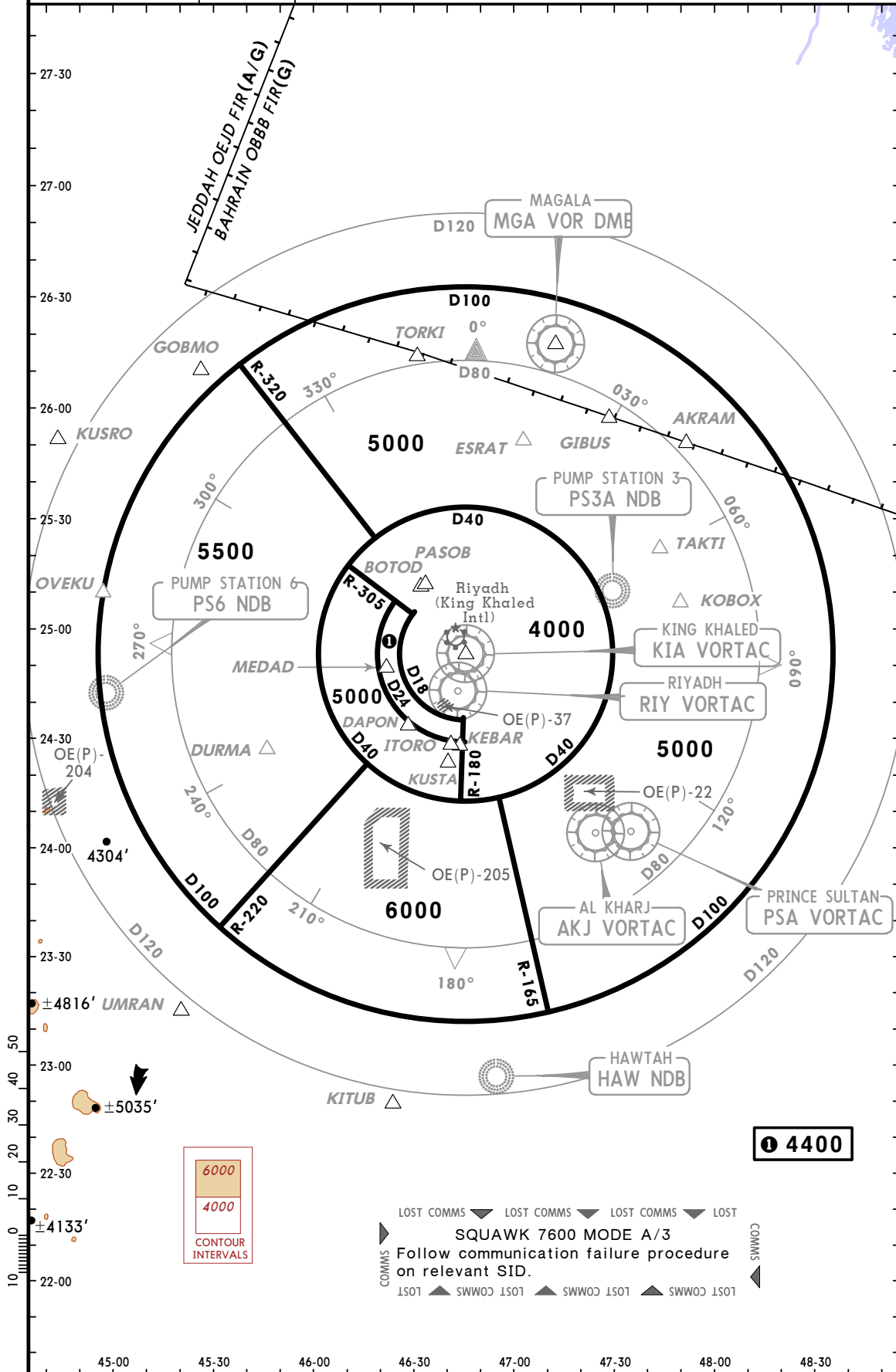


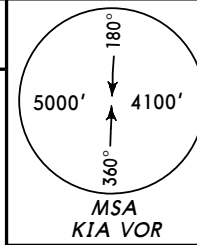
RIYADH Radar (APP)
120.0

Apt Elev
2049'

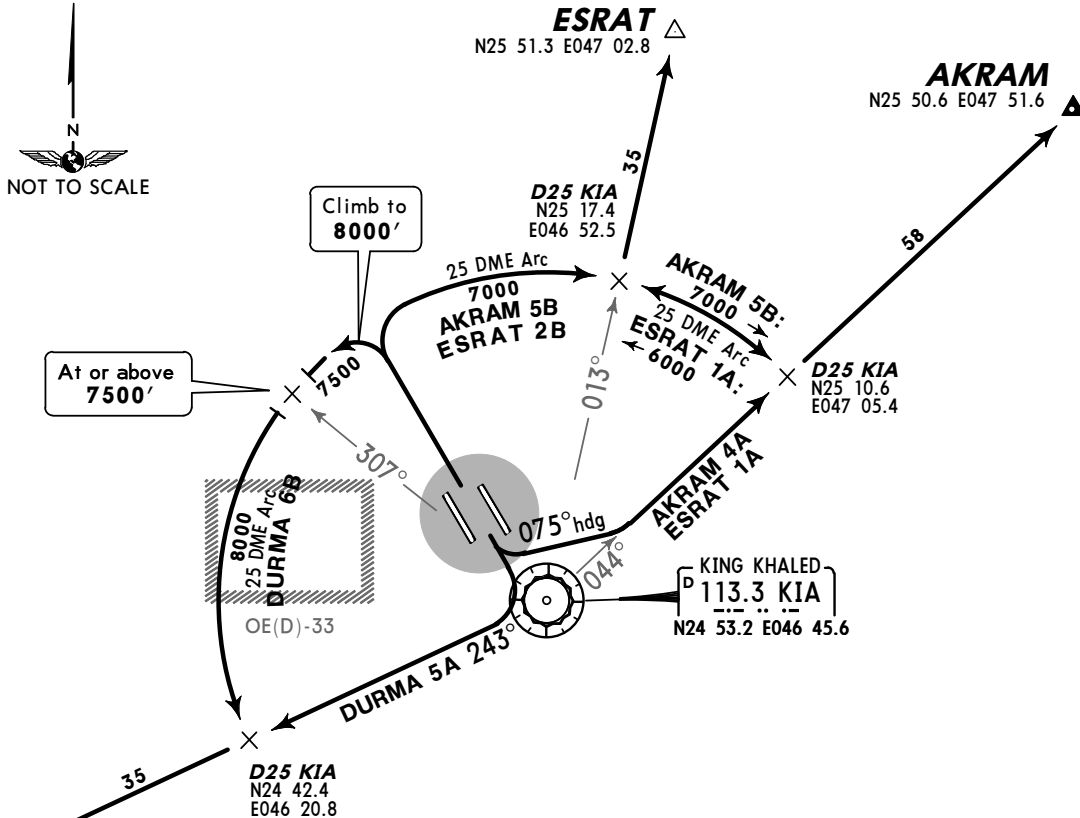
Alt Set: hPa Trans level: FL150 Trans alt: 13000'
This chart may only be used for cross-checking of altitudes assigned while under radar control.



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
~~SPEEDS~~ MAX 250 KT BELOW 10000'**

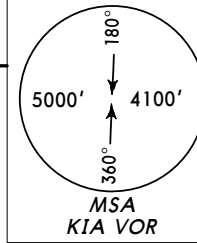


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above **FL240** has been previously assigned, climb to:
AKRAM SIDs: FL230.
DURMA SIDs: the flight planned altitude.
ESRAT SIDs: FL210.
▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

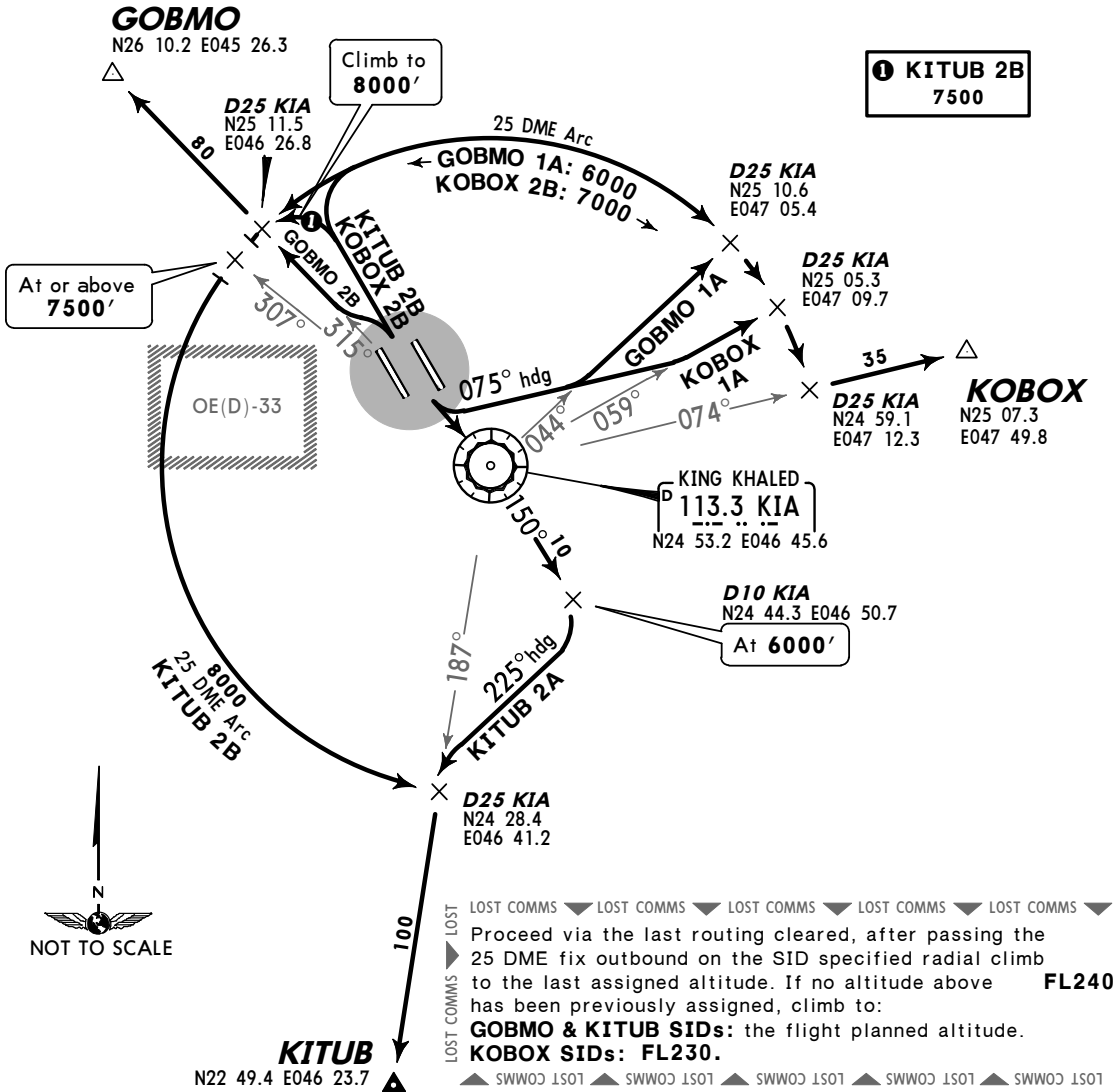
Initial climb clearance
AKRAM 4A, ESRAT 1A: 6000' AKRAM 5B, DURMA 5A, 6B, ESRAT 2B: 7000'
All SIDs: EXPECT higher altitude after passing D25 KIA.

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 [GOBMO1A], GOBMO 2B [GOBMO2B]
KITUB 2A [KITUB2A], KITUB 2B [KITUB2B]
KOBBOX 1A [KOBBOX1A], KOBBOX 2B [KOBBOX2B]
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
SPEEDS MAX 250 KT BELOW 10000'



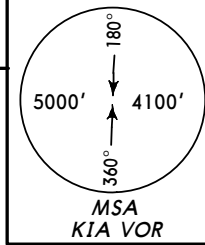
LOST COMMS LOST LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST
Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above **FL240** has been previously assigned, climb to:
GOBMO & KITUB SIDs: the flight planned altitude.
KOBBOX SIDs: FL230.
▲ SWWOC LS0T ▲ SWWOC LS0T ▲ SWWOC LS0T ▲ SWWOC LS0T ▲ SWWOC LS0T

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

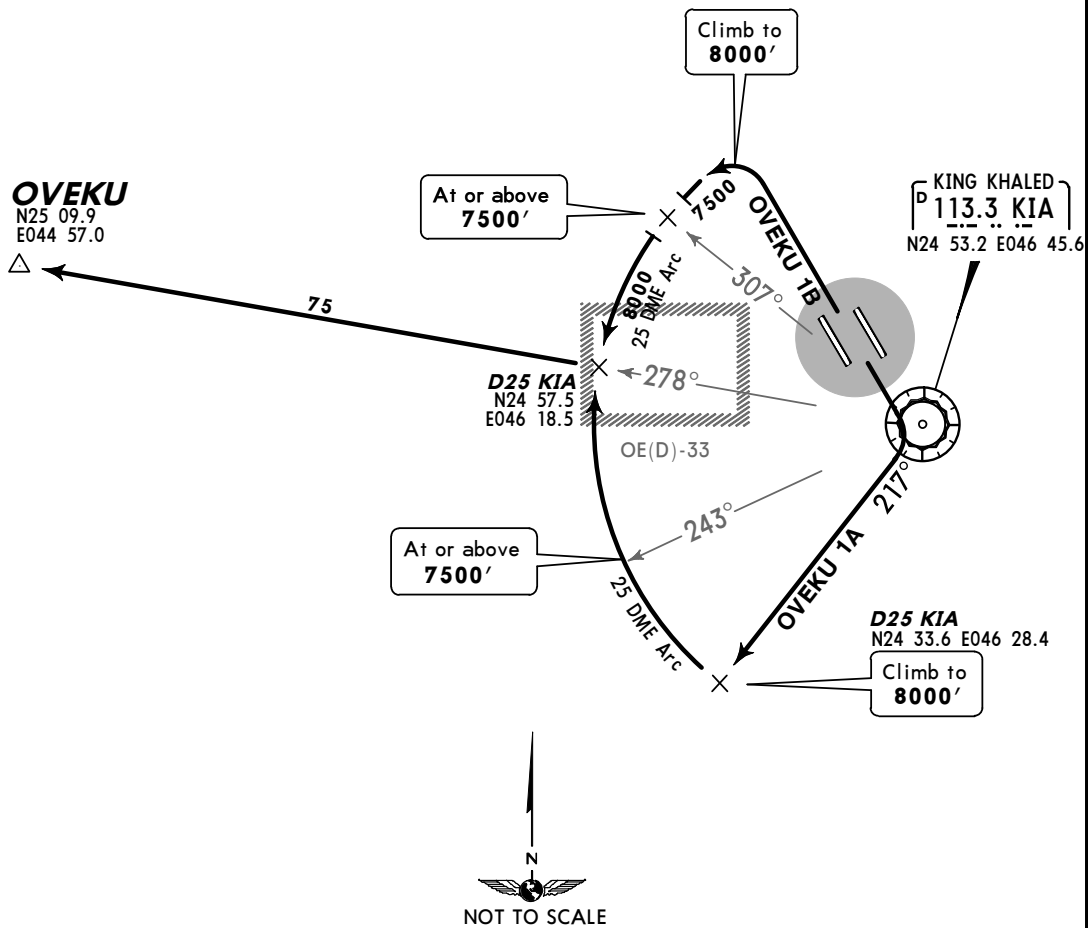
SID	RWY	ROUTING
GOBMO 1A	15L/R	Turn LEFT immediately, 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-315 to GOBMO.
GOBMO 2B	33L/R	Turn LEFT, intercept KIA R-315 to GOBMO.
KITUB 2A	15L/R	Climb to KIA, KIA R-150 to D10 KIA, turn RIGHT, 225° heading, intercept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

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'



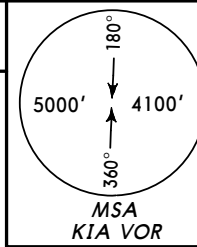
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
 Proceed via the last routing cleared, after passing D25 KIA on KIA R-278 climb to the last assigned altitude. If no altitude above **FL240** has been previously assigned,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

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

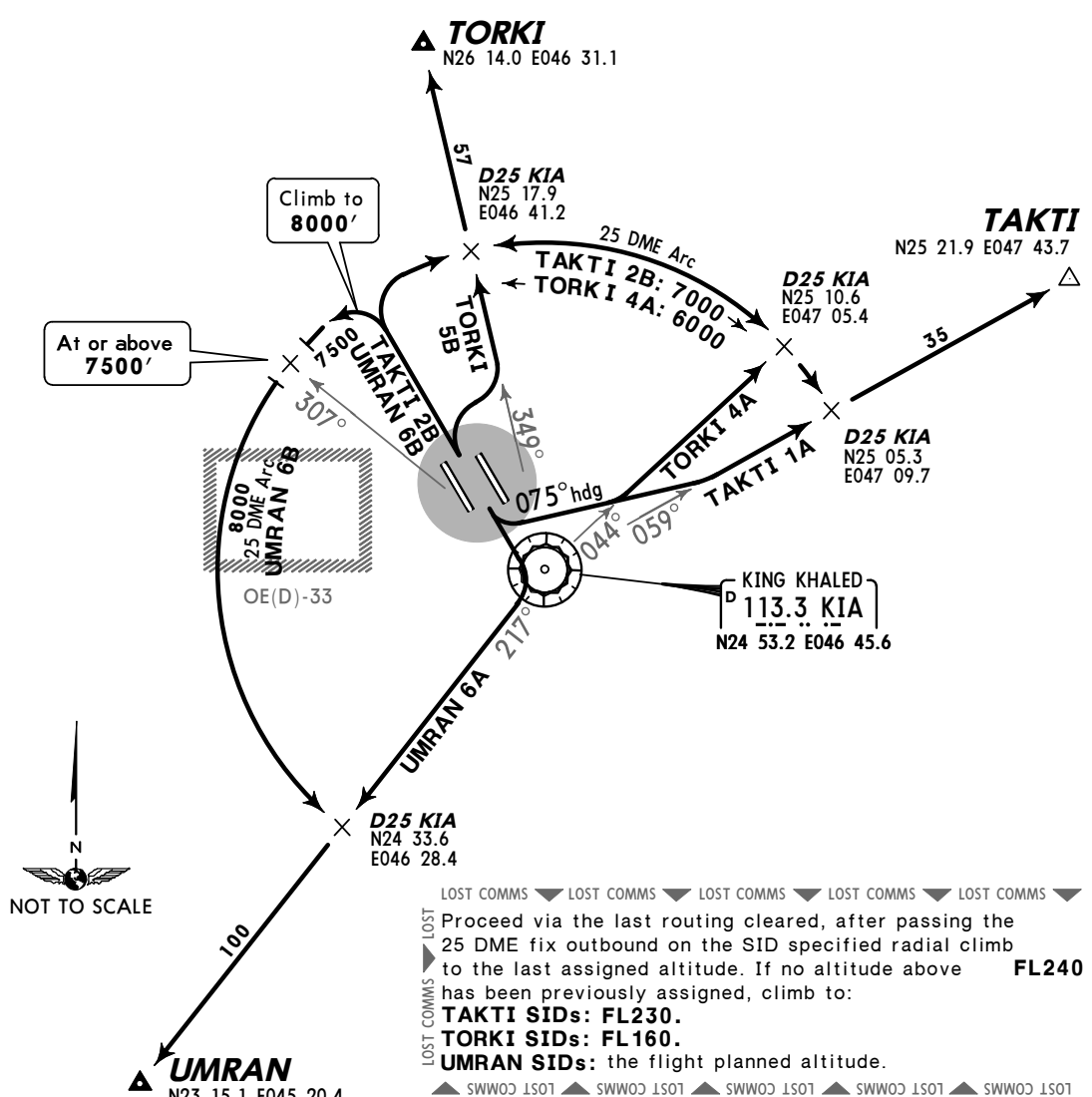
SID	RWY	ROUTING
OVEKU 1A	15L/R	Turn RIGHT, intercept KIA R-217 to D25 KIA, turn RIGHT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-278 to OVEKU.
OVEKU 1B	33L/R	Climb on runway heading, turn LEFT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-278 to OVEKU.

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
~~DEETS~~ MAX 250 KT BELOW 10000'



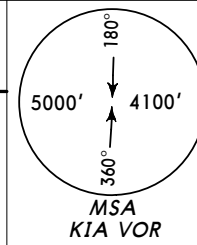
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above **FL240** has been previously assigned, climb to:
TAKTI SIDs: FL230.
TORKI SIDs: FL160.
UMRAN SIDs: the flight planned altitude.
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

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.

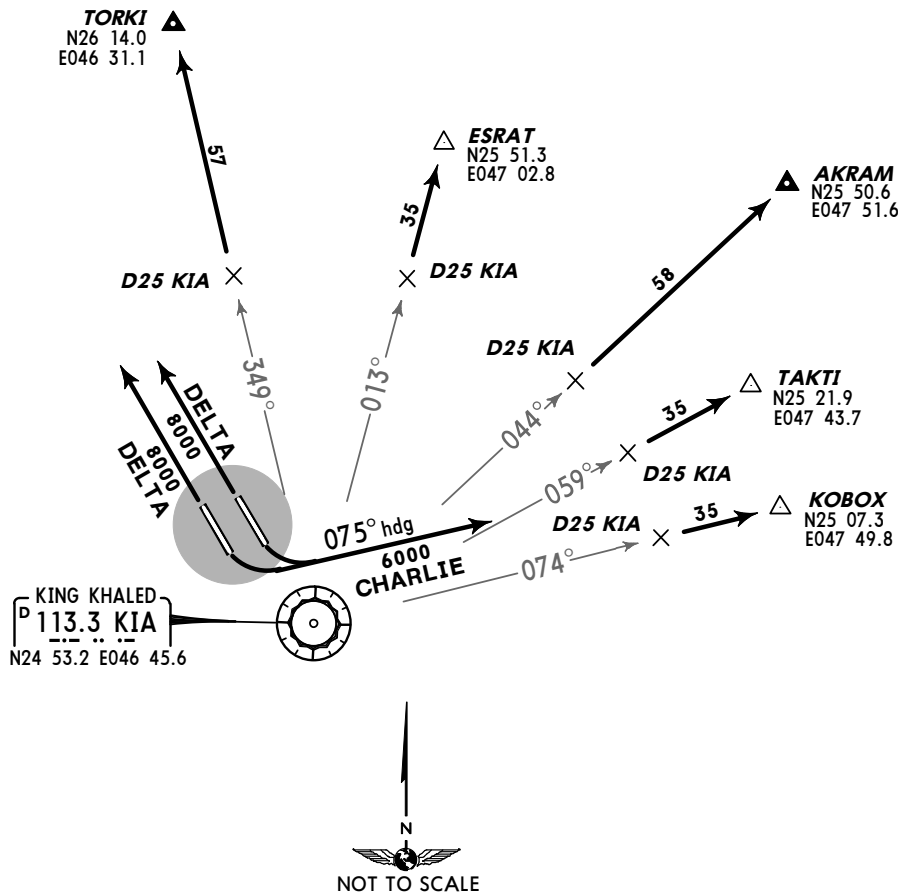
SID	RWY	ROUTING
TAKTI 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-059 to TAKTI.
TAKTI 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-059 to TAKTI.
TORKI 4A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along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

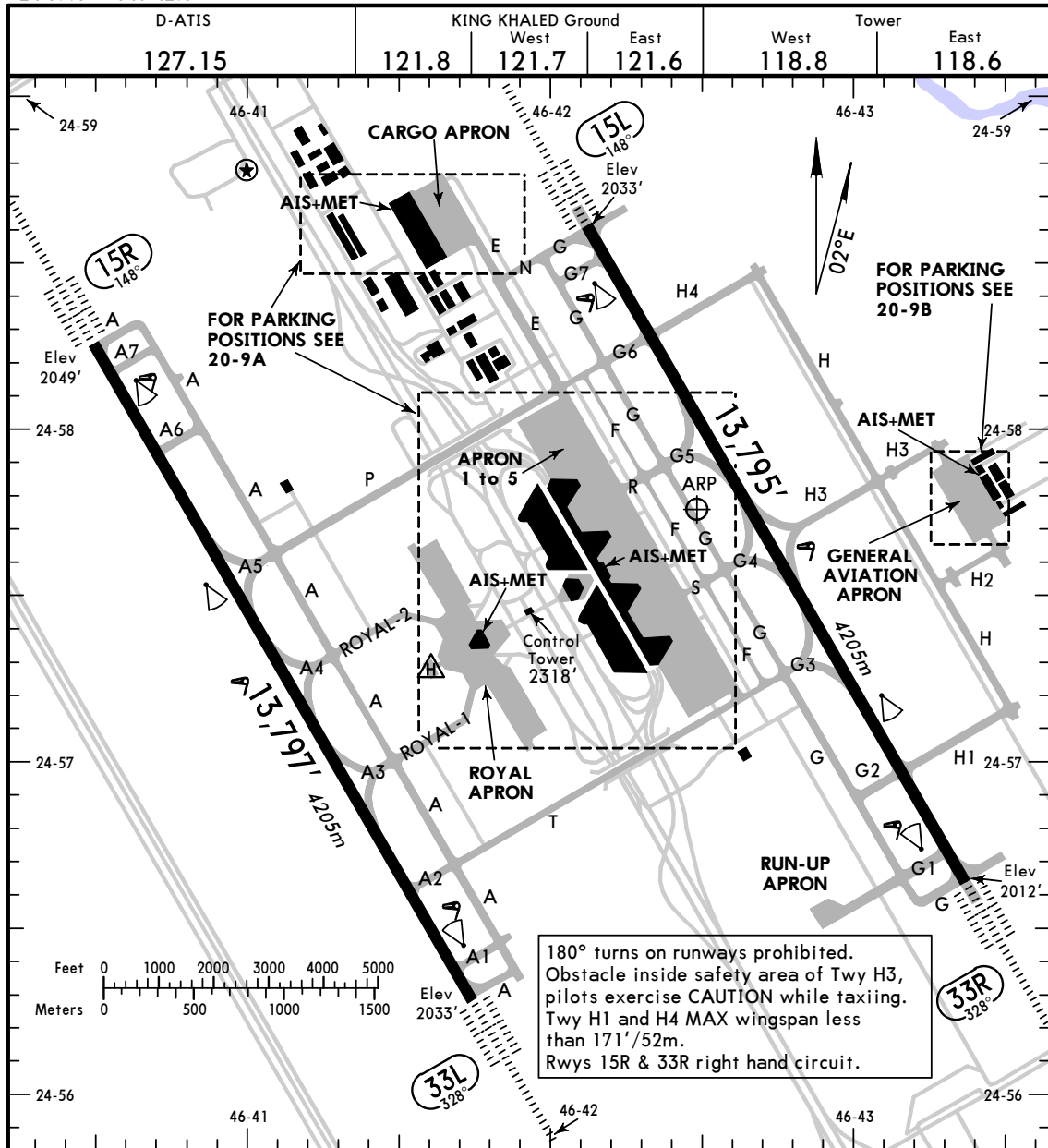
▶ (when occurring within less than three minutes after take-off)
CHARLIE
Continue turn LEFT, 075° heading, along KIA 25 DME arc. Intercept on-course radial. When established on course, at D25 KIA climb to the flight-planned altitude.

▶ **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.

▶ LOST 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.



ADDITIONAL RUNWAY INFORMATION

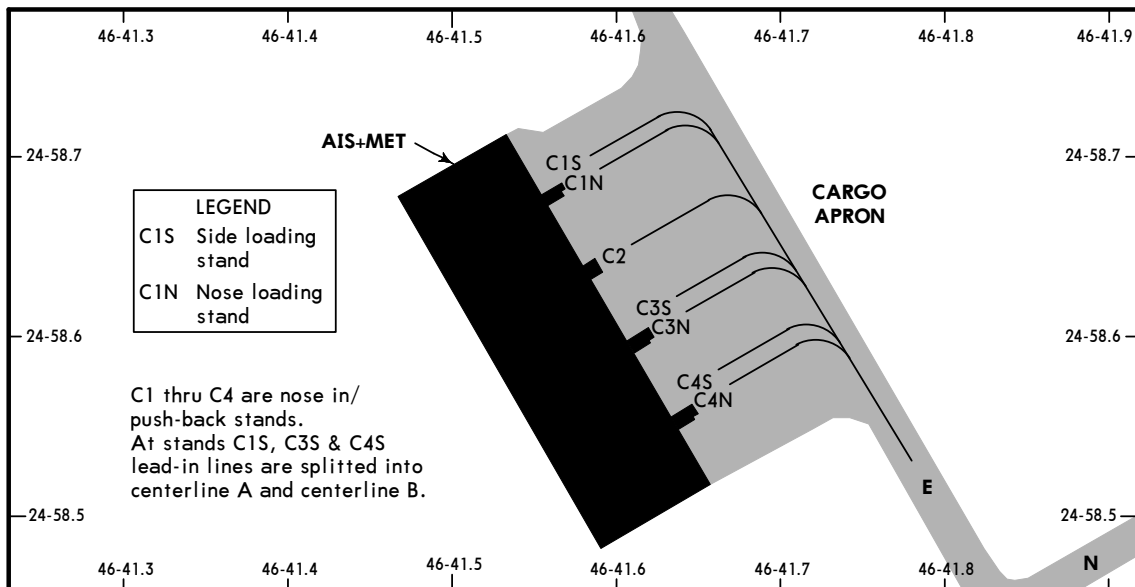
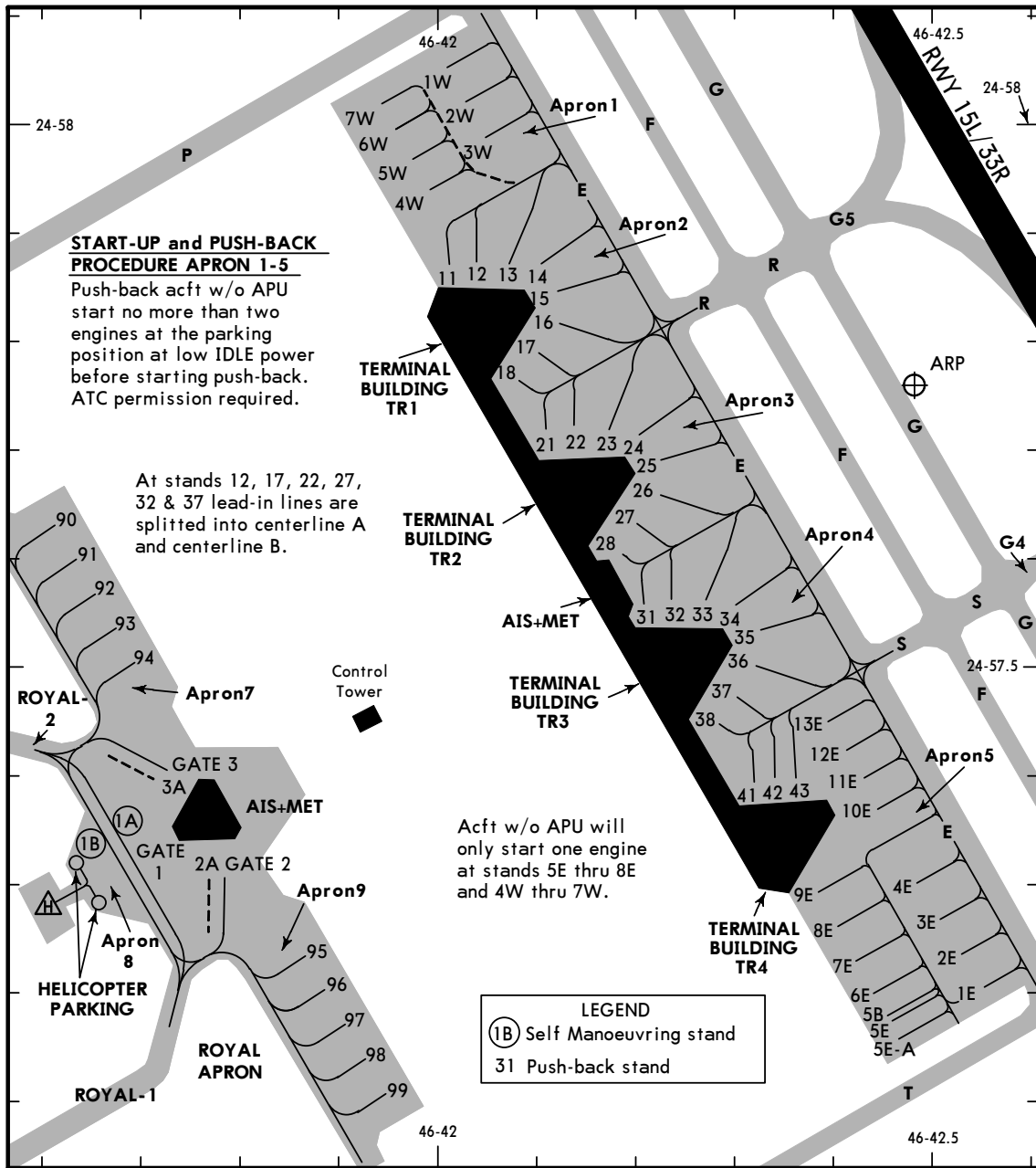
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
15L 33R	HIRL CL ALSF-II TDZ VASI (3 bar ① ②) RVR		12,642' 3853m 12,763' 3890m		197' 60m

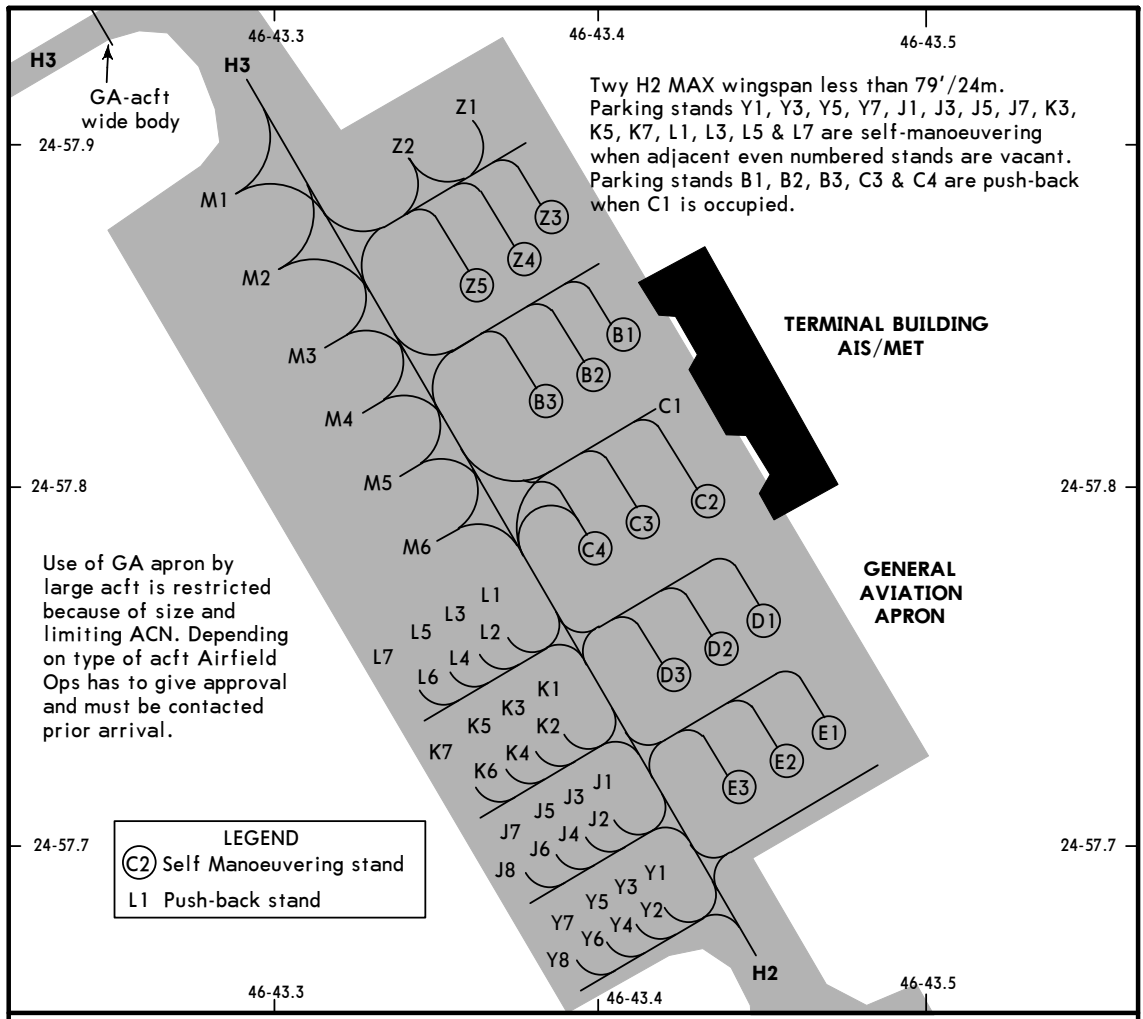
① Upwind angle 3.15°, downwind angle 3.0°. ② HST-G3, G4, G5 & H3.

15R 33L	HIRL CL ALSF-II TDZ VASI (3 bar ③ ④) RVR		12,763' 3890m 12,824' 3909m		197' 60m
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③ Upwind angle 3.15°, downwind angle 3.0°. ④ HST-A3, A4 & A5.

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



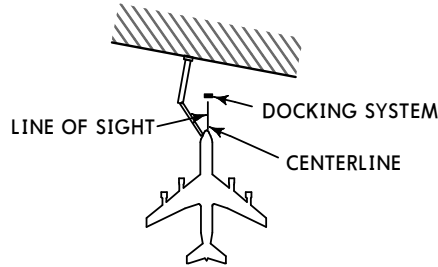


INS COORDINATES

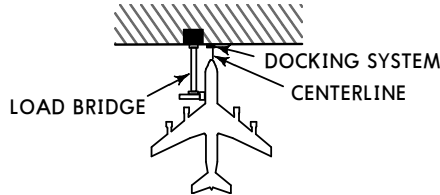
STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
	ROYAL APRON		APRON 3		GENERAL AVIATION APRON
Gate 1	N24 57.3 E046 41.7	21,22	N24 57.7 E046 42.1	B1-B3	N24 57.8 E046 43.4
Gate 2	N24 57.3 E046 41.8	23-26	N24 57.7 E046 42.2	C1-C4	N24 57.8 E046 43.4
Gate 3	N24 57.4 E046 41.7	27,28	N24 57.6 E046 42.2	D1	N24 57.8 E046 43.5
1A,1B	N24 57.3 E046 41.7			D2	N24 57.8 E046 43.4
2A	N24 57.3 E046 41.8		APRON 4	D3	N24 57.7 E046 43.4
		31,32	N24 57.6 E046 42.2	E1-E3	N24 57.7 E046 43.5
3A	N24 57.4 E046 41.7	33,34	N24 57.6 E046 42.3	J1-J8	N24 57.7 E046 43.4
90	N24 57.6 E046 41.6	35-38	N24 57.5 E046 42.3	K1-K7	N24 57.7 E046 43.4
91,92	N24 57.6 E046 41.7			L1-L3	N24 57.8 E046 43.4
93,94	N24 57.5 E046 41.7		APRON 5	L4	N24 57.7 E046 43.4
95-97	N24 57.2 E046 41.9	1E,2E	N24 57.2 E046 42.5	L5	N24 57.8 E046 43.3
		3E,4E	N24 57.3 E046 42.5	L6	N24 57.7 E046 43.3
98	N24 57.1 E046 41.9	5A,5B	N24 57.2 E046 42.4	L7	N24 57.8 E046 43.3
99	N24 57.1 E046 42.0	5E	N24 57.2 E046 42.5	M1,M2	N24 57.9 E046 43.3
		6E,7E	N24 57.2 E046 42.4	M3-M5	N24 57.8 E046 43.3
	APRON 1	8E	N24 57.3 E046 42.4	M6	N24 57.8 E046 43.4
1W-3W	N24 58.0 E046 42.0	9E	N24 57.4 E046 42.3	Y1-Y8	N24 57.7 E046 43.4
4W	N24 57.9 E046 42.0	10E-13E	N24 57.4 E046 42.4	Z1	N24 57.9 E046 43.4
5W,6W	N24 58.0 E046 42.0	41-43	N24 57.4 E046 42.3	Z2	N24 57.9 E046 43.3
7W	N24 58.0 E046 41.9			Z3-Z5	N24 57.9 E046 43.4
	APRON 2		CARGO APRON		
11,12	N24 57.9 E046 42.0	C1	N24 58.7 E046 41.6		
13,14	N24 57.9 E046 42.1	C2,C3	N24 58.6 E046 41.6		
15-18	N24 57.8 E046 42.1	C4	N24 58.6 E046 41.7		

STAND ENTRY GUIDANCE SYSTEMS

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

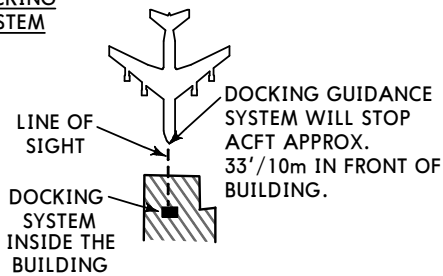


ROYAL TERMINAL GATES 2 (Royal east) and 3 (Royal west)



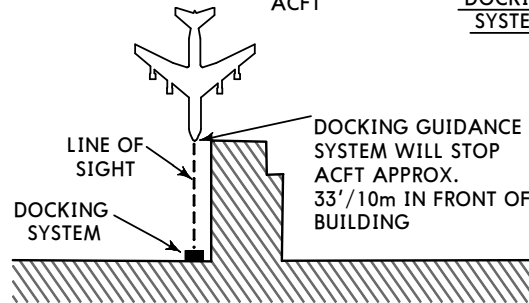
CARGO TERMINAL GATES C1, C2, C3 and C4

NOSE DOCKING SYSTEM

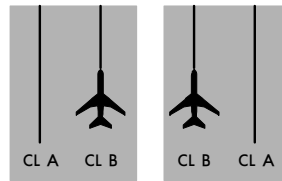


CENTERLINE B → WIDE BODY ACFT
 CENTERLINE A ← ALL OTHER ACFT

SIDE DOCKING SYSTEM



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.



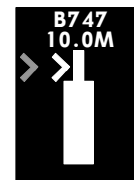
Display unit shows floating arrows indicating that the DGS is activated searching and capturing for an approaching acft. Check that the correct acft type is displayed. The pilot has to taxi the acft on the lead-in line. Pilot must not proceed beyond the bridge, unless the arrows have been superseded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



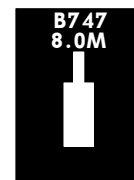
As the acft taxis on the lead-in line and approaches the stop position, the acft is captured by the tracking signal of the DGS, the floating arrows are replaced by vertical yellow bar. Flashing red and yellow arrows indicate the direction of turn. The vertical yellow bar (closing rate bar) indicator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



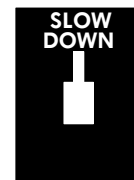
Display of digital countdown will start when acft is 66'/20m from stop position. When the acft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m, covered by the acft. Thus when the last row is turning off 2'/0.5m remains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



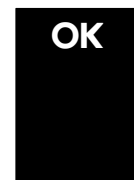
If the acft is approaching faster than the accepted speed (i.e. 7'/2m per second), the DGS will show SLOW DOWN as a warning to the pilot.



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.

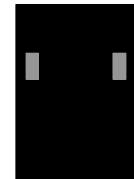
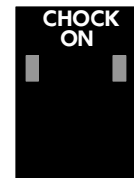
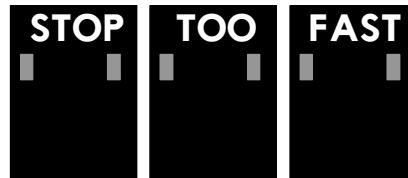
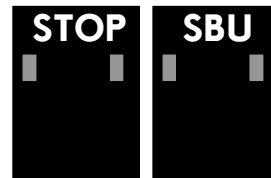
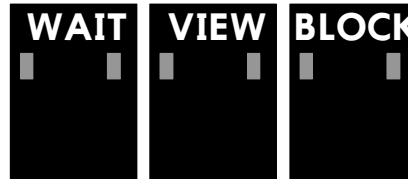
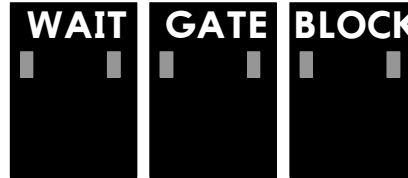
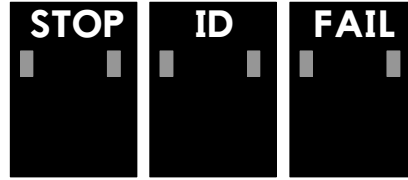
If a system error occurs, an ERROR message is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

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 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	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')	2440' (407')	
		R900m V800m	R1000m V800m	1200m	R1500m V1600m	
	ALS out	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	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	
33L	ILS DME	2247' (200')	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')	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	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	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')
		1200m	1200m	R1500m V1600m	R1800m V2000m	
	ALS out	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

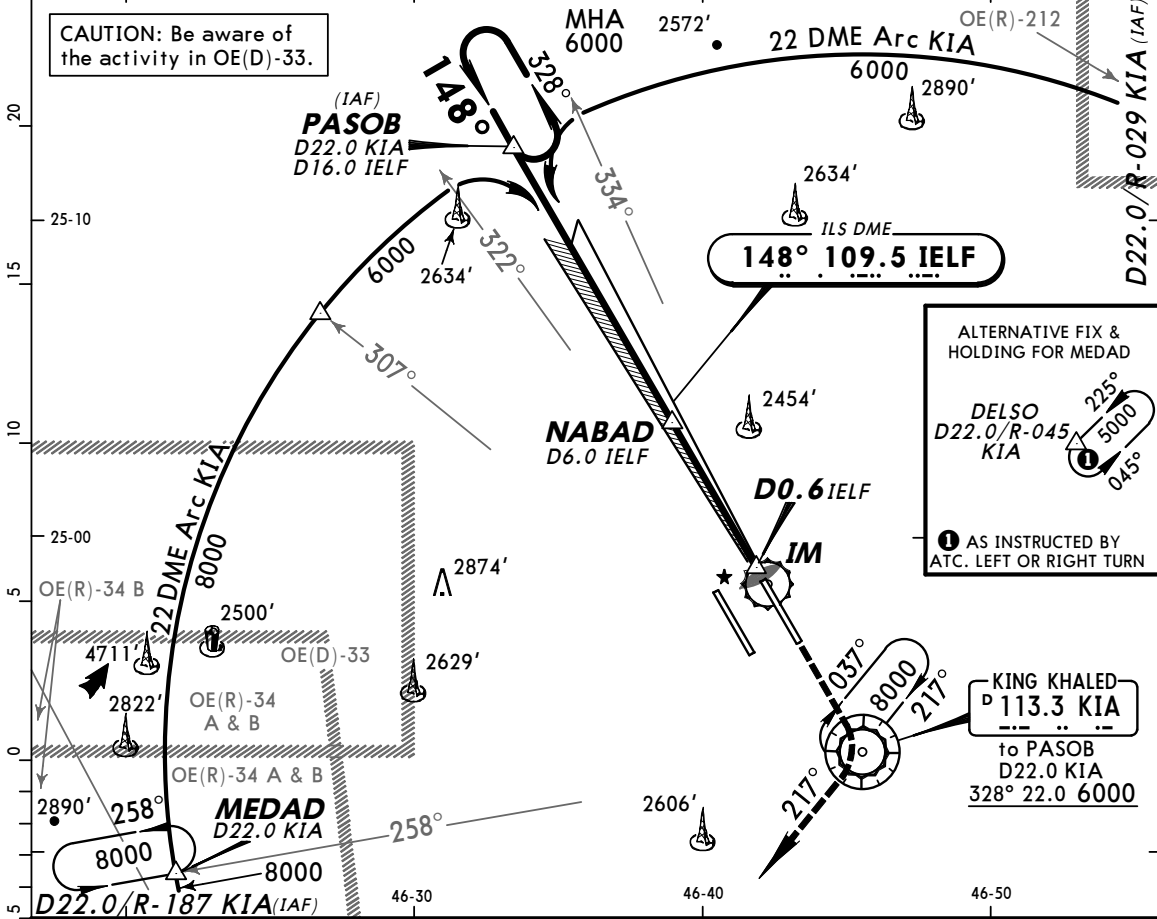
LVP must be in Force				
	RL, CL & mult. RVR req.	RL, CL & mult. RVR req.	Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng				
3 or more Eng	200m	400m	500m	800m

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

OERK/RUH
KING KHALED INTL

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'	

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

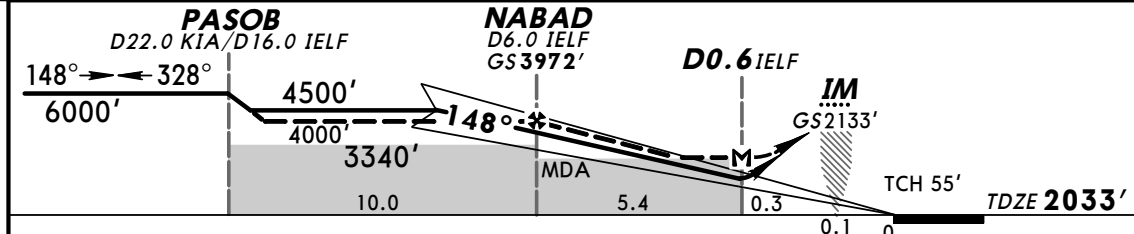


ALTERNATIVE FIX & HOLDING FOR MEDAD

DELSO D22.0/R-045 KIA

AS INSTRUCTED BY ATC. LEFT OR RIGHT TURN

KING KHALED 113.3 KIA
to PASOB D22.0 KIA
328° 22.0 6000



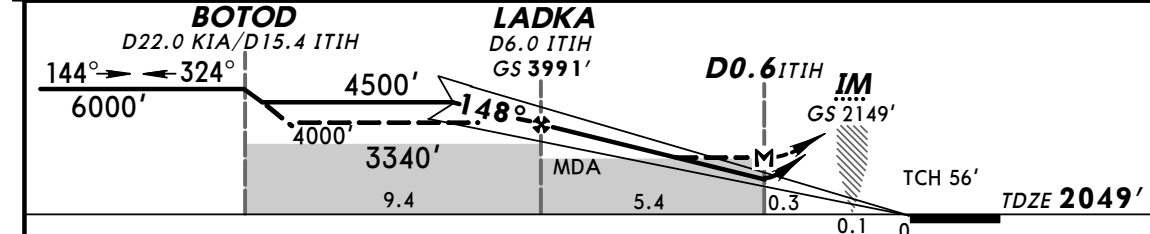
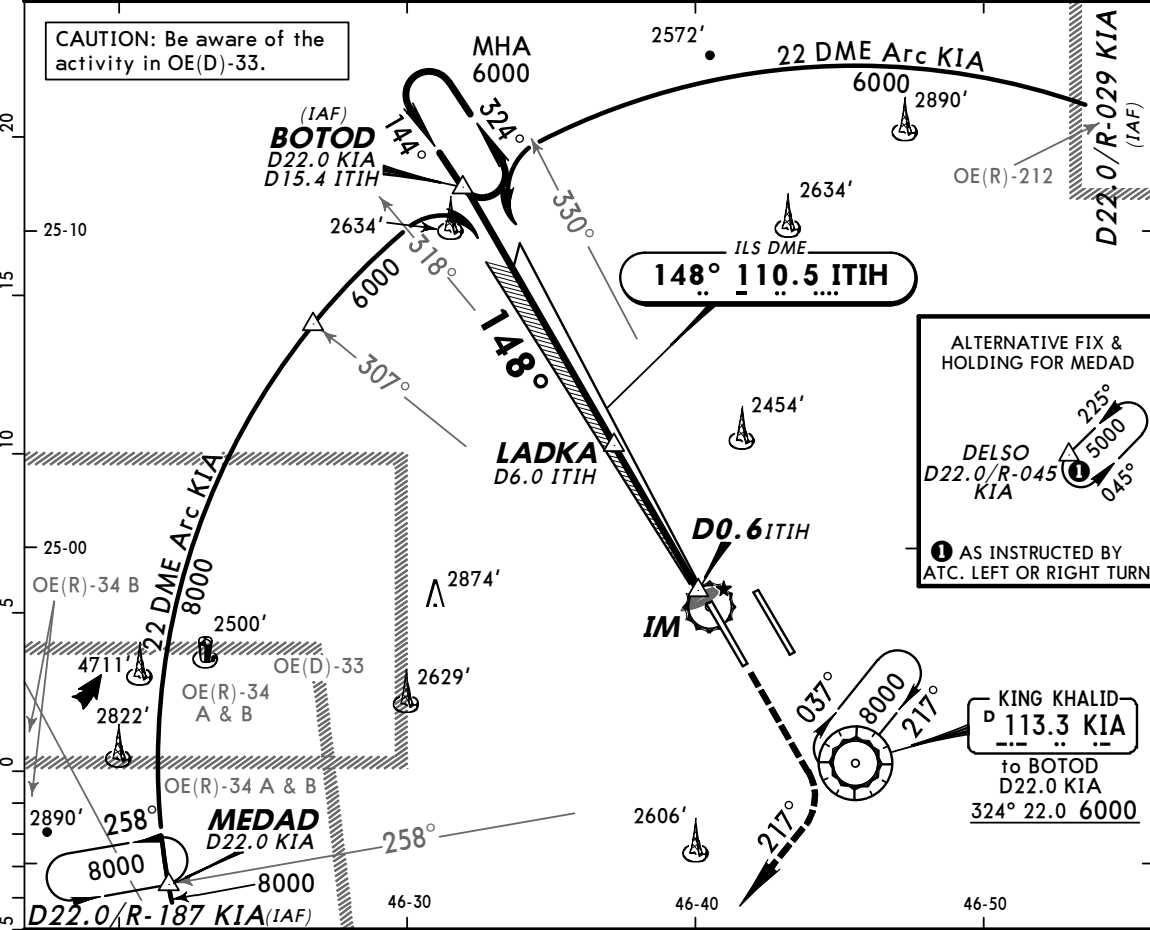
Gnd speed-Kts	70	90	100	120	140	160		3300' on RWY ↑ hdg	
GS	3.00°	377	484	538	646	753			861
MAP at D0.6 IELF									

STRAIGHT-IN LANDING RWY 15L ILS					CIRCLE-TO-LAND	
DA(H) 2233' (200')			LOC (GS out)		MDA(H) 2420' (387')	
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
C				1200m	RVR 1800m VIS 2000m	C
D						D
						NOT AUTHORIZED

OERK/RUH
KING KHALED INTL

RIYADH, SAUDI ARABIA
ILS DME Rwy 15R

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'	



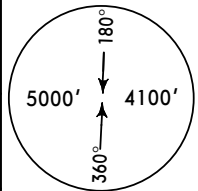
Gnd speed-Kts	70	90	100	120	140	160		3300' on RWY hdg	
GS	3.00°	377	484	538	646	753			861
MAP at D0.6 ITIH									

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

OERK/RUH
KING KHALED INTL

RIYADH, SAUDI ARABIA
ILS DME Rwy 33L

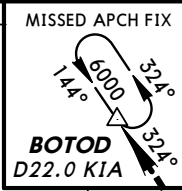
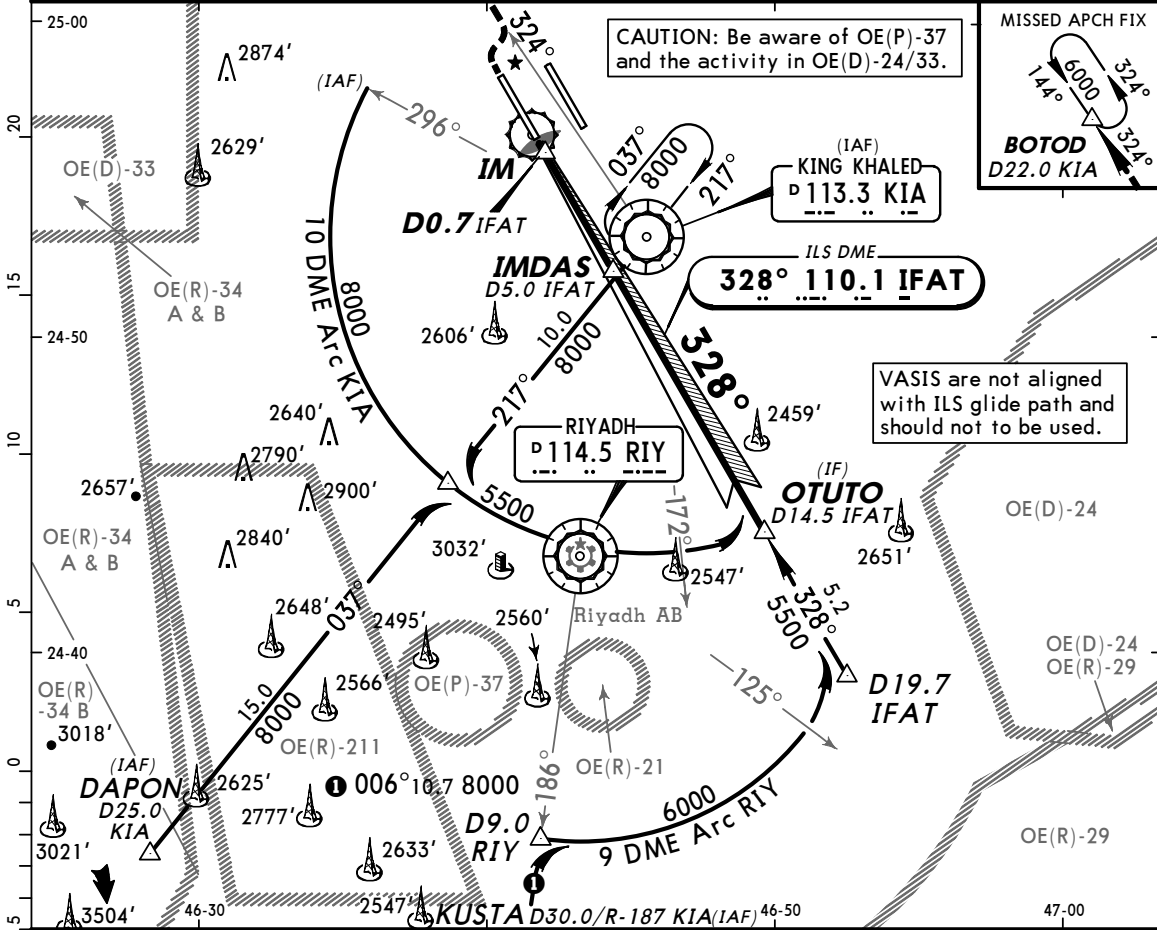
D-ATIS 127.15	RIYADH Control (APP) 126.0	RIYADH Approach (R) 120.0	KING KHALED Tower East 118.6 West 118.8	Ground East 121.8 West 121.7
LOC IFAT 110.1	Final ApcH Crs 328°	GS IMDAS 3650' (1603')	ILS DA(H) 2247' (200')	Apt Elev 2049' TDZE 2047'



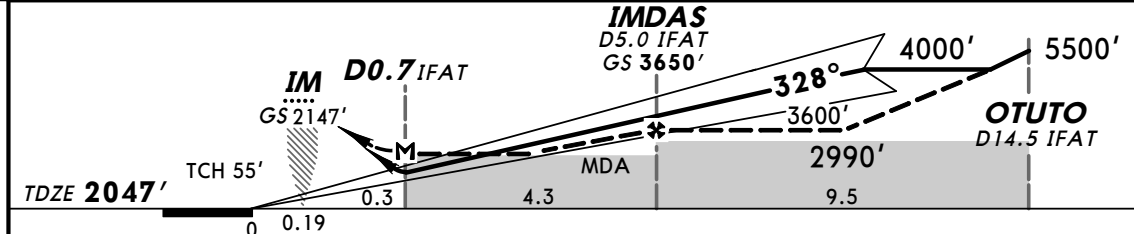
MISSED APCH: Climb on rwy heading to 3000', intercept and proceed outbound via R-324 KIA to 6000' to BOTOD and hold, or as directed.

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

MSA KIA VOR



VASIS are not aligned with ILS glide path and should not be used.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II VASI VASI 3000' on RWY hdg	
GS	3.00°	377	484	538	646	753		861
MAP at D0.7 IFAT								

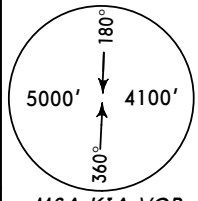
STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND	
ILS				LOC (GS out)	
DA(H) 2247' (200')				MDA(H) 2420' (373')	
FULL		TDZ or CL out	ALS out	ALS out	
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C				1200m	RVR 1800m VIS 2000m
D					
				NOT AUTHORIZED	

CHANGES: Note.

OERK/RUH
KING KHALED INTL

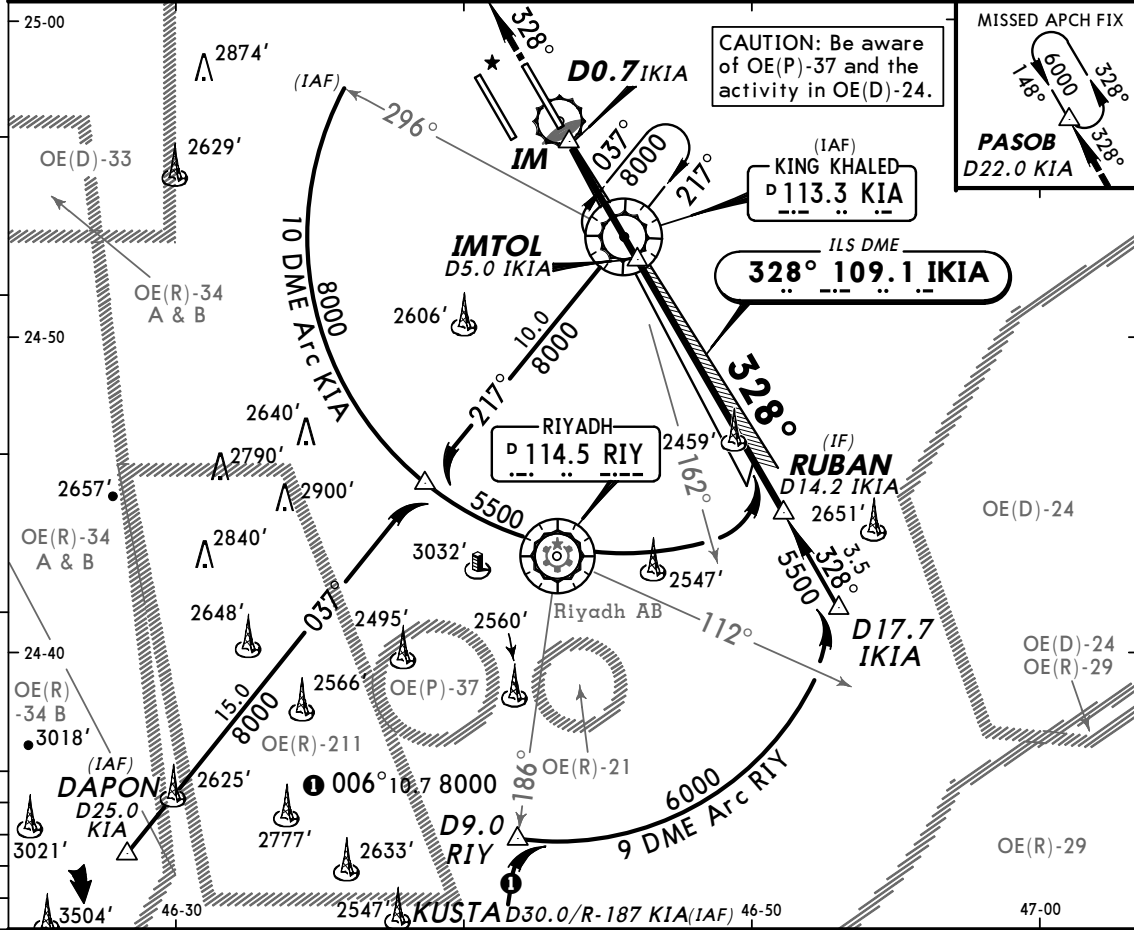
RIYADH, SAUDI ARABIA
ILS DME Rwy 33R

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'

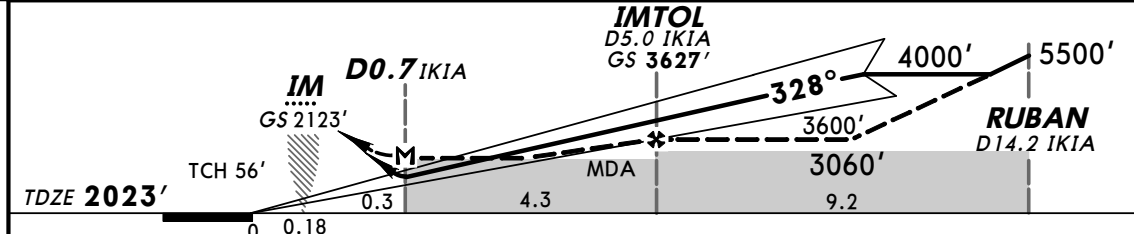
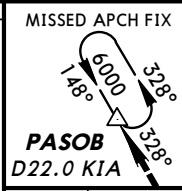


MISSED APCH: Climb to 6000' via R-328 KIA to PASOB and hold, or as directed.

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



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

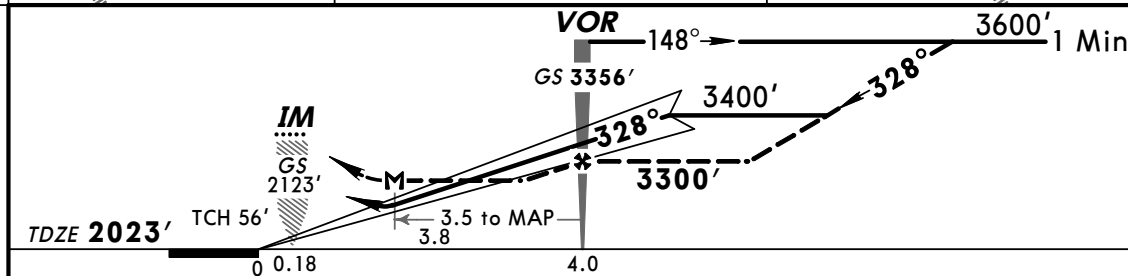
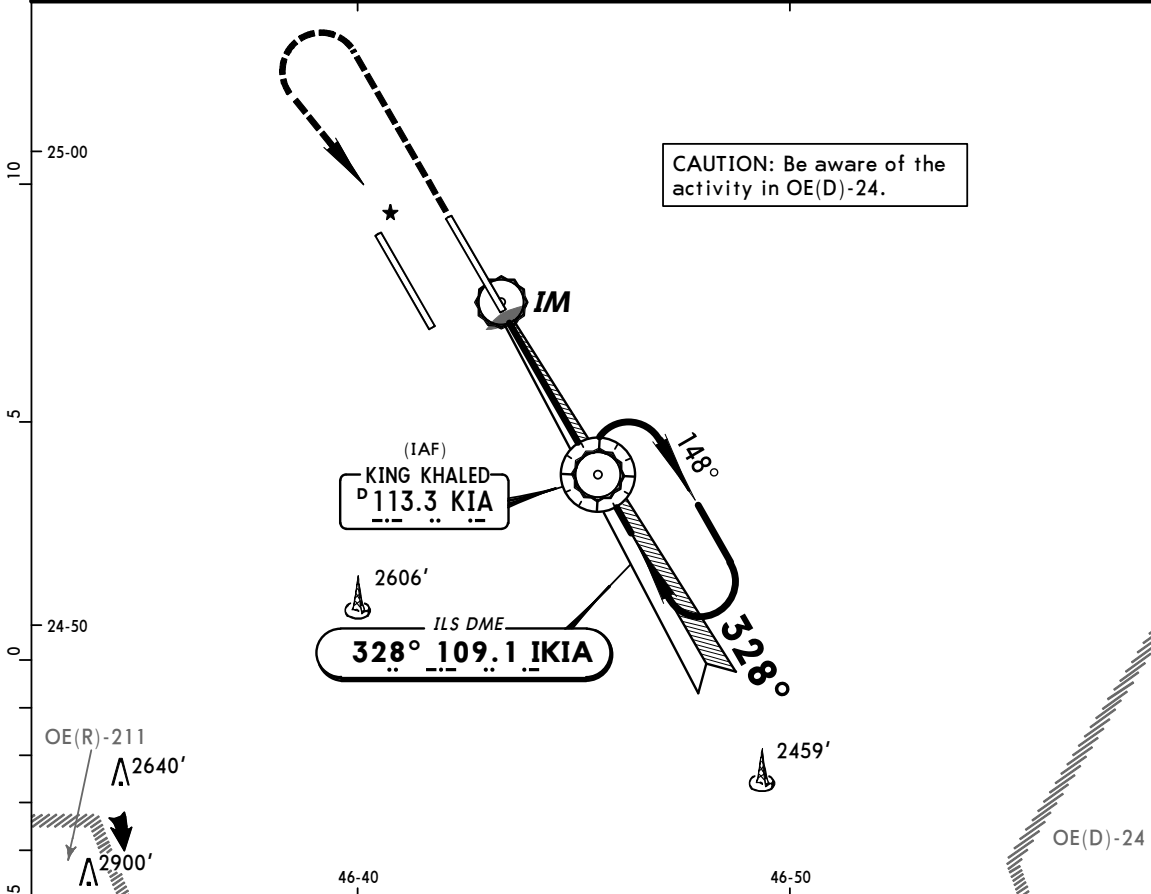


Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II VASI VASI 6000' KIA via 113.3 R-328	
GS	3.00°	377	484	538	646	753		861
MAP at D0.7 IKIA								

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
ILS				LOC (GS out)	
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					
				NOT AUTHORIZED	

OERK/RUH
KING KHALED INTL

BRIEFING STRIP™	ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower		Ground		
	127.15	126.0	120.0	East 118.6	West 118.8	121.8	East 121.6 West 121.7	
LOC IKIA	Final Apch Crs		GS VOR	ILS DA(H)	Apt Elev 2049'			
109.1	328°		3356' (1333')	2223' (200')	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'		MSA KIA VOR		



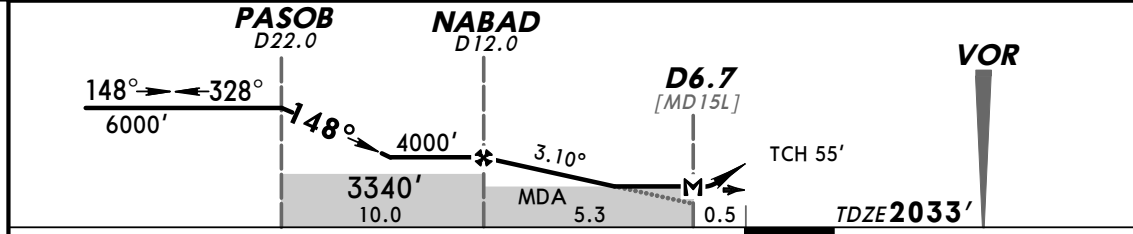
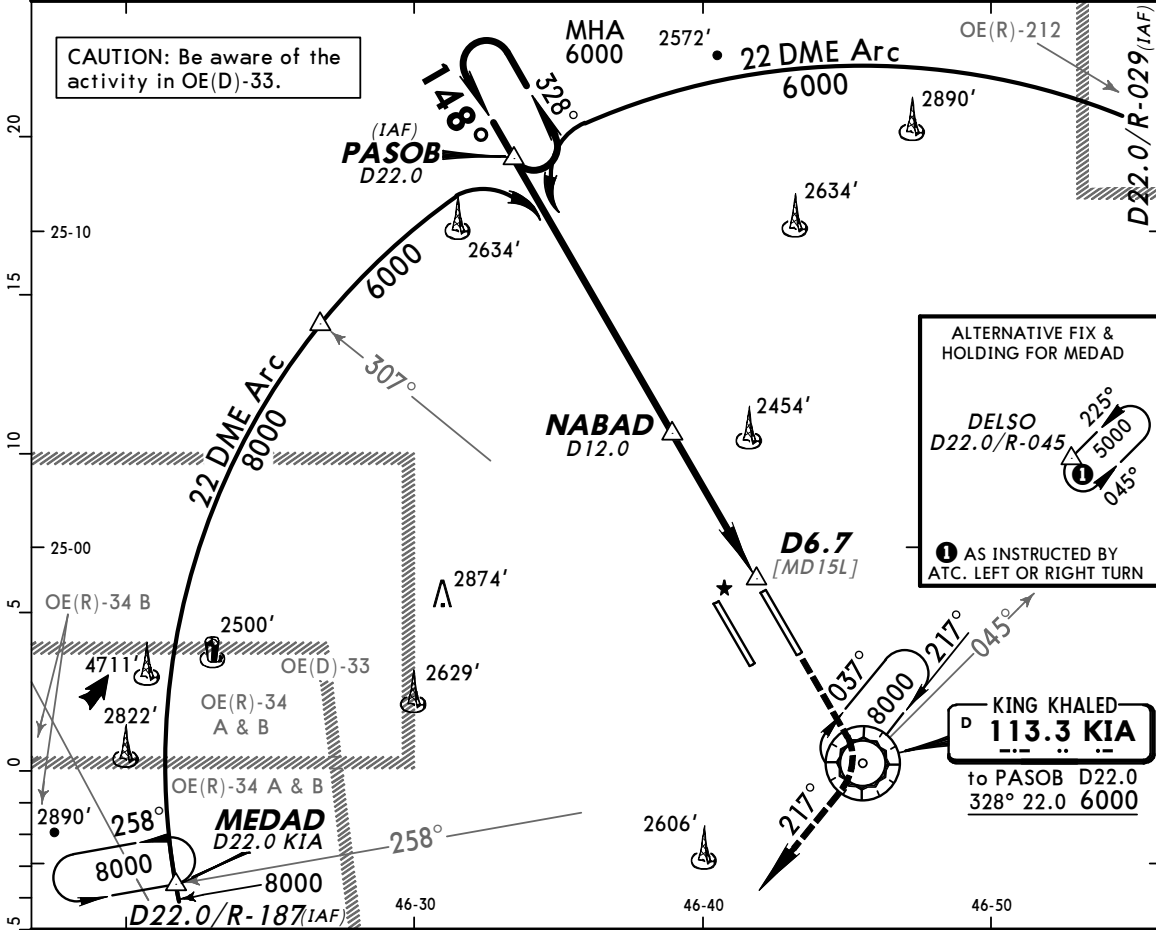
Gnd speed-Kts	70	90	100	120	140	160		3600'	
GS	3.00°	377	484	538	646	753			861
VOR to MAP	3.5	3:00	2:20	2:06	1:45	1:30			1:19

STRAIGHT-IN LANDING RWY 33R					CIRCLE-TO-LAND	
ILS			LOC (GS out)			
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
C				1200m	RVR 1800m VIS 2000m	C
D						D
						NOT AUTHORIZED

TERPS

OERK/RUH
KING KHALED INTL

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



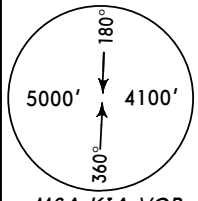
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3300' on RWY hdg
Descent Gradient 5.40% or Descent Angle 3.10°	384	494	548	658	768	878	
MAP at D6.7							

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		

OERK/RUH
KING KHALED INTL

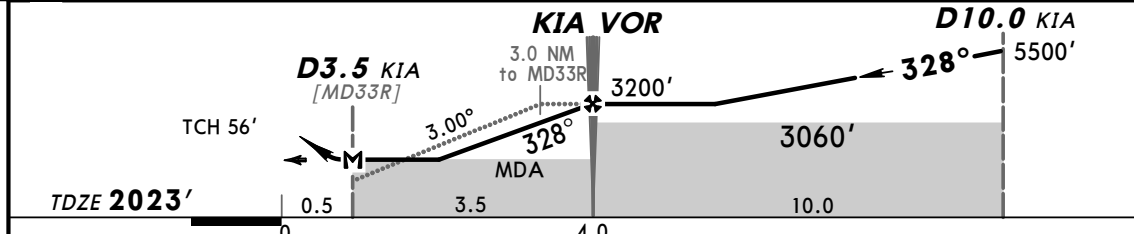
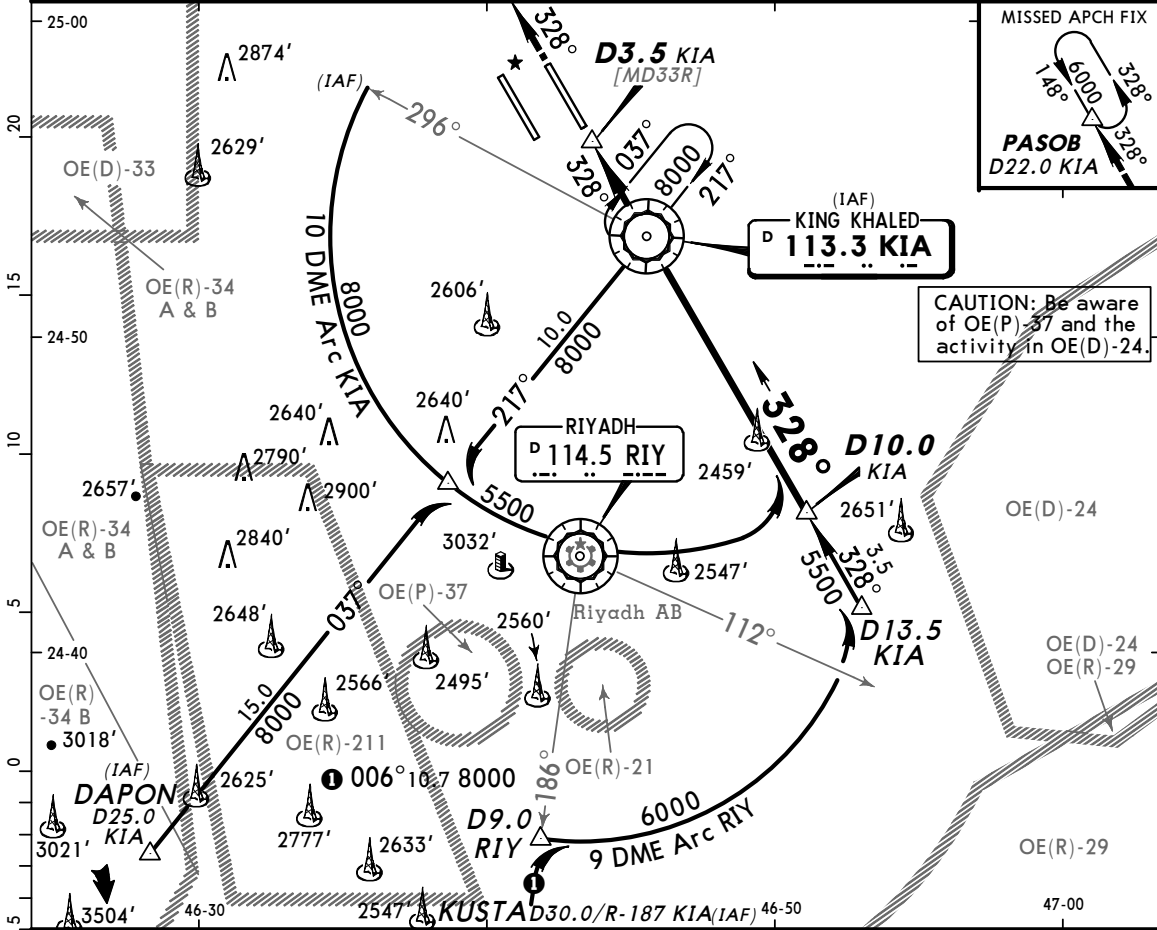
JEPPESSEN RIYADH, SAUDI ARABIA
11 SEP 09 (23-2) Eff 24 Sep VOR DME Rwy 33R

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'	



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

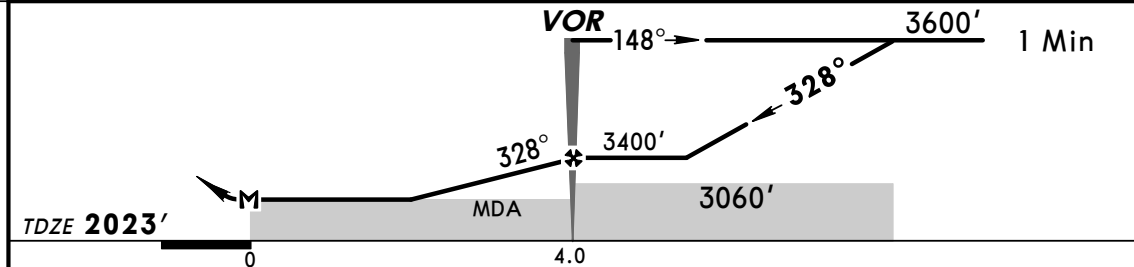
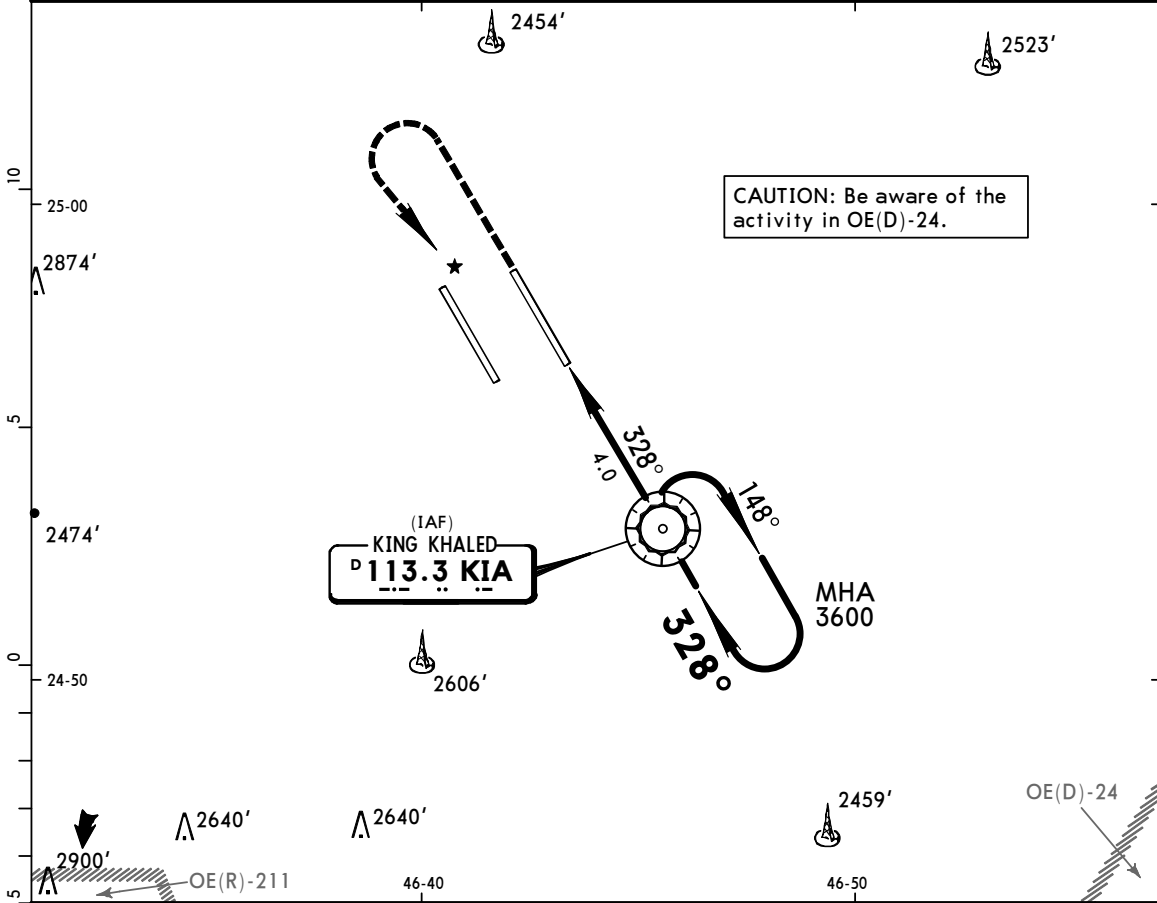
Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000'



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 Descent Angle 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	NOT AUTHORIZED
C	1200m		RVR 1800m VIS 2000m	C	
D	RVR 1500m VIS 1600m		2400m	D	

BRIEFING STRIP™	ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower		Ground		
	127.15	126.0	120.0	East 118.6	West 118.8	121.8	East 121.6 West 121.7	
	VOR KIA 113.3	Final Apch Crs 328°	Procedure Alt VOR 3400' (1377')	MDA(H) 2500' (477')	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'		MSA KIA VOR		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II VASI VASI 3600'
VOR to MAP	4.0	3:26	2:40	2:24	2:00	1:43	

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