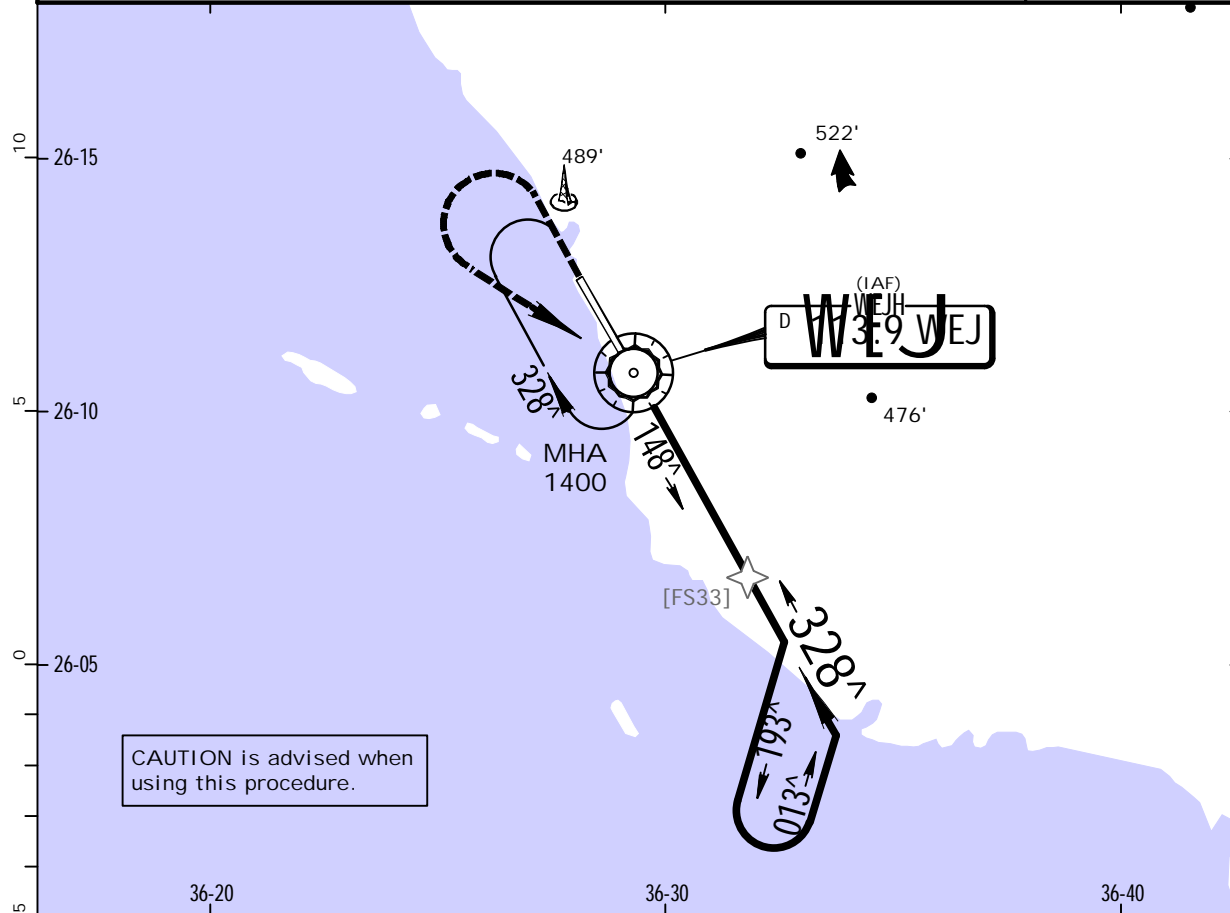
TIBA 122.8			FRS (Contact at least 15 min before landing) 133.5		
VOR WEJ 113.9	Final Apch Crs 328 [^]	Procedure Alt KIVOB 1400' (1334')	MDA(H) 480' (414')	Apt Elev 66'	TDZE 66'
MISSED APCH: Climb to 2000', then climbing turn LEFT to 3000' direct VOR and hold.					<p>MSA WEJ VOR</p>
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'					
When WEJH altimeter setting not available, procedure not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI 2000'
Descent Angle 3.04 [^]	376	484	538	645	753	861	
MAP at VOR							

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND (PANS OPS)		
MDA(H) 480' (414')			Max Kts. _____ MDA(H) _____		
A			100		
B	1600m		135	660' (594')	1600m
C	2000m		180	800' (734')	3200m
D	2400m		205	940' (874')	4400m

TIBA 122.8			FRS (Contact at least 15 min before landing) 133.5		
VOR WEJ 113.9	Final Apch Crs 328 [^]	Minimum Alt No FAF	MDA(H) 540' (474')	Apt Elev 66' TDZE 66'	
MISSED APCH: Climb to 2000', then climbing turn LEFT to 3000' direct VOR and hold.					
Alt Set: hPa TDZ Elev: 2 hPa Trans level: FL 150 Trans alt: 13000' When WEJH altimeter setting not available, procedure not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI 2000'
Descent Angle 3.00 [^]	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 540' (474')		Max Kts.	MDA(H)
A		100	
B	1600m	135	660' (594') 1600m
C	2000m	180	800' (734') 3200m
D	2400m	205	940' (874') 4400m

Chart changes since cycle 04-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

WEJH, (WEJH - OEWJ)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OEWJ

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

VASIS rwy 15/33 replaced by PAPI (3°).

List of pages in this Trip Kit

Trip Kit Index

Airport Information For OEYN

Terminal Charts For OEYN

Revision Letter For Cycle 05-2012

Change Notices

Notebook

General Information

Location: Yenbo Sau
IATA Code: YNB
Lat/Long: N24° 08.7' E038° 03.8'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 3.5°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: 0342 Z
Sunset: 1534 Z,

Runway Information

Runway: 10
Length x Width: 10538 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, REIL

Runway: 28
Length x Width: 10538 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS 127.45
Yenbo Multicom 122.8
Yenbo Information 121.9 AFIS
Yenbo Information 118.1 AFIS

OEYN/YNB

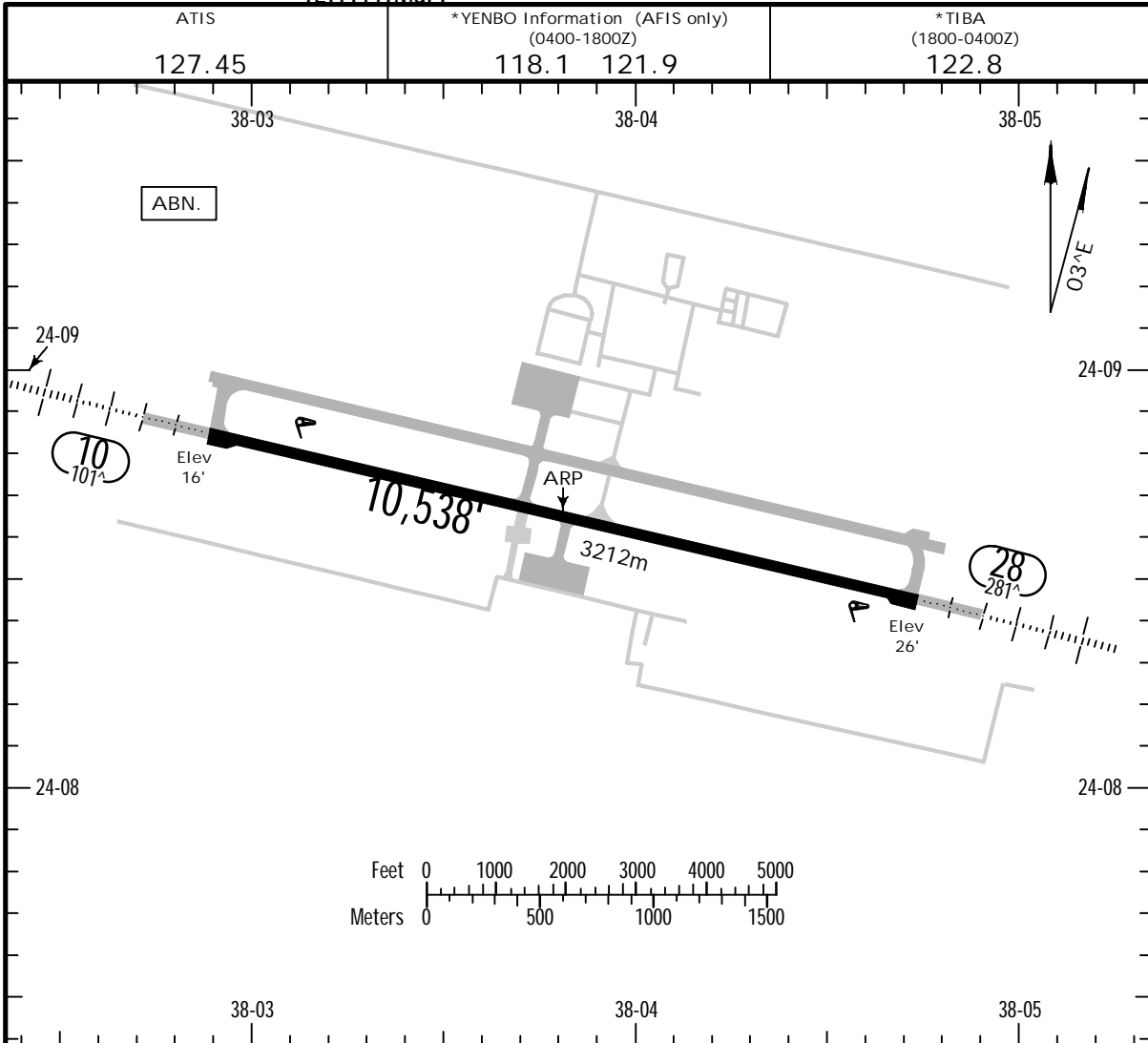
Apt Elev 26'
N24 08.6 E038 03.8

JEPPESEN

26 FEB 10
Eff. 11 Mar.

(10-9)

YENBO, SAUDI ARABIA
PRINCE ABDUL MOHSIN BIN ABDUL AZIZ



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
10 28	MIRL HIALS REIL PAPI-L(angle 3.0°)		9505' 2897m		148' 45m

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		1	
Adequate Vis Ref		Precision	Non-Precision
1 Eng	NOT AUTHORIZED	600' - 3200m	NOT AUTHORIZED
2 Eng	400m		
3 & 4 Eng	800m		
		A	
		B	
		C	
		D	

1 If AFIS not in operation, alternate minimums NA.

STRAIGHT-IN RWY		A	B	C	D
10	RNAV 1	480' (462') 1500m	480' (462') 1500m	480' (462') 1500m	480' (462') 1600m
	ALS out	1600m	1600m	2200m	2400m
	VOR DME 1	480' (462') 1500m	480' (462') 1500m	480' (462') 1600m	480' (462') 1600m
	ALS out	1600m	1600m	2200m	2400m
28	ILS	226' (200') 800m	226' (200') 800m	226' (200') 800m	226' (200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC 1	480' (454') 1400m	480' (454') 1400m	480' (454') 1400m	480' (454') 1600m
	ALS out	1600m	1600m	2100m	2400m
	RNAV 1	480' (454') 1400m	480' (454') 1400m	480' (454') 1400m	480' (454') 1600m
	ALS out	1600m	1600m	2100m	2400m
	VOR DME 1	480' (454') 1400m	480' (454') 1400m	480' (454') 1600m	480' (454') 1600m
	ALS out	1600m	1600m	2100m	2400m

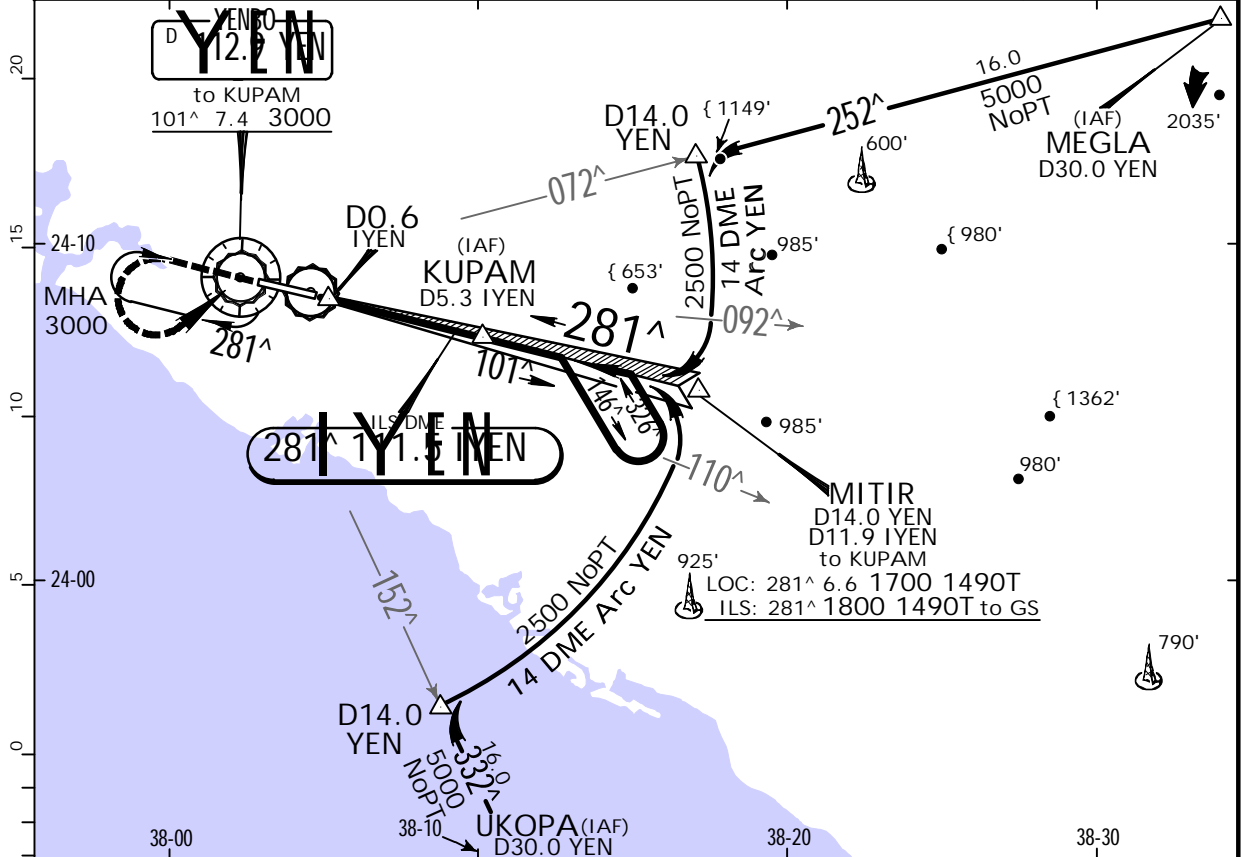
1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	540' (514') V1600m	540' (514') V1600m	800' (774') V3600m	800' (774') V4000m

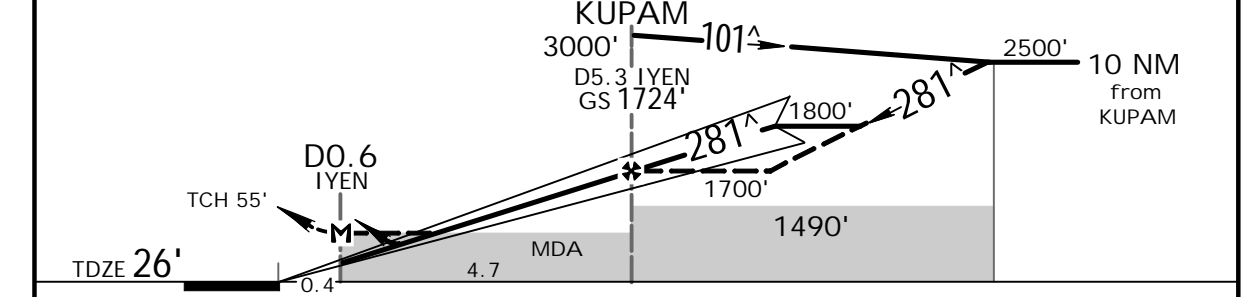
TAKE-OFF RWY 10, 28

	RL	Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng			
3 or more Eng	400m	500m	800m

ATIS 127.45		*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9		*TIBA (1800-0400Z) 122.8		FRS (Contact at least 15 mins before landing) 133.5	
LOC IYEN 111.5	Final Apch Crs 281 [^]	GS KUPAM 1724' (1698')	ILS DA(H) 226' (200')	Apt Elev 26'	TDZE 26'		
MISSED APCH: Climb to 1500', then climbing turn LEFT to 3000' direct to VOR and hold.							MSA YEN VOR
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 150		Trans alt: 13000'	
When YENBO altimeter setting not available, procedure not authorized.							



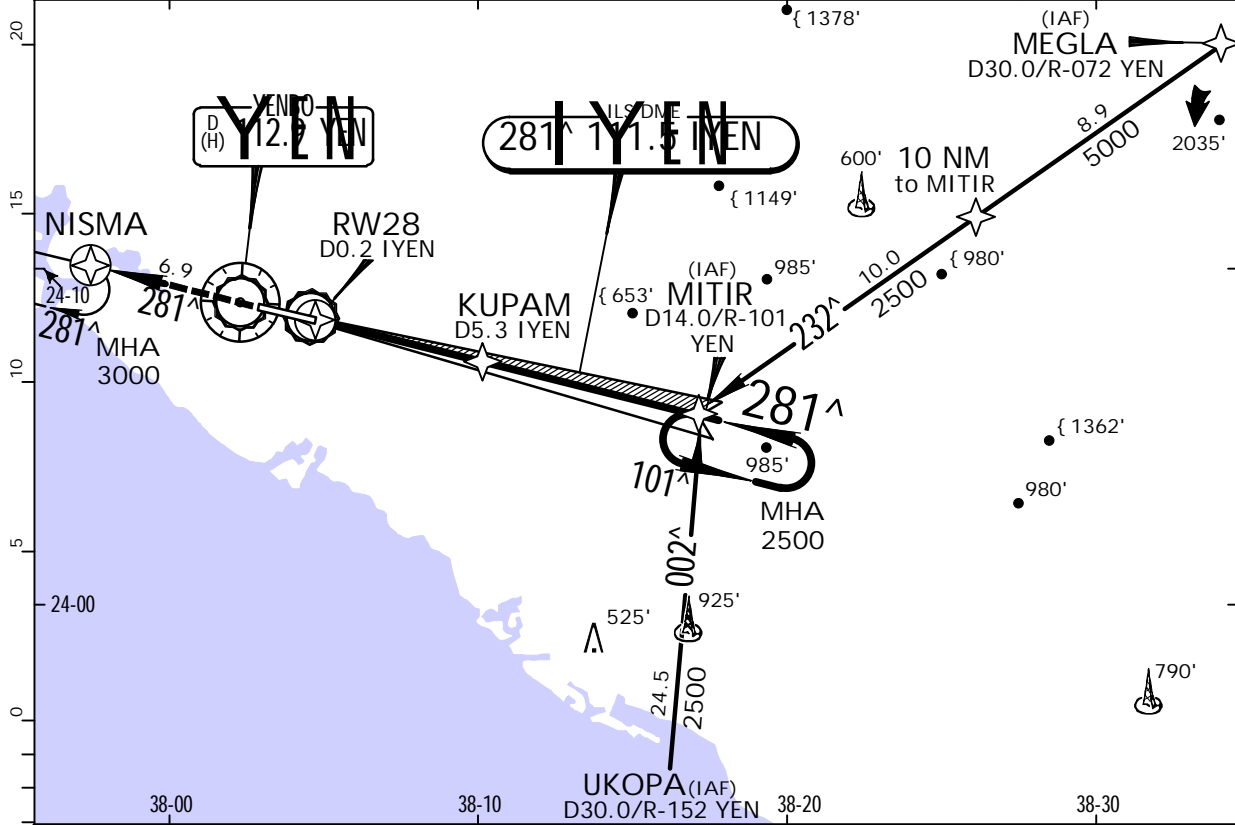
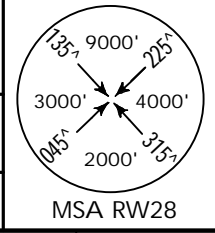
LOC (GS out)	IYEN DME	2.0	3.0	4.0	5.0
	ALTITUDE	670'	990'	1300'	1620'



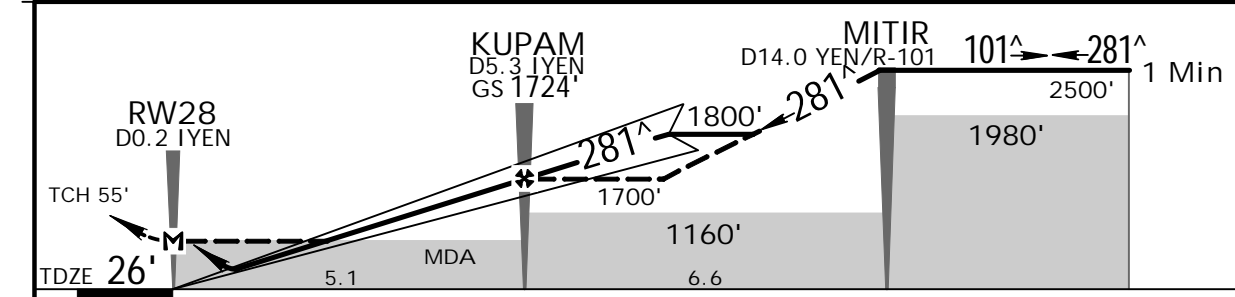
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent angle 3.00 [^]	377	484	538	646	753	861	
MAP at D0.6 IYEN							

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND (PANS OPS)			
ILS DA(H) 226' (200')		LOC (GS out) MDA(H) 480' (454')					
FULL		ALS out		Max Kts		MDA(H)	
A				100		540' (514')	1600m
B			800m	135			
C	800m	1200m	1200m	180		800' (774')	3600m
D			1600m	205		800' (774')	4000m

ATIS 127.45	*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9	*TIBA (1800-0400Z) 122.8	FRS (Contact at least 15 mins before landing) 133.5
LOC IYEN 111.5	Final Apch Crs 281^	GS KUPAM 1724' (1698')	ILS DA(H) 226' (200')
Apt Elev 26'			TDZE 26'
MISSED APCH: Climb to 3000' in NISMA holding and hold.			
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'			
When YENBO altimeter setting not available, procedure not authorized.			



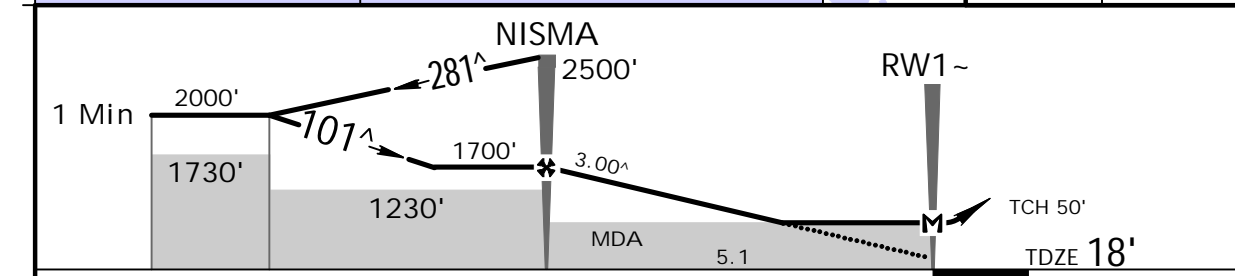
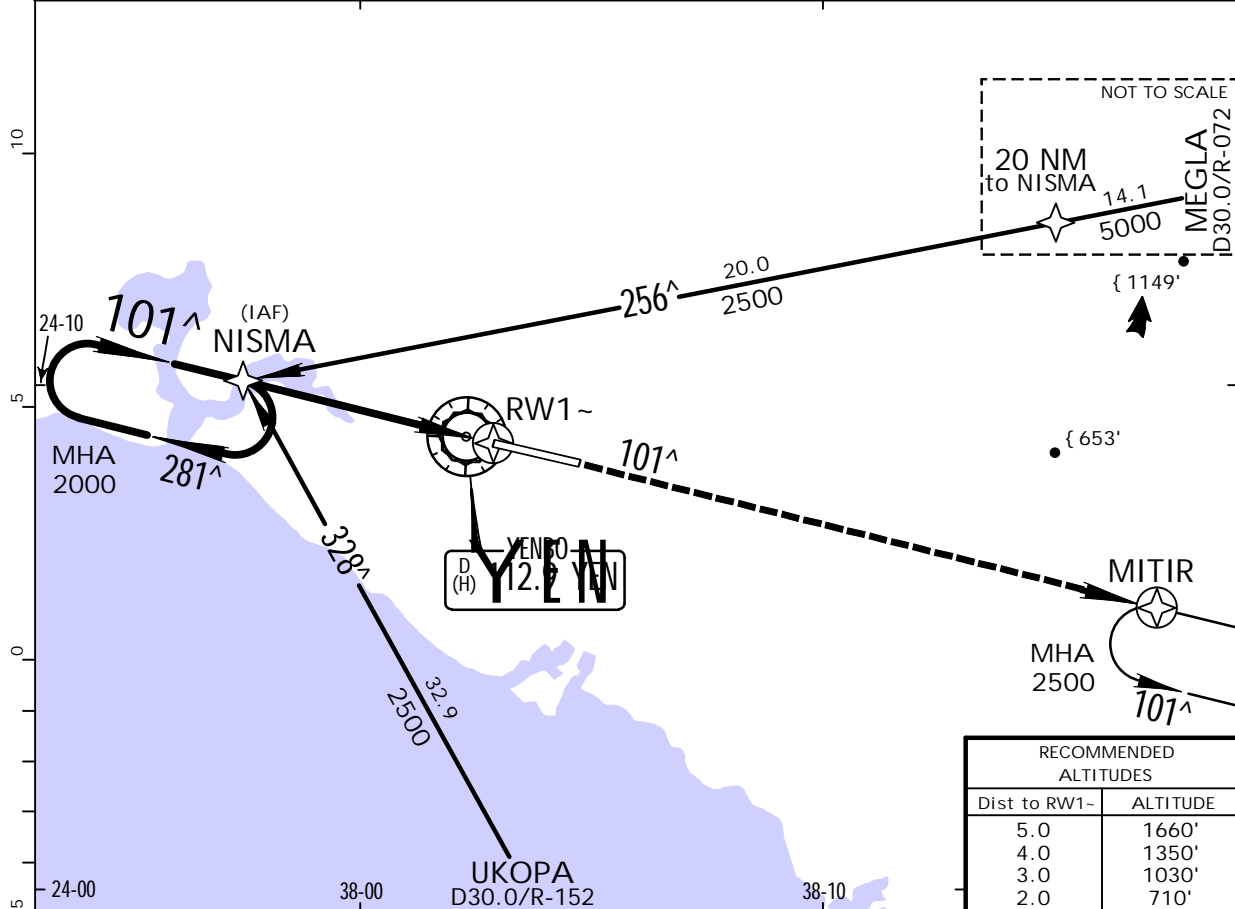
LOC (GS out)	IYEN DME	2.0	3.0	4.0	5.0
	ALTITUDE	670'	990'	1300'	1620'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 3000' NISMA HOLDING
ILS GS or	377	484	538	646	753	861	
LOC Descent angle	3.00^						
MAP at RW28/D0.2 IYEN							

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 226' (200')		LOC (GS out) MDA(H) 480' (454')		Max Kts.	
FULL	ALS out	ALS out	ALS out	MDA(H)	
A				100	540' (514') 1600m
B		800m	1600m	135	
C	800m	1200m	2000m	180	800' (774') 3600m
D		1600m	2400m	205	800' (774') 4000m

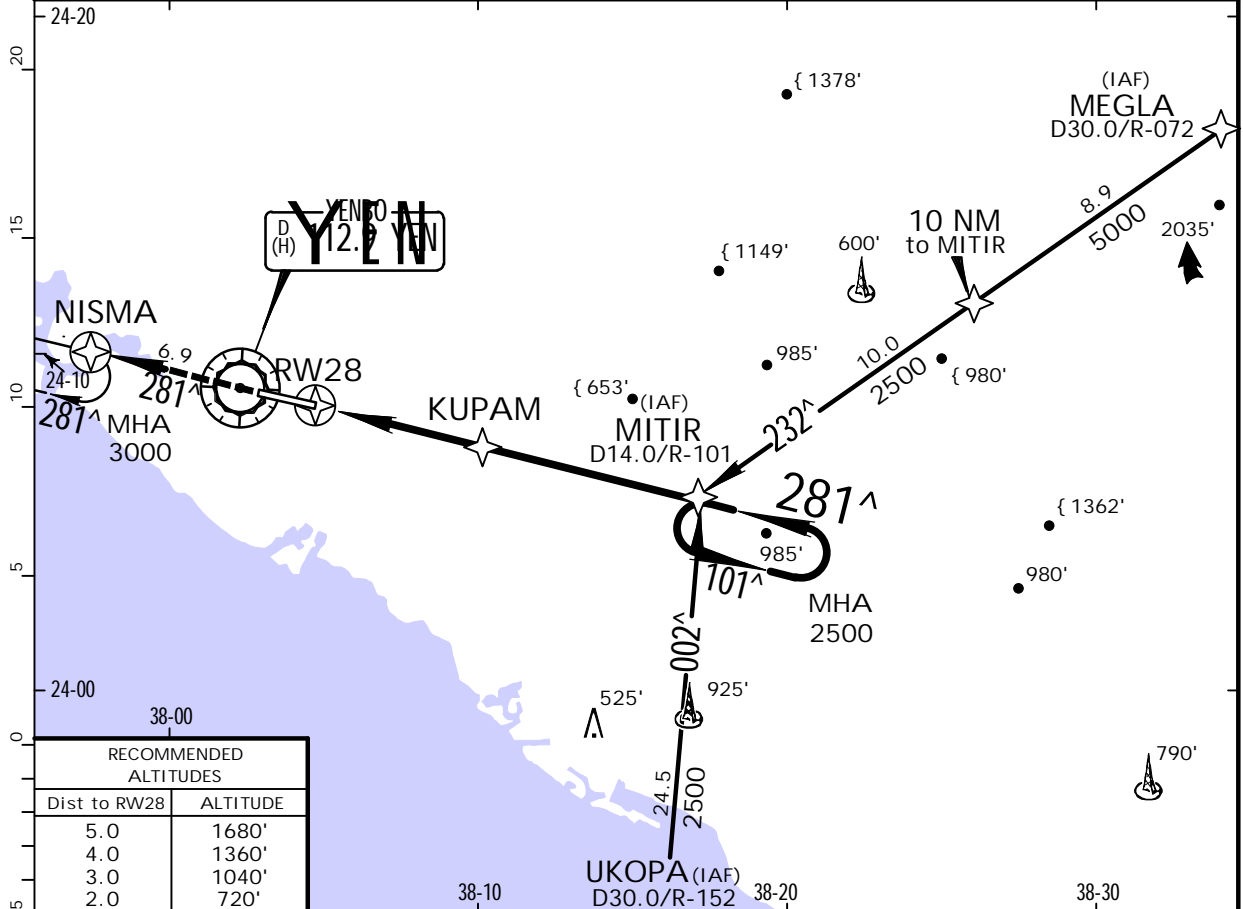
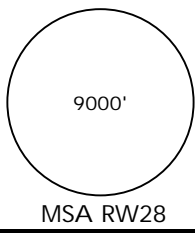
ATIS 127.45		*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9		*TIBA (1800-0400Z) 122.8		FRS (Contact at least 15 mins before landing) 133.5	
RNAV	Final Apch Crs 101 [^]	Procedure Alt NISMA 1700' (1682')	MDA(H) 480' (462')	Apt Elev 26'	TDZE 18'	9000' MSA RW1~	
MISSED APCH: Climb to 2500' direct to MITIR and hold.							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 150		Trans alt: 13000'	
When YENBO altimeter setting not available, procedure not authorized.							



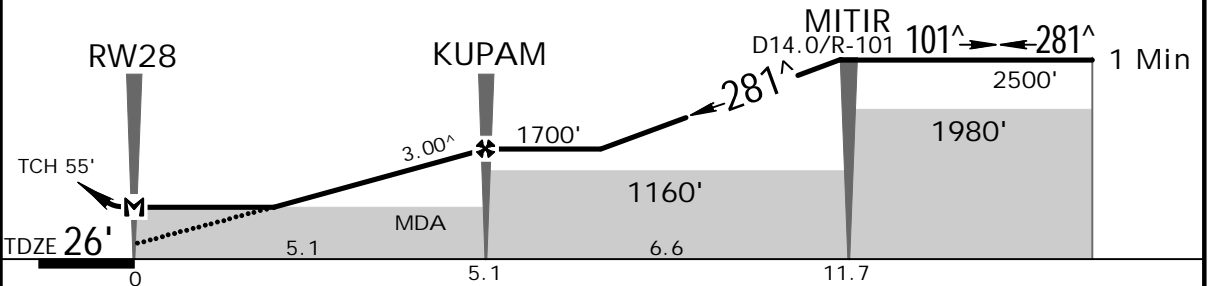
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	2500'	D → MITIR
Descent angle	3.00 [^]	372	478	531	637	743			
MAP at RW1~									

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 480' (462')				MDA(H)	
		ALS out		Max Kts.	
A				100	
B	800m		1600m	135	540' (514') 1600m
C	1200m		2000m	180	800' (774') 3600m
D	1600m		2400m	205	800' (774') 4000m

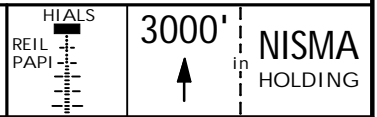
BRIEFING STRIP™	ATIS 127.45	*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9	*TIBA (1800-0400Z) 122.8	FRS (Contact at least 15 mins before landing) 133.5
	RNAV	Final Apch Crs 281^	Procedure Alt KUPAM 1700' (1674')	MDA(H) 480' (454')
MISSED APCH: Climb to 3000' in NISMA holding and hold.				
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'				
When YENBO altimeter setting not available, procedure not authorized.				



Dist to RW28	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1040'
2.0	720'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at RW28						

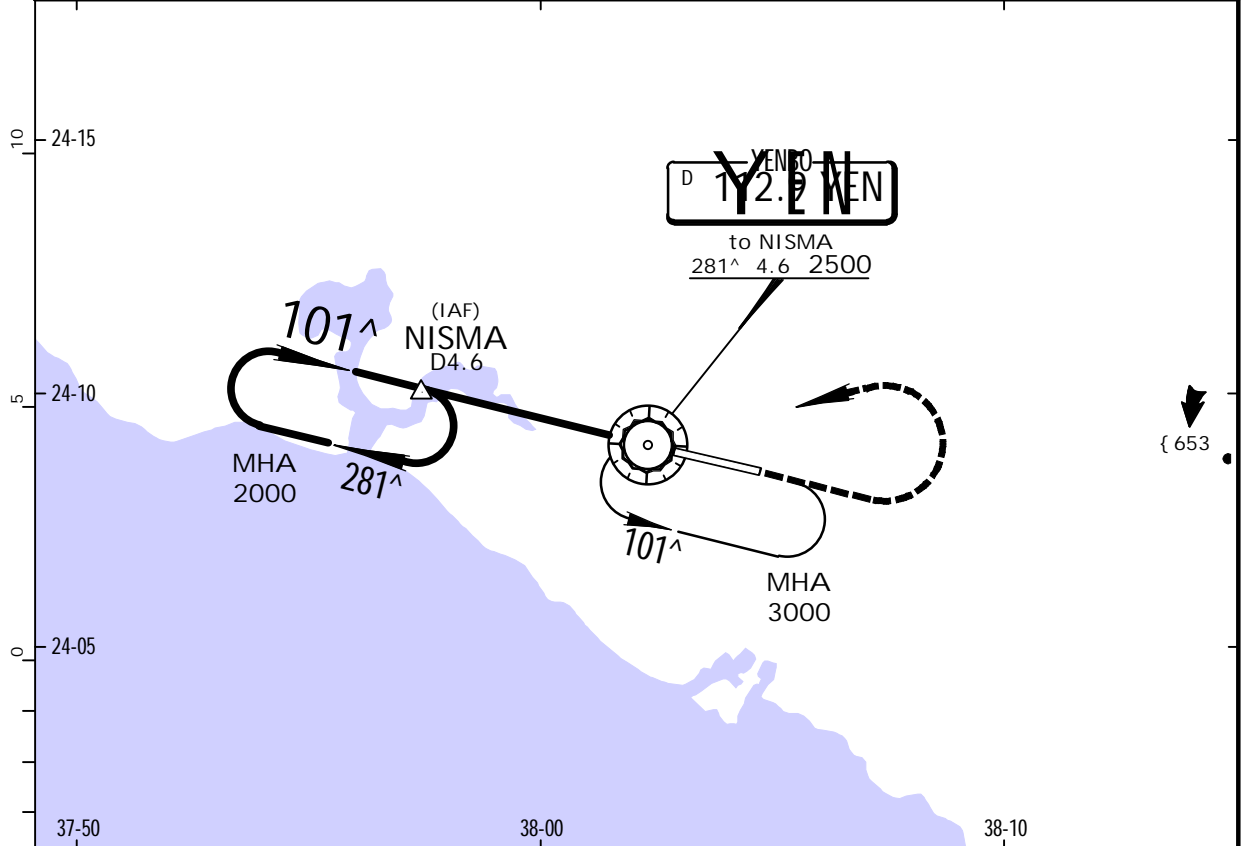
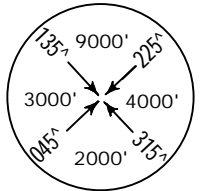


	MDA(H) 480' (454')	ALS out
A		
B	800m	1600m
C	1200m	2000m
D	1600m	2400m

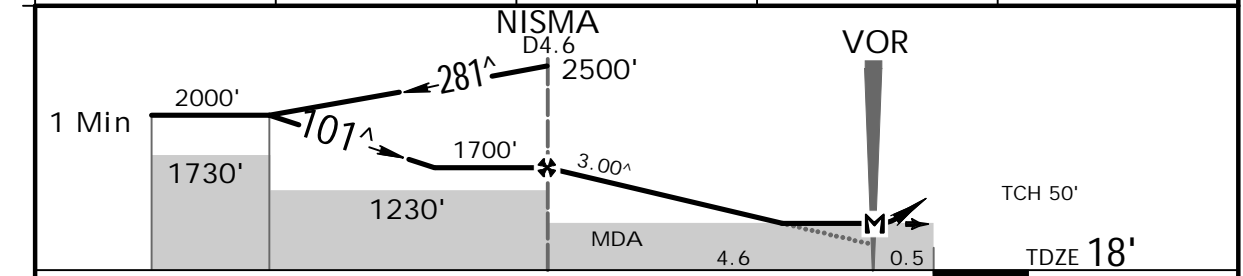
Max Kts	MDA(H)	
100	540' (514')	1600m
135	800' (774')	3600m
180	800' (774')	4000m
205	800' (774')	4000m

TERPS

ATIS 127.45	*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9	*TIBA (1800-0400Z) 122.8	FRS (Contact at least 15 mins before landing) 133.5
VOR YEN 112.9	Final Apch Crs 101 [^]	Procedure Alt NISMA 1700' (1682')	MDA(H) 480' (462')
MISSED APCH: Climb to 1500', then climbing turn LEFT to 3000' direct to VOR and hold.			Apt Elev 26' TDZE 18'
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150			Trans alt: 13000'
When YENBO altimeter setting not available, procedure not authorized.			MSA YEN VOR



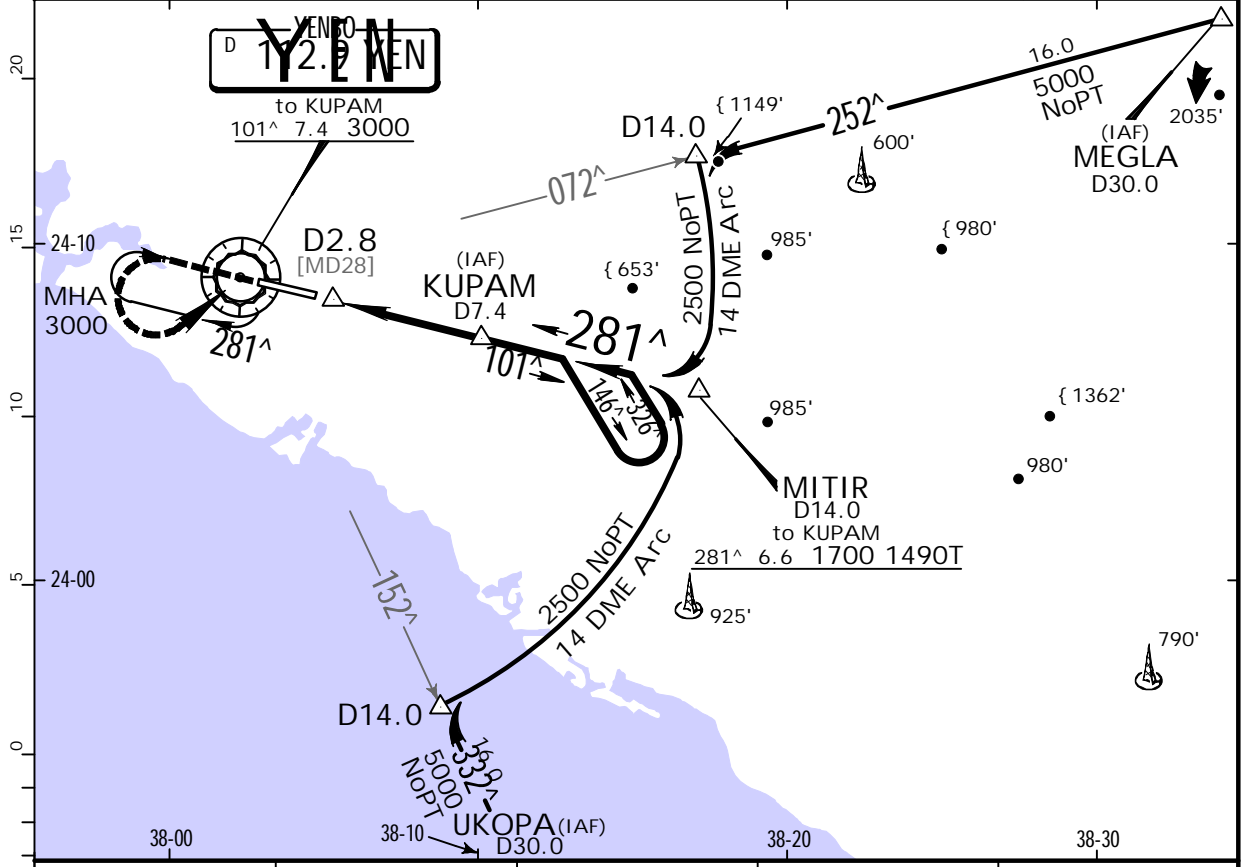
YEN DME	4.0	3.0	2.0	1.0
ALTITUDE	1520'	1200'	880'	560'



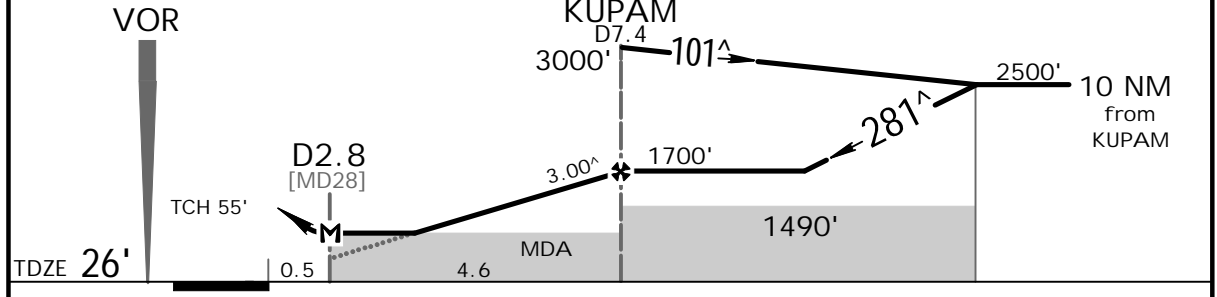
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 1500' ↑
Descent angle	3.00 [^]	372	478	531	637	743	
MAP at VOR							

STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 480' (462')			Max Kts	MDA(H)
A		ALS out	100	
B	800m	1600m	135	540' (514') 1600m
C	1600m	2000m	180	800' (774') 3600m
D		2400m	205	800' (774') 4000m

ATIS 127.45	*YENBO Information (AFIS only) (0400-1800Z) 118.1 121.9	*TIBA (1800-0400Z) 122.8	FRS (Contact at least 15 mins before landing) 133.5
VOR YEN 112.9	Final Apch Crs 281 [^]	Procedure Alt KUPAM 1700' (1674')	MDA(H) 480' (454')
MISSED APCH: Climb to 1500', then climbing turn LEFT to 3000' direct to VOR and hold.			Apt Elev 26' TDZE 26'
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 150 Trans alt: 13000'			MSA YEN VOR
When YENBO altimeter setting not available, procedure not authorized.			



YEN DME	4.0	5.0	6.0	7.0
ALTITUDE	640'	950'	1270'	1590'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 1500'
Descent angle 3.00 [^]	372	478	531	637	743	849	
MAP at D2.8							

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND (PANS OPS)	
MDA(H) 480' (454')				
		ALS out	Max Kts	MDA(H)
A	800m	1600m	100	540' (514')
B			135	1600m
C	1600m	2000m	180	800' (774')
D		2400m	205	800' (774')

Chart changes since cycle 04-2012

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

YENBO, (PRINCE ABDUL MOHSIN BIN ABDUL - OEYN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEYN