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KINGDOM OF SAUDI ARABIA

GENERAL AUTHORITY OF CIVIL AVIATION
AIR NAVIGATION SERVICE
AERONAUTICAL INFORMATION SERVICE DEPARTMENT
P. O. BOX 929, JEDDAH - 21421

AIP
AIRAC AMDT
05/10
6 MAY 10

ISSN 9960-22-303-5 **LDN 1486/1428**

This AIRAC AMDT contains:

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	2.2-5	12 FEB 2009		2.2-5	6 MAY 2010
	2.2-6	12 FEB 2009		2.2-6	6 MAY 2010

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	2.2-9	12 FEB 2009		2.2-9	6 MAY 2010
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	2.2-16	12 FEB 2009		2.2-16	6 MAY 2010
	2.2-17	12 FEB 2009		2.2-17	6 MAY 2010
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2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

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5.6-2	30 JUL 09
ENR 6.	
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6-3	6 MAY 10*
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6-21	6 MAY 10*
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AD 1.	
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ARAR / Arar	
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BISHA / Bisha	
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HAIL / Hail	
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2-OERK-43	6 MAY 10*
2-OERK-45	19 NOV 09
2-OERK-46	19 NOV 09
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2-OERK-53	6 MAY 10*
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2-OERK-57	6 MAY 10*
2-OERK-58	6 MAY 10*
2-OERK-59	6 MAY 10*
2-OERK-60	19 NOV 09
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2-OERK-62	19 NOV 09
2-OERK-63	6 MAY 10*
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2-OERK-68	19 NOV 09
2-OERK-69	6 MAY 10*
2-OERK-70	19 NOV 09
2-OERK-71	6 MAY 10*
2-OERK-72	19 NOV 09
RIYADH/ Riyadh Airbase	
2-OERY-1	30 JUL 09
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2-OERY-12	6 MAY 10*
2-OERY-13	6 MAY 10*
2-OERY-14	6 MAY 10*
2-OERY-15	6 MAY 10*
2-OERY-16	6 MAY 10*
SHARURAH / Sharurah	
2-OESH-1	30 JUL 09
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2-OESH-3	11 MAR 10
2-OESH-4	11 MAR 10
2-OESH-5	30 JUL 09
2-OESH-6	11 MAR 10
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2-OESH-11	24 SEP 09
2-OESH-13	24 SEP 09
TABUK/Tabuk	
2-OETB-1	11 MAR 10
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2-OETB-4	11 MAR 10
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2-OETB-6	19 NOV 09
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2-OETB-9	6 MAY 10*
2-OETB-11	19 NOV 09
2-OETB-13	19 NOV 09
2-OETB-15	19 NOV 09
2-OETB-17	19 NOV 09
2-OETB-19	19 NOV 09

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2-OETB-21	19 NOV 09
TAIF/Taif	
2-OETF-1	30 JUL 09
2-OETF-2	28 AUG 08
2-OETF-3	11 MAR 10
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2-OETF-34	6 MAY 10*
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TURAIF / Turaif	
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UMMLEJJ / Ummlejj	
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2-OEUM-3	30 JUL 09
2-OEUM-4	30 JUL 09
2-OEUM-5	30 JUL 09
WADI AL DAWASIR / Wadi Al Dawasir	
2-OEWD-1	30 JUL 09
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2-OEWD-6	30 JUL 09
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WEJH / Wejh	
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YENBO / Yenbo	
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2-OEYN-20	11 MAR 10
ZULFI/Zulfi	
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AL HAWTAH/Al Hawtah	
2-OEHW-1	12 FEB 09
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2-OEHW-5	30 JUL 09
IPSA 3	
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SHAIBAH / Shaibah	
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UDHAILIYAH / Udhailiyah	
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2-OEUD-4	30 JUL 09
2-OEUD-5	30 JUL 09
AL KHARJ / Prince Sultan Air Base	
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BATHA/Batha	
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2-OEBT-8	6 MAY 10*
2-OEBT-9	6 MAY 10*
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SHABITAH / Shabitah	
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THABLOTIN	
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2-OEBN-4	30 JUL 09
2-OEBN-5	30 JUL 09
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2-OEAD-4	19 NOV 09
2-OEAD-5	30 JUL 09
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KHURAIS/Khurais	
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THUMAMAH / Thumamah	
2-OETH-1	30 JUL 09
2-OETH-2	30 JUL 09
2-OETH-3	30 JUL 09
2-OETH-4	30 JUL 09
2-OETH-5	30 JUL 09

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ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
*ATNP	Aeronautical telecommunication network panel
ATP	At . . . (time or place)
ATS	Air traffic services
*ATSMHS	ATS message handling services
*ATSU	Air traffic service units
ATTN	Attention
AT-VASIS	(to be pronounced "AY-TEE-VASIS") Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVASIS	Abbreviated visual approach slope indicator system
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B	
B	Blue
BA	Braking action
BASE	Cloud base
*BC	Back course
*BCD	Binary coded decimal
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
*BIS	Boundary intermediate system
BKN	Broken
BL . . .	Blowing (followed by DU = dust, SA = s and or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below . . .
*BOA/H	Break-off altitude/height
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between

C	
C	Center (runway identification)
C	Degrees Celsius (Centigrade)
*CAA	Civil aviation authority
*CAL	Calvert approach lights
CAT	Category
CAT	Clear air turbulence
CATS	Centeral ATS
CAVOK	(to be pronounced "KAV - OH - KAY") Visibility, cloud and present weather better
CB	(to be pronounced "CEE BEE") Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC . . . etc., in sequence) Corrected meteorological message (message type designator)
*CCITT	International telegraph and telephone consultative committee
*CCW	Counter-clockwise
CD	Candela
CDN	Coordination (message type designator)
CF	Change frequency to . . .
CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CHG	Modification (message type designator)
*CHGD	Changed
CI	Cirrus
CIDIN	Common ICAO data interchange network

CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Center line
*CL	Cloud base height sensor
*CL	Connection less
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud / Climb-out
CLG	Calling
*CLNP	Connectionless-mode network protocol
CLR	Clear(s) or cleared to . . . or clearance
CLSD	Close or closed or closing
CM	Centimeter
*CM	Context management
*CMA	Context management application
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or canceled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
*CO	connection oriented
*COL	Column
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COP	Change-over point
*COP	Character oriented protocol
*CPDLC	Controller-pilot data link communications
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPL	Current flight plan (message type designator)
CRC	Cyclic redundancy check
*CRP	Compulsory reporting point
*CRS	Course
CRZ	Cruise
CS	Cirrostratus / Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
*CVFR	Controlled visual flight rules
CW	Continuous wave
*CW	Clockwise
CWY	Clearway

D	
D . . .	Danger area (followed by identification)
D	Downward (tendency in RVR during previous 10 minutes)
DA	Decision altitude
D-ATIS	(To be pronounced "DEE-ATIS") Data link automatic terminal information service
DCD	Double channel duplex
*DCE	Data communications equipment
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller - pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DEC	December
DE	From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)

DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
*DH	Descent height
DIF	Diffuse
*DISPL	Displaced
DIST	Distance
*DIT	Directory information tree
DIV	Divert or diverting
DLA	Delay (message type designator)
DLA	Delay or delayed
*DLAC	Data link application coding
DLIC	Data link initiation on capability
*DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
*DNIC	Data network identification code
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
*DR	Disconnect request
DR . .	Low drifting (followed by DU = dust, SA = sand or SN = snow)
DRG	During
DS	Dust storm
DSB	Double sideband
*DSP	Domain specific part
DTAM	Descend to and maintain
*DTE	Data terminal equipment
DTG	Date-time group
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
*DX	Duplex operation
DZ	Drizzle

E	
E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EET	Estimated elapsed time
EFC	Expect further clearance
*EFF	Effective
EHF	Extremely high frequency [30 000 to 300 000 MHZ]
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENRT	En-route
EOBT	Estimated off block time
*EPIRB	Emergency position indicating radio beacon
EQPT	Equipment
ER	Here . . . or herewith
*ES	End system
ESE	East south east
EST	Estimate or estimated or estimate (message type designator)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending

*EXTN	Extension

F	
F	Fixed
FAC	Facilities
*FAC	Final approach course
FAF	Final approach fix
FAL	Facilitation of international air transport
*FANS	Future air navigation system
FAP	Final approach point
FAR	Federal aviation regulation
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
*FDDI	Fiber distributed data interface
FEB	February
FG	Fog
*FIB	Forwarding information base
FIC	Flight information center
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM . . .	From (followed by time weather change is forecast to begin)
*FMS	Flight management system
FMU	Flow management unit

FNA	Final approach
*FP	Flight plan
FPL	Field flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	FrequencyFRI
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather
FRQ	Frequent
*FRS	Fire and Rescue Services
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G	
G	Green
G	Indicator for variations from the mean wind speed (gusts) used in the METAR / SPECI and TAF code forms)
*GA	General aviation
GACA	General Authority of Civil Aviation
G / A	Ground-to-air
G / A / G	Ground-to-air and air-to-ground
*GAL	Gallons
GAMET	Area forecast for low-level flights
GCA	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
*G/G	Ground/Ground
GLD	Glider
GLONASS	(to be pronounced "GLD-NAS") Global orbiting navigation satellite system

GLS**	GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND**	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
*GPA	Glide path angle
GR	Hail
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
*GS	Glide slope
*GWA	AFTN / ATN gateway type A
*GWB	AFTN / ATN gateway type B

H	
H	High pressure area or the center of high pressure
*HAA	Height above aerodrome
*HAT	Height above touchdown
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction finding station
HDG	Heading
*HDLC	High-level data link control
HEL	Helicopter
HF	High frequency [3 000 to 30 000 KHZ]
HGT	Height or height above
HIRL	High intensity runway lighting system
HJ	Sunrise to sunset
*HKWR	Hook wire arrester gear
HLDG	Holding
*HMI	Human machine interface
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I	
*IA5	International alphabet No. 5
IAC	Instrument approach chart
*IACSP	International aeronautical communication service provider
IAF	Initial approach fix
*IAL	Instrument approach and landing chart
IAO	In and out of clouds
*IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
*IATA	International Air Transport Association
IBN	Identification beacon
IC	Ice crystals (very small ice crystals in
*ICAO	International Civil Aviation Organization
*ICC	Inter-center coordination
*ICD	International code designator
ICE	Icing
ID	Identifier or identify
IDENT	Identification
*IDI	Initial domain identifier
*IDP	Initial domain part
*IDRP	Inter-domain routing protocol
*IEC	International electro technical commission
IF	Intermediate approach fix
IFF	Identification friend/foe

IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMI	Interrogation sign (question mark) to be used in AFS as procedure signal)
IMC	Instrument meteorological conditions
IMG	Immigration
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
*IOR	Indian ocean region
IR	Ice on runway
*IS	Information system
ISA	International standard atmosphere
ISB	Independent sideband
*ISDN	Integrated services digital network
*ISO	The international organization for standardization
ISOL	Isolated
*ISOPA	ISO protocol architecture
*ITU-T	International telecommunication union - telecommunication section

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K	
KG	Kilograms
KHZ	Kilohertz
KM	Kilometers
KMH	Kilometers per hour
KPA	Kilopascal
*KSA	Kingdom of Saudi Arabia
KT	Knots
KW	Kilowatts

L	
L	Left (runway identification)
L	Locator (see LM, LO)
L	Low pressure area or the center of low pressure
LAM	Logical acknowledgment (message type designator)
LAN	Inland
*LAN	Local area network
LAT	Latitude
*LC	Landing chart
*LCN	Load classification number
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 KHZ]
LGT	Light or lighting
LGTD	Lighted
*LHC	Left hand circuit
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
*LIM	Locator inner marker
LLZ	Localizer

LM	Locator, middle
*LMM	Locator middle marker
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Local or locally or location or located
*LOM	Locator outer marker
LONG	Longitude
LORAN	LORAN (long range air navigation system)
*LR	Leading radial
LRG	Long range
LS	The last message sent by me was ... or last message was ... (to be used in AFS as a procedure signal)
*LT	Left turn
LTD	Limited
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered

M	
M	Mach number (followed by figures)
M	Meters (preceded by figures)
M	Indicator for minimum value of runway visual range (used in the METAR / SPECI code forms)
MAA	Maximum authorized altitude
MAG	Magnetic
*MAGT	Magnetic track
MAINT	Maintenance
*MALS	Medium intensity approach light system
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual AI simplex
MAX	Maximum
MAY	May
*MB	Millibars
MBST	Microburst

MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
MET REPORT	Local routine meteorological report (in abbreviated plain language)
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency [300 to 3 000 KHZ]
*MHA	Minimum holding altitude
MHDF	Medium and high frequency direction finding stations (at the same location)
*MHS	Message handling services
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
*MMSI	Maritime mobile service identity
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance Specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
*MOCA/H	Minimum obstacle clearance altitude/ height (required)
MOD	Moderate (used to indicate the intensity of Weather phenomena, interference or static Reports, e.g. MOD RA = moderate rain)
*Mode S	Mode select Mountains
MON	Monday
MON	Above mountains
MOPS	Minimum operational performance standards

*MORTs	Managed objects requirement templates
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Meters per second
*MPMR	Ministry of Petroleum and Mineral Resources
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
*MSA	Minimum safe altitude
MSG	Message
MSL	Mean sea level
MSSR	Monoplse secondary surveillance radar
MT	Mountain
*MTA	Message transfer agent
*MTOW	Maximum take-off weight
*MTP	Manual teletypewriter procedures
*MTS	Message transfer system
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N	
N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
*N	Vertical limits by NOTAM
*NA	Not authorized
NASC	National AIS system centre
NAT	North Atlantic
*NATL	National
*NATO	North Atlantic treaty organization
NAV	Navigation
*NAVAID	Navigational aid
*NAVBL	Not available
NB	Northbound
NBFR	Not before
NC	No change
*NCD	Not commissioned
NDB	Non-directional radio beacon
NDV	No directional variations available (used in automated METAR / SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
*NET	Network entity title
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North north east
NNW	North north west
NO	No (negative) (to be used in AFS as a procure signal)
NOF	International NOTAM office
*NOPT	No procedure turn
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NOZ	Normal operating zone
*NPDU	Network protocol data unit
NR	Number
NRH	No reply heard
NS	Nimbostratus
*NSAP	Network service access point
NSC	Nil significant cloud
*N-SEL	Network selector
NSW	Nil significant weather
NTL	National
*NTN	Network terminal number
NTZ	No transgression zone
NW	North-west
NWB	North-westbound

NXT	Next

O	
OAC	Oceanic area control center
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
*OCA/H	Obstacle clearance altitude/height
*OCA/Hfm	OCA/H for final approach and missed approach
*OCA/Hps	OCA/H for precision approach segment
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
ODALS	Omni directional approach lighting systems
*OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
*OID	Object identifier
OLDI	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
*O/R	Originator/Recipient
ORD	Indication of an order
*OSI	Open system interconnection
OSV	Ocean station vessel
OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P	
P . . .	Prohibited area (followed by identification)
P	Indicator for maximum value of wind speed or runway visual range (used in the METAR / SPECI and TAF code forms)
*PA	Participating Area
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name / title)
PAX	Passenger(s)
PBN	Performance - based navigation
PCD	Proceed or proceeding
*PCI	Protocol control information
PCN	Pavement classification number
PDG	Procedure design gradient
*PDU	Protocol data unit
PE	Ice pellets
PER	Performance
*PER	Packed encoding rules
PERM	Permanent
*PIB	Pre-flight information bulletin
*PIB	Policy information base
*PIREP	Pilot reports
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PME	Presidency of Meterology and Enviroment
PN	Prior notice required
PNR	Point of no return
PO	Dust/Sand whirls (dust devils)
POB	Persons on board

*POR	Pacific Ocean region
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
*PSAP	Presentation service access point
*PSDN	Packet switched data network
*PSEL	Presentation selector
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
*PTT	Post. Telephone and Telegraph
*PVC	Permanent virtual circuit
PWR	Power

Q	
QBI	Compulsory IFR flight
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
*QOS	Quality of service
QTE	True bearing
QUAD	Quadrant

R	
R	Red
R . . .	Restricted area (followed by identification)
R	Right (runway identification)
R	Indicator for runway visual range (used in the METAR/SPECI code forms)
*R-	Radial (followed by 3 figure number)
RA	Rain
RAC	Rules of the air and air traffic services
RAFC	Regional area forecast center
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
*RAR	Request radar blip identification message
RB	Rescue boat
*RBI	Radar blip identification message
RCA	Reach cruising altitude
*RCAG	Remote control air/ground
RCC	Rescue coordination center
RCF	Radio communication failure (message
RCH	Reach or reaching
RCL	Runway centerline
RCLL	Runway centerline light(s)
RCLR	Recleared
*RD	Routing domain
*RDC	Routing domain confederation*RDF
*RDF	Routing domain format
RDH	Reference datum height (for ILS)
*RDI	Routing domain identifier
RDL	Radial
*RDN	Relative distinguished name
RDO	Radio
RE . . .	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REG	Regular
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Reroute

RG	Range (lights)
*RIB	Routing information base
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
RNAV	(to be pronounced "AR NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
RPL	Repetitive flight plan
RPLC	Replace or replaced
*RPM	Revolution per minute
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC . . . etc., in sequence) Delayed meteorological message (message type designator)
*RSAF	Royal Saudi Air Force
RSC	Rescue sub-center
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
*RT	Right turn
*RTCA	Radio technical commission for aeronautics
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radio teletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RVSM	Reduced vertical separation minimum (300M "1000 FT")
RWY	Runway

S	
S	South or southern latitude
S	Indicator for the state of the sea (used in the METAR / SPECI code forms)
SA	Sand
SALS	Short approach lighting system
*SAMCC	Saudi Arabian mission control center
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication
SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEB	South-eastbound
SEC	Seconds
SECT	Sector
*SEL	Selector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)

S & ER	Safety & Economic Regulation
SFC	Surface
SG	Snow grains
SGL	Signal
SH . . .	Showers (followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency [3 000 to 30 000 MHZ]
*SICASP	SSR improvements and collision avoidance systems
SID	Standard instrument departure
SIF	Selective identification feature
SIGMET	Information concerning enroute weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
*SN	Sub network
SNOCLO	Indicator for the aerodrome being closed due to snow on the runway (used in the METAR / SPECI code forms)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
*SNPA	Sub network point of attachment
SPECI	Aviation selected special weather report (in aeronautical meteorological code)
SPECIAL	Local special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
*SSALR	Simplified short approach with RWY alignment indicator lights
*SSAP	Session service access protocol
*S-SEL	Session selector
SSB	Single sideband
SSE	South south east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South south west
ST	Stratus
STA	Straight in approach
STAR	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stop way light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
*SVFR	Special VFR
SW	South-west
SWB	South-westbound
SWY	Stop way
*SX	Simplex operation
*SYS	System identifier

T	
T	True (preceded by a bearing to indicate reference to tru north)
T	Temperature
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAIL	Tail wind
*TAM	Technical acknowledgment message
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory center
*TCH	Threshold crossing height
TCU	Towering cumulus
*TCX	Transfer of control cancellation message
*TCP/IP	Transmission control protocol/ Internet
TDO	Tornado
TDZ	Touchdown zone
*TDZE	Touchdown zone elevation
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TEND	Trend forecast
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
*TIBA	Traffic information broadcasts by aircraft
TIL	Until
TIP	Until past . . . (place)
TKOF	Take-off
TL . . .	Till (followed by time by which weather
*TL	Transition level
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TML	Terminal
TN	Indicator for minimum temperature (used in the TAF code form)
TNA	Turn altitude
TNH	Turn height
*TNR	Non-radar transfer of control message
TO	to . . . (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
*TRA	Radar transfer of control message
TRANS	Transmits or transmitter
TREND	Trend forecast
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS . . .	Thunderstorm (followed by RA = RAIN, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunder storm with rain and snow)
*TSAP	Transport service access point
*TSEL	Transport selector
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
*TV	Television
T-VASIS	(To be pronounced "TEE-VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TXT	Text (when the abbreviation is used to request a repetition, the question, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

*TX	Transmitter
TX	Indicator for maximum temperature (used in the TAF code form)

U	
U	Upward (tendency in RVR during previous 10 minutes)
*UA	User agent
*UAA	Upper advisory area
UAB	Until advised by . . .
UAC	Upper area control center
UAR	Upper air route
*UDA	Upper advisory route
UDF	Ultra high frequency direction finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency [300 to 3 000 MHZ]
UIC	Upper information center
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
*UNCTL	Uncontrolled
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in Automated METAR / SPECI)
U/S	Unserviceable
UTA	Upper control area
UTC	Coordinated Universal Time
*UWY	Upper airway

V	
V	Indicator for variations from the mean wind direction (used in the METAR / SPECI code forms)
VA	Volcanic ash
VAAC	Volcanic ash advisory center
VAC	Visual approach chart
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = showers, PO = dust/ sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
VER	Vertical
*VER	Version identifier
VFR	Visual flight rules
VHF	Very high frequency [30 to 300 MHZ]
VIP	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 KHZ]
VLR	Very long range
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omni directional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuver with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
V V	Vertical visibility (used in the METAR/SPECI and TAF code forms)

W	
W	West or western longitude
W	Indicator for sea-surface temperature (used in the METAR/SPECI code forms)
W	White
WAC	World Aeronautical Chart - ICAO 1:1 000 000
WAFC	World area forecast center
*WAN	Wide area network
WASS	Wide area augmentation system
WB	Westbound
WBAR	Wing bar lights

WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World geodetic system - 1984
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will comply
WIND	Wind
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West south west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	Yes (affirmative) (tobe used in AFS as a procedure signal)
YR	Your

Z	
Z	Coordinated Universal Time (in meteorological messages)

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GEN 3.4 COMMUNICATION SERVICES

3.4.1 Responsible authority

3.4.1.1 The responsible authority for the provision of telecommunication and navigation facility services in Saudi Arabia is the General Authority of Civil Aviation (GACA).

General Authority of Civil Aviation
Head of ATM
P.O.Box 929
Jeddah 21421
Saudi Arabia
TEL: 02 640 5000 Ext. 5553
FAX: 02 640 1477
Telex: 601093 CIVAIR SJ
AFTN: OEJDYTYX

3.4.1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 - *Aeronautical Telecommunications*
Doc 8400 - *Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)*
Doc 8585 - *Designators for Aircraft Operating - Agencies, Aeronautical Authorities and Services*
Doc 7030 - *Regional Supplementary Procedures*
Doc 7910 - *Location Indicators*

Note: Radio talephony procedures and phraseology shall be in accordance with the ICAO Manual of Radiotelephony, Doc 9432 AN/ 925 and supporting sections of the current ICAO Doc 4444.

3.4.2 Area of responsibility

3.4.2.1 The Head of ATM is the authority responsible for the provision of all telecommunication services.

3.4.2.2 The Head of SED is responsible for the technical specifications, design, installation and maintenance of communication and radio navigation equipment and circuits.

3.4.2.3 Responsibility for the day-to-day operation of the telecommunication services is vested in the communication centres/ units , and the air traffic control units at various locations and aerodrome throughout Saudi Arabia.

3.4.2.4 Enquiries, suggestions or complaints regarding any telecommunication service should be referred to the Director General, ATS.

3.4.3 Types of services

3.4.3.1 *Radio navigation services*

3.4.3.1.1 The following types of radio aids to navigation are available:

LF/MF non-directional beacon (NDB)
VHF omni-directional radio range (VOR)
Instrument landing system (ILS)
Distance-measuring equipment (DME)
Tactical air navigation (TACAN)

3.4.3.1.2 The coordinates listed refer to the transmitting antennas.

3.4.3.2 *Mobile/fixed service*

3.4.3.2.1 *Mobile service*

Air traffic control units maintain continuous watch on their stated frequencies during the published hours of service, unless otherwise noted. It is advised to check NOTAM for current information regarding this service. An aircraft should normally communicate with the air traffic control unit which that exercises control in the area in which the aircraft is flying. Aircraft should maintain continuous listening and watch on the appropriate frequency of the ATC unit, and should not cease listening, except for reasons of safety, without informing the ATC unit.

3.4.3.2.2 *Fixed service*

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a) they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3;
b) they are prepared in the form specified in ICAO Annex 10, Volume II.

3.4.3.3 *Broadcasting service*

ATIS broadcasts in Saudi Arabia are made on VOR voice channels on VHF frequencies and should be satisfactorily received at a maximum range of 100 NM at FL 300, reducing accordingly at lower altitudes to 60 NM at FL 100. Beyond these ranges, ATIS broadcast may be received, but not necessarily satisfactorily.

3.4.3.4 *Language used* **:** English

3.4.3.5 *Where detailed information can be obtained*

3.4.3.5.1 Details of the various facilities available for the enroute traffic can be found in Part 2, **ENR** 4.

3.4.3.5.2 Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the enroute traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

3.4.4 Requirements and conditions

3.4.4.1 The requirements and the general conditions under which the telecommunication services are available for international use are contained in section **GEN 1.7** of this publication. The requirements for the carriage of radio equipment are contained in section **GEN 1.5** of this publication. The following conditions should be noted and complied with and/or considered, as appropriate.

3.4.4.2 *TIBA frequency in uncontrolled airspace and at uncontrolled aerodromes*

The published TIBA frequency is the designated air-to-air frequency to be used by aircraft when flying in uncontrolled airspace (Class G) and is also the designated ground-to-air frequency for use between authorized ground agencies and aircraft operating within aerodrome traffic zones as listed in the AIP. The TIBA procedures are specified in **GEN 1.7**.

3.4.4.3 *Fire rescue services frequency at uncontrolled aerodromes*

All fire rescue services units at uncontrolled aerodromes monitor and transmit on frequency 133.5 MHZ.

3.4.4.4 *Aerodrome ground control frequency*

VHF Frequency 121.9 is aerodrome ground control. Pilots are urgently requested to refrain from using it on the air. The misuse of this frequency will cause interference to users at other aerodroms.

3.4.4.5 *Prohibition of non-emergency transmission on emergency frequencies*

121.500 MHZ and 243.000 MHZ are reserved for emergency use only. Non-emergency transmission on these frequencies is strictly prohibited. Any person/agency making test or inadvertent transmission on these frequencies shall immediately inform JEDDAH ACC (Tel. 02 685 5006) of the following:

a) time and duration of transmission;
b) frequency used;
c) exact location;
d) reason; and
e) person or agency concerned.

3.4.5 Additional information

3.4.5.1 *Communication watch*

During flight, Pilots shall continuously guard the emergency channel 121.500 and /or 243.000 MHZ, except for those periods when they are carrying out communications on other VHF channels.

3.4.5.2 D-ATIS services

3.4.5.2.1 GACA started the operation of the D-ATIS CATS system located in Jeddah ACC. All airlines with ACFT whose avionics are AEEC-623 and ED89A compliant, and equipped with datalink facilities (ACARS, VDL), and that have passed the VAQ (validation, assessment and qualification) requirements to use SITA aircom datalink network, are authorized to use the D-ATIS CATS system.

No participation requirements are identified. The D-ATIS system will automatically handle the acquisition of the meteorological information from the ATIS equipment systems located in (OEJN, OERK and OEDF) and the distribution of the ATIS information via air - ground datalink to ACFT which have requested an ATIS information.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1.5.1 General

1.5.1.1 The holding, approach and departure procedures in use are prepared in accordance with GACA Order 8260 .1 9A , Saudi Arabian Flight Inspection Operations Flight Procedures and Airspace Manual.

Generally, the procedures are based on FAA Terminal Instrument Procedures (TERPS) 8260 . 3B , with the circling areas on ICAO Doc 8168 - OPS / 611 Volume II.

1.5.1.2 The holding and approach procedures have been based on the following tangible factors:

a) maximum true airspeed of 240 KT for high level procedures;
b) maximum true airspeed of 150 KT for low level procedures;
c) minimum true airspeed of 90 KT for low level procedures;
d) wind speeds of up to 60 KT from any direction (mni-directional);
e) outbound leg timing specified in paragraph 1.4 below; and
f) tolerances for ground and airborne equipment as prescribed in ICAO Annex 10, Volume I.

1.5.1.3 *Holding procedures*

The holding patterns shall be entered and flown at or below the following indicated airspeeds (IAS); the levels specified represent either ALT or FL depending upon the altimeter setting in use:

a) up to *14 000 FT inclusive 230 KT;
b) above *14 000 FT to 20 000 FT inclusive 240 KT;
c) above 20 000 FT to 34 000 FT inclusive 265 KT.

Note: *In turbulence conditions, the speeds in a), b) and c) above may be increased to 280 KT or 0.8 Mach, whichever is less, subject to prior clearance with ATC.*

d) above 34 000 FT - 0.83 Mach;

Note: *The levels marked with * are for consistency with Doc 8168 and should not be construed as authorizing holding in the transition layer; in Jeddah FIR, level flight between ALT 13 000 FT and FL 150 is prohibited.*

1.5.1.4 The outbound leg timing shall be 1 minute at and below 14 000 FT (FL 140) or $1^1/_2$ minutes above 14 000 FT (FL 140), unless otherwise depicted on the appropriate chart.

1.5.1.5 *Minima*

Within Saudi Arabia the following standard minima shall apply:

1.5.1.5.1 *Landing minima*

a) Where instrument approach procedures are published, the minima will be stated on the procedures.
b) Where no instrument approach procedures are published, the minima are to be VMC (see page GEN 1.7 paragraph 2.9.1).
c) The landing minima applicable to air carrier operators are in accordance with the individual airline operating specification manuals as co-ordinated with and/or approved by the GACA Safty and Economic Regulation .

1.5.1.5.2 *Take-off minima*

a) Where there is a need to see and avoid an obstacle, the published departure procedures will either specify ceiling/ visibility values and identify the obstacle or specify a rate of climb and make standard take-off minima applicable as an option.
b) Standard take off minima are specified by the number of engines on the aircraft and are stated as visibility only, as follows:
   – single and twin engine aircraft - 1 600 M
   – three or more engine aircraft - 800 M
c) The lowest published landing minima (at departure aerodrome) apply for take off if take off alternate is not filed.
d) Lower than standard take off minima are permissible only when operations specifications have been approved by GACA .

1.5.2 Arriving flights

1.5.2.1 IFR flights entering, and landing within, a TMA will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions have been received. The holding procedure shall be carried out at the last level authorized. An expected approach time (EAT) is given only if the delay will be in excess of 15 minutes.

1.5.2.2 Principal holding patterns are depicted on area charts but, to avoid charting congestion, holding patterns associated with specific instrument approach procedures are only shown on the appropriate procedure chart.

1.5.2.3 Due to the limited airspace available, it is of the utmost importance that the approaches to the patterns and the holding procedures are carried out as exactly as possible. Pilots are required to inform ATC if, for any reason, the holding and/or approach cannot be performed as prescribed.

1.5.3 Departing flights

1.5.3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from uncontrolled aerodromes shall obtain ATC clearance from the appropriate ACC before entering controlled airspace (normally Jeddah ACC).

1.5.3.2 Detailed instructions will be issued with regard to routes, turns, etc. after take off unless SID Procedures are in force, in which case the appropriate SID will be specified.

All aircraft operating into/out of Saudi Arabia airports are kindly required to report to ATC any exposure to laser beam/light giving location of the source, preferably coordinates. For uncontrolled airports inform fire rescue station on the proper freq.

1.5.4 Procedures for terminal control areas

1.5.4.1 A separate section, containing all the applicable procedures and charts, is published for each TMA; the index to these sections is given below.

Index

Control areas

1.5.4.2 The inbound, transit and outbound routes shown, where applicable, on the area charts in these sections may be varied at the discretion of ATC.

1.5.4.3 If necessary, in case of congestion, inbound aircraft may be instructed to either:

a) hold at one of the designated airways reporting points; or
b) absorb some part of the expected delay by losing time enroute.

1.5.5 Procedures for aerodromes

1.5.5.1 Procedures for aerodromes are shown on charts contained in the AD 2.24 Subsection of each aerodrome.

1.5.5.2 Aerodrome sections are listed alphabetically by city name and include all the procedures and charts for that aerodrome.

1.5.6 Radar procedures

Where applicable, specific procedures are included in the relevant section listed in **paragraph 4.1** above.

JEDDAH TERMINAL CONTROL AREA

1.5.26 General

1.5.26.1 The Jeddah CTA which is described in **ENR 2.1** and depicted on the Jeddah Area Chart Arrival (AD-OEJN-49) , and Jeddah Area Chart departure (AD-OEJN-31) is designated as Class A airspace.

1.5.26.2 The Jeddah TMA which is described in **ENR 2.1** and depicted on the Jeddah Area Chart Arrival (AD-OEJN-49) , and Jeddah Area Chart departure (AD-OEJN-31) is designated as Class C airspace below FL 150. Class A airspace FL150 and above.

1.5.26.3 The Jeddah CTR that is described in **ENR 2.1** and depicted on the Jeddah Area Chart Arrival (AD-OEJN-49) , and Jeddah Area Chart departure (AD-OEJN-31) is designated as Class C airspace.

1.5.26.4 Except for traffic operating within the CTR or circuit of other aerodromes having their own altimeter setting observations, all aircraft operating anywhere within the TMA/CTR shall reference altimeters to the officially reported QNH for OEJN when at or below the TA.

1.5.27 Position reporting

1.5.27.1 The following designated reporting points are compulsory for aircraft crossing the Jeddah CTA boundary.

REP	POSITION	REMARKS
SETLI	TIF 043/63 DME	N569
TAGNA	DFN 270/61 DME	T532/B417
BOVIT	JDW 321/125 DME	W616/UW616
DEDLI	JDW 306/106 DME	R775
DEPNA	JDW 181/125 DME	G650
KAROX	JDW 227/67 DME	B407
ENANA	PMA 181/46 DME	A424
DARES	RBG322 / 63 DME	V44
LONIM	RBG 016/65 DME	B544
ALNAX	TIF 138/55 DME	V40
METEB	RBG 001/66 DME	B412
MIRIS	JDW 140/125 DME	A411
MIPOL	JDW 212/81DME	G660
TOKTO	JDW 157/125 DME	R775
KITOD	JDW 338/125 DME	A411
LOSED	JDW 053/125 DME	G782/V41
RESOX	TIF 030/72 DME	V43
MOBES	BHA 288/37 DME	V31
MESBA	RGB 342/58 DME	UT510
RERAK	JDW 185/125 DME	T513
VELOV	TIF 063/53 DME	UV331
NANGO	QUN 304/53 DME	UT508
ULABI	TIF 025/78 DME	UM309

1.5.27.2 The compulsory reporting point for aircraft over flying the TMA is JDW DVORTAC.

1.5.27.3 Additional reports may be required at specified on request reporting points and elsewhere as directed by ATC.

1.5.28 Routing

1.5.28.1 Flights to/from Taif will normally be routed as follows:

V40 outbound to Taif
V42 inbound to Jeddah

but this routing may be changed depending upon runway utilization.

1.5.29 Arrival procedures

1.5.29.1 All aircraft landing at OEJN shall, when commencing descent, fly the JDW radial, which forms the airway centerline.

1.5.29.2 All Aircraft landing at OEJN shall not execute RNAV stars without specific clearance from ATC.

1.5.29.3 When proceeding to hold at the JDW DVORTAC or when conducting a full ILS approach, Fly inbound on airway radial to JDW DVORTAC.

1.5.29.4 All aircraft, when cleared for a full ILS approach, shall cross the JDW DVORTAC outbound at ALT 5 000 FT and for:

a) Runways 16L/C/R - fly RDL 005, turn left via 12 DME arc; or

b) Runways 34L/C/R - fly RDL 130, turn right via 12 DME arc

to intercept appropriate final approach course for the specified runway.

1.5.30 Holding procedures

1.5.30.1 *Primary holding fix*

Upper holding:

JDW DVORTAC. Hold inbound on JDW RDL 360, left hand turns, $1^1/_2$ minute legs, IAS 265 KT or less. FL 290 to FL 150 inclusive.

Lower holding:

JDW DVORTAC. Hold inbound on JDW RDL 360, left hand turns, 1 minute legs, IAS 230 KT or less. ALT 13 000 to 5 000 FT inclusive.

1.5.30.2 *Secondary holding fixes*

When the JeddahTMA/ CTR is congested ATC may require inbound aircraft to hold at the following holding fixes.

RAMSO: Hold inbound on the JDW RDL 306, between 60 and 70 DME, **LEFT** hand turns, IAS 265 KT, FL 290/ FL150 inclusive.

DODAL: Hold inbound on the JDW RDL 356, between 60 and 70 DME, **RIGHT** hand turns, IAS 265 KT, FL290/ FL150 inclusive.

RABTO: Hold inbound on the JDW RDL 055, between 60 and 70 DME, **LEFT** hand turns, IAS 265 KT, FL290/FL150 inclusive.

LOPIM: Hold inbound on the JDW RDL 181, between 60 and 70 DME, **RIGHT** hand turns, IAS 265 KT, FL290/FL150 inclusive.

1.5.30.3 In addition, there are specific holding points associated with instrument approach procedures which are depicted on the appropriate Instrument Approach Chart - ICAO. Separate holding points are established for approach and missed approach; the associated holding patterns are all standard with turns, direction and distance according to procedure.

1.5.31 Approach facilities

The following approach facilities are available at OEJN:

ILS/DME, DVOR/DME and TACAN.

The relevant Instrument Approach Charts.

1.5.32 Circuit directions

1.5.32.1 Right hand circuits are in force on Runways 34L, 34C and 34R.

1.5.32.2 Left hand circuits are in force on Runways 16L, 16C and 16R.

1.5.32.3 Circuit height: ALT 1 500 FT.

1.5.33 Departure procedures

1.5.33.1 Pilots are to call Surface Movement Control when ready to start engines. If the delay anticipated is less than 15 minutes, start-up clearance will be given; if the anticipated delay exceeds 15 minutes, the pilot will be informed of the expected delay before start-up. Any aircraft which fails to start engines within 10 minutes of start-up clearance may be subject to a modified clearance.

1.5.33.2 Standard instrument departure (SID) procedures are in force, details of which can be found in the Standard Departure Charts - Instrument.

1.5.33.3 After take-off, ATC may direct aircraft by radar vectoring within the limits of controlled airspace and radar coverage. If no instructions are received from ATC, pilots are to follow the SID for which initial clearance is given.

1.5.34 Communications

1.5.34.1 The following air/ground facilities are available:

Radar	CTA	119.100 MHZ	345.600 MHZ
		125.450 MHZ	
	TMA	124.000 MHZ	358.700 MHZ
	FIN	123.800 MHZ	
Tower	LOC MAIN	118.200 MHZ	343.700MHZ
	LOC SDBY	124.300 MHZ	
Ground	GND MAIN	121.600 MHZ	362.300 MHZ
	GND SDBY	121.800 MHZ	
	CLR delivery HAJ GND	121.900 MHZ	

1.5.34.2 ATIS broadcast is available on the voice channel of JDW DVORTAC, 126.200 MHZ.

1.5.34.3 Two-way VHF voice communication capability is mandatory for all flights intending to operate within Jeddah TMA/ Jeddah CTR.

1.5.34.4 *Communication failure*

Reserved.

1.5.35 Radar procedures

1.5.35.1 Airport surveillance radar is installed at OEJN (2139.8N 3908.1E**) and is available to all aircraft within 125 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.

1.5.35.2 Airport Selex Radar is installed at OEJN (214248.7N 390908.6E) and is available to all aircraft within 220 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.

1.5.35.3 All aircraft must operate the transponder on the previously assigned code until / unless otherwise instructed.

1.5.35.4 Jeddah radar provides primary and secondary radar coverage to 80 NM radius of JDW DVORTAC and secondary radar coverage for transponder equipped aircraft only from 80 NM to 125 NM.

1.5.36 Separations

Please refer to the Airspace Classification Table on **ENR 1.4-2**.

MADINAH TERMINAL CONTROL AREA

1.5.48 General

1.5.48.1 The Madinah CTA which is described in **ENR 2.1** and depicted on the Prince Mohammad Bin Abdulaziz Area Chart Departure (AD-OEMA-19) , and Area Chart Arrival (AD-OEMA-29) designated as Class A airspace from FL 150 to FL 190 Jeddah ACC delegates the responsibility to Madinah APP up to FL240.

1.5.48.2 The Madinah TMA which is described in **ENR 2.1** and depicted onthe Prince Mohammad Bin Abdulaziz Area Chart Departure (AD-OEMA-19) , and Area Chart Arrival (AD-OEMA-29) designated as Class D airspace from 700 FT AGL within 25 NM, 2500FT AGL 40 TO 25 NM ALT 13000FT.

1.5.48.3 The Madinah CTR which is described in **ENR 2.1** and depicted on the Prince Mohammad Bin Abdulaziz Area Chart Departure (AD-OEMA-19) , and Area Chart Arrival (AD-OEMA-29) is designated as Class D airspace.

1.5.48.4 Except for traffic operating within the CTR or circuit of other aerodromes having their own altimeter setting observations, all aircraft operating anywhere within the TMA / CTR shall reference altimeters to the officially reported QNH for Prince Mohammad Bin Abdulaziz International Airport when at or below the TA.

1.5.49 Position reporting

The following designated reporting points are compulsory for aircraft taking off or landing within Madinah TMA

REP	POSITION	REMARKS
ANTAP	PMA 030/40 DME	A424
MUSAR	PMA 062/40 DME	G674
KIVAP	PMA 094/40 DME	B418
LONIM	PMA 197/45 DME	B544
METSU	PMA 253/40 DME	V22
DEGEN	PMA 305/40 DME	B418
LOVOB	PMA 346/40 DME	B544
ENELA	PMA 079/40 DME	V167
ITIMU	PMA 122/31 DME	G799
ENANA	PMA 181/46 DME	A424
METEB	RGB 001/66 DME	B412
GOMRA	PMA 030/75 DME	A424/T557
EMURI	PMA 062/75 DME	G674
BOTIK	PMA 079/75 DME	UN638/V167
GOKSA	PMA 094/75 DME	B418/L883
EKLIL	PMA 122/75 DME	G799
VEDAX	PMA 253/75 DME	UT510
KODIN	PMA 305/75 DME	B418
PATOL	HLF 180/42 DME	B412
BELAL	PMA 346/75 DME	B544

1.5.50 Routing

Reserved.

1.5.51 Arrival procedures

Reserved.

1.5.52 Holding procedures

1.5.52.1 The main holding points are as follows:

PMA DVOR/DME

NADPA PMA 166/16 DME, ILS/DME RWY35 missed apch hold
LURAL PMA 348/16 DME, ILS/DME RWY17
DENAB PMA 095/16 DME

missed APCH hold

The minimum holding level is normally ALT 6 000 FT.

1.5.52.2 Additional holding points associated with specific instrument approach procedures are detailed on the appropriate Instrument Approach Chart.

1.5.53 Approach facilities

The following are available at Madinah / Prince Mohammad Bin Abdulaziz International Airport:

ILS/DME
DVOR/DME

The associated instrument approach procedures can be found in the relevant Instrument Approach Charts.

1.5.54 Circuit directions

Reserved.

1.5.55 Departure procedures

Standard instrument departure (SID) procedures are in force, details of which can be found in the Standard Departure Charts - Instrument.

1.5.56 Communications

1.5.56.1 The following air/ground facilities are available:

Approach	124.200 MHZ 278.000 MHZ
Tower	118.300 MHZ 390.600 MHZ
Ground	121.900 MHZ 121.600 MHZ
Emergency	121.500 MHZ
Emergency(MIL)	243.000 MHZ

1.5.56.2 ATIS broadcast is available on the voice channel of PMA DVOR/DME, 126.8500 MHZ.

1.5.56.3 All aircraft landing within or over flying within the Madinah CTA / Madinah TMA / Madinah CTR are to contact Madinah Approach on 124.200 MHZ at least 5 minutes before entering the CTA/TMA/CTR and to maintain continuous listening watch on this frequency whilst within the CTA/TMA/CTR.

1.5.56.4 Communications failure

Reserved.

1.5.57 Radar procedures

NIL

1.5.58 Separations

Please refer to the Airspace Classification Table on **ENR 1.4-2**.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
In order to reduce the need for RSAF interception for the purpose of identification, all of **Saudi Arabia** airspace within the **Jeddah FIR** , including international waters and all other **Saudi Arabia** territorial land and water areas is a designated area within which all flights shall file a flight plan, maintain two-way radio communications and report positions as prescribed in GEN 1				
JEDDAH FIR 292124.404N 0345717.5587E - 291131.4473N 0360355.7511E - 293001.4909N 0362955.803E - 295201.5302N 0364455.8209E - 300001.5766N 0372955.9382E - 302001.6101N 0373955.945E - 303001.639N 0375955.9909E - 313001.6669N 0365955.7531E - 320001.8069N 0385956.0642E - 320915.8293N 0391203.0892E - 315652.8705N 0402447.3172E - 312222.8697N 0412626.5365E - 310641.8764N 0420507.6675E - 291154.8231N 0444318.2444E - 290339.8737N 0462533.5595E - 290603.8816N 0463310.5809E then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabian territorial waters to: 275000N 0490800E - 275000N 0455500E - 263330N 0452130E - 253000N 0490000E - 190000N 0520000E clockwise to 184720N 0504700E - 183700N 0490700E - 181000N 0481100E - 172700N 0473600E - 170700N 0472800E - 165700N 0471100E - 165700N 0470000E - 171700N 0464500E - 171400N 0462200E - 171500N 0460600E - 172000N 0452400E - 172600N 0451300E - 172600N 0443900E - 172420N 0443400E - 172600N 0442800E - 172600N 0442158E then follow Saudi Arabia and Republic of Yemen international boundaries in accordance with Jeddah treaty to the coast line boundrary: 162414.8N 0424619.7E - 162414.8N 0420900E - 161724N 0414700E then direct to LAKNA (160000N 0420000E) to RIBOK (154700N 04152.5E) then direct to APDOS (153955N 0413947E to 160000N 0410000E - 200000N 0383000E - 220000N 0380000E - 280600N 0343500E then back to starting point. UNL SFC Class of airspace: Class of airspace: Class A airspace: throughout the Jeddah FIR at FL150 and above , up to and including FL460 , excluding that airspace below FL265 beyond 60 NM from the SHA VORTAC that is east of 04700E and south of 2150N. Class B airspace: In certain TMAs. Class C airspace : In TMAs and CTRs. Class D airspace : In certain CTRs. Class E airspace : On all AWYs at ALT 11500 up to but not including FL150. (outside of TMAs and CTRs) Class G airspace : a) Above FL460. b) On AWYs below ALT 11500 c) Off AWYs below FL150. d) Outside of all CTAs , TMAs and CTRs.	Jeddah ACC / FIS and Riyadh ACC	Jeddah control English Arabic H24 Riyadh control English Arabic H24		See chart

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
JEDDAH FIR IS SECTORIZED TO THE FOLLOWING SECTORS/CONTROL AREAS (CTA)				
JEDDAH ACC LOWER NORTH SECTOR 300000N 0373000E - 302000N 0374000E - 303000N 0380000E - 313000N 0370000E - 320000N 0390000E - 320914N 0391207E - 315651N 0402451E - 312221N 0412630E - 310640N 0420511E - 293030N 0441824E - 264955N 0414240E - 271434N 0393219E - 284134N 0344529E. - 292130N 0345700E - 291130N 0360400E - 293000N 0363000E - 295200N 0364500E then back to starting point. FL340 SFC	JEDDAH ACC / FIS	Jeddah control English / Arabic H24	128.75 MHZ RCAG Arar 120.95 MHZ RCAG at Guriat 133.3 MHZ RCAG Al Jouf 132.9 MHZ RCAG at Tabuk 128.1 MHZ RCAG at Hail	See Index Chart (ENR 6.5) Jeddah FIR Sector
JEDDAH WEST SECTOR 280600N 0343500E - 284134N 0344529E - 271434N 0393219E - 264955N 0414240E - 252408N 0404305E then an arc of a circle radius 75NM centred on PMA DVOR /DME clockwise to 232746N 0402325E - 234448N 0383913E then anticlockwise an arc of circle radius 125NM centred on JDW DVORTAC to 230301N 0372616E then back to starting point. UNL SFC	Jeddah ACC/ FIS	Jeddah Control English / Arabic H24	132.6 MHZ RCAG at Wejh 134 MHZ West sector RCAG at Hail 132.3 MHZ RCAG at Yenbo 133.7 MHZ RCAG at Khaibar	
JEDDAH ACC LOWER EAST SECTOR 293030N 0441824E - 291153N 0444321E - 290338N 0462536E - 290602N 0463313E then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabia territorial waters to 275000N 0490800E - 275000N 0455500E - 263330N 0452130E. - 261406N 0463100E - 260813N 0445451E then anticlockwise arc of a circle radius125NM centred on KIA DVORTAC to251000N0442910E -250542N 0405624E then anticlockwise arc radius 75NM centred on PMA DVORTAC / DME to 252408N 0404305E - 264955N 0414240E then back to starting point. FL340 SFC	Jeddah ACC/ FIS	Jeddah Control English Arabic H24	134.4 MHZ 345.6 MHZ RCAG at Hafr Al Batin 134.3 MHZ RCAG at Gassim	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
JEDDAH SOUTH SECTOR 242626N0490016E then anticlockwise arc of a circle radius 123NM centered on KFA DVORTAC to 241915N 0493405E - 190000N 0520000E - 184720N 0504700E - 183700N 0490700E - 181000N 0481100E - 172700N 0473600E - 170700N 0472800E - 165700N 0471100E - 165700N 0470000E - 171700N 0464500E - 171400N 0462200E - 171500N 0460600E - 172000N 0452400E - 172600N 0451300E - 172600N 0443900E - 172420N 0443400E - 172600N 0442800E - 172600N 0442158E then follow Saudi Arabia and Republic of Yemen international boundaries in accordance with Jeddah treaty to the coast line boundary to162414.8N 0424619.7E - 162414.8N 0420900E - 161724N 0414700E - 161724N 0414700E then direct to LAKNA (160000N 0420000E) to RIBOK (154700N 04152.5E) then direct to APDOS (153955N 0413947E) to 160000N 0410000E then direct to RASKA (190732N 0390329E) then direct to TOKTO (194421N 0395945E) then direct to NANGO (195435N 0401739E) then anticlockwise along an arc of a circle radius 125 NM centerd on JDW DVORTAC (214236.654N 0390947.798E) to 232746N 0402325E then anticlockwise along an arc of a circle with a radius 75NM centered on PMA DVOR/DME to EMURI 250542N 0405624E - 251000N 0442910E then anticlockwise arc of circle radius 125 NM centered on KIA DVORTAC (245309.8N 0464533.8E) to the starting point. UNL SFC	Jeddah ACC/ FIS	Jeddah Control English / Arabic H24	132.1MHZ RCAG at Al Soda 132.7 MHZ RCAG at Wadi Al Dawasir 125.35MHZ RCAG at Al Hada 133.9MHZ RCAG at Nejran 133.1MHZ RCAG at Layla 132.4MHZ RCAG at Sharurah 133.8MHZ RCAG at Al Ahsa 134.8 MHZ RCAG at Al Kharkhair 126.5MHZ RCAG at Afif	
JEDDAH UPPER SECTOR 230301N 0372616E Then along clockwise arc of a circle with a radius 125NM, centered on JDW DVORTAC (214236.654N 0390947.798E) to 234448N 0383913E - 232746N 0402325E then along clockwise arc of a circle with a radius 125 NM centered on JDW DVORTAC (214236.654N 0390947.798E) to NANGO (195435N 0401739E) to TOKTO (194421N 0395945E) to RASKA (190732N0390329E) to 2000N 03830E - 2200N 03800E then back to starting point. FL460 FL160 Class of airspace: A	Jeddah APP / FIS	Jeddah Upper Sector English / Arabic H24	119.1 MHZ 125.45 MHZ 327 MHZ 358.7 MHZ	Upper MIN standby
JEDDAH FINAL SECTOR RWY 34 OPERATION The final approach is shaped as a circle segment with JDW DVORTAC (214236.7N 0390947.8E) as center. From JDW to 220243.65N 0393347.7E then on 30 NM radius clockwise arc to 211932.19N 0384908.37E **JEDDAH FINAL SECTOR RWY 16 OPERATION** The final approach is shaped as a circle segment with JDW DVORTAC (214236.7N 0390947.8E) as center. From JDW to 214232.56N 0383734.74E then on 30NM radius clockwise arc to220615.24N0392704.47E 5000FT 700FT	Jeddah APP / FIS	Jeddah Final English / Arabic H24	123.8 MHZ 124 MHZ	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
JEDDAH TERMINAL CONTROL AREA (TMA) 220112.59N 0401109.49E - 215415N 0400153E - 214648N 0395200E - 212521N 0394934E - 210045N 0395627E then a clockwise arc of radius 60NM centred on JDW DVORTAC (214236.654N 0390947.798E) to 212022N 0381001E - 213800N 0380534E then a clockwise arc of radius 60NM centred on JDW DVORTAC (214236.654N 0390947.798E) then back to starting point. Excluding Jeddah CTR. FL155 2500 FT AGL Class of airspace: C	Jeddah APP	Jeddah Approach English / Arabic H24	124 MHZ 123.8 MHZ 345.6 MHZ	
JEDDAH CONTROL ZONE (CTR) A circle radius 10NM centered on the JDW DVORTAC (214236.654N 0390947.798E). ALT 2500FT Surface Class of airspace: D	Jeddah TWR	Jeddah Tower English / Arabic H24	118.2 MHZ 121.9 MHZ	
JEDDAH AERODROME TRAFFIC ZONE (ATZ) A circle radius 5 NM centred on the OEJN ARP (214052N 0390918.5E) 2500FT GND Class of airspace: D	Jeddah TWR	Jeddah Tower English / Arabic H24	118.2MHZ 121.9MHZ 124.3MHZ 343.7MHZ	
JAZAN CONTROL ZONE (CTR) A circle with a radius 15 NM, centered on GIZ VORTAC (165427.6N 0423439.3E). 2500FT SFC Class of airspace: D	Jazan APP	Jazan APP English / Arabic H24	118MHZ 235.9MHZ Approach Frequency	
JAZAN AERODROME TRAFFIC ZONE (ATZ) A circle with a radius 5NM, centered on the OEGN ARP. (165403.8986N 0423508.7824E) ALT 3500 FT SFC Class of airspace: D	Jazan TWR	Jazan TWR English / Arabic H24	118MHZ 235.9MHZ TWR Frequency	
KHAMIS MUSHAIT CONTROL AREA (CTA) An area bounded by straight lines joining the following points: 2010N 04458E - 1916N 04450E - 172424N 0440652E then follow the FIR BDRY to 162415N 0424620E - 165526N 0415406E - 1906N 04102E - 1928N 04134E - 1928N 04249E - 1945N 04258E then back to starting point. FL 265 FL 155 Class of airspace: A	Khamis Mushait Approach	Khamis Approach English / Arabic H24	130.5MHZ 124.5MHZ Approach Frequency	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
KHAMIS MUSHAIT TERMINAL CONTROL AREA (TMA) A Circle radius 50NM, centred on ABH DVORTAC 181430.9N 0423925E excluding ABHA CTR and KHAMIS CTR . ALT 13000 FT 700 FT AGL within 30 NM 2500 FT AGL 30 to 50 NM Class of airspace: B	Khamis Approach Control	Khamis Approach English and Arabic H24	120.9 MHZ 124.5 MHZ 130.5 MHZ 131 MHZ	
ABHA / KHAMIS MUSHIT CONTROL ZONE CTR A circle radius 6NM, centred on Khamis Mushait ARP (181804.0804N 0424803.3720E) joined tangentially to Abha CTR 5 NM radius, centered Abha ARP (181425.4849N 0423923.4271E), excluding Abha CTR to 181057.2N 0424526.8E . ALT 9500FT SFC Class of airspace: ABHA CTR :C Class of airspace: Khamis CTR :C	Khamis TWR Abha TWR	Khamis TWR English / Arabic H24 Abha TWR English / Arabic H24	118.9MHZ 360.2MHZ Khamis Tower 118.1MHZ 358.8MHZ Abha TWR	Only HF7816 available
MADINAH CONTROL AREA (CTA) 234448N 0383913E then a clockwise arc radius 75NM, centred on PMA VOR/DME (243251.3N 0394218.9E) to 232746N 0402325E then back to starting point. FL 190 FL 150 Class of airspace: A	Madinah APP	Madinah APP English / Arabic H24	124.2 MHZ 278 MHZ 390.6 MHZ	
MADINAH TERMINAL CONTROL AREA (TMA) That airspace contained within the area formed by an arc, with 40 NM radius, centred on the PMA DVOR/DME (243251.3N 0394218.9E) and running clockwise from METSU (242252N 0385951E) to KIVAP (242836N 0402556E) and then by the straight lines from KIVAP (242836N 0402556E) to ENANA (234704N 0393857E) to LONIM (234948N 0392716E) to METEB (235404N 0390855E) to METSU (242252N 0385951E) excluding Madinah CTR . 13000 FT 700 FT AGL within 25 NM , 2500 FT AGL 25 to 40 NM Class of airspace: D	Madinah APP	Madinah APP English / Arabic H24	124.2MHZ Approach Frequency	
MADINAH CONTROL ZONE (CTR) A circle radius 5NM, centered on the PMA DVOR/DME 243251.3N 0394218.9E 5500FT SFC Class of airspace: D	Madinah TWR	Madinah TWR English / Arabic H24	118.3MHZ 390.6MHZ TWR Frequency	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
RIYADH ACC UPPER NORTH SECTOR 300000N 0373000E - 302000N 0374000E - 303000N 0380000E - 313000N 0370000E - 320000N 0390000E - 320914N 0391207E - 315651N 0402451E - 312221N 0412630E - 310640N 0420511E - 293030N 0441824E - 264955N 0414240E - 271434N 0393219E - 284134N 0344529E. - 292130N 0345700E - 291130N 0360400E - 293000N 0363000E - 295200N 0364500E then back to starting point. FL 460 FL 350	Riyadh ACC / FIS	Riyadh control English / Arabic H24	134.8MHZ RCAG Al Jouf 132.7MHZ RCAG Al Guriat 119.45MHZ RCAG AT Tabuk 131.7MHZ RCAG AT Hail 133.9MHZ RCAG at Arar	
RIYADH ACC UPPER EAST SECTOR 293030N 0441824E - 291153N 0444321E - 290338N 0462536E - 290602N 0463313E then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabia territorial waters to 275000N 0490800E - 275000N 0455500E - 263330N 0452130E. - 261406N 0463100E - 260813N 0445451E then anticlockwise arc of a circle radius125NM centred on KIA DVORTAC (245309.8N 0464533.8E) to251000N 0442910E - 250542N 0405624E then anticlockwise arc radius 75 NM centred on PMA DVORTAC /DME to 252408N 0404305E - 264955N 0414240E then back to starting point. FL 460 FL 350	Riyadh ACC / FIS	Riyadh control English / Arabic H24	132.5MHZ 336.5MHZ RCAG AT Hafr Al Batin 125.9MHZ RCAG AT Gassim	
RIYADH CONTROL AREA (CTA) 1) Within Jeddah FIR - from 260813N 0445451E - 261400N 0463103E - 254108N 0482317E - 242626N 0490016E then 125 NM clockwise arc centered on the KIA DVORTAC (245309.8N 0464533.8E) then back to starting point. FL 460 FL 155 2) From KINIB (254108N 0482317E) - 253000N 0490000E - 241915N 0493405E than 123NM from KFA DVORTAC (262153.3N 0494910.2E) clockwise to 242626N 0490016E then back to starting point. FL 460 FL 245 3) Outside Jeddah FIR from TORKI (261400N 0463103E) to 264305N 0475210E (Intersection of the KIA 125NM arc and KFA 107NM arc KINIB .) to TORKI. FL 245 FL 155 Class of airspace: A	Riyadh APP	Riyadh control English / Arabic H24	126 MHZ 128.5 MHZ 340.6 MHZ	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
RIYADH TERMINAL CONTROL AREA TMA A circle, radius 60 NM, centred on KIA DVORTAC (245309.8N 0464533.8E), excluding Riyadh CTR. FL 155 700 FT Class of airspace: C	Riyadh APP	Riyadh APP English / Arabic H24	120MHZ 124.1MHZ 339.4MHZ 343.4MHZ	
RIYADH CONTROL ZONE (CTR) Circle, radius 10 NM centred on 245746N 0464229E ALT 4500 FT surface Class of airspace: C	Riyadh TWR	King Khaled TWR English / Arabic H24	118.6MHZ TWR East 118.8MHZ TWR West 342.2MHZ	
RIYADH AIRBASE CONTROL ZONE (CTR) Circle, radius 5NM, centered on the OERY ARP (244303N 0464315E) plus arc of circle within radius of 15 NM centred on RIY DVORTAC 244303.2N 0464314.6E clockwise from 110 RDL for Riyadh CTR ALT 4500 FT SFC Class of airspace: D	Riyadh Airbase TWR	Riyadh Tower English / Arabic H24	118.1MHZ/ 341.6MHZ	
TABUK CONTROL AREA (CTA) A circle , radius 40NM, centred on TBK VORTAC (282152.882N 0363636.860E) FL 190 FL 150 Class of airspace: A	Tabuk APP	Tabuk approach English / Arabic H24	119.7MHZ 124.5MHZ 127.7MHZ	
TABUK TERMINAL CONTROL AREA TMA A circle radius 40 NM, centred on the TBK VORTAC (282152.882N 0363636.860E excluding Tabuk ATZ 13000 FT 700 FT AGL within 25NM , 2500 FT AGL 25 to 40 NM Class of airspace: C	Tabuk APP	Tabuk APP English / Arabic H24	119.7MHZ 124.5MHZ 127.7MHZ	
TABUK CONTROL ZONE (CTR) A circle, radius 7 NM, centred on the OETB ARP (282223.1493N 0363716.5124E). 5500 FT GND Class of airspace: C	Tabuk tower	Tabuk tower English / Arabic H24	125.9MHZ 298.3 MHZ 128.75 MHZ Clearnce Delevary	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
TAIF CONTROL AREA (CTA) Is the volume of airspace within the area formed by straight lines connecting the following points: 1- 212521N 0394934E - Center point of OEP01 2- 214648N 0395200E - ISLAM 3- 215415N 0400153E - MISAM 4- 223030N 0405031E - KARIN 5- 223159N 0411333E - RESOX 6- 222205.14N 0411654.07E 7- 213803N 0405206E Then clockwise arc of circle with 20NM radius centered on (TIF DVORTAC (212911.3N 0403250.1E) to 8- 211810N 0405045E 9- 210049.91N 0411644.69E 10- 204802N 0411018E - ALNAX 11-203800N 0410430E 12- 210045N 0395627E - VATOT 13- 212521N 0394934E - Center point of OEP01 Excluding all active prohibited, Restricted and Danger Areas. FL 190 FL 150 Class of airspace: A	Taif APP	Taif APP English / Arabic H24	119.7MHZ	
TAIF TERMINAL CONTROL AREA TMA Is the volume of airspace within the area formed by straight lines connecting the following points: 1- 212521N 0394934E - Center Point OF OEP01 2- 214648N 0395200E - ISLAM 3- 215415N 0400153E - MISAM 4- 223030N 0405031E - KARIN 5- 223159N 0411333E - RESOX 6- 222205.14N 0411654.07E 7- 213803N 0405206E Then clockwise arc of circle with radius 20 NM centred on (TIF DVORTAC (212911.3N 0403250.1E) 8- 211810N 0405045E 9- 210049.91N 0411644.69E 10- 204802N 0411018E - ALNAX 11- 203800N 0410430E 12- 210045N 0395627E - VATOT then back to starting point Excluding all prohibited, restricted and danger areas. ALT13000 FT 700 FT within 25NM and 2500FT out of 25NM . Class of airspace: C	Taif APP	Taif APP English / Arabic H24	119.7MHZ	
TAIF CONTROL ZONE (CTR) A circle radius 8 NM, centred on the OETF ARP. 212900.0103N 0403239.6859E ALT 7500FT SFC Class of airspace: D	Taif TWR	Taif TWR English / Arabic H24	118.7MHZ TWR	
ALL AIRWAYS WITHIN JEDDAH FIR See ENR 3.1	Jeddah ACC	Jeddah Control English / Arabic		Appropriate sector - see ENR Index Chart for frequencies

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
CONTROL AREAS IN SAUDI AIRSPACE BUT WITHIN THE BAHRAIN FIR DAMMAM APPROACH CONTROL AREA OF RESPONSIBILITY (AOR): The Dammam Approach Control Area of Responsibility (AOR) is that airspace, extending upward from the SFC up to and including FL 245 bounded by the following coordinates: From 275629N 0485226E (KFA R-330 / 107 NM) - 264936N 0500212E then a clockwise arc of raduis 30 NM centered on KFA DVORTAC (262153.3N 0494910.2E) to 260614N 0501740E - 255233N0501914E - 243226N0505240E(KFA R-150/ /123 NM) then a clockwise arc of raduis 123NM centered on KFA DVORTAC (262153.3N 0494910.2E) and Intersection KIA 125 DME arc to 242626N 0490016E - 264305N 0475210E then a clockwise arc of raduis 107NM centered on KFA DVORTAC (262153.3N 0494910.2E) to starting point. AOR excludes all active danger , restricted or prohibited areas . CATEGORIES OF AIRSPACE WITHIN THE DAMMAM AOR: **DAMMAM CONTROL AREA (CTA)** The Dammam Control Area (CTA) is that airspace, within the lateral confines of the Dammam AOR. FL 245 FL 155 Class of airspace: A But excluding the airspace that is delegated to Riyadh APP , defined as follows : From KINIB 254108N 0482317E - 253000N 0490000E - 241915N 0493405E then 123 NM arc centered on KFA VORTAC clockwise to 242626N 0490016E then to KINIB. FL 460 FL 245	Dammam APP	Dammam APP English / Arabic H24	126.1MHZ	For further details please refer to the Bahrain AIP. 1- Controlled Airspace at FL 150 and above is Class A. 2- Controlled Airspace below FL 150 is Class C. 3-A/D Control Zone Class C. 4-All other airspace is Class G.
DAMMAM TERMINAL CONTROL AREA TMA That airspace, within the lateral confines of the Dammam AOR, that is contained by 271948N 0493056E - 264936N 0500212E then a clockwise arc of radius 30 NM centered on KFA DVORTAC (262153.3N 0494910.2E) to 260614N0501740E - 255233N0501914E - 253243N0502735E then a clockwise arc of radius 60 NM centered on KFA DVORTAC (262153.3N 0494910.2E) to the starting point. excluding Dammam CTR, Dhahran CTR, Jubail ATZ and RasTanura ATZ. FL 155 700 FT AGL within 40 NM 2500 FT AGL 60 to 40 NM Class of airspace: C	Dammam Approach	Dammam Approach English / Arabic H24	126.1MHZ APP	700 FT-2500 FT AGL within 40 NM
DAMMAM CONTROL ZONE (CTR) The OEDF Control Zone (CTR) is that airspace contained within a circle with a radius of 10 NM centered on the 262816.3113N 0494752.4404E Excluding active Prohibited, Danger and Restricted area and any airspace within the Bahrain CTA/TMA/CTR. ALT 3500 FT SURFACE Class of airspace: C	Dammam APP	Dammam Approach English / Arabic H24	126.1MHZ Approach	

Name Lateral limits Vertical limits Class of airspace 1	Unit providing service 2	Call sign Languages Area and conditions of use Hours of service 3	Frequency/ Purpose 4	Remarks 5
OEDR CONTROL ZONE (CTR) The OEDR CTR is that airspace contained within a circle having a radius of 8 NM, centered on the OEDR aerodrome reference point (ARP) : 261551.434N 0500908.909E. ALT 3500FT Surface Class of airspace: D	Dhahran Tower	Dhahran Tower English / Arabic H24	118.7MHZ (E) 250.8MHZ (E) 118.4MHZ (W) 287.35MHZ (W) TWR	

3.1.6.5 *Column 5*

3.1.6.5.1 Direction of cruising levels.

3.1.6.6 *Column 6*

3.1.6.6.1 Remarks, including an indication of the controlling unit and it's operating frequency.

3.1.7 Upper ATS routes

NIL

3.1.8 Area navigation routes

Detailed description of area navigation (RNAV) routes, including:

3.1.8.1 Route designator, required navigation performance (RNP) typs(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points.

3.1.8.2 In respect of way-points defining a VOR/DME area navigation route, additionally:

a) Station identification of the reference VOR/DME;
b) Bearing to the nearest degree and the distance to the nearest tenth of a kilometre or tenth of a nautical mile from the reference VOR/DME, if the way-point is not collocated with it; and
c) Elevation of the transmitting antenna of DME to the nearest 30M (100 FT).

3.1.8.3 Geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between defined end points and distance between each successive designated significant point.

3.1.8.4 Upper and lower limits (in FL) and airspace classification.

3.1.8.5 Direction of cruising levels.

3.1.8.6 Remarks, including an indication of the controlling unit and it's operating frequency.

Note: *In relation to Annex 11, Appendix 1, and for flight planning purposes, the specified RNP type is not considered to be an integral part of the route designator.*

3.1.9 Helicopter routes

NIL

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
A145						LXR R-081/160NM COMMON TO B148 ALMAL - KFA TWO WAY WEJ - GAS ONE WAY EB GAS - KFA
IMRAD						
▲ 260500N 0354400E	081° / 261°	FL 460 / 11 500 FT ALT	10	↓		OEJD/HECC FIR BDRY
WEJH VORTAC (WEJ)	41.0 NM	8 000 FT2 500 FT				
▲ 261046N 0362917E	081° / 262°	FL 460 / 11 500 FT ALT	14			
HALAIFA VORDME (HLF)	151.0 NM	13 000 FT7 700 FT				
▲ 262603N 0391609E	088° / 270°	FL 460 / 11 500 FT ALT	17			
ALNAT	91.0 NM	FL 1907 300 FT				
▲ 262359N 0405756E	088° / 270°		22	↑		INT A424
GASSIM VORTAC (GAS)	152.0 NM					
▲ 261753N 0434647E	087° / 269°	FL 460 / 11 500 FT ALT	15			
LABIS	81.0 NM	FL 150 5 200 FT				
▲ 261815N 0451755E	087° / 269°		17			INT V169, UT503
PUSLA	53.0 NM					
▲ 261758N 0461706E	087° / 269°		10			OEJD/OBBB BDRY
MITSO	12.0 NM					
△ 261751N 0463021E	087° / 269°					INT W23
MAGALA VORDME (MGA)	38.0 NM					
▲ 261720N 0471225E	089° / 264°	FL 460 / 11 500 FT ALT				
MUSRI	26.0 NM	12 500 FT3 700 FT				
△ 261647N 0474137E	089° / 264°		14			INT G663
ALMAL	36.0 NM					
▲ 261553N 0482108E	089° / 264°	FL 460 / 11 500 FT ALT				INT B418
ASKIM	19.0 NM	12 000 FT3 200 FT				
△ 261726N 0484234E	089° / 264°	FL 460 / FL 150	11			OEDF TMA BDRY / I NT T560
DELMU	19.0 NM	6 500 FT3 200 FT				
▲ 261853N 0490323E	089°		10			INT Q707
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)	41.0 NM					
▲ 262153N 0494910E						

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
A411						OEJD/HECC FIR BDRY JDW - PASAM NB ONLY PASAM - WEJ IS ACCEPTED AS SB FOR TFC FM HESH ONLY TO OEJD FIR & AT FL170 OR BLW
PASAM						INT UN316
▲ 273045N 0345542E	132° / 312°	FL 460 / 11 500 FT ALT	19	↓		
WEJH VORTAC (WEJ)	115.0 NM	8 000 FT3 700 FT				
▲ 261046N 0362917E	142° / 323°	FL 460 / 11 500 FT ALT	10			MET REP
MUVAT	40.0 NM	5 000 FT2 500 FT				
△ 253755N 0365446E	142° / 323°	FL 460 / 11 500 FT ALT	14			
YENBO VORDME (YEN)	108.0 NM	10 000 FT8 400 FT				
▲ 240858N 0380219E	152° / 338°	FL 460 / 11 500 FT ALT	10			
KITOD	33.6 NM	5 000 FT2 900 FT				
▲ 233800N 0381649E	152° / 338°	FL 460 / FL 160	14			OEJN UPPER SEC BDRY
VATAS	65.0 NM	10 000 FT2 000 FT				
△ 223802N 0384433E	152° / 338°	FL 460 / FL 155	11			OEJN TMA BDRY
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)	60.0 NM	6 000 FT3 000 FT				
▲ 214237N 0390948E	139° / 320°	FL 460 / FL 150		↓		
TONBO	60.0 NM	7 000 FT4 800 FT				
△ 205502N 0394911E	139° / 320°	FL 460 / FL 155	16			OEJN TMA BDRY INT B544 , V31 / V41 / UL425
MIRIS	65.0 NM	12 000 FT6 300 FT				
▲ 200318N 0403122E	139° / 320°	FL 460 / 11 500 FT ALT	10			OEJN UPPER SEC BDRY
QUNFIDAH VORDME (QUN)	51.5 NM	12 000 FT6 300 FT				
▲ 192211N 0410429E	148° / 328°	FL 460 / 11 500 FT ALT				QUN - GIZ NOT AVBL WHEN OER93 ACTIVE TFC ROUTE B544 / V40 OR R775 / V395
KUMRA	12.0 NM	12 000 FT7 600 FT				
▲ 191201N 0411048E	148° / 328°	FL 460 / FL 155				
TALIB	38.0 NM	8 000 FT7 600 FT				
△ 183854N 0413114E	148° / 328°	FL 460 / FL 155	15			INT V38
JAZAN / KING ABDULLAH BIN ABDULAZIZ VORTAC (GIZ)	120.0 NM	FL 1557 600 FT		↑		
▲ 165428N 0423439E	130° / 311°	FL 460 / FL 155	10			
NABAN	35.0 NM	3 000 FT2 500 FT				
▲ 163123N 0430150E						JEDDAH/SANAA FIR - OEKM CTA BDRY

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limit / Lower limit Airspace classification	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
A415					
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)					FL190 BTN 0300-2100
▲ 245310N 0464534E	074° / 262° 60.0 NM (60/91)	FL 460 / 4 700 FT ALT	11	↓	
△ KOBOX 250716N 0474946E	074° / 262° 43.0 NM	FL 460 / 11 500 FT ALT	16		OERK TMA BDRY When OED48 is ACT, MEA is FL210 unlees other wise coordinated .
▲ GOLNO 251155N 0483658E	074° / 262° 28.0 NM		10		
▲ KIREN 251447N 0490724E	074° / 262° 20.0 NM			↑	OERK CTA BDRY . OEJD/OBBB FIR BDRY AVBL H24 on TRHs and FRIs & official holidays .
▲ AL AHSA VORTAC (HSA) 251645N 0492903E					Also AVLB on SATs , WEDs FM 1900 - 0300 UTC .

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
A419					
SHARURAH VORTAC (SHA)					
▲ 172813N 0470802E	234° 24.0 NM	FL 460 / 11 500 FT ALT 5 000 FT	10	↓	
▲ ATBOT 171417N 0464703E					OEJN/OYSC FIR BDRY

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
A791						COMMON TO G663 KFA-SILNO. SILNO-HIL WB ONLY. SEE BAHRAIN AIP.
BAHRAIN VOR (BAH)						
▲ 261551N 0503856E	276° / 096°	FL 460 / FL 150	10	↓		
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)	45.0 NM	3 400 FT				
▲ 262153N 0494910E	278° / 096°	FL 460 / FL 150				
TANDA	28.0 NM	8 000 FT2 900 FT				
▲ 262703N 0491809E	278° / 096°		11			INT B418 , G663
GEPAK	32.0 NM					
△ 263300N 0484328E	278° / 096°	FL 460 / 11 500 FT ALT	18			OEDF TMA BDRY. INT G663 , Q707
SILNO	42.0 NM	FL 1503 200 FT				
▲ 264026N 0475745E	278° / 096°	FL 460 / 11 500 FT ALT	21			INT G663, N929
KUTEM	20.0 NM	FL 2103 600 FT				
▲ 264359N 0473521E	278° / 096°					INT UP891
LUGAL	12.0 NM					
△ 264603N 0472235E	278° / 096°	FL 460 / 11 500 FT ALT	19			INT G782 / G667
SIBLI	54.0 NM	FL 1504 100 FT				
▲ 265459N 0462334E	278° / 096°	FL 460 / 11 500 FT ALT	10			INT W23
ANTER	45.0 NM	12 000 FT4 100 FT				
▲ 270212N 0453359E	278° / 096°					OEJD / OBBB FIR BDRY
BOPAN VORDME (BPN)	7.0 NM					
▲ 270314N 0452643E	275° / 093°	FL 460 / 11 500 FT ALT				
ALKIR	39.0 NM	12 000 FT4 600 FT				
△ 270758N 0444343E	275° / 093°	FL 460 / 11 500 FT ALT	11			INT B417
PASIT	19.0 NM	FL 1502 500 FT				
▲ 271011N 0442253E	275° / 093°		17			INT UT503
NALBU	36.0 NM					
△ 271420N 0434206E	275° / 093°	FL 460 / 11 500 FT ALT	18			INT V20
LOSEL	68.0 NM	FL 1807 000 FT				
△ 272135N 0422545E	275° / 093°	FL 460 / 11 500 FT ALT	10			
HAIL DVORTAC (HIL)	40.0 NM	10 000 FT7 000 FT				
△ 272530N 0414058E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
B407						WB ONLY TRANSFER OF CTL AT MAHDI
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E	226° 60.0 NM	FL 460 / FL 150	11	↓		OEJN TMA BDRY NOT A REP .OEJN UPPER SEC BDRY. KAROX: OEJD/ HSSS FIR BDRY
NOBNA		5 000 FT3 000 FT				
△ 210227N 0382153E	226° 7.7 NM	FL 460 / 11 500 FT ALT	12			
KAROX		5 000 FT3 000 FT				
▲ 205717N 0381547E						OEJD/HSSS FIR BDRY

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1	2	3	4	5		6
B411						OEJD / ORBC FIR BDRY
MURIB						
▲ 311237N 0415036E	° / 060°	FL 460 / 11 500 FT ALT	10			
ARAR VORTAC (AAR)	40.0 NM	12 000 FT5 500 FT				
▲ 305429N 0410832E	246° / 065°			↓		INT UP559
KAVID	52.0 NM					INT UN318 / R23
△ 303552N 0401147E	246° / 065°		12			
NEVOL	31.0 NM					
△ 302446N 0393841E	246° / 065°		10	↑		
AL SHIGAR VORDME (ASH)	47.0 NM					
▲ 300722N 0384753E						

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1	2	3	4	5		6
B412						
HALAIFA VORDME (HLF)						COMMON TO B544 RBG-JDW; FOR TFC NOT LDG OEMA
▲ 262603N 0391609E	180° / 001°	FL 460 / 11 500 FT ALT	10	↓		
	40.0 NM	10 300 FT				
PATOL						
▲ 254334N 0391405E	180° / 001°	FL 460 / FL 155	19			OEMA CTA BDRY
	69.0 NM	FL 22010 300 FT				
RADNI						
▲ 243409N 0391047E	180° / 001°					ABM PMA VORTAC OEJD/OEMA TRANSFER OF CTL
	40.0 NM					
METEB						
▲ 235404N 0390855E	180° / 001°	FL 460 / FL 155	12			
	66.0 NM	10 300 FT		↑		
RABIGH VORDME (RBG)						
▲ 224731N 0390550E	175° / 356°	FL 460 / FL 155	10	↓		MRA 5000
	4.8 NM	12 000 FT3 000 FT				
GEPAL						
△ 224243N 0390607E	175° / 356°	FL 460 / FL 150				INT B544 OEJN TMA BDRY
	60.0 NM	3 000 FT				
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
B417						
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						NB ONLY JDW - GAS
▲ 214237N 0390948E	038° / 224°	FL 460 / FL 150	10	↓		
BONUM	40.0 NM	8 000 FT7 900 FT				
▲ 221252N 0393805E	038° / 224°		11			INT N569, T532
OBROD	20.0 NM					
△ 222758N 0395218E	038° / 224°	FL 460 / 11 500 FT ALT	22			OEJN TMA BDRY INT T532
TAGNA	65.0 NM	FL 2207 900 FT				
▲ 231652N 0403851E	038° / 224°		17			OEJN UPPER SEC BDRY. INT T532
EMAKA	34.3 NM					
▲ 234053N 0410535E	038° / 224°		10			INT G799, UL573
BIR DARB VORDME (BDB)	55.9 NM					
▲ 241951N 0414928E	039° / 220°	FL 460 / 11 500 FT ALT				
KURDO	44.0 NM	9 000 FT6 400 FT				
△ 245306N 0422158E	039° / 220°		14			INT UN638
ROTAM	52.0 NM					
▲ 253146N 0430018E	039° / 220°		11			INT UM321
GASSIM VORTAC (GAS)	62.0 NM					
▲ 261753N 0434647E	043° / 224°	FL 460 / 11 500 FT ALT	13			
ALKIR	71.0 NM	12 000 FT5 200 FT				
△ 270758N 0444343E	043° / 224°		16			INT A791
EMARO	37.0 NM					
△ 273342N 0451330E	043° / 224°		12			INT UN318, UP517
HAFR AL BATIN VORTAC (HFR)	67.0 NM					
▲ 281950N 0460746E	059° / 240°	FL 460 / 11 500 FT ALT	10			
BOSID	47.0 NM	12 000 FT3 600 FT				
△ 284227N 0465401E	059° / 240°					INT UL 550 BONIM OEJD / OKAC FIR BDRY
BONIM	35.0 NM			↑		
▲ 285929N 0472925E						

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1	2	3	4	5		6
B418						EB ONLY PMA - ALMAL COMMON TO A145 ALMAL - KFA HECC / OEJD FIR BDRY
SILKA						
▲ 263400N 0352900E	290° 59.0 NM	FL 460 11 500 FT ALT 5 500 FT2 500 FT	10		↓	
WEJH VORTAC (WEJ)						
▲ 261046N 0362917E	112° 305° 30.0 NM	FL 460 11 500 FT ALT 5 000 FT3 000 FT		↓		WEJ MET REP
TAMAM						
△ 255821N 0365939E	112° 305° 96.0 NM	FL 460 11 500 FT ALT FL 1809 900 FT	20			
KODIN						
▲ 251753N 0383612E	112° 305° 35.0 NM	FL 460 FL 150 FL 1809 200 FT	15			OEMA CTA BDRY
DEGEN						
△ 245656N 0390709E	112° 305° 40.0 NM	FL 460 FL 130 13 000 FT9 200 FT	10		↑	
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)						
▲ 243251N 0394219E	094° 274° 40.0 NM	FL 460 FL 130 6 800 FT6 100 FT				
KIVAP						
△ 242836N 0402556E	094° 274° 35.0 NM	FL 460 FL 150 8 000 FT6 100 FT	11			OEMA TMA BDRY
GOKSA						
▲ 242442N 0410403E	094° 274° 42.0 NM	FL 460 11 500 FT ALT 8 000 FT6 100 FT	10			OEMA CTA BDRY INT L883
BIR DARB VORDME (BDB)						
▲ 241951N 0414928E	084° 265° 126.0 NM	FL 460 11 500 FT ALT 9 000 FT6 300 FT	12			
AL DAWADMI / PRINCE SALMAN BIN ABDULAZIZ DVORDME (DAW)						
▲ 242656N 0440709E	077° 258° 22.0 NM	460 FT 11 500 FT ALT 11 000 FT5 800 FT	10			
TASBA						
▲ 243059N 0443028E	077° 258° 65.0 NM	FL 460 FL 150 11 000 FT5 800 FT	12			OERK CTA BDRY INT T532
KAVUR						
△ 244246N 0454036E	077° 258° 60.0 NM	FL 460 FL 150 5 500 FT	11			OERK TMA BDRY INT T532
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	044° 60.0 NM	FL 460 FL 150 6 500 FT4 500 FT				
ETBAS						
△ 253451N 0473318E	044° 23.0 NM	FL 460 11 500 FT ALT 12 000 FT3 900 FT	15			OERK TMA BDRY OEJD/OBBB FIR BDRY
AKRAM						
▲ 255036N 0475133E						continuos on next page

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1	2	3	4	5		6
B418						continuos from previous page
AKRAM						
▲ 255036N 0475133E	044° 37.0 NM	FL 460 / 11500 FT ALT / FL 190 3900 FT	21	↓		OEJD/OBBB FIR BDRY
ALMAL						
▲ 261553N 0482108E	075° 33.0 NM	FL 460 / FL 150	15			INT A145
RADMA						
▲ 262303N 0485730E	075° 19.0 NM					INT Q707
TANDA						
▲ 262703N 0491809E	076° 28.0 NM					INT A791 , G663
ASPAN						
▲ 263255N 0494903E	076° 16.0 NM					INT UN318
MUTAR						
▲ 263611N 0500627E	076° 60.0 NM					INT G663
LOTIT						
▲ 264856N 0511237E						INT UP559

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1	2	3	4	5		6
B419						SEE AIP BAHRAIN AND KUWAIT
DHAHRAN / KING ABDULAZIZ AIR BASE DVORTAC (DHA)						All aircraft departing OEDF / OEDR via B419 may expect a clearance from Bahrain Approach to track direct RAMSI
▲ 261539N 0500825E	288° / 108° 18.0 NM	FL 460 / FL 150 / 4 000 FT2 900 FT		↓		Bahrain CTA BDRY
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)						
▲ 262153N 0494910E	200° / 020° 44.0 NM	FL 460 / FL 150 / 4 000 FT2 500 FT		↑		
RAMSI						
▲ 270249N 0500714E						INT UP559

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1	2	3	4	5		6
B544						SB ONLY PMA - JDW COMMON TO B412 RBG - JDW
SODAR						
△ 315602N 0384326E	355° 14.0 NM	FL 460 / 11 500 FT ALT	10	↑	↓	OEJD - OJAC FIR BDRY
TURAIF VORDME (TRF)						
▲ 314136N 0384405E	175° / 355°	12 000 FT5 900 FT			↓	
ORKAS	54.0 NM					
▲ 304725N 0384617E	175° / 355°					INT UN318
AL SHIGAR VORDME (ASH)	40.0 NM					
▲ 300722N 0384753E	170° / 351°	FL 460 / FL 155				
LABAD	48.0 NM	FL 1505 900 FT				
△ 291922N 0385411E	170° / 351°		11			INT V13
ENABI	13.0 NM					
△ 290639N 0385550E	170° / 351°		20			INT UL550, T540
SOBAS	71.0 NM					
△ 275600N 0390453E	170° / 351°	FL 460 / FL 155	16			INT A791 (5), V11
HALAIFA VORDME (HLF)	90.0 NM	FL 1506 800 FT				
▲ 262603N 0391609E	165° / 346°	FL 460 / FL 155	10			
BELAL	40.0 NM	9 500 FT8 400 FT				
▲ 254629N 0392523E	165° / 346°		11			OEMA CTA BDRY
LOVOB	35.0 NM					
△ 251208N 0393319E	165° / 346°	FL 460 / FL 130	10			OEMA TMA BDRY
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)	40.0 NM	8 400 FT			↑	
▲ 243251N 0394219E	197° / 016°	FL 460 / FL 130			↓	
LONIM	45.0 NM	9 900 FT				
▲ 234948N 0392716E	197° / 016°	FL 460 / 11 500 FT ALT				
RABIGH VORDME (RBG)	65.0 NM	12 000 FT9 900 FT				
▲ 224731N 0390550E	175° / 356°	FL 460 / 11 500 FT ALT			↓	
GEPAL	4.8 NM	12 000 FT3 000 FT				
△ 224243N 0390607E	175° / 356°	FL 460 / FL 150				
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)	60.0 NM	3 000 FT				COMMON TO V31 / V41 JDW - TONBO
▲ 214237N 0390948E						continuos on next page

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1	2	3	4	5		6
B544						Continuation from previous page
TONBO						
△ 205502N 0394911E	139° / 320°	FL 460 / FL 155	16			OEJN TMA BDRY INT A411/V31/V41/ UL425
MIRIS	65.0 NM	12 000 FT6 300 FT				
▲ 200318N 0403122E	139° / 320°	FL 460 / 11 500 FT ALT	10			OEJN UPPER SEC BDRY, INT A411
QUNFIDAH VORDME (QUN)	51.5 NM	12 000 FT6 300 FT				
▲ 192211N 0410429E	125° / 306°	FL 460 / 11 500 FT ALT				
RABGO	12.0 NM	FL 15012 700 FT				
▲ 191452N 0411452E	125° / 306°	FL 460 / FL 265	18			OEKM CTA BDRY
ITESO	51.0 NM	FL 15012 700 FT				
▲ 184436N 0415732E	125° / 306°	FL 460 / 13 000 FT ALT	10			
ABHA DVORTAC (ABH)	50.0 NM	FL 15012 700 FT				
▲ 181431N 0423925E	150° / 330°	FL 460 / 13 000 FT ALT				OEKM TMA BDRY
LALGI	50.0 NM	FL 15010 300 FT				
▲ 173029N 0430453E	150° / 330°					OEKM TMA BDRY
NOBSU	17.0 NM			↑		
▲ 171554N 0431315E						

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1	2	3	4	5		6
G650						
JEDDAH / KING ABDULAZIZ INTER-NATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E	179° 60.0 NM	FL 460 / FL 150	11	↓		
LOPIM		5 000 FT3 000 FT				
△ 204226N 0390719E	179° 94.6 NM	FL 460 / 11 500 FT	28			INT UT508 / OEJN TMA BDRY
RASKA		FL 1602 000 FT				
▲ 190732N 0390329E						OEJD/HHAA FIR BDRY,INT T513 / OEJN CTA BDRY

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1	2	3	4	5		6
G663						
ALSER						WB only KFA - KIA common to A791 KFA - SILNO see Bahrain AIP
▲ 271100N 0504900E	045° / 24.0 NM	FL 460 / 11 500 FT ALT / 12 000 FT2 300 FT	13			OBBB / OIiX FIR BDRY INT V617
TOLMO						
△ 265504N 0502927E	045° / 14.0 NM	FL 460 / FL 150 / 5 200 FT2 300 FT	10			BAHRAIN CTA BDRY
RULEX						
▲ 264529N 0501745E	045° / 14.0 NM					INT 929
MUTAR						
▲ 263611N 0500627E	045° / 21.0 NM			↑		INT B418
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)						
▲ 262153N 0494910E	279° / 029° / 28.0 NM	FL 460 / FL 150 / 8 000 FT2 900 FT	11	↓		
TANDA						
▲ 262703N 0491809E	279° / 029° / 32.0 NM					INT B418 , A791
GEPAK						
△ 263300N 0484328E	279° / 029° / 42.0 NM	FL 460 / 11 500 FT ALT / FL 1503 200 FT	22			OEDF TMA BDRY INT A791.Q707
SILNO						
▲ 264026N 0475745E	279° / 029° / 28.0 NM	FL 460 / 11 500 FT ALT / FL 2003 800 FT				INT A791, N929
MUSRI						
△ 261647N 0474137E	279° / 029° / 22.0 NM	FL 460 / 11 500 FT ALT / 13 000 FT3 800 FT	17			INT A145
GIBUS						
▲ 255724N 0472829E	279° / 029° / 15.0 NM	FL 460 / 11 500 FT ALT / 12 000 FT3 800 FT	14			OEJD / OBBB FIR BDRY
ALTAV						
△ 254438N 0471953E	279° / 029° / 60.0 NM	FL 460 / FL 150 / 6 500 FT4 500 FT	11			OERK TMA BDRY
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E						

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1	2	3	4	5		6
G667						COMMON TO G782 KATOD - KIA SEE KUWAIT AIP
KATOD						
▲ 283141N 0475554E	192° / 015°	FL 460 / 11 500 FT ALT	10		↓	INT A782 . KFR VOR / DME 6NM FROM OEJD / OKAC FIR BDRY
COPPI	42.0 NM	13 000 FT3 700 FT				
▲ 275033N 0474359E	192° / 015°		12			INT UL768 . OEJD / OKAC FIR BDRY
EMENI	19.0 NM					
△ 273234N 0473848E	192° / 015°		13			INT G782 , V45
MUSKO	6.0 NM					
△ 272640N 0473708E	192° / 015°		14			INT G782 , UP559
ALSAT	21.0 NM					
△ 270611N 0473118E	192° / 015°		10			INT G782 / UN318
LUGAL	22.0 NM					
△ 264603N 0472235E	192° / 015°					INT A791 / G782
MAGALA VORDME (MGA)	30.0 NM					
▲ 261720N 0471225E	196° / 013°	FL 460 / 11 500 FT ALT				
AVOBO	14.0 NM	12 500 FT4 100 FT				
▲ 260334N 0470719E	196° / 013°	FL 460 / 11 500 FT ALT				INT G782 . OEJD / OBBB FIR BDRY
ESRAT	13.0 NM	12 000 FT4 100 FT				
△ 255117N 0470247E	196° / 013°	FL 460 / 11 500 FT ALT	11			INT G782 . OERK TMA BDRY
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)	60.0 NM	6 500 FT4 800 FT				FM KIA - KITUB MAINTAIN R187 AIRWAY CENTERLINE
▲ 245310N 0464534E	187° / 007°	FL 460 / FL 150				
KITUB	125.0 NM	FL 1505 700 FT				
▲ 224922N 0462342E	204° / 023°	FL 460 / FL 150	25			INT V165 , UG667 , T530 , L883 . OERK CTA BDRY
TABNA	100.0 NM	FL 2406 400 FT				
△ 211842N 0453653E	204° / 023°	FL 460 / FL 150	10			INT V168, UG667
WADI AL DAWASIR VORTAC (WDR)	53.0 NM	6 000 FT5 500 FT				
▲ 203019N 0451219E	185° / 021°	FL 460 / FL 150	19			
TASMU	90.0 NM	FL 2406 400 FT				
△ 190016N 0450120E	185° / 021°	FL 460 / FL 150	16			COP
NEJRAN DVORTAC (NEJ)	90.0 NM	FL 1607 100 FT		↑		
▲ 173625N 0442456E	184° 20.0 NM	FL 460 / FL 150	10			
NETAS		7 400 FT				
▲ 172600N 0442305E						NETAS JEDDAH / SANAA FIR BDRY

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1	2	3	4	5		6
G669						
AL SHIGAR VORDME (ASH)						
▲ 300722N 0384753E	103° / 284°	FL 460 / 11 500 FT ALT	10	↓		
AL JOUF VORTAC (AJF)	69.0 NM	9 000 FT4 900 FT				
△ 294722N 0400418E	089° / 271°					
VELAL	30.0 NM					
△ 294602N 0403821E	089° / 271°		12			INT UN318
PAXAN	35.0 NM					
△ 294418N 0411833E	089° / 271°		16			INT V16 / UT503
TOKLU	38.0 NM					
△ 294213N 0420220E	089° / 271°		14		↑	INT UP559
RAFHA VORDME (RAF)	76.0 NM					
▲ 293713N 0432953E	096° / 43.0 NM	FL 460 / 11 500 FT ALT	10			
NISER		8 000 FT4 500 FT				
▲ 293030N 0441825E						NISER OEJD / ORBS FIR BDRY

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
G674						BPN - GAS WBND only
BOPAN VORDME (BPN)						
▲ 270314N 0452643E	241° / 060°	FL 460 / 11 500 FT ALT	10		↓	INT A791
GASSIM VORTAC (GAS)	100.0 NM	12 000 FT4 600 FT				
▲ 261753N 0434647E	243° / 062°	FL 460 / 11 500 FT ALT	12			
ROSUL	91.0 NM	FL 1608 200 FT				
▲ 253945N 0421519E	243° / 062°		22			INT V41, UM321, T557
EMURI	79.0 NM					
▲ 250545N 0405627E	243° / 062°	FL 460 / 11 500 FT ALT	14			OEMA CTA BDRY
MUSAR	35.0 NM	8 200 FT				
△ 245028N 0402147E	243° / 062°	FL 460 / FL 130	10			
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)	40.0 NM	8 200 FT		↑		
▲ 243251N 0394219E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
G782						KFR VOR / DME 6NM FM OEJD / OKAC FIR BDRY COMMON TO G667 SB ONLY KATOD - MGA COMMON TO V42 ASLAT
KATOD						
▲ 283141N 0475554E	192° / 015°	FL 460 / 11 500 FT ALT	10	↓		
COPPI	42.0 NM	13 000 FT3 700 FT				
▲ 275033N 0474359E	192° / 015°		12			INT G667, UL768 OEJD / OBBB FIR BDRY
EMENI	19.0 NM					
△ 273234N 0473848E	192° / 015°		13			INT G667, V45
MUSKO	6.0 NM					
△ 272640N 0473708E	192° / 015°		14			INT G667 / UP559
ALSAT	21.0 NM					
△ 270611N 0473118E	192° / 015°		10			INT UN318 / G667
LUGAL	22.0 NM					
△ 264603N 0472235E	192° / 015°					INT A791 / G667
MAGALA VORDME (MGA)	30.0 NM					
▲ 261720N 0471225E	196° / 013°	FL 460 / 11 500 FT ALT				
AVOBO	14.0 NM	12 500 FT4 100 FT				
▲ 260334N 0470719E	196° / 013°	FL 460 / 11 500 FT ALT				INT G667 OEJD/OBBB FIR BDRY
ESRAT	13.0 NM	12 000 FT4 100 FT				
△ 255117N 0470247E	196° / 013°	FL 460 / FL 150	11			INT G667 OERK TMA BDRY
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)	60.0 NM	6 500 FT4 800 FT		↑		
▲ 245310N 0464534E	243° / 062°	FL 460 / FL 150				
DURMA	60.0 NM	8 000 FT6 000 FT				
△ 242710N 0454610E	243° / 062°	FL 460 / 11 500 FT ALT	12			INT V62, UM309 OERK TMA BDRY
RAGHBA VORDME (RGB)	72.0 NM	8 000 FT6 000 FT				
▲ 235536N 0443547E	254° / 073°	FL 460 / 11 500 FT ALT	10			
TUKVU	40.0 NM	10 000 FT7 000 FT				
△ 234626N 0435319E	254° / 073°		15			INT V63, L883
DAFINAH VORDME (DFN)	123.0 NM					
▲ 231658N 0414310E	234° / 053°	FL 460 / 11 500 FT ALT	10			INT V41 OEJN UPPER SEC BDRY
LOSED	45.3 NM	10 000 FT7 800 FT				
▲ 225206N 0410201E						continuos on next page

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
G782						Continuation from previous page
						INT UV331 / UM309 / N569 OEJN TMA BDRY
RABTO						
△ 221608N 0400326E	234° / 053°	FL 460 / FL 150	11	↓		
	18.1 NM	8 000 FT7 900 FT				
ASLAT						
△ 220603N 0394713E	234° / 053°	FL 460 / FL 150	10			INT V42
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)	41.9 NM	5 000 FT				
▲ 214237N 0390948E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
G799						TWO WAY AIRWAY FOR DOM AND INTL TRAFFIC
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)						
▲ 243251N 0394219E	121° / 302°	FL 275 / FL 150	10	↓		
	31.0 NM	6 200 FT				
ITIMU						
△ 241516N 0401044E	121° / 302°	FL 275 / FL 155	12			OEMA TMA BDRY
	44.0 NM	8 000 FT6 600 FT				
EKLIL						
▲ 235036N 0405012E	121° / 302°	FL 275 / 11 500 FT ALT	11			OEMA CTA BDRY
	17.1 NM	8 000 FT6 600 FT				
EMAKA						
▲ 234053N 0410535E	121° / 302°		10			INT B417, UL573
DAFINAH VORDME (DFN)	42.0 NM			↑		
▲ 231658N 0414310E						

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1	2	3	4	5	6
M320					
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)					Aircraft departing OEDF/OEDR via M320-
▲ 262153N 0494910E	326° 146°	FL 460 FL 150	10	↓	UL768 shall be cleared via KISAB - UL768 - COPPI
KODAG ▲ 270317N 0492023E	49.0 NM 326° 146°	5 000 FT2 700 FT			INT UP559 , T440
DUSTA △ 271255N 0491337E	11.0 NM 326° 146°				OEDF TMA BDRY
KISAB ▲ 272335N 0490606E	13.0 NM 326° 146°				INT UL768
DAVGU ▲ 275013N 0484713E	32.0 NM 326° 146°	FL 460 11 500 FT ALT			OEJD / OBBB FIR BDRY
RAS MISHAB VORTAC (RAS) △ 280441N 0483653E	17.0 NM 332° 151°	5 000 FT2 700 FT FL 460 11 500 FT ALT			
ASVIR △ 283226N 0482114E	31.0 NM 332° 151°	12 000 FT2 700 FT		↑	OEJD / OKAC FIR BDRY
KUWAIT DVORDME (KUA) ▲ 291306N 0475803E	45.0 NM				

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
R23					
HAIL DVORTAC (HIL)					NWB ONLY HIL - AJF
▲ 272530N 0414058E	330° / 143°	FL 460 / 11 500 FT ALT	15	↓	
ORLES	83.0 NM	FL 1807 000 FT			
△ 283228N 0410137E	330° / 143°		10		
ULAKO	35.0 NM				
△ 290758N 0403440E	330° / 143°	FL 460 / 11 500 FT ALT			INT UL550
AL JOUF VORTAC (AJF)	47.0 NM	11 000 FT6 000 FT			
△ 294722N 0400418E	326° / 145°				
NEVOL	44.0 NM				
△ 302446N 0393841E	326° / 145°		12		INT B411 / UN318
TURAIF VORDME (TRF)	89.0 NM			↑	
▲ 314136N 0384405E					

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1	2	3	4	5	6
R219					
KEDAT					
△ 272149N 0475901E	120° / 300°	FL 460 / FL 150	16	↓	INT V45 / UP559
BOROP	55.0 NM	5 600 FT2 600 FT			
△ 265317N 0485203E	120° / 300°				INT V45 . OEDF TMA BDRY
KUSAR	11.0 NM				
▲ 264741N 0490218E	120° / 300°				INT V45 / UN318
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)	49.0 NM			↑	
▲ 262153N 0494910E	068° 26.0 NM	FL 460 / FL 150			
DEDAS					INT UN318 . BAHRAIN CTA BDRY
▲ 263011N 0501427E					

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1	2	3	4	5		6
R652						WB ONLY TFC LDG JORDAN CROSS GRY FL 290 OR BLW
OVANO						
314801N 0390951E	**070°** 23.0 NM	FL 460 / FL 195	10	↓		INT UL768
TURAIF VORDME (TRF)		12 000 FT6 500 FT				
314136N 0384405E	255° / 074°	FL 460 / 11 500 FT ALT			↓	
GURIAT VORTAC (GRY)	76.0 NM	12 000 FT6 500 FT				
312446N 0371712E	**259°** 9.0 NM				↑	
PARAM						
312324N 0370641E						OEJD / OJAC FIR BDRY

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
R777						
DANAK						
160800N 0412900E	102° 31.0 NM	FL 460 / 11 500 FT ALT	29	↓	↑	INT B413 / R775
LAKNA		2 000 FT				
160000N 0420000E						

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1	2	3	4	5		6
UR785						
RASLI						
315424N 0383648E	331° 14.0 NM	FL 460 / 11 500 FT ALT	10		↓	OEJD / OJAC FIR BDRY
TURAIF VORDME (TRF)		12 000 FT5 500 FT				
314136N 0384405E						

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1	2	3	4	5		6
V11						DOMESTIC TFC ONLY
SOBAS						COMMON TO UA791
△ 275600N 0390453E	099° / 281°	FL 460 / 11 500 FT ALT	25	↓		INT B544 / UA791
REVAB	102.0 NM	FL 2406 900 FT				
△ 273424N 0405710E	099° / 281°	FL 460 / 11 500 FT ALT	10		↑	
HAIL DVORTAC (HIL)	40.0 NM	10 000 FT6 900 FT				
△ 272530N 0414058E						HIL MET REP

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1	2	3	4	5		6
V13						DOMESTIC TFC ONLY
TABUK VORTAC (TBK)						
▲ 282153N 0363637E	061° / 243°	FL 460 / FL 150	10	↓		
NABEK	20.0 NM	6 000 FT				
△ 283030N 0365643E	061° / 243°					INT A791
RANRI	20.0 NM					
△ 283919N 0371730E	061° / 243°	FL 460 / 11 500 FT ALT	18			OETB TMA BDRY
DAPOD	62.0 NM	FL 1506 100 FT				
▲ 290601N 0382131E	061° / 243°					OETB CTA BDRY
LABAD	32.0 NM					
△ 291922N 0385411E	061° / 243°		12			INT B544
ODBAT	31.0 NM					
△ 293221N 0392626E	061° / 243°	FL 460 / 11 500 FT ALT	10			INT G662
AL JOUF VORTAC (AJF)	36.0 NM	12 000 FT6 100 FT				
△ 294722N 0400418E	036° / 217°					AJF MET REP
GIBAM	17.0 NM					
△ 300018N 0401632E	036° / 217°					INT UN318
GADLI	29.0 NM					
△ 302312N 0403821E	036° / 217°					INT UP559, UT503
ARAR VORDME (AAR)	41.0 NM			↑		
▲ 305429N 0410832E						

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1	2	3	4	5		6
V14						DOMESTIC TFC ONLY
TABUK VORTAC (TBK)						
▲ 282153N 0363637E	045° / 226°	FL 460 / FL 150	10	↓		
DAXEM	16.0 NM	8 000 FT6 900 FT				
△ 283224N 0364923E	045° / 226°					INT A791(5)
LOTAD	24.0 NM					
△ 284911N 0370945E	045° / 226°	FL 460 / 11 500 FT ALT	14			OETB TMA BDRY
BOSAL	59.0 NM	12 000 FT6 900 FT				
▲ 292912N 0375933E	045° / 226°		10			OETB CTA BDRY
AL SHIGAR VORDME (ASH)	57.0 NM			↑		
▲ 300722N 0384753E						

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1	2	3	4	5		6
V16						
HAIL DVORTAC (HIL)						HIL MET REP
△ 272530N 0414058E	350° / 170°	FL 460 / 11 500 FT ALT	10		↓	
ITEPU	40.0 NM	10 000 FT6 900 FT				
△ 280515N 0413511E	350° / 170°	FL 460 / 11 500 FT ALT	18			
SIKLA	60.0 NM	FL 1506 900 FT				
▲ 290515N 0412546E	350° / 170°		19			INT UL550
SITOD	17.0 NM					
▲ 292143N 0412313E	350° / 170°		17			INT UN318
PAXAN	22.0 NM					
△ 294418N 0411833E	350° / 170°		13			INT G669, UT503
DELNI	21.0 NM					
▲ 300448N 0411627E	350° / 170°	FL 460 / 11 500 FT ALT	10			INT UP559
ARAR VORTAC (AAR)	50.0 NM	12 000 FT4 700 FT		↑		
▲ 305429N 0410832E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V17						
△ NIMAR						
290635N 0395425E	**189** 42.0 NM	FL 460 / 11 500 FT ALT	10	↓	↑	INT G662 / UL550
AL JOUF VORTAC (AJF)		11 000 FT5 500 FT				
△ 294722N 0400418E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V20						
GASSIM VORTAC (GAS)						DOMESTIC TFC ONLY
▲ 261753N 0434647E	353° / 173°	FL 460 / 11 500 FT ALT	10	↓		
NALBU	56.0 NM	FL 1505 200 FT				
△ 271420N 0434206E	353° / 173°		17			INT A791
TOTAD	36.0 NM					
▲ 275043N 0433904E	353° / 173°		18			INT A788 / UT503
NOTLI	22.0 NM					
△ 281200N 0433714E	353° / 173°		15			INT UN318
RASMO	45.0 NM					
▲ 285713N 0433119E	353° / 173°		10	↑		INT UL550 / UP559 / UT514
RAFHA VORDME (RAF)	40.0 NM					
▲ 293713N 0432953E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V22						
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)						
▲ 243251N 0394219E	253° / 072°	FL 460 / 13 000 FT ALT	10	↓		
METSU	40.0 NM	10 000 FT6 800 FT				
△ 242252N 0385951E	253° / 072°	FL 460 / FL 150				OEMA CTA BDRY
VEDAX	33.2 NM	12 000 FT9 600 FT				
△ 241426N 0382444E	253° / 072°	FL 460 / 11 500 FT ALT		↑		VEDAX OEMA CTA BDRY INT UT510
YENBO VORDME (YEN)	21.2 NM	3 200 FT				
▲ 240858N 0380219E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V31						COMMON TO V36/V41/B544/A411 JDW-GINDI,TO UL425 JDW - WDR.
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E	139° / 288°	FL 460 / FL 150	11	↓		
TONBO	60.0 NM	7 000 FT4 800 FT				
△ 205502N 0394911E	139° / 288°	FL 460 / FL 155	19			OEJN TMA BDRY INT A411 / B544 / V41 / UL425
LABAG	38.0 NM	FL 2208 000 FT				
△ 204202N 0402719E	139° / 288°	FL 460 / FL 155	13			NOT A REP
MOBES	32.2 NM	FL 15011 200 FT				
▲ 203055N 0405930E	139° / 288°	FL 460 / 11 500 FT ALT	10			OEJN UPPER SEC BDRY
AL BAHA VORDME (BHA)	38.3 NM	13 000 FT11 200 FT				
▲ 201733N 0413745E	107° / 287°	FL 460 / 11 500 FT ALT				
BISHA VORTAC (BSH)	59.0 NM	11 000 FT10 600 FT				
▲ 195840N 0423728E	075° / 256°	FL 460 / 11 500 FT ALT	15			
WADI AL DAWASIR VORDME (WDR)	149.0 NM	13 000 FT6 700 FT		↑		WHEN OED96A ACTIVE BSH - WDR CLSD. MAA BSH - WDR FL 210 UNLESS ACT AUTH HIGHER LVL.
▲ 203019N 0451219E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	**2**	**3**	**4**	**5**	**6**
V32					
SHARURAH VORTAC (SHA)					
▲ 172813N 0470802E	328° 147° 40.0 NM	FL 460 11 500 FT ALT 8 000 FT5 000 FT	10	↓	
PATOG					
△ 180241N 0464631E	328° 147° 132.0 NM	FL 460 11 500 FT ALT FL 1805 000 FT	19		
EGNIL					
△ 195603N 0453430E	328° 147° 40.0 NM	FL 460 11 500 FT ALT 8 000 FT5 000 FT	10	↑	
WADI AL DAWASIR VORTAC (WDR)					
▲ 203019N 0451219E					

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V33						
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	217° / 036°	FL 460 / FL 150	11	↓		
TEVOG	60.0 NM	8 000 FT7 000 FT				
△ 240612N 0460424E	217° / 036°	FL 460 / FL 155	22			OERK TMA BDRY
UMRAN	65.0 NM	FL 1607 000 FT				
▲ 231508N 0452023E	217° / 036°	FL 460 / 11 500 FT ALT	27			OERK CTA BDRY INT M628, L883
DETGO	78.0 NM	7 700 FT				
▲ 221336N 0442820E	217° / 036°		45			INT N569 VOR SIGNAL GAP
KUMRO	75.0 NM					
▲ 211420N 0433906E	217° / 036°	FL 460 / 11 500 FT ALT	17			INT V331, UV331
KUMUL	75.0 NM	13 000 FT7 700 FT				
△ 201454N 0425036E	217° / 036°	FL 460 / 11 500 FT ALT	10	↑		INT V46
BISHA VORTAC (BSH)	20.0 NM	10 000 FT7 700 FT				
▲ 195840N 0423728E	177° / 357°	FL 460 / FL 265		↓		
IRBAB	31.0 NM	FL 1509 500 FT				
△ 192802N 0423806E	177° / 357°					OEKM CTA BDRY
DUMSI	23.0 NM					
△ 190436N 0423833E	177° / 357°	FL 460 / 13 000 FT ALT			↑	OEKM TMA BDRY
ABHA DVORTAC (ABH)	50.0 NM	FL 1509 500 FT				
▲ 181431N 0423925E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V38						
ABKAR						
▲ 190511N 0401612E	108° / 289°	FL 460 / 11 500 FT ALT	40	↓		INT R775 / V739 VOR SIGNAL GAP
SOLUT	54.0 NM	2 000 FT				
△ 184627N 0410954E	108° / 289°	FL 460 / FL 265	16			OEKM CTA BDRY
TALIB	22.0 NM	FL 2405 700 FT				
△ 183854N 0413114E	108° / 289°	FL 460 / FL 265	13			INT A411
EGSAT	19.0 NM	FL 15012 700 FT				
△ 183207N 0415020E	108° / 289°	FL 460 / 13 000 FT ALT	10			OEKM TMA BDRY
ABHA DVORTAC (ABH)	50.0 NM	FL 15012 700 FT		↑		
▲ 181431N 0423925E						

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V39						DOMESTIC TFC ONLY
JAZAN / KING ABDULLAH BIN ABDULAZIZ VORTAC (GIZ)						
▲ 165428N 0423439E	033° / 214°	FL 460 / FL 265	10	↓		
KIROM	30.0 NM	3 500 FT				
△ 171918N 0425224E	033° / 214°	FL 460 / FL 265				
PUROP	24.0 NM	FL 1507 700 FT				
△ 173902N 0430633E	033° / 214°	FL 460 / FL 265	14			INT V701
KUNSO	20.0 NM	FL 15012 000 FT				
△ 175516N 0431815E	033° / 214°	FL 460 / FL 265	23			INT V749 VOR SIGNAL GAP MRA / MEA FL390.
NABMA	162.0 NM	12 000 FT				
△ 200934N 0445538E	033° / 214°	FL 460 / 11 500 FT ALT	10			OEKM CTA BDRY. V39 PORTION KUNSO - WDR IS TIMED ROUTE
WADI AL DAWASIR VORTAC (WDR)	26.0 NM	5 000 FT		↑		
▲ 203019N 0451219E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
V40					
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)					
▲ 214237N 0390948E	081° 293°	FL 460 FL 150	10	↓	
ISLAM	39.5 NM	8 000 FT4 300 FT			
△ 214648N 0395200E	081° 293°	FL 460 FL 150			OEJN / OETF TMA BDRY
TAIF DVORTAC (TIF)	42.0 NM	8 000 FT7 900 FT			
▲ 212911N 0403250E	138° 318°	FL 460 FL 190			
LAKNO	25.0 NM	8 000 FT			
△ 211008N 0405015E	138° 318°	FL 460 FL 190			
ALNAX	28.9 NM	11 000 FT8 200 FT			
▲ 204802N 0411018E	138° 318°	FL 460 11 500 FT ALT			OEJN CTA / OETF TMA BDRY
AL BAHA VORDME (BHA)	39.8 NM	11 000 FT10 600 FT			
▲ 201733N 0413745E	153° 333°	FL 460 11 500 FT ALT			
EMEKO	54.0 NM	13 000 FT10 500 FT			
△ 192804N 0420246E	153° 333°	FL 460 FL 265	12		INT V52 / OEKM CTA BDRY
KEDAS	31.0 NM	FL 15012 500 FT			
△ 185953N 0421653E	153° 333°	FL 460 13 000 FT ALT	10	↑	OEKM TMA BDRY INT V752
ABHA DVORTAC (ABH)	50.0 NM	FL 15012 500 FT			
▲ 181431N 0423925E	182° 002°	FL 460 13 000 FT ALT		↓	
PAPOM	18.0 NM	11 000 FT			
△ 175628N 0423820E	182° 002°				
NETOB	22.0 NM				
△ 173434N 0423706E	182° 002°	FL 460 13 000 FT			
PEKAR	10.0 NM	4 000 FT3 800 FT			
△ 172418N 0423629E	182° 002°	FL 460 FL 265			OEKM TMA BDRY
JAZAN / KING ABDULLAH BIN ABDULAZIZ VORTAC (GIZ)	30.0 NM	4 000 FT3 800 FT		↑	
▲ 165428N 0423439E					

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM)(COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateralli mits(NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V41						DOMESTIC TFC ONLY
JEDDAH / KING ABDULAZIZ INTER-NATIONAL DVORTAC (JDW)						COMMON TO V31 JDW - TONBO
▲ 214237N 0390948E	139° / 228°	11 000 FT ALT / 7 000 FT4 800 FT	11			MEA 11000 TO TIF
	60.0 NM					
TONBO	(53/60)					
△ 205502N 0394911E	139° / 228°	FL 460 / FL 155				OEJN TMA BDRY / INT A411 / B544 / V31 / UL425 MEA 11000 TO TIF
	8.9 NM	11 000 FT10 600 FT				
VATOT						
△ 210045N 0395627E	139° / 228°	11 000 FT10 600 FT				OETF TMA BDRY / VOR SIGNAL GAP
TAIF DVORTAC (TIF)	44.4 NM					
▲ 212911N 0403250E	013° / 204°	FL 460 / FL 150				
	63.0 NM	7 000 FT				
KARIN						
▲ 223030N 0405031E	013° / 204°	FL 460 / 11 500 FT ALT	22			OETF TMA BDRY
	24.0 NM	FL 2407 200 FT				
LOSED						
▲ 225206N 0410201E	013° / 204°		29	↑		
	98.0 NM					
BIR DARB VORDME (BDB)						
▲ 241951N 0414928E	014° 32.0 NM	FL 460 / 150 FT ALT	10			
DAMUL						
▲ 245024N 0415917E	014° 51.0 NM	FL 2407 000 FT	17			
ROSUL						
▲ 253945N 0421519E						INT G674, UM321, T557

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM)(COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateralli mits(NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
V42					TIF - LONOX. COMMON TO G782 JDW - LONOX
JEDDAH / KING ABDULAZIZ INTER-NATIONAL DVORTAC (JDW)					
▲ 214237N 0390948E	053° 308°	FL 460 FL 150	10		
ASLAT	41.9 NM	5 000 FT			
△ 220603N 0394713E	053° 308°	FL 460 FL 150			INT G782
MISAM	18.0 NM	8 000 FT7 500 FT			
△ 215415N 0400153E	053° 308°			↑	OETF TMA BDRY COMPULSORY BLW FL195
TAIF DVORTAC (TIF)	38.1 NM				
▲ 212911N 0403250E					

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
V43					DOMESTIC TFC ONLY
BIR DARB VORDME (BDB)					
▲ 241951N 0414928E	183° 003°	FL 460 11 500 FT ALT	10		
DAFINAH VORDME (DFN)	63.0 NM	12 000 FT7 000 FT			
▲ 231658N 0414310E	209° 029°	FL 460 11 500 FT ALT			
KEBUK	37.4 NM	7 000 FT			
△ 224458N 0412204E	209° 029°				INT UM309
RESOX	15.2 NM				
▲ 223159N 0411333E	209° 029°	FL 460 FL 190	12	↑	OEJN UPPER SEC BDRY OETF TMA BDRY
TAIF DVORTAC (TIF)	73.1 NM	7 000 FT			
▲ 212911N 0403250E					TIF-BDB NB TFC ONLY

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	**2**	**3**	**4**	**5**	**6**
V44					
▲ YENBO VORDME (YEN)					
240858N 0380219E	140° 322° 34.7 NM	FL 285 11 500 FT ALT 6 000 FT3 000 FT	10	↓	
△ DARES					
234047N 0382429E	140° 322°		12	↑	OEJN UPPER SEC BDRY
▲ RABIGH VORDME (RBG)	65.3 NM				
224731N 0390550E					

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V45						COMMON TO R219 KFA - KEDAT.
TURAIF VORDME (TRF)						
▲ 314136N 0384405E	107° / 288°	FL 460 / 11 500 FT ALT	12	↓		
ARAR VORDME (AAR)	132.0 NM	12 000 FT5 500 FT				
▲ 305429N 0410832E	129° / 290°	FL 460 / 11 500 FT ALT	20			
RAGED	73.0 NM	12 000 FT4 300 FT				
△ 300518N 0421149E	129° / 290°					NOT A REP
RAFHA VORDME (RAF)	73.0 NM					
▲ 293713N 0432953E	122° / 291°	FL 460 / 11 500 FT ALT	22			
VATIM	80.0 NM	9 000 FT5 400 FT				
▲ 285136N 0444443E	122° / 291°	FL 460 / 11 500 FT ALT				INT UL768 / UL550
HAFR AL BATIN VORTAC (HFR)	80.0 NM	9 000 FT4 000 FT				
▲ 281950N 0460746E	118° / 300°	FL 460 / 11 500 FT ALT	11			ROUTE TEMPORARILY SUSPENDED BTN HFR - KEDAT
ITIXI	58.0 NM	12 000 FT3 700 FT				
▲ 275031N 0470435E	118° / 300°	FL 460 / 11 500 FT ALT	17			OEJD / OBBB FIR BDRY
EMENI	35.0 NM	12 000 FT3 200 FT				
△ 273234N 0473848E	118° / 300°	FL 460 / 11 500 FT ALT	21			INT G782 / G667
KEDAT	21.0 NM	FL 2303 200 FT				
▲ 272149N 0475901E	118° / 300°	FL 460 / 11 500 FT ALT				INT R219 / UP559
BOROP	55.0 NM	FL 1802 900 FT				
△ 265317N 0485203E	118° / 300°	FL 460 / FL 150	11			OEDF TMA BDRY INT R219
KUSAR	11.0 NM	5 600 FT2 600 FT				
△ 264741N 0490218E	118° / 300°		10			INT R219 / UN318
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)	49.0 NM			↑		
▲ 262153N 0494910E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V46						
▲ AL BAHA VOR/DME (BHA)						
201733N 0413745E	090° 69.0 NM	FL 460 / 11 500 FT ALT	12	↓		
		FL 1506 800 FT				
△ KUMUL						
201454N 0425036E						INT V33

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V48						WARNING: NOT AUTH FOR USE WHEN OED-92 ACT
▲ ABHA DVORTAC (ABH)						
181431N 0423925E	044° / 225°	FL 460 / 13 000 FT ALT	10	↓		
△ ELIVI	50.0 NM	FL 1509 300 FT				
184856N 0431744E	044° / 225°	FL 460 / FL 265	18			OEKM TMA BDRY
△ KAROD	115.0 NM	FL 1809 300 FT				
200745N 0444630E	044° / 225°	FL 460 / 11 500 FT ALT	10			OEKM CTA BDRY
▲ WADI AL DAWASIR VORTAC (WDR)	33.0 NM	5 000 FT				
203019N 0451219E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V52						
▲ BISHA VORTAC (BSH)						
195840N 0423728E	226° 45.0 NM	FL 460 / 11 500 FT ALT	10	↓		
		12 000 FT10 500 FT		↑		
△ EMEKO						
192804N 0420247E						COP INT V40 / OEKM CTA BDRY

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V54						
TABUK VORTAC (TBK)						
▲ 282153N 0363637E	179° / 359°	FL 460 / FL 150	10	↓		
DEMSU	40.0 NM	9 000 FT				
△ 274149N 0363421E	179° / 359°	FL 460 / 11 500 FT ALT	12			OETB TMA BDRY
NETOL	34.0 NM	11 000 FT9 400 FT				
△ 270748N 0363226E	179° / 359°		10			INT UN316
LABUN	28.0 NM					
△ 263956N 0363054E	179° / 359°	FL 460 / 11 500 FT ALT		↑		OETB CTA BDRY
WEJH VORTAC (WEJ)	29.0 NM	5 500 FT5 300 FT				
▲ 261046N 0362917E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V62						
DURMA						
△ 242710N 0454610E	088° 90.0 NM	FL 460 / 11 500 FT ALT	16	↓		INT G782 / UM309
AL DAWADMI / PRINCE SALMAN BIN ABDULAZIZ DVORDME (DAW)		13 000 FT5 800 FT				
▲ 242656N 0440709E						

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Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V63						
GASSIM VORTAC (GAS)						
▲ 261753N 0434647E	168° / 348°	FL 460 / 11 500 FT ALT	10	↓		
MIVAP	74.0 NM	6 500 FT6 400 FT				
△ 250406N 0440024E	168° / 348°					INT UN638
AL DAWADMI / PRINCE SALMAN BIN ABDULAZIZ DVORDME (DAW)	38.0 NM			↑		
▲ 242656N 0440709E	195° 42.0 NM	FL 460 / 11 500 FT ALT		↓		
TUKVU		12 000 FT6 200 FT				
△ 234626N 0435319E						INT G782 / L883

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V164						COMBINED WITH A415 FROM KIA TO TAKTI AVBL BTN 1900-0300 UTC INCLUDING THR, FRI & OFFICIAL HOLIDAYS.
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	059° / 240°	FL 460 / FL 150	11	↓		
TAKTI	60.0 NM	6 000 FT4 700 FT				
△ 252153N 0474340E	059° / 240°	FL 460 / 11 500 FT ALT	17			OERK TMA BDRY
KINIB	41.0 NM	13 000 FT3 600 FT				
△ 254108N 0482317E	059° / 240°					OEJD / OBBB FIR BDRY
PURSI	27.0 NM					
△ 255400N 0485006E	059° / 240°	FL 460 / FL 150	11			OEDF TMA BDRY
ROSEM	29.0 NM	5 000 FT2 900 FT		↑		
△ 260743N 0491901E	059° 31.0 NM					INT Q707
DAMMAM / KING FAHD INTERNATIONAL DVORTAC (KFA)						
▲ 262153N 0494910E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V165						MAINTAIN AIRWAY CENTER LINE R187
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	187° 60.0 NM	FL 190 / FL 155 6 000 FT5 700 FT	11	↓		OERK TMA BDRY
MUNTO						
△ 235345N 0463459E	187° 65.0 NM	FL 190 / FL 160 FL 1806 500 FT	22	↑		
KITUB						
▲ 224922N 0462342E						OERK CTA BDRY INT G667, UG667, T530, L883
RNP = required navigation performance. RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time. RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.						

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V166						WARNING: AVOID OED33 WHEN ACT
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	278° / 134° 60.0 NM	FL 460 / FL 150 7 000 FT5 500 FT	11	↓		COMBINED WITH UW335 FROM KIA TO OVEKU
IVONU						
△ 250323N 0454030E	278° / 134° 40.0 NM	FL 460 / FL 245 FL 1505 500 FT	18			OERK TMA BDRY
OVEKU						
△ 250955N 0445701E	278° / 134° 30.0 NM		17			COP / INT UN638, UM321, T533
SOKOP						
▲ 253155N 0443429E	278° / 134° 63.0 NM	FL 460 / 11 500 FT ALT 6 000 FT5 100 FT	12			INT T533 OERK CTA BDRY
GASSIM VORTAC (GAS)						
▲ 261753N 0434647E						
RNP = required navigation performance. RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time. RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.						

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V167						COMBINED WITH UW335 PMA - GOKLA
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)						
▲ 243251N 0394219E	079° 40.0 NM	FL 460 / 11 500 FT ALT / 7 000 FT	10			
ENELA						
△ 243839N 0402545E	079° 35.0 NM	FL 460 / 11 500 FT ALT / 11 000 FT7 000 FT	14	↑		OEMA TMA BDRY
BOTIK						
▲ 244333N 0410348E						OEMA CTA BDRY / INT UN638

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V168						COMBINED WITH G667 / UG667 WDR - TABNA
WADI AL DAWASIR VORTAC (WDR)						
▲ 203019N 0451219E	023° 53.0 NM	FL 150 / 115 000 FT ALT / 6 000 FT5 500 FT	10	↓ ↑		
TABNA						
△ 211842N 0453653E						OERK CTA BDRY/ INT G667/UG667

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V169						
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	315° / 133° 60.0 NM	FL 460 / FL 150 / 9 000 FT5 000 FT	11	↓		
METNI						
△ 253715N 0460031E	315° / 133° 45.0 NM	FL 460 / FL 245 / FL 2005 000 FT	19			OERK TMA BDRY INT UT503
GOBMO						
▲ 261013N 0452619E	315° / 133° 11.0 NM	FL 460 / 11 500 FT ALT / FL 2005 000 FT	21	↑		INT UT503 OERK CTA BDRY
LABIS						
▲ 261815N 0451755E						INT A145, UT503

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V331						MAA EB FL270, WB FL180 ONLY WHEN OED96A ACTIVE TFC MUST FLY ON THIS ROUTE.
WADI AL DAWASIR VORTAC (WDR)						
▲ 203019N 0451219E	295° / 036°	FL 460 / FL 150	26	↓	↑	
KUMRO	97.0 NM	13 000 FT7 000 FT				
▲ 211420N 0433906E						INT V33, UV331

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V395						
JAZAN / KING ABDULLAH BIN ABDULAZIZ VORTAC (GIZ)						
▲ 165428N 0423439E	270° / 090°	FL 460 / FL 265	10	↓		
BOXIL	39.0 NM	2 500 FT				
△ 165526N 0415406E	270° / 090°	FL 460 / 11 500 FT ALT	15	↑		OEKM CTA BDRY
LABNI	43.0 NM	13 000 FT2 000 FT				
△ 165620N 0410921E						INT R775 / UP571 / UN303

RNP = required navigation performance.
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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
V700					
SHARURAH VORTAC (SHA)					
▲ 172813N 0470802E	272° / 091°	FL 460 / 11 500 FT ALT	10	↓	
	40.0 NM	8 000 FT5 000 FT			
TULIS					
△ 173033N 0462616E	272° / 091°	FL 460 / 11 500 FT ALT	14		
	116.0 NM	FL 1509 300 FT			
NEJRAN DVORTAC (NEJ)					
▲ 173625N 0442456E	270° / 133°	FL 460 / FL 265	10		
	13.0 NM	7 000 FT			
KUMTI					
△ 173700N 0441141E	270° / 133°	FL 460 / FL 265	12		OEKM CTA BDRY
	52.0 NM	FL 17010 800 FT			
ORSEM					
△ 173843N 0431649E	270° / 133°	FL 460 / 13 000 FT ALT	10		OEKM TMA BDRY INT V701
	50.0 NM	FL 17010 800 FT			
ABHA DVORTAC (ABH)					
▲ 181431N 0423925E					

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
V701					
ORSEM					
△ 173843N 0431649E	270° 10.0 NM	FL 460 / 13 000 FT ALT	14	↓	OEKM TMA BDRY INT V700
PUROP		FL 1709 600 FT			
△ 173902N 0430633E					INT V39

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V739						1500 - 0300Z ACT BY ATC
ABKAR						
▲ 190511N 0401612E	133° / 313° 98.0 NM	FL 460 / 11 500 FT ALT FL 2302 000 FT	66	↓		INT R775 / V38 LATERAL LIMITS ARE DEPICTED 49/66
IMRAM						
△ 175604N 0413004E	133° / 313° 87.0 NM	FL 460 / 11 500 FT ALT FL 1502 000 FT	31		↑	OEKM CTA BDRY
JAZAN / KING ABDULLAH BIN ABDULAZIZ VORTAC (GIZ)						
▲ 165428N 0423439E						

RNP = required navigation performance.
RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V749						
ABHA DVORTAC (ABH)						
▲ 181431N 0423925E	116° / 285° 42.0 NM	FL 460 / 13 000 FT ALT FL 15011 800 FT	10	↓		
KUNSO						
△ 175516N 0431815E	116° / 285° 8.0 NM		12			INT V39
EGMAK						
△ 175243N 0432643E	116° / 285° 46.0 NM	FL 460 / FL 265 FL 15011 800 FT	10			OEKM TMA BDRY
REVOS						
△ 173953N 0441247E	116° / 285° 12.0 NM	FL 460 / 11 500 FT ALT FL 15011 800 FT				OEKM CTA BDRY
NEJRAN DVORTAC (NEJ)						
△ 173625N 0442456E	076° / 287° 81.0 NM	FL 460 / 11 500 FT ALT 9 000 FT7 100 FT	15			
RUGAD						
△ 175334N 0454745E	076° / 287° 81.0 NM	FL 460 / 11 500 FT ALT 9 000 FT5 000 FT				COP
SHARURAH VORTAC (SHA)						
▲ 172813N 0470802E						

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V752						
▲ BISHA VORTAC (BSH)						
195840N 0423728E	196° 32.0 NM	FL 460 / 11 500 FT ALT	10	↓		
		9 000 FT8 600 FT				
△ RARNA						
192803N 0422643E	196° 30.0 NM	FL 460 / FL 265	11			OEKM CTA BDRY
		FL 15012 000 FT				
△ KEDAS						
185953N 0421653E						OEKM TMA BDRY/ INT V40

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
W23						
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E	349° / 169° 60.0 NM	FL 460 / FL 150 / 5 000 FT	11	↓		
△ MURLU						
255234N 0463456E	349° / 169° 22.0 NM	FL 460 / 11 500 FT/ ALT / FL 160/ 5 500 FT	15			OERK TMA BDRY
▲ TORKI						
261400N 0463103E	349° / 169° 4.0 NM		16			OEJD / OBBB FIR BDRY
△ MITSO						
261751N 0463021E	349° / 169° 36.0 NM		19			INT A145
▲ SIBLI						
265459N 0462334E	349° / 169° 27.0 NM	FL 460 / 11 500 FT ALT / 12 000 FT/ 5 500 FT	16			INT A791
△ DEBOL						
272116N 0461843E	349° / 169° 23.0 NM		11			INT UN318
△ BOTEP						
274420N 0461425E	349° / 169° 6.0 NM		10			INT UP559
▲ AKODI						
275012N 0461320E	349° / 169° 9.0 NM					OEJD / OBBB FIR BDRY
△ NONLU						
275921N 0461137E	349° / 169° 21.0 NM			↑		INT UP517
▲ HAFR AL BATIN VORTAC (HFR)						
281950N 0460746E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
W616						WB ONLY FOR HECC FIR OVERFLTS AND HELX ARR FLTS
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E	24.0 NM	FL 460 / 11 500 FT ALT	22	↓		
MEVNI						
▲ 222924N 0382907E	24.0 NM	FL 2407 200 FT				OEJN TMA BDRY / OEJN UPPER SEC BDRY
BOVIT						
▲ 231952N 0374432E	24.0 NM					VOR SIGNAL GAP; INT UL300; YEN 287 RDL 86 DME HDG 314 BRG 214NM
GIBAL						
▲ 243713N 0363443E						OEJN / HECC FIR BDRY INT UL300, UW616

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit Airspace classification Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
W333						
GURIAT VORTAC (GRY)						
▲ 312446N 0371712E	286° 15.0 NM	FL 460 / 11 500 FT ALT	10	↓		
GENEX						
△ 312946N 0370011E	286° 46.0 NM	7 000 FT4 400 FT		↑		OJAC/OEJD FIR BDRY
QUEEN ALIA VORTAC (QAA) VOR (QAA)						
△ 314427N 0360929E						

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RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.
RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

Route designator (RNP type) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit / Lower limit / Airspace classification / Minimum flight altitude	Lateral limits (NM)	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
W334						USED DURING SAT TO WED FM 1500 - 0300, H24 DURING WEEKENDS THR & FRI AND OFFICIAL HOLIDAYS
△ NAGIP						
284206N 0361133E	**309** 30.0 NM	FL 460 FL 150 6 000 FT	10			INT A791(5)
▲ TABUK VORTAC (TBK)						
282153N 0363637E	125° 306°	FL 460 FL 150		↓		
△ MISEK	40.0 NM	8 000 FT6 600 FT				
275650N 0371157E	125° 306°	FL 460 FL 150	17			OETB TMA BDRY
△ NADSI	124.0 NM	FL 1806 800 FT				
263814N 0385948E	125° 306°	FL 460 11 500 FT ALT	10		↑	OETB CTA BDRY
▲ HALAIFA VORDME (HLF)	19.0 NM	FL 1806 800 FT				
262603N 0391609E						

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RNP 5 represents a navigation accuracy of ± 9,5 km (5 NM) on a 95 per cent containment basis.

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Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T532 **(RNP 5)**						JDW-POBEG COMMON B417 DAW-KIA COMMON B418
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E		40.0	FL 460 FL 265	↓		
BONUM						
▲ 221252N 0393805E		20.0				INT N569, B417
OBROD						
△ 222758N 0395218E		65.0				OEJN TMA BDRY INT B417
TAGNA	DFN 270.0° 61.00 NM 3175 FT					
▲ 231652N 0403851E		131.8				OEJN UPPER SEC BDRY INT B417
KODIS						
▲ 240250N 0425327E		71.5				INT L883
AL DAWADMI / PRINCE SALMAN BIN ABDULAZIZ DVORDME (DAW)						
▲ 242656N 0440709E		22.0				
TASBA						
▲ 243059N 0443028E		65.0				OERK CTA BDRY
KAVUR						
△ 244246N 0454036E		60.0				OERK TMA BDRY
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T533 **(RNP 5)**						COMMON TO V166 OVEKU-GAS VORTAC
RESAL						
▲ 240649N 0470427E		132.0	FL 460 FL 255	↓		INT A417, UN315
OVEKU						
▲ 250955N 0445701E		30.0				INT UM321, UN638, V166
SOKOP						
△ 253155N 0443429E		63.0		↑		OERK CTA BDRY INT V166
GASSIM VORTAC (GAS)						
▲ 261753N 0434647E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T540 **(RNP 5)**						
HAIL DVORTAC (HIL)						
▲ 272530N 0414058E		100.0	FL 460 FL 195	↓		
SINGO						
▲ 281805N 0400454E		78.0		↑		
ENABI						
▲ 290639N 0385550E						INT B544, UL 550

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T556 **(RNP 5)**						BI-DIRECTION. PORTION FM SITER TO KIA IS AVBL DLY FM 1900-0300 INCLUDING THRs ,FRIs & OFFICIAL HOLs , OERK CTA BDRY. INT UT555
SITER						
▲ 241107N 0485443E		94.0	FL 460 FL 195		↓	
DEGLA						INT A 415
▲ 250243N 0472847E		40.0		↑		
RIYADH / KING KHALED INTER-NATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T557 **(RNP 5)**						
ROSUL						
▲ 253945N 0421519E		99.0	FL 460 FL 195	↑	↓	INT G674 ,V41,UM321
GOMRA						
▲ 253656N 0402534E						OEMA CTA BDRY/INTA424

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
T559 **(RNP 5)**						Bidirectional Route:&hret;Available levels H24 and for eastbound traffic are FL290, 310, 330&hret;And for westbound traffic FL260 or Above Except traffice FL280, 300 .
GIBET						
▲ 292620N 0362501E		21.0	FL 460 FL 245	↓		OEJD / OJAC FIR BDRY
EGSIS						
▲ 290515N 0362850E		29.0				INT UL550 / OEJD FIR
DARAG						
▲ 283622N 0363402E		15.0				INT UA791/ OEJD FIR
TABUK VORTAC (TBK)						
▲ 282153N 0363637E		131.0				Overlay V54 and become as: (T559 (5) / V54) / OEJD FIR
WEJH VORTAC (WEJ)					↑	OEJD / OJAC FIR BDRY
▲ 261046N 0362917E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UA791/ A791 **(RNP 5)**					DLY BTN 1500-0300, THR & FRI & OFFICIAL HOLIDAYS 24H. FL275 & ABOVE EXC FOR LDG & TKOF TBK AP
△ HAIL DVORTAC (HIL) 272530N 0414058E		142.0	FL 460 FL 275	↓	INT B544 / V11
△ SOBAS 275600N 0390453E		118.0			INT V13
△ NABEK 283030N 0365643E		7.0			INT V14
△ DAXEM 283224N 0364923E		37.0			INT W334
△ NAGIP 284206N 0361133E		70.0		↑	INT UL550 JEDDAH / CAIRO FIR BOUNDARY
▲ KITOT 290205N 0345050E					

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction ofcruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UB411 **(RNP 5)**					AVBL LEVEL ARE FL280 AND FL300 for WB TFC LGD AQABA AP. FL250 AND FL270 ARE EB TFC DEP AQABA AP.
▲ DEESA 294509N 0364102E		47.0	FL 460 FL 245	↓	OJAC / OEJD FIR BDRY
▲ OBSOT 295451N 0373455E		65.0		↑	TBK CTA Jeddah FIR/INT B544, G662, V14, G669, B411
▲ AL SHIGAR VORDME (ASH) 300722N 0384753E					

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UG667 **(RNP 5)**						COMBINED WITH V165 FROM KIA TO KITUB
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
245310N 0464534E		125.0	FL 460 FL 150	↓		
KITUB						
224922N 0462342E		42.0				OERK CTA BDRY INT G667, T530, V165, L883
LABSI						
221126N 0460358E		112.0				INT N569 COMBINED WITH V168 FROM TABNA TO WDR COMBINED WITH G667 KIA - WDR
WADI AL DAWASIR VORTAC (WDR)				↑		
203019N 0451219E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UG783 **(RNP 5)**						FL390 IS AVBL IN ADDITION TO FL300 - FL330 INCLUSIVE , BTN PURDA - TANSU
PURDA						
210805N 0510329E		212.0	FL 460 FL 265	↓	↑	INTA419,L556,L883
TANSU						OEJD/OBBB FIR
224136N 0542828E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UL300 **(RNP 5)**						
YENBO VORDME (YEN)						
240858N 0380219E		85.0	FL 460 FL 195	↓		
GIBAL						
243713N 0363443E						OEJD / HECC FIR BDRY INT W616, UW616

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UL425 **(RNP 5)**						
JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW)						
▲ 214237N 0390948E		60.0	FL 460 FL 255			
TONBO						
△ 205502N 0394911E		108.0				OEJN TMA BDRY INT V31/ V41/A411/B544
AL BAHA VORDME (BHA)						
▲ 201733N 0413745E		59.0				
BISHA VORTAC (BSH)						
▲ 195840N 0423728E		149.0				
WADI AL DAWASIR VORDME (WDR)						
▲ 203019N 0451219E		87.0				
EGREN						
▲ 202236N 0464422E		179.0				INT L556, T530
ASTIN						
▲ 200410N 0495320E		98.0				INT A417, A419
DIRAS						
▲ 195235N 0513704E						OEJD/OBBB FIR BDRY. FL270, 300 &330 NOT AVBL

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UL550 **(RNP 5)**						
NIDAP						
▲ 283857N 0473656E		38.0	FL 460 FL 245	↓		OKAC/OEJD FIR BDRY FL245 AND ABOVE
BOSID						
△ 284227N 0465401E		30.0				INT B417
SIBSA						
▲ 294506N 0462006E		34.0				
LAKSO						
▲ 284751N 0454129E		50.0				
VATIM						
▲ 285136N 0444443E		65.0				INT UL768/V45
RASMO						
▲ 285713N 0433119E		71.0				INT V20 / UP559 / UT514
ORSAL						
▲ 290235N 0421107E		13.0				INT UT503
TOLDI						
△ 290329N 0415621E		27.0				INT UN318
SIKLA						
△ 290515N 0412546E		45.0				INT V16
ULAKO						
△ 290758N 0403440E		35.0				INT R23
NIMAR						
▲ 290635N 0395425E		51.0				INT G662 / V17
ENABI						
△ 290639N 0385550E		215.0		↑		INT B544 / T540
KITOT						
△ 290205N 0345050E						INT UA791(5) JEDDAH/ CAIRO FIR BDRY

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UL573 **(RNP 5)**						
DAFINAH VORDME (DFN)						
△ 231658N 0414310E		42.0	FL 460 FL 195	↓		
EMAKA						
▲ 234053N 0410535E		92.1				INT B417 , G799
MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)						
△ 243251N 0394219E		200.0		↑		
WEJH VORTAC (WEJ)						
△ 261046N 0362917E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UN638 **(RNP 5)** RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)					WB ONLY COMBINED WITH V166 FROM KIA - OVEKU
▲ 245310N 0464534E OVEKU		100.0	FL 460 FL 195	↓	
▲ 250955N 0445701E SODIB		26.0			INT V166, T533, UM321
▲ 250704N 0442850E MIVAP					OERK CTA BDRY
△ 250406N 0440024E KURDO		90.0			INT V63
△ 245306N 0422158E DAMUL		21.0			INT B417
▲ 245024N 0415917E BOTIK		51.0			INT V41
△ 244333N 0410348E MADINAH / PRINCE MOHAMMAD BIN ABDULAZIZ INTL DVORDME (PMA)		75.0			OEMA CTA BDRY - INT V167
▲ 243251N 0394219E					COMBINED WITH V167 GOKLA - PMA

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UP323 **(RNP 5)** WADI AL DAWASIR VORTAC (WDR)					
▲ 203019N 0451219E DAVLO		115.0	FL 460 FL 255	↓	
▲ 192343N 0465227E KUTMA		93.0			INT T530
▲ 182927N 0481202E ALNES		19.0		↑	INT A419
▲ 181818N 0482811E					OEJD/OYSC FIR BDRY

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UP517 **(RNP 5)**						
▲ DEKOB						
283135N 0475106E		27.0	FL 460 FL 195		↓	OEJD/OKAC FIR BDRY
△ GOVAL						
281211N 0472908E		33.0				
△ DUSBO						
280616N 0465254E		13.0				
▲ KAPAG						
280355N 0463845E		25.0				
△ NONLU						
275921N 0461137E		34.0				INT W23
△ KING KHALED MILITARY CITY VORTAC (KMC)						
275246N 0453324E		26.0				
△ EMARO						INT UN318/B417
273342N 0451330E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UP559 **(RNP 5)**						
▲ RASLI						INT OJAC / OEJD FIR BDRY EB ONLY
315424N 0383648E		14.0	FL 460 FL 195		↓	
▲ TURAIF VORDME (TRF)						
314136N 0384405E		100.0				
△ KAVID						
303552N 0401147E		26.0				INT B411
△ GADLI						
302312N 0403821E		38.0				INT V13 / UT503
△ DELNI						
300448N 0411627E		46.0				INT V16
△ TOKLU						
294213N 0420220E		65.0				INT G669
△ LUDEP						
290948N 0430646E		25.0				INT A424
▲ RASMO						
285713N 0433119E		96.0				INT UL550 , V20, UT514 segment RASMO - KMC isnot AVBL when OED400 IS ACT Above 13000FT MSL. use ALTN RTE UT514
△ LOTOK						
280757N 0450512E		29.0				INT A788
KING KHALED MILITARY CITY VORTAC (KMC)						
▲ 275246N 0453324E		19.0				
▲ ULOVO						INT OEJD/OBBB FIR BDRY
274830N 0455420E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UP571 **(RNP 5)**					
LABNI					
△ 165620N 0410921E		74.0	FL 460 FL 195	↓ / ↑	INT R775 / V395 / UN303
NISMI					
▲ 162415N 0421838E					OEJD/ OYSC FIR BDRY

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
UP891 **(RNP 5)**					
MAGALA VORDME (MGA)					NB ONLY
▲ 261720N 0471225E		34.0	FL 460 FL 150	↓	
KUTEM					
▲ 264359N 0473521E		22.0			INT A791
EGNOV					
▲ 270301N 0474713E		49.0			INT UN318 , T440 , Q707
EMILU					
△ 275031N 0475943E		43.0			OEJD/OBBB FIR BDRY
KUNRU					
▲ 283220N 0481050E					

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UT503 **(RNP 5)**						AVBL FOR TFC DEP / ARR AND OVER FLYING OERK / OERY ONLY KIA - DODEX COMMON V169 GADLI - OVANO WB ONLY
OVANO						
▲ 314801N 0390951E		114.0	FL 460 FL 195			INT UL768
GADLI						
△ 302312N 0403821E		52.0		↓		INT V13 / UP559
PAXAN						
△ 294418N 0411833E		62.0				INT G669 / V16
ORSAL						
▲ 290235N 0421107E		35.0				INT UL550
TAMRO						
▲ 283838N 0424047E		70.0				INT A424 / UN318
TOTAD						
▲ 275043N 0433904E		56.0				INT A788 / V20
PASIT						
▲ 271011N 0442253E		15.0				INT A791
RARLO						
△ 265939N 0443410E		19.0				
SERPU						
△ 264608N 0444833E		38.0				
LABIS						
▲ 261815N 0451755E		11.0				INT A145 , V169
GOBMO						
▲ 261013N 0452619E		45.0				OERK CTA BDRY INT V169
METNI						
△ 253715N 0460031E		60.0			↑	INT V169 OERK TMA BDRY
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UT508 **(RNP 5)**						
LOPIM						
△ 204226N 0390719E		45.6	FL 460 FL 195	↓		INT G650
PAPUX						
△ 201544N 0394645E		35.9				INT R775
NANGO						
▲ 195435N 0401739E		54.7			↑	OEJN UPPER SEC BDRY
QUNFIDAH VORDME (QUN)						
▲ 192211N 0410429E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction ofcruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UT510 **(RNP 5)**						
WEJH VORTAC (WEJ) 261046N 0362917E		46.7	FL 460 FL 195	↓		ONE WAY SB
KULKI 254814N 0371445E		113.1				INT UL573
△ VEDAX 241426N 0382444E		36.8				OEMA CTA BDRY INT V22
MESBA 234348N 0384708E		58.8				OEJD/OEMA CTA BDRY
RABIGH VORDME (RBG) 224731N 0390550E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction ofcruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UT514 **(RNP 5)**						THIS ROUTE IS USED WHEN OED400 IS ACT ABOVE 13000FT MSL.
▲ RASMO 285713N 0433119E		69.0	FL 460 FL 195	↓		INT UL550/UP559/V20
△ LOXOM 275648N 0440832E						INT UN318/A788

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UT555 **(RNP 5)**						BIDIRECTION. PORTION FM KUTNA TO SITER IS AVBL DLY FM 1900 - 0300 INCLUDING THRs, FRIs, & OFFICIAL HOLs. SEGMENTS BTN OTAMA & TOKRA TO BE USED BY TFC DEP OERK & FL270
TOKRA						
▲ 220924N 0553348E		175.0	FL 460 FL 265			OBBB / OOMM FIR BDRY INT G652, L306, N569
KITAP						
▲ 224928N 0522923E		62.0				INT A419, M628, UT554
KUTNA						
▲ 231341N 0512730E		100.0				INT R659
OTAMA						
▲ 235148N 0494707E		52.0				OEJD / OBBB FIR BDRY
SITER						
▲ 241107N 0485443E		65.0				OERK CTA BDRY INT UT556
OTALI						
▲ 243313N 0474744E		60.0				OERK TMA BDRY BTN SITER and OERK not to be use when OED201 is ACT
RIYADH / KING KHALED INTERNATIONAL DVORTAC (KIA)						
▲ 245310N 0464534E						

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UV331 **(RNP 5)**						DOMESTIC TFC ONLY. ACTIVE BETWEEN SAT THRU WED FROM 1500-0300 UTC AND 24 HRS DURING THU, FRI & OFFICIAL HOLIDAYS.
KUMRO						
▲ 211420N 0433906E		132.3	FL 460 FL 255	↓		INT V33/V331
VELOV						
▲ 215349N 0412335E		77.7		↑		OEJN UPPER SEC BDRY
RABTO						
△ 221608N 0400326E						INT G782, UM309, N569

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
UW616 JEDDAH / KING ABDULAZIZ INTERNATIONAL DVORTAC (JDW) ▲ 214237N 0390948E MEVNI △ 222924N 0382907E BOVIT ▲ 231952N 0374432E GIBAL ▲ 243713N 0363443E	JDW 321.0° 125.00 NM 15 FT	60.0 65.0 100.2	FL 460 / FL 155 FL 460 / 11 500 FT ALT FL 450 / 11 500 FT ALT	↓		WB ONLY FOR HECC FIR OVERFLTS AND HELX ARR FLTS OEJN TMA BDRY / OEJN UPPER SEC BDRY VOR SIGNAL GAP; INT UL300; YEN 287 RDL 86 DME HDG 314 BRG 214NM OEJN / HECC FIR BDRY INT UL300, W616

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V617 **(RNP 5)** DHAHRAN / KING ABDULAZIZ AIR BASE DVORTAC (DHA) ▲ 261539N 0500825E BAHRAIN VOR (BAH) ▲ 261551N 0503856E TORNA ▲ 263336N 0504212E BOXOG △ 265510N 0504612E UMAMA ▲ 265831N 0504648E ALSER ▲ 271100N 0504900E		28.0 18.0 22.0 3.0 13.0	FL 460 / 2 500 FT HEI FL 460 / 4 500 FT ALT	↓ ↑		INT B419 INT A791; B457; UL602; A453 INT UP975 TMA BDRY INT UP559 , Q900

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	 Even	Remarks Controlling unit Frequency
1	2	3	4	5		6
V997 **(RNP 5)** AL AHSA VORTAC (HSA) ▲ 251645N 0492903E BATHA DVORDME (BAT) ▲ 241257N 0512707E BUNDU ▲ 250024N 0522924E		125.0 74.0	FL 460 / FL 215 FL 460 / FL 195	↓ ↑		AWY AVBL BTN SAT TO WED 1900-0300 AND THU FM 1900 TO SAT 0300 INCLUSIVE OBBB FIR INT A415 INT R659 INT B415 TRANSFER OF CONTROL BTN BAHRAIN AND EMIRATES ACC

Route designator Name of significant points Coordinates	Way-point VOR/DME IDENT BRG & DIST ELEV DME Antenna	Great circle DIST (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd / Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
W300 **(RNP 5)**					BAHRAIN FIR EB ONLY
DEDAS					
263011N 0501427E		26.0	460 FT	↓	INT R219,UN318
BAHRAIN VOR (BAH)					
261530N 0503918E		40.0			
TOMSA					
261137N 0512331E					TMA BDRY UN318

ENR 4.3 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route
1	2	3
ABKAR	190511N 0401612E	R775 , V38, V739
AKODI	275012N 0461320E	W23
AKRAM	255036N 0475133E	B418
ALKIR	270758N 0444343E	A791 , B417
ALMAL	261553N 0482108E	A145, B418
ALNAT	262359N 0405756E	A145 , A424
ALNAX	204802.124N 0411017.750E	V40
ALNES	181818N 0482811E	UP323
ALRIK	220631.365N 0482535.238E	A417 , L883 , N569
ALSAT	270611N 0473118E	G667, G782, UN318
ALSER	271048N 0504930E	G663 , V617
ALTAV	254438N 0471953E	G663
AMBAG	230528.724N 0474611.092E	M628 , A417
ANTAP	250703N 0400517E	A424
ANTER	270212N 0453359E	A791
APDOS	153955N 0413947E	R775
ASKIM	261726N 0484234E	A145
ASLAT	220603N 0394713E	G782 , V42
ASPAN	263255N 0494903E	UN318 , B418
ASTIN	200409.641N 0495320.045E	A419 , A417 , UL425
ASTOL	225500N 0393512E	A424
ASVIR	283226N 0482114E	M320
ATBOT	171417N 0464703E	A419
AVOBO	260334N 0470719E	G667 , G782
BELAL	254629N 0392523E	B544
BOMIK	221042.662N 0462912.824E	T530 , N569
BONIM	285929N 0472925E	B417
BONUM	221252N 0393805E	N569 , T532, B417
BOROP	265317N 0485203E	R219 , V45
BOSAL	292912N 0375933E	V14
BOSID	284227N 0465401E	B417 , UL550R
BOTEP	274420N 0461425E	W23 , UP559
BOTIK	244333N 0410348E	UN638 , V167
BOVIT	231952N 0374432E	W616, UW616

Name-code designator	Coordinates	ATS route or other route
1	2	3
BOXIL	165526N 0415406E	V395
BUNDU	250024N 0522924E	V997
COPPI	275033N 0474359E	G667 , G782 , UL768
DAMUL	245023.825N 0415917.206E	V41 , UN638
DANAG	264438N 0494856E	N929
DANAK	160800N 0412900E	B413, R775, R777
DAPOD	290601N 0382131E	V13
DARAG	283622N 0363402E	T559
DARES	234047N 0382429E	V44
DAVGU	275013N 0484713E	M320
DAVLO	192343.323N 0465226.542E	T530 , UP323
DAXEM	283224N 0364923E	V14 , A791 (5)
DEBAS	231058.520N 0462728.022E	M628 , UG667
DEBOL	272116N 0461843E	W23 , UN318
DEDAS	263011N 0501427E	R219 , UN318 , W300
DEDLI	224232N 0373719E	R775 , UM999
DEESA	294509N 0364102E	UB411
DEGEN	245656N 0390709E	B418
DEGLA	250243N 0472847E	T556
DEGNO	225944.597N 0485953.504E	M628 , UN315
DEKOB	283135N 0475106E	UP517
DELMU	261853N 0490323E	A145 , Q707
DELNI	300448N 0411627E	V16 , UP559
DEMSU	274149N 0363421E	V54
DEPNA	193523N 0390439E	G650
DERKO	282705N 0465222E	A788
DETGO	221335.925N 0442819.904E	N569 , V33
DIRAS	195235N 0513704E	UL425
DUMSI	190436N 0423833E	V33
DURMA	242710N 0454610E	G782 , V62 , UM309
DUSBO	280616N 0465254E	UP517
DUSTA	271255N 0491337E	M320
EGMAK	175243N 0432643E	V749
EGNIL	195603N 0453430E	V32

Name-code designator	Coordinates	ATS route or other route
1	2	3
EGNOV	270301N 0474713E	UP891,UN318, T440,Q707
EGREN	202236N 0464422E	T530 , UL425, L556
EGSAT	183207N 0415020E	V38
EGSIS	290515N 0362850E	T559
EGVOP	275458N 0411024E	G662
EKLIL	235036N 0405012E	G799
ELIVI	184856N 0431744E	V48
EMAKA	234053N 0410535E	UL573 , T532 , B417 , G799
EMARO	273342N 0451330E	B417 , UN318 , UP517
EMEKO	192804N 0420246E	V40 , V52
EMILU	275031N 0475943E	UP891
EMENI	273234N 0473848E	G667 , G782 , V45
EMURI	250545N 0405627E	G674
ENABI	290639N 0385550E	B544 , UL550 , T540
ENANA	234704N 0393857E	A424
ENELA	243839N 0402545E	V167
ESRAT	255117N 0470247E	G782 , G667
ETBAS	253451N 0473318E	B418
GADLI	302312N 0403821E	V13 , UT503 , UP559
GENEX	312946N 0370011E	W333
GEPAK	263300N 0484328E	A791 , G663 , Q707
GEPAL	224243N 0390607E	B412 , B544
GIBAL	243713N 0363443E	W616, UW616 , UL300
GIBAM	300018N 0401632E	V13 , UN318
GIBET	292620N 0362501E	T559
GIBUS	255724N 0472829E	G663
GOBMO	261013N 0452619E	UT503 , V169
GOKSA	242442N 0410403E	L883 , B418
GOLNO	251155N 0483658E	A415
GOMRA	253656N 0402534E	A424
GOVAL	281211N 0472908E	UP517
IMRAD	260500N 0354400E	A145

Name-code designator	Coordinates	ATS route or other route
1	2	3
IMRAM	175604N 0413004E	V739
IRBAB	192802N 0423806E	V33
ISLAM	214648N 0395200E	V40
ITEPU	280515N 0413511E	V16
ITESO	184436N 0415732E	B544
ITIMU	241516N 0401044E	G799
ITIXI	275031N 0470435E	V45
ITMAN	264157N 0503833E	B418
IVONU	250323N 0454030E	V166
KANIL	242049N 0385232E	V22
KAPAG	280355N 0463845E	V45 , UP517
KARIN	223030.236N 0405031.250E	V41
KAROD	200745N 0444630E	V48
KAROX	205717N 0381547E	B407
KATOD	283141N 0475554E	G667 , G782
KAVID	303552N 0401147E	B411 , UP559,
KAVUR	244246N 0454036E	B418 , T532
KEBUK	224458N 0412204E	V43 , UM309
KEDAS	185953N 0421653E	V40 , V752
KEDAT	272149N 0475901E	R219 , V45
KINIB	254108N 0482317E	V164
KIPOM	225316N 0501518E	M628
KIREN	251447N 0490724E	A415
KIROM	171918N 0425224E	V39
KISAB	272335N 0490606E	M320
KITAP	224928N 0522923E	UT555
KITOD	233800N 0381649E	A411
KITOT	290205N 0345050E	A791(5), UL550
KITUB	224922N 0462342E	V165 , G667 , T530 , UG667 , L883
KIVAP	242836N 0402556E	B418
KOBAS	170428N 0402029E	B413
KOBOX	250716N 0474946E	A415
KODAG	270317N 0492023E	M320 , UP559
KODIN	251753N 0383612E	B418
KODIS	240250N 0425327E	L883 , T532
KULKI	254814N 0371445E	UT510

Name-code designator	Coordinates	ATS route or other route
1	2	3
KUMRA	191201N 0411048E	A411
KUMRO	211420N 0433906E	V33 , V331 , UV331
KUMTI	173700N 0441141E	V700
KUMUL	201454N 0425036E	V33 , V46
KUNRU	283220N 0481050E	UP891
KUNSO	175516N 0431815E	V39 , V749
KURDO	245306N 0422158E	B417 , UN638
KUSAR	264741N 0490218E	R219 , V45 , UN318
KUSRO	255138N 0444328E	G662
KUTEM	264359N 0473521E	A791 , UP891
KUTMA	182927N 0481202E	UP323 , A419
KUTNA	231341N 0512730E	UT555
KUTOL	230718N 0422147E	UM309
LABAD	291922N 0385411E	B544 , V13
LABAG	204202N 0402719E	V31
LABEB	231656N 0424758E	M628 , UM309
LABIS	261815N 0451755E	A145 , V169 , UT503
LABNI	165620N 0410921E	R775 , V395 , UP571 , UN303
LABSI	221126N 0460358E	UG667 , N569
LABUN	263956N 0363054E	V54
LAGNO	251613N 0511518E	A415
LAKNA	160000N 0420000E	R777
LAKNO	211007.571N 0405014.771E	V40
LAKSO	284751N 0454129E	UL550
LALGI	173029N 0430453E	B544
LONIM	234948N 0392716E	B544
LOPIM	204226N 0390719E	G650 , UT508
LOSED	225206N 0410201E	G782 , V41
LOSEL	272135N 0422545E	A791
LOTAD	284911N 0370945E	V14
LOTAN	295942N 0433848E	A424
LOTIT	264856N 0511237E	UP559 , B418
LOTOK	280757N 0450512E	A788 , UP559
LOTOS	220000N 0503912E	N569 , UN315
LOVOB	251208N 0393319E	B544
LOXOM	275648N 0440832E	A788 , UT514 , UN318
LUBAP	205044N 0383411E	G660
LUDEP	290948N 0430646E	A424 , UP559
LUGAL	264603N 0472235E	A791 , G667, G782
MESBA	234348N 0384708E	UT510
METEB	235404N 0390855E	B412
METNI	253715N 0460031E	V169 , UT503
METSU	242252N 0385951E	V22
MEVNI	222924N 0382907E	W616, UW616
MIPOL	203322N 0382145E	G660
MIRAS	251508N 0443001E	UM321
MIRIS	200318N 0403122E	A411 , B544
MISAM	215415N 0400153E	V42
MISEK	275650N 0371157E	W334
MITEX	265124N 0504535E	V617
MITSO	261751N 0463021E	A145 , W23
MIVAP	250406N 0440024E	UN638 , V63
MOBES	203054.790N 0405930.491E	V31
MOGON	273847N 0444554E	UN318
MUNTO	235345N 0463459E	V165
MURIB	311237N 0415036E	B411
MURLU	255234N 0463456E	W23
MUSAR	245028N 0402147E	G674
MUSKO	272640N 0473708E	G667 , G782 , UP559
MUSRI	261647N 0474137E	A145 , G663
MUTAR	263611N 0500627E	G663 , B418
MUVAT	253755N 0365446E	A411
NABAN	163123N 0430150E	A411
NABEK	283030N 0365643E	V13 , A791(5)
NABMA	200934N 0445538E	V39
NADSI	263814N 0385948E	W334
NAGIP	284206N 0361133E	W334 , A791(5)
NALBU	271420N 0434206E	A791 , V20
NANGO	195435N 0401739E	UT508
NISMI	162415N 0421838E	UP571

Name-code designator	Coordinates	ATS route or other route
1	2	3
NETAS	172600N 0442305E	G667
NETOB	173434N 0423706E	V40
NETOL	270748N 0363226E	UN316 , V54
NEVOL	302446N 0393841E	B411, R23 . UN318
NIDAP	283857N 0473656E	UL550
NIMAR	290635N 0395425E	G662 , V17, UL550
NISER	293030N 0441825E	G669
NOBNA	210227N 0382153E	B407
NOBSU	171554N 0431315E	B544
NONGA	205048N 0492014E	A417 , L556
NONLU	275921N 0461137E	W23 , UP517
NOTLI	281200N 0433714E	V20 , UN318 , T533
OBROD	222758N 0395218E	T532 , B417
OBSOT	295451N 0373455E	UB411
ODBAT	293221N 0392626E	G662 , V13
ORKAS	304725N 0384617E	B544 , UN318
ORLES	283228N 0410137E	R23
ORMAD	260353N 0404401E	UM321 , A424
ORNIL	273503N 0422443E	A788
ORSAL	290235N 0421107E	UL550 , UT503
ORSEM	173843N 0431649E	V700 , V701
OTALI	243313N 0474744E	UT555
OTAMA	235148N 0494707E	UT555
OTILA	320131N 0390153E	UL768
OVANO	314801N 0390951E	UL768 , R652 , UT503
OVEKU	250955N 0445701E	V166 , T533 , UM321 , UN638
PAPOM	175628N 0423820E	V40
PAPUX	201544N 0394645E	R775 , UT508,
PARAM	312324N 0370641E	R652
PASAM	273045N 0345542E	A411 , UN316
PASIT	271011N 0442253E	UT503
PATOG	180241N 0464631E	V32
PATOL	254334N 0391405E	B412
PAXAN	294418N 0411833E	G669 , V16 , UT503

Name-code designator	Coordinates	ATS route or other route
1	2	3
PEBOS	262722N 0503043E	UN318
PEKAR	172418N 0423629E	V40
PIMAL	262629N 0512206E	UL768
PURDA	210805N 0510329E	A419 , L556 , L883, UG783
PUROP	173902.376N 0430633.055E	V39 , V701
PURSI	255400N 0485006E	V164
PUSLA	261758N 0461706E	A145
RABGO	191452N 0411452E	B544
RABTO	221608N 0400326E	G782 , UV331 N569 , UM309
RADNI	243409N 0391047E	B412
RAGED	300518N 0421149E	V45
RAMSI	270249N 0500714E	B419
RAMSO	221706N 0381653E	R775 , UM999
RANRI	283919N 0371730E	V13
RAPMA	232256N 0482028E	UN315
RARLO	265939N 0443410E	UT503
RARNA	192803.233N 0422642.992E	V752
RASKA	190732N 0390329E	G650 , T513
RASLI	315424N 0383648E	UR785, UP559
RASMO	285713N 0433119E	V20 , UL550 , UP559 , UT514
RESAL	240649N 0470427E	UN315 , A417 , T533
RESOX	223159N 0411333E	V43
REVAB	273424N 0405710E	V11
REVOS	173953N 0441247E	V749
RIBOK	154700N 04152.5E	B413 , UN303
ROSEM	260758N 0491840E	V164 , Q707
ROSUL	253945N 0421519E	UM321 , V41, G674,T557
ROTAM	253146N 0430018E	UM321, B417
RUGAD	175334N 0454745E	V749
RULEX	264529N 0501745E	G663 , N929
SALWA	251538N 0503048E	A415,Q707
SENGO	223951N 0392951E	A424
SERPU	264608N 0444833E	UT503
SETBA	204642N 0393340E	R775

Name-code designator	Coordinates	ATS route or other route
1	2	3
SETLI	221608N 0411924E	N569
SIBLI	265459N 0462334E	A791 , W23
SIBSA	284506N 0462006E	UL550
SIDMO	204514N 0385019E	T513
SIKLA	290515N 0412546E	V16 , UL550
SILKA	263400N 0352900E	B418
SILNO	264026N 0475745E	A791 , G663 , N929
SILPA	184953N 0510158E	A417
SINGO	281805N 0400454E	T540
SITER	241107N 0485443E	T556, UT555
SITOD	292143N 0412313E	V16 , UN318
SOBAS	275600N 0390453E	B544 , V11 , A791(5)
SODAR	315602N 0384326E	B544
SODIB	250704N 0442850E	UN638
SOGIP	232304N 0411834E	V41 , UL300
SOKOP	253155N 0443429E	T533R , V166,
SOLUT	184627N 0410954E	V38
SOROR	283417N 0473932E	A788
TABNA	211842N 0453653E	G667 , V168
TAGNA	231652N 0403851E	B417 , T532
TAGSO	272744N 0454510E	UN318
TAKTI	252153N 0474340E	V164
TALIB	183854N 0413114E	A411 , V38
TALMA	232935N 0405202E	B417 , UL300
TAMAM	255821N 0365939E	B418
TAMRO	283838N 0424047E	A424 , UT503 , UN318
TANDA	262703N 0491809E	A791, B418, G663
TANSU	224136N 0542828E	UG783
TAPDA	203401N 0384633E	T513
TASBA	243059N 0443028E	T532 , B418,
TASMU	190016N 0450120E	G667
TEVOG	240612N 0460424E	V33
TOKLU	294213N 0420220E	G669 , UP559
TOKRA	220924N 0553348E	UT555
TOKTO	194421N 0395945E	R775

Name-code designator	Coordinates	ATS route or other route
1	2	3
TOLDI	290329N 0415621E	UL550 , UN318
TOLMO	265504N 0502927E	G663
TOMSA	261137N 0512331E	W300
TONBO	205501.592N 0394910.640E	A411 , B544 , V31 V41 , UL425
TORKI	261400N 0463103E	W23
TORTA	271906N 0462911E	UN318
TOTAD	275043N 0433904E	V20 , A788 , UT503
TUKVU	234626N 0435319E	V63 , G782 , L883
TULIS	173033N 0462616E	V700
ULABI	224022N 0410922E	UM309
ULAKO	290758N 0403440E	R23 , UL550,
ULOVO	274830N 0455420E	UP559
UMRAN	231508N 0452023E	V33 , M628 , L883
VATAS	223802N 0384433E	A411
VATIM	285136N 0444443E	UL550, UL768 , V45
VATOT	210045N 0395627E	V41
VEDAX	241426N 0382444E	UT510 , V22
VELAL	294602N 0403821E	G662 , UN318
VELOS	252126N 0454712E	G662
VELOV	215349N 0412335E	UV331

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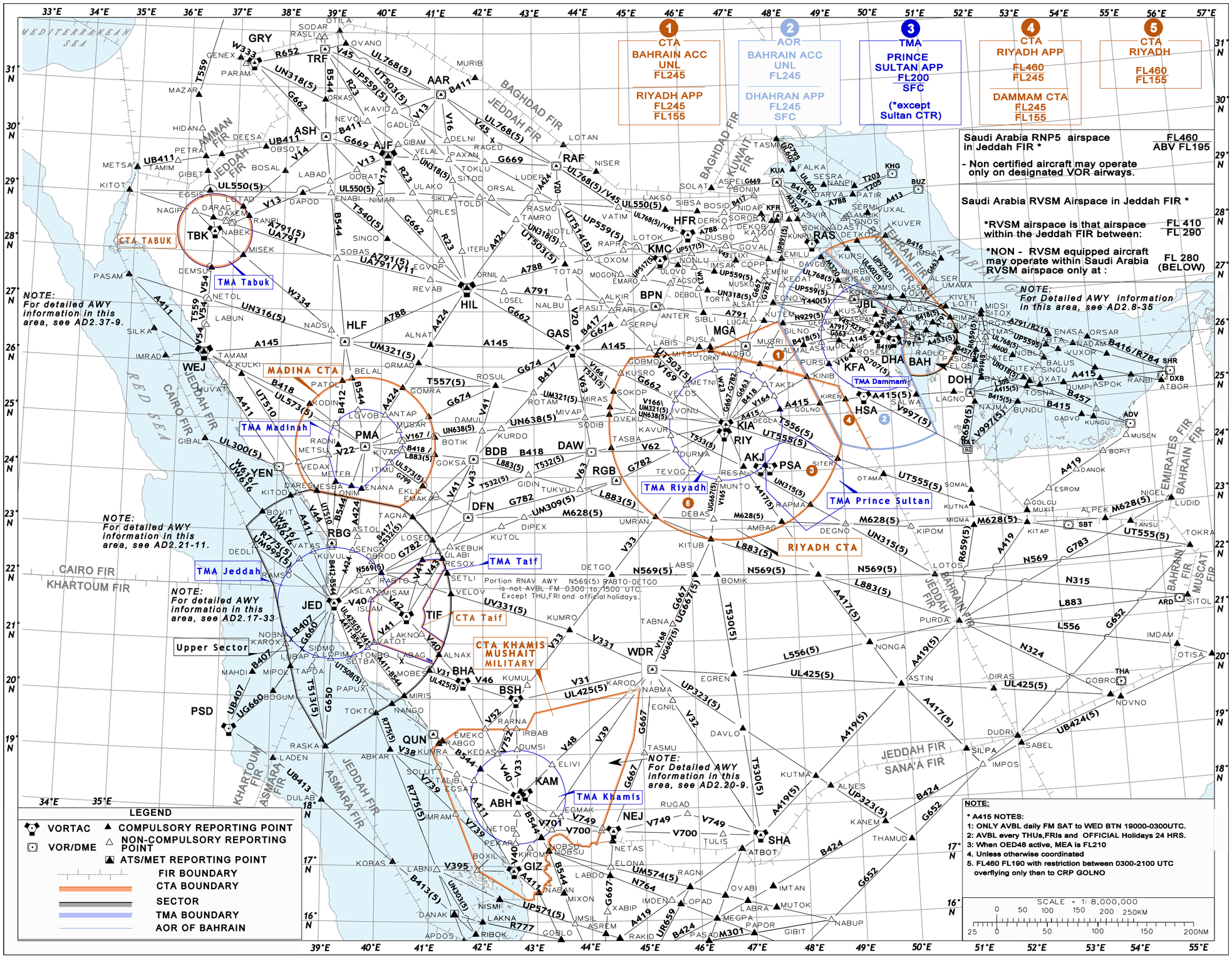
AIR TRAFFIC SERVICE SYSTEM



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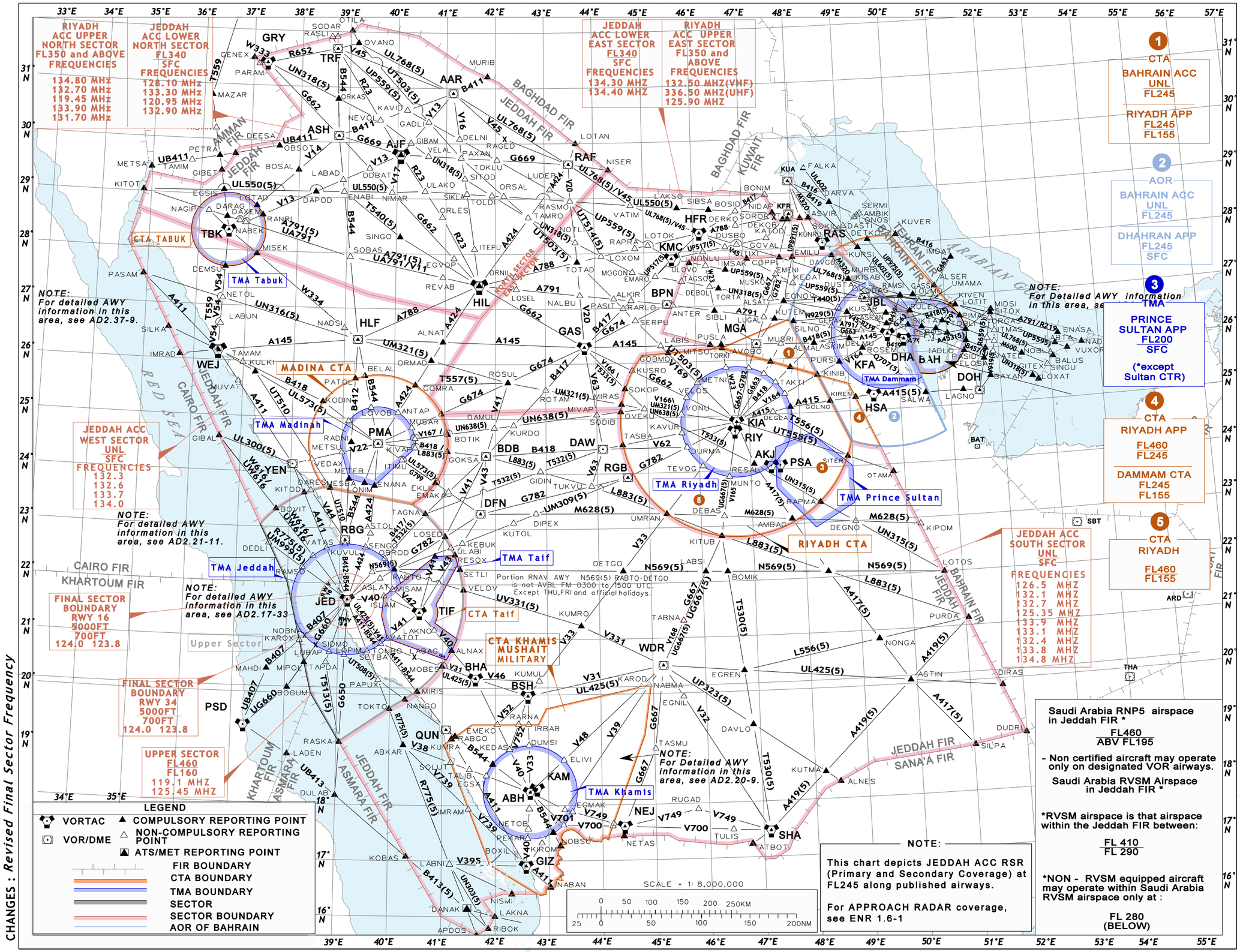
JEDDAH FIR SECTORS / CTA'S



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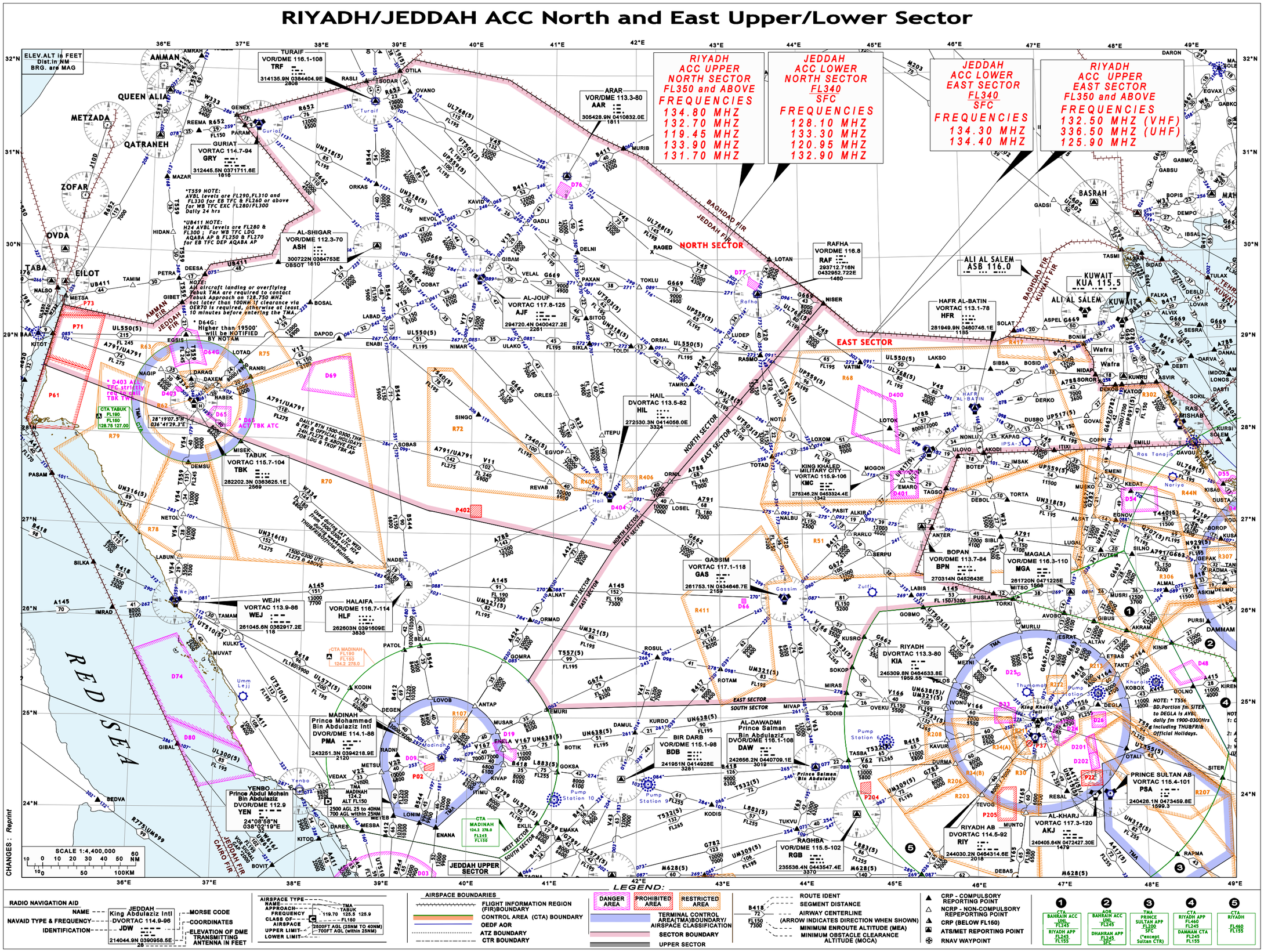
RIYADH/JEDDAH ACC North and East Upper/Lower Sector



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1.1.6.4.2 Fuel spill due to the mismanagement or mishandling of equipment by employees of the fuel dispensing agency will result in the following charges and penalties:

a) a seven-day suspension of the licence and or aerodrome Security ID badge of the person(s) responsible and reinstatement on proof of refresher training;
b) a formal warning to the fuelling agency supervisor through his Head of Department; and
c) actual clean-up costs.

1.1.6.4.3 Fuel spill due to the operation of defective equipment by air carriers will incur the following charges and penalties:

a) a formal warning to the air carrier supervisor through his Head of Department; and
b) actual clean-up costs;

1.1.6.4.4 Fuel spill due to the mismanagement or mishandling of equipment by employees of the air carrier will result in the following charges and penalties:

a) a seven-day suspension of the licence and or aerodrome Security ID badge of the person(s) responsible and reinstatement on proof of refresher training;
b) a formal warning to the air carrier supervisor through his Head of Department; and
c) actual clean-up costs.

1.1.6.5 *The aircraft classification number - pavement 70 classification number (ACN/PCN) system*

The ACN / PCN system provides a method of classifying pavement bearing strength for aircraft above 5700 KG maximum total weight authorized (MTWA). The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength. The PCN is a number expressing the bearing strength of a pavement for unrestricted operations.

1.1.6.5.1 *Aircraft classification number (ACN)*

The ACN is calculated taking into account the weight of the aircraft, the pavement type, and the sub-grade category. ACN values for Civil aircraft are given in Annex 14 Attachment B, Table B1. This table lists ACN values for two weights, upper at MTWA and lower at APS or Operating Weight Empty. If the aircraft is operating at an intermediate weight, the ACN value can be calculated by a linear variation between these ACN.

1.1.6.5.2 *Pavement Classification Number (PCN)*

PCNs are reported as a five-part alphanumeric. Apart from the numerical value of the PCN, the report includes the pavement type (rigid or flexible) and the subgrade support strength category. Provision is made in the report for the aerodrome authority to place a limit on maximum allowable tire pressure, if this is a constraint, and an indication is required of whether the pavement has been evaluated by technical means (T) or past experience of aircraft use (U). aerodrome PCN alphanumerics where available are listed in AD 2.8 and AD 2.12 of the aerodromes concerned. The PCN reported is normally the lowest in the aircraft movement area of the aerodrome.

1.1.6.5.3 *Details of PCN Code are as follows:*

a) PCN Number;
b) Type of Pavement (R = Rigid, F = Flexible);
c) Pavement Subgrade (A = High, B = Medium, C = Low, D = Ultra-low);
d) MAX Tire Pressure Authorized (W = No limit, X = MAX 217 PSI, Y = MAX 145 PSI, Z = MAX 73 PSI); and
e) Pavement Evaluation Method (T = Technical, U = From actual past use by aircraft).

Example: PCN 46/F/B/X/T = PCN 46/ Flexible pavement/ Medium Subgrade/ Max Tire pressure 217 PSI/ Technical

Calculate ACN from ICAO Annex 14, Attachment B, Table B1.

Example: AIRBUS A300-B2/aerodrome PCN 46/F/B/X/T.

AIRCRAFT TYPE	ALL UP WEIGHT KG	MAXIMUM TIRE PRESSURE *MPA	RIGID PAVEMENT SUBGRADES R				FLEXIBLE PAVEMENT SUBGRADES F			
	(MTWA) (APS)	UNL 217 145 73 W X Y Z	HIGH A	MEDIUM B	LOW C	ULTRA-LOW D	HIGH A	MEDIUM B	LOW C	ULTRA-LOW D
AIRBUS A300-B2	142 000 85 690	1.23 (178 PSI)						45 23		

The Airbus A300-B2 can operate to PCN 46/F/B/X/T without restriction.

Note: *The ACN must always be the same as, or lower than, the aerodrome PCN for the Aircraft to operate. It will sometimes be necessary to reduce the MTWA to remain below the PCN.*

* To convert MPA to PSI divide by 6895 e.g. 1.23 MPA = 1230000 / 6895 = 178 PSI

1.1.6.5.4 *Special Provision*

Prior approval is required to operate to airports when aircraft class exceeds the fire service catagory or pavement capacity PCN available using GACA approval request form No. AS-14-001.

Kingdom of Saudi Arabia
General Authority of Civil Aviation

المملكة العربية السعودية
الهيئة العامة للطيران المدني

GACA Approval Request Form

Route	ICAO	DATE OF OPERATION
FROM		
TO		
AIRCRAFT		
MODEL		
ACTUAL OP.WT.		

Name of Requesting Authority

Signature :
Date:
Fax Number:

NOTE:

AIRPORT ENGINEERING APPROVAL				
Operation **APPROVED**		Runway Length Availability		PCN
Operation **APPROVED** subject to the following Operating Weight Limit: _____**kg**				
Operation **NOT APPROVED** due to the following		**Dir. Gen. of Engineering**		
Comments:		Name:	Eng. Hani Jamal Al-Lail	
NOTE:		Signature:		Date:

DOMESTIC AIRPORTS OPERATIONS APPROVAL			
All Facilities & movement areas are in good and safe condition for operation.	DIRECTOR AIRPORTS OPERATIONS		
Comments:	Name:	SAMI Y. ASHI	
	Signature:		Date:

MAINTENANCE APPROVAL			
CATEGORY :	**Dir. Gen. of Maintenance**		
Comments:	Name:	Eng. Talal Y. Ashmawi	
	Signature:		Date:

AIR TRAFFIC MANAGEMENT DEPARTMENT APPROVAL			
Current Notams :	**Dir. Gen. of AIR TRAFFIC CONTROL Dpt.**		
Comments:	Name:		
	Signature:		Date:

NOTE: Approval hereby dose not relieve the operator of standard flight procedures, Notams ETC …

FOR INFORMATION:

Airport Department		ATS	
Flight Safety		Airport Director	

GACA TEL: 6405000 FAX: 6401477

OEAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OEAB - ABHA / Abha

OEAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	181425.4849N 0423923.4271E
2	Direction and distance from (city)	18 KM NE
3	Elevation/Reference temperature	6858 FT / 33°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1.5° E (1995) / NIL
6	AD Administration, address, telephone, telefax, telex, AFS	General Authority of Civil Aviation Abha Airport Abha Saudi Arabia TEL: 07 227 6092 FAX: 07 227 6025
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	Controlled aerodrome.

OEAB AD 2.3 OPERATIONAL HOURS

1	AD Administration	HS 0730-1430 (0430- 1130) UTC
2	Customs and immigration	H24
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	HO - Saudia Airlines
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OEAB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	HO - Saudi Arabian Airlines
2	Fuel/oil types	JET A1/ NIL
3	Fuelling facilities/capacity	Tankers available delivery rate variable
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	PN - Saudia Airlines and handling agents
7	Remarks	NIL

OEAB AD 2.5 PASSENGER FACILITIES

1	Hotels	Motel at Airport and hotels in the city .
2	Restaurants	In passenger terminal and Snacke bar in the DEP / ARR lounge.
3	Transportation	Taxi and Limousine
4	Medical facilities	Clinic at the Aerodromes, Hospital in the city
5	Bank and Post Office	Bank and ATM machine in DEP lounge ., Post Office At ARR lounge FM 0400 - 2059 UTC .
6	Tourist Office	Counters for Hotels at arrival lounge during summer season.
7	Remarks	NIL

OEAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	Two tractor heavy duty T500
4	Remarks	NIL

OEAB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OEAB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: 56 / F / A / W / T
2	Taxiway width, surface and strength	Width: 23 +11 M shoulders each side Surface: Asphalt Strength: 56 / F / A / W / T
3	Altimeter checkpoint location and elevation	Location: Threshold of RWY 13 Elevation: 6832 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

OEAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxing instructions from TWR, Standard painted gate numbers and turn- on line from TWY to parking gates on apron .Marshal is available on request.
2	RWY and TWY markings and LGT	All weather RWY: CL, Side Stripe, ID, THR, TDZ, SWY Marked TWY: CL , Edge
3	Stop bars	NIL
4	Remarks	Unless otherwise instructed by ATC all ACFT shall taxi and park nose - in on the apron.11M Shoulders each side .

2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Heilcopters should follow tower instructions for landing .

OEAB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ABHA CTR: A circle with radius 5 NM centred on181424N 0423920E** joined by longitudinal lines to circle 6 NM centered on 1818N 04248E and bounded by a line 181817.4N 0423558.8E** to 181057.2N 0424526.8E**.
2	Vertical limits	SFC to 9500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Abha TWR English and Arabic
5	Transition altitude	13000 FT
6	Remarks	NIL

OEAB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	AbhaTower	118.100 MHZ	H24	GACA
ATIS	Abha ATIS	128.650 MHZ	H24	
SMC	Ground Control	121.700 MHZ	H24	

OEAB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVORTAC	ABH	112.900 MHZ CH 76X	H24	181430.9N 0423925.0E	6862 FT (TAC)	NIL
LLZ RWY 13 ILS CAT I	IABH	109.900 MHZ	H24	181346.0252N 0424014.345E**		
GP		333.800 MHZ	H24	181455.8181N 0423850.7508E**		GPA 3° ILS REF DATA 58 FT (TCH)
DME	IABH	CH 36X	H24	181455.8181N 0423850.7508E**		CO-LOCATED WITH GP

OEAB AD 2.20 LOCAL TRAFFIC REGULATIONS

See Aerodrome Chart.

OEAB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OEAB AD 2.22 FLIGHT PROCEDURES

NIL

OEAB AD 2.23 ADDITIONAL INFORMATION

NIL

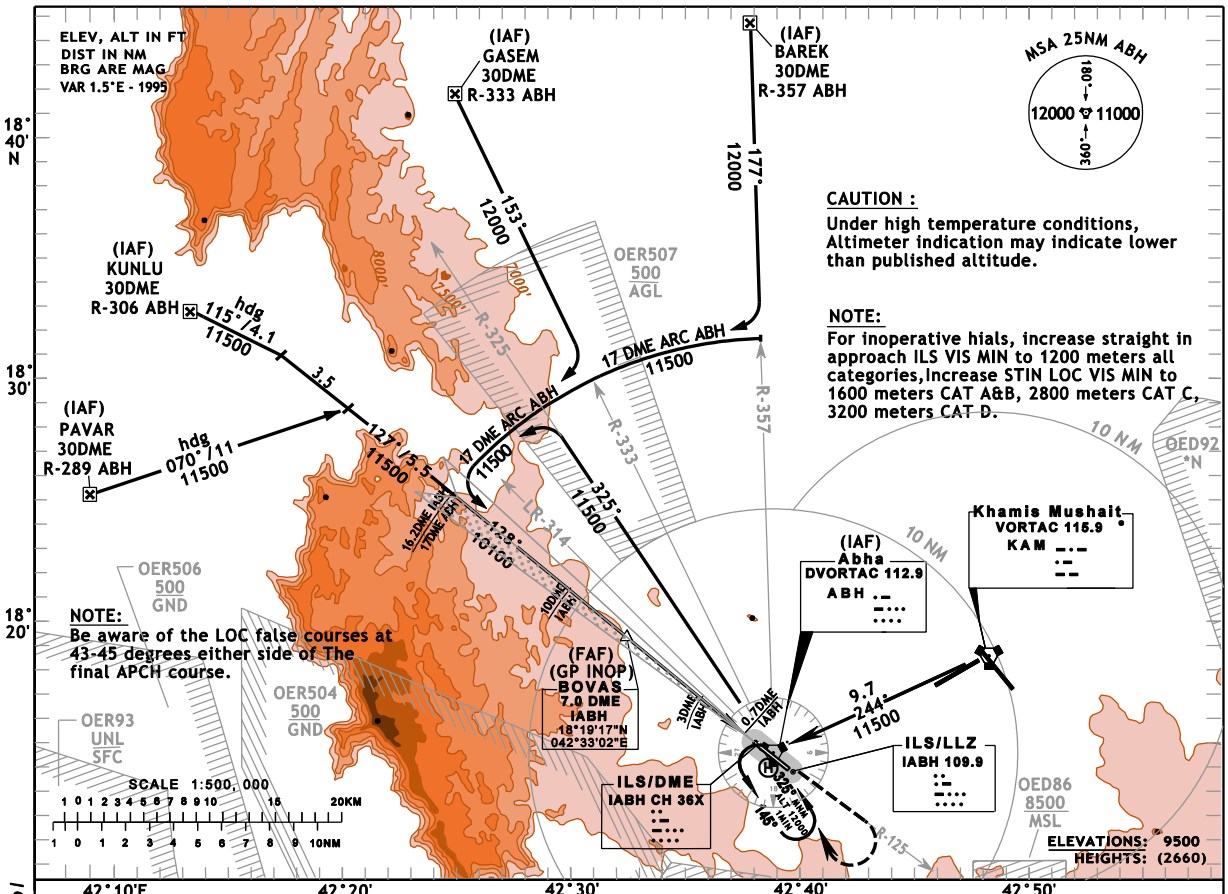
OEAB AD 2.24 CHARTS RELATED TO AN AERODROME

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6858 FT
HEIGHTS RELATED TO TDZ RWY 13 - ELEV 6840 FT

APP : 124.5
TWR : 118.1
SMC : 121.7
ATIS: 128.65

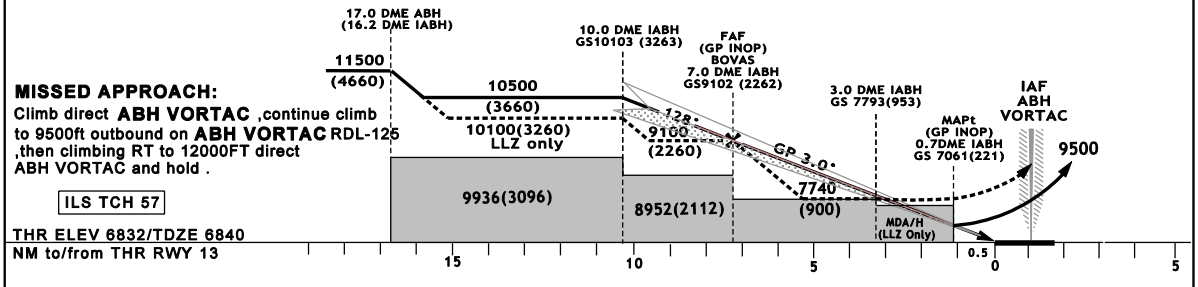
ABHA / Abha (OEAB)
ILS/DME RWY 13



CHANGES: RWY Symbol

Amdt: 6 15 AUG 96

TRANSITION ALT: 13000



MISSED APPROACH:
Climb direct **ABH VORTAC** ,continue climb to 9500ft outbound on **ABH VORTAC** RDL-125 ,then climbing RT to 12000FT direct ABH VORTAC and hold .

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	7040 (200)			
		VIS(m)	800			
	LLZ (GP INOP)	MDA(H)	7480 (640)			
		VIS(m)	800		2000	2400
CIRCLING		MDA(H)	7700 (842)		8120 (1262)	
		VIS(m)	1600	2000	4800	

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 6.3NM	min:s	5:24	4:12	3:26	3:09	2:55	2:31	2:13	1:59
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IABH	6	5	4	3	2
ALTITUDES	8745	8427	8108	7790	7472
HEIGHTS	1905	1587	1268	950	632

ABHA / Abha (OEAB)

ILS/DME RWY 13

AERONAUTICAL DATA TABULATION

ILS approach to RWY 13 from ABH DVORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
KUNLU 30 DME (IAF)	18°32'38.7"N 042°14'13.5"E
PAVAR 30 DME (IAF)	18°25'08.8"N 042°09'54.6"E
BOVAS 7.0 DME (FAF GP INOP)	18°19'16.8"N 042°33'02.0"E
KAM VORTAC	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC (IAF)	18°14'30.9"N 042°39'25.0"E
ILS/LLZ IABH	18°13'46.0"N 042°40'14.3"E
GP/DME IABH	18°14'55.8"N 042°38'50.8"E
THR RWY 13	18°18'17.09"N 042°48'17.51"E

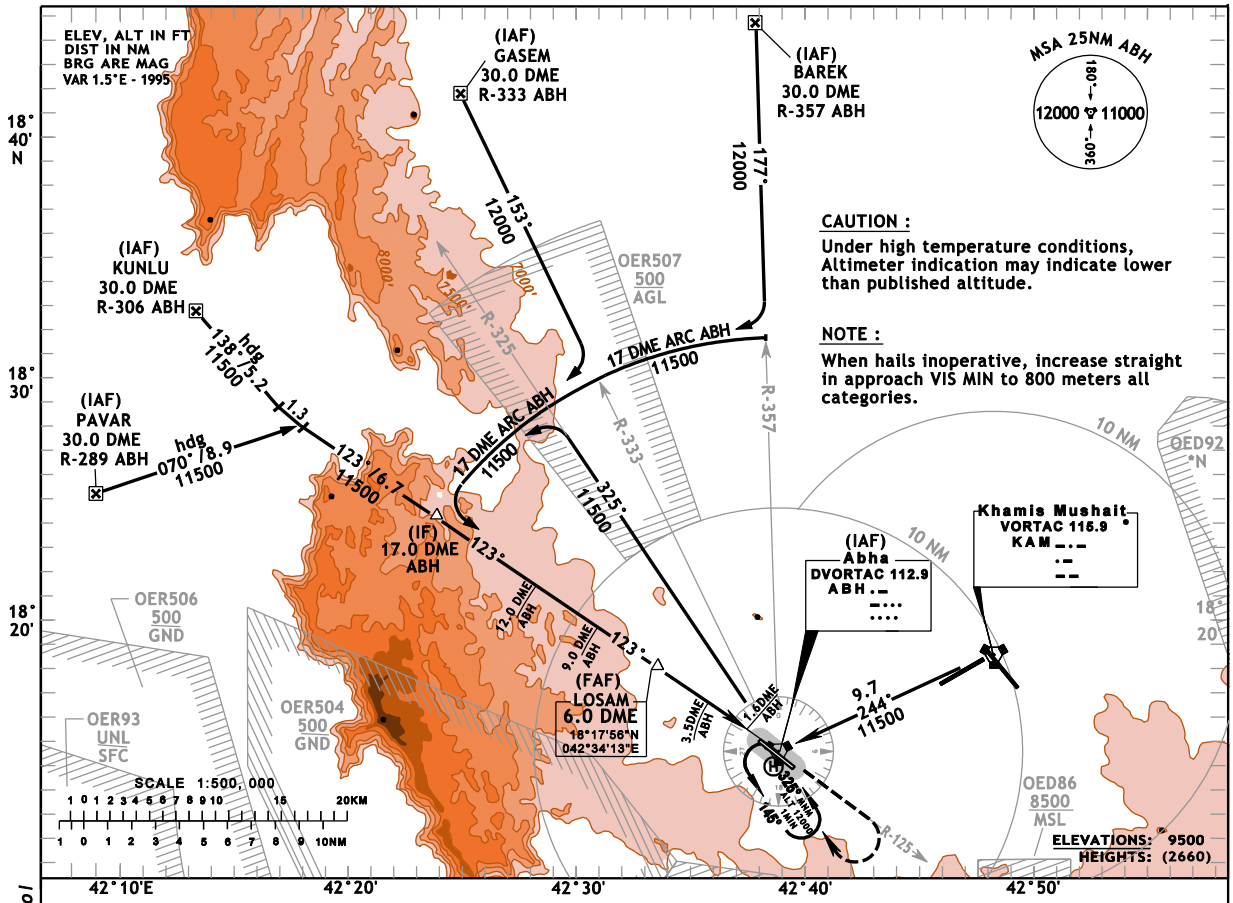
CHANGES: *New Table*

INSTRUMENT APPROACH CHART - ICAO

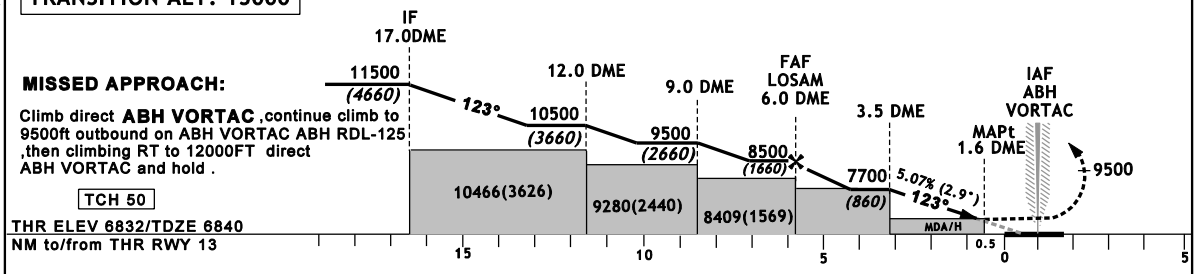
AERODROME ELEV 6858 FT
HEIGHTS RELATED TO
TDZ RWY 13 - ELEV 6840 FT

APP : 124.5
TWR : 118.1
SMC : 121.7
ATIS: 128.65

ABHA / Abha (OEAB)
VOR/DME RWY 13



TRANSITION ALT: 13000



MISSED APPROACH:
Climb direct **ABH VORTAC**, continue climb to 9500ft outbound on ABH VORTAC ABH RDL-125 ,then climbing RT to 12000FT direct ABH VORTAC and hold .

TCH 50

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	MDA (H)	7480(640)			
		VIS (m)	800		2000	2400
CIRCLING		MDA (H)	7700(842)		8120(1262)	
		VIS (m)	1600	2000	4800	

GND SPEED	KNOTS	70	90	110	120	130	150	170	190
FAF-MAPt 4.4NM	min:s	3:46	2:56	2:24	2:12	2:02	1:46	1:33	1:23
Rate of Descent	Ft/min	359	462	565	616	667	770	873	976

Distance DME - ABH	5	4	3	2
ALTITUDES	8162	7854	7546	7238
HEIGHTS	1322	1014	706	398

CHANGES: RWY Symbol
Amdt: 9 15 AUG 96

ABHA / Abha (OEAB)

VOR/DME RWY 13

AERONAUTICAL DATA TABULATION

VOR approach to RWY 13 from ABH DVORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
KUNLU 30 DME (IAF)	18°32'38.7"N 042°14'13.5"E
PAVAR 30 DME (IAF)	18°25'08.8"N 042°09'54.6"E
LOSAM 6.0 DME (FAF)	18°17'55.5"N 042°34'13.2"E
KAM VORTAC	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC (IAF)	18°14'30.9"N 042°39'25.0"E
THR RWY 13	18°18'17.09"N 042°48'17.51"E

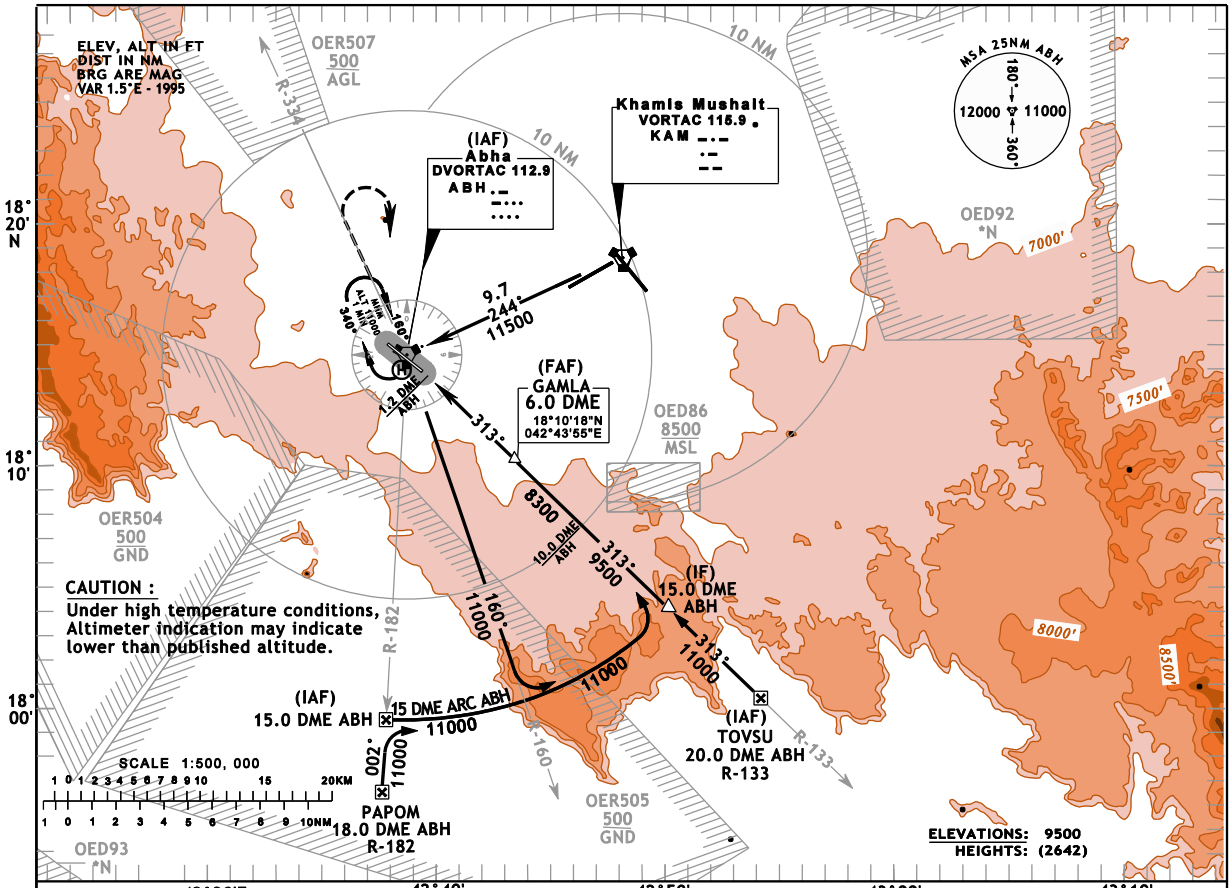
CHANGES: *New Table*

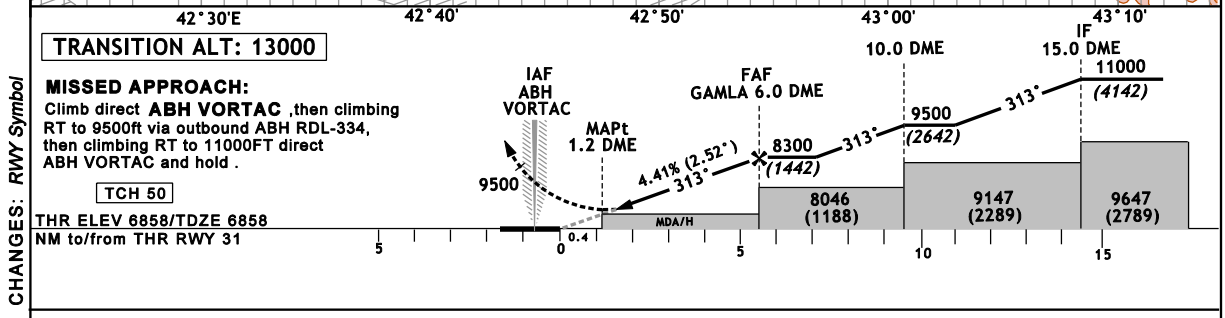
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6858 FT
HEIGHTS RELATED TO
TDZ RWY 31 - ELEV 6858FT

APP : 124.5
TWR : 118.1
SMC : 121.7
ATIS: 128.65

ABHA/Abha (OEAB)
VOR/DME RWY 31





CHANGES: RWY Symbol

Amdt: 10 8 JUL 04

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	MDA (H)	7320(462)			
		VIS (m)	1600		2000	2400
CIRCLING		MDA (H)	7700(842)		8120(1262)	
		VIS (m)	1600	2000	4800	

GND SPEED	KNOTS	70	90	110	120	130	150	170	190
FAF-MAPt 4.8NM	min:s	4:07	3:12	2:37	2:24	2:13	1:55	1:42	1:31
Rate of Descent	Ft/min	321	413	505	550	596	688	780	872

Distance DME - ABH	5	4	3	2
ALTITUDES	8024	7749	7474	7198
HEIGHTS	1166	891	616	340

ABHA/Abha (OEAB)

VOR/DME RWY 31 AERONAUTICAL DATA TABULATION

CHANGES: *New Table*

VOR approach to RWY 31 from ABH DVORTAC	
FIX / POINT	**COORDINATES**
TOVSU 20 DME (IAF)	18°00'25.9"N 042°54'23.1"E
PAPOM 18 DME (IAF)	17°56'28.4"N 042°38'20.2"E
GAMLA 6.0 DME (FAF)	18°10'17.5"N 042°43'54.6"E
KAM VORTAC	18°17'58.9"N 042°47'23.9"E
ABHA DVORTAC (IAF)	18°14'30.9"N 042°39'25.0"E
THR RWY 31	18°13'51.19"N 042°40'07.70"E

OEDF AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
ALL	Control TWR 349FT AMSL	262752N 0494801E**	NIL	NIL	See Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Chart.

OEDF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	DAMMAM Meteorological Office
2	Hours of service MET Office outside hours	H24 OEDF
3	Office responsible for TAF preparation Periods of validity	OEDF 0006 , 0612 , 1218 , 1800 every 6 hours
4	Trend forecast Interval of issuance	Long TAF every 6 hours
5	Briefing/consultation provided	As requested by crew
6	Flight documentation Language(s) used	east, west bounds & local English
7	Charts and other information available for briefing or consultation	Surface & upper air analyzed charts, projects charts, satellite image & OEDF radio sound
8	Supplementary equipment available for providing information	Co-master AFTN circuit telex, fax & radar D-ATIS services AVBL (See GEN 3.4) .
9	ATS units provided with information	AFTN Hotline (Metars, Specis, TAFs)
10	Additional information (limitation of service, etc.)	Tel : 03 883 6152

METEOROLOGICAL DATA												
MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURES (C)												
TEMPERATURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MAXIMUM	20.9	22.7	25.6	32.4	38.8	42.2	43.2	42.5	40.3	35.9	29.4	24
MINIMUM	10.6	12.1	14.8	19.5	24.4	27.7	29.1	28.8	25.9	27.7	17.2	12.7
MEAN PRESSURE IN HECTOPASCALS (HPA) FOR EACH MONTH												
	1016.1	1014	1011.5	1008.2	1004.1	998	994.6	996.8	1002.3	1009.1	1013.6	1016.1

OEDF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16L	165° GEO 162° MAG	4000 x 60	103 / F / A / X / T Asphalt / Concrete	262918.8677N 0494813.3339E	THR 59 FT TDZ 65 FT
34R	345° GEO 342° MAG	4000 x 60	103 / F / A / X / T Asphalt / Concrete	262713.6443N 0494851.9974E	THR 72 FT TDZ 72 FT
16R	165° GEO 162° MAG	4000 x 60	103 / F / A / X / T Asphalt / Concrete	262918.9700N 0494652.8717E	THR 48 FT TDZ 53 FT
34L	345° GEO 342° MAG	4000 x 60	103 / F / A / X / T Asphalt / Concrete	262713.7514N 0494731.5580E	THR 56 FT TDZ 56 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	120 x 60	NIL	4700 x 160	NIL	
NIL	120 x 60	NIL	4700 x 160	NIL	
NIL	120 x 60	NIL	4700 x 160	NIL	
NIL	120 x 60	NIL	4700 x 160	NIL	

OEDF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16L	4000	4000	4120	4000	NIL
34R	4000	4000	4120	4000	NIL
16R	4000	4000	4120	4000	NIL
34L	4000	4000	4120	4000	NIL

OEHL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	BCST ANT 3681 FT MARKED / LGTED	272406N 0414300E **	BCST ANT 3794 FT BCST ANT3787FT	272655N 0413820E ** 272915N 04143.6E**	4800 FT west of AD Most time without LGTD

OEHL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hail H24
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Jeddah Central Forecast Office (CFO) (TAF periods of validity H30). TEL: 02 653 2173 and 02 653 2197 FAX: 02 653 0197
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	Telephone: 06 532 1005 Jeddah MWO : 02 653 2173, 02 653 2197 Fax: 06 532 0197

METEOROLOGICAL DATA												
MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURES (C)												
TEMPERATURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MAXIMUM	16.9	18.7	22.2	29	34.2	38.4	38.4	39.6	37.7	32.1	24.6	19.5
MINIMUM	4.4	5.1	8.6	14.3	19.2	22.1	22.5	23.5	21.2	16.2	10.4	6
MEAN PRESSURE IN HECTOPASCALS (HPA) FOR EACH MONTH												
	904.6	903.4	901.9	901.3	900.4	897.7	896.2	897.2	900.2	903.7	912.1	905.7

OEHL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	183°GEO 181°MAG	3300 x 45	32/R/C/W/T Concrete / Asphalt	272716.7939N 0414114.5362E	3287FT THR 3299 FT TDZ
36	003°GEO 001°MAG	3300 x 45	32/R/C/W/T Concrete / Asphalt	272529.7101N 0414107.1694E	3331 FT THR 3331 FT TDZ

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.3% up	420	720	NIL	NIL	NIL
0.3% down	410	710	NIL	NIL	NIL

OEHL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3300	4020	3720	3300	NIL
36	3300	4010	3710	3300	NIL

OEHL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	LIH	Green	VASIS 3 bar 3°	NIL	NIL	3 300 M 60 M White LIM	Red	NIL	NIL
36	LIH	Green	VASIS 3 bar 3°	NIL	NIL	3 300 M 60 M White LIM	Red	NIL	NIL

OEHL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: OTP TWR, ALTN GW SS-SR, Low VIS, O/R
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: LGTD
3	TWY edge and centre line lighting	EDGE:LGT
4	Secondary power supply/switch-over time	10 SEC
5	Remarks	NIL

OEHL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL NIL
7	Remarks	NIL

OEHL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ATZ : circle radius 10 NM centred on ARP 272623.228N 0414110.850E
2	Vertical limits	MSL to 6500FT AMSL
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	Hail Information English and Arabic
5	Transition altitude	13000 FT
6	Remarks	NIL

OEHL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	HAIL TWR	118.700 MHZ	HO	FM 0300-2100
		121.500 MHZ	H24	Emergency
		237.600 MHZ	HO	
		243.000 MHZ	H24	Military emergency
	Ground Control	121.900 MHZ	H24	ATC + FRS
TIBA	TIBA	122.800 MHZ	H24	TIBA procedure must be followed . Contact FRS at least 15 minutes before ARR time on FREQ 133.500 MHZ

OEHL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVORTAC	HIL	113.500 MHZ CH 82X	H24	272530.3N 0414058.0E	3324 FT (TAC)	
LLZ RWY 18 ILS CAT I	IHIL	110.300 MHZ	H24	272510.3145N 0414105.8155E		
GP		335.000 MHZ	H24	272706.86N 0414118.3086E		GPA 3° HGT of ILS REF datum 53 FT
DME	IHIL	CH 40X	H24	272706.86N 0414118.3886E		
ATIS		127.850 MHZ	H24			

OEHL AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

OEHL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OEHL AD 2.22 FLIGHT PROCEDURES

IFR Departure:

RWY 18: Climb OUBD on HIL RDL - 174 to 6000 FT before climbing on course.

RWY 36: Climb OUBD on HIL RDL 003 to 6000 FT before climbing on course.

OEHL AD 2.23 ADDITIONAL INFORMATION

NIL

OEHL AD 2.24 CHARTS RELATED TO AN AERODROME

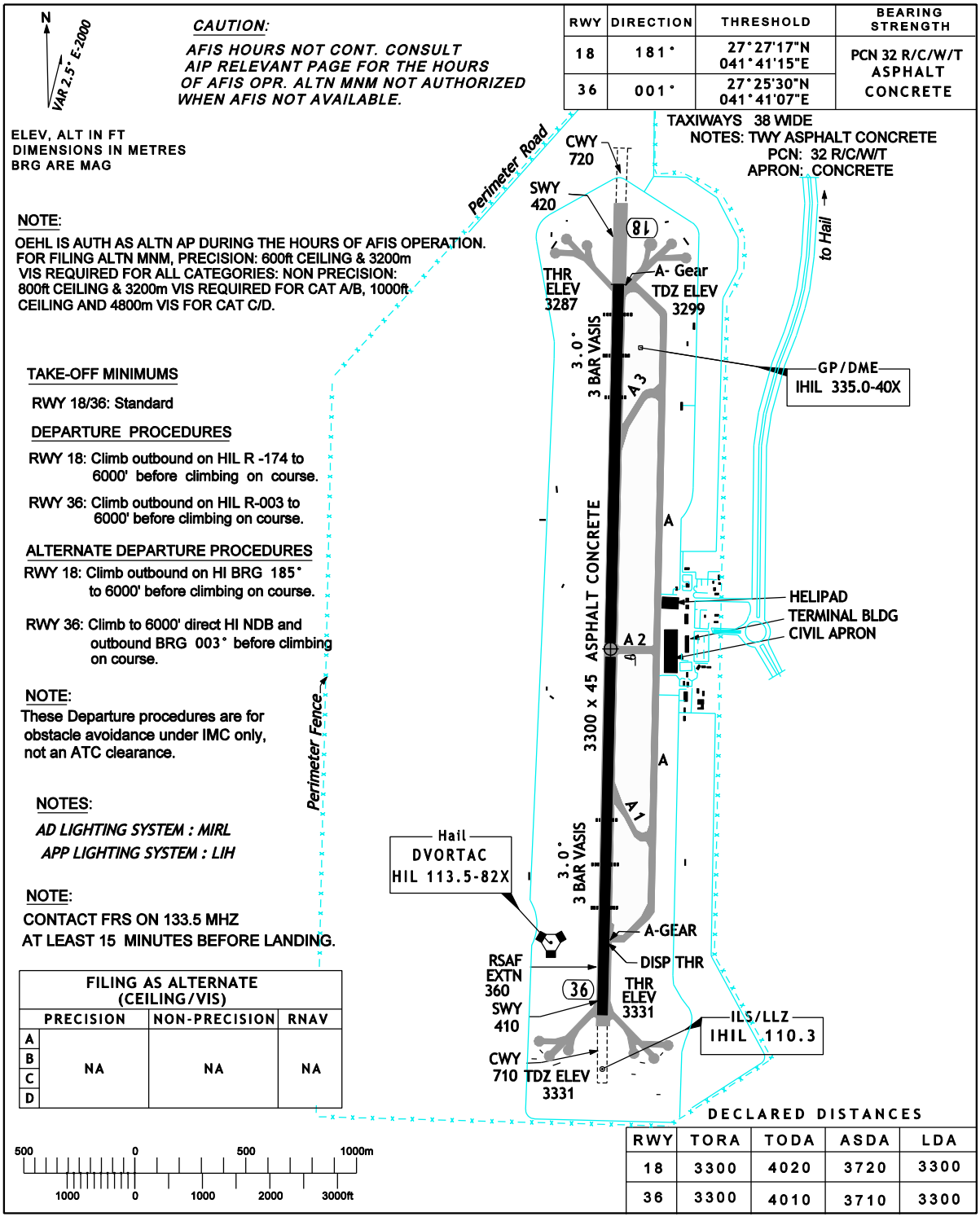
AERODROME CHART - ICAO

ARP: 27°26'23"N 041°41'11"E

AD ELEV 3331 FT

TWR: 118.7 (0300-2100)
TIBA: 122.8 (2100-0300)
FRS: 133.5
ATIS: 127.85

HAIL/ Hail



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OEJN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
See Aerodrome Obstacle Charts ICAO - Type A and Precision Approach Terrain Charts - ICAO.			NIL	NIL	NIL

OEJN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	JEDDAH / King Abdul Aziz International
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Jeddah Central Forecast Office (CFO) (TAF periods of validity H30). TEL: 02 653 2173 and 02 653 2197 FAX: 02 653 0197
4	Type of landing forecast Interval of issuance	TEND NIL
5	Briefing/consultation provided	P, T, TV
6	Flight documentation Language(s) used	C, PL English
7	Charts and other information available for briefing or consultation	S, U, P, W
8	Supplementary equipment available for providing information	WXR, APT ,Self - briefing terminal . D-ATIS services AVBL(See GEN 3.4) .
9	ATS units provided with information	Jeddah TWR, Jeddah APP
10	Additional information (limitation of service, etc.)	S Routine : 2 6857599, Jeddah MWO Tel : 2 653 2173 / 653 2197 Fax : 2 653 0197

METEOROLOGICAL DATA

MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURES (C)

TEMPERATURE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MAXIMUM	28.7	28.7	30.8	34.5	37.1	37.7	39.1	38.6	37.3	36.8	33.3	30.6
MINIMUM	18.4	17.3	18.7	21.6	24.1	24.5	26.2	27.1	26.4	24.0	22.1	20.0

MEAN PRESSURE IN HECTOPASCALS (HPA) FOR EACH MONTH

	1012.3	1012.1	1009.6	1007.2	1005.4	1002.6	1002.1	1002.5	1004.2	1007.9	1010.4	1012.3

OEJN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16C	160° GEO 158° MAG	3300 x 60	(B 747) Concrete	214120.852N 0390913.956E	26 FT THR 26 FT TDZ
34C	340° GEO 338° MAG	3300 x 60	(B 747) Concrete	213940.201N 0390953.667E	26 FT THR 26 FT TDZ
16R	160° GEO 158° MAG	3800 x 60	(B 747) Concrete	214209.876N 0390736.743E	13 FT THR 13FT TDZ
34L	340° GEO 338° MAG	3800 x 60	(B 747) Concrete	214013.973N 0390822.494E	13 FT THR 13 FT TDZ
16L	160° GEO 158° MAG	4000 x 60	80 / F / A / W / T concrete and asphalt	214201.561N 0391001.646E	29.67 FT THR 30 FT TDZ
34R	340° GEO 338° MAG	4000 x 60	80 / F / A / W / T concrete and asphalt	213959.523N 0391049.750E	47.57 FT THR 48 FT TDZ

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
No slope	NIL	NIL	3420 x 300	NIL	NIL
No slope	NIL	NIL	3420 x 300	NIL	NIL
No slope	NIL	NIL	3920 x 300	NIL	NIL
No slope	NIL	NIL	3920 x 300	NIL	NIL
0.14% up	NIL	NIL	4120 x 300	NIL	NIL
0.14% down	NIL	NIL	4120 x 300	NIL	NIL

OEJN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16C	3300	3300	3300	3300	NIL
34C	3300	3300	3300	3300	NIL
16R	3800	3800	3800	3800	NIL
34L	3800	3800	3800	3800	NIL
16L	4000	4000	4000	4000	NIL
34R	4000	4000	4000	4000	NIL

2.20.5 Apron 9

Aircraft engine start and run-up not permitted on Apron 9, except for the following:

a) Saudia MD-11 engine NR 2 start only.
b) Aircraft other than MD-11 with inoperative APU will start up with one engine running at IDLE power only. Furthermore, the operator of aircraft shall guard the roadway behind the aircraft until pushback is completed.

2.20.6 Apron - taxiing during winter conditions

Not applicable.

2.20.7 Taxiing - limitations

Pilots should exercise extreme caution on TWY R, S, T, U and V due to crossing vehicles.

OEJN AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Jet aircraft taking off from 34L shall not normally be allowed to turn further left than the JDW RDL 310 until at least 5 NM north of JDW DVORTAC unless:

a) ATC requirements necessitate such a turn; or
b) aircraft are making VFR circuits.

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

OEJN AD 2.22 FLIGHT PROCEDURES

2.22.1 General

Unless special permission has been obtained from Jeddah Approach or Jeddah Tower as appropriate, flight within Jeddah TMA and Jeddah CTR shall be in accordance with the Instrument Flight Rules. See also relevant Instrument Approach Charts and Standard Departure Chart - Instrument.

RWY 34C, 34R and 16R: Right hand circuits.
RWY 16C, 16L and 34L: Left hand circuits.
Over flight of City prohibited BLW ALT 5000 FT.

In conditions of slack wind (less than 6 KT): RWY 34L is preferential departure RWY; 34C is preferential arrival RWY.

2.22.2 Bird Migration

Flocks of large birds, geese, cranes, and ducks fly across the aerodrome vicinity during the months of March to May and September to November. Wing span of some species exceed one (1) meter. Pilots are requested to exercise extreme caution, particularly below 4500 FT GL. Large number of Black Birds and Sea Gulls around Jeddah / King Abdulaziz International pilots are requested to exercise caution during landing and take off.

OEJN AD 2.23 ADDITIONAL INFORMATION

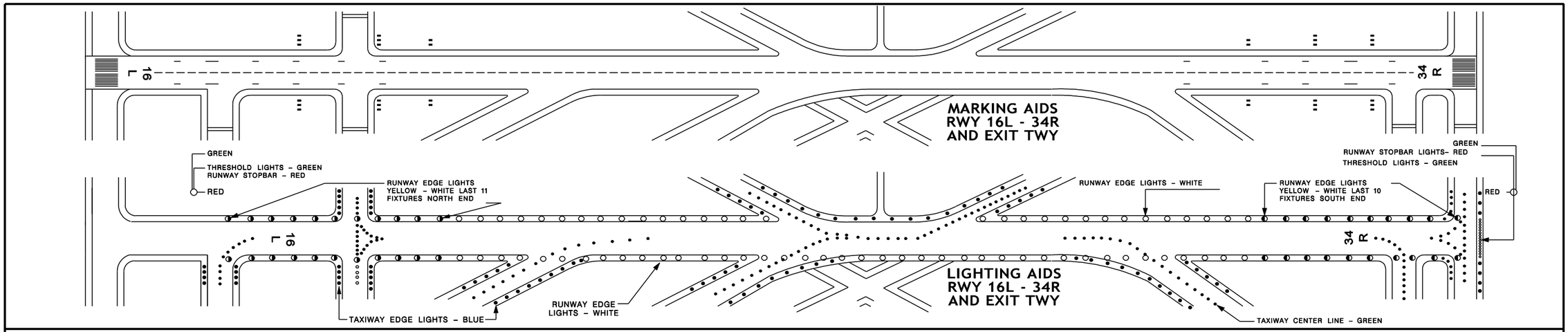
NIL

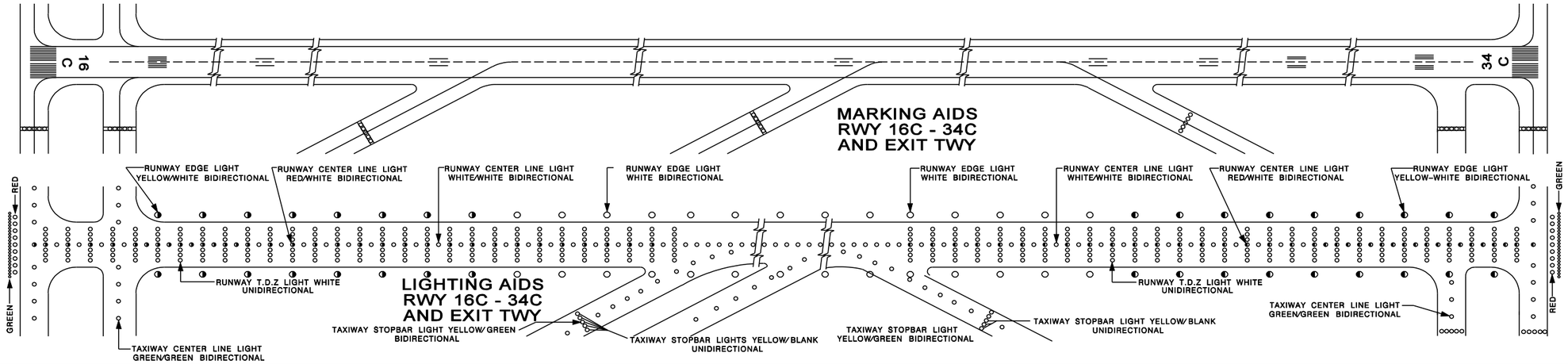
OEJN AD 2.24 CHARTS RELATED TO AN AERODROME

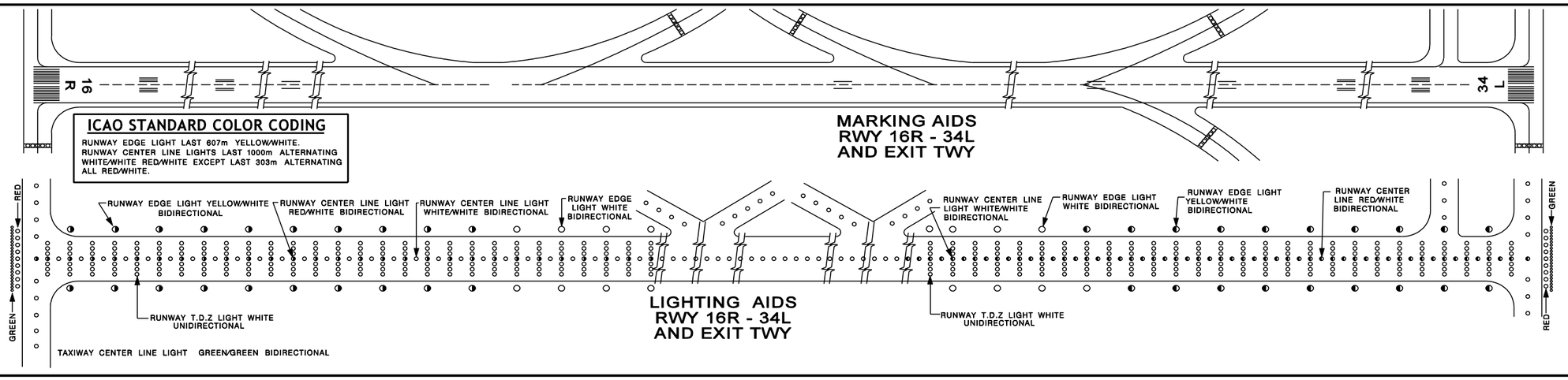
Chart name	Page

RUNWAY LIGHTING SYSTEM AND MARKING AIDS

JEDDAH/King Abdulaziz Intl







CHANGES: *RWY 16R/34L OPEN*

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AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

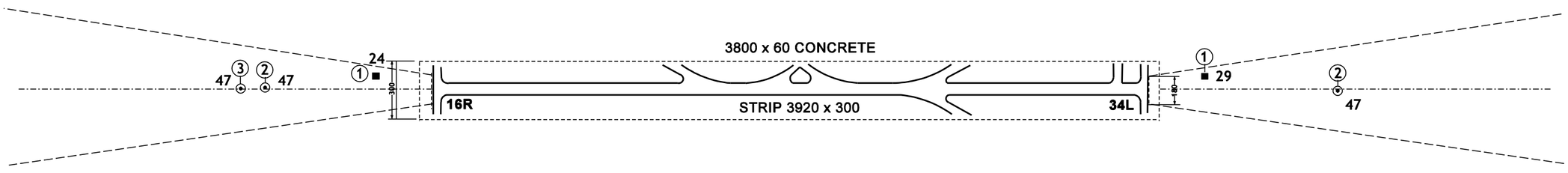
JEDDAH/King Abdulaziz Intl

ELEVATION IN FEET
DISTANCES IN METERS
MAGNETIC VAR 2.5 E - 2010

RWY 16R/34L

DECLARED DISTANCES		
16R		**34L**
3800	TAKE OFF RUN AVAILABLE	3800
3800	TAKE OFF DISTANCE AVAILABLE	3800
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3800	LANDING DISTANCE AVAILABLE	3800

VERTICAL
SCALE: 1: 2000



CHANGES: *RWY 16R/34L OPEN*

LEGEND	
IDENTIFICATION NUMBERS	①
POLE, ANTENNA, ETC	⊙
BUILDING WITH ANTENNA ON TOP	■
TERRAIN PENETRATING OBSTRUCTION PLANE	NIL

HORIZONTAL SCALE: 1:20 000

500 300 0 500 1000 1500 2000 2500
1000 0 1000 2000 3000 4000 5000 6000 7000 8000

FEET

ORDER OF ACCURACY
HORIZONTAL
VERTICAL

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

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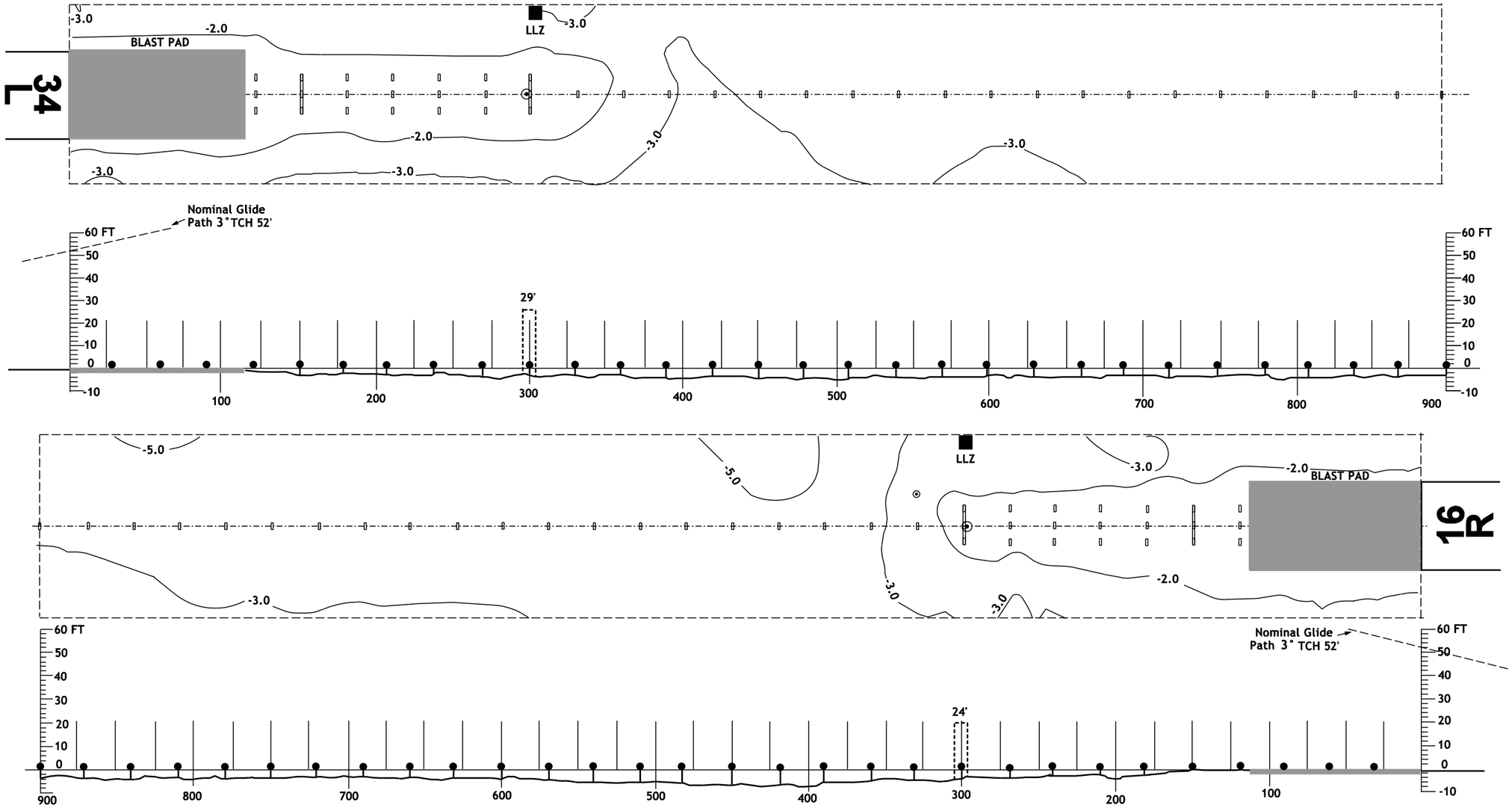
PRECISION APPROACH TERRAIN CHART-ICAO

JEDDAH/King Abdulaziz Intl
RWY 16R / 34L

DISTANCE IN METERS / ELEVATION IN FEET



CHANGES: *RWY 16R/34L OPEN*

LEGEND:

■ ▯	STRUCTURE		
-3.0	CONTOUR	▮ ▯	APPROACH LIGHTS
	CENTERLINE PROFILE	| ⊙	ANTENNA, POLE, ETC.

NOTE:
Contours and heights are related to elevation of Rwy THR.

500 0 500 1000 1500 2000m

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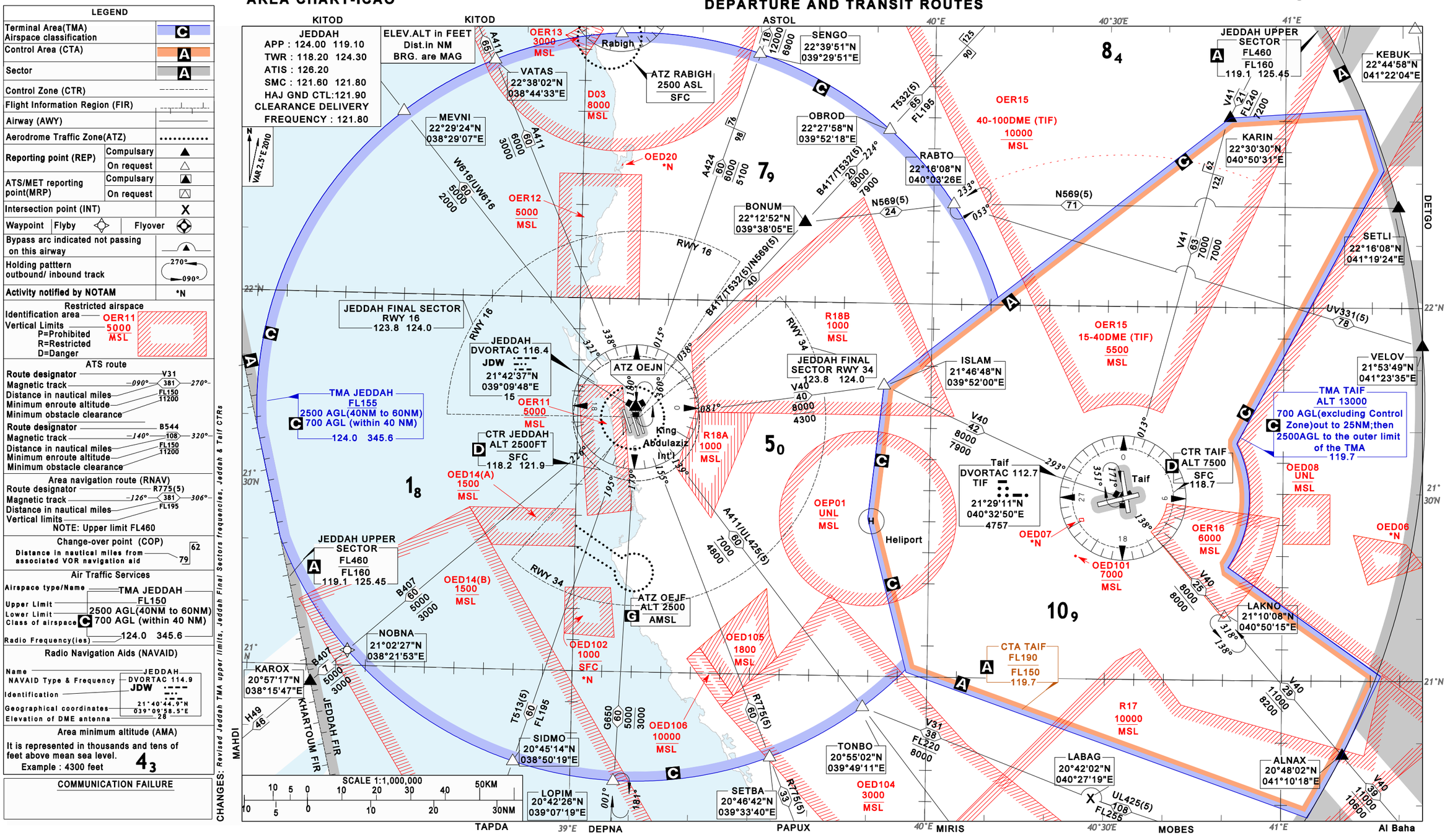
AREA CHART-ICAO

DEPARTURE AND TRANSIT ROUTES

TMA JEDDAH/ King Abdulaziz Intl



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AREA CHART-ICAO

ARRIVAL AND TRANSIT ROUTES

TMA JEDDAH/ King Abdulaziz Intl

LEGEND		
Terminal Area(TMA) Airspace classification		C
Control Area (CTA)		A
Sector		A
Control Zone (CTR)		
Flight Information Region (FIR)		
Airway (AWY)		
Aerodrome Traffic Zone(ATZ)		
Reporting point (REP)	Compulsary	▲
	On request	△
ATS/MET reporting point(MRP)	Compulsary	▲
	On request	△
Intersection point (INT)		X
Waypoint — Flyby		Flyover
Bypass arc indicated not passing on this airway		
Holding patttern outbound/ inbound track		270° / 090°
Activity notified by NOTAM		*N

Restricted airspace
Identification area — OER11
Vertical Limits — 5000 MSL
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° — 381 — 270°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200
Route designator — B544
Magnetic track — 140° — 108 — 320°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° — 381 — 306°
Distance in nautical miles
Vertical limits — FL195
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 79 — 62

Air Traffic Services
Airspace type/Name — TMA JEDDAH
Upper Limit — FL150
Lower Limit — 2500 AGL(40NM to 60NM)
Class of airspace — C — 700 AGL (within 40 NM)
Radio Frequency(ies) — 124.0 345.6

Radio Navigation Aids (NAVAID)
Name — JEDDAH
NAVAID Type & Frequency — DVORTAC 114.9
Identification — JDW
Geographical coordinates — 21°40'44.9"N 039°09'58.5"E
Elevation of DME antenna — 28

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: *Revised Jeddah TMA upper limit, Jeddah Final Sector frequencies, Jeddah & Taif CTRs*

JEDDAH
APP : 124.00 119.10
TWR : 118.20 124.30
ATIS : 126.20
SMC : 121.60 121.80
HAJ GND CTL:121.90
CLEARANCE DELIVERY
FREQUENCY : 121.80

ELEV.ALT in FEET
Dist.in NM
BRG. are MAG

KITOD — KITOD — ASTOL — TAGNA — LOSED

RED SEA

GEPAL 22°42'43"N 039°06'07"E
ATZ RABIGH 2500 ASL SFC
Rabigh
OER13 3000 MSL
D03 8000 MSL
OED20 *N
OER12 5000 MSL
RAMSO 22°17'06"N 038°16'53"E
RABTO 22°16'08"N 040°03'26E
BONUM 22°12'52"N 039°38'05"E
ASLAT 22°06'03"N 039°47'13"E
JEDDAH FINAL SECTOR RWY 16 123.8 124.0
JEDDAH FINAL SECTOR RWY 34 123.8 124.0
JEDDAH DVORTAC 116.4 JDW 21°42'37"N 039°09'48"E
ATZ OEJN
King Abdulaziz Int'l
TMA JEDDAH FL155 2500 AGL(40NM to 60NM) 700 AGL (within 40 NM) 124.0 345.6
OER11 5000 MSL
CTR JEDDAH ALT 2500FT SFC 118.2 121.9
R18A 1000 MSL
R18B 1000 MSL
OED14(A) 1500 MSL
OED14(B) 1500 MSL
JEDDAH UPPER SECTOR FL460 FL160 119.1 125.45
ATZ OEJF ALT 2500 AMSL
OED102 1000 SFC *N
OED105 1800 MSL
OED106 10000 MSL
OED104 3000 MSL
OEP01 UNL MSL
Heliport
OER15 40-100DME (TIF) 10000 MSL
OER15 15-40DME (TIF) 5500 MSL
OER16 6000 MSL
OED07 *N
OED101 7000 MSL
OED08 UNL MSL
OED06 *N
MISAM 21°54'15N 040°01'53"E
VATOT 21°00'45"N 039°56'27"E
CTA TAIF FL190 FL150 119.7
R17 10000 MSL
Taif DVORTAC 112.7 TIF 21°29'11"N 040°32'50"E 4757
CTR TAIF ALT 7500 SFC 118.7
JEDDAH UPPER SECTOR FL460 FL160 119.1 125.45
KEBUK 22°44'58"N 041°22'04"E
ULABI 22°39'55"N 041°08'44"E
RESOX 22°31'59"N 041°13'33"E
SETLI 22°16'08"N 041°19'24"E
VELOV 21°53'49"N 041°23'35"E
TMA TAIF ALT 13000 700 AGL(excluding Control Zone)out to 25NM;then 2500AGL to the outer limit of the TMA 119.7
LAKNO 21°10'08"N 040°50'15"E
ALNAX 20°48'02"N 041°10'18"E
LABAG 20°42'02"N 040°27'19"E
TONBO 20°55'02"N 039°49'11"E
SETBA 20°46'42"N 039°33'40"E
LOPIM 20°42'26"N 039°07'19"E
LUBAP 20°52'10"N 038°34'42"E
RAMSO 22°17'06"N 038°16'53"E

RWY 16 — RWY 34 — RWY 16 — RWY 34

R775(5)/UM999(5) — B412/B544 — B417/N569(5) — N569(5) — G782 — UM309(5) — V42/G782 — V42 — V43 — V41 — V40 — V31 — V41/B544 — A411/UL425(5) — G660 — G650 — G860 — UV331(5) — UL425(5)

JEDDAH FIR — KHARTOUM FIR

SCALE 1:1,000,000
10 5 0 10 20 30 40 50KM
10 5 0 10 20 30NM

MIPOL — 39°E — DEPNA — PAPUX — 40°E — MIRIS — 40°30'E — MOBES — 41°E — Al Baha

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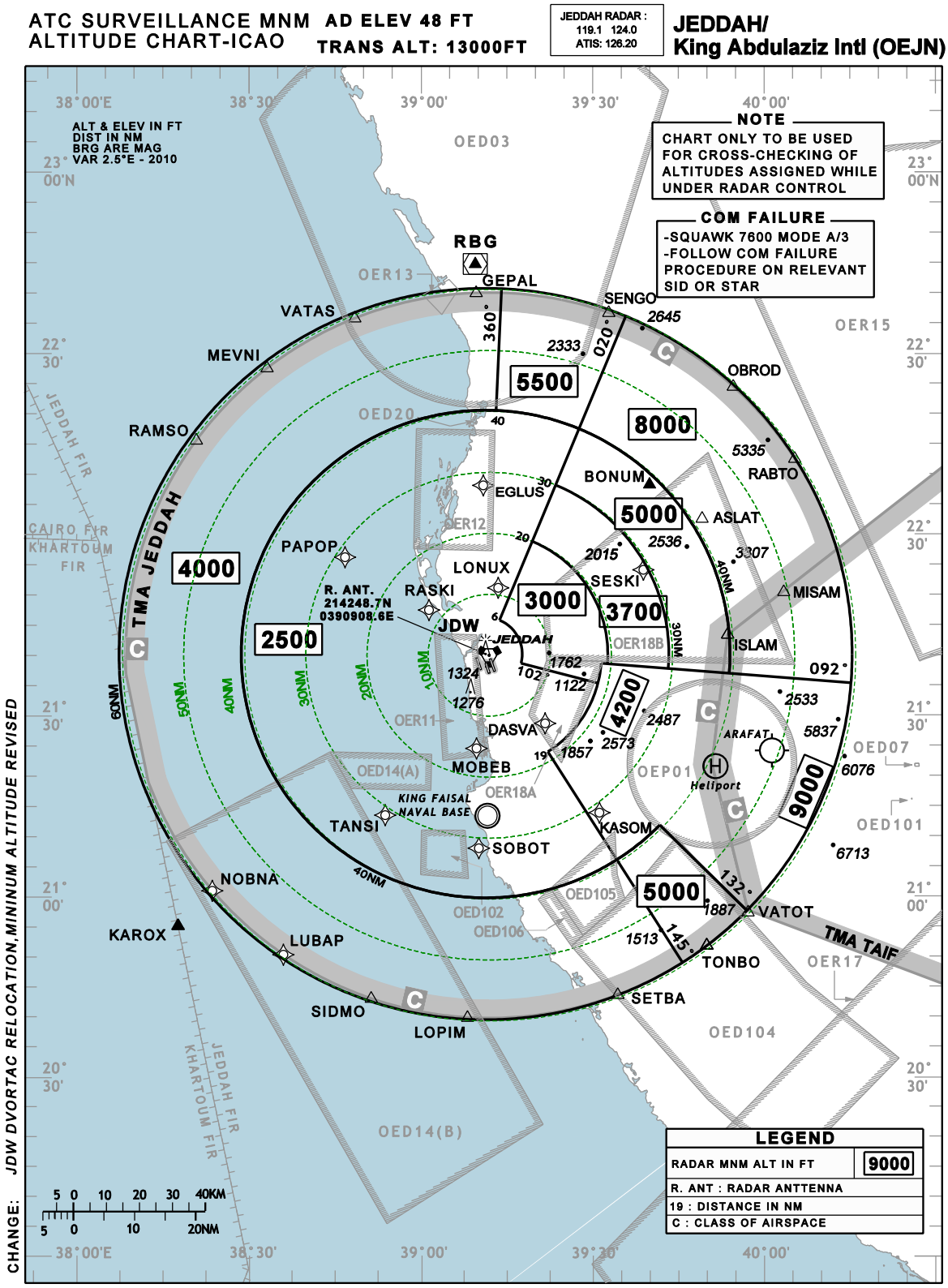
ATC SURVEILLANCE MNM ALTITUDE CHART-ICAO
AD ELEV 48 FT
TRANS ALT: 13000FT
JEDDAH RADAR : 119.1 124.0 ATIS: 126.20
JEDDAH/ King Abdulaziz Intl (OEJN)
ALT & ELEV IN FT
DIST IN NM
BRG ARE MAG
VAR 2.5°E - 2010
NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL
COM FAILURE
-SQUAWK 7600 MODE A/3
-FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID OR STAR
RBG
GEPAL
VATAS
MEVNI
RAMSO
SENGO
OBROD
RABTO
BONUM
ASLAT
EGLUS
PAPOP
LONUX
RASKI
SESKI
MISAM
ISLAM
JDW
JEDDAH
DASVA
MOBEB
ARAFAT
Heliport
TANSI
KING FAISAL NAVAL BASE
SOBOT
KASOM
VATOT
TONBO
SETBA
NOBNA
KAROX
LUBAP
SIDMO
LOPIM
TMA JEDDAH
TMA TAIF
R. ANT. 214248.7N 0390908.6E
5500
8000
5000
4000
3000
3700
2500
4200
9000
5000
OED03
OER13
OER15
OED20
OER12
OER18B
OER11
OED14(A)
OER18A
OEP01
OED07
OED101
OED105
OED102
OED106
OER17
OED104
OED14(B)
JEDDAH FIR
CAIRO FIR
KHARTOUM FIR
LEGEND
RADAR MNM ALT IN FT 9000
R. ANT : RADAR ANTTENNA
19 : DISTANCE IN NM
C : CLASS OF AIRSPACE
CHANGE: JDW DVORTAC RELOCATION, MININUM ALTITUDE REVISED

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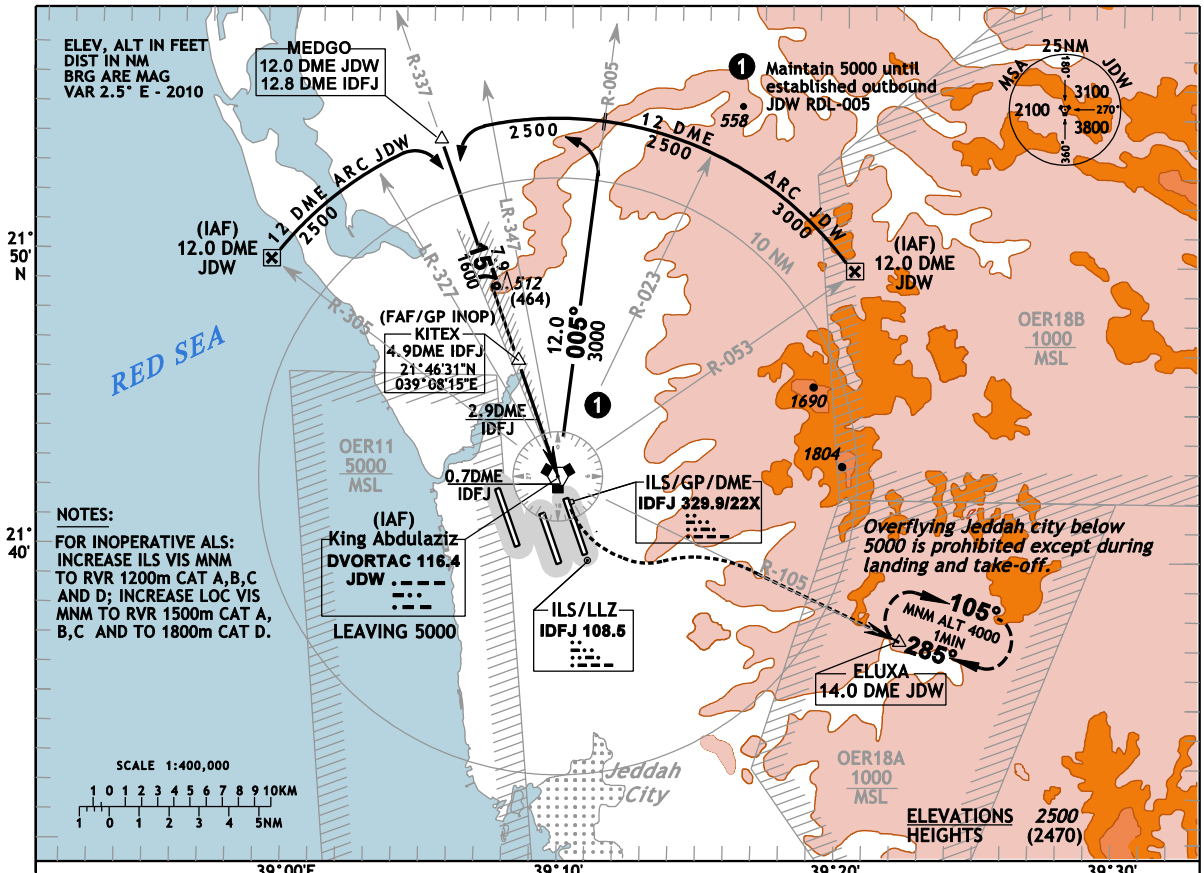
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 48 FT
HEIGHTS RELATED TO TDZ RWY 16L - 30FT

APP :	124.0	119.1
TWR :	118.2	124.3
ATIS:	126.20	
SMC :	121.6	121.8
HAJJ GND CTL:		121.9

JEDDAH/King Abdulaziz Intl (OEJN)

ILS/DME RWY 16L



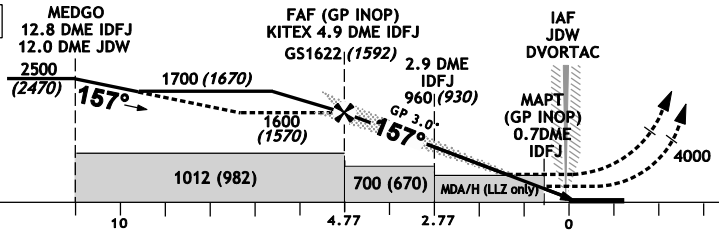
TRANSITION ALT: 13000

MISSED APPROACH:
Climbing **LT** to 4000FT via **JDW VORTAC** RDL-105 to **ELUXA** 14.0 DME fix and hold; or as directed by ATC.

ILS TCH 52

THR ELEV 29/TDZE 30

NM to/from THR RWY 16L



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	230 (200)			
		RVR/ VIS(m)	720/800			
	LLZ (GP INOP)	MDA(H)	420 (390)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.2NM	min:s	3:36	2:48	2:17	2:06	1:56	1:41	1:29	1:20
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME (LLZ only)	4	3	2
ALTITUDES	1314	996	677
HEIGHTS	1284	966	647

CHANGE: *Minor*

Amdt: 7 11 MAR 10

JEDDAH/King Abdulaziz Intl (OEJN)

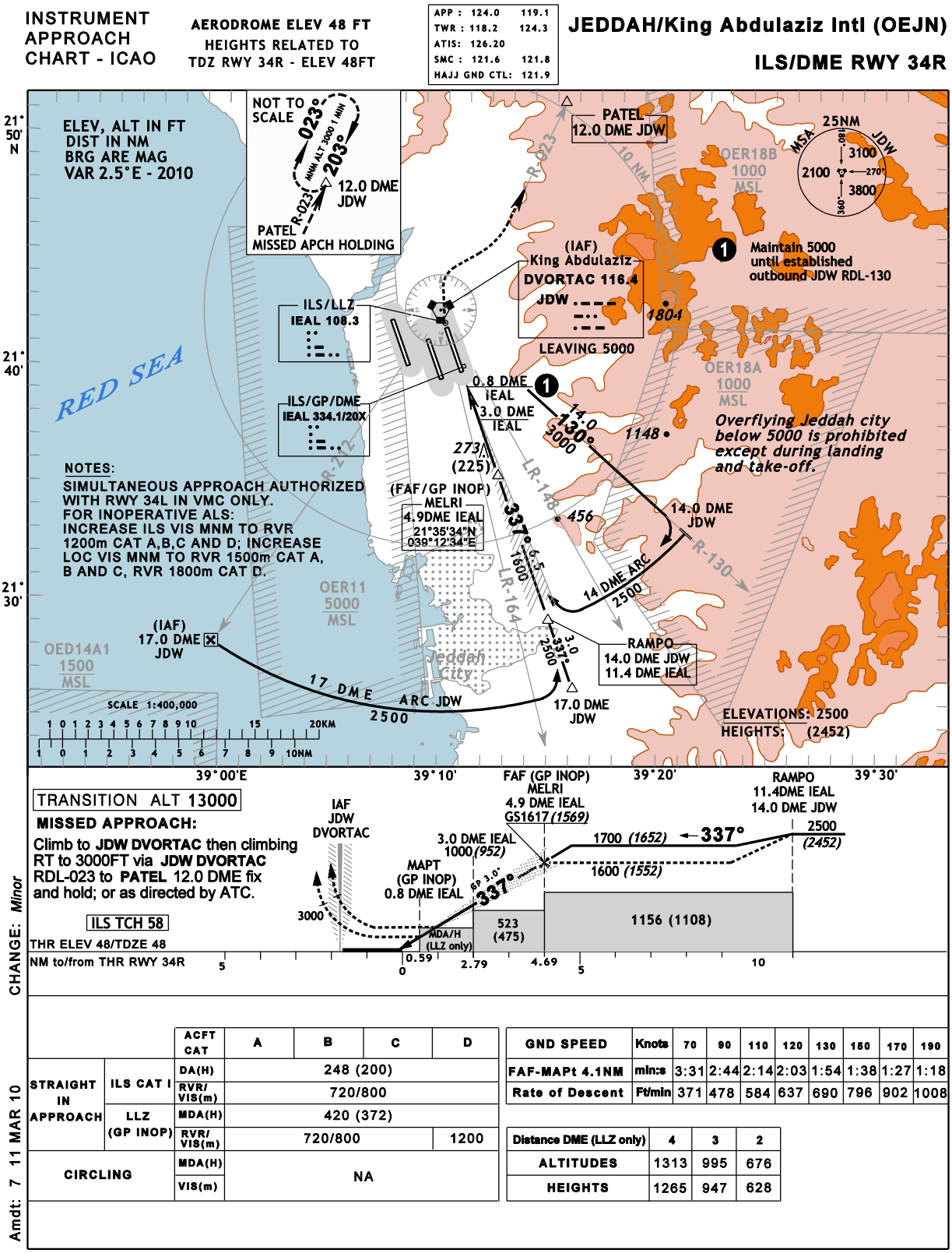
ILS/DME RWY 16L

AERONAUTICAL DATA TABULATION

CHANGE: *JDW DVORTAC RELOCATION*

Amdt: 7 11 MAR 10

ILS approach to RWY 16L from JDW DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
KITEX - 4.9 DME IDFJ (FAF/GP INOP)	21°46'31.0"N 039°08'15.4"E
KUSPO - 12.0 DME JDW / 12.8 DME IDFJ	21°53'54.6"N 039°05'20.2"E
ELUXA - 14.0 DME JDW (MISSED APCH HOLDING)	21°38'22.5"N 039°24'07.7"E
ILS/LLZ IDFJ	21°39'47.2"N 039°10'54.6"E
ILS/GP/DME IDFJ	21°41'53.9"N 039°10'09.2"E
THR RWY 16L	21°42'01.59"N 039°10'01.65"E



ACFT CAT			A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	248 (200)			
		RVR/ VIS(m)	720/800			
	LLZ (GP INOP)	MDA(H)	420 (372)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.1NM	min:s	3:31	2:44	2:14	2:03	1:54	1:38	1:27	1:18
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME (LLZ only)	4	3	2
ALTITUDES	1313	995	676
HEIGHTS	1265	947	628

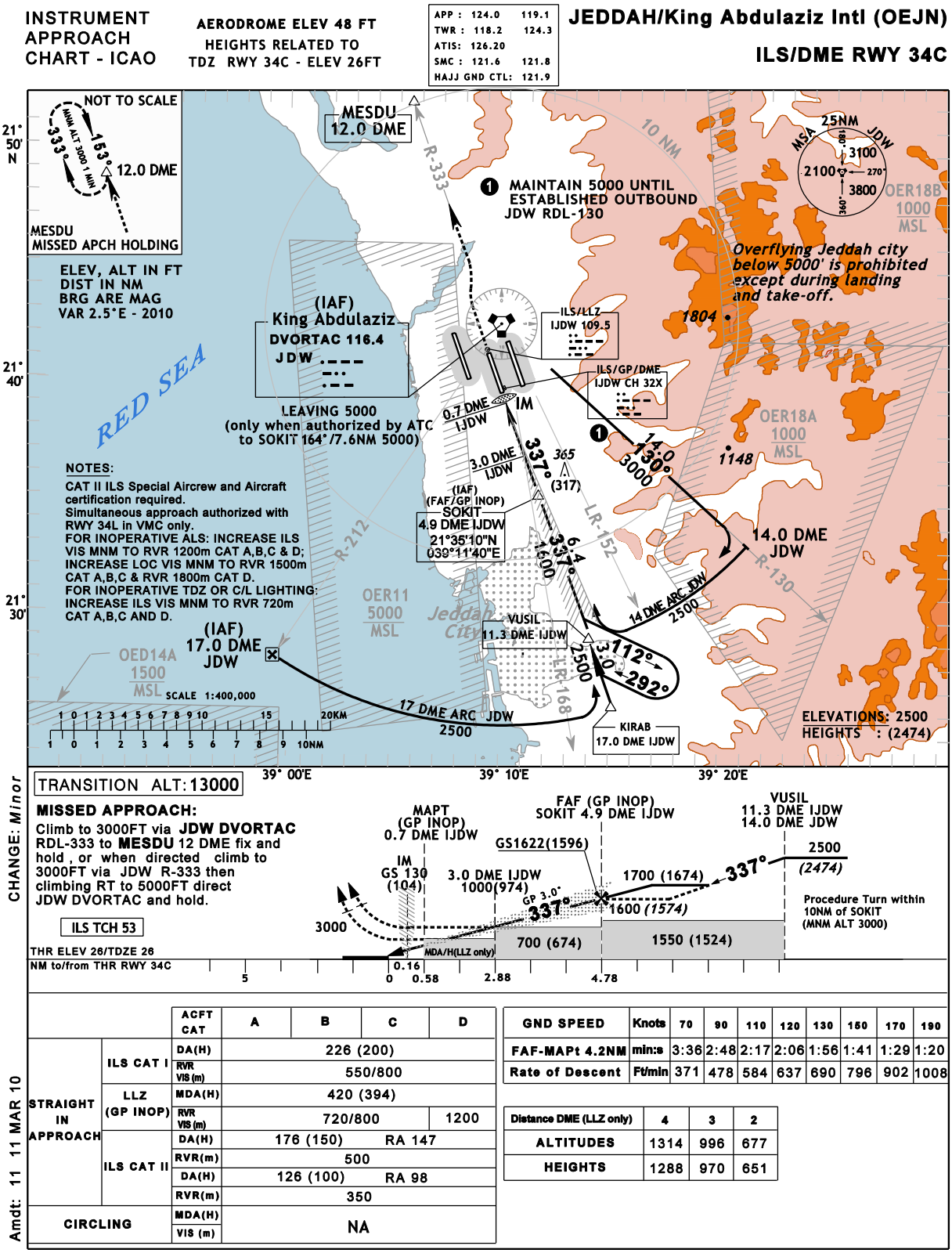
JEDDAH/King Abdulaziz Intl (OEJN)

ILS/DME RWY 34R

AERONAUTICAL DATA TABULATION

ILS approach to RWY 34R from JDW DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
MELRI 4.9 DME IEAL (FAF/GP INOP)	21°35'34.3"N 039°12'34.3"E
RAMPO 14 DME JDW/11.2 DME IEAL	21°29'25.5"N 039°14'59.1"E
PATEL 12.0 DME JDW (MISSED APCH HOLDING)	21°53'28.7"N 039°15'21.1"E
ILS/LLZ IEAL	21°42'04.4"N 039°10'00.5"E
ILS/GP/DME IEAL	21°40'11.8"N 039°10'49.3"E
THR RWY 34R	21°39'59.52"N 039°10'49.75"E

Amdt: 7 11 MAR 10 CHANGE: *JDW DVORTAC RELOCATION*



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	226 (200)			
		RVR VIS (m)	550/800			
	LLZ (GP INOP)	MDA(H)	420 (394)			
		RVR VIS (m)	720/800			1200
	ILS CAT II	DA(H)	176 (150)		RA 147	
		RVR(m)	500			
		DA(H)	126 (100)		RA 98	
		RVR(m)	350			
CIRCLING		MDA(H)	NA			
		VIS (m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.2NM	min:s	3:36	2:48	2:17	2:06	1:56	1:41	1:29	1:20
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME (LLZ only)	4	3	2
ALTITUDES	1314	996	677
HEIGHTS	1288	970	651

JEDDAH/King Abdulaziz Intl (OEJN)

ILS/DME RWY 34C

AERONAUTICAL DATA TABULATION

ILS approach to RWY 34C from DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
SOKIT 4.9 DME IJDW (IAF/FAF GP INOP)	21°35'10.3"N 039°11'40.1"E
KIRAB 17.0 DME IJDW	21°26'18.2"N 039°15'09.5"E
VUSIL 11.3 DME IJDW	21°29'08.1"N 039°14'02.7"E
MESDU 12.0 DME JDW (MISSED APCH HOLDING)	21°53'33.1"N 039°04'24.5"E
ILS/LLZ IJDW	21°41'30.0"N 039°09'10.3"E
ILS/GP/DME IJDW	21°39'50.9"N 039°09'54.0"E
INNER MARKER (IM)	21°39'31.0"N 039°09'57.3"E
THR RWY 34C	21°39'40.20"N 039°09'53.67"E

Amdt: 11 11 MAR 10 CHANGE: *JDW DVORTAC RELOCATION*

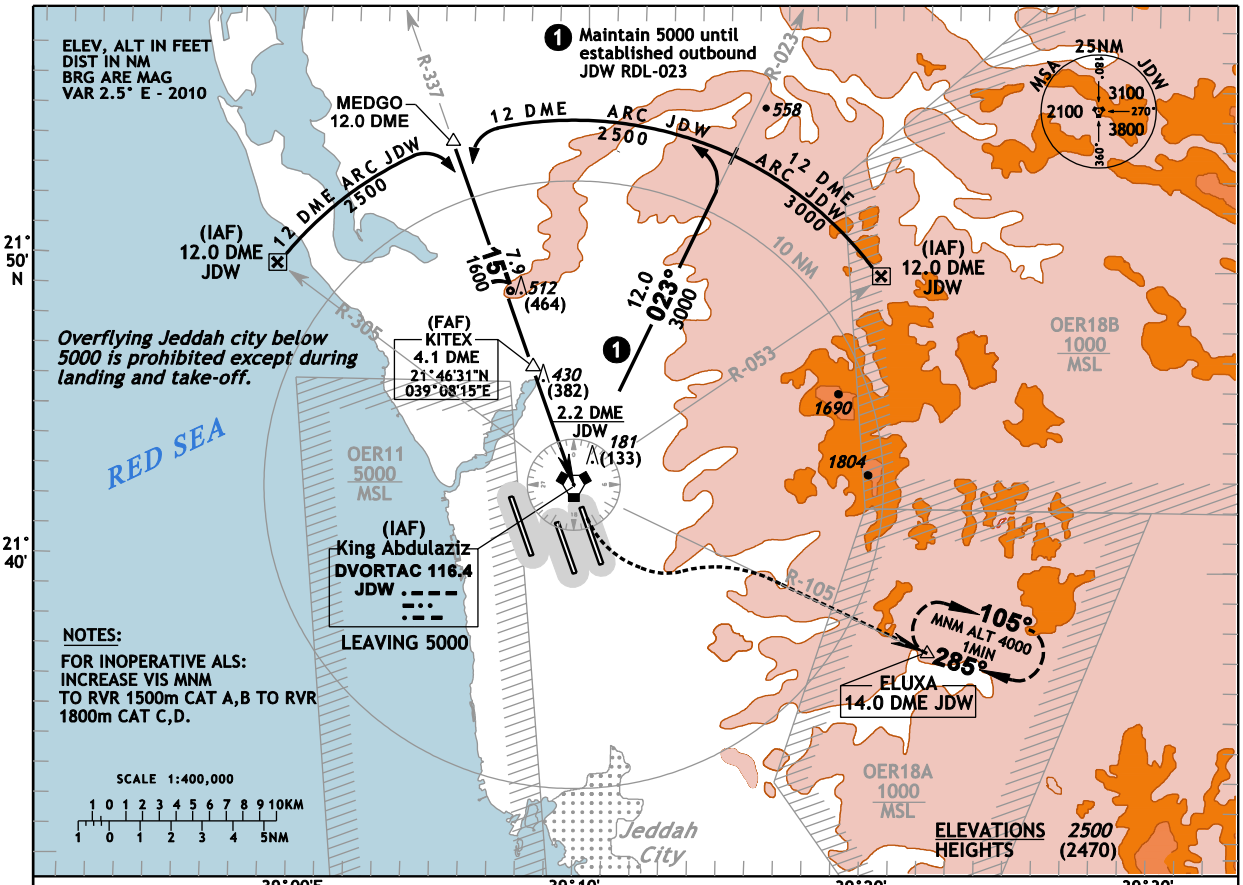
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 48 FT
HEIGHTS RELATED TO TDZ RWY 16L - 30FT

APP :	124.0		119.1
TWR :	118.2		124.3
ATIS:	126.20		
SMC :	121.6		121.8
HAJJ GND CTL:			121.9

JEDDAH/King Abdulaziz Intl (OEJN)

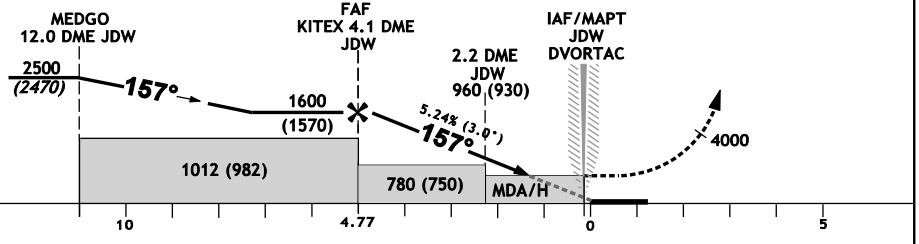
VOR/DME OR TACAN RWY 16L



TRANSITION ALT: 13000

MISSED APPROACH:
Climbing LT to 4000FT via **JDW DVORTAC** RDL-105 to **ELUXA** 14.0 DME fix and hold; or as directed by ATC.

TCH 52
THR ELEV 29/TDZE 30
NM to/from THR RWY 16L



CHANGE: *New Chart*

Amdt: Orig 06 MAY 10

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	440 (410)			
		RVR/ VIS(m)	720/800		1200	1500/1600
CIRCLING		MDA(H)	NA			
		RVR/ VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.15NM	min:s	3:36	2:48	2:17	2:06	1:56	1:41	1:29	1:20
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME- JDW	4	3	2	1
ALTITUDES	1553	1235	916	598
HEIGHTS	1523	1205	886	568

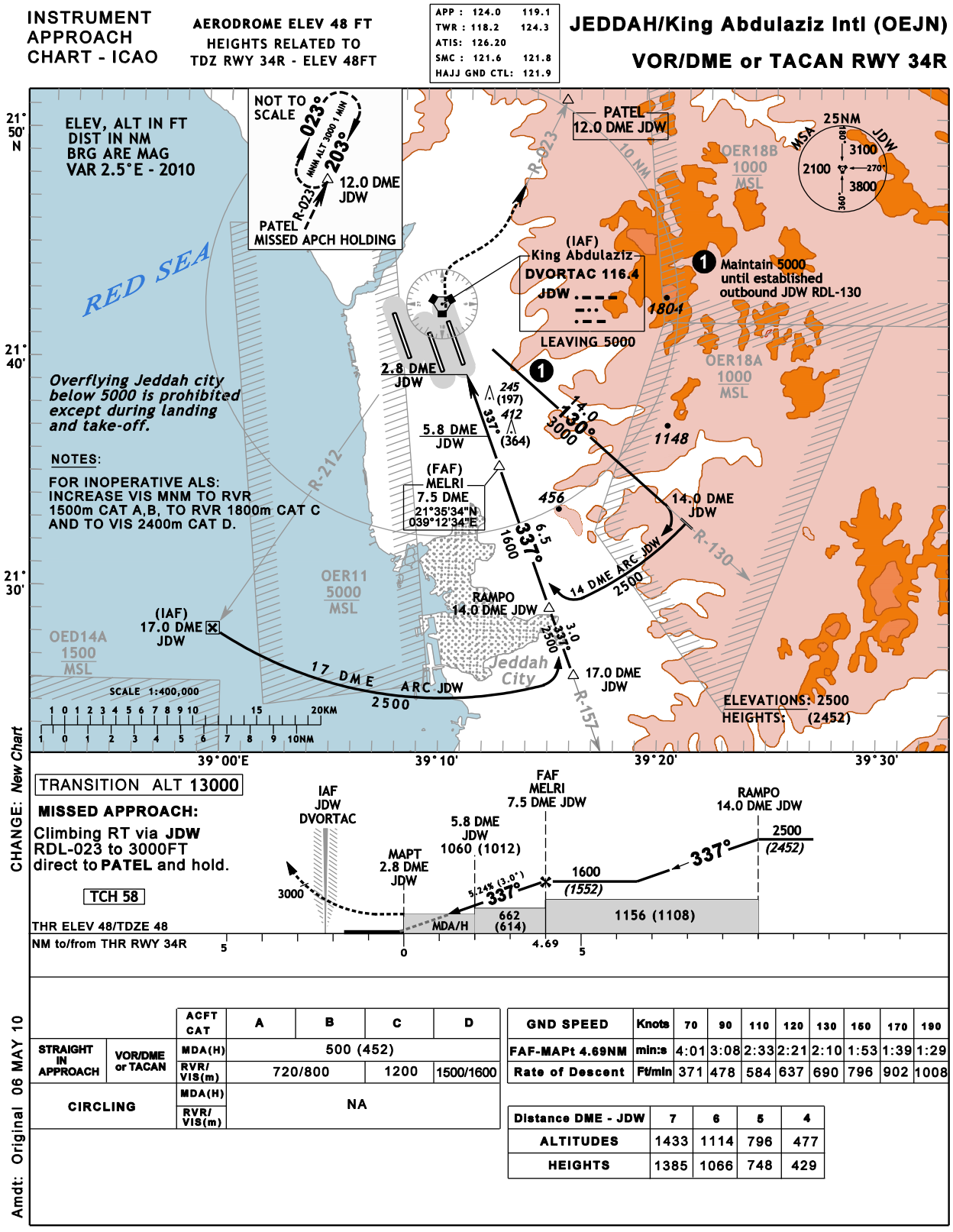
JEDDAH/King Abdulaziz Intl (OEJN)
VOR/DME OR TACAN RWY 16L

AERONAUTICAL DATA TABULATION

VOR approach to RWY 16L from JDW DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
KITEX - 4.1 DME JDW (FAF)	21°46'31.0"N 039°08'15.4"E
MEDGO - 12.0 DME JDW	21°53'54.6"N 039°05'20.2"E
ELUXA - 14.0 DME JDW (MISSED APCH HOLDING)	21°38'22.5"N 039°24'07.7"E
THR RWY 16L	21°42'01.59"N 039°10'01.65"E

CHANGE: *New Chart*

Amdt: Orig 06 MAY 10



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	500 (452)			
		RVR/ VIS(m)	720/800		1200	1500/1600
CIRCLING		MDA(H)	NA			
		RVR/ VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.69NM	min:s	4:01	3:08	2:33	2:21	2:10	1:53	1:39	1:29
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME - JDW	7	6	5	4
ALTITUDES	1433	1114	796	477
HEIGHTS	1385	1066	748	429

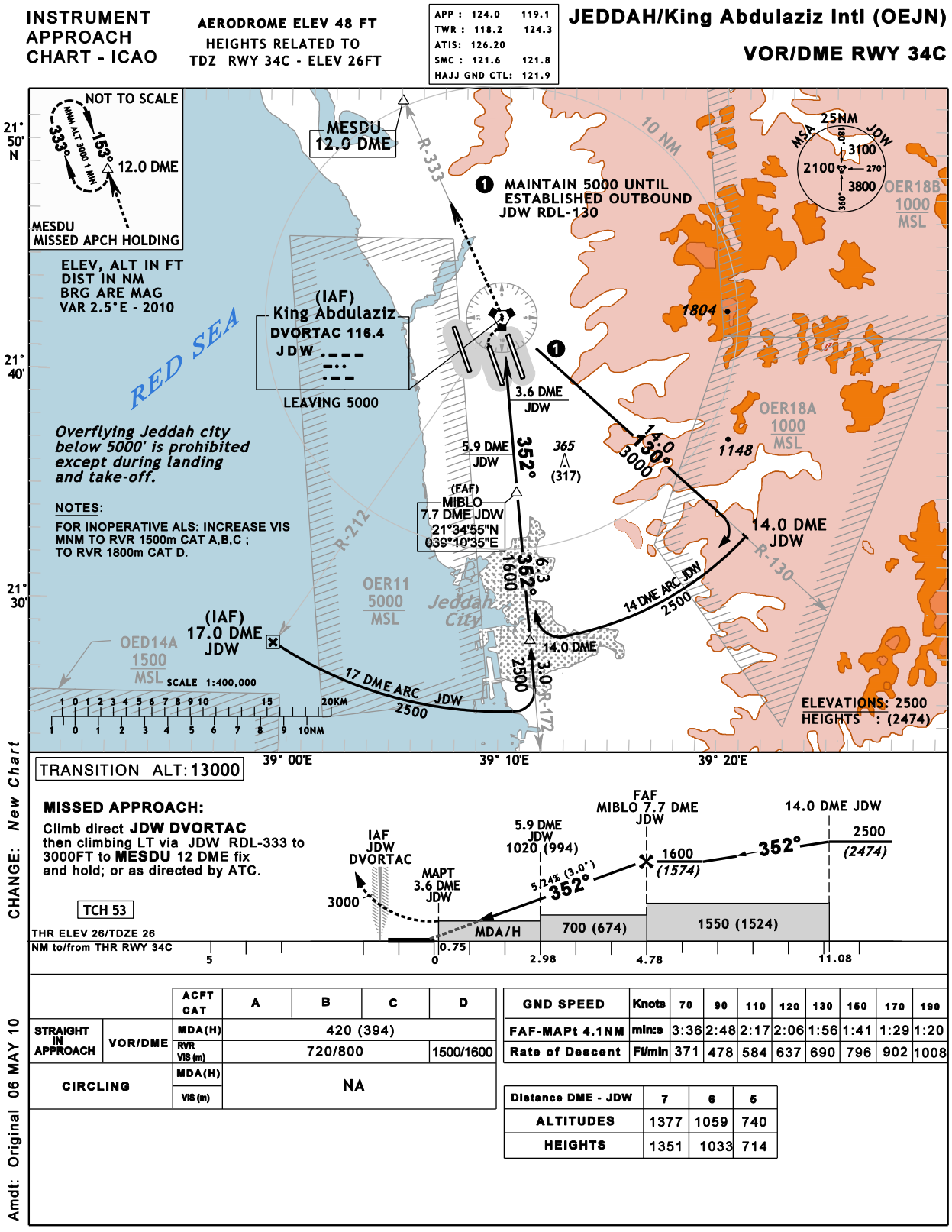
JEDDAH/King Abdulaziz Intl (OEJN)

VOR/DME or TACAN RWY 34R

AERONAUTICAL DATA TABULATION

VOR approach to RWY 34R from JDW DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
MELRI 7.5 DME JDW (FAF)	21°35'34.3"N 039°12'34.3"E
RAMPO 14.0 DME JDW	21°29'25.5"N 039°14'59.1"E
PATEL 12.0 DME JDW (MISSED APCH HOLDING)	21°53'28.7"N 039°15'21.1"E
THR RWY 34R	21°39'59.52"N 039°10'49.75"E

Amdt: Original 06 MAY 10 CHANGE: *New Chart*



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	MDA(H)	420 (394)			
		RVR VIS (m)	720/800			1500/1600
CIRCLING		MDA(H)	NA			
		VIS (m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.1NM	min:s	3:36	2:48	2:17	2:06	1:56	1:41	1:29	1:20
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME - JDW	7	6	5
ALTITUDES	1377	1059	740
HEIGHTS	1351	1033	714

JEDDAH/King Abdulaziz Intl (OEJN)

VOR/DME RWY 34C

AERONAUTICAL DATA TABULATION

VOR approach to RWY 34C from DVORTAC	
FIX / POINT	**COORDINATES**
JDW DVORTAC (IAF)	21°42'36.7"N 039°09'47.8"E
MIBLO 7.7 DME JDW (FAF)	21°34'55.1"N 039°10'35.3"E
MESDU 12.0 DME JDW (MISSED APCH HOLDING)	21°53'33.1"N 039°04'24.5"E
THR RWY 34C	21°39'40.20"N 039°09'53.67"E

Amdt: Original 06 MAY 10 CHANGE: *New Chart*

OEKM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

OEKM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR: A circle 6 NM centered on 181804.0804N 0424803.3720E and joined tangentially to a circle 5 NM centered on 181425.4849N 0423923.4271E and bounded by a line 181817.4N 0423558.8E to 181057.2N 0424526.8E.
2	Vertical limits	SFC to 9500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Khamis Tower, Khamis Approach English and Arabic
5	Transition altitude	13000 FT
6	Remarks	Full ATC service

OEKM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Khamis Approach	120.900 MHZ 124.500 MHZ 130.500 MHZ 131.000 MHZ	H24 H24 H24 H24	MILITARY (1818.0N 04248.4E)
ATIS		127.200MHZ	H24	
TWR	Khamis Tower Departure	118.900 MHZ 125.800 MHZ	H24 H24	
SMC	Ground control	127.700 MHZ	H24	

OEKM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VORTAC/ATIS	KAM	115.900 MHZ CH 106X	H24	181828.091N 0424844.299E	6742FT (TAC)	
LLZ RWY 24 ILS CAT I	IKAM	109.500 MHZ	H24	181710.2746N 0424614.4958E		
GP		332.600 MHZ	H24	181815.348N 0424805.895E		GPA 3°, TCH 55 FT
DME	IKAM	CH 32X	H24	181815.348N 0424805.895E	6689 FT	
LLZ RWY 14 ILS CAT I	IKAB	108.700 MHZ	H24	181652.761N 0424956.157E	6803FT	
GP		330.5 MHZ	H24	181830.484N 0424826.565E		GPA 3° , TCH 42FT
DME	IKAB	CH 24X	H24	181830.484N 0424826.565E		

OEKM AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

OEKM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OEKM AD 2.22 FLIGHT PROCEDURES

See ENR 1.5 Holding approach and departure procedures Khamis Mushait Terminal Control Area and OEKM Khamis Mushait / King Khaled AB, Instrument Approach Charts.

OEKM AD 2.23 ADDITIONAL INFORMATION

NIL

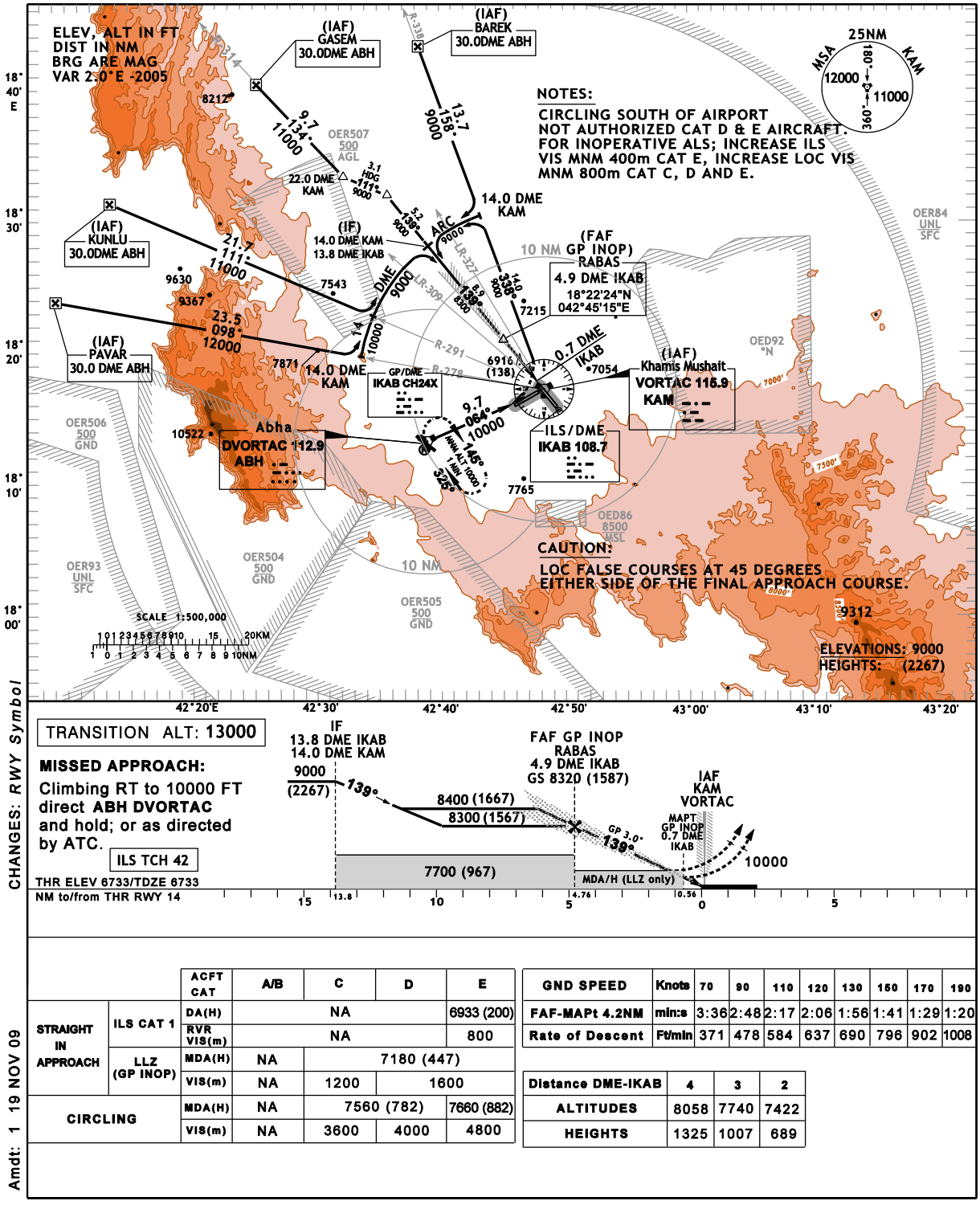
OEKM AD 2.24 CHARTS RELATED TO AN AERODROME

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6778 FT
HEIGHTS RELATED TO
TDZ RWY 14 - ELEV 6733 FT

APP : 130.5 124.5
TWR : 118.9
SMC : 127.7
ATIS : 127.20

KHAMIS MUSHAIT/ King Khaled AB (OEKM) ILS/DME RWY 14



TRANSITION ALT: 13000

MISSED APPROACH:
Climbing RT to 10000 FT direct **ABH DVORTAC** and hold; or as directed by ATC.

ILS TCH 42

THR ELEV 6733/TDZE 6733

		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	ILS CAT 1	DA(H)	NA			6933 (200)
		RVR VIS(m)	NA			800
	LLZ (GP INOP)	MDA(H)	NA	7180 (447)		
		VIS(m)	NA	1200	1600	
CIRCLING		MDA(H)	NA	7560 (782)		7660 (882)
		VIS(m)	NA	3600	4000	4800

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.2NM	min:s	3:36	2:48	2:17	2:06	1:56	1:41	1:29	1:20
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKAB	4	3	2
ALTITUDES	8058	7740	7422
HEIGHTS	1325	1007	689

CHANGES: *RWY Symbol*

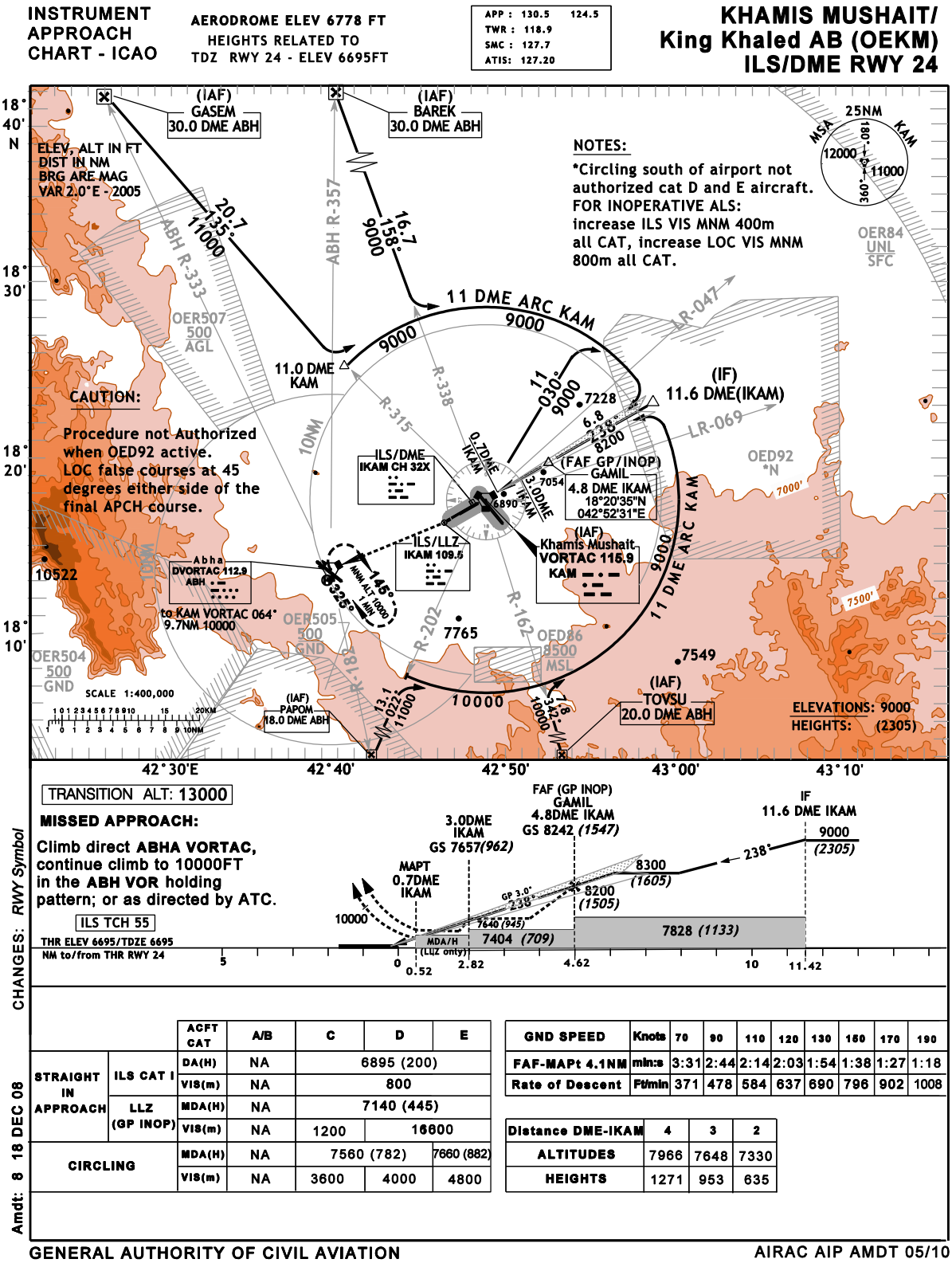
Amdt: 1 19 NOV 09

KHAMIS MUSHAIT/
King Khaled AB (OEKM)
ILS/DME RWY 14

AERONAUTICAL DATA TABULATION

CHANGES: *New Table*

ILS approach to RWY 14 from KAM VORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
KUNLU 30 DME (IAF)	18°32'38.7"N 042°14'13.5"E
PAVAR 30 DME (IAF)	18°25'08.8"N 042°09'54.6"E
RABAS 4.9 DME (FAF GP INOP)	18°22'24.3"N 042°45'15.0"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
ILS/LLZ IKAB	18°16'52.8"N 042°49'56.2"E
GP/DME IKAB	18°18'30.5"N 042°48'26.6"E
THR RWY 14	18°18'41.49"N 042°48'23.95"E



		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	NA	6895 (200)		
		VIS(m)	NA	800		
	LLZ (GP INOP)	MDA(H)	NA	7140 (445)		
		VIS(m)	NA	1200	16600	
CIRCLING		MDA(H)	NA	7560 (782)		7660 (882)
		VIS(m)	NA	3600	4000	4800

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.1NM	min:s	3:31	2:44	2:14	2:03	1:54	1:38	1:27	1:18
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKAM	4	3	2
ALTITUDES	7966	7648	7330
HEIGHTS	1271	953	635

GENERAL AUTHORITY OF CIVIL AVIATION

AIRAC AIP AMDT 05/10

KHAMIS MUSHAIT/
King Khaled AB (OEKM)
ILS/DME RWY 24

AERONAUTICAL DATA TABULATION

ILS approach to RWY 24 from KAM VORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
PAPOM 18 DME (IAF)	17°56'28.4"N 042°38'20.2"E
TOVSU 20 DME (IAF)	18°00'25.9"N 042°54'23.1"E
GAMIL 4.8 DME (FAF GP INOP)	18°20'34.7"N 042°52'31.2"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
ILS/LLZ IKAM	18°17'10.3"N 042°46'14.5"E
GP/DME IKAM	18°18'15.3"N 042°48'05.9"E
THR RWY 24	18°18'17.09"N 042°48'17.51"E

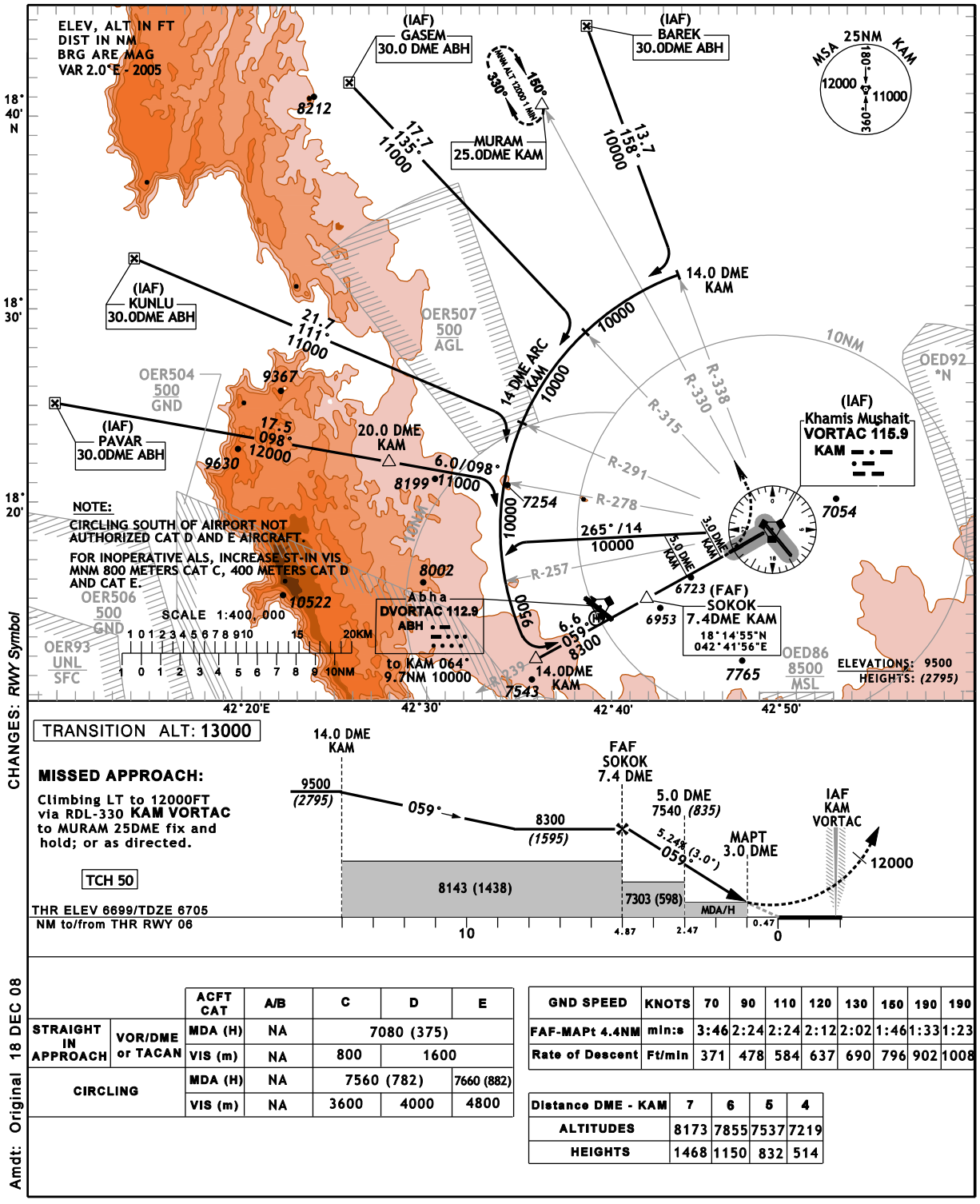
CHANGES: *New Table*

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6778 FT
HEIGHTS RELATED
TO TDZ RWY 06 - ELEV 6705 FT

APP : 130.5 124.5
TWR : 118.9
SMC : 127.7
ATIS : 127.20

KHAMIS MUSHAIT/ King Khaled AB (OEKM) VOR/DME or TACAN RWY 06



TRANSITION ALT: 13000

MISSED APPROACH:
Climbing LT to 12000FT via RDL-330 KAM VORTAC to MURAM 25DME fix and hold; or as directed.

TCH 50

THR ELEV 6699/TDZE 6705
NM to/from THR RWY 06

		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA (H)	NA	7080 (375)		
		VIS (m)	NA	800	1600	
CIRCLING		MDA (H)	NA	7560 (782)		7660 (882)
		VIS (m)	NA	3600	4000	4800

GND SPEED	KNOTS	70	90	110	120	130	150	190	190
FAF-MAPt 4.4NM	min:s	3:46	2:24	2:24	2:12	2:02	1:46	1:33	1:23
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME - KAM	7	6	5	4
ALTITUDES	8173	7855	7537	7219
HEIGHTS	1468	1150	832	514

CHANGES: RWY Symbol
Amdt: Original 18 DEC 08

KHAMIS MUSHAIT/
King Khaled AB (OEKM)
VOR/DME or TACAN RWY 06

AERONAUTICAL DATA TABULATION

CHANGES: *New Table*

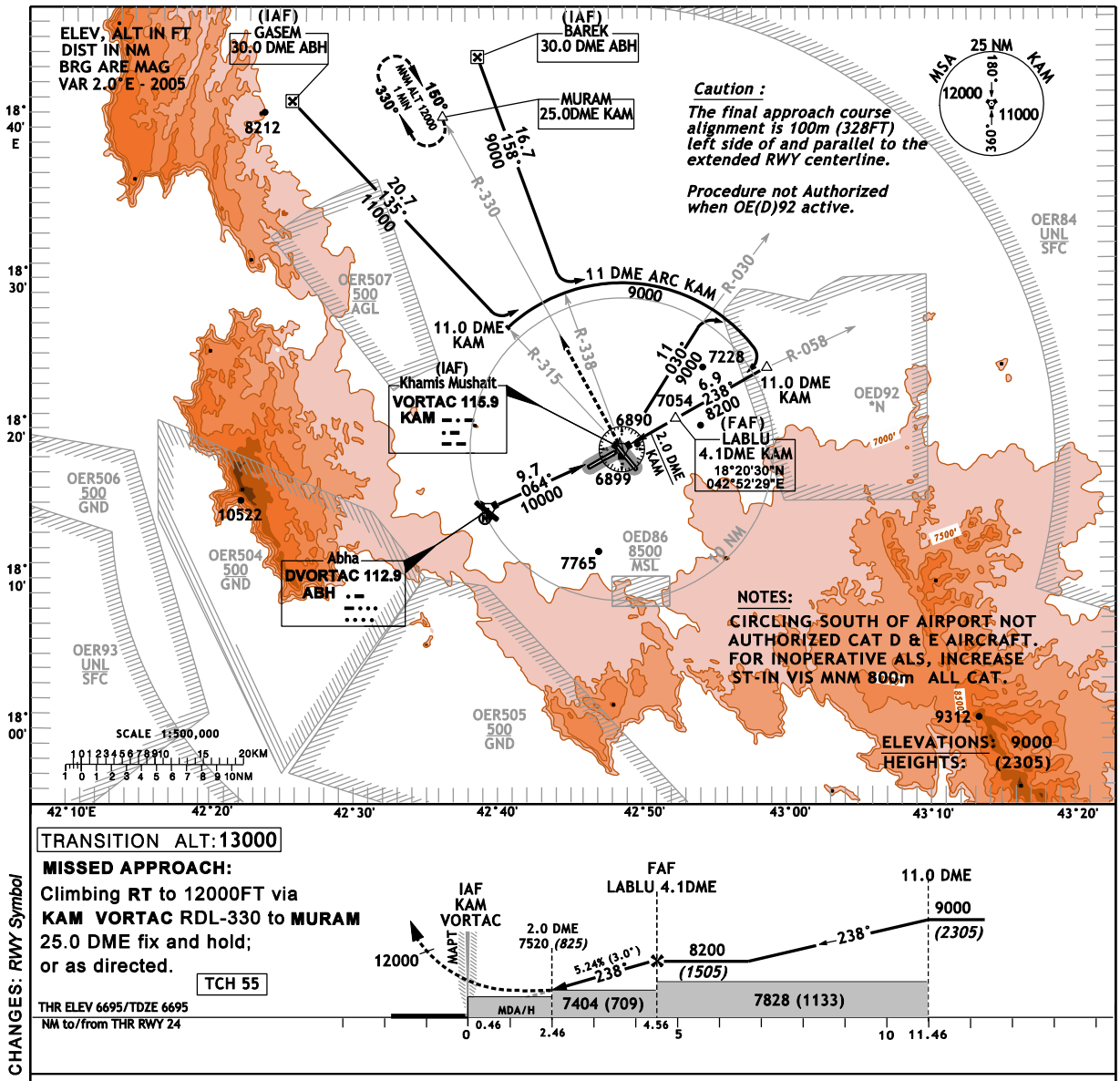
VOR approach to RWY 06 from KAM VORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
KUNLU 30 DME (IAF)	18°32'38.7"N 042°14'13.5"E
PAVAR 30 DME (IAF)	18°25'08.8"N 042°09'54.6"E
SOKOK 7.4 DME (FAF)	18°14'54.8"N 042°41'55.8"E
MURAM 25 DME MISSED APCH HOLDING	18°40'37.3"N 042°36'22.5"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
THR RWY 06	18°17'15.99"N 042°46'25.01"E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6778 FT
HEIGHTS RELATED TO
TDZ RWY 24 - ELEV 6695 FT

APP : 130.5 124.5
TWR : 118.9
SMC : 127.7
ATIS : 127.20

KHAMIS MUSHAIT/ King Khaled AB (OEKM) VOR/DME or TACAN RWY 24



TRANSITION ALT: 13000

MISSED APPROACH:
Climbing **RT** to 12000FT via **KAM VORTAC** RDL-330 to **MURAM** 25.0 DME fix and hold;
or as directed.

TCH 55

THR ELEV 6695/TDZE 6695

		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	NA	7140 (445)		
		VIS(m)	NA	1200	1600	
CIRCLING		MDA(H)	NA	7560 (782)		7660 (882)
		VIS(m)	NA	3600	4000	4800

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.1NM	min:s	3:31	2:44	2:14	2:03	1:54	1:38	1:27	1:18
Rate of Descent	Ft/min	371	478	371	371	371	371	371	371

Distance DME-KAM	4	3	2	1
ALTITUDES	8168	7850	7532	7214
HEIGHTS	1473	1155	837	519

CHANGES: *RWY Symbol*

Amdt: Original 18 DEC 08

KHAMIS MUSHAIT/
King Khaled AB (OEKM)
VOR/DME or TACAN RWY 24

AERONAUTICAL DATA TABULATION

VOR approach to RWY 24 from KAM VORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
MURAM 25 DME MISSED APCH HOLDING	18°40'37.3"N 042°36'22.5"E
LABLU 4.1 DME (FAF)	18°20'29.9"N 042°52'28.9"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
THR RWY 24	18°18'17.09"N 042°48'17.51"E

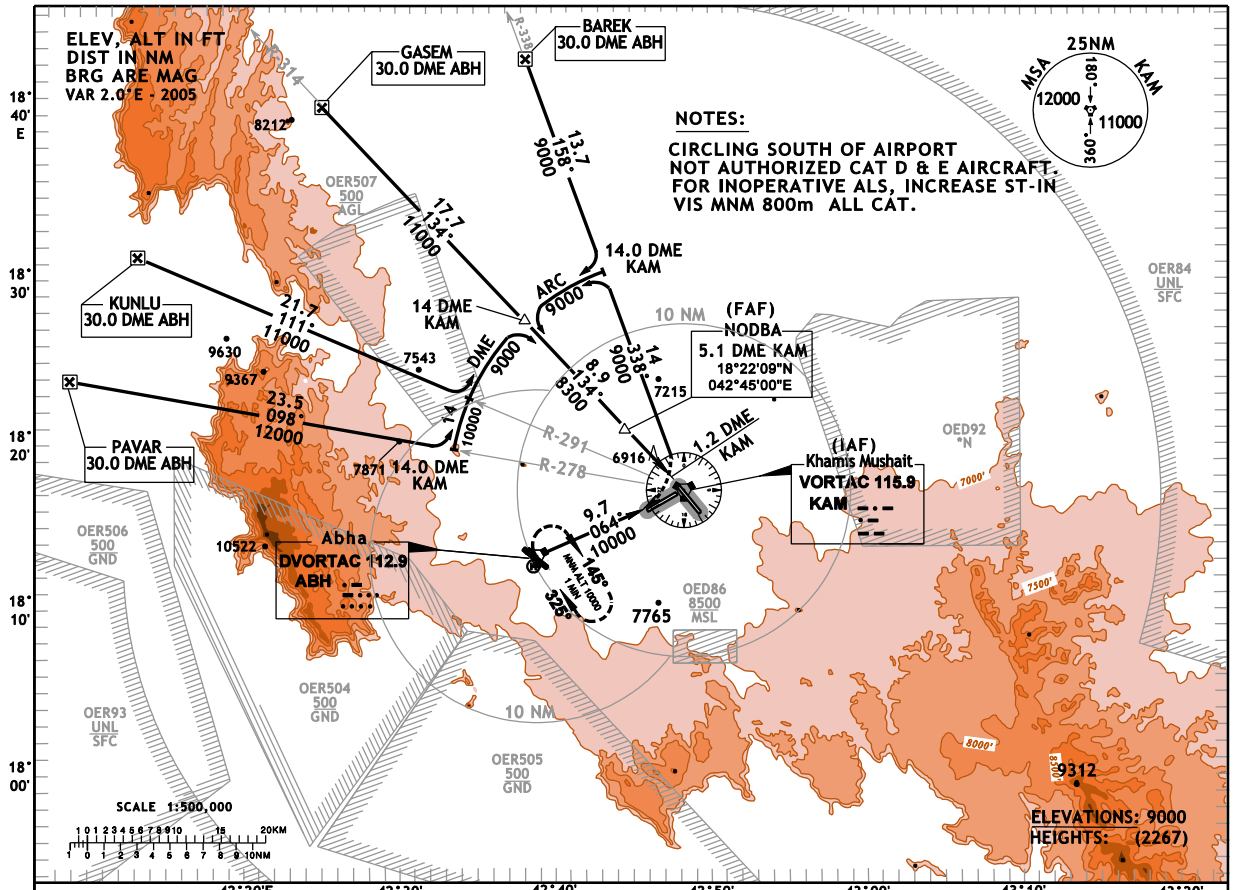
CHANGES: *New Table*

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6778 FT
HEIGHTS RELATED TO
TDZ RWY 14 - ELEV 6733 FT

APP : 130.5 124.5
TWR : 118.9
SMC : 127.7
ATIS : 127.20

KHAMIS MUSHAIT/ King Khaled AB (OEKM) VOR/DME or TACAN RWY 14

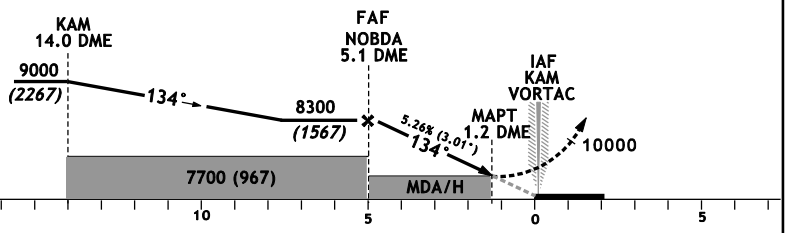


TRANSITION ALT: 13000

MISSED APPROACH:
Climbing RT to 10000 FT direct **ABH VORTAC** and hold; or as directed by ATC.

TCH 55

THR ELEV 6733/TDZE 6733



		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	NA	7180 (447)		
		VIS(m)	NA	1200	1600	
CIRCLING		MDA(H)	NA	7560 (782)		7660 (882)
		VIS(m)	NA	3600	4000	4800

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 3.9NM	min:s	3:21	2:36	2:08	1:57	1:48	1:34	1:23	1:14
Rate of Descent	Ft/min	373	479	586	639	692	799	906	1012

Distance DME-KAM	5	4	3	2
ALTITUDES	8268	7948	7628	7308
HEIGHTS	1535	1215	895	575

CHANGES: *RWY Symbol*

Amdt: Original 18 DEC 08

KHAMIS MUSHAIT/ King Khaled AB (OEKM) VOR/DME or TACAN RWY 14

AERONAUTICAL DATA TABULATION

VOR approach to RWY 14 from KAM VORTAC	
FIX / POINT	**COORDINATES**
BAREK 30 DME (IAF)	18°44'37.6"N 042°38'49.4"E
GASEM 30 DME (IAF)	18°41'44.3"N 042°25'55.0"E
KUNLU 30 DME (IAF)	18°32'38.7"N 042°14'13.5"E
PAVAR 30 DME (IAF)	18°25'08.8"N 042°09'54.6"E
NODBA5.1 DME (FAF)	18°22'08.5"N 042°45'00.3"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
THR RWY 14	18°18'41.49"N 042°48'23.95"E

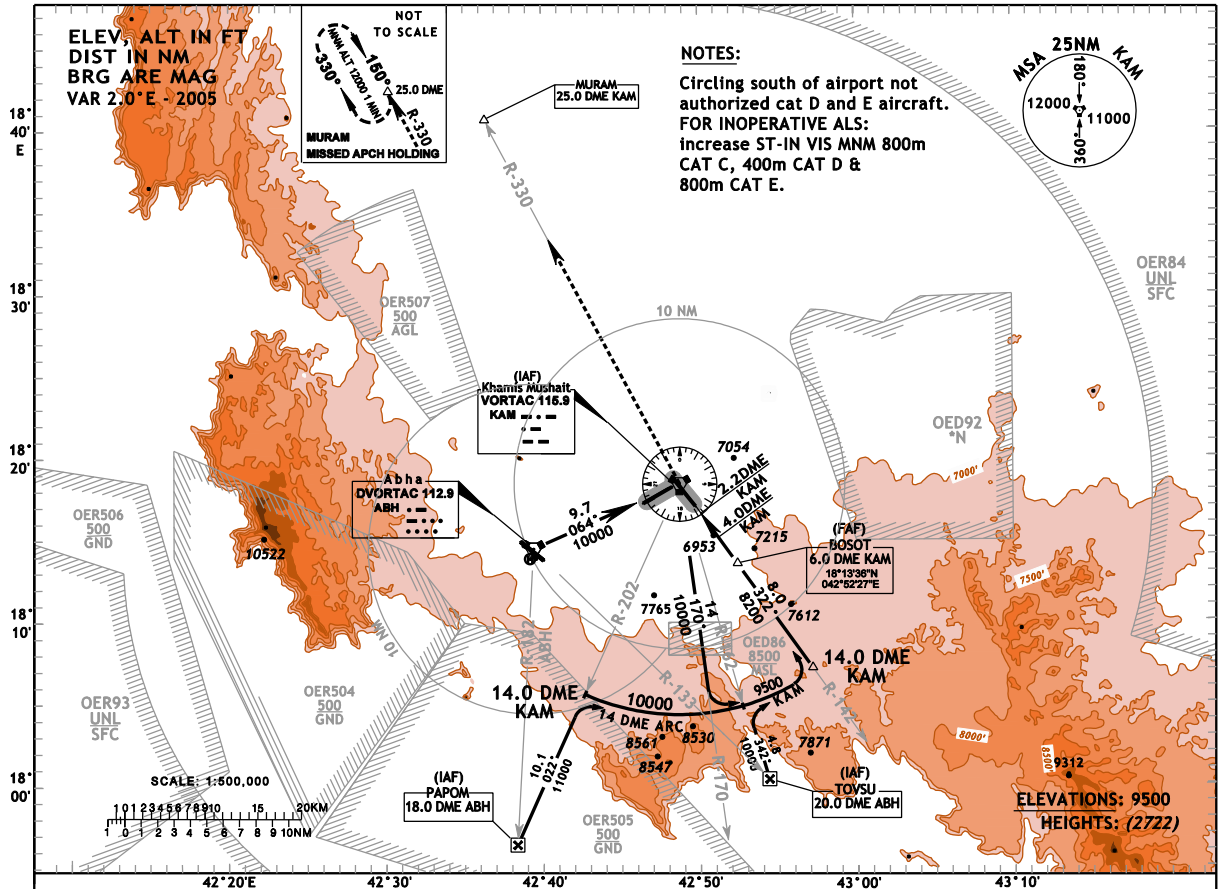
CHANGES: *New Table*

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 6778 FT
HEIGHTS RELATED TO
TDZ RWY 32 - ELEV 6778FT

APP :	130.5	124.5
TWR :	118.9	
SMC :	127.7	
ATIS:	127.20	

KHAMIS MUSHAIT
King Khaled AB (OEKM)
VOR/DME or TACAN RWY 32



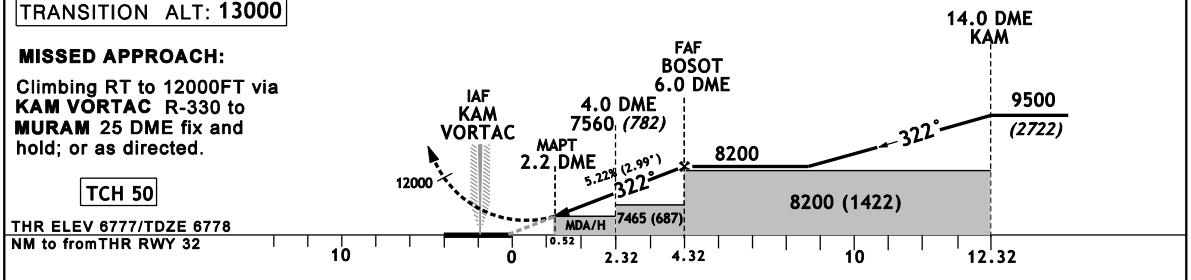
TRANSITION ALT: 13000

MISSED APPROACH:

Climbing RT to 12000FT via **KAM VORTAC** R-330 to **MURAM** 25 DME fix and hold; or as directed.

TCH 50

THR ELEV 6777/TDZE 6778



		ACFT CAT	A/B	C	D	E
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA (H)	NA	7220 (442)		
		VIS (m)	NA	1200	1600	
CIRCLING		MDA (H)	NA	7560 (782)		7660 (882)
		VIS (m)	NA	3600	4000	4800

GND SPEED	KNOTS	70	90	110	120	130	150	170	190
FAF-MAPt 3.8NM	min:s	3:15	2:32	2:04	1:54	1:45	1:31	1:20	1:12
Rate of Descent	Ft/min	370	476	581	634	687	793	899	1004

Distance DME -KAM	5	4	3
ALTITUDES	7882	7564	7246
HEIGHTS	1104	786	468

CHANGES: *RWY Symbol*

Amdt: Original 18 DEC 08

KHAMIS MUSHAIT
King Khaled AB (OEKM)
VOR/DME or TACAN RWY 32

AERONAUTICAL DATA TABULATION

VOR approach to RWY 32 from KAM VORTAC	
FIX / POINT	**COORDINATES**
PAPOM 18 DME ABH (IAF)	17°56'28.4"N 042°38'20.2"E
TOVSU 20 DME ABH (IAF)	18°00'25.9"N 042°54'23.1"E
BOSOT 6.0 DME KAM (FAF)	18°13'35.9"N 042°52'26.9"E
MURAM 25 DME MISSED APCH HOLDING	18°40'37.3"N 042°36'22.5"E
KAM VORTAC (IAF)	18°18'28.1"N 042°48'44.3"E
ABHA DVORTAC	18°14'30.9"N 042°39'25.0"E
THR RWY 32	18°17'05.43"N 042°49'45.35"E

CHANGES: *New Table*

OERK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Internally lighted guidance sign boards at entrances to all RWY, at approaches to ramps and intersections of taxiways. Center line guidance system for docking and parking.
2	RWY and TWY markings and LGT	See Aerodrome Lighting Chart RWY / TWY System 15L-33R and 15R-33L
3	Stop bars	Stop bars where appropriate.
4	Remarks	See also Aerodrome Chart, Aircraft Parking / Docking Charts, Apron Charts. Aiming point marking is located 400 meters from runway threshold as per the ICAO standards.

OERK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
15R	GACA receiving antenna (frangible) 2 126.5 FT marked and lighted	629 M / 255° from THR	-	-	See also Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Charts - ICAO

OERK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Riyadh MET office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Jeddah Central Forecast Office (CFO) (TAF periods of validity H30). TEL: 02 653 2173 and 02 653 2197 FAX: 02 653 0197
4	Trend forecast Interval of issuance	TEND Routine
5	Briefing/consultation provided	P, T, TV
6	Flight documentation Language(s) used	C, PL English
7	Charts and other information available for briefing or consultation	S, U, P, W
8	Supplementary equipment available for providing information	WXR, APT ,Self - briefing terminal . D-ATIS services AVBL (See GEN 3.4) .
9	ATS units provided with information	Riyadh TWR & Riyadh APP
10	Additional information (limitation of service, etc.)	TEL: 01 221 1584 & 01 221 1583 Jeddah CFO: TEL: 02 653 2173 02 653 2197 FAX: 02 653 0197

METEOROLOGICAL DATA												
MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURES (C)												
TEMPERATURE	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**
MAXIMUM	19.7	22.9	26.5	33.1	39.1	42.8	43.2	43.4	40.6	35.4	29.1	22.7
MINIMUM	6.9	9.2	12.5	17.8	22.7	24.8	25.7	25.6	22.6	18.1	13.8	8.6
MEAN PRESSURE IN HECTOPASCALS (HPA) FOR EACH MONTH												
	948.5	946.7	944.8	943	940.6	936.3	934	935.6	939.8	944.9	947	949

OERK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15L	150° GEO 148° MAG	4205 x 60	80/F/A/W/T Asphalt	245836.6630N 0464207.2176E	2032.95 FT
33R	330° GEO 328° MAG	4205 x 60	80/F/A/W/T Asphalt	245638.2731N 0464322.0775E	2011.78 FT
15R	150° GEO 148° MAG	4205 x 60	80 /F/A/W/T Asphalt	245815.3667N 0464029.5683E	2048.58 FT
33L	330° GEO 328° MAG	4205 x 60	80 /F/A/W/T Asphalt	245616.9740N 0464144.4669E	2032.57 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.154% down	NIL	NIL	4325 x 300	NIL	NIL
0.154% up	NIL	NIL	4325 x 300	NIL	NIL
0.117% down	NIL	NIL	4325 x 300	NIL	NIL
0.117% up	NIL	NIL	4325 x 300	NIL	NIL

OERK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15L	4205	4205	4205	4205	NIL
33R	4205	4205	4205	4205	NIL
15R	4205	4205	4205	4205	NIL
33L	4205	4205	4205	4205	NIL

OERK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVORTAC/ATIS	KIA	113.300 MHZ CH 80X	H24	245309.8N 0464533.8E	1959.55 FT	148 MAG / 4 NM FM THR RWY 33R ON CL
TMA/RADAR						
VOLMET	KKIA WX	126.400 MHZ	H24	245853.8840N 0464343.6620E	2033 FT	Exercise care in selecting correct ILS for assigned RWY as more than one ILS OPR simultaneously
LLZ 15L ILS CAT I	IELF	109.500 MHZ	H24	245629.9035N 0464327.363E		Front course sector coverage angle ±35
GP		332.600 MHZ	H24	245828.9368N 0464217.0421E		GPA 3° TCH 55 FT Height of point C 100 FT.
DME	IELF	CH 32X	H24	245828.9368N 0464217.0421E	2048.58 FT	Co-located with GP
LLZ 15R ILS CAT I	ITIH	110.500 MHZ	H24	245608.6084N 0464149.7559E		Front cours sector angle ±35
GP		329.600 MHZ	H24	245804.3227N 0464031.6132E		GPA 3° TCH 55 FT Height of point C 100 FT.
DME	ITIH	CH 42X	H24	245804.3227N 0464031.6132E	2046.94 FT	Co-located with GP
LLZ 33L ILS CAT I	IFAT	110.100 MHZ	H24	245823.7256N 0464024.2751E		Front course sector angle ±35
GP		334.400 MHZ	H24	245623.6244N 0464135.3187E		GPA 3° TCH 55 FT Height of point C 103 FT.
DME	IFAT	CH 38X	H24	245623.6244N 0464135.3187E	2022.94 FT	Co-located with GP
LLZ 33R ILS CAT I	IKIA	109.100 MHZ	H24	245845.0458N 0464201.9076E		Front course sector angle ±35
GP		331.400 MHZ	H24	245649.1924N 0464320.1149E		GPA 3° TCH 55 FT Height of point C 106 FT.
DME	IKIA	CH 28X	H24	245649.1924N 0464320.1149E		Co-located with GP

OERK AD 2.20 LOCAL TRAFFIC REGULATIONS

See Riyadh / King Khaled International Parking/Docking Charts.

OERK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OERK AD 2.22 FLIGHT PROCEDURES

RWY 15R, 33R : Right hand circuit.

RWY 15L, 33L : Left hand circuit.

See Riyadh / King Khaled International Instrument Approach Charts and Standard Instrument Departure (SID) Charts.

OERK AD 2.23 ADDITIONAL INFORMATION

NIL

OERK AD 2.24 CHARTS RELATED TO AN AERODROME

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AREA CHART- ICAO

DEPARTURE AND TRANSIT ROUTES

TMA RIYADH

LEGEND		
Terminal Area(TMA) Airspace classification		C
Control Area (CTA)		A
Control Zone (CTR)		
Flight Information Region (FIR)		
Airway (AWY)		
Aerodrome Traffic Zone(ATZ)		
Reporting point (REP)	Compulsary	
	On request	
ATS/MET reporting point(MRP)	Compulsary	
	On request	
Bypass arc indicated not passing on this airway		
Holding patttern outbound/ inbound track		270° 090°
Activity notified by NOTAM		*N

Restricted airspace
Identification area — OED24
Vertical Limits — 18000 GND
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° — 381 — 270°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Route designator — B544
Magnetic track — 140° — 108 — 320°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° — 381 — 306°
Distance in nautical miles — FL195
Vertical limits
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 62 / 79

Air Traffic Services
Airspace type/Name — TMA RIYADH
Upper Limit — 120.0 339.4
Lower Limit — FL150
Class of airspace — C — 2500FT AGL (40 TO 60NM KIA)
Radio Frequency(ies) — 700FT AGL (within 40NM KIA)

Radio Navigation Aids (NAVAID)
Name — Riyadh Air Base
NAVAID Type & Frequency — VORTAC 114.5
Identification — RIY
Geographical coordinates — 24°43'03"N 046°43'15"E
Elevation of DME antenna — 2018

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: *Revised RIYADH TMA frequencies*

ELEV.ALT in FEET
Dist.in NM
BRG. are MAG

RIYADH
APP : 120.0 339.4
TWR : 118.6 (E) 118.8(W)
ATIS : 127.15
GND : 121.6 (E) 121.7 (W)

VAR 2.0°E YEAR 2000

*NOTE:UT503 AVBL for TFC DEP/ARR and overflying RIYADH (OERK-OERY) ONLY.

TMA RIYADH
FL155
2500FT AGL
(40 TO 60NM KIA)
700FT AGL
(within 40NM KIA)
120.0 339.4

CTA BAHRAIN
ACC
UNL
FL245
RIYADH APP
FL245
FL155

CTR RIYADH
4500 ASL
SFC

CTR RIYADH
AIRBASE
4500 ASL
SFC

CTR PRINCE SULTAN
13000 ASL
SFC

TMA PRINCE SULTAN APP
FL200
SFC
(*except Prince Sultan CTR)
123.425 261.125

*NOTE:A415
1: ONLY AVBL daily FM SAT to WED BTN 1900-0300UTC.
2: AVBL every THUs,FRIs and OFFICIAL Holidays 24 HRS.
3: When OED48 active, MEA is FL210

*OER29
Excluding the protected area for RNP-5routes L883,A417, M628, &UN315 from FL260 to FL460,

*Note:
City of Riyadh is restricted area OER21 (SFC-UNL)

SCALE 1:1,000,000
10 0 50 100KM
10 0 10 20 30 40 50 60NM

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AREA CHART- ICAO

ARRIVAL AND TRANSIT ROUTES

TMA RIYADH

LEGEND

Terminal Area(TMA) Airspace classification	C
Control Area (CTA)	A
Control Zone (CTR)	
Flight Information Region (FIR)	
Airway (AWY)	
Aerodrome Traffic Zone(ATZ)	
Reporting point (REP) — Compulsary	
Reporting point (REP) — On request	
ATS/MET reporting point(MRP) — Compulsary	
ATS/MET reporting point(MRP) — On request	
Bypass arc indicated not passing on this airway	
Holding patttern outbound/ inbound track	270° 090°
Activity notified by NOTAM	*N

Restricted airspace
Identification area — OED24
Vertical Limits — 18000 GND
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° — 381 — 270°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200

Route designator — B544
Magnetic track — 140° — 108 — 320°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° — 381 — 306°
Distance in nautical miles — FL195
Vertical limits
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 62 / 79

Air Traffic Services
Airspace type/Name — TMA RIYADH
Upper Limit — 120.0 339.4
Lower Limit — FL150
Class of airspace — C
Radio Frequency(ies) — 2500FT AGL (40 TO 60NM KIA) 700FT AGL (within 40NM KIA)

Radio Navigation Aids (NAVAID)
Name — Riyadh Air Base
NAVAID Type & Frequency — VORTAC 114.5
Identification — RIY
Geographical coordinates — 24°43'03"N 046°43'15"E
Elevation of DME antenna — 2018

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: *Revised RIYADH TMA frequencies*

ELEV.ALT in FEET
Dist.in NM
BRG. are MAG

RIYADH
APP : 120.0 339.4
TWR : 118.6 (E) 118.8(W)
ATIS : 127.15
GND : 121.6 (E) 121.7 (W)

N
VAR 2.0°E YEAR 2000

*NOTE:UT503 AVBL for TFC DEP/ARR and overflying RIYADH (OERK-OERY) ONLY.

LABIS
TORKI
MURLU 25°52'34"N 046°34'56"E
GIBUS 25°57'24"N 042°28'29"E
ESRAT 25°51'17"N 047°02'47"E
ALTAV 25°44'38"N 047°19'53"E
METNI 25°37'15N 046°00'31"E
VELOS 25°21'26"N 045°47'12"E
TAKTI 25°21'53"N 047°43'40"E
KOBOX 25°07'16"N 047°49'46"E
KINIB 25°41'08"N 048°23'17"E
DEGLA 25°02'43"N 047°28'47"E
OTALI 24°33'13"N 047°47'44"E
RESAL 24°06'49"N 047°04'27"E
MUNTO 23°53'45"N 046°34'59"E
TEVOG 24°06'12"N 046°04'24"E
KAVUR 24°42'46"N 045°40'36"E
MEDAD
DAPON
ITORO
KEBAR
BOTOD
PASOB
DEBAS
AMBAG
RAPMA

KUSRO
OVEKU
TASBA
RGB
GOLNO
SITER

Thumamah
Pump Station 3
Khurais

TMA RIYADH
FL155
2500FT AGL
(40 TO 60NM KIA)
700FT AGL
(within 40NM KIA)
120.0 339.4

RIYADH/ King Khalid Int'l
DVORTAC 113.3
KIA
24°53'10"N
046°45'34"E
1959.55

Riyadh Air Base
VORTAC 114.5
RIY
24°43'03"N
046°43'15"E
2018

Al Kharj
VORTAC 117.3
AKJ
24°04'06"N
047°24'27"E
1479

PRINCE SULTAN AIR BASE
VORTAC 115.4
PSA
24°04'26"N
047°35'00"E
1599.3

CTR RIYADH 4500 ASL SFC
CTR RIYADH AIRBASE 4500 ASL SFC
CTR PRINCE SULTAN 13000 ASL SFC

CTA BAHRAIN ACC UNL FL245
RIYADH APP FL245 FL155

OED25 2000 GND
OED33 6500 MSL
OED24 18000 GND
OED26 7500 MSL *N
OED201 *N
OED202 500 SFC (SR to SS) 2000 SFC (SS to 1900Z)
OER206 5500 SFC
OER203 10000 SFC
OER212 500 GND
OER213 500 GND
OER34(A) 4500 SFC
OER34(B) 5500 SFC
OEP37 FL150 SFC
OER30 4000 SFC
OEP205 UNL SFC
OER29 UNL SFC
OEP22 5000 GND
OER210 FL270 FL200
OER207 FL350 FL330
OER41 UNL SFC
OER44(S) FL330
OER306 10000 SFC

*OER29 Excluding the protected area for RNP-5routes L883,A417, M628, &UN315 from FL260 to FL460,

*Note: City of Riyadh is restricted area OER21 (SFC-UNL)

*NOTE:A415
1: ONLY AVBL daily FM SAT to WED BTN 1900-0300UTC.
2: AVBL every THUs,FRIs and OFFICIAL Holidays 24 HRS.
3: When OED48 active, MEA is FL210

TMA PRINCE SULTAN APP FL200 SFC (*except Prince Sultan CTR)
123.425 261.125

SCALE 1:1,000,000
10 0 10 20 30 40 50 60NM
10 0 50 100KM

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INSTRUMENT APPROACH CHART - ICAO

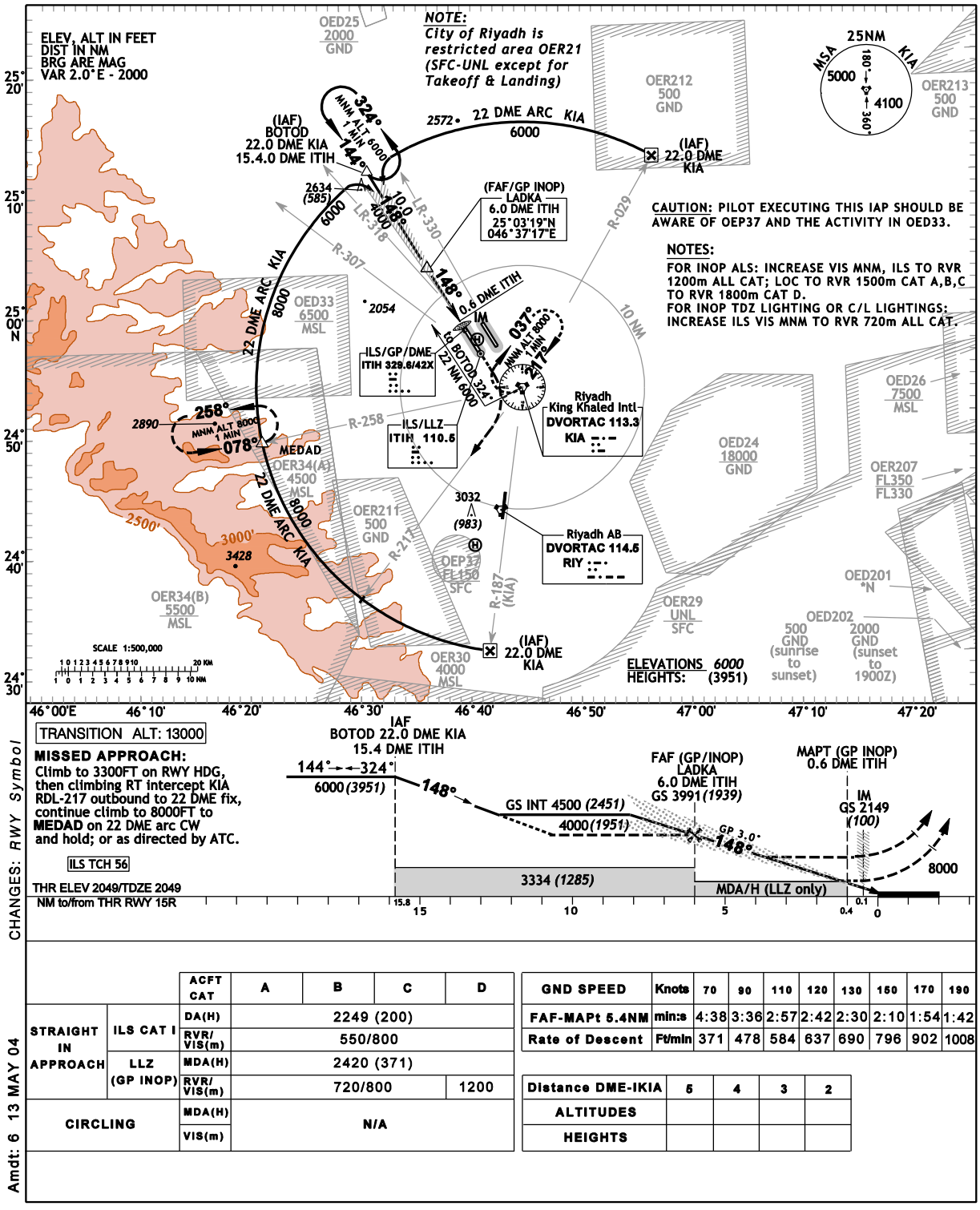
AD ELEV 2049 FT

HEIGHTS RELATED TO TDZ RWY 15R - ELEV 2049FT

APP :	120.0 128.5
TWR :	118.6(E) 118.8(W)
ATIS:	127.15
GND :	121.6(E) 121.7(W)

RIYADH/King Khaled Intl (OERK)

ILS/DME RWY 15R



CHANGES: RWY Symbol

Amdt: 6 13 MAY 04

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2249 (200)			
		RVR/ VIS(m)	550/800			
	LLZ (GP INOP)	MDA(H)	2420 (371)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 5.4NM	min:s	4:38	3:36	2:57	2:42	2:30	2:10	1:54	1:42
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKIA	6	4	3	2
ALTITUDES				
HEIGHTS				

RIYADH/King Khaled Intl (OERK)

ILS/DME RWY 15R

AERONAUTICAL DATA TABULATION

ILS approach to RWY 15R from KIA DVORTAC	
FIX / POINT	**COORDINATES**
BOTOD (IAF) - 22 DME KIA	25°11'29.9"N 046°32'04.9"E
LADKA (FAF/GP INOP) - 6.0 DME ITIH	25°03'19.1"N 046°37'17.2"E
MEDAD - 22 DME/RDL-258 KIA (MISSED APCH HOLDING)	24°49'24.4"N 046°21'43.7"E
DELSO 22.0 DME/RDL-045	25°08'12.2"N 047°03'17.6"E
KIA DVORTAC	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
ILS/LLZ ITIH	24°56'08.6"N 046°41'49.8"E
ILS/GP DME ITIH	24°58'04.3"N 046°40'31.6"E
INNER MARKER (IM)	24°58'22.7"N 046°40'24.9"E
THR RWY 15R	24°58'15.37"N 046°40'29.57"E

INSTRUMENT APPROACH CHART - ICAO

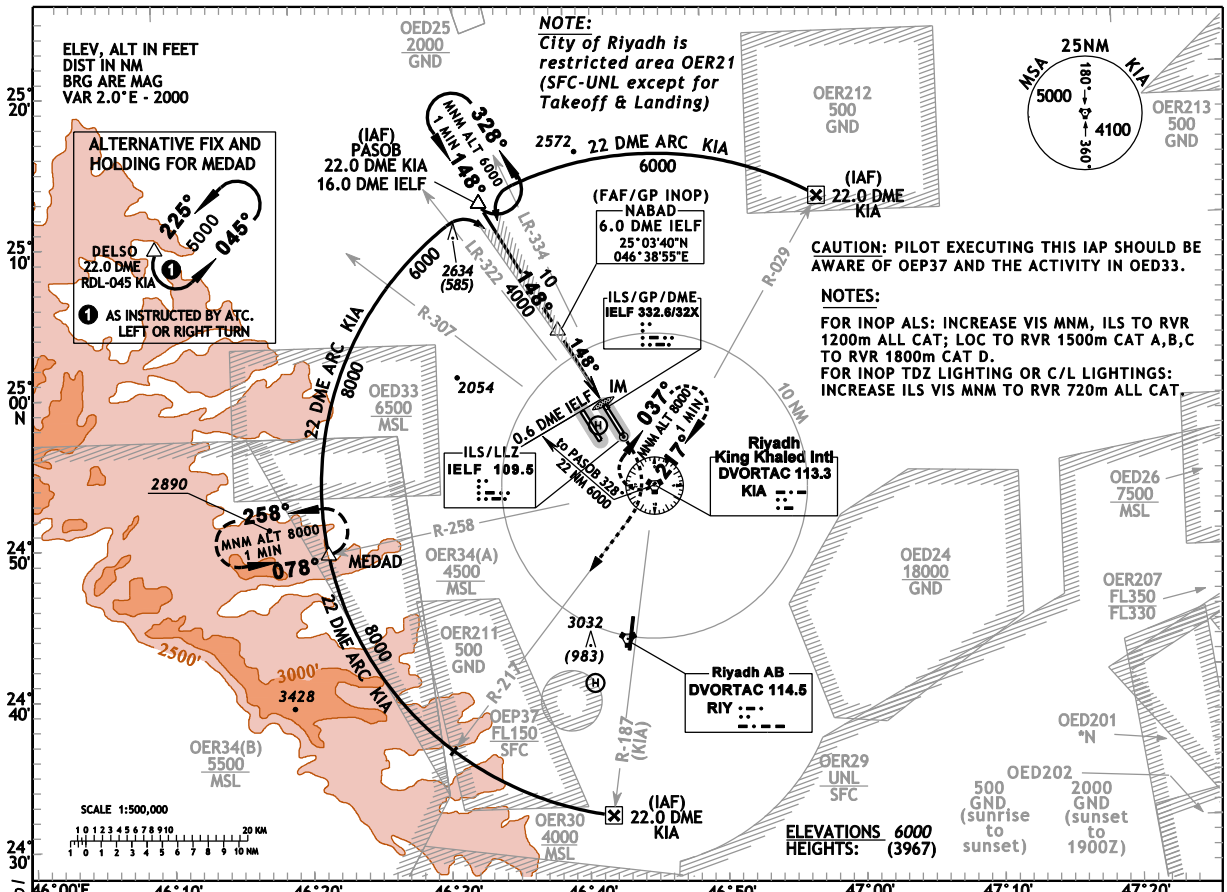
AD ELEV 2049 FT

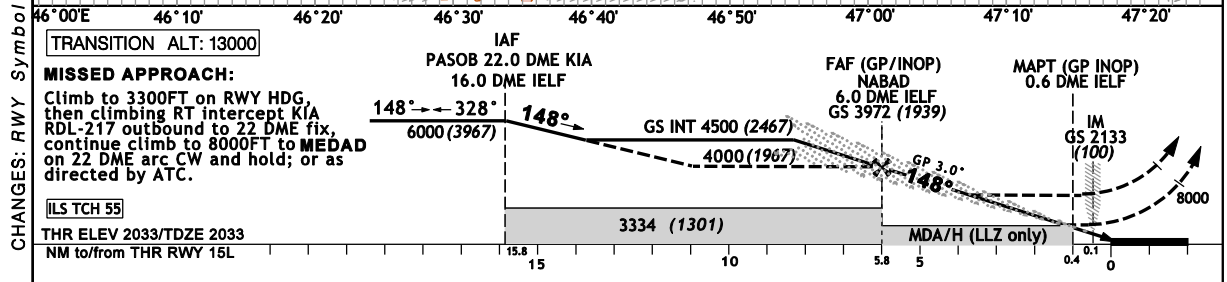
HEIGHTS RELATED TO TDZ RWY 15L- ELEV 2033 FT

APP :	120.0 128.5
TWR :	118.6(E) 118.8(W)
ATIS:	127.15
GND :	121.6(E) 121.7(W)

RIYADH/King Khaled Intl (OERK)

ILS/DME RWY 15L





CHANGES: RWY Symbol

Amdt: 6 13 MAY 04

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2233 (200)			
		RVR/ VIS(m)	550/800			
	LLZ (GP INOP)	MDA(H)	2420 (387)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 5.4NM	min:s	4:38	3:36	2:57	2:42	2:30	2:10	1:54	1:42
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKIA	5	4	3	2
ALTITUDES				
HEIGHTS				

RIYADH/King Khaled Intl (OERK)

ILS/DME RWY 15L

AERONAUTICAL DATA TABULATION

ILS approach to RWY 15L from KIA DVORTAC	
FIX / POINT	**COORDINATES**
PASOB (IAF) - 22 DME KIA	25°12'16.4"N 046°33'26.9"E
NABAD (FAF/GP INOP) - 6.0 DME IELF	25°03'39.8"N 046°38'55.3"E
MEDAD - 22 DME/RDL-258 KIA (MISSED APCH HOLDING)	24°49'24.4"N 046°21'43.7"E
DELSO 22.0 DME/RDL-045	25°08'12.2"N 047°03'17.6"E
KIA DVORTAC	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
INNER MARKER (IM)	24°58'44.0"N 046°42'02.6"E
ILS/LLZ (IELF)	24°56'29.9"N 046°43'27.4"E
ILS/GP DME (IELF)	24°58'28.9"N 046°42'17.0"E
THR RWY 15L	24°58'36.66"N 046°42'07.22"E

INSTRUMENT APPROACH CHART - ICAO

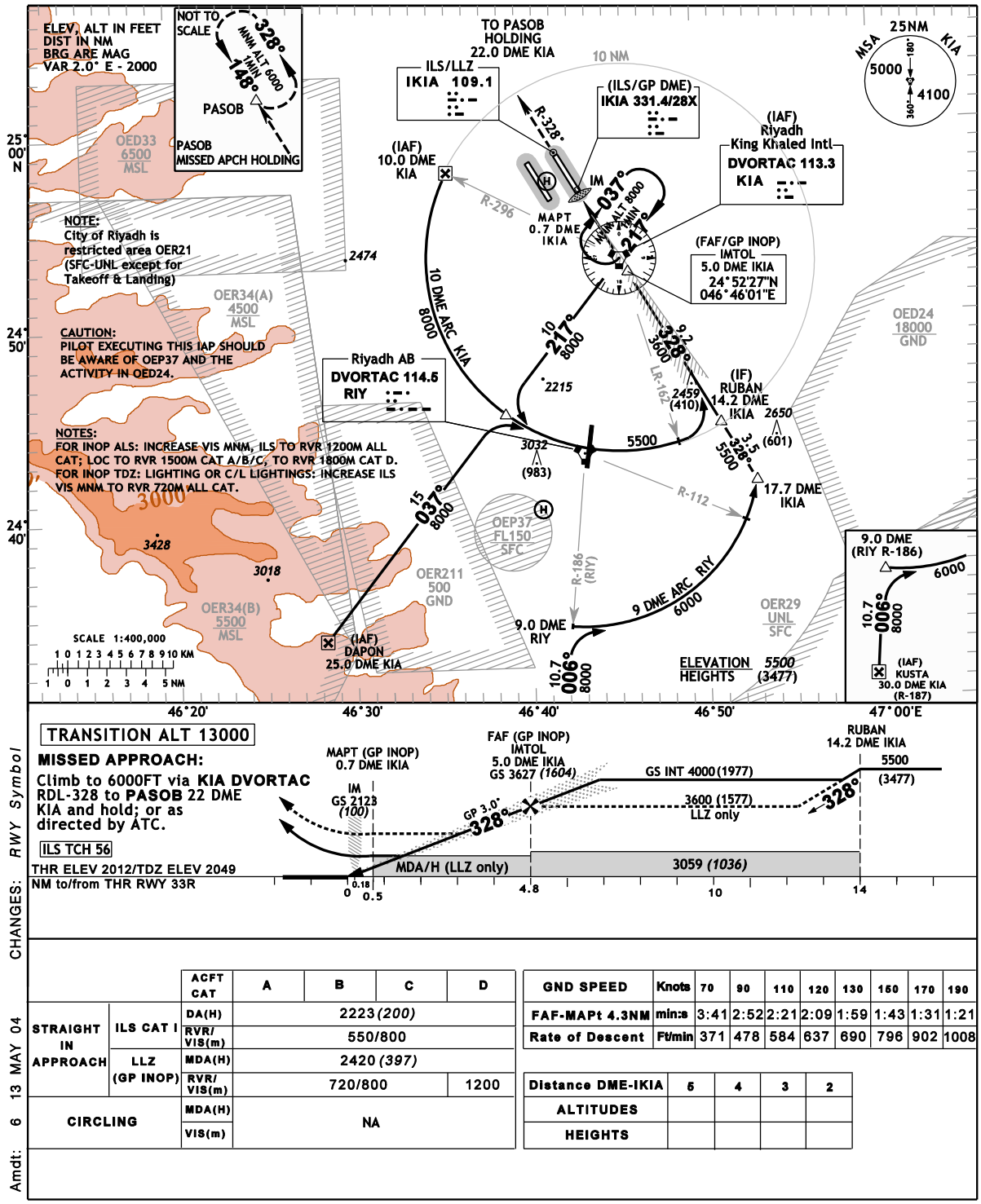
AERODROME ELEV 2049 FT

HEIGHTS RELATED TO TDZ RWY 33R - ELEV 2023FT

APP :	120.0	128.5
TWR :	118.6(E)	118.8(W)
ATIS:	127.15	
GND :	121.6(E)	121.7(W)

RIYADH / King Khaled Intl (OERK)

ILS/DME RWY 33R



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2223 (200)			
		RVR/ VIS(m)	550/800			
	LLZ (GP INOP)	MDA(H)	2420 (397)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.3NM	min:s	3:41	2:52	2:21	2:09	1:59	1:43	1:31	1:21
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKIA	5	4	3	2
ALTITUDES				
HEIGHTS				

RIYADH / King Khaled Intl (OERK)

ILS/DME RWY 33R

AERONAUTICAL DATA TABULATION

ILS approach to RWY 33R from KIA DVORTAC	
FIX / POINT	**COORDINATES**
KIA DVORTAC (IAF)	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
DAPON (IAF) - 25 DME KIA	24°33'39.4"N 046°28'18.4"E
KUSTA (IAF) - 30 DME KIA RDL-187	24°24'37.2"N 046°35'07.4"E
IMTOL (FAF/GP INOP) - 5.0 DME IKIA	24°52'26.5"N 046°46'01.1"E
RUBAN (IF) - 14.2 DME IKIA	24°44'28.1"N 046°51'02.7"E
PASOB - 22 DME KIA (MISSED APCH HOLDING)	25°12'16.4"N 046°33'26.9"E
INNER MARKER (IM)	24°56'29.1"N 046°43'27.9"E
IKIA LLZ	24°58'45.0"N 046°42'01.9"E
IKIA GP/DME	24°56'49.2"N 046°43'20.1"E
THR RWY 33R	24°56'38.27"N 046°43'22.08"E

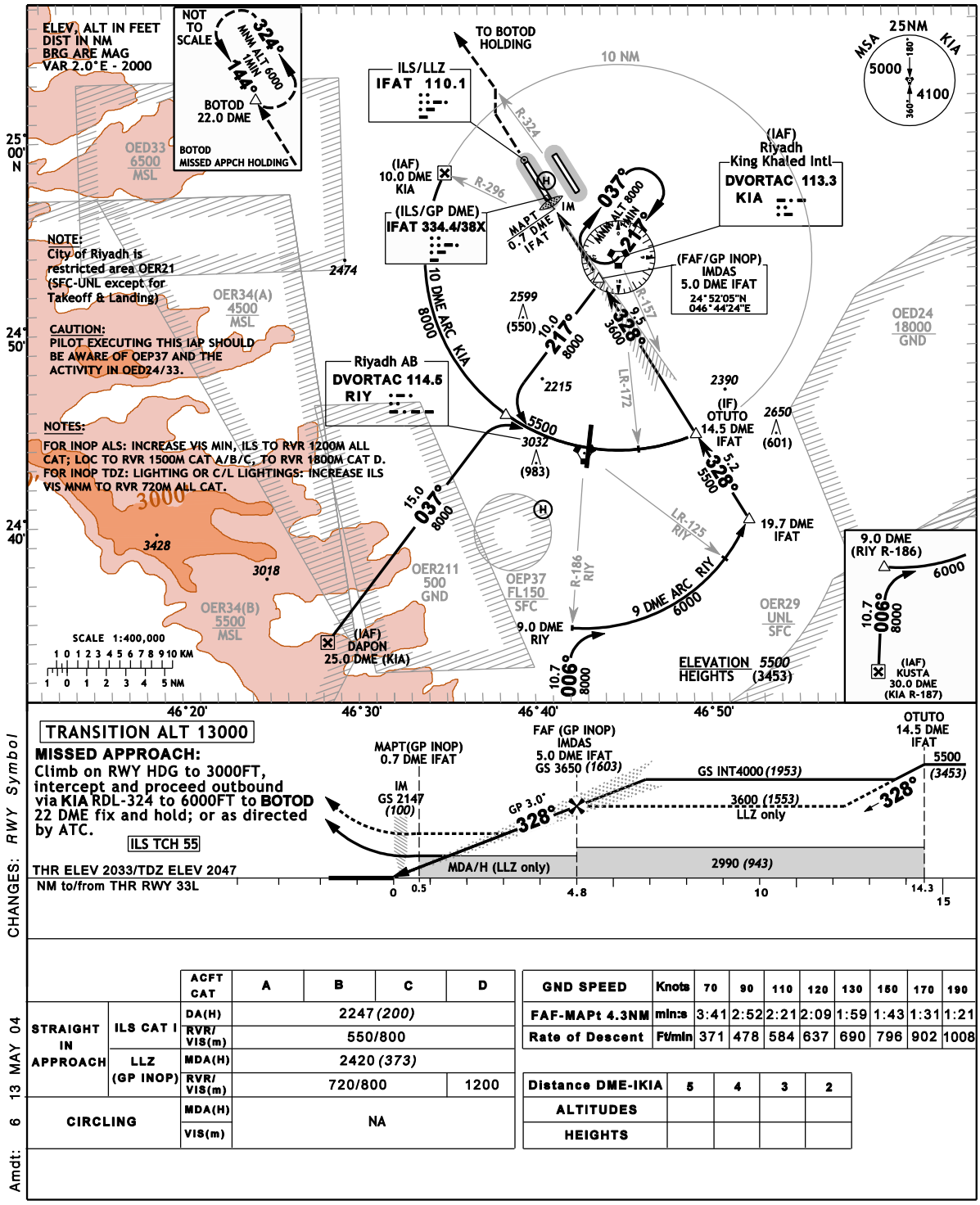
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2049 FT
HEIGHTS RELATED TO
TDZ RWY 33L - ELEV 2047FT

APP :	120.0	128.5
TWR :	118.6(E)	118.8(W)
ATIS:	127.15	
GND :	121.6(E)	121.7(W)

RIYADH / King Khaled Intl (OERK)

ILS/DME RWY 33L



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2247 (200)			
		RVR/ VIS(m)	550/800			
	LLZ (GP INOP)	MDA(H)	2420 (373)			
		RVR/ VIS(m)	720/800			1200
CIRCLING		MDA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.3NM	min:s	3:41	2:52	2:21	2:09	1:59	1:43	1:31	1:21
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKIA	5	4	3	2
ALTITUDES				
HEIGHTS				

Amdt: 6 13 MAY 04 CHANGES: RWY Symbol

RIYADH / King Khaled Intl (OERK)

ILS/DME RWY 33L

AERONAUTICAL DATA TABULATION

ILS approach to RWY 33L from KIA DVORTAC	
FIX / POINT	**COORDINATES**
KIA DVORTAC (IAF)	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
DAPON - 25 DME KIA (IAF)	24°33'39.4"N 046°28'18.4"E
KUSTA - 30 DME IKIA R-187 (IAF)	24°24'37.2"N 046°35'07.4"E
OTUTO (IF) - R-157 KIA 10 DME 14.5 DME IFAT	24°43'49.4"N 046°49'36.0'E
IMDAS - 5.0 DME IFAT (FAF/GP INOP)	24°52'04.9"N 046°44'23.8"E
BOTOD 22 DME KIA - R-324 (MISSED APCH HOLDING)	25°11'29.9"N 046°32'04.9"E
INNER MARKER (IM)	24°56'07.3"N 046°41'50.6"E
IFAT ILS/LLZ	24°58'23.7"N 046°40'24.3"E
IFAT GP/DME	24°56'23.6"N 046°41'35.3"E
THR RWY 33L	24°56'16.97"N 046°41'44.47"E

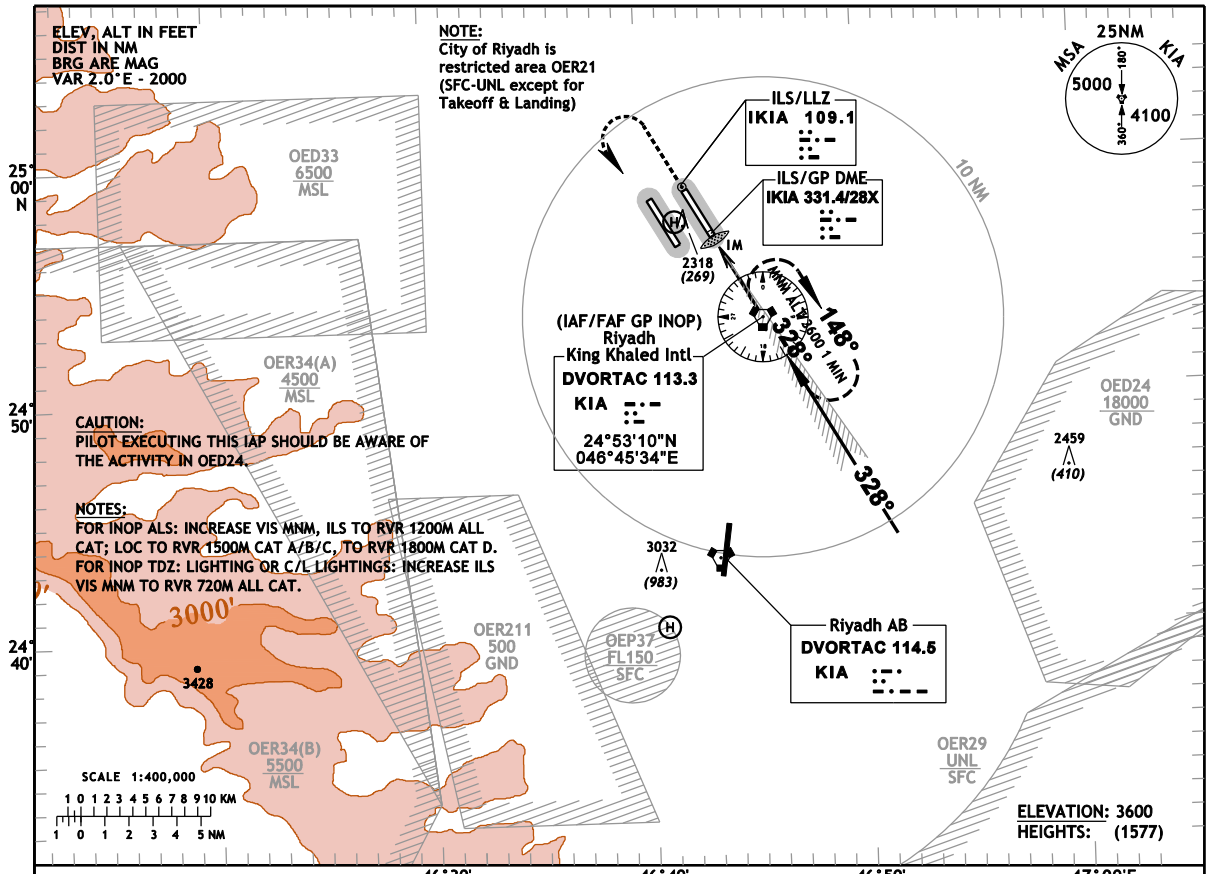
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 2049 FT
HEIGHTS RELATEDTO TDZ RWY 33R - ELEV 2023FT

APP :	120.0	128.5
TWR :	118.6(E)	118.8(W)
ATIS:	127.15	
GND :	121.6(E)	121.7(W)

RIYADH/King Khaled Intl (OERK)

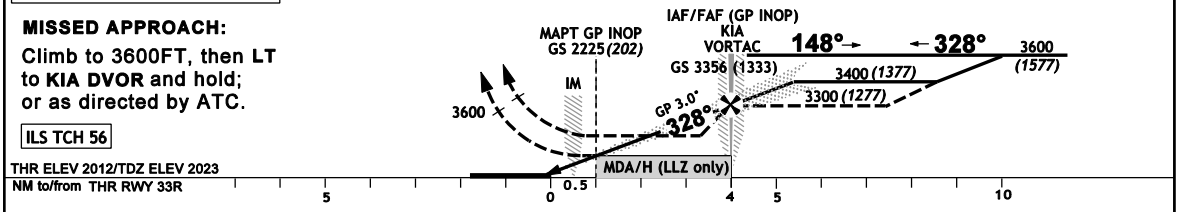
ILS RWY 33R



TRANSITION ALT 13000

MISSED APPROACH:
Climb to 3600FT, then LT to KIA DVOR and hold; or as directed by ATC.

ILS TCH 56



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2223 (200)			
		RVR/VIS(m)	550/800			
	LLZ (GP INOP)	MDA(H)	2420 (397)			
		RVR/VIS(m)	720/800			1200
CIRCLING		MDA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 3.5NM	min:s	3:00	2:20	1:55	1:45	1:37	1:24	1:14	1:06
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

Distance DME-IKIA	5	4	3	2
ALTITUDES				
HEIGHTS				

CHANGES: RWY Symbol

Amdt: 2 13 MAY 04

RIYADH/King Khaled Intl (OERK)

ILS RWY 33R

AERONAUTICAL DATA TABULATION

ILS APPROACH to RWY 33R from KIA DVORTAC	
FIX / POINT	**COORDINATES**
KIA VORTAC (IAF/FAF GP INOP)	24°53'09.8"N 046°45'33.8"E
RIY VORTAC	24°43'03.2"N 046°43'14.6"E
ILS/LLZ IKIA	24°58'45.1"N 046°42'01.9"E
ILS/GP DME IKIA	24°56'49.2"N 046°42'20.1"E
INNER MARKER (IM)	24°56'29.1"N 046°43'27.9"E
THR RWY 33R	24°56'38.27"N 046°43'22.08"E

INSTRUMENT APPROACH CHART - ICAO

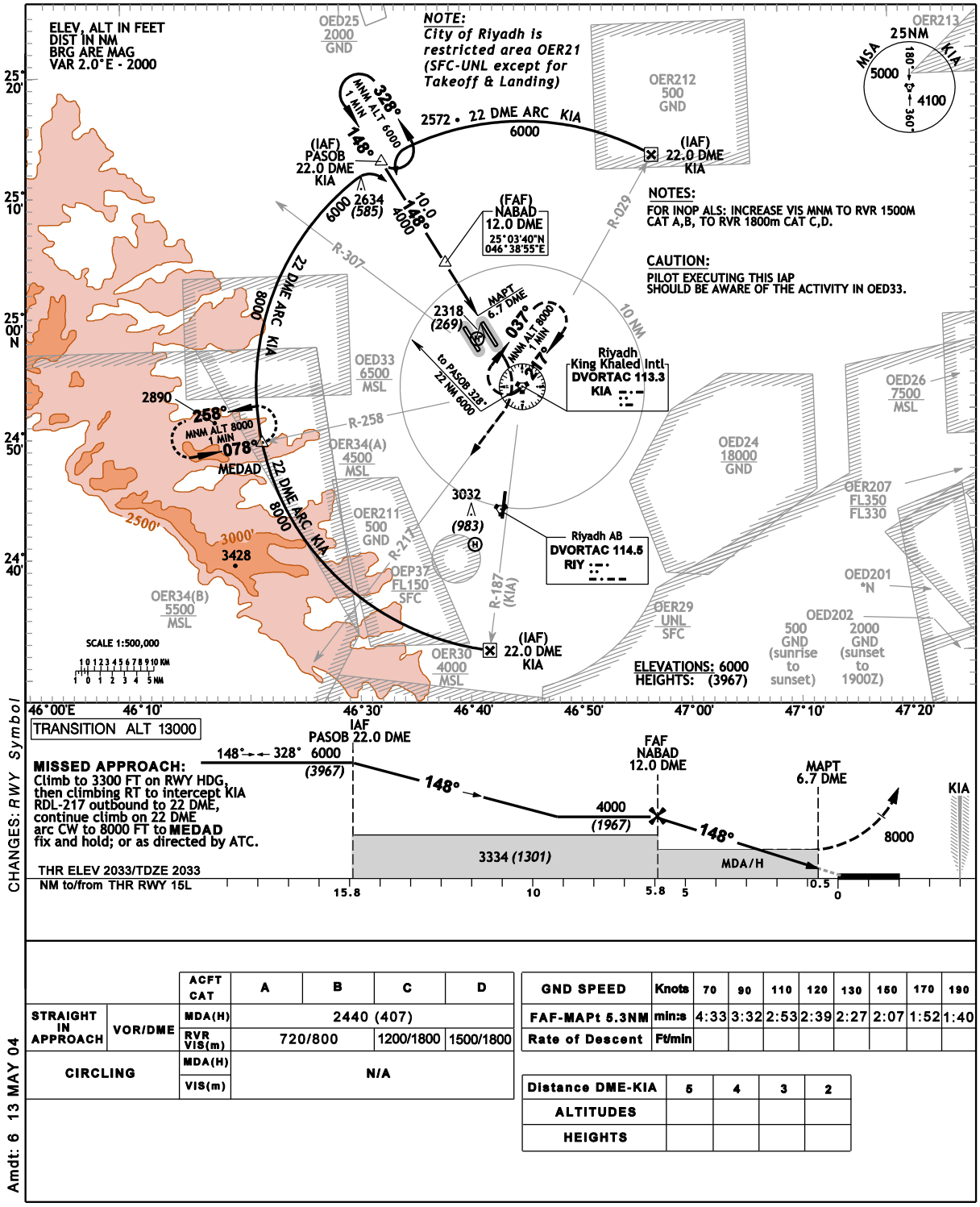
AD ELEV 2049 FT

HEIGHTS RELATED TO TDZ RWY 15L - ELEV 2033FT

APP :	120.0 128.5
TWR :	118.6(E) 118.8(W)
ATIS:	127.15
GND :	121.6(E) 121.7(W)

RIYADH/King Khaled Intl (OERK)

VOR/DME RWY 15L



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	MDA(H)	2440 (407)			
		RVR VIS(m)	720/800		1200/1800	1500/1800
CIRCLING		MDA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 5.3NM	min:s	4:33	3:32	2:53	2:39	2:27	2:07	1:52	1:40
Rate of Descent	Ft/min								

Distance DME-KIA	5	4	3	2
ALTITUDES				
HEIGHTS				

Amdt: 6 13 MAY 04

RIYADH/King Khaled Intl (OERK)

VOR/DME RWY 15L

AERONAUTICAL DATA TABULATION

VOR approach to RWY 15L from KIA DVORTAC	
FIX / POINT	**COORDINATES**
PASOB - 22 DME KIA (IAF)	25°12'16.4"N 046°33'26.9"E
NABAD - 12 DME KIA (FAF)	25°03'39.8"N 046°38'55.3"E
MEDAD - 22 DME KIA	24°50'49.4"N 046°21'30.6"E
KIA DVORTAC	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
THR RWY 15L	24°58'36.66"N 046°42'07.22"E

INSTRUMENT APPROACH CHART - ICAO

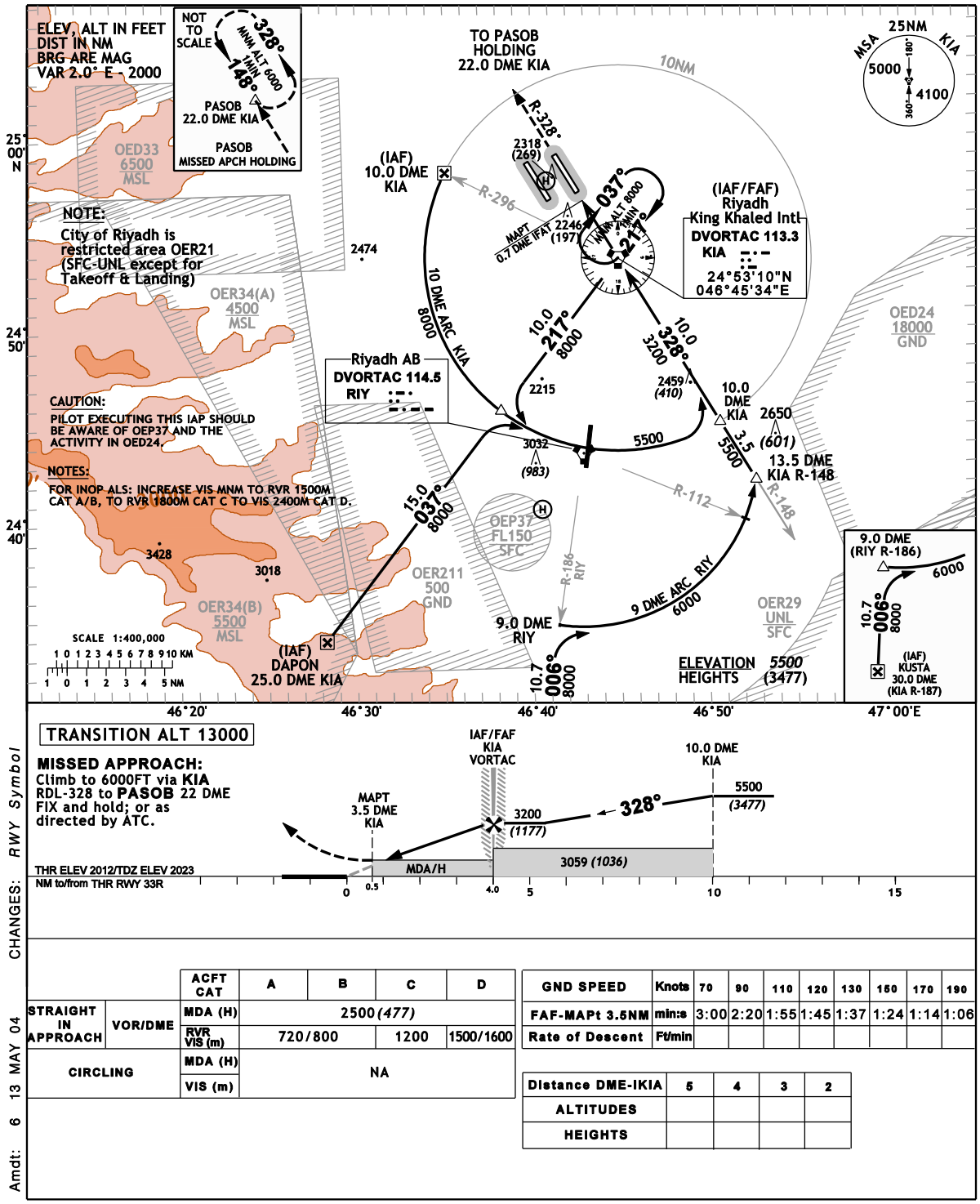
AERODROME ELEV 2049 FT

HEIGHTS RELATED TO TDZ RWY 33R - ELEV 2023FT

APP :	120.0	128.5
TWR :	118.6(E)	118.8(W)
ATIS:	127.15	
GND :	121.6(E)	121.7(W)

RIYADH / King Khaled Intl (OERK)

VOR/DME RWY 33R



TRANSITION ALT 13000

MISSED APPROACH:
Climb to 6000FT via **KIA**
RDL-328 to **PASOB** 22 DME
FIX and hold; or as
directed by ATC.

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	MDA (H)	2500 (477)			
		RVR VIS (m)	720/800		1200	1500/1600
CIRCLING		MDA (H)	NA			
		VIS (m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 3.5NM	min:s	3:00	2:20	1:55	1:45	1:37	1:24	1:14	1:06
Rate of Descent	Ft/min								

Distance DME-IKIA	5	4	3	2
ALTITUDES				
HEIGHTS				

CHANGES: RWY Symbol

Amdt: 6 13 MAY 04

RIYADH / King Khaled Intl (OERK)

VOR/DME RWY 33R

AERONAUTICAL DATA TABULATION

VOR approach to RWY 33R from KIA DVORTAC	
FIX POINT	**COORDINATES**
KIA DVORTAC (IAF/FAF)	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
DAPON (IAF) - 25 DME KIA	24°33'39.4"N 046°28'18.4"E
KUSTA (IAF) - 30 DME IKIA R-187	24°23'27.7"N 046°40'15.2"E
PASOB - 22 DME KIA R-328 (MISSED APCH HOLDING)	25°12'16.4"N 046°33'26.9"E
THR RWY 33R	24°56'38.27"N 046°43'22.08"E

INSTRUMENT APPROACH CHART - ICAO

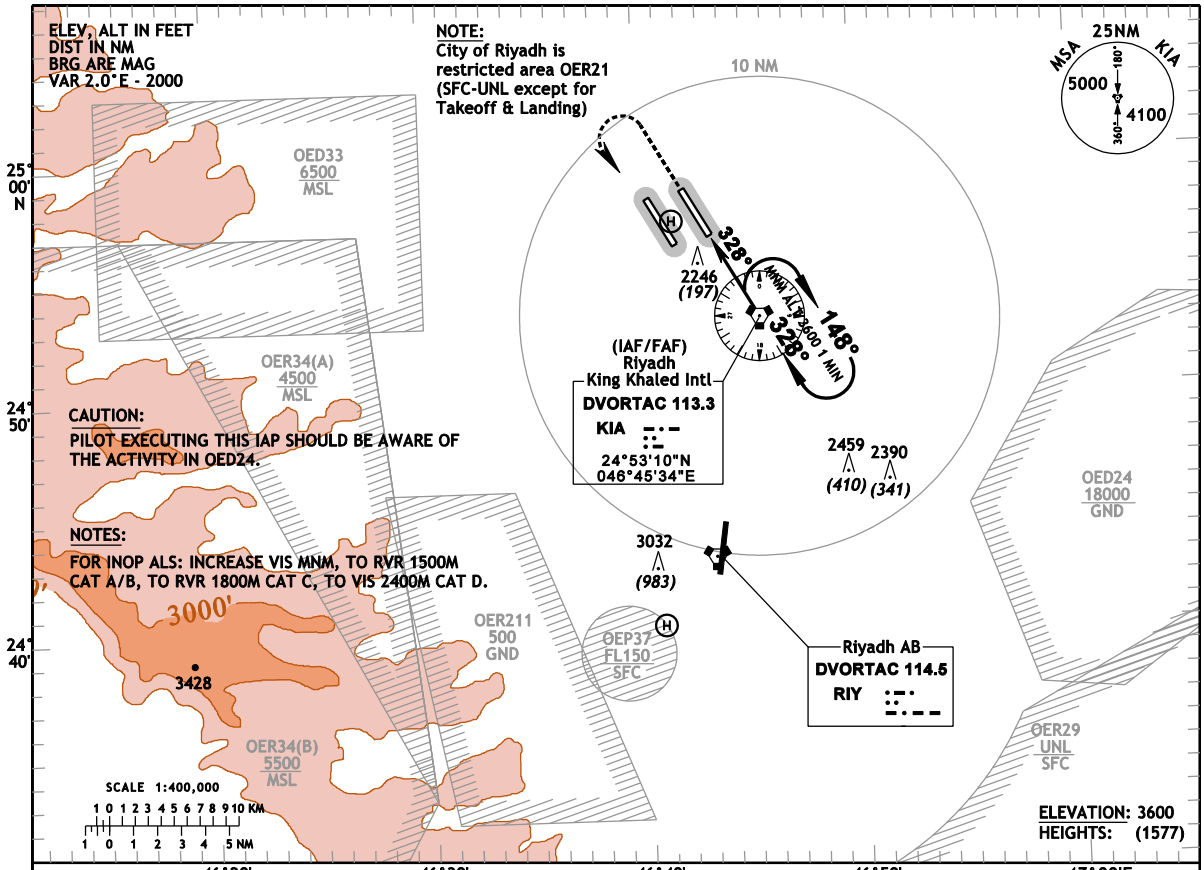
AD ELEV 2049 FT

HEIGHTS RELATED TO TDZ RWY 33R - ELEV 2023FT

APP :	120.0	128.5
TWR :	118.6(E)	118.8(W)
ATIS:	127.15	
GND :	121.6(E)	121.7(W)

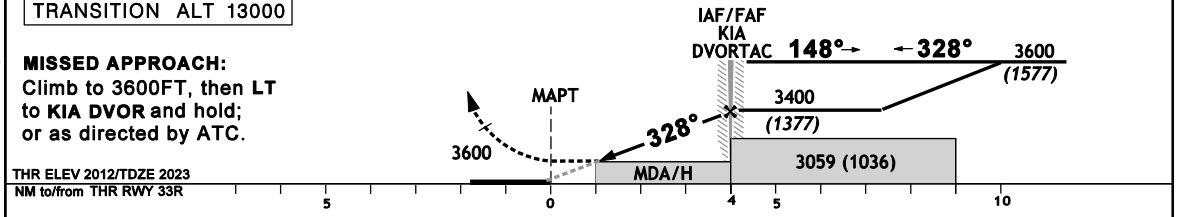
RIYADH / King Khaled Intl (OERK)

VOR RWY 33R



TRANSITION ALT 13000

MISSED APPROACH:
Climb to 3600FT, then **LT** to **KIA DVOR** and hold; or as directed by ATC.



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR	MDA(H)	2500 (477)			
		RVR VIS(m)	1200		1500/1600	1800/2000
CIRCLING		MDA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 4.0NM	min:s	3:26	2:40	2:11	2:00	1:51	1:36	1:25	1:16
Rate of Descent	Ft/min								

Distance DME-KIA	5	4	3	2
ALTITUDES				
HEIGHTS				

CHANGES: RWY Symbol

Amdt: 1 15 JUL 99

RIYADH / King Khaled Intl (OERK)

VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR approach to RWY 33R from KIA DVORTAC	
FIX / POINT	**COORDINATES**
KIA DVORTAC (IAF/FAF)	24°53'09.8"N 046°45'33.8"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
THR RWY 33R (MAPT)	24°56'38.27"N 046°43'22.08"E

OERY AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	OBST 2395 FT COM TWR1 500 FT / no LGT COM TWR 2 500 FT / no LGT	244213N 0464532E** 244327N 0464810E 244231N 0464633E	NIL

OERY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RIYADH
2	Hours of service MET Office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	JEDDAH CENTRAL FORECAST OFFICE (CFO) (TAF periods of validity H30). TEL: 02 653 2173 and 02 653 2197 FAX: 02 653 0197
4	Trend forecast Interval of issuance	TEND, Routine
5	Briefing/consultation provided	P, T
6	Flight documentation Language(s) used	C, PL English
7	Charts and other information available for briefing or consultation	S, U, P, W
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	Tel: 01 476 3396 and 01 479 3564

OERY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	006° MAG	4050 x 45 Displaced THR 750 M	LCN 55 Concrete/ asphalt	244238.92N 0464323.14E	THR 2027 FT Displaced TDZ 2045 FT
19	186° MAG	4050 x 45	LCN 55 Concrete/ asphalt	244429.88N 0464340.80E	THR 2082 FT TDZ 2082 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.5% UP	60 x 45	300 x 45	NIL	NIL	NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.5%down	60 x 45	300 x 45	NIL	NIL	NIL

OERY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	4050	4350	4110	3300	NIL
19	4050	4350	4110	4050	NIL

OERY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	LGT NIL	LGT NIL	PAPI 3 bar	NIL	NIL	4050 NIL	Red	NIL	NIL
19	LGT NIL	LGT NIL	PAPI 3 bar	NIL	NIL	4050 NIL	Red	NIL	NIL

OERY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: LGTD H24
2	LDI location and LGT Anemometer location and LGT	LD1 - LGTD WD1 - LGTD
3	TWY edge and centre line lighting	TWY edge LGT
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

OERY AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	OERY H1:244448N0464402E
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

OERY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR: Circle with radius of 5 NM centred on 244303N 0464315E plus arc of circle within radius of 15 NM centred on RIY VORTAC 244303.2N 0464314.6E clockwise from 110 RDL for Riyadh CTR see ENR 2.1.
2	Vertical limits	SFC to 4500 FT AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Riyadh Tower English, Arabic
5	Transition altitude	13000FT
6	Remarks	Full ATC service

OERY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Riyadh Tower	118.100 MHZ 341.600 MHZ	H24 H24	Primary Primary
SMC	Ground Control	121.900 MHZ 262.500 MHZ	H24 H24	

OERY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVORTAC/ATIS	RIY	114.500 MHZ CH92X	H24	244303.2N 0464314.6E	2018 FT	
ILS LLZ RWY 01	IRIY	110.300 MHZ	H24	244439.3N 0464338.5E	2018 FT	CAT I
GP		335.000 MHZ	H24	244249.3N 0464320.4E	2032 FT	GPA 3° TCH 57 FT
DME	IRIY	CH40X		CO-LOCATED WITH GP	NIL	

OERY AD 2.20 LOCAL TRAFFIC REGULATIONS

Airport regulations

Daily between except Friday night military VFR training flight operate locally at (OERY) . All traffic must exercise caution when operate on and in the vicinity of the aerodrome.

OERY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

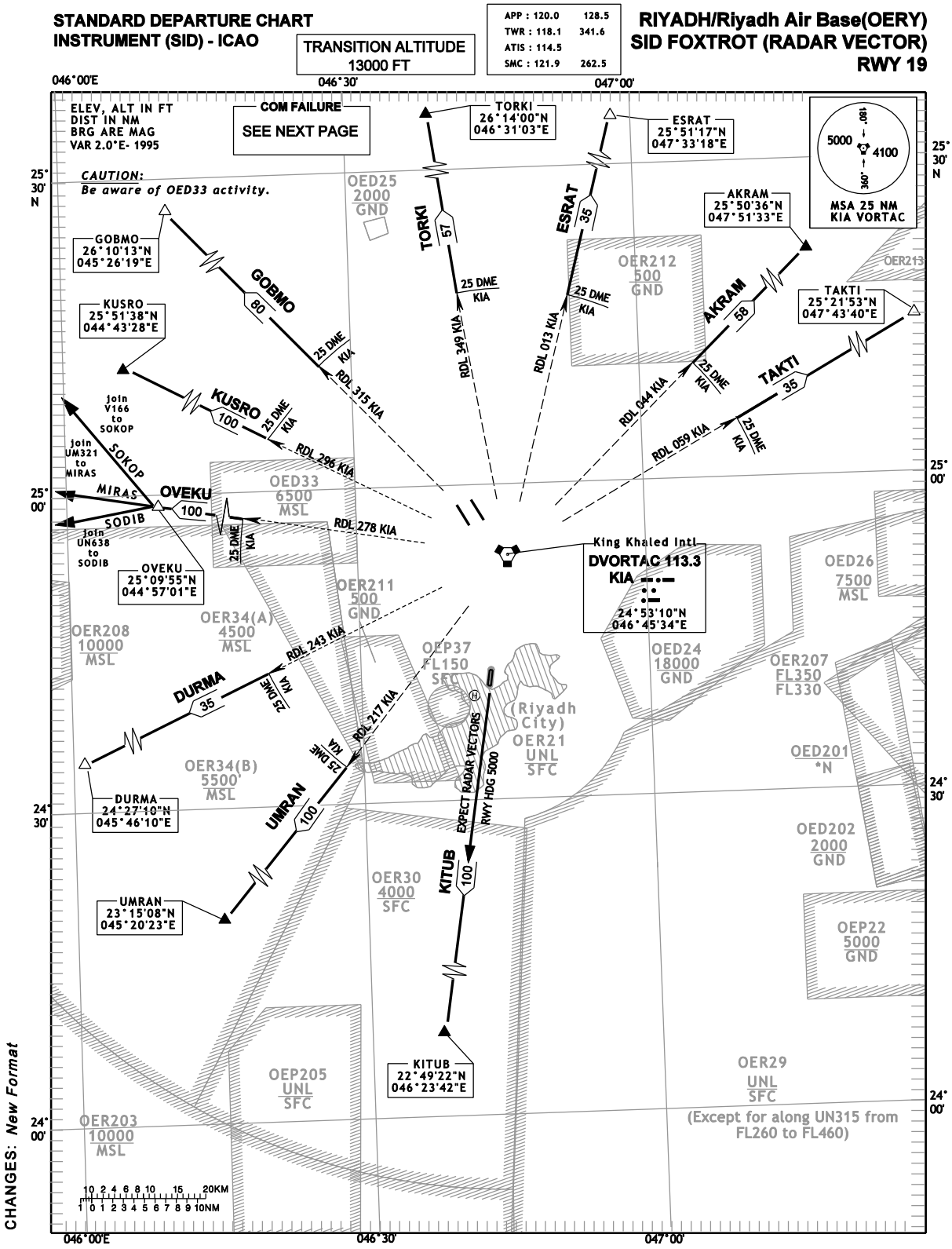
OERY AD 2.22 FLIGHT PROCEDURES

See ENR 1.5 Holding approach and departure procedures - Riyadh Terminal Control Area and OERY Riyadh airbase, Aerodrome Chart and Instrument Approach Charts.

OERY AD 2.23 ADDITIONAL INFORMATION

NIL

OERY AD 2.24 CHARTS RELATED TO AN AERODROME


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
13000 FT
APP : 120.0 128.5
TWR : 118.1 341.6
ATIS : 114.5
SMC : 121.9 262.5
RIYADH/Riyadh Air Base(OERY)
SID FOXTROT (RADAR VECTOR)
RWY 19
046°00'E
046°30'
047°00'
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
VAR 2.0°E- 1995
COM FAILURE
SEE NEXT PAGE
CAUTION:
Be aware of OED33 activity.
TORKI
26°14'00"N
046°31'03"E
ESRAT
25°51'17"N
047°33'18"E
AKRAM
25°50'36"N
047°51'33"E
MSA 25 NM
KIA VORTAC
5000
4100
GOBMO
26°10'13"N
045°26'19"E
KUSRO
25°51'38"N
044°43'28"E
TAKTI
25°21'53"N
047°43'40"E
OVEKU
25°09'55"N
044°57'01"E
DURMA
24°27'10"N
045°46'10"E
UMRAN
23°15'08"N
045°20'23"E
KITUB
22°49'22"N
046°23'42"E
King Khaled Intl
DVORTAC 113.3
KIA
24°53'10"N
046°45'34"E
OED25
2000
GND
OER212
500
GND
OER213
OED33
6500
MSL
OER211
500
GND
OER34(A)
4500
MSL
OER208
10000
MSL
OEP37
FL150
SFC
OED24
18000
GND
OED26
7500
MSL
OER207
FL350
FL330
OER34(B)
5500'
MSL
OER21
UNL
SFC
(Riyadh
City)
OED201
*N
OED202
2000
GND
OER30
4000
SFC
OEP22
5000
GND
OEP205
UNL
SFC
OER29
UNL
SFC
(Except for along UN315 from
FL260 to FL460)
OER203
10000
MSL
GOBMO 80
TORKI 57
ESRAT 35
AKRAM 58
TAKTI 35
KUSRO 100
OVEKU 100
DURMA 35
UMRAN 100
KITUB 100
25 DME KIA
RDL 315 KIA
RDL 349 KIA
RDL 013 KIA
RDL 044 KIA
RDL 059 KIA
RDL 296 KIA
RDL 278 KIA
RDL 243 KIA
RDL 217 KIA
join V166 to SOKOP
join UM321 to MIRAS
join UN638 to SODIB
SOKOP
MIRAS
SODIB
EXPECT RADAR VECTORS
RWY HDG 5000
10 2 4 6 8 10 15 20KM
1 0 1 2 3 4 5 6 7 8 9 10NM
CHANGES: New Format

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

RIYADH/Riyadh Air Base(OERY)
SID FOXTROT (RADAR VECTOR)
RWY 19

SID FOXTROT RWY 19

- CLIMB ON RUNWAY HEADING
- MAINTAIN 4000 FEET
- CONTACT DEPARTURE ON 120.0 WHEN AIRBORNE
- EXPECT RADAR VECTORS WHEN IN CONTACT WITH APPROACH

NOTE : ATC MAY ISSUE A REVISED INITIAL HEADING AND/OR ALTITUDE AS A PART OF THE SID PROCEDURE.

TWO WAY RADIO COMMUNICATIONS FAILURE PROCEDURE

IN THE EVENT OF A TWO RADIO COMMUNICATION FAILURE FOR THREE MINUTES AFTER TAKE-OFF:

- SQUAWK 7600 MODE A/3
- TRAFFIC TO KITUB:
  INTERCEPT THE KIA 187R, AT 25 DME CONTINUE CLIMB TO FLIGHT PLANNED ALTITUDE.
- TRAFFIC TO UMRAN, DURMA, SODIB, MIRAS, SOKOP, KUSRO, GOBMO, TORKI, ESRAT, AKRAM and TAKTI:
  CONTINUE ON RUNWAY HEADING UNTIL 22 DME ARC, CLIMB TO 8000 FT ON THE ARC, TURN RIGHT VIA THE 22 DME ARC TO INTERCEPT THE ON COURSE RADIALS. WHEN ESTABLISHED ON COURSE AT 25 DME KIA, CLIMB TO THE FLIGHT PLAN ALTITUDE.
- IF COMMUNICATION FAILURE OCCURS 10 MINUTES OR MORE AFTER TAKE-OFF, FOLLOW THE PROCEDURES FOR IFR COMMUNICATIONS FAILURE EN-ROUTE.

CLIMB TO THE LAST ASSIGNED ALTITUDE, IF NO ALTITUDE ABOVE FL240 HAS BEEN PREVIOUSLY ASSIGNED.
CLIMB TO THE FLIGHT PLANNED ALTITUDE, EXCEPT:

a) AKRAM/TAKTI	**CLIMB TO FL230**
b) TORKI	**CLIMB TO FL160**
c) ESRAT	**CLIMB TO FL210**

NOTE: THIS PROCEDURE IS NOT AUTHORIZED WHEN KIA DME IS INOPERATIVE.

CHANGES: *Minor*

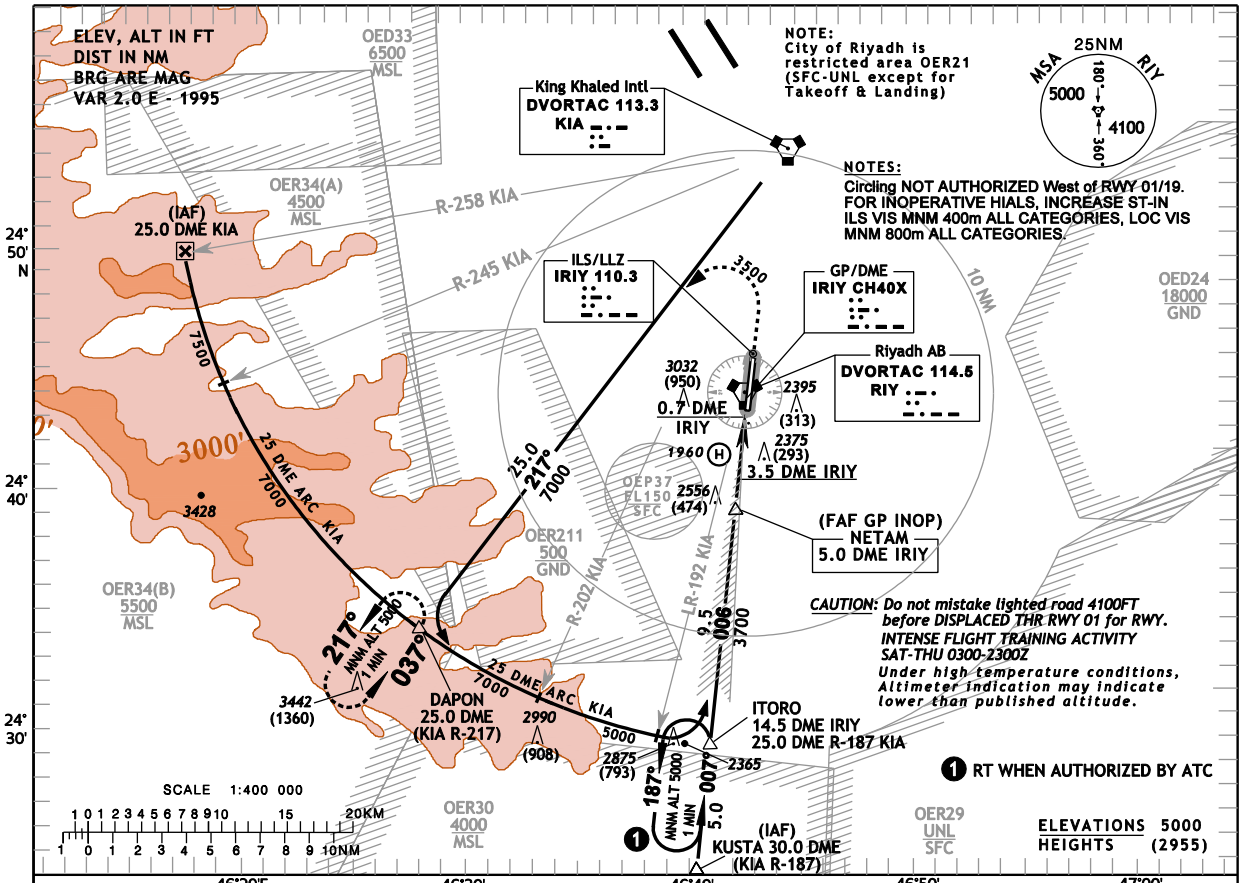
INSTRUMENT APPROACH CHART – ICAO

AERODROME ELEV 2082 FT
HEIGHTS RELATED TO
TDZ RWY 01 - ELEV 2045 FT

APP :	120.0	128.5
TWR :	118.1	341.6
ATIS:	114.5	
SMC :	121.9	262.5

RIYADH / Riyadh Air Base (OERY)

ILS/DME RWY 01

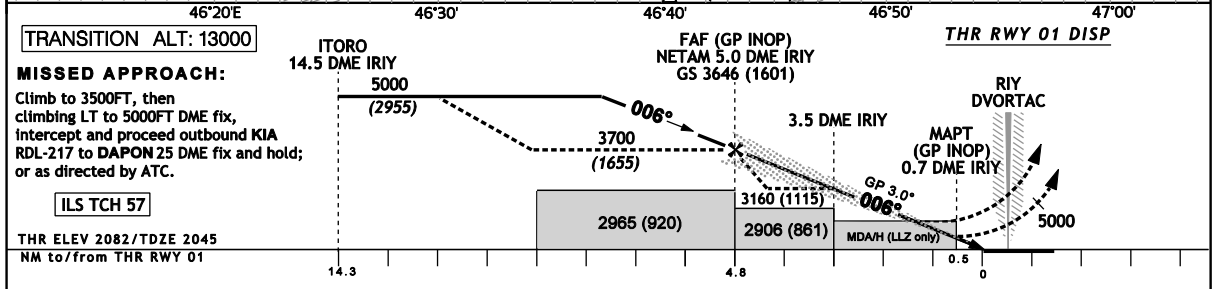


TRANSITION ALT: 13000

MISSED APPROACH:
Climb to 3500FT, then climbing LT to 5000FT DME fix, intercept and proceed outbound KIA RDL-217 to DAPON 25 DME fix and hold; or as directed by ATC.

ILS TCH 57

THR ELEV 2082/TDZE 2045



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	2245 (200)			
		RVR/ VIS(m)	800			
	LLZ (GP INOP)	MDA(H)	2640 (595)			
		VIS(m)	800		1600	2000
CIRCLING		MDA(H)	2700 (618)		2800 (718)	
		VIS(m)	1600		3200	3600

1600 800 2640 (595)

GND SPEED	70	90	110	120	130	150	170	190
FAF-MAPt 4.3 NM	3:41	2:52	2:21	2:09	1:59	1:43	1:31	1:21
Rate of Descent	371	478	584	637	690	796	902	1008

Distance DME-RIY	4	3	2	1
ALTITUDES				
HEIGHT				

CHANGES: New Format

Amdt: 10 13 MAY 04

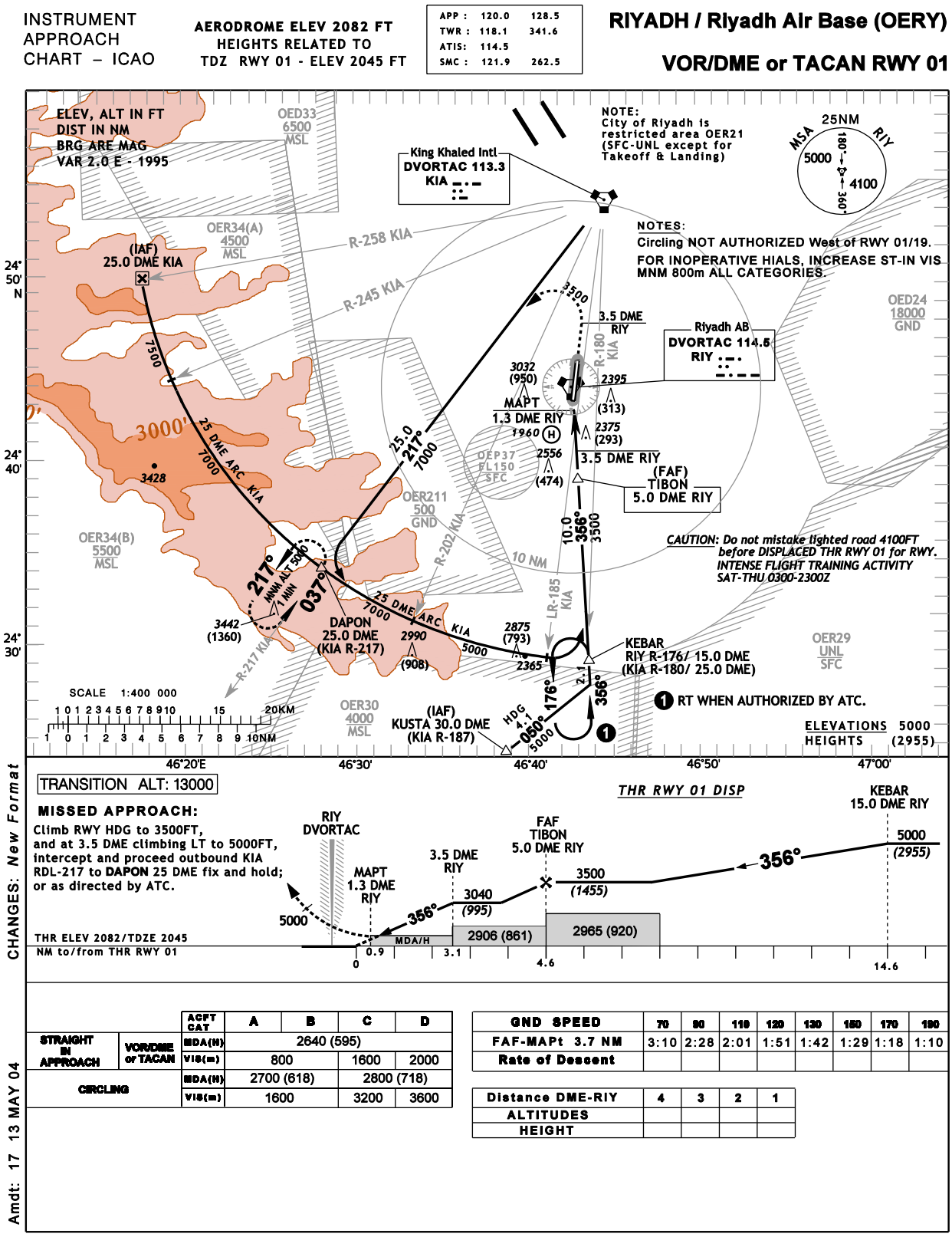
RIYADH / Riyadh Air Base (OERY)

ILS/DME RWY 01

AERONAUTICAL TABULATION

CHANGE: *New Format*

ILS/DME approach to RWY 01 from RIY DVORTAC	
FIX / POINT	**COORDINATES**
KUSTA 30 DME KIA (IAF)	24°23'27.7"N 046°40'15.2"E
ITORO 14.5 DME IRIY	24°28'24.8"N 046°41'07.8"E
NETAM 5 DME IRIY (FAF GP INOP)	
DAPON 25 DME MISSED APCH HOLDING	24°33'39.4"N 046°28'18.4"E
ILS/LLZ IRIY	24°44'39.3"N 046°43'38.5"E
GP/DME IRIY	24°42'49.3"N 046°43'20.4"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
KIA DVORTAC	24°53'09.8"N 046°45'33.8"E
THR RWY 01	24°42'38.92"N 046°43'23.14"E



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	2640 (595)			
		VIS(m)	800		1600	2000
CIRCLING		MDA(H)	2700 (618)		2800 (718)	
		VIS(m)	1600		3200	3600

GND SPEED	70	90	110	120	130	150	170	190
FAF-MAPt 3.7 NM	3:10	2:28	2:01	1:51	1:42	1:29	1:18	1:10
Rate of Descent								

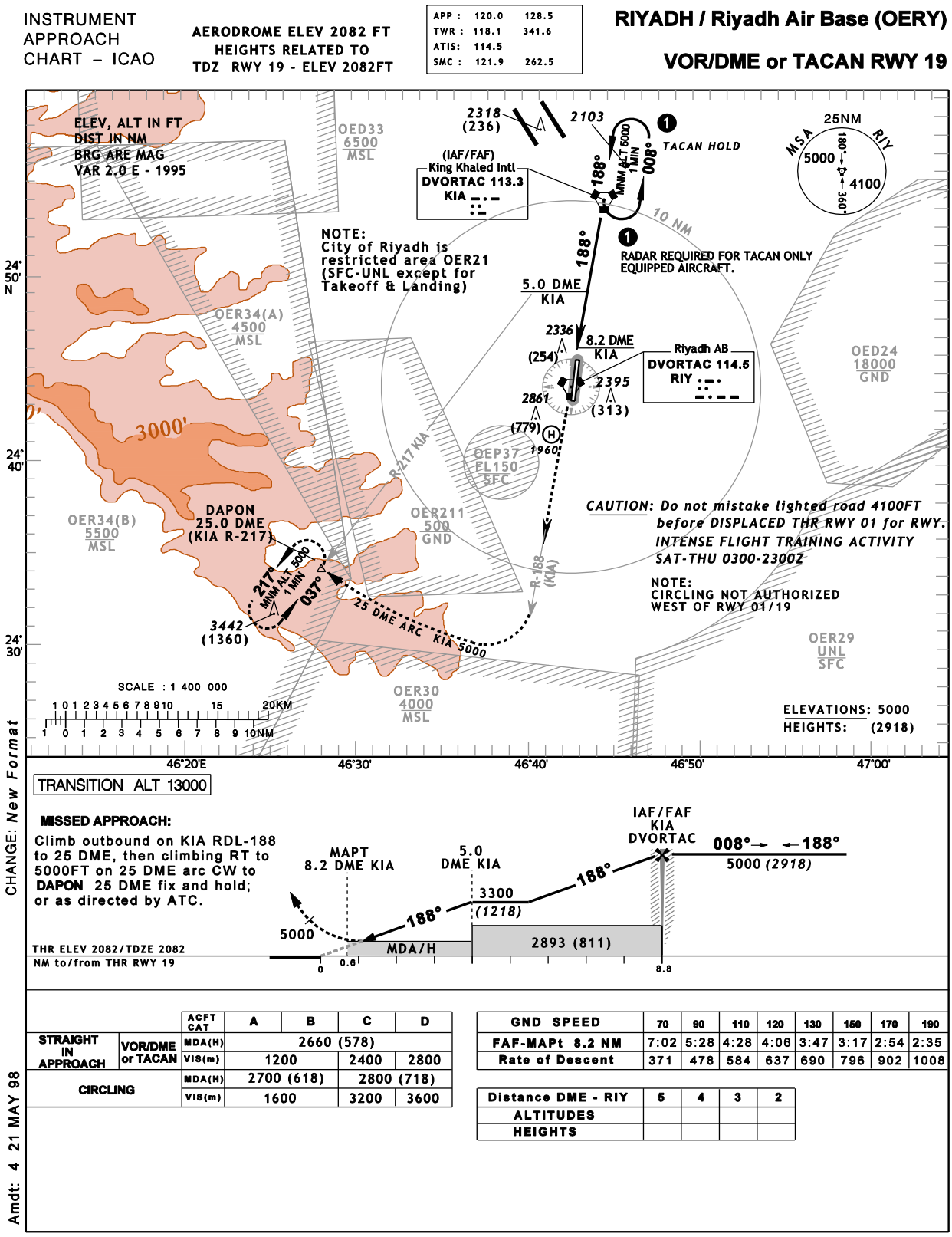
Distance DME-RIY	4	3	2	1
ALTITUDES				
HEIGHT				

RIYADH / Riyadh Air Base (OERY)

VOR/DME or TACAN RWY 01 AERONAUTICAL TABULATION

CHANGE: *New Format*

VOR approach to RWY 01 from RIY DVORTAC	
FIX / POINT	**COORDINATES**
KUSTA 30 DME KIA (IAF)	24°23'27.7"N 046°40'15.2"E
KEBAR 15 DME RIY	24°28'08.4"N 046°43'43.6"E
TIBON 5 DME RIY (FAF)	
DAPON 25 DME MISSED APCH HOLDING	24°33'39.4"N 046°28'18.4"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
KIA DVORTAC	24°53'09.8"N 046°45'33.8"E
THR RWY 01	24°42'38.92"N 046°43'23.14"E



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	VOR/DME or TACAN	MDA(H)	2660 (578)			
		VIS(m)	1200		2400	2800
CIRCLING		MDA(H)	2700 (618)		2800 (718)	
		VIS(m)	1600		3200	3600

GND SPEED	70	90	110	120	130	150	170	190
FAF-MAPt 8.2 NM	7:02	5:28	4:28	4:06	3:47	3:17	2:54	2:35
Rate of Descent	371	478	584	637	690	796	902	1008

Distance DME - RIY	5	4	3	2
ALTITUDES				
HEIGHTS				

RIYADH / Riyadh Air Base (OERY)

VOR/DME or TACAN RWY 19

AERONAUTICAL TABULATION

VOR approach to RWY 19 from RIY DVORTAC	
FIX / POINT	**COORDINATES**
DAPON 25 DME KIA MISSED APCH HOLDING	24°33'39.4"N 046°28'18.4"E
RIY DVORTAC	24°43'03.2"N 046°43'14.6"E
KIA DVORTAC (IAF/FAF)	24°53'09.8"N 046°45'33.8"E
THR RWY 19	24°44'29.88"N 046°43'40.80"E

CHANGE: *New Format*

OETB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN : On RSAF TWR, ALTN GW , SS - SR; O/R during poor VIS
2	LDI location and LGT Anemometer location and LGT	LGTD Anemometer on MEPA building (N of Civil apron).
3	TWY edge and centre line lighting	TWY edge LGT LI
4	Secondary power supply/switch-over time	15 SEC
5	Remarks	Apron LGT

OETB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	OETB H1:281907.5N0364129.3E
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

OETB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	TABUK ATZ : Circle with radius of 7NM, centered on 282223.1493N 0363716.5124E
2	Vertical limits	SFC to 5500 FT AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Tabuk Tower English and Arabic
5	Transition altitude	13000FT
6	Remarks	Full ATC service .

OETB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Approach	Tabuk Approach	119.700 MHZ 124.500 MHZ 235.850 MHZ 121.500 MHZ 243.000 MHZ 341.400 MHZ	H24 H24 H24 H24 H24 H24	Primary (call 100 NM inbound) Secondary Primary Emergency Emergency MIL Secondary
Tower	Tabuk Tower	125.900 MHZ	H24	Local
SMC	GND CONTROL	126.300 MHZ 128.750 MHZ 121.700 MHZ	H24 H24 H24	Start up and taxi Clearnce Delevary Vehicule control.

OETB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VORTAC	TBK	115.700 MHZ CH 104X	H24	282202.3N 0363625.1E	2569FT	NIL
ILS LLZ RWY 31 CAT I	IPKS	111.900 MHZ	H24	282255.887N 0363531.9739E		NIL
GP		331.100 MHZ	H24	282147.3188N 0363650.8193E		NIL
DME	IPKS	CH 56X		282147.3188N 0363650.8193E		NIL
ATIS		128.200 MHZ	H24			NIL

OETB AD 2.20 LOCAL TRAFFIC REGULATIONS

Aerodrome regulations

Wejh airport is used as alternate aerodrome Military for traffic operating within OER70, OER78 & OER79 (Tabuk training area) traffic operating around Wejh airport are requested to exercise caution.

OETB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OETB AD 2.22 FLIGHT PROCEDURES

See ENR 1.5 Holding approach and departure procedures - Tabuk Terminal Control Area and OETB Tabuk, Instrument Approach Charts.

OETB AD 2.23 ADDITIONAL INFORMATION

NIL

OETB AD 2.24 CHARTS RELATED TO AN AERODROME

AREA CHART - ICAO

ARRIVAL/DEPARTURE AND TRANSIT ROUTES

TMA TABUK

LEGEND		
Terminal Area(TMA) Airspace classification		C
Control Area (CTA)		A
Control Zone (CTR)		
Flight Information Region (FIR)		
Airway (AWY)		
Aerodrome Traffic Zone(ATZ)		
Reporting point (REP)	Compulsary	▲
	On request	△
ATS/MET reporting point(MRP)	Compulsary	▲
	On request	△
Waypoint	Flyby	
	Flyover	
Bypass arc indicated not passing on this airway		
Holding patttern outbound/ inbound track		270° 090°
Activity notified by NOTAM		*N

Restricted airspace
Identification area — OER11
Vertical Limits — 5000 MSL
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° 62 270°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Route designator — B544
Magnetic track — 140° 30 320°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° 40 306°
Distance in nautical miles — FL195
Vertical limits
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 62 / 79

Air Traffic Services
Airspace type/Name — TMA TABUK
Upper Limit — FL150
Lower Limit — 2500FT AGL (25NM TO 40NM) / 700FT AGL (within 25NM)
Class of airspace — C
Radio Frequency(ies) — 119.70 125.5 125.9

Radio Navigation Aids (NAVAID)
Name — TABUK
NAVAID Type & Frequency — VORTAC 115.7
Identification — TBK
Geographical coordinates — 28°21'53" N 036°36'37" E
Elevation of DME antenna — 2569

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: Revised Tabuk CTA & TMA frequencies

ELEV.ALT in FEET
Dist.in NM
BRG. are MAG

TABUK
APP : 119.70 124.50
TWR : 125.90
ATIS: 128.20
SMC : 126.30
Clearance Delivery:128.75

N
VAR 3.5° E-2005

METSA
BOSAL
SOBAS
DAPOD
NETOL
WEJ
UMRAN
NADSI

OEP73 UNL SFC
OEP71 FL240 SFC
OEP61 UNL SFC
OER79 UNL SFC
OER63 12000 MSL
* R63:ACT & CONTROLLED BY TBK TWR
OED64 FL195 SFC
OER75 4000 SFC
OED69 FL330 SFC
OER70 UNL SFC
OER62 UNL SFC
* OER62 is City of Tabuk. EXCEPT for SAUDIA &RSAF OPERATIONS
OED65 13000 AMSL
* D65 : ACT TBK ATC
OER78 10000 SFC
OED403 10000 SFC
* D403 ACT by TBK TWR CAUTION: All TFC landing OETB strictly req to call TBK TWR.

AMMAN FIR
JEDDAH FIR
CAIRO FIR

KITOT 29°02'05"N 034°50'50"E
GIBET 29°26'20"N 036°25'01"E
EGSIS 29°05'15"N 036°28'51"E
LOTAD 28°49'11"N 037°09'54"E
DARAG 28°36'21"N 036°34'02"E
NAGIP 28°42'06"N 036°11'33"E
DAXEM 28°32'24"N 036°49'23"E
RANRI 28°39'19"N 037°17'30"E
NABEK 28°30'30"N 036°56'43"E
28°19'07.5"N 036°41'29.3"E
MISEK 27°56'50"N 037°11'57"E
DEMSU 27°41'49"N 036°34'21"E
PASAM 27°30'45"N 034°55'42"E

UL550(5) 215 FL 245
UA791(5)IA791 74 FL 275
UA791(5)IA791 118 FL275
A411 40 FL170
UN316(5) 89 FL260
V14 59 12000 6900
V14 24 8000 6900
V13 62 FL 150 6100
V13 20 6000 6000
W334 30 6000 6000
W334 40 8000 6600
W334 124 FL 180 6800
V54 40 9000 9000
V54 34 11000 9400
T559 21 FL 245
T559 29 FL 245
T559 15
T559 131 FL245

CTA TABUK
FL190
FL150
119.7 124.5

TMA TABUK
ALT 13000FT
2500FT AGL (25NM TO 40NM)
700FT AGL (within 25NM)
119.7 124.5

NOTE:
All aircraft landing or overflying Tabuk TMA are required to contact Tabuk Approach on 128.750 MHZ not later than 100NM if clearance via OER70 is required, otherwise at least 10 minutes before entering the TMA.

TABUK
DVORTAC 115.7
TBK
28°21'53" N
036°36'37" E
2569

ATZ
ALT 5500
SFC

*T559 NOTE:
AVBL levels are FL290,FL310 and FL330 for EB TFC & FL260 or above for WB TFC EXC FL280/FL300
Daily 24 hrs

* D64 GOLF:
Higher than 19500 will be NOTIFIED BY NOTAM

DAILY BTN 1500-0300,THR & FRI & OFFICIAL HOLIDAYS 24H.FL275 & ABOVE EXC FOR LDG & TKOF TBK AP

Used during SAT to WED from 1500-0300 UTC H24 during weekends THU&FRI&Official Holidays

SCALE 1:1,000,000
10 0 50 100KM
0 10 20 30 40 50

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OETF AD 2.24 CHARTS RELATED TO AN AERODROME

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AREA CHART-ICAO

DEPARTURE AND TRANSIT ROUTES

TMA TAIF

LEGEND		
Terminal Area(TMA) Airspace classification		C
Control Area (CTA)		A
Sector		A
Control Zone (CTR)		
Flight Information Region (FIR)		
Airway (AWY)		
Aerodrome Traffic Zone(ATZ)		
Reporting point (REP)	Compulsary	▲
	On request	△
ATS/MET reporting point(MRP)	Compulsary	▲
	On request	△
Intersection point (INT)		X
Waypoint: Flyby / Flyover		
Bypass arc indicated not passing on this airway		
Holding patttern outbound/ inbound track		270° / 090°
Activity notified by NOTAM		*N

Restricted airspace
Identification area
Vertical Limits
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° — 381 — 270°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Route designator — B544
Magnetic track — 140° — 108 — 320°
Distance in nautical miles — FL150
Minimum enroute altitude — 11200
Minimum obstacle clearance

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° — 381 — 306°
Distance in nautical miles — FL195
Vertical limits
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 79 / 62

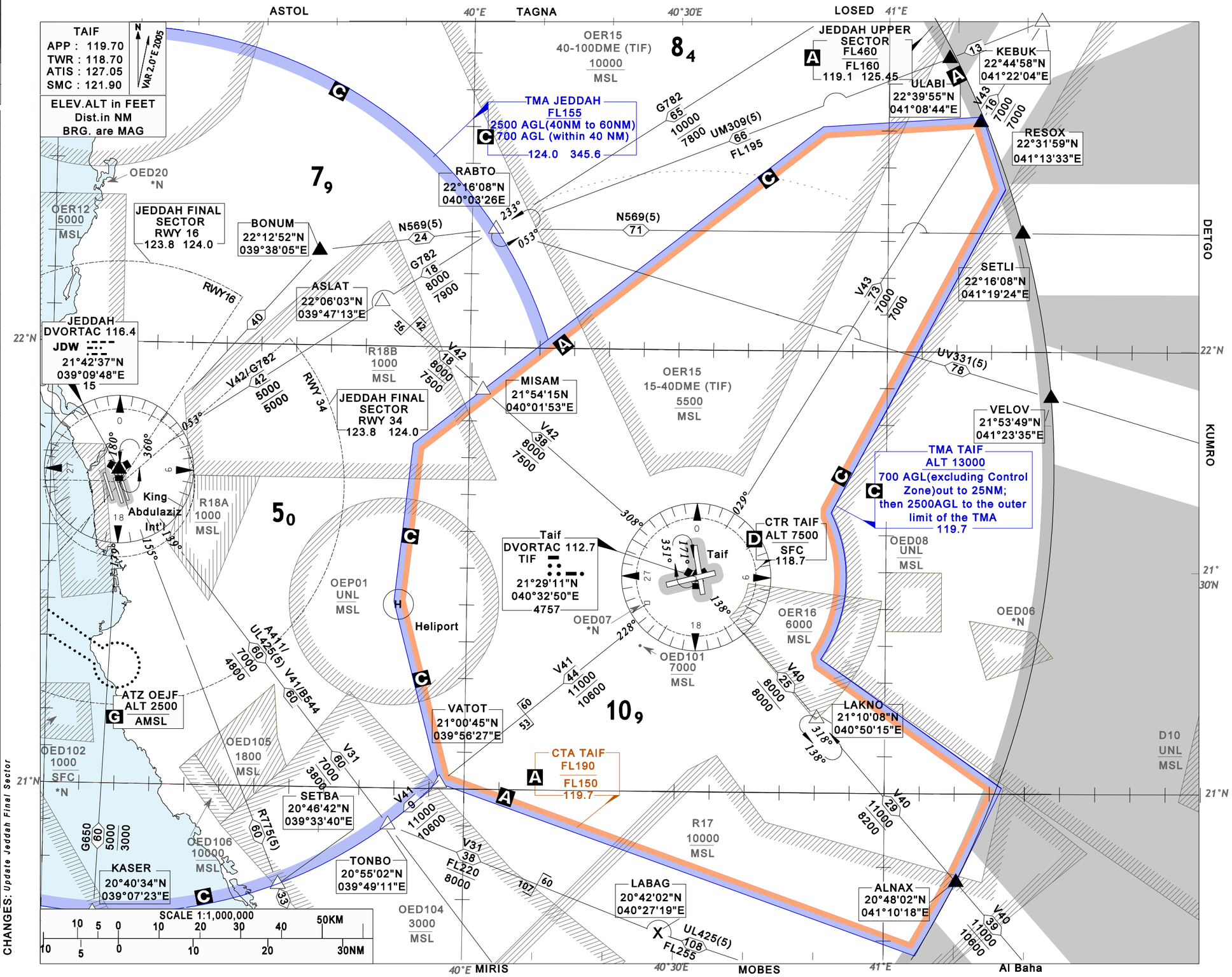
Air Traffic Services
Airspace type/Name — TMA JEDDAH
Upper Limit — FL150
Lower Limit — 2500 AGL(40NM to 60NM)
Class of airspace — C — 700 AGL (within 40 NM)
Radio Frequency(ies) — 124.0 345.6

Radio Navigation Aids (NAVAID)
Name — JEDDAH
NAVAID Type & Frequency — DVORTAC 114.9
Identification — JDW
Geographical coordinates — 21°40'44.9"N 039°09'58.5"E
Elevation of DME antenna — 28

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: *Update Jeddah Final Sector*



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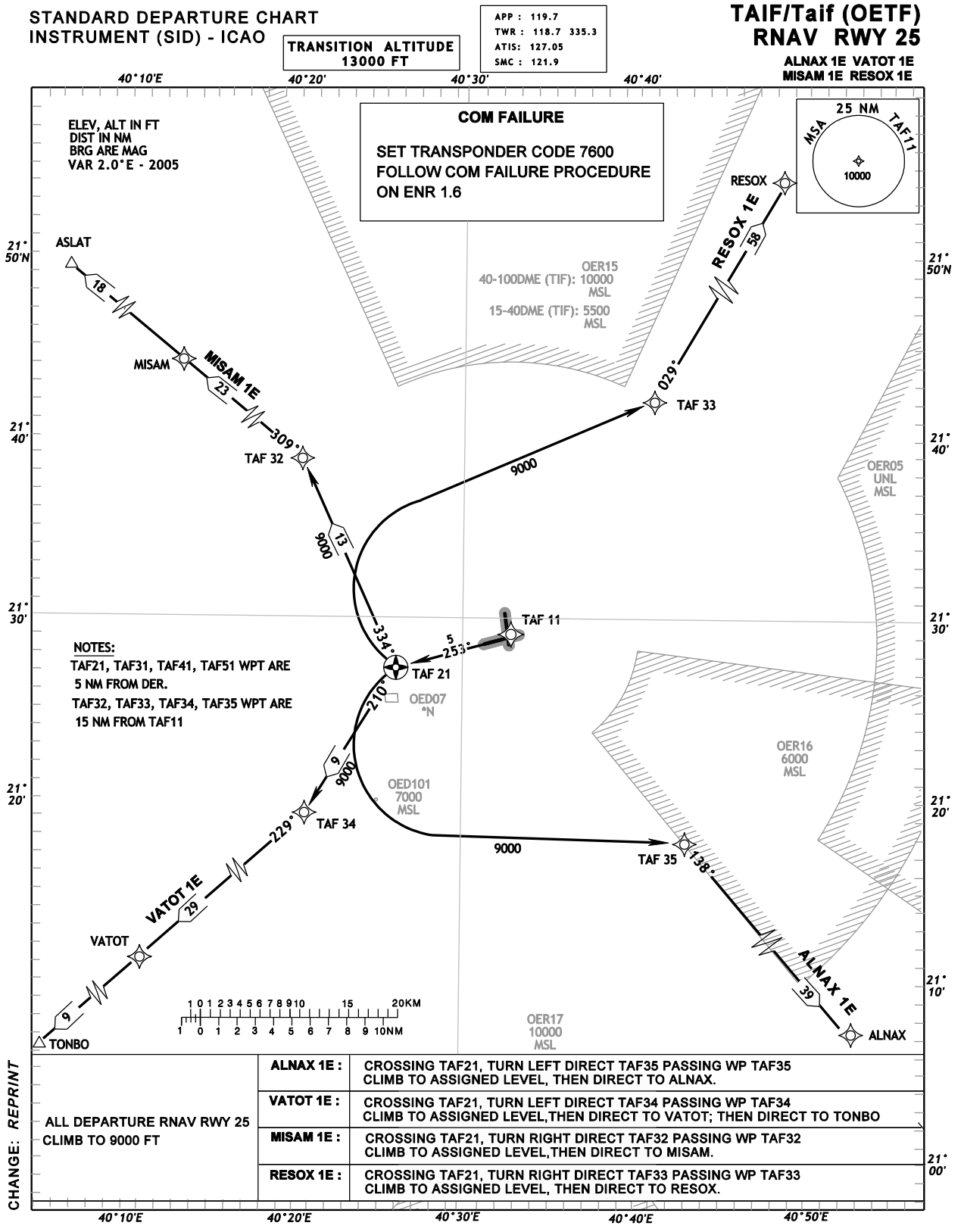

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
13000 FT
APP : 119.7
TWR : 118.7 335.3
ATIS: 127.05
SMC : 121.9
TAIF/Taif (OETF)
RNAV RWY 25
ALNAX 1E VATOT 1E
MISAM 1E RESOX 1E
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
VAR 2.0°E - 2005
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON ENR 1.6
25 NM
MSA
TAF11
10000
RESOX
RESOX 1E
58
029°
TAF 33
ASLAT
18
MISAM
MISAM 1E
23
309°
TAF 32
9000
13
9000
OER15
40-100DME (TIF): 10000
MSL
15-40DME (TIF): 5500
MSL
OER05
UNL
MSL
TAF 11
5
253°
234°
TAF 21
210°
OED07
°N
NOTES:
TAF21, TAF31, TAF41, TAF51 WPT ARE
5 NM FROM DER.
TAF32, TAF33, TAF34, TAF35 WPT ARE
15 NM FROM TAF11
OER16
6000
MSL
9
9000
OED101
7000
MSL
229°
TAF 34
9000
TAF 35
138°
VATOT 1E
29
VATOT
ALNAX 1E
39
ALNAX
9
TONBO
1 0 1 2 3 4 5 6 7 8 9 10 15 20KM
1 0 1 2 3 4 5 6 7 8 9 10NM
OER17
10000
MSL
40°10'E
40°20'
40°30'
40°40'
40°50'E
21° 50'N
21° 40'
21° 30'
21° 20'
21° 10'
21° 00'
CHANGE: REPRINT
ALL DEPARTURE RNAV RWY 25
CLIMB TO 9000 FT
ALNAX 1E :
CROSSING TAF21, TURN LEFT DIRECT TAF35 PASSING WP TAF35
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO ALNAX.
VATOT 1E :
CROSSING TAF21, TURN LEFT DIRECT TAF34 PASSING WP TAF34
CLIMB TO ASSIGNED LEVEL,THEN DIRECT TO VATOT; THEN DIRECT TO TONBO
MISAM 1E :
CROSSING TAF21, TURN RIGHT DIRECT TAF32 PASSING WP TAF32
CLIMB TO ASSIGNED LEVEL,THEN DIRECT TO MISAM.
RESOX 1E :
CROSSING TAF21, TURN RIGHT DIRECT TAF33 PASSING WP TAF33
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO RESOX.

AIP
SAUDI ARABIA

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TAIF/Taif (OETF)
RNAV RWY 25

ALNAX 1E VATOT 1E
MISAM 1E RESOX 1E

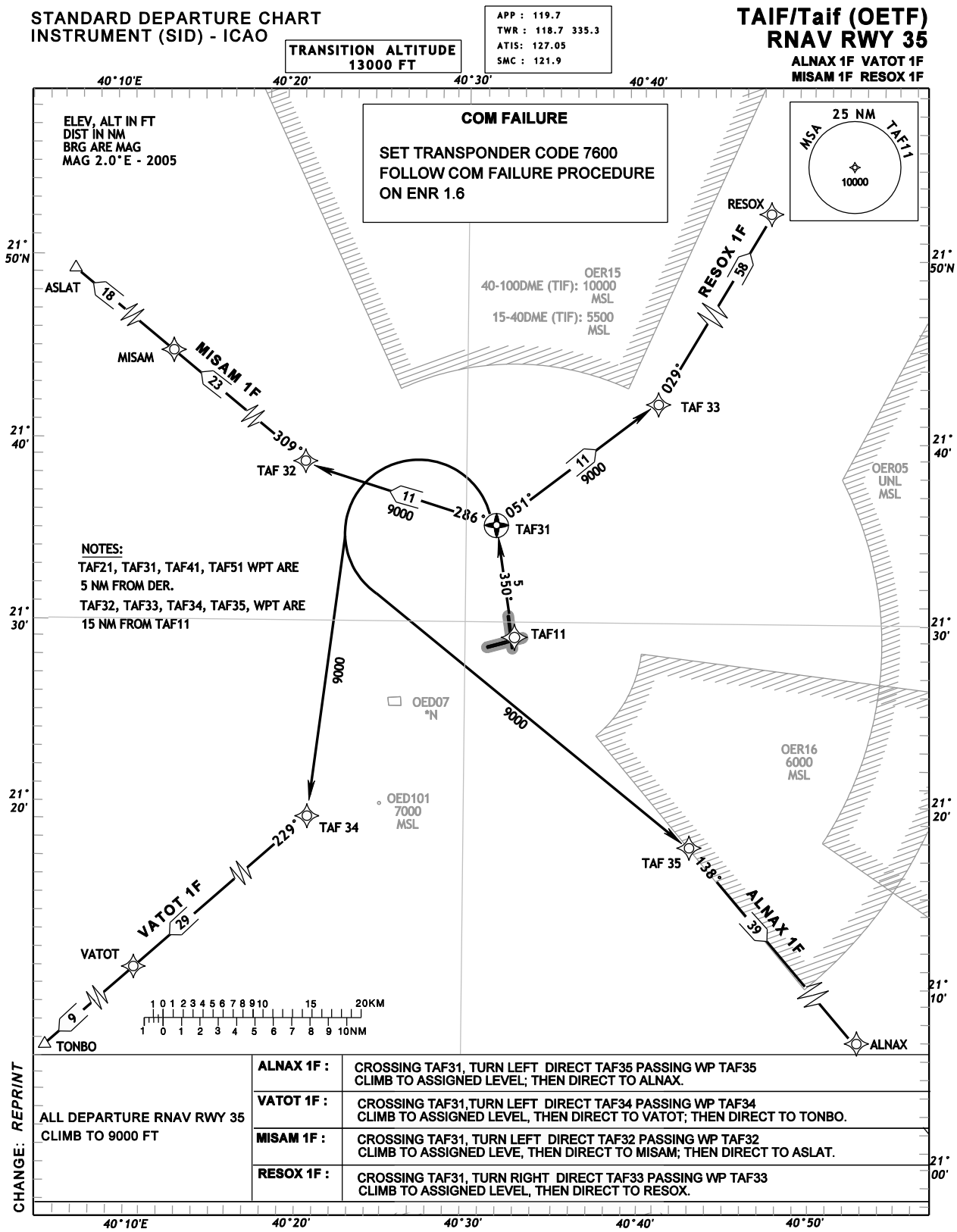
AERONAUTICAL DATA TABULATION

CHANGE: *REPRINT*

SID RNAV RWY 25				
WAYPOINTS IDENT	COORDINATES		F/O-F/B	PATH DESCRIPTOR
TAF 21	21°27'18"N	040°26'05"E	F/O	
TAF 32	21°38'50"N	040°20'28"E	F/B	TF
TAF 33	21°42'04"N	040°41'10"E	F/B	DF
TAF 34	21°19'14"N	040°20'46"E	F/B	TF
TAF 35	21°17'40"N	040°43'11"E	F/B	DF
TAF 11	21°29'11"N	040°32'50"E	F/B	
RWY 25	21°29'10.34"N	040°33'19.73"E	-	
RESOX	22°31'59"N	041°13'33"E	F/B	
ALNAX	20°48'02"N	041°10'18"E	F/B	
MISAM	21°54'15"N	040°01'53"E	F/B	
VATOT	21°00'45"N	039°56'27"E	F/B	
ASLAT	22°06'03"N	039°47'13"E	-	
TONBO	20°55'02"N	039°49'38"E	-	

LEGEND:

TF - TRACK TO FIX
DF - DIRECT TO FIX
F/O - FLY OVER
F/B - FLY BY


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
13000 FT
APP : 119.7
TWR : 118.7 335.3
ATIS: 127.05
SMC : 121.9
TAIF/Taif (OETF)
RNAV RWY 35
ALNAX 1F VATOT 1F
MISAM 1F RESOX 1F
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
MAG 2.0°E - 2005
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON ENR 1.6
25 NM
MSA
TAF11
10000
RESOX
RESOX 1F
58
029°
TAF 33
ASLAT
18
MISAM
MISAM 1F
23
309°
TAF 32
OER15
40-100DME (TIF): 10000
MSL
15-40DME (TIF): 5500
MSL
11
9000
286°
051°
TAF31
OER05
UNL
MSL
NOTES:
TAF21, TAF31, TAF41, TAF51 WPT ARE
5 NM FROM DER.
TAF32, TAF33, TAF34, TAF35, WPT ARE
15 NM FROM TAF11
350°
5
TAF11
9000
OED07
°N
9000
OER16
6000
MSL
OED101
7000
MSL
TAF 34
229°
TAF 35
138°
VATOT 1F
29
ALNAX 1F
39
VATOT
9
TONBO
ALNAX
1 0 1 2 3 4 5 6 7 8 9 10 15 20KM
1 0 1 2 3 4 5 6 7 8 9 10NM
40°10'E
40°20'
40°30'
40°40'
40°50'
21° 50'N
21° 40'
21° 30'
21° 20'
21° 10'
21° 00'
CHANGE: REPRINT
ALL DEPARTURE RNAV RWY 35
CLIMB TO 9000 FT
ALNAX 1F :
CROSSING TAF31, TURN LEFT DIRECT TAF35 PASSING WP TAF35
CLIMB TO ASSIGNED LEVEL; THEN DIRECT TO ALNAX.
VATOT 1F :
CROSSING TAF31,TURN LEFT DIRECT TAF34 PASSING WP TAF34
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO VATOT; THEN DIRECT TO TONBO.
MISAM 1F :
CROSSING TAF31, TURN LEFT DIRECT TAF32 PASSING WP TAF32
CLIMB TO ASSIGNED LEVE, THEN DIRECT TO MISAM; THEN DIRECT TO ASLAT.
RESOX 1F :
CROSSING TAF31, TURN RIGHT DIRECT TAF33 PASSING WP TAF33
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO RESOX.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TAIF/Taif (OETF)
RNAV RWY 35

ALNAX 1F VATOT 1F
MISAM 1F RESOX 1F

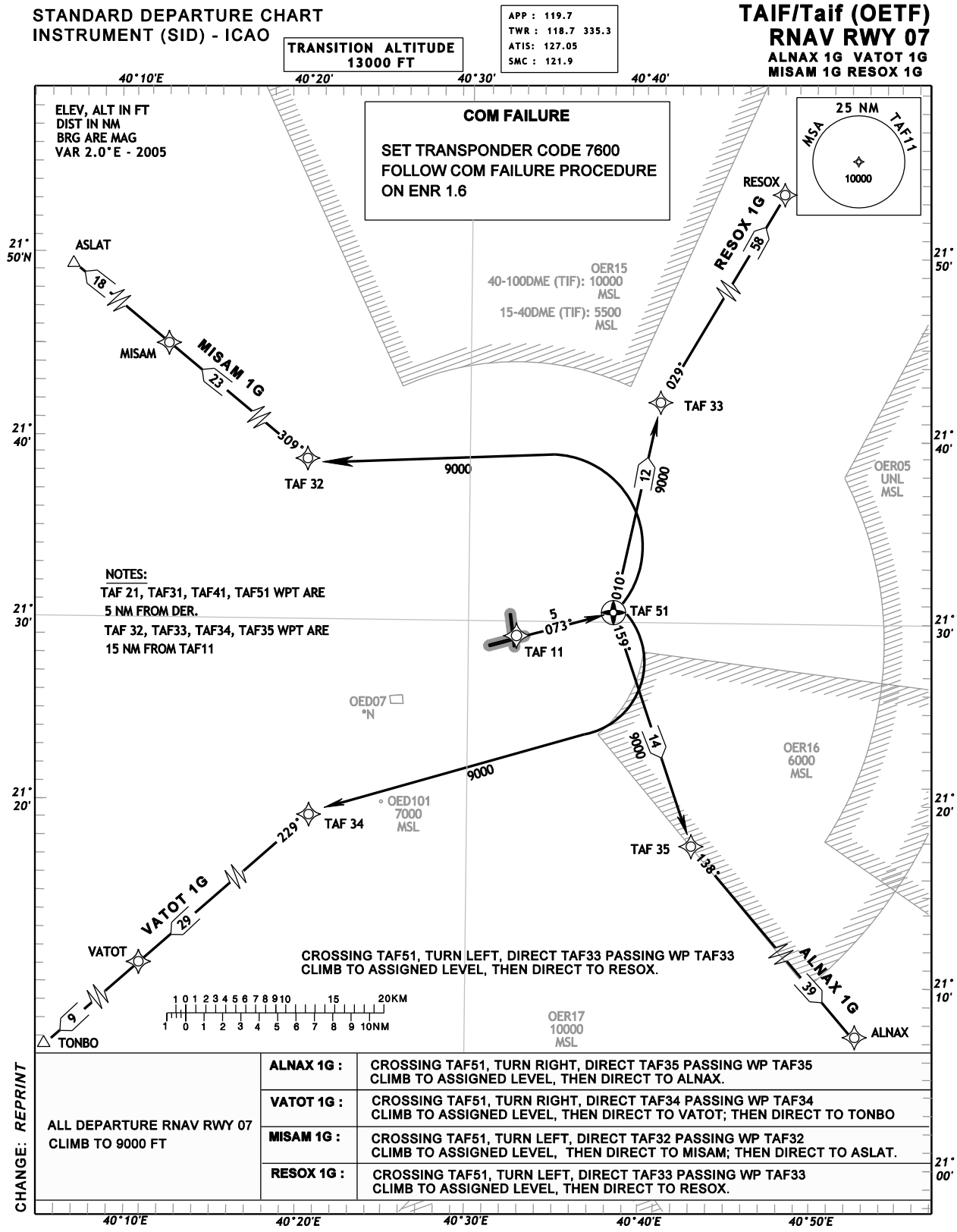
AERONAUTICAL DATA TABULATION

SID RNAV RWY 35				
WAYPOINTS IDENT	COORDINATES		F/O-F/B	PATH DESCRIPTOR
TAF 31	21°35'21"N	040°31'43"E	F/O	
TAF 32	21°38'50"N	040°20'28"E	F/B	TF
TAF 33	21°42'04"N	040°41'10"E	F/B	TF
TAF 34	21°19'14"N	040°20'46"E	F/B	DF
TAF 35	21°17'40"N	040°43'11"E	F/B	DF
TAF 11	21°29'11"N	040°32'50"E	F/B	
RWY 35	21°28'34.90"N	040°32'43.40"E	-	
RESOX	22°31'59"N	041°13'33"E	F/B	
ALNAX	20°48'02"N	041°10'18"E	F/B	
MISAM	21°54'15"N	040°01'53"E	F/B	
VATOT	21°00'45"N	039°56'27"E	F/B	
ASLAT	22°06'03"N	039°47'13"E	-	
TONBO	20°55'02"N	039°49'38"E	-	

LEGEND:

TF - TRACK TO FIX
DF - DIRECT TO FIX
F/O - FLY OVER
F/B - FLY BY

CHANGE: *REPRINT*


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
13000 FT
APP : 119.7
TWR : 118.7 335.3
ATIS: 127.05
SMC : 121.9
TAIF/Taif (OETF)
RNAV RWY 07
ALNAX 1G VATOT 1G
MISAM 1G RESOX 1G
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
VAR 2.0°E - 2005
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON ENR 1.6
25 NM
MSA
TAF11
10000
RESOX
RESOX 1G
58
029°
TAF 33
ASLAT
18
MISAM
MISAM 1G
23
309°
TAF 32
9000
12
9000
OER15
40-100DME (TIF): 10000
MSL
15-40DME (TIF): 5500
MSL
OER05
UNL
MSL
NOTES:
TAF 21, TAF31, TAF41, TAF51 WPT ARE
5 NM FROM DER.
TAF 32, TAF33, TAF34, TAF35 WPT ARE
15 NM FROM TAF11
010°
TAF 51
5
073°
TAF 11
159°
OED07
°N
14
9000
OER16
6000
MSL
9000
TAF 34
229°
OED101
7000
MSL
TAF 35
138°
VATOT 1G
29
VATOT
ALNAX 1G
39
ALNAX
CROSSING TAF51, TURN LEFT, DIRECT TAF33 PASSING WP TAF33
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO RESOX.
9
TONBO
1 0 1 2 3 4 5 6 7 8 9 10 15 20KM
1 0 1 2 3 4 5 6 7 8 9 10NM
OER17
10000
MSL
CHANGE: REPRINT
ALL DEPARTURE RNAV RWY 07
CLIMB TO 9000 FT
ALNAX 1G :
CROSSING TAF51, TURN RIGHT, DIRECT TAF35 PASSING WP TAF35
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO ALNAX.
VATOT 1G :
CROSSING TAF51, TURN RIGHT, DIRECT TAF34 PASSING WP TAF34
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO VATOT; THEN DIRECT TO TONBO
MISAM 1G :
CROSSING TAF51, TURN LEFT, DIRECT TAF32 PASSING WP TAF32
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO MISAM; THEN DIRECT TO ASLAT.
RESOX 1G :
CROSSING TAF51, TURN LEFT, DIRECT TAF33 PASSING WP TAF33
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO RESOX.
21° 50'N
21° 40'
21° 30'
21° 20'
21° 10'
21° 00'
40°10'E
40°20'E
40°30'E
40°40'E
40°50'E

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TAIF/Taif (OETF)
RNAV RWY 07

ALNAX 1G VATOT 1G
MISAM 1G RESOX 1G

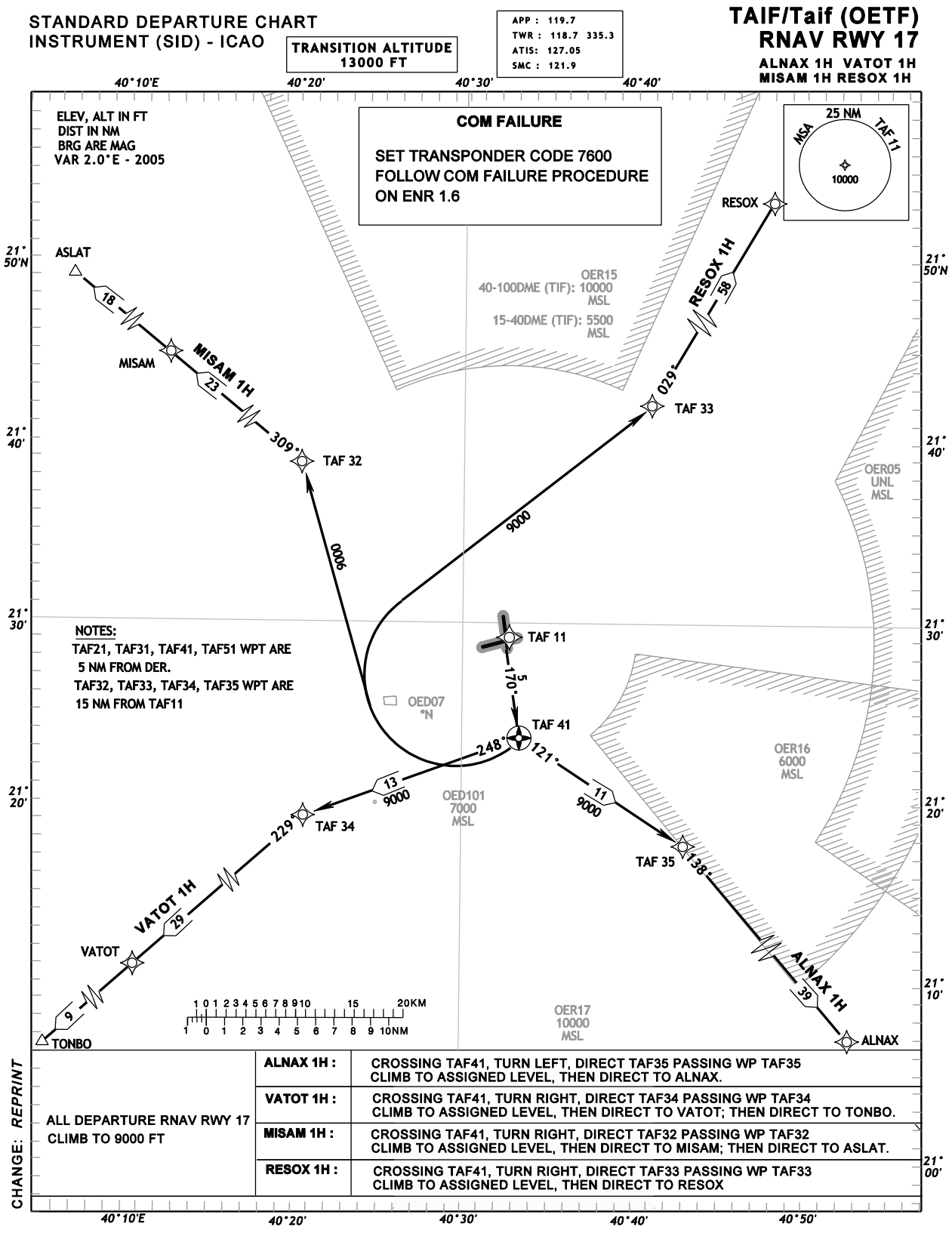
AERONAUTICAL DATA TABULATION

CHANGE: *REPRINT*

SID RNAV RWY 07				
WAYPOINTS IDENT	COORDINATES		F/O-F/B	PATH DESCRIPTOR
TAF 32	21°38'50"N	040°20'28"E	F/B	DF
TAF 33	21°42'04"N	040°41'10"E	F/B	TF
TAF 34	21°19'14"N	040°20'46"E	F/B	DF
TAF 35	21°17'40"N	040°43'11"E	F/B	TF
TAF 51	21°30'30"N	040°38'30"E	F/O	
TAF 11	21°29'11"N	040°32'50"E	F/B	
RWY 07	21°28'38.08"N	040°31'14.62"E	-	
RESOX	22°31'59"N	041°13'33"E	F/B	TF
ALNAX	20°48'02"N	041°10'18"E	F/B	
MISAM	21°54'15"N	040°01'53"E	F/B	
VATOT	21°00'45"N	039°56'27"E	F/B	
ASLAT	22°06'03"N	039°47'13"E	-	
TONBO	20°55'02"N	039°49'11"E	-	

LEGEND:

TF - TRACK TO FIX
DF - DIRECT TO FIX
F/O - FLY OVER
F/B - FLY BY


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
13000 FT
APP : 119.7
TWR : 118.7 335.3
ATIS: 127.05
SMC : 121.9
TAIF/Taif (OETF)
RNAV RWY 17
ALNAX 1H VATOT 1H
MISAM 1H RESOX 1H
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
VAR 2.0°E - 2005
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON ENR 1.6
25 NM
MSA
TAF 11
10000
RESOX
ASLAT
MISAM
TAF 32
TAF 33
TAF 11
TAF 41
TAF 34
TAF 35
VATOT
TONBO
ALNAX
RESOX 1H
MISAM 1H
VATOT 1H
ALNAX 1H
OER15
40-100DME (TIF): 10000
MSL
15-40DME (TIF): 5500
MSL
OER05
UNL
MSL
OER16
6000
MSL
OER17
10000
MSL
OED07
°N
OED101
7000
MSL
NOTES:
TAF21, TAF31, TAF41, TAF51 WPT ARE
5 NM FROM DER.
TAF32, TAF33, TAF34, TAF35 WPT ARE
15 NM FROM TAF11
CHANGE: REPRINT
ALL DEPARTURE RNAV RWY 17
CLIMB TO 9000 FT
ALNAX 1H :
CROSSING TAF41, TURN LEFT, DIRECT TAF35 PASSING WP TAF35
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO ALNAX.
VATOT 1H :
CROSSING TAF41, TURN RIGHT, DIRECT TAF34 PASSING WP TAF34
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO VATOT; THEN DIRECT TO TONBO.
MISAM 1H :
CROSSING TAF41, TURN RIGHT, DIRECT TAF32 PASSING WP TAF32
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO MISAM; THEN DIRECT TO ASLAT.
RESOX 1H :
CROSSING TAF41, TURN RIGHT, DIRECT TAF33 PASSING WP TAF33
CLIMB TO ASSIGNED LEVEL, THEN DIRECT TO RESOX
40°10'E
40°20'
40°30'
40°40'
40°50'
21° 50'N
21° 40'
21° 30'
21° 20'
21° 10'
21° 00'

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TAIF/Taif (OETF)
RNAV RWY 17

ALNAX 1H VATOT 1H
MISAM 1H RESOX 1H

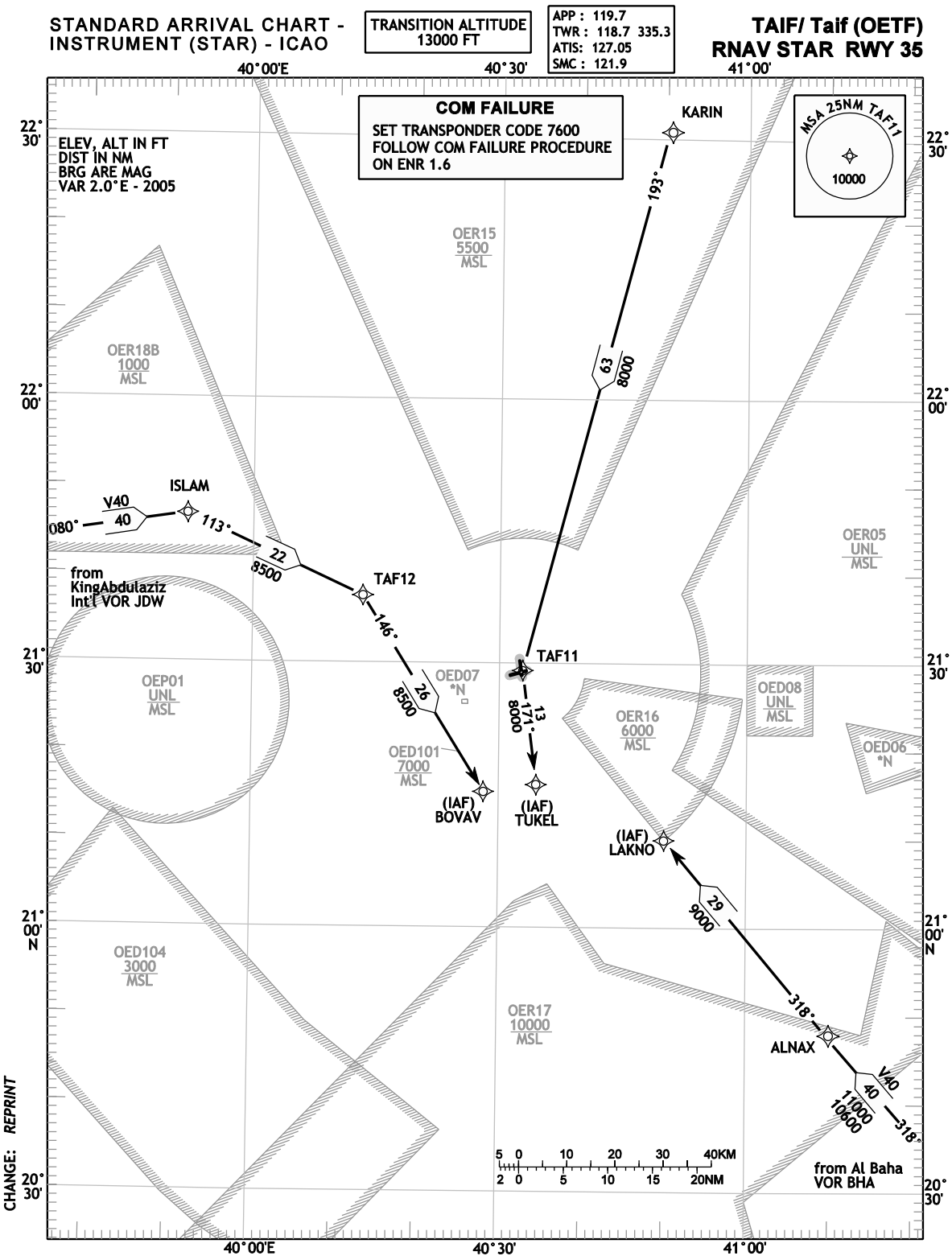
AERONAUTICAL DATA TABULATION

CHANGE: *REPRINT*

SID RNAV RWY 17				
WAYPOINTS IDENT	**COORDINATES**		**F/O-F/B**	**PATH DESCRIPTOR**
TAF 32	21°38'50"N	040°20'28"E	F/B	DF
TAF 33	21°42'04"N	040°41'10"E	F/B	DF
TAF 34	21°19'14"N	040°20'46"E	F/B	TF
TAF 35	21°17'40"N	040°43'11"E	F/B	TF
TAF 41	21°23'37"N	040°33'28"E	F/O	
TAF 11	21°29'11"N	040°32'50"E	F/B	
RWY 17	21°30'22.77"N	040°33'27.44"E	-	
RESOX	22°31'59"N	041°13'33"E	F/B	
ALNAX	20°48'02"N	041°10'18"E	F/B	
MISAM	21°54'15"N	040°01'53"E	F/B	
VATOT	21°00'45"N	039°56'27"E	F/B	
ASLAT	22°06'03"N	039°47'13"E	-	
TONBO	20°55'02"N	039°49'11"E	-	

LEGEND:

TF - TRACK TO FIX
DF - DIRECT TO FIX
F/O - FLY OVER
F/B - FLY BY


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
TRANSITION ALTITUDE 13000 FT
APP : 119.7
TWR : 118.7 335.3
ATIS: 127.05
SMC : 121.9
TAIF/ Taif (OETF)
RNAV STAR RWY 35
COM FAILURE
SET TRANSPONDER CODE 7600
FOLLOW COM FAILURE PROCEDURE
ON ENR 1.6
MSA 25NM TAF11
10000
ELEV, ALT IN FT
DIST IN NM
BRG ARE MAG
VAR 2.0°E - 2005
KARIN
193°
63
8000
ISLAM
V40
40
080°
113°
22
8500
from KingAbdulaziz Int'l VOR JDW
TAF12
146°
26
8500
TAF11
171°
13
8000
(IAF) BOVAV
(IAF) TUKEL
(IAF) LAKNO
29
9000
318°
ALNAX
V40
40
11000
10600
318°
from Al Baha VOR BHA
OER15 5500 MSL
OER18B 1000 MSL
OER05 UNL MSL
OEP01 UNL MSL
OED07 °N
OED08 UNL MSL
OER16 6000 MSL
OED06 °N
OED101 7000 MSL
OED104 3000 MSL
OER17 10000 MSL
40°00'E
40°30'
41°00'
22° 30'
22° 00'
21° 30'
21° 00' N
20° 30'
5 0 10 20 30 40KM
2 0 5 10 15 20NM
CHANGE: REPRINT

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TAIF/ Taif (OETF)
RNAV STAR RWY 35

AERONAUTICAL DATA TABULATION

RNAV STAR RWY 35			
WAYPOINTS IDENT	COORDINATES	F/O-F/B	PATH DESCRIPTOR
TAF11	21°29'11"N 040°32'50"E	F/B	
TAF12	21°37'37"N 040°13'22"E	F/B	
LAKNO (IAF)	21°10'08"N 040°50'15"E	F/B	
BOVAV (IAF)	21°15'25"N 040°28'11"E	F/B	
TUKEL (IAF)	21°16'15"N 040°34'33"E	F/B	
ISLAM	21°46'48"N 039°52'00"E	F/B	
KARIN	22°30'30"N 040°50'31"E	F/B	
ALNAX	20°48'02"N 041°10'18"E	F/B	
RWY 35	21°28'34.90"N 040°32'43.40"E	F/B	

LEGEND:

F/O - FLY OVER
F/B - FLY BY

CHANGE: *MINOR*

TMA TAIF

AREA CHART-ICAO

ARRIVAL AND TRANSIT ROUTES

LEGEND		
Terminal Area(TMA) Airspace classification		C
Control Area (CTA)		A
Sector		A
Control Zone (CTR)		
Flight Information Region (FIR)		
Airway (AWY)		
Aerodrome Traffic Zone(ATZ)		
Reporting point (REP)	Compulsary	▲
	On request	△
ATS/MET reporting point(MRP)	Compulsary	▲
	On request	△
Intersection point (INT)		X
Waypoint: Flyby / Flyover		
Bypass arc indicated not passing on this airway		
Holding patttern outbound/ inbound track		270° / 090°
Activity notified by NOTAM		*N

Restricted airspace
Identification area
Vertical Limits
P=Prohibited
R=Restricted
D=Danger

ATS route
Route designator — V31
Magnetic track — 090° — 381 — 270°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200

Route designator — B544
Magnetic track — 140° — 108 — 320°
Distance in nautical miles
Minimum enroute altitude — FL150
Minimum obstacle clearance — 11200

Area navigation route (RNAV)
Route designator — R775(5)
Magnetic track — 126° — 381 — 306°
Distance in nautical miles
Vertical limits — FL195
NOTE: Upper limit FL460

Change-over point (COP)
Distance in nautical miles from associated VOR navigation aid — 79 / 62

Air Traffic Services
Airspace type/Name — TMA JEDDAH
Upper Limit — FL150
Lower Limit — 2500 AGL(40NM to 60NM)
Class of airspace — C — 700 AGL (within 40 NM)
Radio Frequency(ies) — 124.0 345.6

Radio Navigation Aids (NAVAID)
Name — JEDDAH
NAVAID Type & Frequency — DVORTAC 114.9
Identification — JDW
Geographical coordinates — 21°40'44.9"N 039°09'58.5"E
Elevation of DME antenna — 28

Area minimum altitude (AMA)
It is represented in thousands and tens of feet above mean sea level.
Example : 4300 feet — 4 3

COMMUNICATION FAILURE

CHANGES: *Update Jeddah Final Sector*

TAIF
APP : 119.70
TWR : 118.70
ATIS : 127.05
SMC : 121.90
VAR 2.0°E 2005

ELEV.ALT in FEET
Dist.in NM
BRG. are MAG

ASTOL
SENGO 22°39'51"N 039°29'51"E
OBROD 22°27'58"N 039°52'18"E
RABTO 22°16'08"N 040°03'26E
BONUM 22°12'52"N 039°38'05"E
ISLAM 21°46'48"N 039°52'00"E
SETBA 20°46'42"N 039°33'40"E
TONBO 20°55'02"N 039°49'11"E
KASER 20°40'34"N 039°07'23"E
LABAG 20°42'02"N 040°27'19"E
ALNAX 20°48'02"N 041°10'18"E
MOBES
MIRIS
Al Baha
KEBUK 22°44'58"N 041°22'04"E
KARIN 22°30'30"N 040°50'31"E
SETLI 22°16'08"N 041°19'24"E
VELOV 21°53'49"N 041°23'35"E
LAKNO 21°10'08"N 040°50'15"E
DETGO
KUMRO

OER15 40-100DME (TIF) 10000 MSL
OER15 15-40DME (TIF) 5500 MSL
OER12 5000 MSL
OER16 6000 MSL

JEDDAH UPPER SECTOR FL460 / FL160 119.1 125.45

TMA JEDDAH
FL155
2500 AGL(40NM to 60NM)
700 AGL (within 40 NM)
124.0 345.6

JEDDAH FINAL SECTOR RWY 16 123.8 124.0
JEDDAH FINAL SECTOR RWY 34 123.8 124.0

JEDDAH DVORTAC 116.4
JDW
21°42'37"N 039°09'48"E

King Abdulaziz Int'l

Taif DVORTAC 112.7 TIF
21°29'11"N 040°32'50"E
4757

Heliport

CTR TAIF ALT 7500 SFC 118.7

TMA TAIF
ALT 13000
700 AGL(excluding Control Zone)out to 25NM; then 2500AGL to the outer limit of the TMA
119.7

CTA TAIF
FL190
FL150
119.7

ATZ OEJF ALT 2500 AMSL

R18A 1000 MSL
R18B 1000 MSL
R17 10000 MSL

OED01 UNL MSL
OED02 *N
OED06 *N
OED07 *N
OED08 UNL MSL
OED101 7000 MSL
OED102 1000 SFC *N
OED104 3000 MSL
OED105 1800 MSL
OED106 10000 MSL

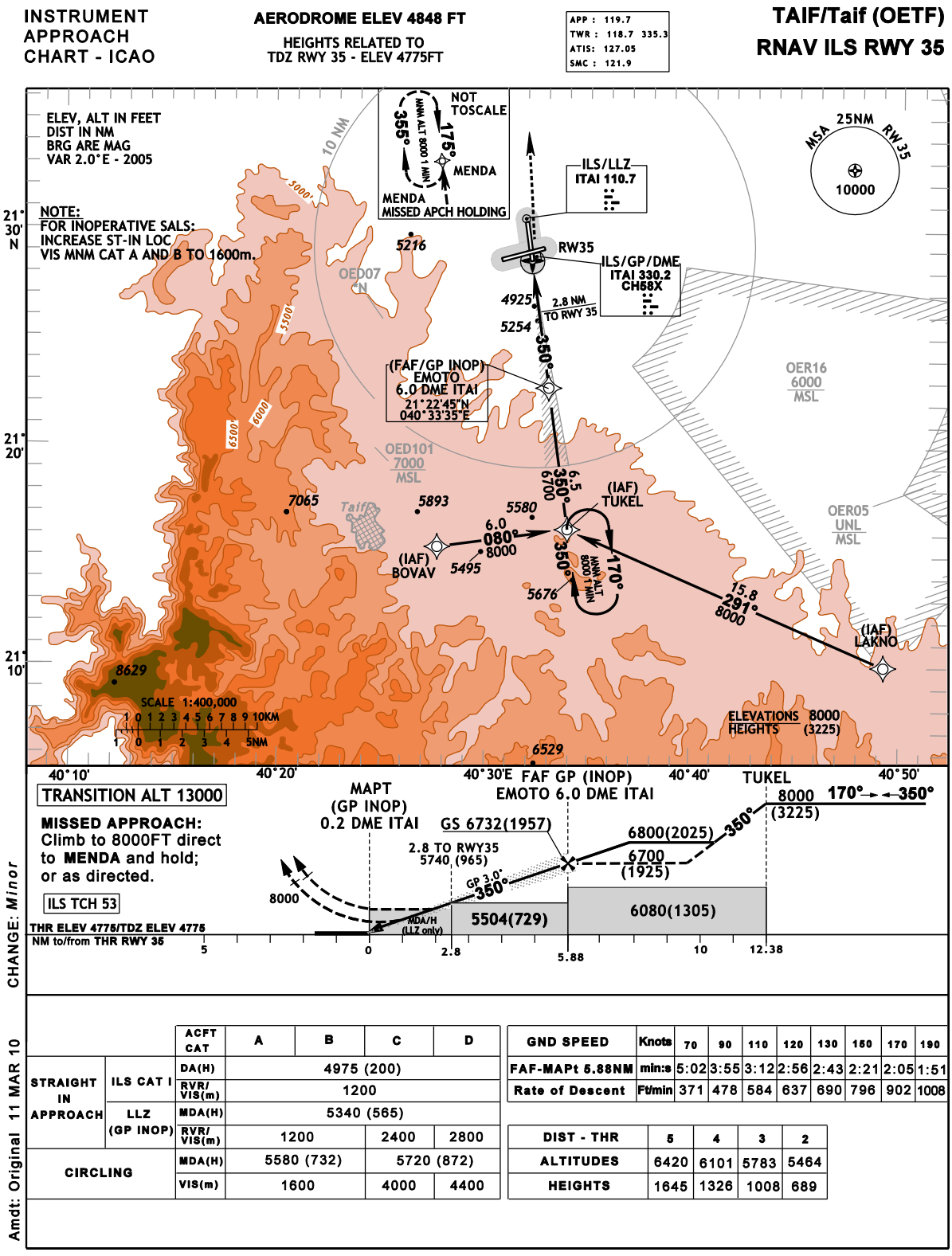
N569(5) 24
N569(5) 71
B417/T532(5) 20 8000 7900
B417/T532(5)/N569(5) 40
T532(5) 65 FL195
A424 60 6000 5100
A411/UL425(5) 60 7000 4800
G650 60 5000 3000
R775(5) 60
V41 21 FL240 7200
V41 63 7000 7000
V40 40 8000 4300
V40 42 8000 7900
V40 25 8000 8000
V40 29 11000 8200
V40 39 11000 10600
V31 38 FL220 8000
UV331(5) 78
UL425(5) 108 FL255

RWY16
RWY 34

SCALE 1:1,000,000
10 5 0 10 20 30 40 50KM
10 5 0 10 20 30NM

40°E 40°30'E 41°E
22°N 21°N 21°30'N 21°

INTENTIONALLY BLANK



		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	4975 (200)			
		RVR/VIS(m)	1200			
	LLZ (GP INOP)	MDA(H)	5340 (565)			
		RVR/VIS(m)	1200		2400	2800
CIRCLING		MDA(H)	5580 (732)		5720 (872)	
		VIS(m)	1600		4000	4400

GND SPEED	Knots	70	90	110	120	130	150	170	190
FAF-MAPt 5.88NM	min:s	5:02	3:55	3:12	2:56	2:43	2:21	2:05	1:51
Rate of Descent	Ft/min	371	478	584	637	690	796	902	1008

DIST - THR	5	4	3	2
ALTITUDES	6420	6101	5783	5464
HEIGHTS	1645	1326	1008	689

TAIF/Taif (OETF)
RNAV ILS RWY 35

AERONAUTICAL DATA TABULATION

RNAV ILS approach to RWY 35	
FIX / POINT	**COORDINATES**
BOVAV (IAF)	21°15'24.8"N 040°28'11.0"E
LAKNO (IAF)	21°10'07.6"N 040°50'14.8"E
TUKEL (IAF) - 12.31 NM FROM RWY35	21°16'14.5"N 040°34'32.8"E
EMOTO (FAF)	21°22'44.5"N 040°33'35.2"E
MENDA - MISSED APCH HOLDING	21°54'14.6"N 040°31'25.7"E
ILS/LLZ ITAI	21°30'31.4"N 040°32'26.2"E
ILS/GP DME	21°28'45.6"N 040°32'46.1"E
RW 35 (MAPT)	21°28'34.90"N 040°32'43.40"E

CHANGE: *MINOR*

—

OEBT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OEBT - BATHA/Batha

OEBT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	241257.70N 0512700.22E 328 /141 NM FM DHA 118 /125 NM FM HSA
2	Direction and distance from (city)	20 KM FM Al Batha exit
3	Elevation/Reference temperature	258 FT / 45C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	1.5E / 2005
6	AD Administration, address, telephone, telefax, telex, AFS	Border Guard Riyadh 11135 Saudi Arabia
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	TIBA 122.8 RADIO 127.0

OEBT AD 2.3 OPERATIONAL HOURS

1	AD Administration	NIL
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

OEBT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

OEBT AD 2.5 PASSENGER FACILITIES

1	Hotels	NIL
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

OEBT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

OEBT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

OEBT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: 77 / F / A / X / T
2	Taxiway width, surface and strength	Width: 15 M Surface: Concrete Strength: 65 / F / A / X / T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	241240N 0512640E
5	INS checkpoints	241240N 0512640E
6	Remarks	NIL

OEBT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY:CL,END TWY:CL, END
3	Stop bars	NIL
4	Remarks	NIL

OEBT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	NIL	NIL	NIL

OEBT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

OEBT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	NIL	1700 x 25	54 / R / C / W / T Concrete	241314.48N 0512639.76E	TDZ: 234 FT THR: 258 FT
32	NIL	1700 x 25	54 / R / C / W / T Concrete	241233.28N 0512716.01E	TDZ: 247 FT THR: 234 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remark
7	8	9	10	11	12
Insignificant slope	NIL	NIL	NIL	NIL	NIL
	NIL	NIL	NIL	NIL	NIL

OEBT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	NIL	NIL

OEBT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	SSALS	Green	PAPI 3°	NIL	NIL	MIRL	RED	NIL	NIL
32	SALS	Green	PAPI 3°	NIL	NIL	MIRL	RED	NIL	NIL

OEBT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

OEBT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

OEBT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ATZ: Circle with radius 5 NM centred at ARP
2	Vertical limits	SFC to 5500FT AMSL
3	Airspace classification	G
4	ATS unit call sign Language(s)	NIL
5	Transition altitude	13000 FT
6	Remarks	TIBA : 122.800 MHZ

OEBT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
BATHA RADIO	NIL	127.000 MHZ	HX (on call)	NIL
TIBA	NIL	122.800 MHZ	NIL	NIL

OEBT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	BAT	113.4 MHZ Ch 81X	H24	241257.042N 0512707.089E	33 FT	NIL
DME	IBAT	54X	H24	241242.449N 0512713.411E		

OEBT AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

OEBT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OEBT AD 2.22 FLIGHT PROCEDURES

NIL

OEBT AD 2.23 ADDITIONAL INFORMATION

NIL

OEBT AD 2.24 CHARTS RELATED TO AN AERODROME

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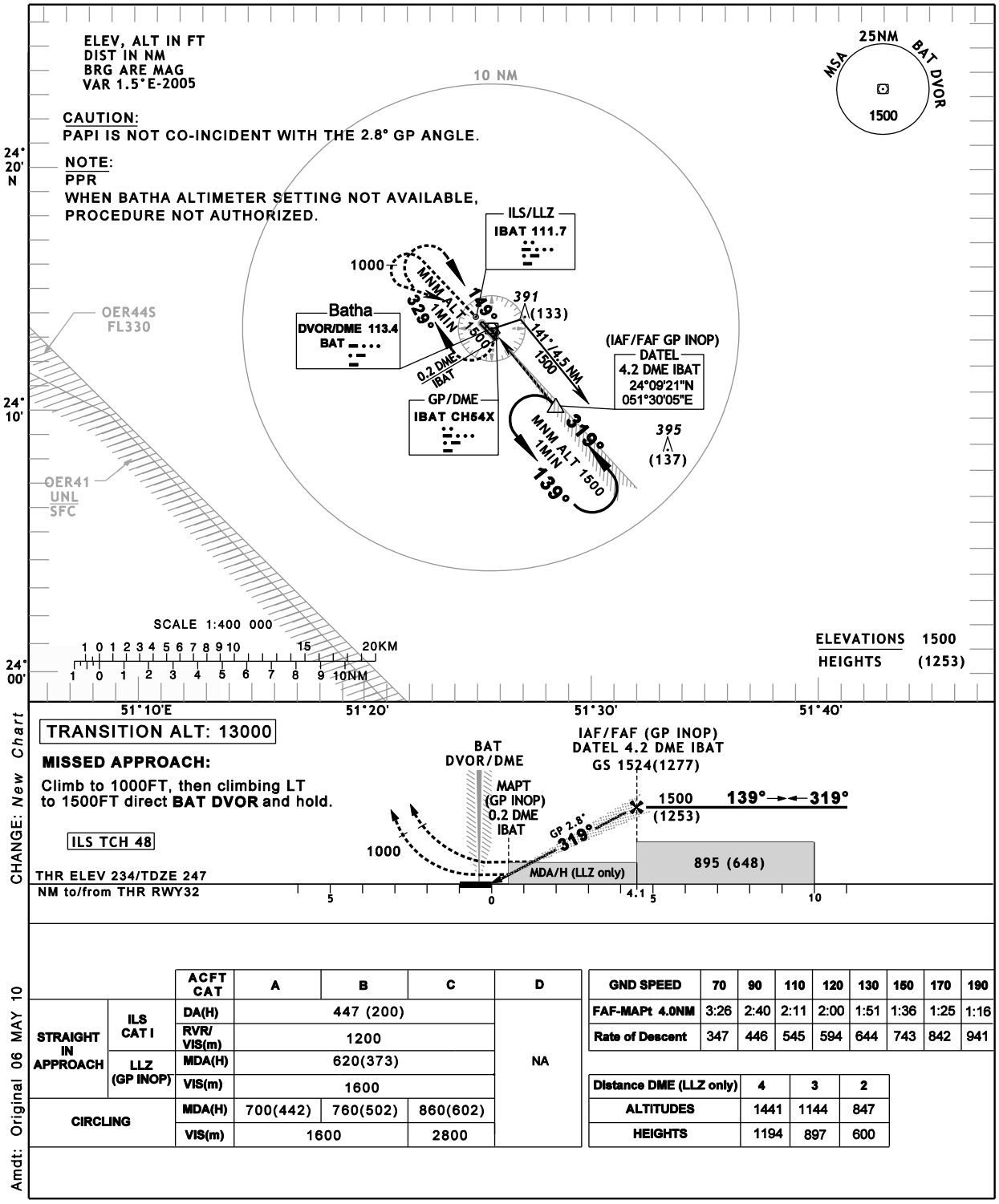
INSTRUMENT APPROACH CHART – ICAO

AD ELEV 258 FT
HEIGHTS RELATED TO TDZ RWY 32 - 247FT

TIBA : 122.8
RADIO: 127.0
UNCONTROLLED AD

BATHA / Batha (OEBT)
ILS/DME RWY 32



CHANGE: *New Chart*

TRANSITION ALT: 13000

MISSED APPROACH:
Climb to 1000FT, then climbing LT to 1500FT direct **BAT DVOR** and hold.

ILS TCH 48

THR ELEV 234/TDZE 247

		ACFT CAT	A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	DA(H)	447 (200)			NA
		RVR/ VIS(m)	1200			
	LLZ (GP INOP)	MDA(H)	620(373)			
		VIS(m)	1600			
CIRCLING		MDA(H)	700(442)	760(502)	860(602)	
		VIS(m)	1600		2800	

GND SPEED	70	90	110	120	130	150	170	190
FAF-MAPt 4.0NM	3:26	2:40	2:11	2:00	1:51	1:36	1:25	1:16
Rate of Descent	347	446	545	594	644	743	842	941

Distance DME (LLZ only)	4	3	2
ALTITUDES	1441	1144	847
HEIGHTS	1194	897	600

Amdt: Original 06 MAY 10

BATHA / Batha (OEBT)
ILS/DME RWY 32

AERONAUTICAL DATA TABULATION

ILS approach to RWY 32 from BAT DVOR/DME	
FIX / POINT	**COORDINATES**
BAT DVOR/DME	24°12'57.0"N 051°27'07.1"E
DATEL - 4.2 DME IBAT (IAF/FAF (GP INOP)	24°09'21.2"N 051°30'04.8"E
ILS/LLZ IBAT	24°13'29.1"N 051°26'26.9"E
ILS GP/DME IBAT	24°12'42.4"N 051°27'13.4"E
THR RWY 32	24°12'33.28"N 051°27'16.01"E

Amdt: Original 06 MAY 10 CHANGE: *New Chart*

INSTRUMENT APPROACH CHART – ICAO

AD ELEV 258 FT

HEIGHTS RELATED TO THR RWY 14 - ELEV 258FT

TIBA : 122.8

RADIO: 127.0

UNCONTROLLED AD

BATHA / Batha VOR RWY 14

CHANGES: Procedure Turn Revised Position from RIGHT to LEFT side.

Amdt: ORIGINAL 15 FEB 07

ELEV, ALT IN FT
BRG ARE MAG

N

VAR 1.5° E-2005

24° 20'N

24° 10'

24° 00'

51°10'E

51°20'

51°30'

51°40'

10 NM

R 311

086°

266°

131°

311°

MNM ALT 1500

131°

311°

1000

395

(IAF)
Batha
DVOR/DME 113.4
BAT -... -.-
24°12'57.042"N
051°27'07.089"E

MSA 25NM BAT DVOR
1500

OER44S
FL330

OER41
UNL
SFC

SCALE 1:400 000

1 0 1 2 3 4 5 6 7 8 9 10 15 20KM

1 0 1 2 3 4 5 6 7 8 9 10NM

NOTE:
PPR
WHEN BATHA ALTIMETER SETTING NOT AVAILABLE, PROCEDURE NOT AUTHORIZED.

ELEVATIONS 1500
HEIGHTS (1242)

Trans Lvl: FL150
Trans Alt: 13000

BAT/IAF
DVOR/DME

1500 (1242)

311°

131°

1000

Procedure Turn within 10NM of BAT VOR.

MISSED APPROACH:
Climb to 1000ft, then climbing LT to 1500ft direct **BAT VOR** and hold.

THR ELEV 258/TDZE 258

NM to/from THR RWY14

10 5 0 5 10

		ACFT CAT	A	B	C	D
Straight in Approach	VOR	MDA(H)	700(442)	700(442)	700(442)	NA
		VIS(m)	1600	1600	2000	
CIRCLING		MDA(H)	700(442)	760(502)	860(602)	NA
		VIS(m)	1600	1600	2800	

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INSTRUMENT APPROACH CHART – ICAO

AD ELEV 258 FT

HEIGHTS RELATED TO THR RWY 32 - ELEV 234FT

TIBA : 122.8

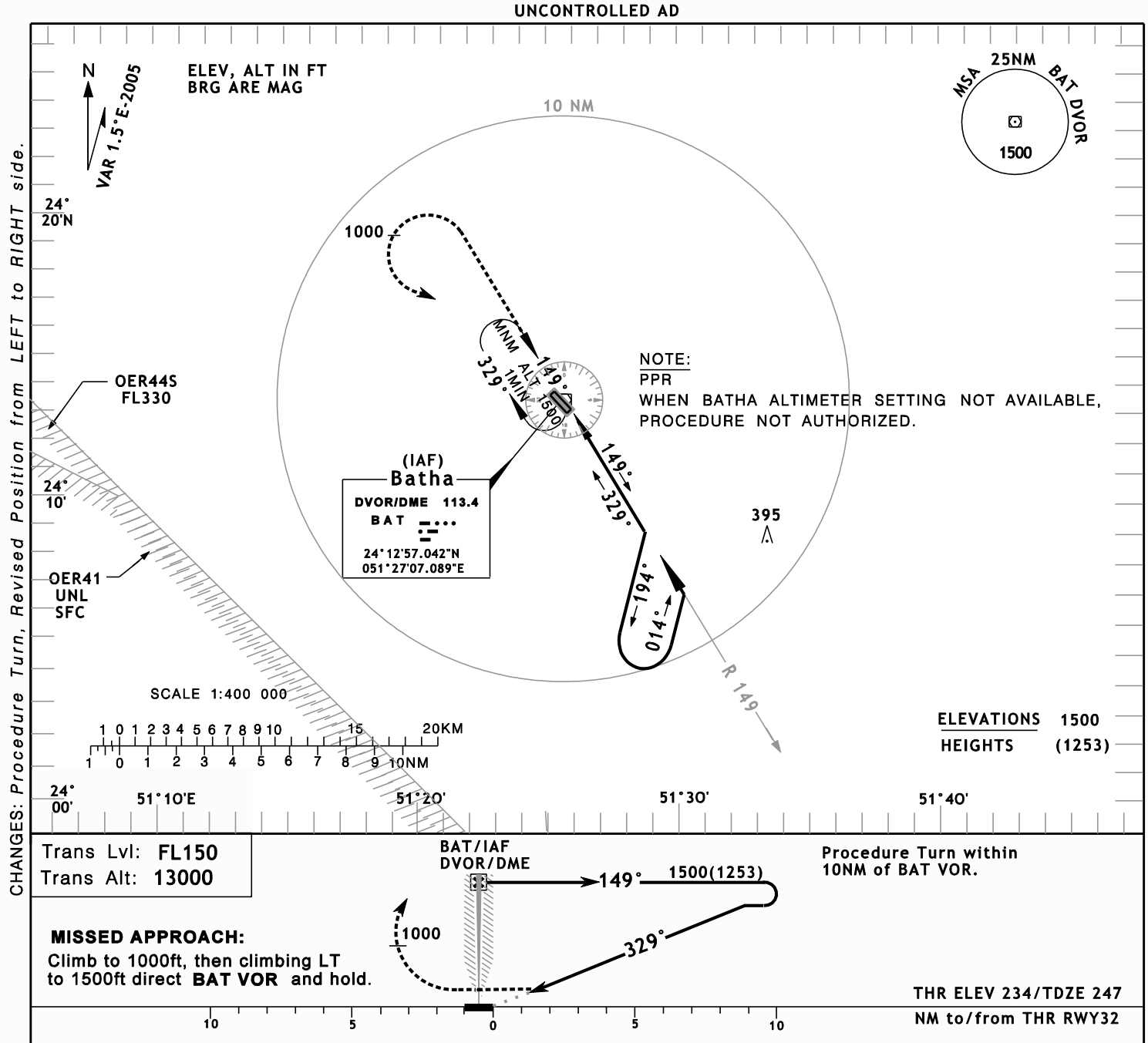
RADIO: 127.0

UNCONTROLLED AD

BATHA / Batha VOR RWY 32

CHANGES: *Procedure Turn, Revised Position from LEFT to RIGHT side.*

Amdt: ORIGINAL 15 FEB 07



NOTE:
PPR
WHEN BATHA ALTIMETER SETTING NOT AVAILABLE, PROCEDURE NOT AUTHORIZED.

Trans Lvl: FL150
Trans Alt: 13000

MISSED APPROACH:
Climb to 1000ft, then climbing LT to 1500ft direct **BAT VOR** and hold.

Procedure Turn within 10NM of BAT VOR.

THR ELEV 234/TDZE 247

NM to/from THR RWY32

		ACFT CAT	A	B	C	D
Straight in Approach	VOR	MDA(H)	700(453)	700(453)	700(453)	NA
		VIS(m)	1600	1600	2000	
CIRCLING		MDA(H)	700(442)	760(502)	860(602)	NA
		VIS(m)	1600	1600	2800	

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