

Airport Information

Details for SHARJAH INTL	
City	SHARJAH
State/Province	
Country	ARE
Latitude	N 25° 19' 45.00"
Longitude	E 55° 30' 58.00"
Elevation	116
Longest Runway	13300
Magnetic Variance	E 1.0°
Fuel Type	100 Low Lead (LL) octane fuel is available JET A-1 fuel is available
Oxygen	Unspecified oxygen facilities are available.
Repair Facility	Repair facilities are unavailable
Landing Fee	There is a landing fee.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	Availability is Unknown.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	-4:00=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	none

Terminal Chart Change Notices

1. GENERAL

1.1. ATIS

ATIS 122.4

1.2. LOW VISIBILITY OPERATIONS (LVP)

1.2.1. GENERAL

LVP are in force, when RVR is 1000m or less and/or ceiling is 500' or less.
Intersection departures during low visibility operations are not permitted.
When LVP are in force, ACFT vacating the RWY shall report established on the parallel TWY.

1.2.2. ARRIVAL - STANDARD TAXI ROUTES

After vacating the RWY, ACFT shall taxi via TWY A and then to the designated apron
- directly to the main apron,
- via the link TWY for other aprons.

1.2.3. DEPARTURE - STANDARD TAXI ROUTES

Taxi via the link TWY or directly on the TWY A, then proceed direct to the CAT II holding point.

1.3. PARKING INFORMATION

ACFT parked on the maintenance Apron, maintenance/ service areas to contact 129.6MHZ for repositioning to relevant holding points prior to engine start.

Stand 50 is tow in/ push out.

1.4. OTHER INFORMATION

Helipads as directed by ATC.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 30 approved for CAT II operations, special aircrew and ACFT certification required.

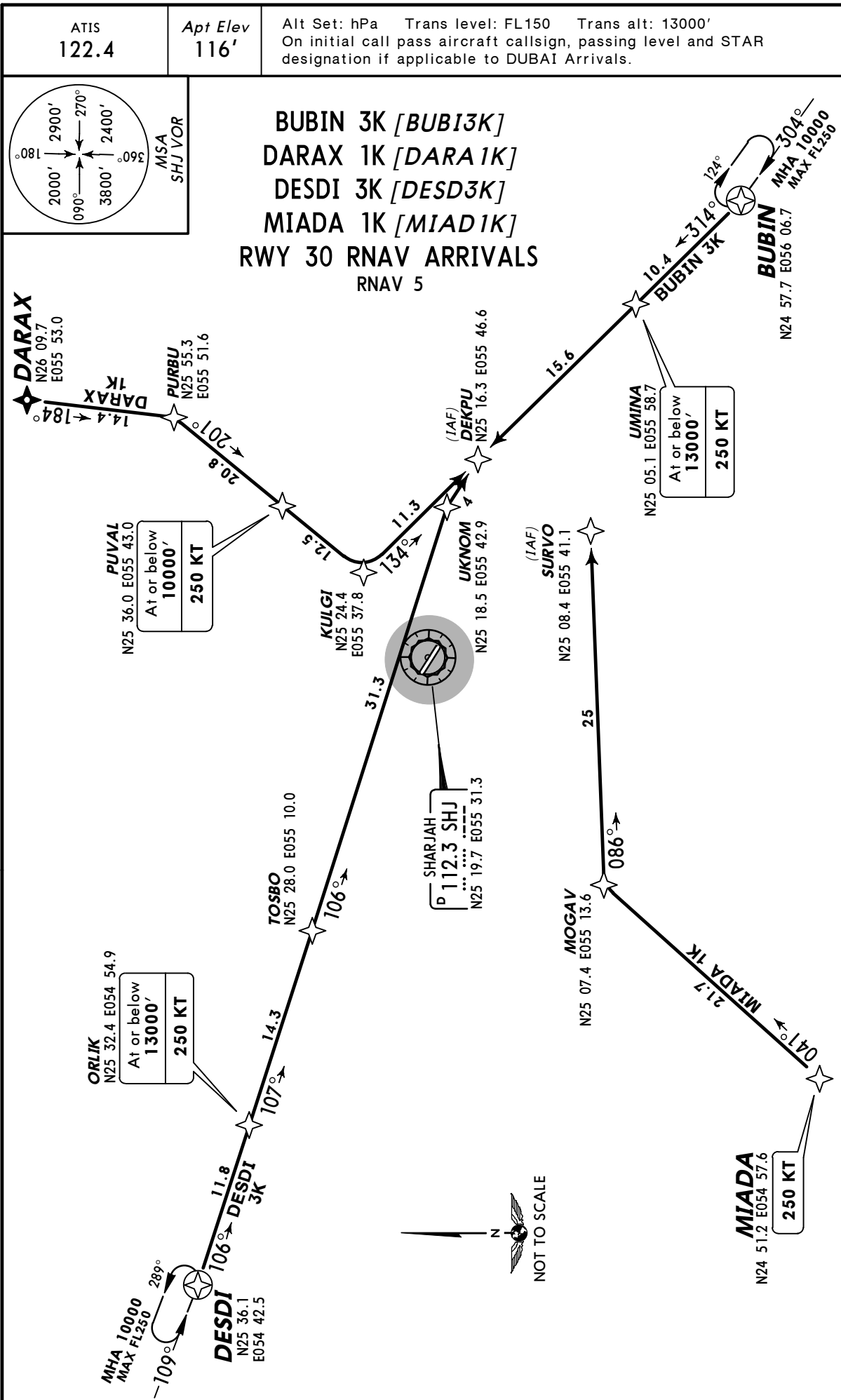
2.2. TAXI PROCEDURES

ACFT arriving maintenance/ service areas will be cleared to holding points M1, L1 and K1, and will be towed to parking stand.

3. DEPARTURE

3.1. TAXI PROCEDURES

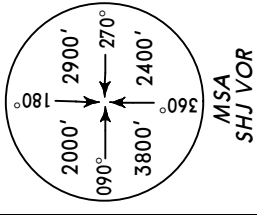
ACFT leaving maintenance/ service areas must be towed to holding points M1 and K1 before engine start is commenced.



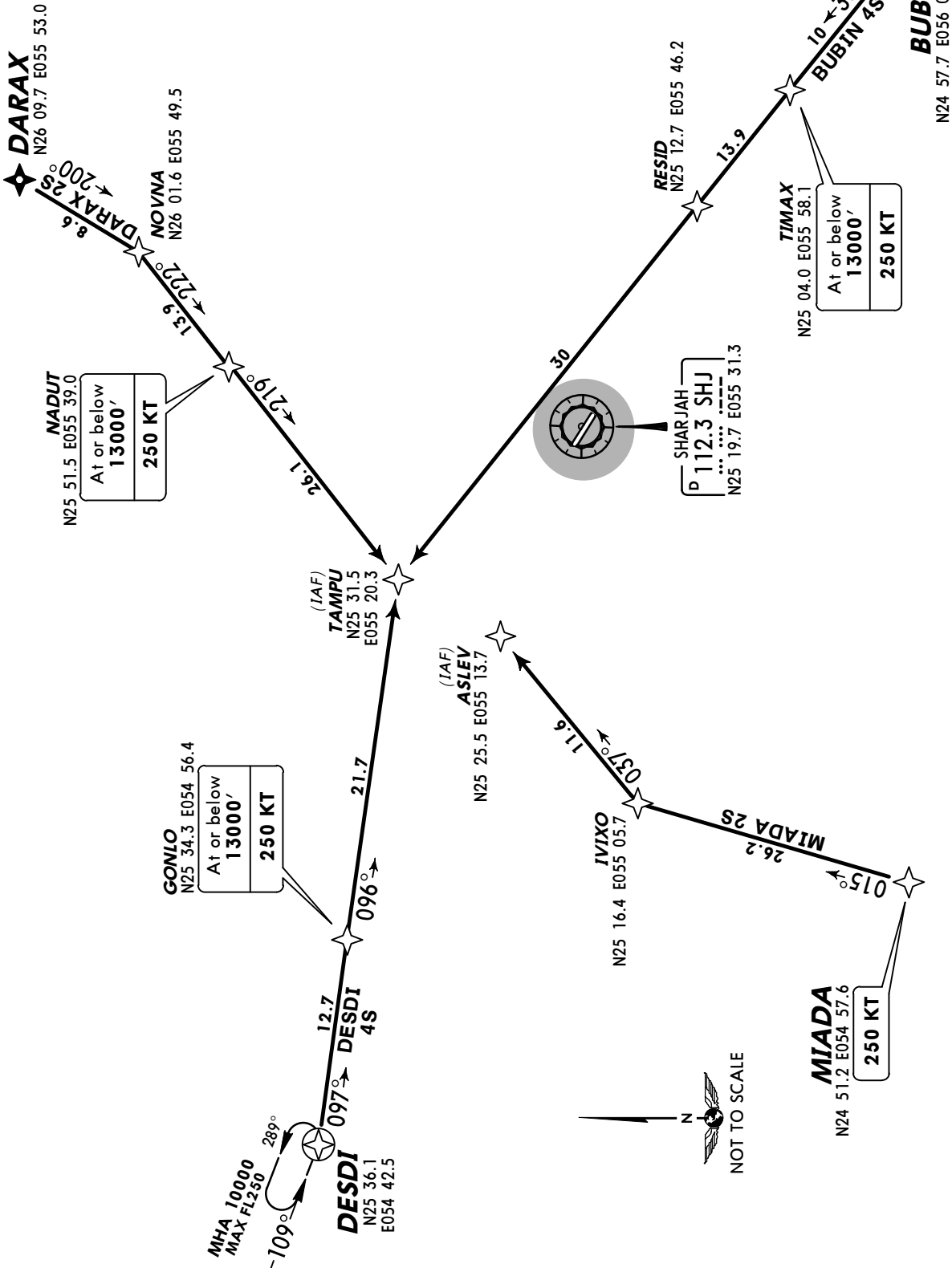
ATIS
122.4

Apt Elev
116'

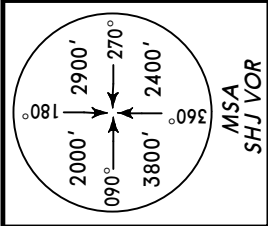
Alt Set: hPa Trans level: FL150 Trans alt: 13000'
On initial call pass aircraft callsign, passing level and STAR designation if applicable to DUBAI Arrivals.



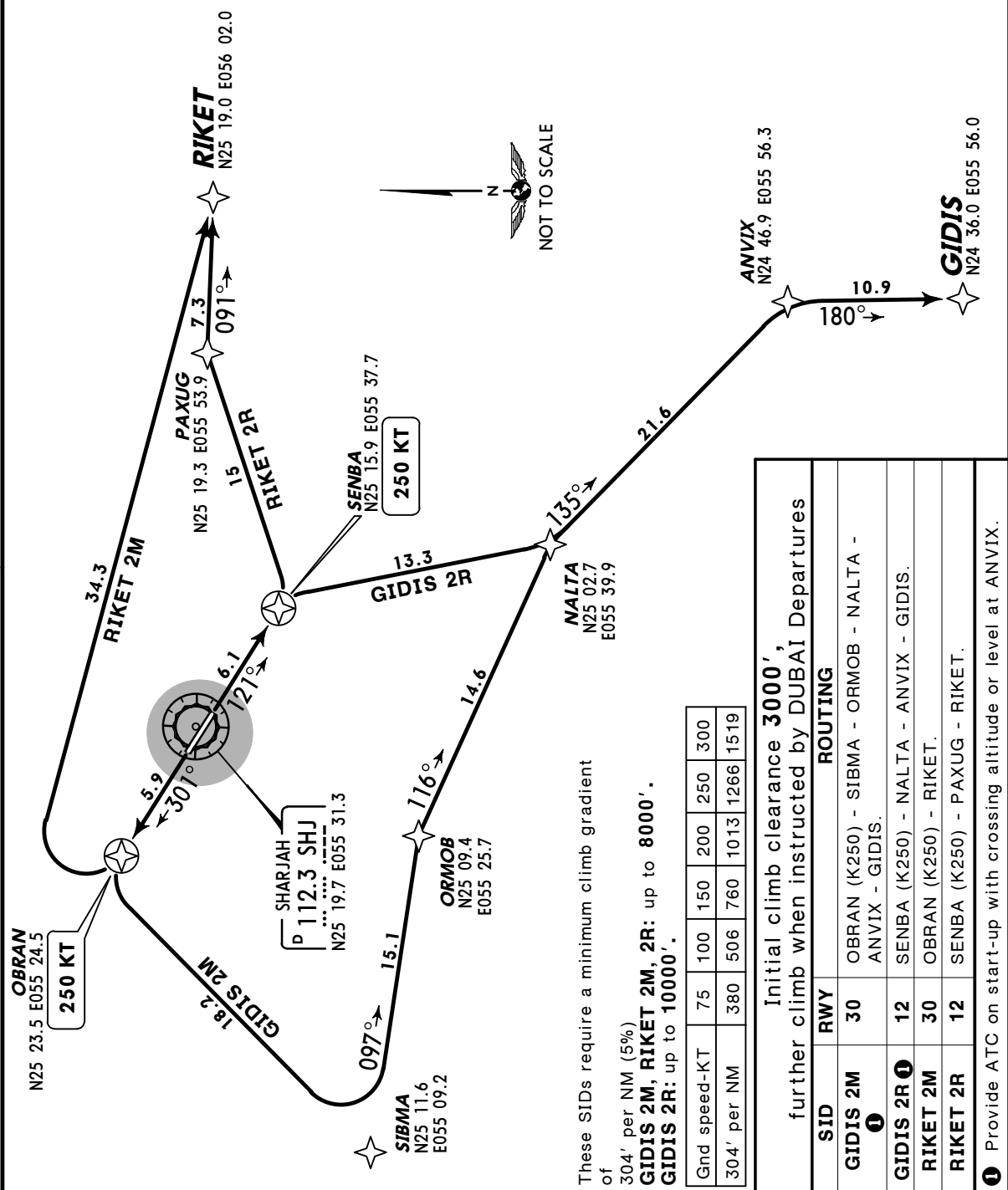
**BUBIN 4S [BUBI4S]
DARAX 2S [DARA2S]
DESDI 4S [DESD4S]
MIADA 2S [MIAD2S]
RWY 12 RNAV ARRIVALS
RNAV 5**



DUBAI Departures (R) 126.2	Apt Elev 116'	Trans level: FL150 Trans alt: 13000' 1. Contact DUBAI Departures as soon as possible after passing 500'. 2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator. 3. If unable to comply advise ATC at start-up.
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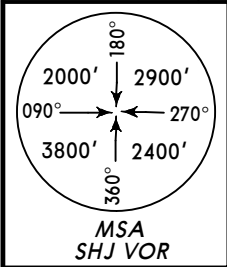
**GIDIS 2M [GIDI2M]
GIDIS 2R [GIDI2R]
RIKET 2M [RIKE2M]
RIKET 2R [RIKE2R]**
RWYS 30, 12 RNAV DEPARTURES
RNAV 5
SPEED MAX 250 KT BELOW 8000'



Initial climb clearance 3000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
GIDIS 2M	30	OBRAN (K250) - SIBMA - ORMOB - NALTA - ANVIX - GIDIS.
GIDIS 2R	12	SENBA (K250) - NALTA - ANVIX - GIDIS.
RIKET 2M	30	OBRAN (K250) - RIKET.
RIKET 2R	12	SENBA (K250) - PAXUG - RIKET.

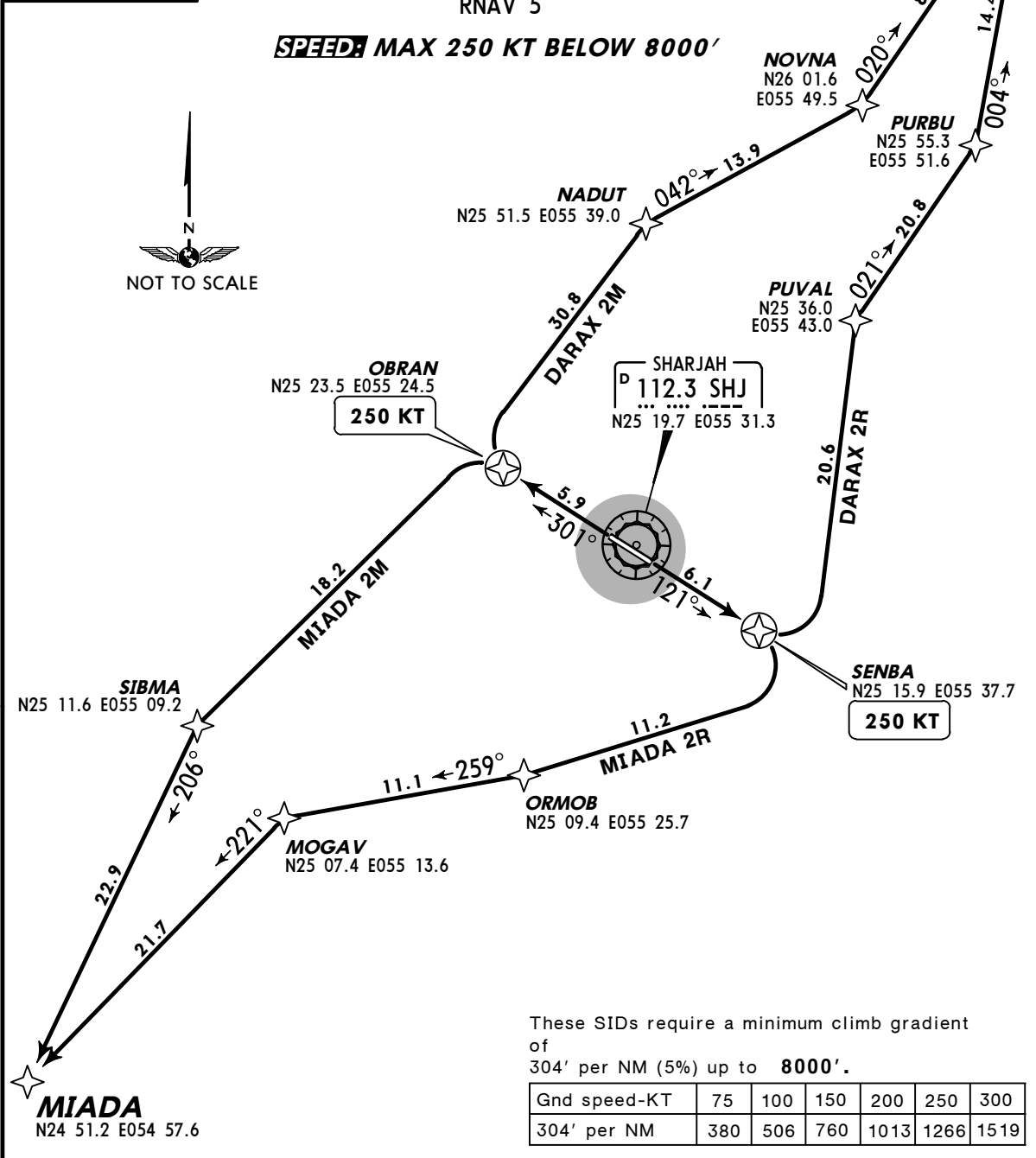
1 Provide ATC on start-up with crossing altitude or level at ANVIX.

DUBAI Departures (R) 126.2	Apt Elev 116'	Trans level: FL150 Trans alt: 13000' 1. Contact DUBAI Departures as soon as possible after passing 500'. 2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator. 3. If unable to comply advise ATC at start-up.
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DARAX 2M [DARA2M]
DARAX 2R [DARA2R]
MIADA 2M [MIAD2M]
MIADA 2R [MIAD2R]
RWYS 30, 12 RNAV DEPARTURES
RNAV 5

SPEED MAX 250 KT BELOW 8000'

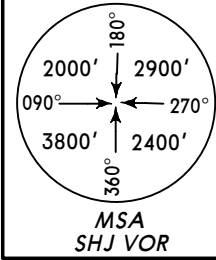


Initial climb clearance **3000'**, further climb when instructed by DUBAI Departures

SID	RWY	ROUTING
DARAX 2M	30	OBRAN (K250) - NADUT - NOVNA - DARAX.
DARAX 2R	12	SENBA (K250) - PUVAL - PURBU - DARAX.
MIADA 2M	30	OBRAN (K250) - SIBMA - MIADA.
MIADA 2R	12	SENBA (K250) - ORMOB - MOGAV - MIADA.

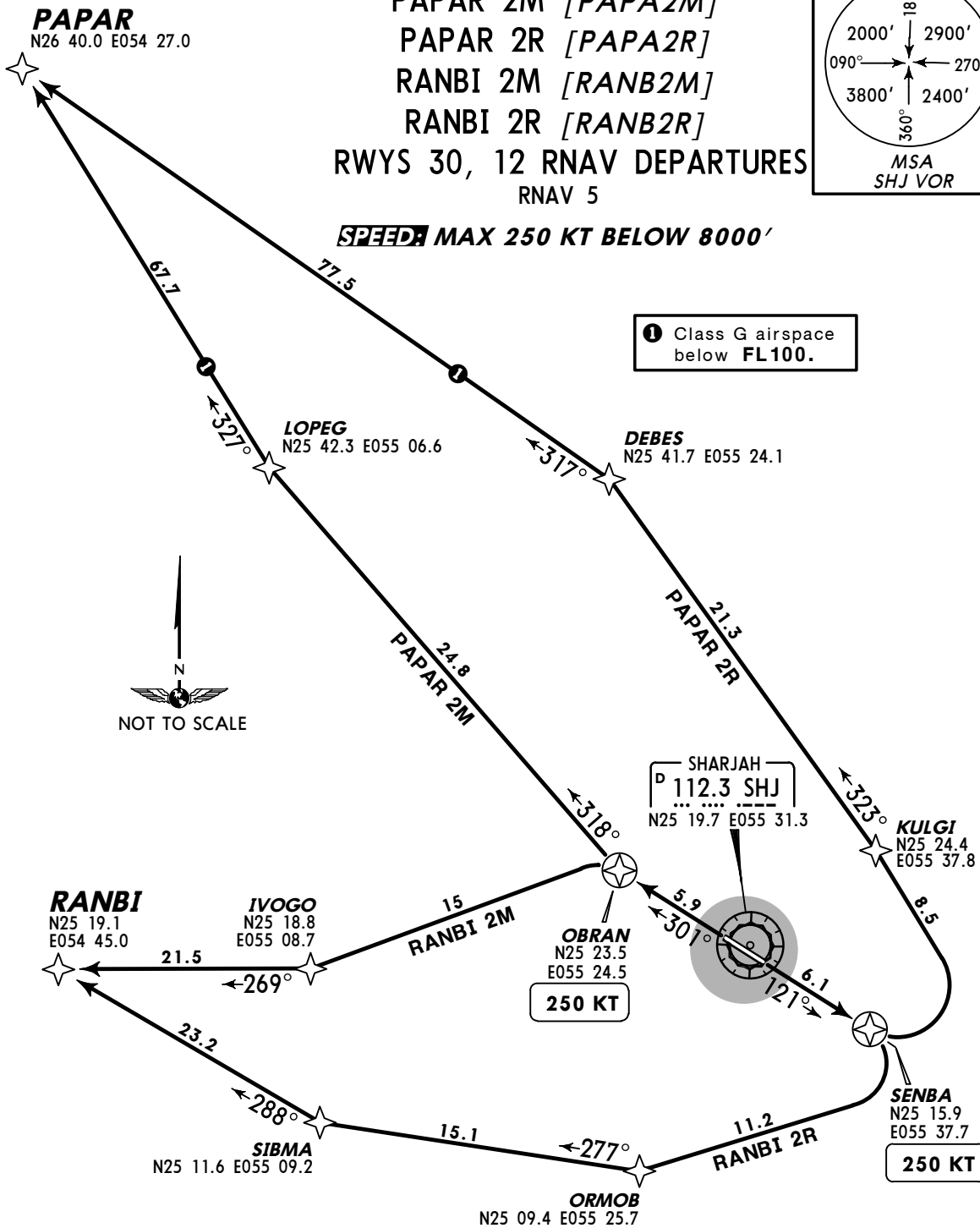
DUBAI Departures (R) 126.2	Apt Elev 116'	Trans level: FL150 Trans alt: 13000' 1. Contact DUBAI Departures as soon as possible after passing 500'. 2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator. 3. If unable to comply advise ATC at start-up.
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PAPAR 2M [PAPA2M]
PAPAR 2R [PAPA2R]
RANBI 2M [RANB2M]
RANBI 2R [RANB2R]
RWYS 30, 12 RNAV DEPARTURES
RNAV 5



SPEED MAX 250 KT BELOW 8000'

1 Class G airspace below **FL100**.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to **8000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

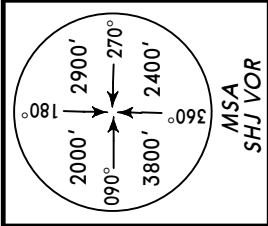
Initial climb clearance **3000'**, further climb when instructed by DUBAI Departures

SID	RWY	ROUTING
PAPAR 2M	30	OBRAN (K250) - LOPEG - PAPAR.
PAPAR 2R	12	SENBA (K250) - KULGI - DEBES - PAPAR.
RANBI 2M	30	OBRAN (K250) - IVOGO - RANBI.
RANBI 2R	12	SENBA (K250) - OROMOB - SIBMA - RANBI.

DUBAI Departures (R) **126.2** Apt Elev **116'**

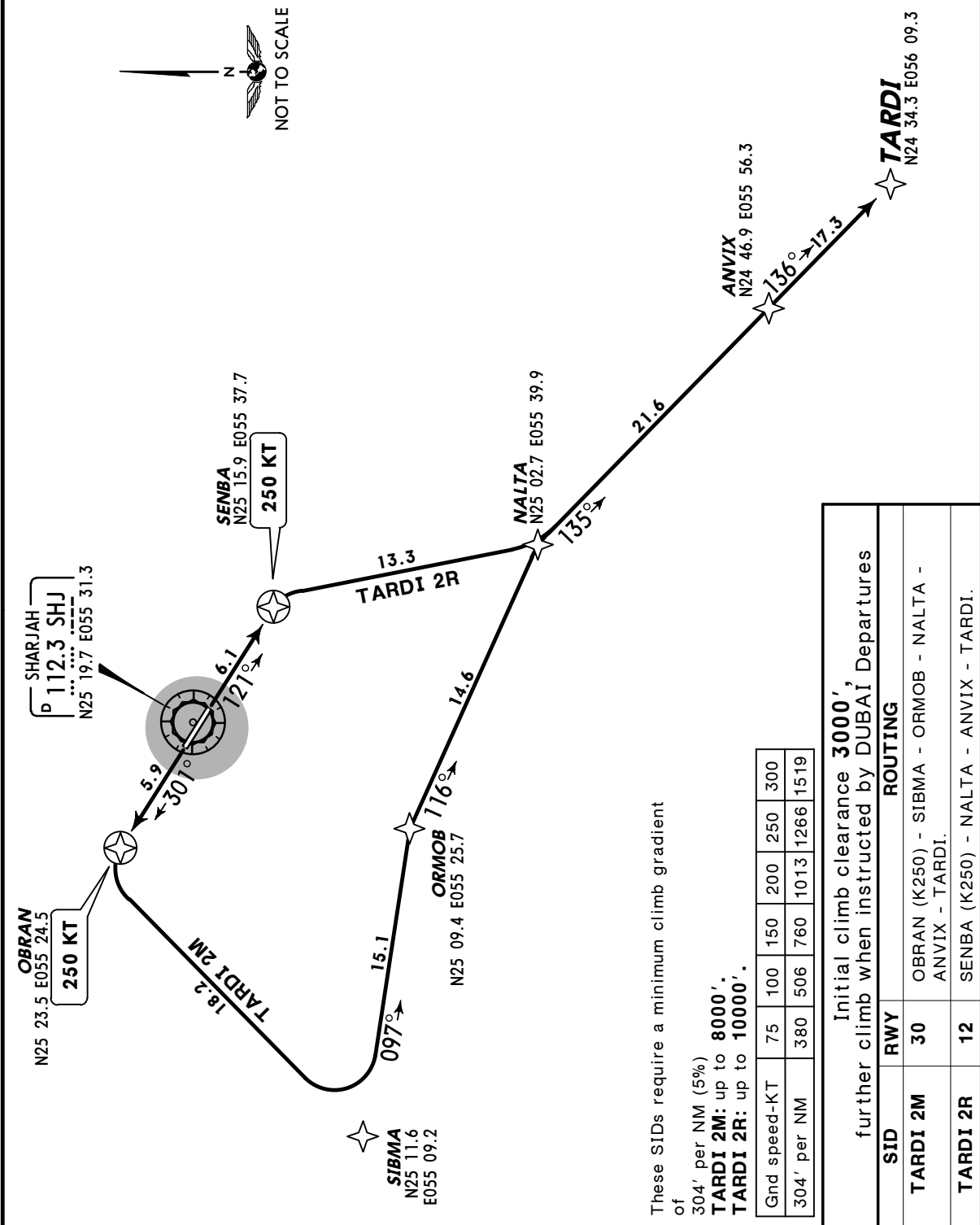
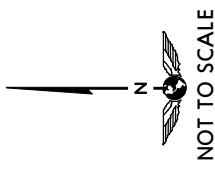
Trans level: FL150 Trans alt: 13000'

1. Contact DUBAI Departures as soon as possible after passing 500'.
2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator.
3. If unable to comply advise ATC at start-up.



TARDI 2M [TARD2M]
TARDI 2R [TARD2R]
RWYS 30, 12 RNAV DEPARTURES

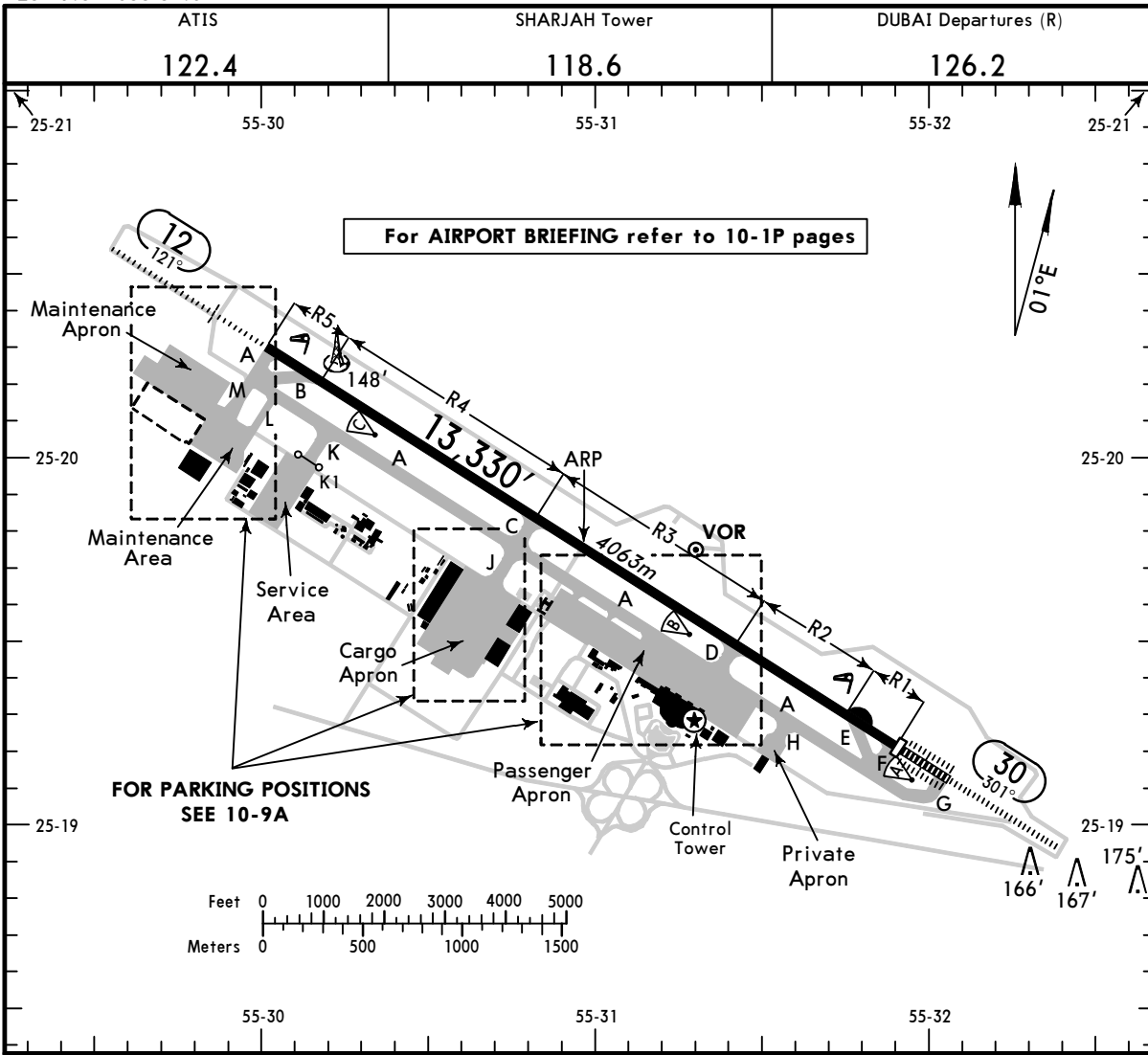
RNAV 5
 PROVIDE ATC ON START-UP WITH
 CROSSING ALTITUDE OR LEVEL AT ANVIX
SPEEDS MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient of 304' per NM (5%)
TARDI 2M: up to 8000',
TARDI 2R: up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 3000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
TARDI 2M	30	OBRAN (K250) - SIBMA - ORMOB - NALTA - ANVIX - TARDI.
TARDI 2R	12	SENBA (K250) - NALTA - ANVIX - TARDI.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope			
12	HIRL CL (30m) ALSF-I SFL REIL PAPI (3.0°)		12,236' 3729m		①	148' 45m
30	HIRL CL (30m) ALSF-II SFL REIL TDZ PAPI (3.0°) RVR	12,349' 3764m	11,195' 3412m			

① TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 13,330' (4063m)
 twy B int 12,651' (3856m)
 twy C int 8117' (2474m)
 twy D int 4180' (1274m)

RWY 30:

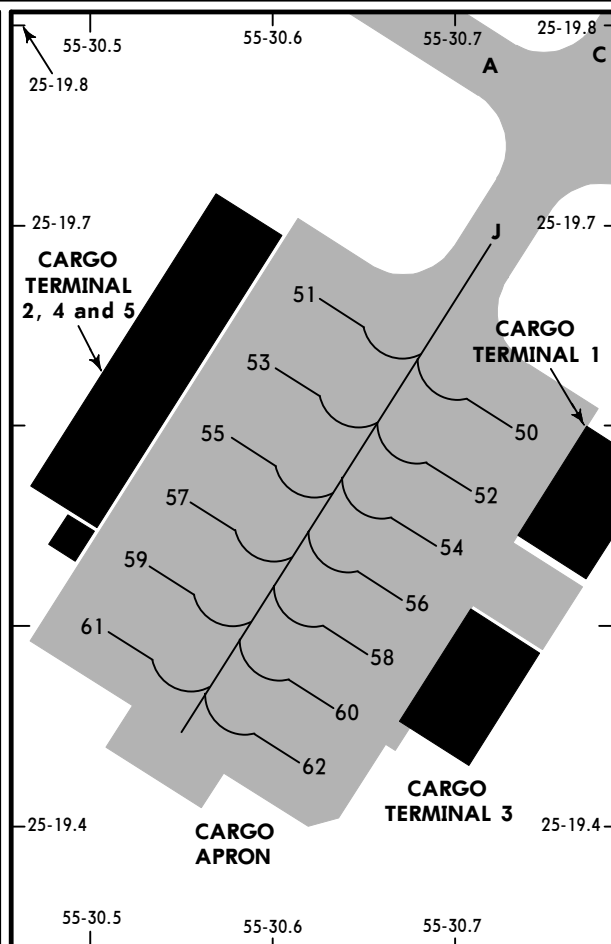
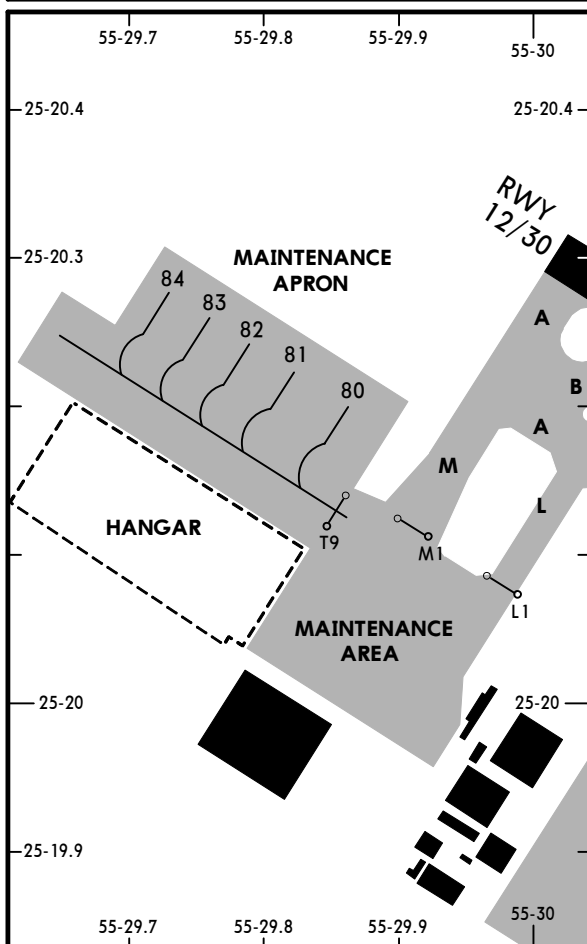
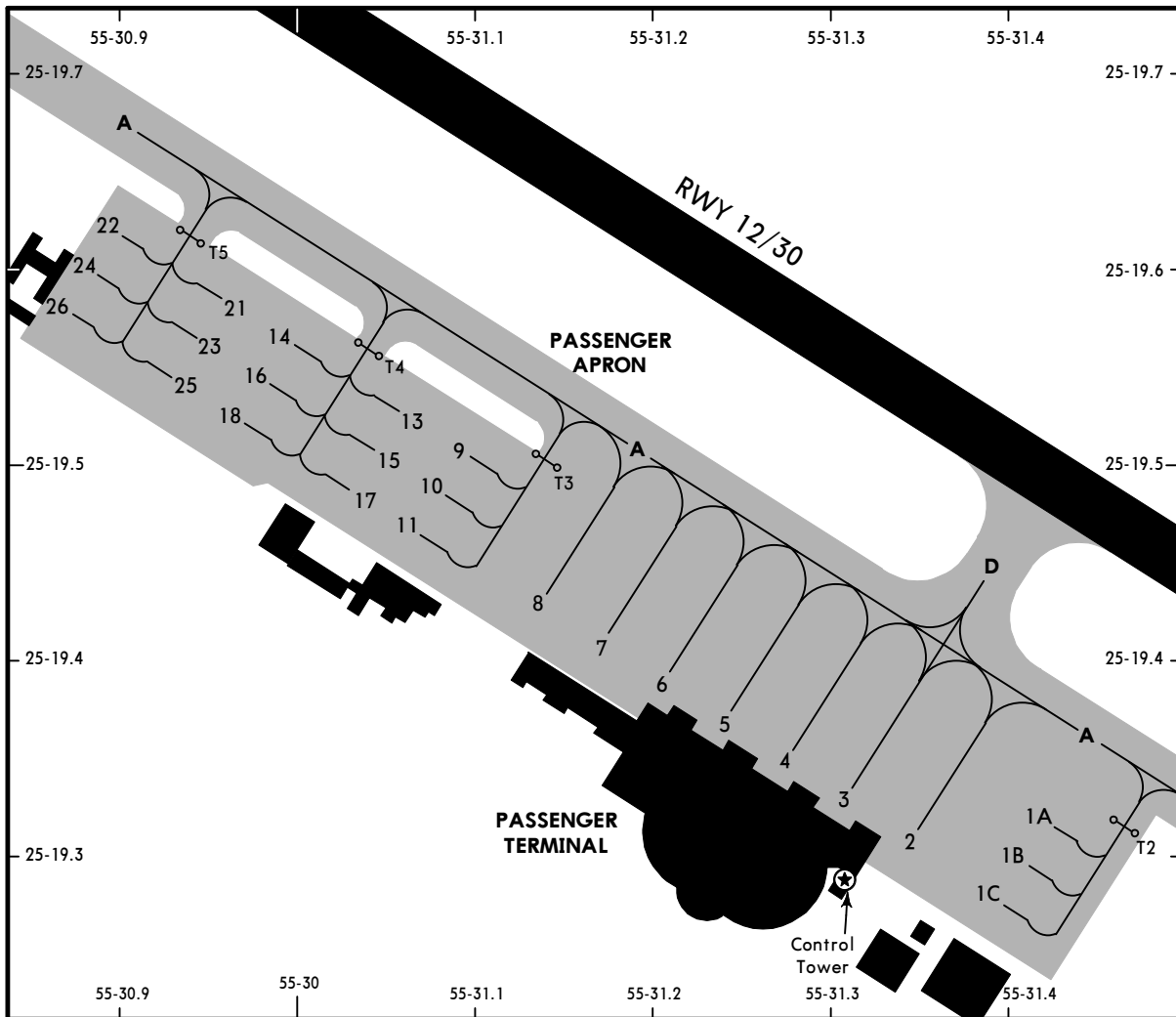
From rwy head 13,330' (4063m)
 twy F int 12,349' (3764m)
 twy E int 11,660' (3554m)
 twy D int 9236' (2815m)
 twy C int 5305' (1617m)

JAR-OPS

TAKE-OFF ①

	All Rwys			
	LVP must be in force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B				
C		350m	400m	500m
D				

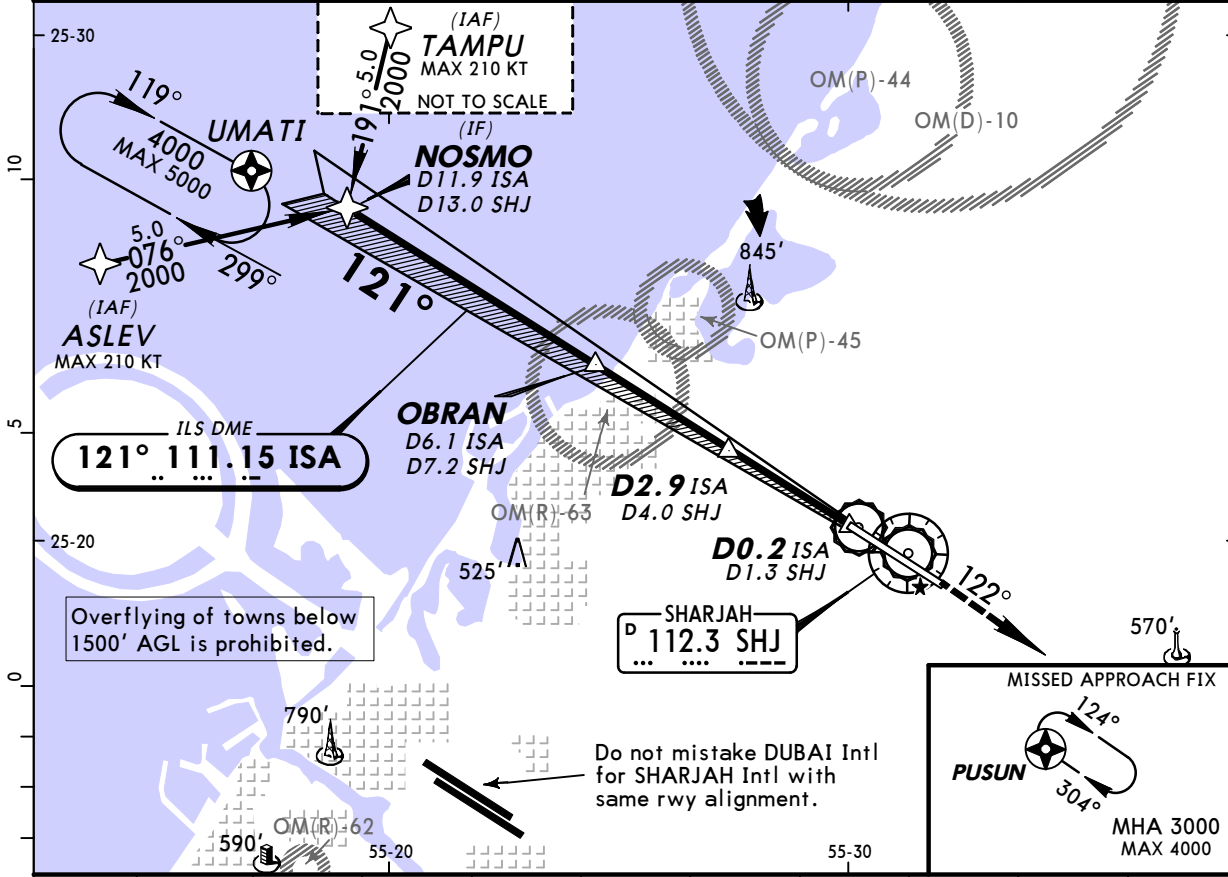
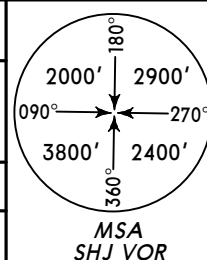
① Operators applying U.S. Ops Specs: CL required below 300m.



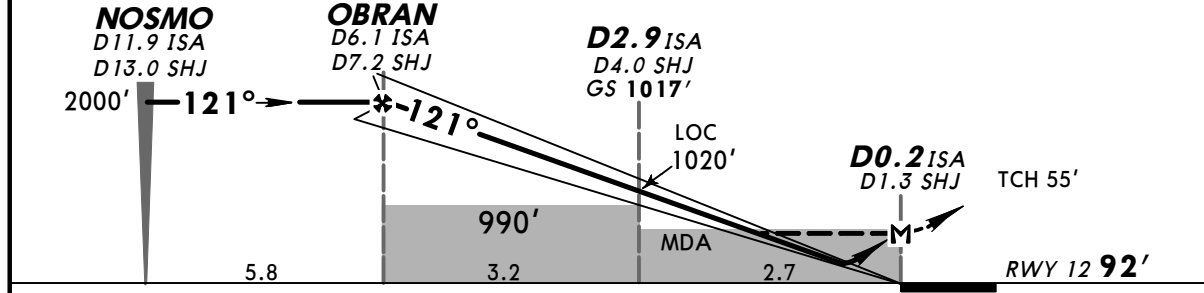
CHANGES: Parking stands. Coordinates transferred to 10-9B.

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1C	N25 19.3 E055 31.4	56	N25 19.5 E055 30.7
2 thru 4	N25 19.3 E055 31.3	57	N25 19.6 E055 30.6
5 thru 7	N25 19.4 E055 31.2	58	N25 19.5 E055 30.6
8	N25 19.4 E055 31.1	59	N25 19.5 E055 30.5
9 thru 13	N25 19.5 E055 31.1	60	N25 19.5 E055 30.6
14	N25 19.6 E055 31.0	61	N25 19.5 E055 30.5
15	N25 19.5 E055 31.1	62	N25 19.4 E055 30.6
16 thru 18	N25 19.5 E055 31.0	80	N25 20.2 E055 29.9
21	N25 19.6 E055 31.0	81, 82	N25 20.2 E055 29.8
22	N25 19.6 E055 30.9	83	N25 20.3 E055 29.8
23	N25 19.6 E055 31.0	84	N25 20.3 E055 29.7
24	N25 19.6 E055 30.9		
25	N25 19.5 E055 30.9		
26	N25 19.6 E055 30.9		
50	N25 19.6 E055 30.7		
51	N25 19.7 E055 30.6		
52	N25 19.6 E055 30.7		
53	N25 19.6 E055 30.6		
54	N25 19.5 E055 30.7		
55	N25 19.6 E055 30.6		

ATIS 122.4		DUBAI Arrivals (APP/R) 124.9		DUBAI Director (APP/R) 127.9X		SHARJAH Tower 118.6	
LOC ISA 111.15		Final Apch Crs 121°		GS D2.9 ISA 1017' (925')		ILS DA(H) 292' (200')	
						Apt Elev 116' RWY 92'	
MISSED APCH: Climb to 3000' direct to PUSUN and hold.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 150		Trans alt: 13000'	
SHJ or ISA DME, RNAV 5 and Basic GNSS required.							



LOC (GS out)	DIST to TDZ	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2960'	2640'	2330'	2010'	1690'	1370'	1050'	730'	410'

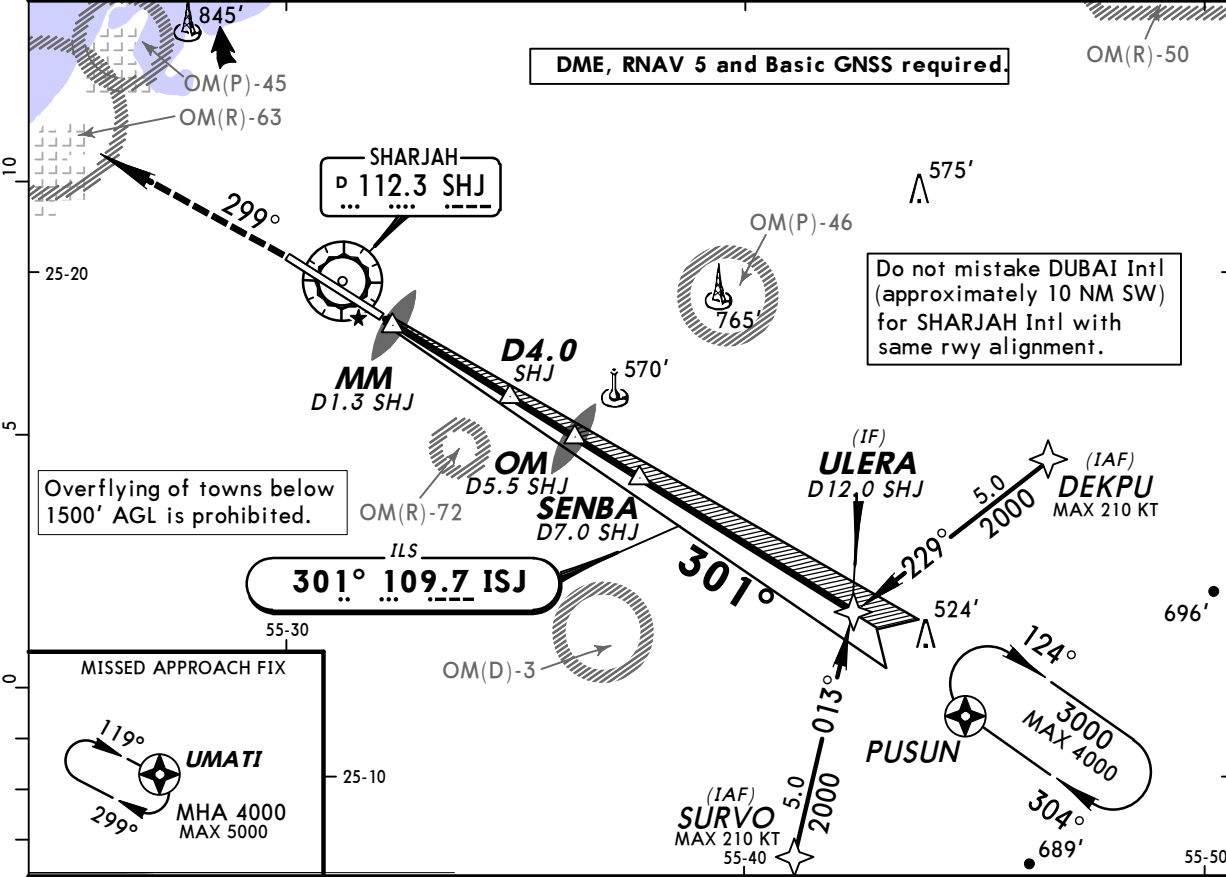
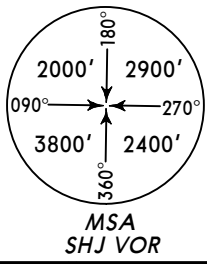


Gnd speed-Kts	70	90	100	120	140	160	ALSFI	3000'	➔	PUSUN
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	REIL PAPI	↑		
MAP at D0.2 ISA/D1.3 SHJ										

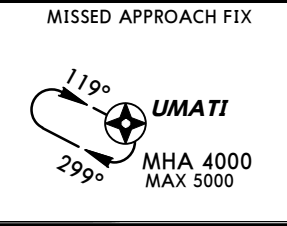
JAR-OPS		STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized Southwest of runway	
ILS DA(H) 292' (200')		LOC (GS out) MDA(H) 410' (318')					
FULL		ALS out		ALS out		Max Kts	
A			RVR 900m		RVR 1500m	100	560' (444') 1500m
B			RVR 1000m		RVR 1800m	135	620' (504') 1600m
C	RVR 550m	RVR 1000m				180	790' (674') 2400m
D			RVR 1400m		RVR 2000m	205	1250' (1134') 3600m

PANS OPS 3

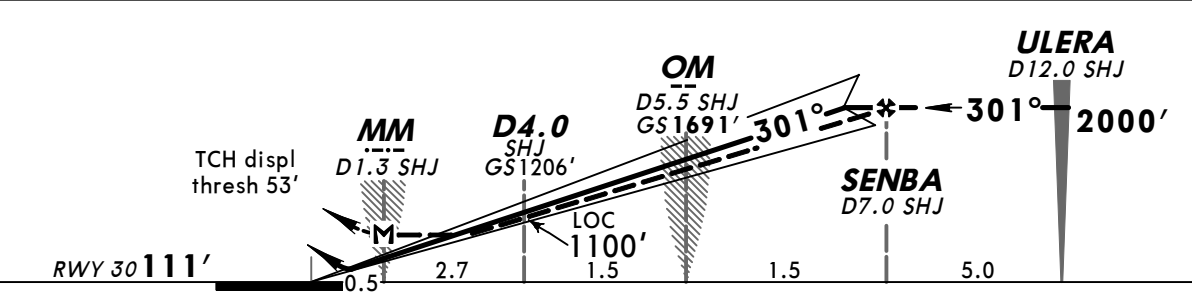
ATIS 122.4		DUBAI Arrivals (APP/R) 124.9		DUBAI Director (APP/R) 127.9X		SHARJAH Tower 118.6	
LOC ISJ 109.7	Final Apch Crs 301°	GS OM 1691'(1580')	ILS DA(H) 311'(200')	Apt Elev 116' RWY 111'			
MISSED APCH: Climb to 4000' direct to UMATI and hold.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 150		Trans alt: 13000'	



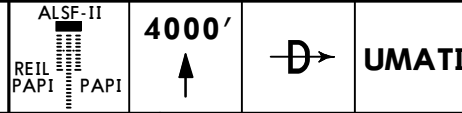
Overflying of towns below 1500' AGL is prohibited.



LOC (GS out)	DIST to TDZ	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	430'	750'	1070'	1390'	1710'	2030'	2340'	2660'	2980'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	485	539	647	755	862
LOC Descent Angle	2.81°	347	447	496	595	695	794



JAR-OPS		STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized	
DA(H) 311'(200')		MDA(H) 480'(369')		Southwest of runway	
	FULL	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	560'(444') 1500m
B				135	620'(504') 1600m
C	RVR 550m	RVR 1000m		180	790'(674') 2400m
D				205	1250'(1134') 3600m

PANS OPS 3

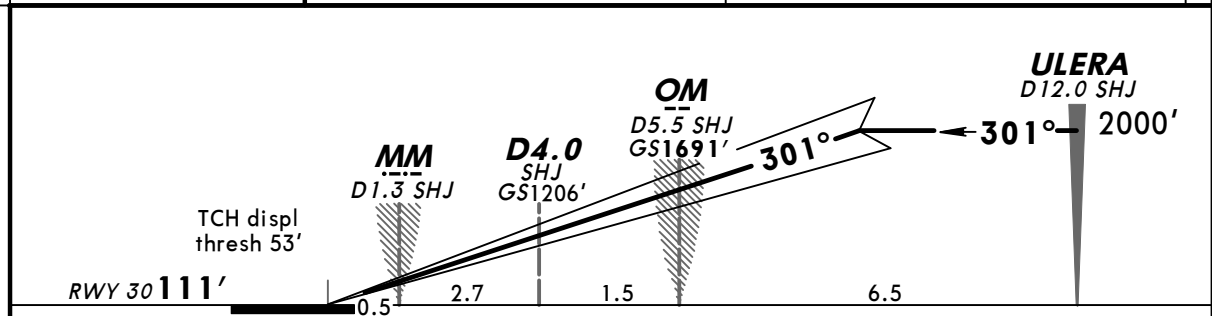
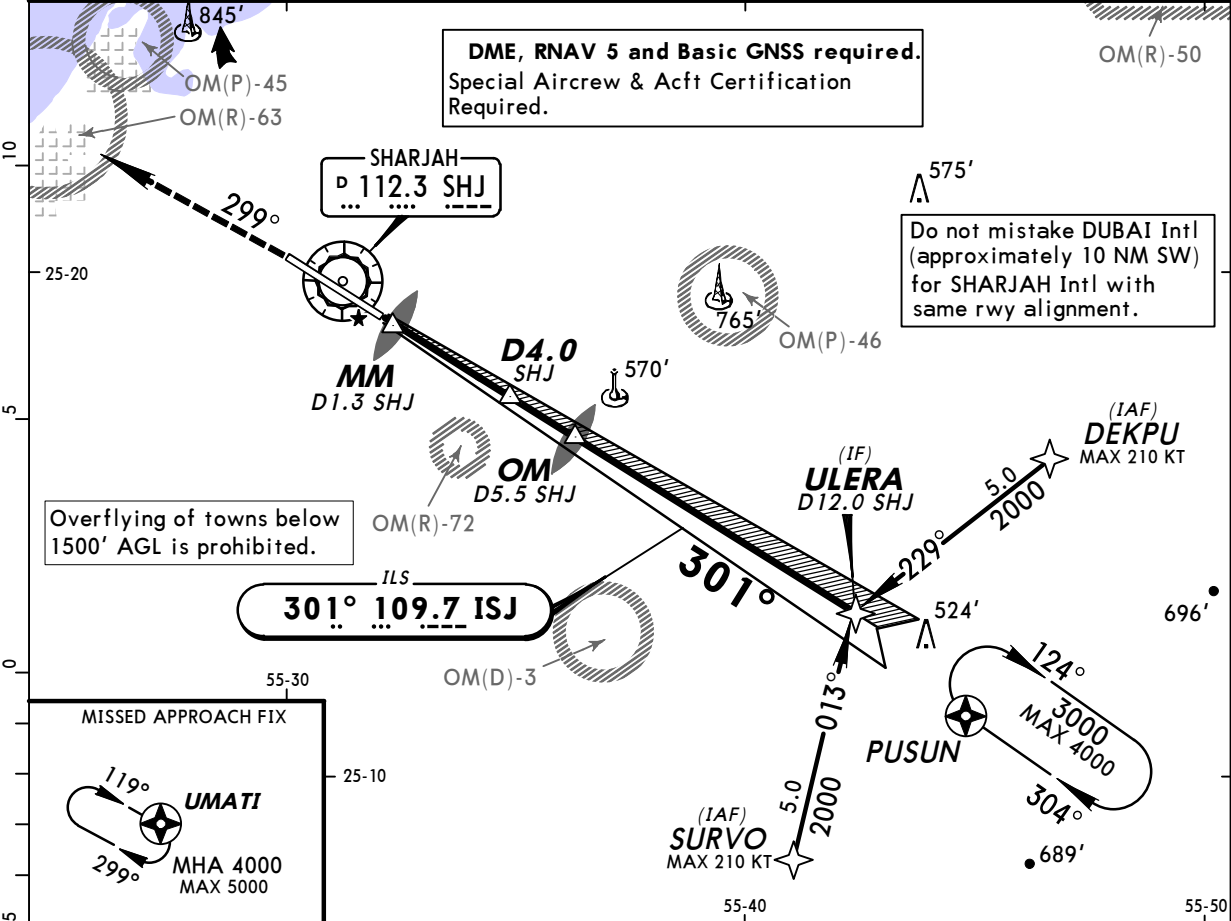
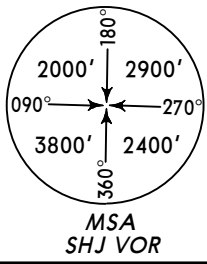
OMSJ/SHJ
SHARJAH INTL

13 AUG 10
Eff 26 Aug

11-2A

SHARJAH, UAE
CAT II ILS Rwy 30

ATIS 122.4	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9X	SHARJAH Tower 118.6
LOC ISJ 109.7	Final Apch Crs 301°	GS OM 1691' (1580')	CAT II ILS RA/DA(H) Refer to Minimums RWY 111'
MISSED APCH: Climb to 4000' direct to UMATI and hold.			
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 150	Trans alt: 13000'



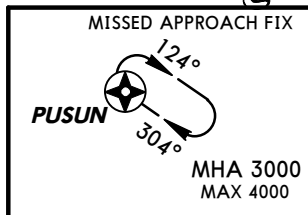
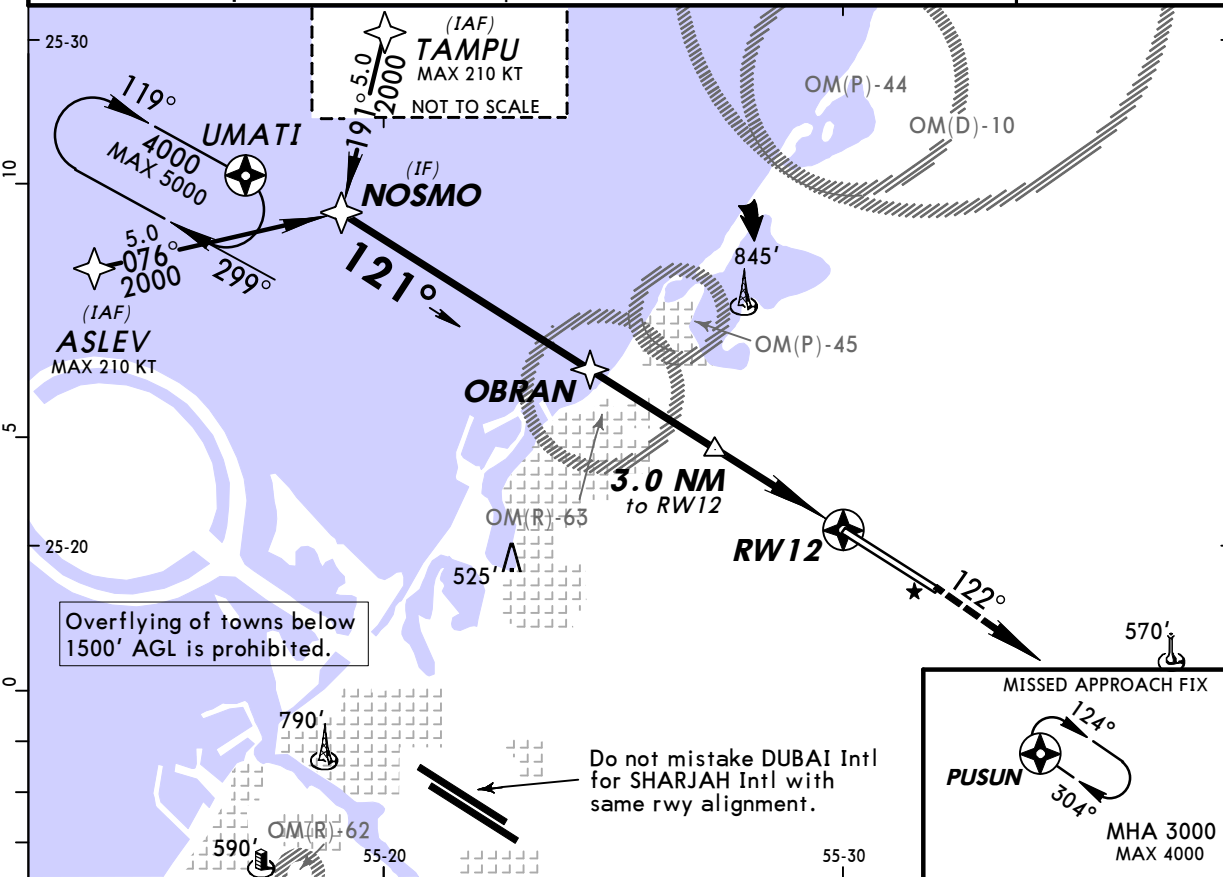
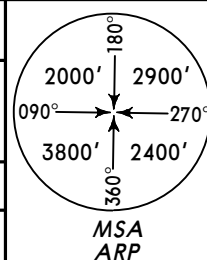
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI PAPI	4000'	D → UMATI
GS	3.00°	377	485	539	647	755			

JAR-OPS		STRAIGHT-IN LANDING RWY 30 CAT II ILS	
ABC	RA 95'	D	RA 102'
	DA(H) 211' (100')		DA(H) 218' (107')

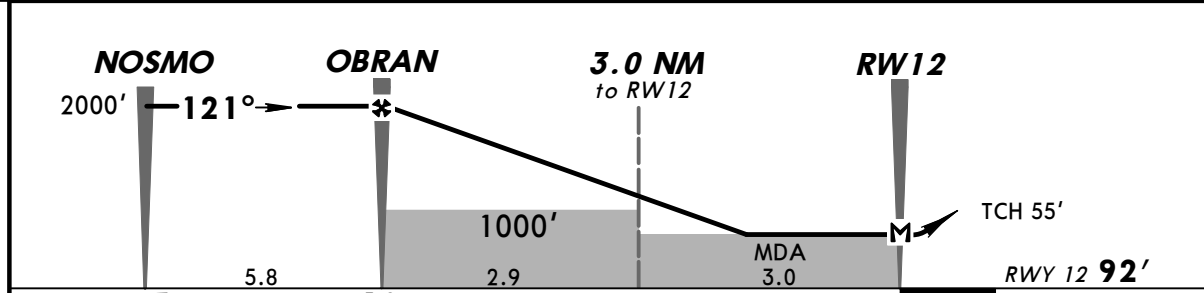
RVR 350m

PANS OPS 3

ATIS 122.4	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9X	SHARJAH Tower 118.6
RNAV	Final Apch Crs 121°	Procedure Alt OBRAN 2000' (1908')	LNAV/VNAV DA(H) 370' (278')
MISSED APCH: Climb to 3000' direct to PUSUN and hold.			Apt Elev 116' RWY 92'
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'			MSA ARP
1. Basic GNSS required. 2. Baro-VNAV operations not authorized below 5°.			



DIST to RW12	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2990'	2670'	2360'	2040'	1720'	1410'	1090'	780'	460'

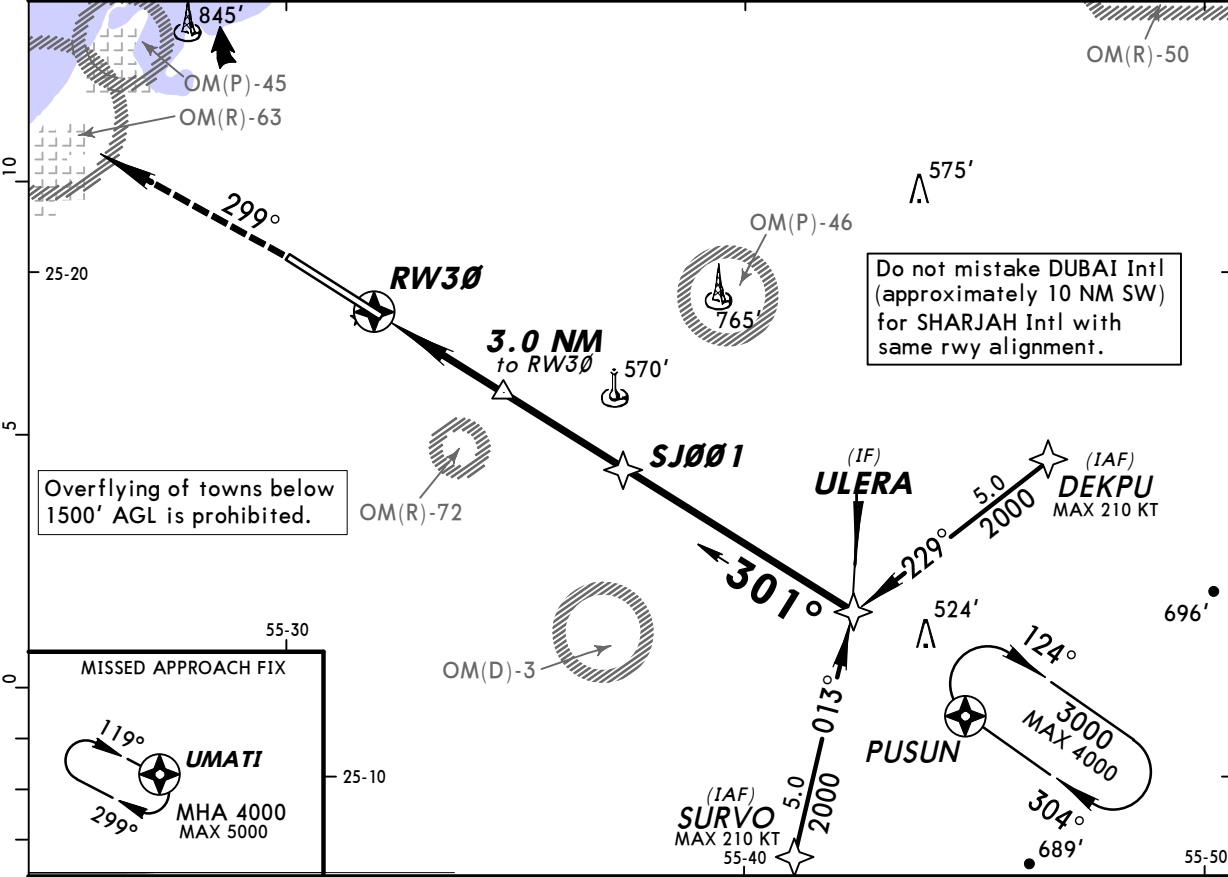
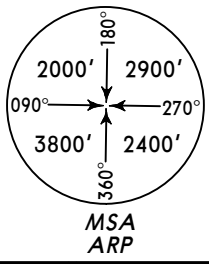


Grnd speed-Kts	70	90	100	120	140	160	ALSFI REIL PAPI	3000'	D → PUSUN
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW12									

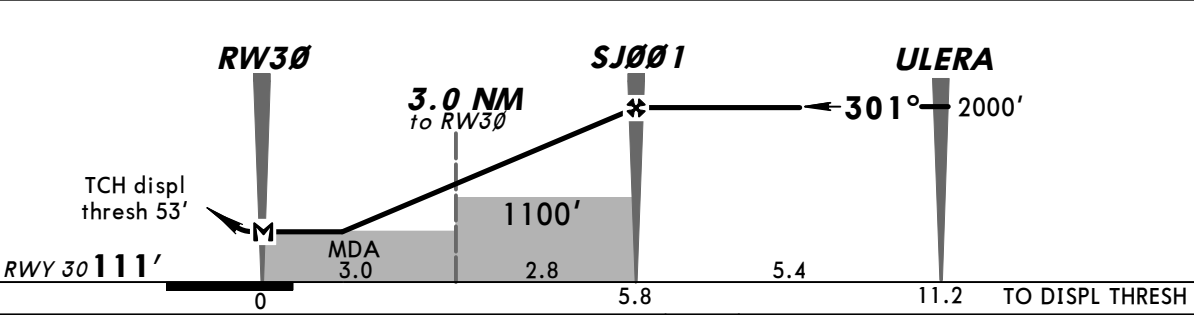
JAR-OPS STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized Southwest of runway	
LNAV/VNAV DA(H) 370' (278')		LNAV MDA(H) 430' (338')		Max Kts	MDA(H) VIS
A	ALS out	RVR 900m	ALS out	100	560' (444') 1500m
B	RVR 800m	RVR 1500m	RVR 1500m	135	620' (504') 1600m
C	RVR 1600m	RVR 1000m	RVR 1800m	180	790' (674') 2400m
D	RVR 1200m	RVR 1800m	RVR 2000m	205	1250' (1134') 3600m

PANS OPS 3

ATIS 122.4	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9X	SHARJAH Tower 118.6
RNAV	Final Apch Crs 301°	Procedure Alt SJ001 2000' (1889')	LNAV/VNAV DA(H) 490' (379')
MISSED APCH: Climb to 4000' direct to UMATI and hold.			Apt Elev 116' RWY 111'
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 13000'			MSA ARP
1. Basic GNSS required. 2. Baro-VNAV operations not authorized below 5°.			



DIST to RW30	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	480'	800'	1110'	1430'	1740'	2060'	2380'	2690'	3010'

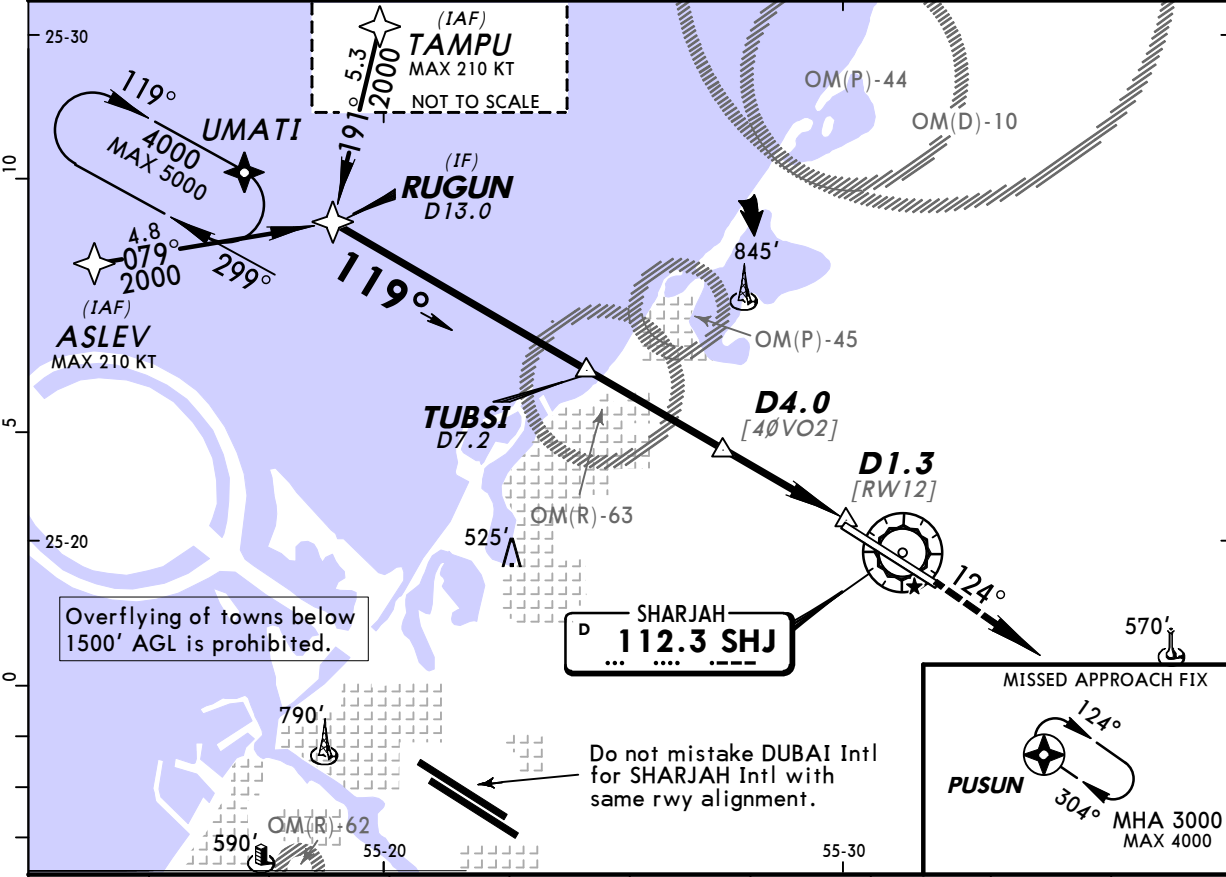
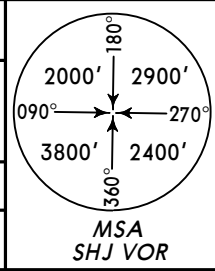


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 4000'	REIL PAPI	PAPI	UMATI
Descent Angle	3.00°	372	478	531	637	849				

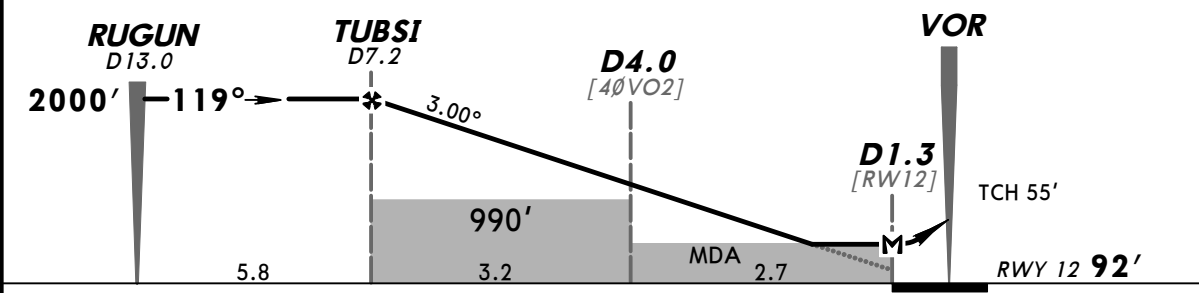
JAR-OPS		STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND Not authorized Southwest of runway	
LNAV/VNAV DA(H) 490' (379')		LNAV MDA(H) 510' (399')		Max Kts		MDA(H) VIS	
A	RVR 900m	ALS out	RVR 900m	ALS out	100	560' (444') 1500m	
B	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	135	620' (504') 1600m	
C	RVR 1400m	RVR 1800m	RVR 1400m	RVR 1800m	180	790' (674') 2400m	
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1250' (1134') 3600m	

PANS OPS 3

ATIS 122.4		DUBAI Arrivals (APP/R) 124.9		DUBAI Director (APP/R) 127.9X		SHARJAH Tower 118.6	
VOR SHJ 112.3	Final Apch Crs 119°	Minimum Alt TUBSI 2000' (1908')	MDA(H) 490' (398')	Apt Elev 116' RWY 92'			
MISSED APCH: Climb to 3000' direct to PUSUN and hold.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 150		Trans alt: 13000'	
DME, RNAV 5 and Basic GNSS required.							



SHJ DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2900'	2580'	2270'	1950'	1640'	1320'	1000'	690'	370'

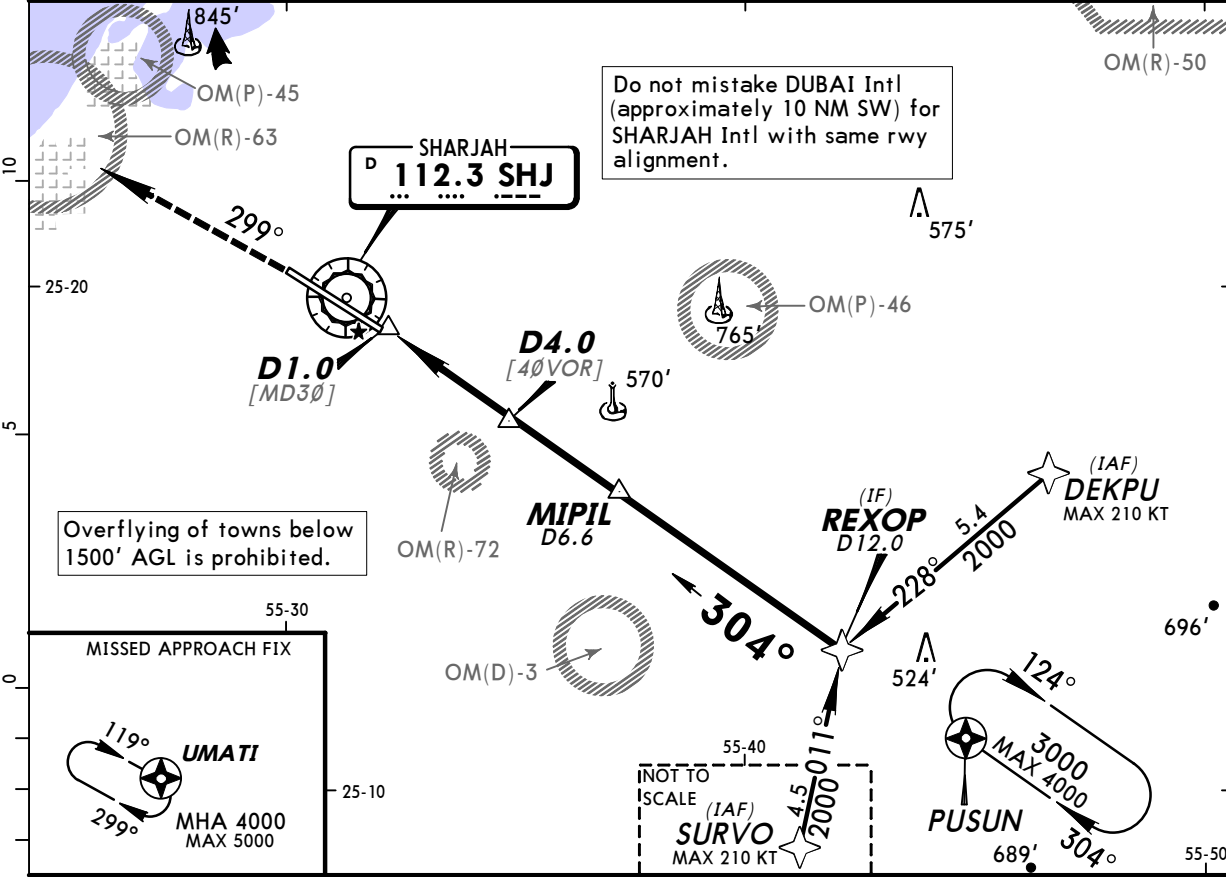
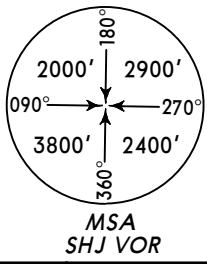


Gnd speed-Kts	70	90	100	120	140	160	ALSFI REIL PAPI PAPI	3000'	D → PUSUN	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at D1.3										

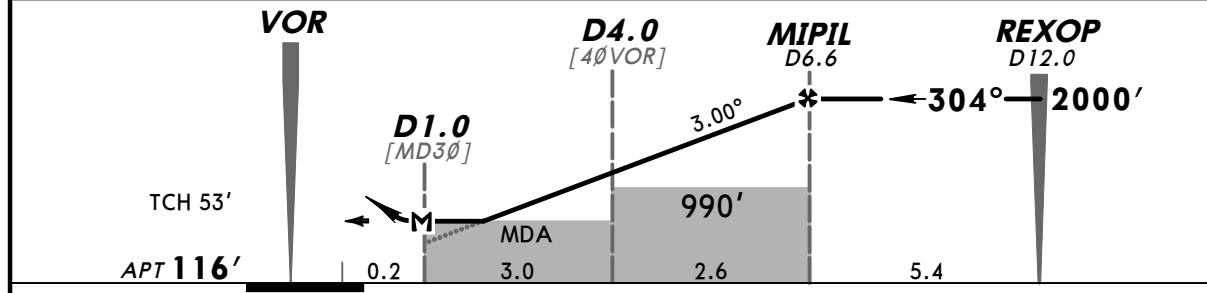
JAR-OPS			STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
			MDA(H) 490' (398')		Not authorized Southwest of runway	
			ALS out		Max Kts	
A	RVR 900m		RVR 1500m		100	MDA(H) 560' (444') VIS 1500m
B	RVR 1000m		RVR 1800m		135	620' (504') 1600m
C	RVR 1400m		RVR 2000m		180	790' (674') 2400m
D					205	1250' (1134') 3600m

PANS OPS 3

ATIS 122.4	DUBAI Arrivals (APP/R) 124.9	DUBAI Director (APP/R) 127.9X	SHARJAH Tower 118.6
VOR SHJ 112.3	Final Apch Crs 304°	Minimum Alt MIPIL 2000' (1884')	MDA(H) 540' (424') Apt Elev 116'
MISSED APCH: Climb to 4000' direct to UMATI and hold.			
Alt Set: hPa		Apt Elev: 4 hPa	Trans level: FL 150
DME, RNAV 5 and Basic GNSS required.		Trans alt: 13000'	



SHJ DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	240'	560'	870'	1190'	1500'	1820'	2130'	2450'	2760'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI PAPI	4000'	D → UMATI	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at D1.0										

JAR-OPS		STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
		MDA(H) 540' (424')		Not authorized Southwest of runway	
		ALS out		Max Kts	MDA(H) VIS
A	RVR 900m	RVR 1500m		100	560' (444') 1500m
B	RVR 1000m	RVR 1800m		135	620' (504') 1600m
C		RVR 2000m		180	790' (674') 2400m
D	RVR 1400m	RVR 2000m		205	1250' (1134') 3600m

PANS OPS 3