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List of pages in this Trip Kit

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Airport Information For OERK
Terminal Charts For OERK
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 2.9°E

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

Sunrise: 0339 Z
Sunset: 1418 Z,

Runway Information

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

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

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

Runway: 33R
Length x Width: 13796 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 2023 ft
Lighting: Edge, ALS, Centerline, TDZ

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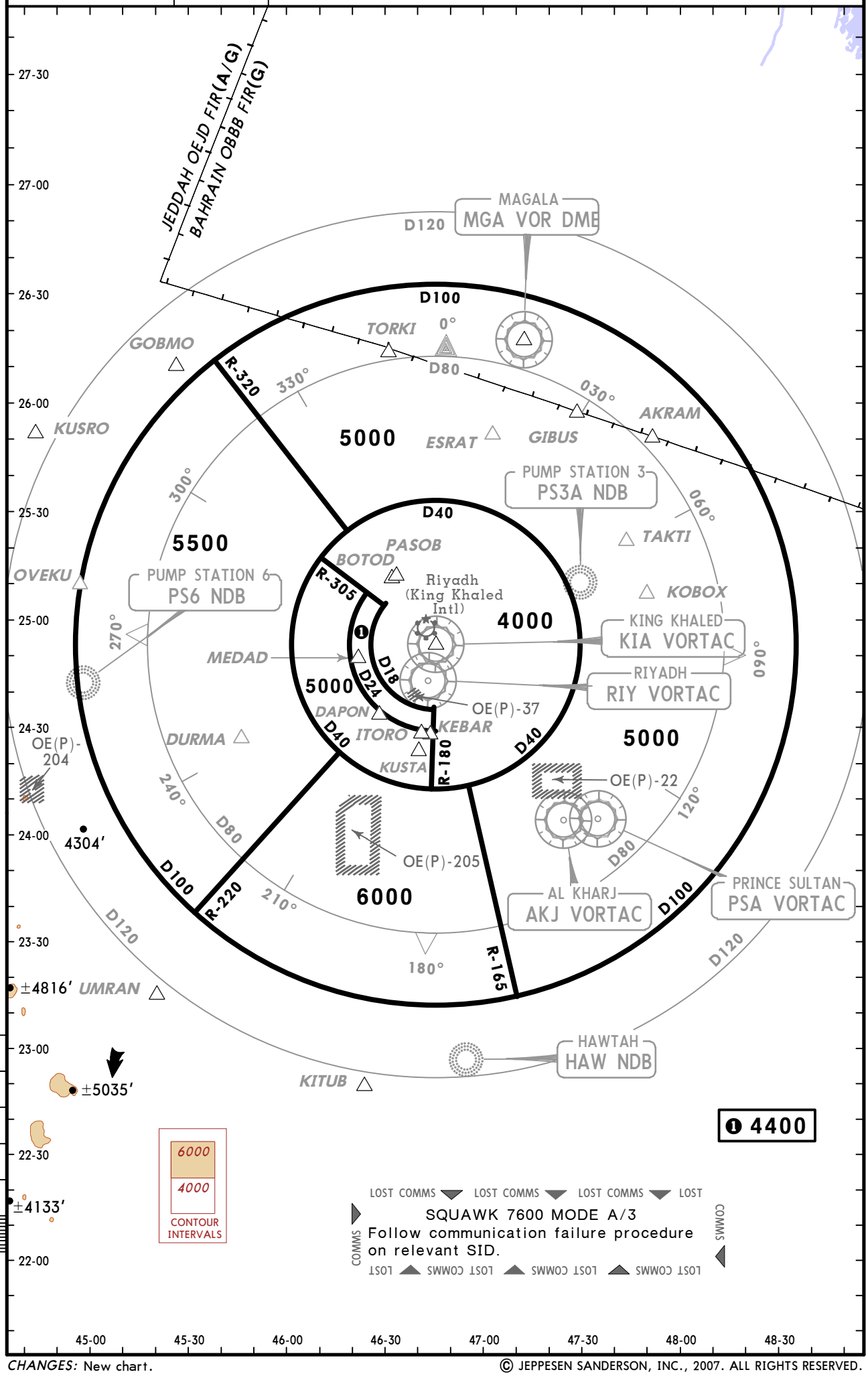
Communication Information

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

RIYADH Radar (APP)	Apt Elev	
120.0	2049′	Alt Set: hPa Trans level: FL150 Trans alt: 13000′ This chart may only be used for cross-checking of altitudes assigned while under radar control.



CHANGES: New chart.

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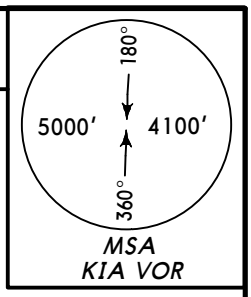
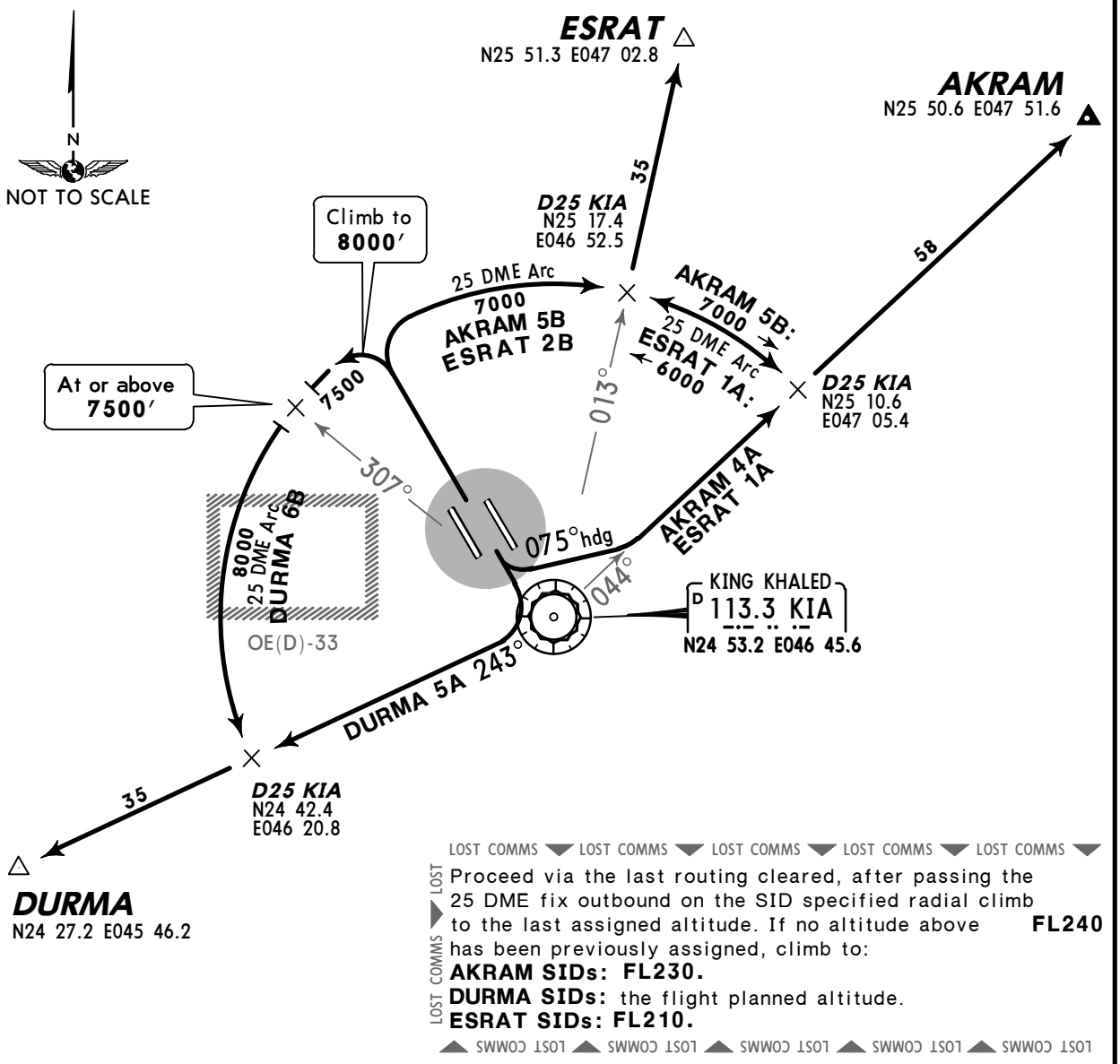
Apt Elev 2049′	Trans level: FL150 Trans alt: 13000′



AKRAM 4A *[AKRA4A]*, AKRAM 5B *[AKRA5B]*
DURMA 5A *[DURM5A]*, DURMA 6B *[DURM6B]*
ESRAT 1A *[ESRA1A]*, ESRAT 2B *[ESRA2B]*
RWYS 15L/R, 33L/R DEPARTURES

CAUTION: BE AWARE OF OE(D)-33 ACTIVITY

SPEED: MAX 250 KT BELOW 10000′



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

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

◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

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

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

CHANGES: MEAs withdrawn from initial legs.

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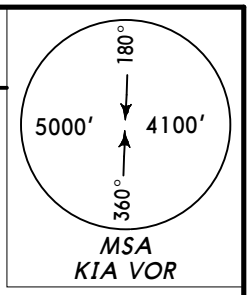
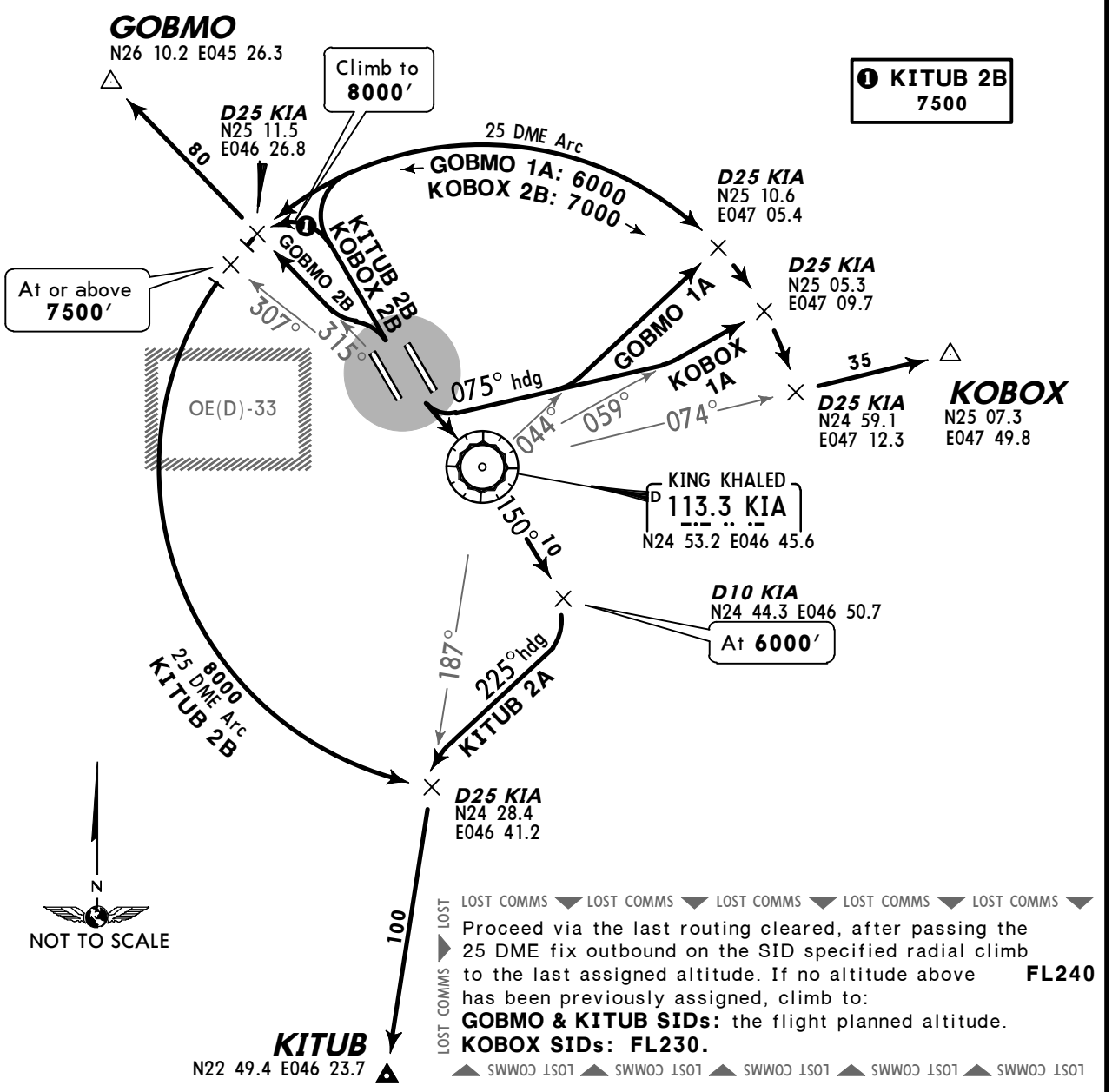
Apt Elev 2049′	Trans level: FL150 Trans alt: 13000′



GOBMO 1A *[GOBM1A]*, GOBMO 2B *[GOBM2B]*
KITUB 2A *[KITU2A]*, KITUB 2B *[KITU2B]*
KOBOX 1A *[KOBO1A]*, KOBOX 2B *[KOBO2B]*
RWYS 15L/R, 33L/R DEPARTURES

CAUTION: BE AWARE OF OE(D)-33 ACTIVITY

SPEED: MAX 250 KT BELOW 10000′



Initial climb clearance

GOBMO 1A, KOBOX 1A: 6000′/GOBMO 2B, KITUB 2A, 2B, KOBOX 2B: 7000′

All SIDs: EXPECT higher altitude after passing D25 KIA.

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

CHANGES: MEAs withdrawn from initial legs.

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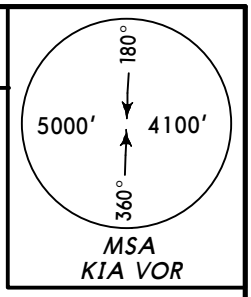
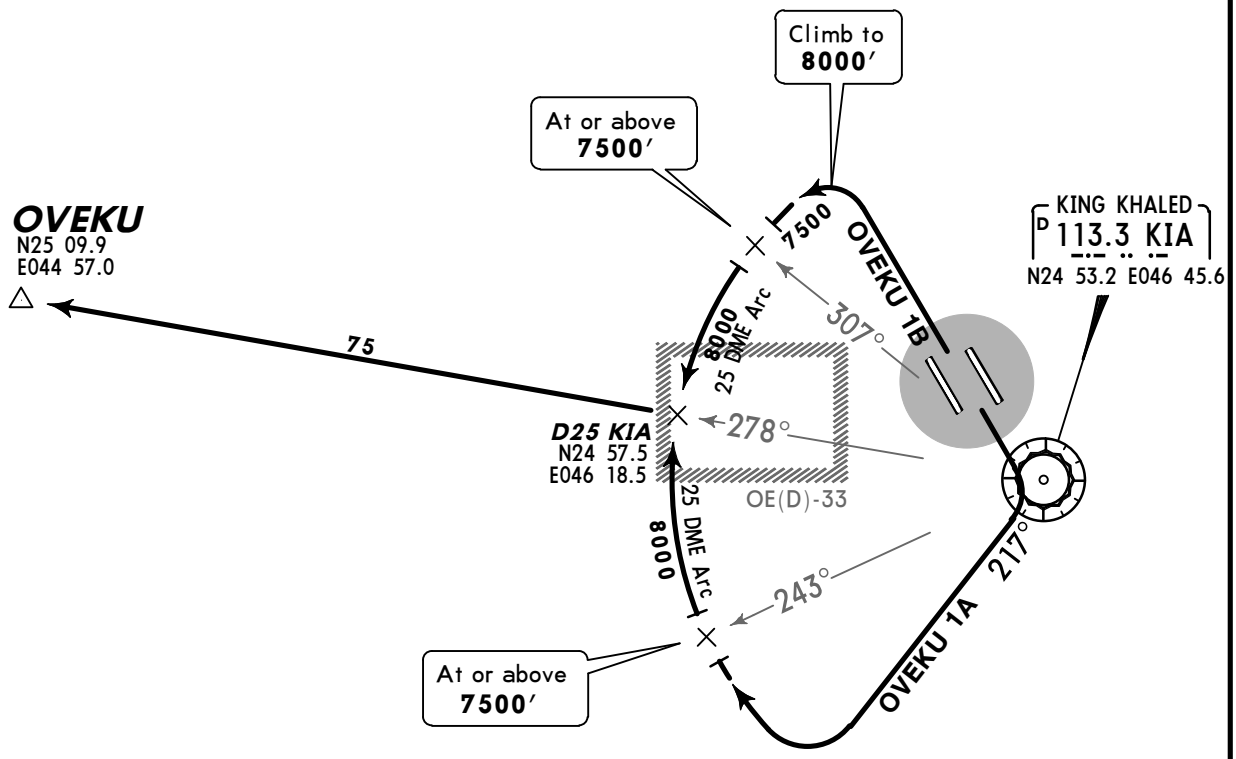
Apt Elev	
2049′	Trans level: FL150 Trans alt: 13000′

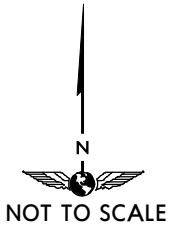


OVEKU 1A *[OVEK1A]*
OVEKU 1B *[OVEK1B]*
RWYS 15L/R, 33L/R DEPARTURES
CAUTION: BE AWARE OF OE(D)-33 ACTIVITY



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

Proceed via the last routing cleared, after passing 25 DME fix outbound on the SID specified radial climb to the last assigned altitude.
If no altitude above FL240 has been previously assigned, climb to the flight planned altitude.



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

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

CHANGES: SID OVEKU 1A MEA.

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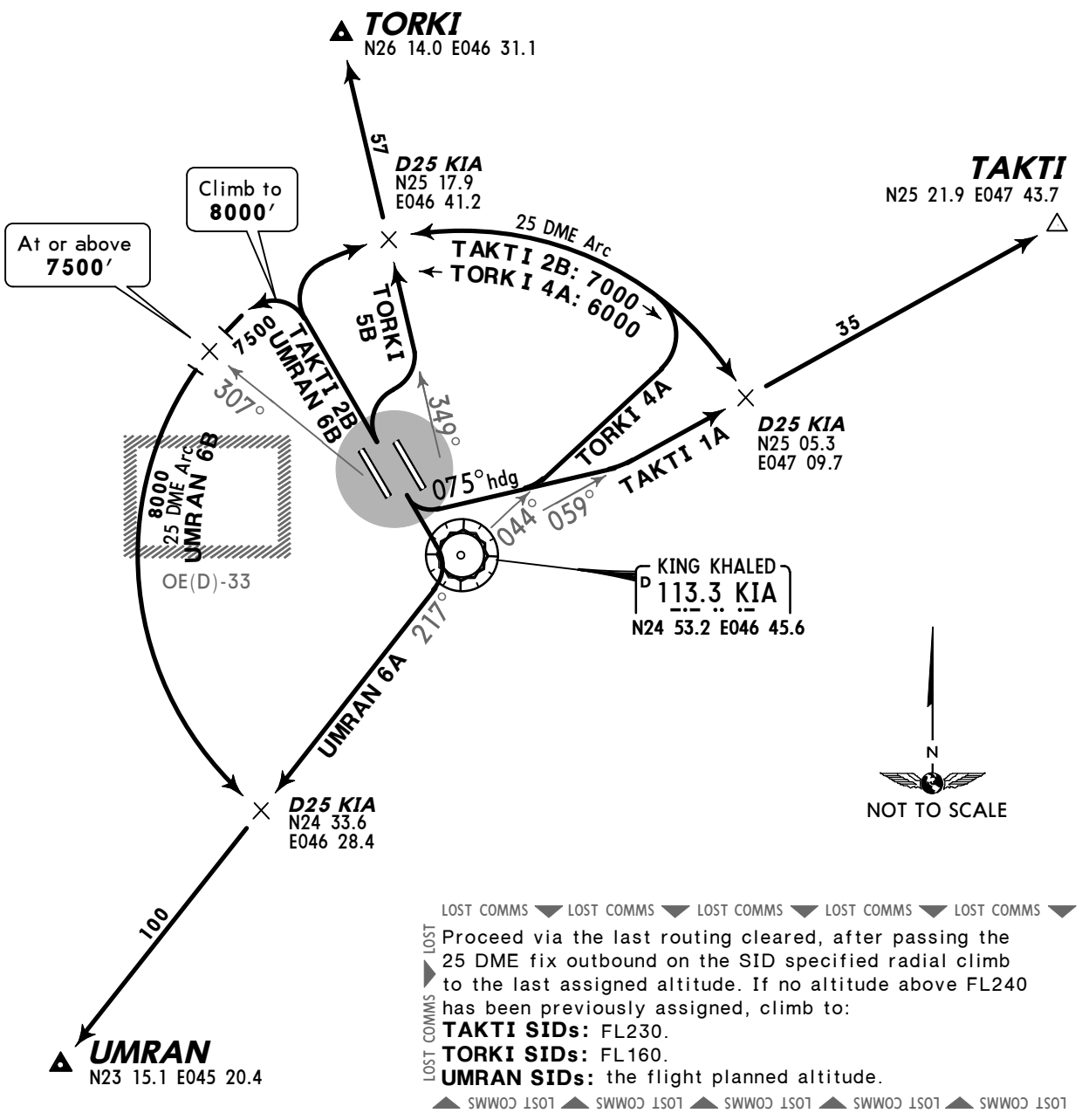
Apt Elev 2049′

Trans level: FL150 Trans alt: 13000′

TAKTI 1A *[TAKT1A]*, TAKTI 2B *[TAKT2B]*
TORKI 4A *[TORK4A]*, TORKI 5B *[TORK5B]*
UMRAN 6A *[UMRA6A]*, UMRAN 6B *[UMRA6B]*
RWYS 15L/R, 33L/R DEPARTURES

CAUTION: BE AWARE OF OE(D)-33 ACTIVITY



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

LOST COMMS ▶ Proceed via the last routing cleared, after passing the 25 DME fix outbound on the SID specified radial climb to the last assigned altitude. If no altitude above FL240 has been previously assigned, climb to:

TAKTI SIDs: FL230.
TORKI SIDs: FL160.
UMRAN SIDs: the flight planned altitude.

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

Initial climb clearance
TAKTI 1A, TORKI 4A: 6000′/TAKTI 2B, TORKI 5B, UMRAN 6A, 6B: 7000′
All SIDs: EXPECT higher altitude after passing D25 KIA established on SID specified radial

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

CHANGES: None.

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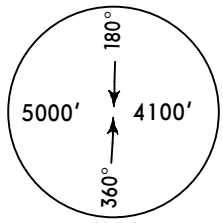
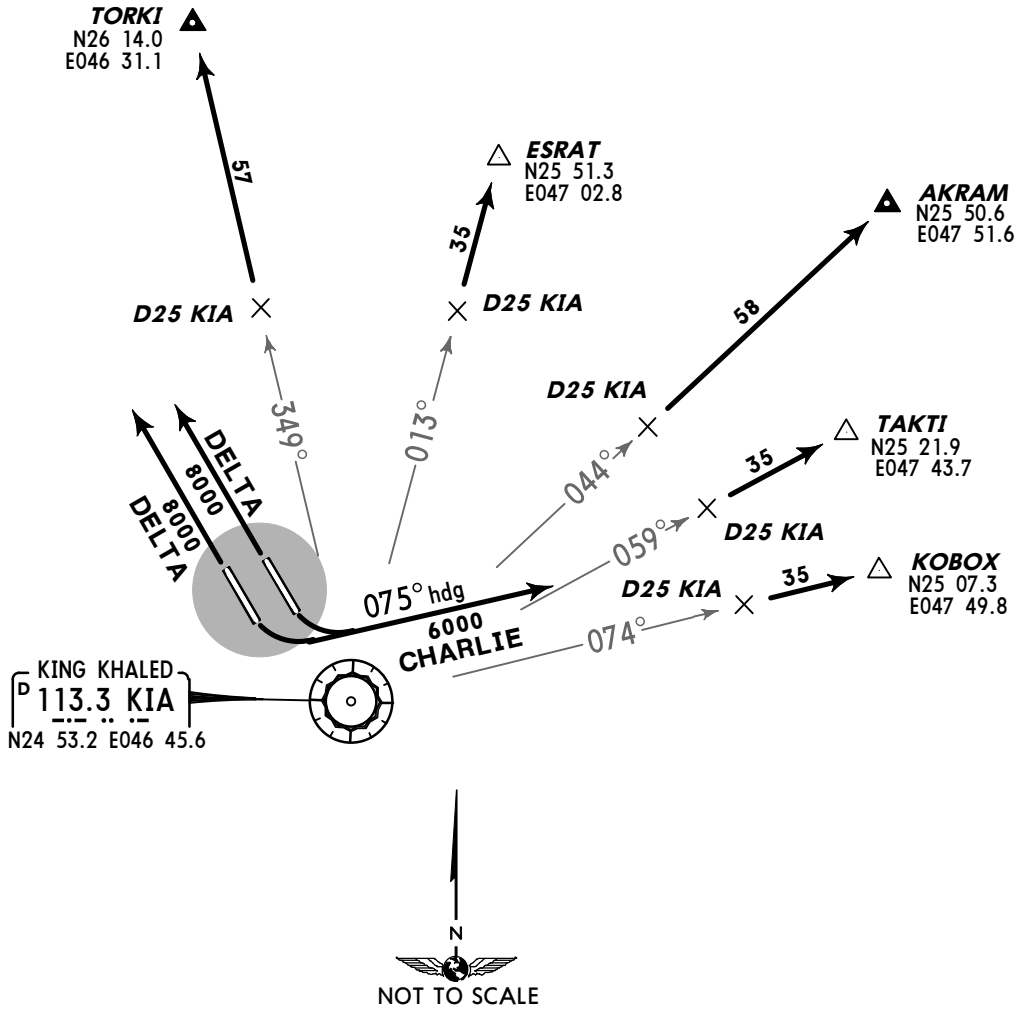
Apt Elev 2049′	Trans level: FL150 Trans alt: 13000′ ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



MSA
KIA VOR

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

SPEED: MAX 250 KT BELOW 10000′



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

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

CHARLIE

Continue turn LEFT, 075° heading, along KIA 25 DME arc. Intercept on-course radial. When established on course, at D25 KIA climb to the flight-planned altitude.

DELTA

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

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

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

to AKRAM, KOBOX & TAKTI: FL230.

to ESRAT: FL210.

to TORKI: FL160.

Procedure not authorized when KIA TAC inoperative.

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

SID	RWY	ROUTING
CHARLIE	15R/L	Turn LEFT **immediately,** 075° heading, maintain **6000′,** expect radar vectors.
DELTA	33R/L	Climb on runway heading, maintain **8000′,** expect radar vectors.

CHANGES: Lost comms established; procedures transferred.

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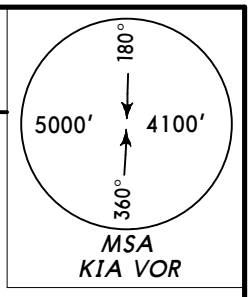
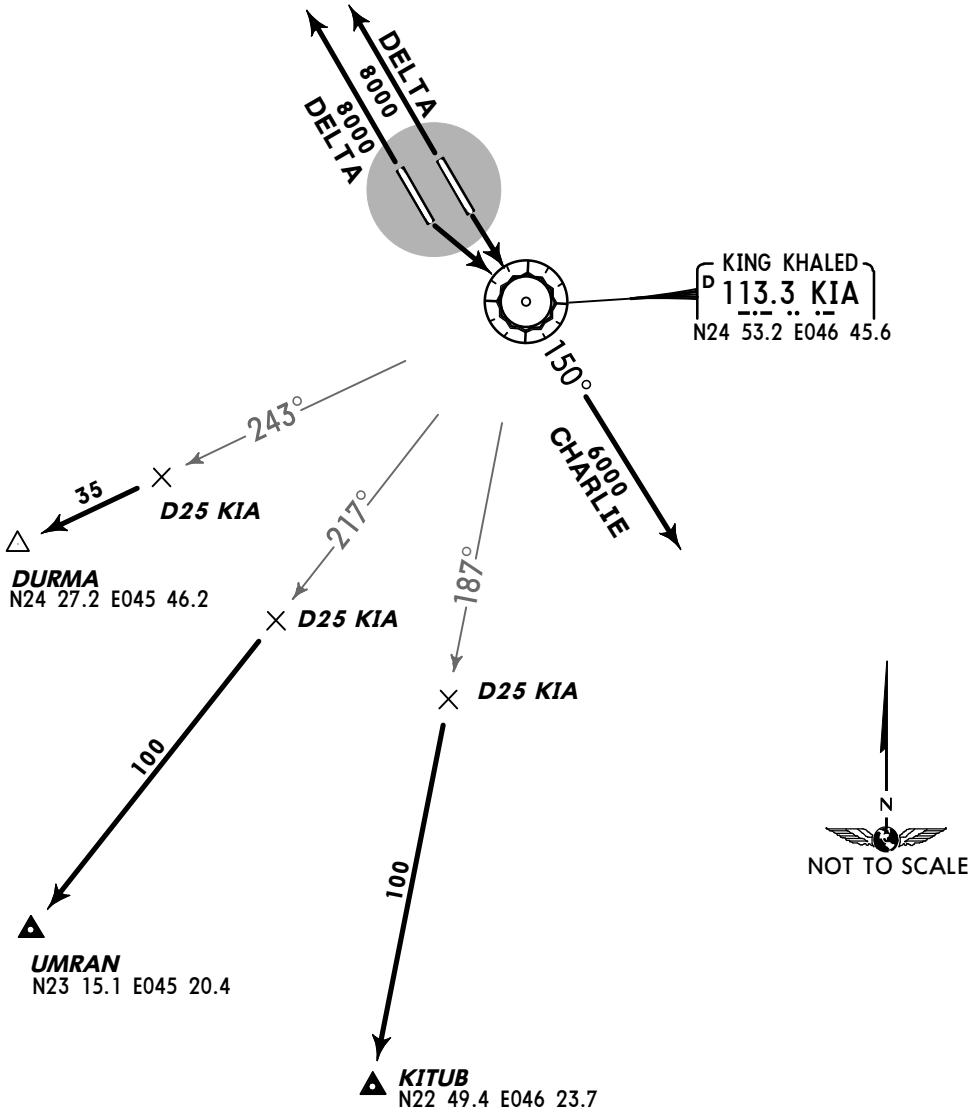
Apt Elev 2049′	Trans level: FL150 Trans alt: 13000′ ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



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

SPEED: MAX 250 KT BELOW 10000′



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

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

CHARLIE

To DURMA: Continue on KIA R-150 to D10 KIA, turn RIGHT, 275° heading, intercept KIA R-243. At D25 KIA climb to the flight planned altitude.

To KITUB: Continue on KIA R-150 to D10 KIA, turn RIGHT, 225° heading, intercept KIA R-187. At D25 KIA climb to the flight planned altitude.

To UMRAN: Continue on KIA R-150 to D10 KIA, turn RIGHT, 225° heading, turn RIGHT along KIA 22 DME arc, intercept KIA R-217. At D25 KIA climb to the flight planned altitude.

DELTA

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

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

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

Procedure not authorized when KIA TAC inoperative.

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

SID	RWY	ROUTING
CHARLIE	15R/L	To KIA, KIA R-150, maintain **6000′,** expect radar vectors.
DELTA	33R/L	Climb on runway heading, maintain **8000′,** expect radar vectors.

CHANGES: New chart.

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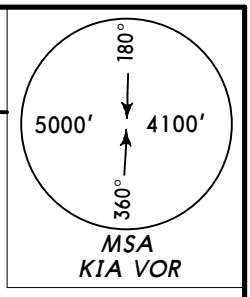
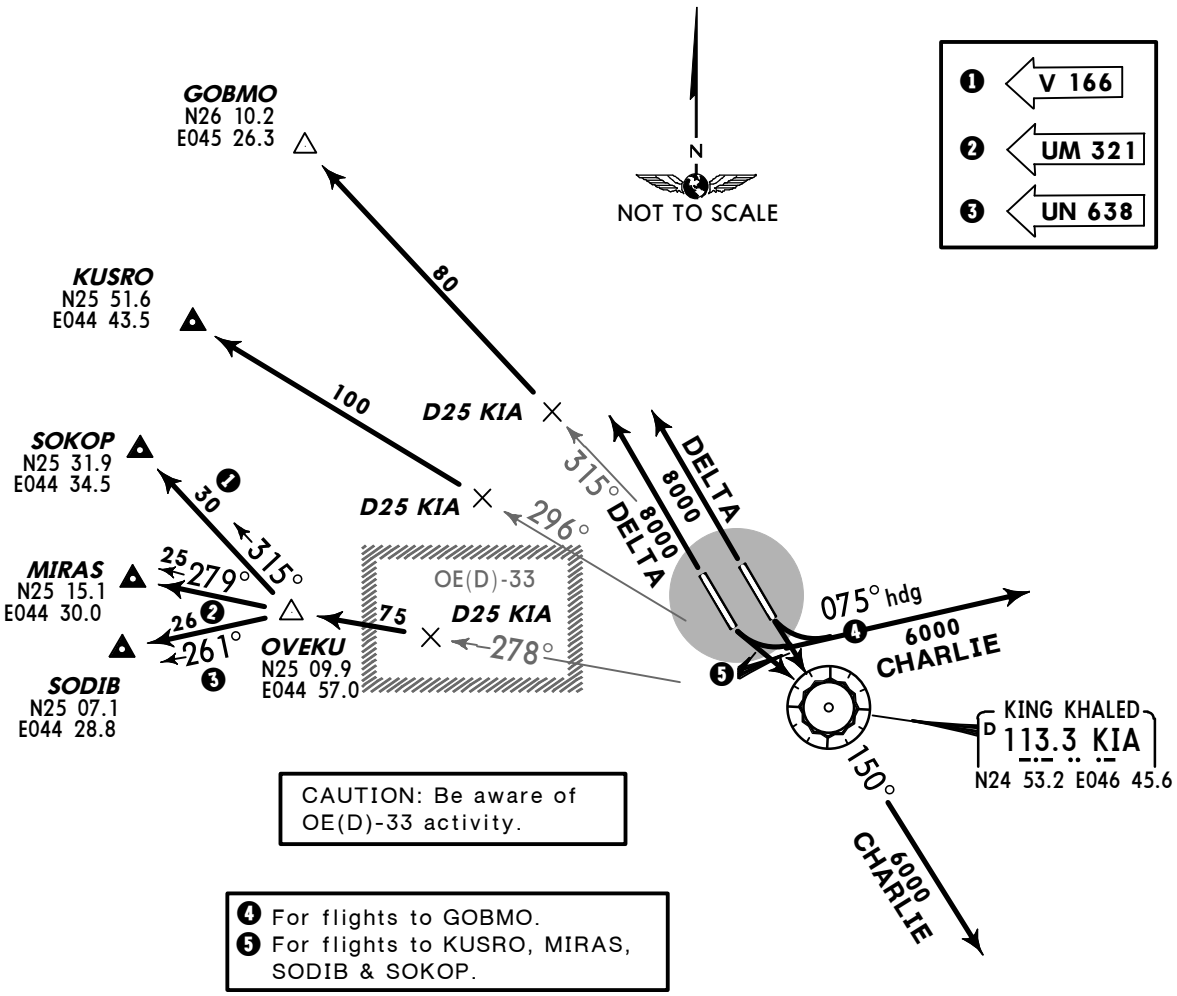
Apt Elev 2049′	Trans level: FL150 Trans alt: 13000′ ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



CHARLIE, DELTA
RWYS 15R/L, 33R/L RADAR DEPARTURES
TO WEST
SPEED: MAX 250 KT BELOW 10000′



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

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

CHARLIE

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

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

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

DELTA

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

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

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

Procedure not authorized when KIA TAC inoperative.

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

CHANGES: New chart.

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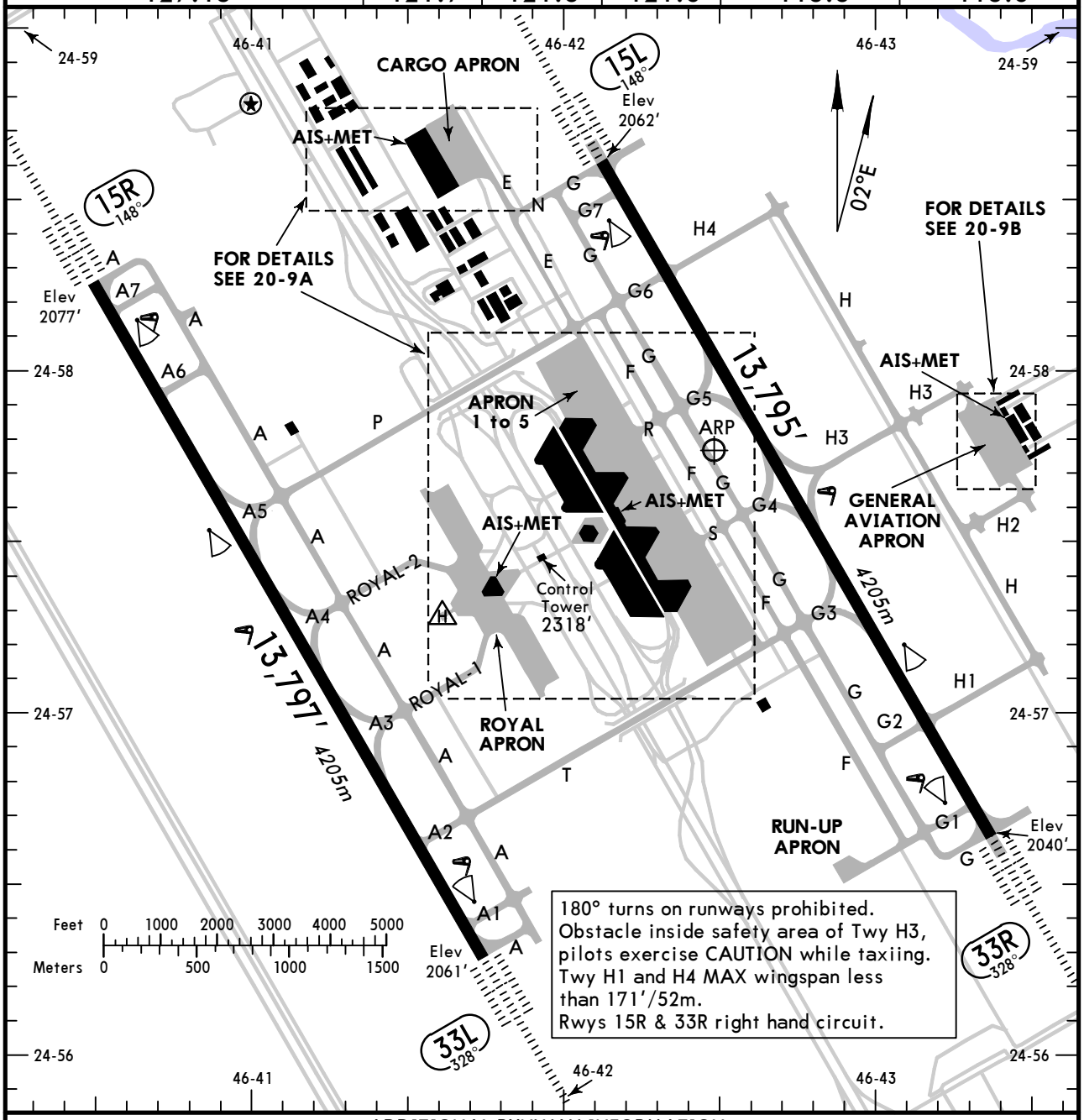
D-ATIS	KING KHALED Ground			Tower	
	West		East	West	East
127.15	121.7	121.8	121.6	118.8	118.6



ADDITIONAL RUNWAY INFORMATION

RWY								USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15L 33R	HIRL	CL	ALSF-II	TDZ	VASI (3 bar ❶)		RVR		12,642' 3853m 12,763' 3890m		197' 60m
15R 33L	HIRL	CL	ALSF-II	TDZ	VASI (3 bar ❶)		RVR		12,763' 3890m 12,824' 3909m		197' 60m

❶ Upwind angle 3.15°, downwind angle 3.0°.

TAKE-OFF				FOR FILING AS ALTERNATE		
	All Rwys				Precision	Non-Precision
	CL, RCLM & two RVR operating	Adequate Vis Ref	STD			
1 Eng	NOT AUTHORIZED		1600m	A	600'- 3200m	800'- 3200m
2 Eng	RVR 200m	RVR 500m VIS 400m		B		
3 & 4 Eng			800m	C		
				D		

CHANGES: Enhanced accuracy. Twy F extension.

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START-UP and PUSH-BACK PROCEDURE APRON 1-5

Push-back acft w/o APU start no more than two engines at the parking position at low IDLE power before starting push-back. ATC permission required.

At stands 12, 17, 22, 27, 32 & 37 lead-in lines are splitted into centerline A and centerline B.

Acft w/o APU will only start one engine at stands 5E thru 8E and 4W thru 7W.

LEGEND
(1B) Self Manoeuvring stand
31 Push-back stand

NOT TO SCALE

LEGEND
C1S Side loading stand
C1N Nose loading stand

C1 thru C4 are nose in/ push-back stands.
At stands C1S, C3S & C4S lead-in lines are splitted into centerline A and centerline B.

NOT TO SCALE

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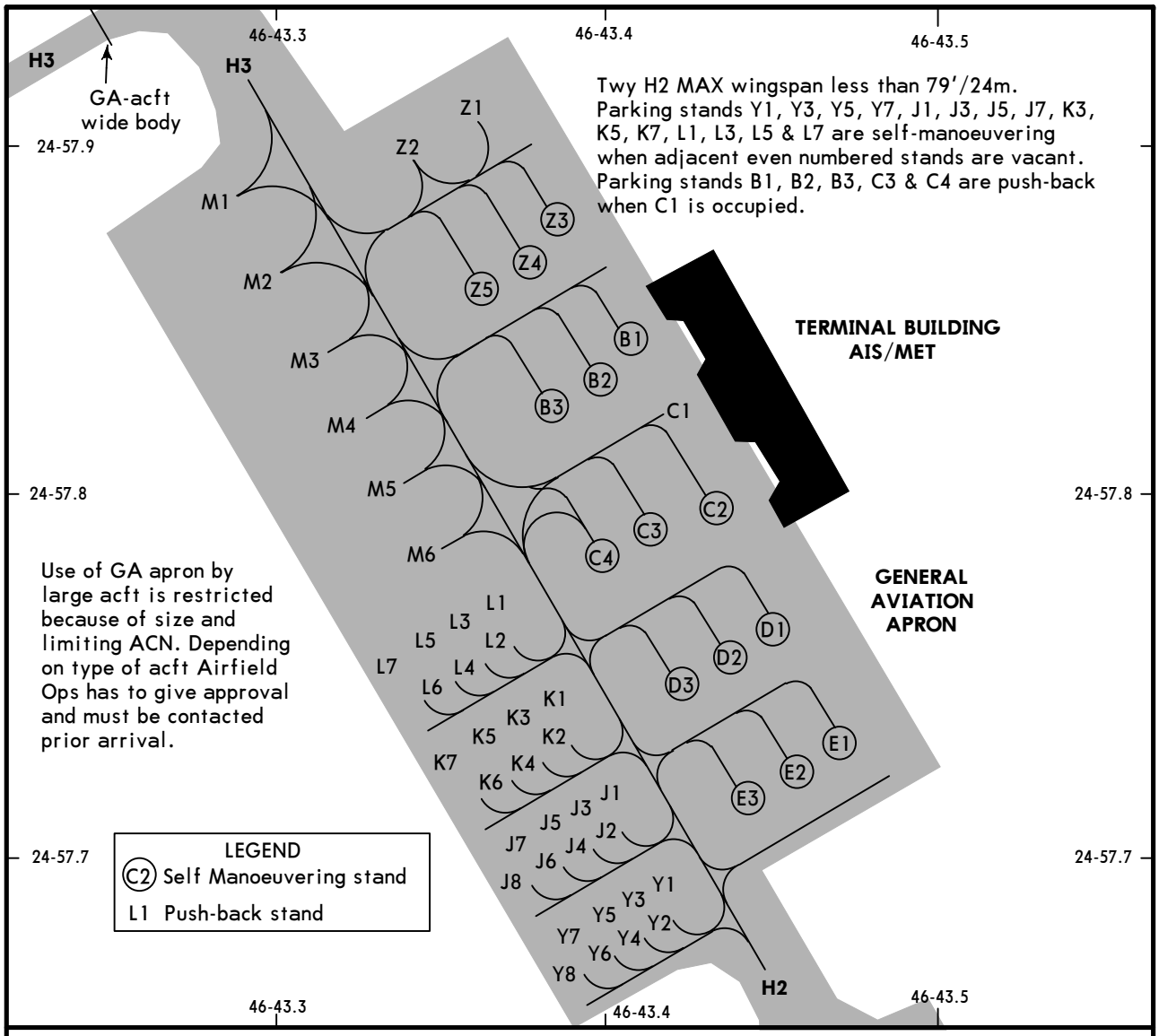

INS COORDINATES

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

CHANGES: Coordinates.

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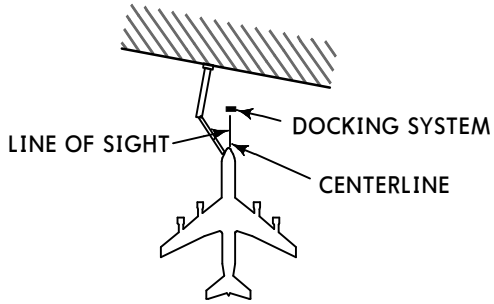
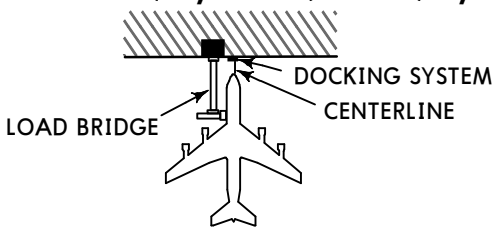
STAND ENTRY GUIDANCE SYSTEMS

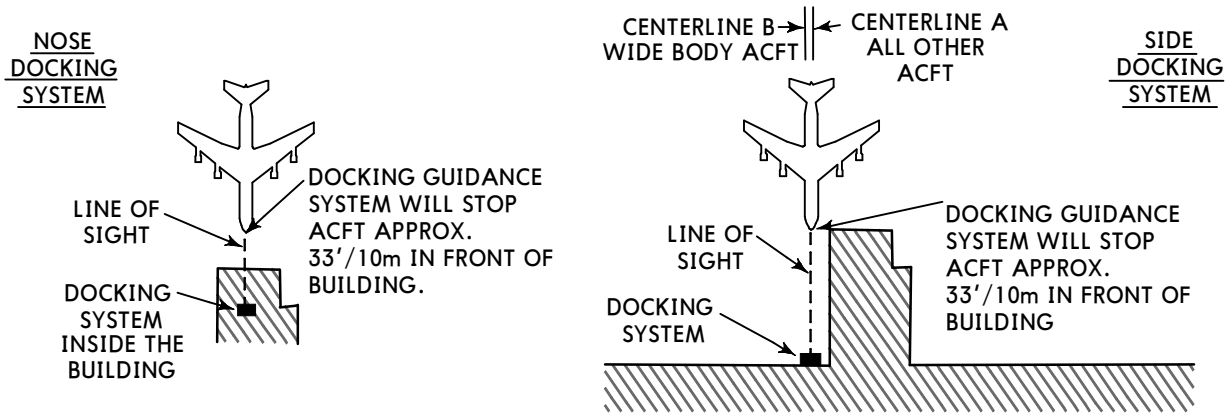
PASSENGER TERMINAL GATES 11 thru 18, 21 thru 28 and 31 thru 38



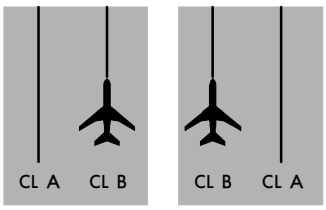
ROYAL TERMINAL GATES 2 (Royal east) and 3 (Royal west)



CARGO TERMINAL GATES C1, C2, C3 and C4



There are two lead-in lines on several gates, where the second lead-in line is assigned for wide body acft.
At gates 12, 22 and 32 the second lead-in line (i.e. Centerline B, or CL B) is aligned on the right side of the DGS display unit.
At gates 17, 27, 37, C1, C3 and C4 the second lead-in line is aligned on the left side of the DGS display unit.
Pilot must not proceed beyond the bridge, unless the arrows have been superseded by the closing rate bar.



DOCKING GUIDANCE SYSTEM (DGS) SAFEDOCK

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

The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.
The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft. The correctness of other information, such as DOOR 2, shall also be checked.

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

CHANGES: New system.

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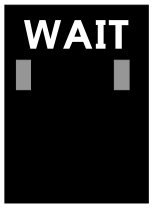
DOCKING GUIDANCE SYSTEM SAFEDOCK (cont)

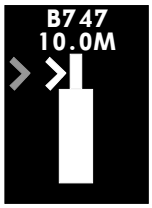
WAIT is displayed when the DGS is started.
Do not enter parking area if ground airline maintenance personnel are not in attendance.



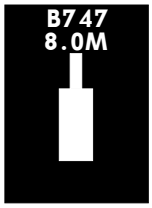
Display unit shows floating arrows indicating that the DGS is activated searching and capturing for an approaching acft. Check that the correct acft type is displayed. The pilot has to taxi the acft on the lead-in line. Pilot must not proceed beyond the bridge, unless the arrows have been superseded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

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

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

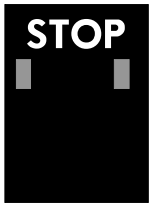


The absence of any left or right direction arrow indicates that the acft is on centerline. As the acft approaches towards the assigned stop position, the remaining distance in meter is displayed.



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

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



When the acft has parked, OK will be displayed.

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

CHANGES: New page.

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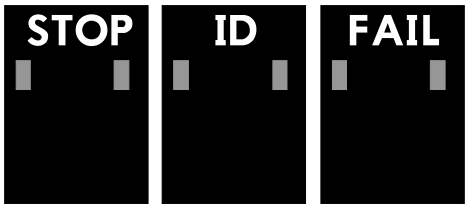
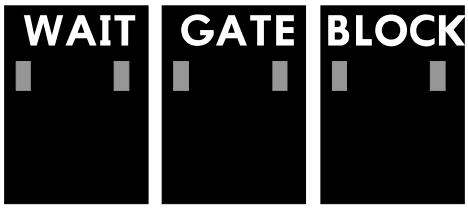
DOCKING GUIDANCE SYSTEM SAFEDOCK (cont)

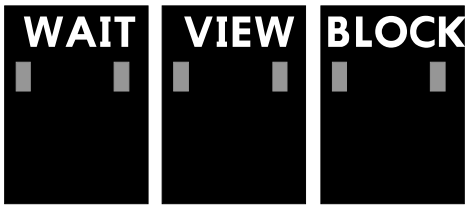
If acft verification is not made 39'/12m before the stop position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



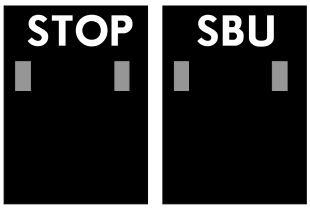
If an object is found blocking the view from the DGS to the planned stop position for the acft, the docking procedure will be halted with a WAIT and GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



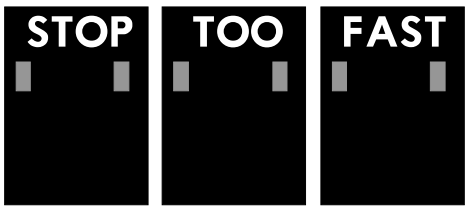
If the view towards the approaching acft is hindered, for instance by dirt on the window, the DGS will report a VIEW BLOCK message. Once the system is able to see the acft through the dirt, the message will be replaced with a closing rate display.
The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



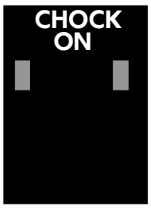
Any unrecoverable error during the docking procedure will generate an SBU (safty back up) condition. The display will show red stop bar and the text STOP SBU.
A manual backup procedure will be used for docking guidance.



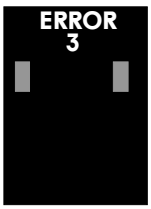
If the acft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.
The docking system will be re-started or the docking procedure completed by manual guidance.



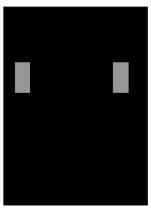
CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.



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



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



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

CHANGES: New page.

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

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

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

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

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OERK/RUH
KING KHALED INTL

JEPPESEN 22 MAR 13 (21-1) Eff 4 Apr

RIYADH, SAUDI ARABIA
ILS DME Rwy 15L

ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

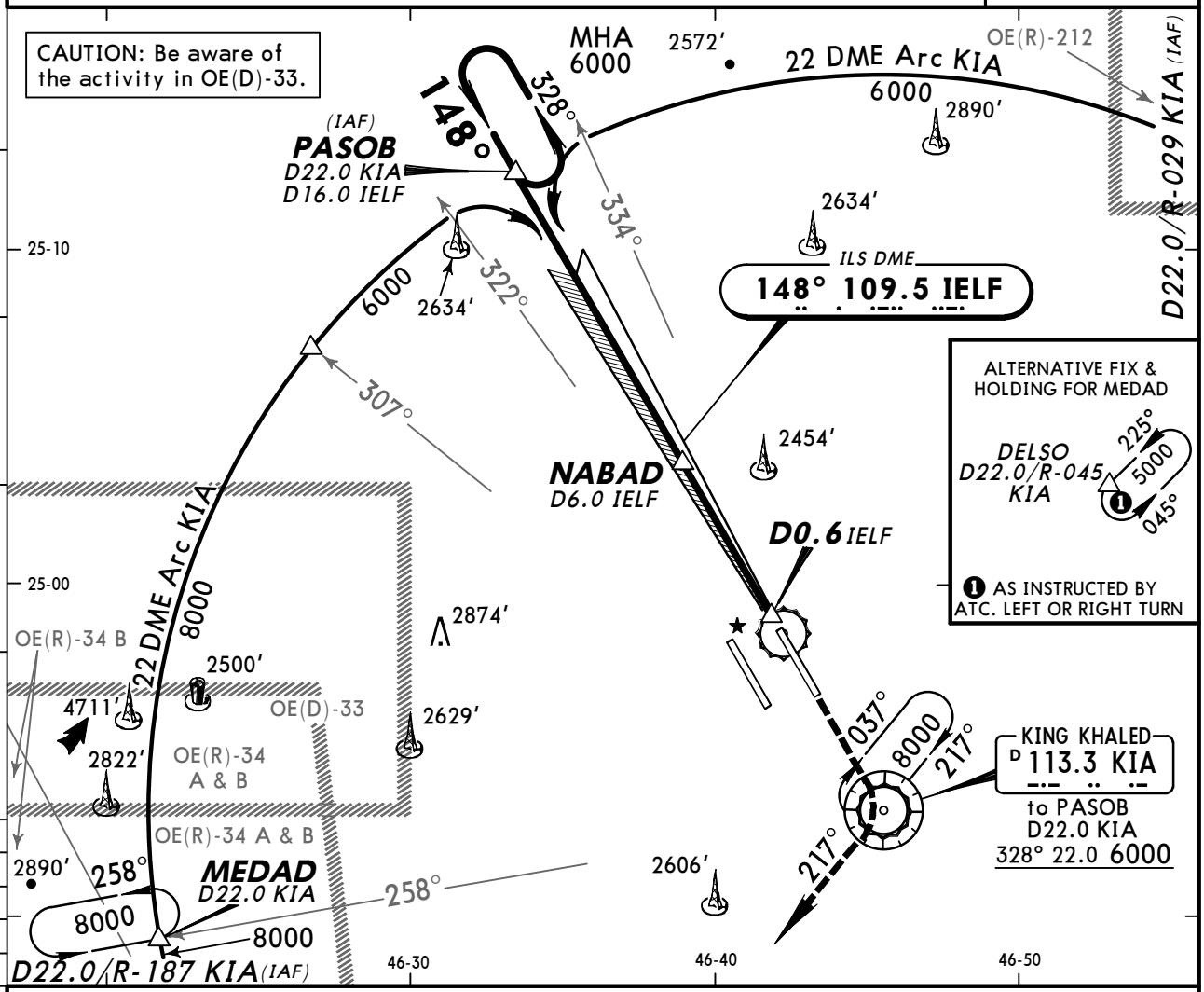
BRIEFING STRIP™

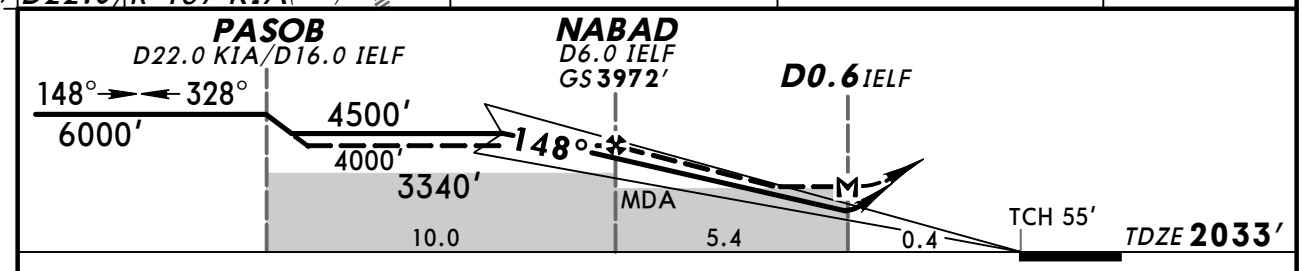
LOC IELF	Final Apch Crs	GS NABAD	ILS DA(H)	Apt Elev 2049′
109.5	148°	3972′ (1939′)	2233′ (200′)	TDZE 2033′

MISSED APCH: Climb to 3300′ on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000′ on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.

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

MSA KIA VOR: 180° 5000′ 4100′ 360°





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

ALSF-II, VASI, VASI

3300′ on RWY hdg

TERPS AMEND 6

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

CHANGES: IM withdrawn.

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OERK/RUH
KING KHALED INTL

JEPPESEN 22 MAR 13 (21-2) Eff 4 Apr

RIYADH, SAUDI ARABIA
ILS DME Rwy 15R

BRIEFING STRIP™

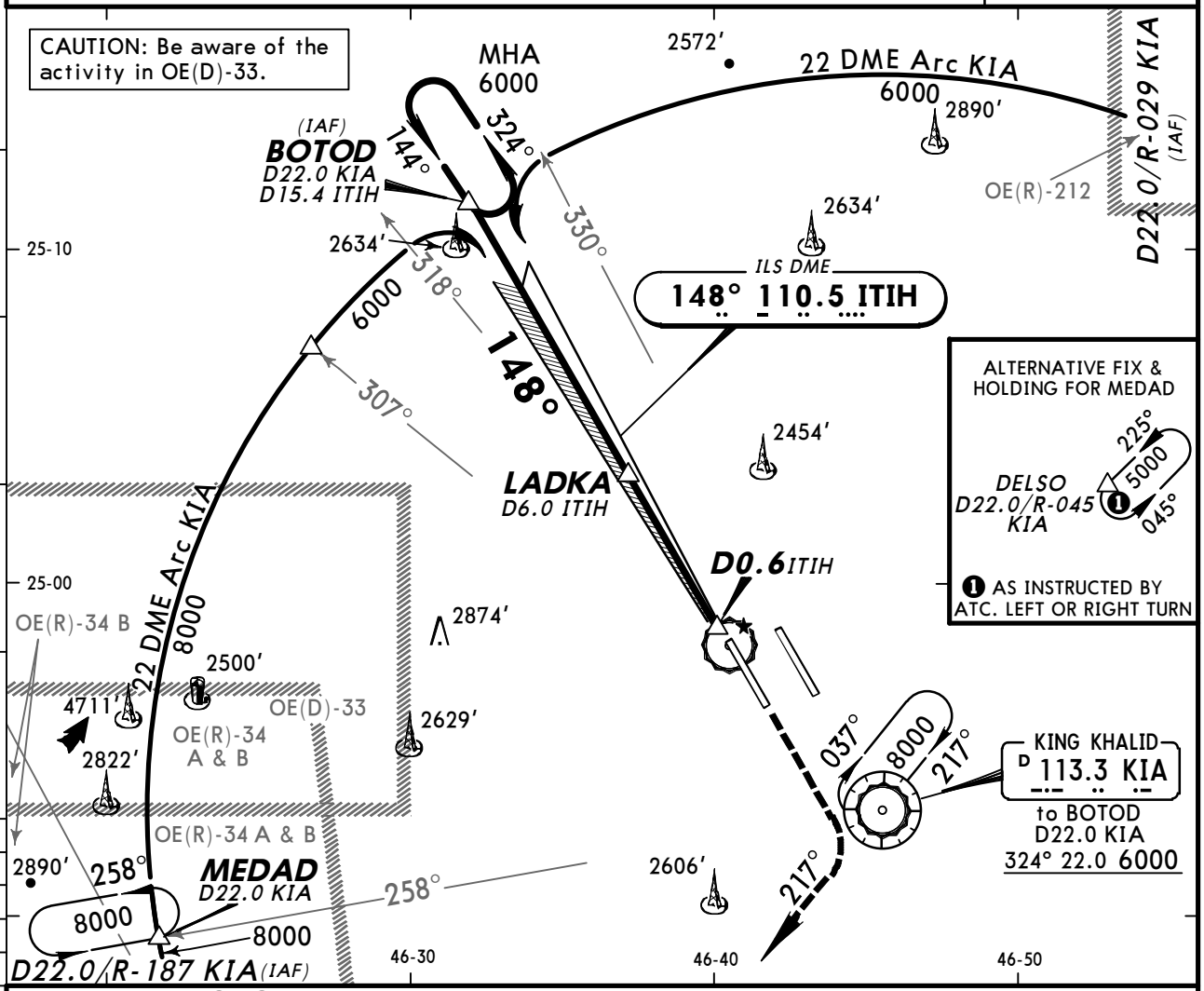
ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

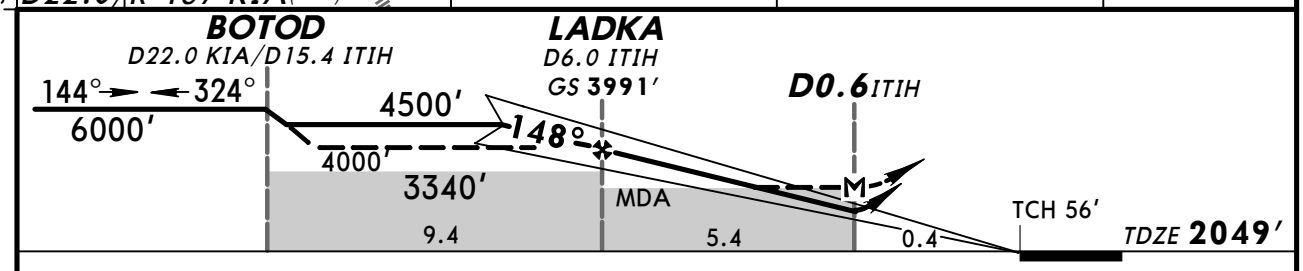
LOC ITIH	Final Apch Crs	GS LADKA	ILS DA(H)	Apt Elev 2049′ / TDZE 2049′
110.5	148°	3991′ (1942′)	2249′ (200′)	

MISSED APCH: Climb to 3300′ on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000′ on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.

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

MSA KIA VOR: 180°–360°: 5000′; 360°–180°: 4100′





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

ALSF-II; VASI VASI

3300′ on RWY hdg

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

AMEND 6 TERPS

CHANGES: IM withdrawn.

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OERK/RUH
KING KHALED INTL

JEPPESEN 22 MAR 13 (21-3) Eff 4 Apr

RIYADH, SAUDI ARABIA
ILS DME Rwy 33L

D-ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

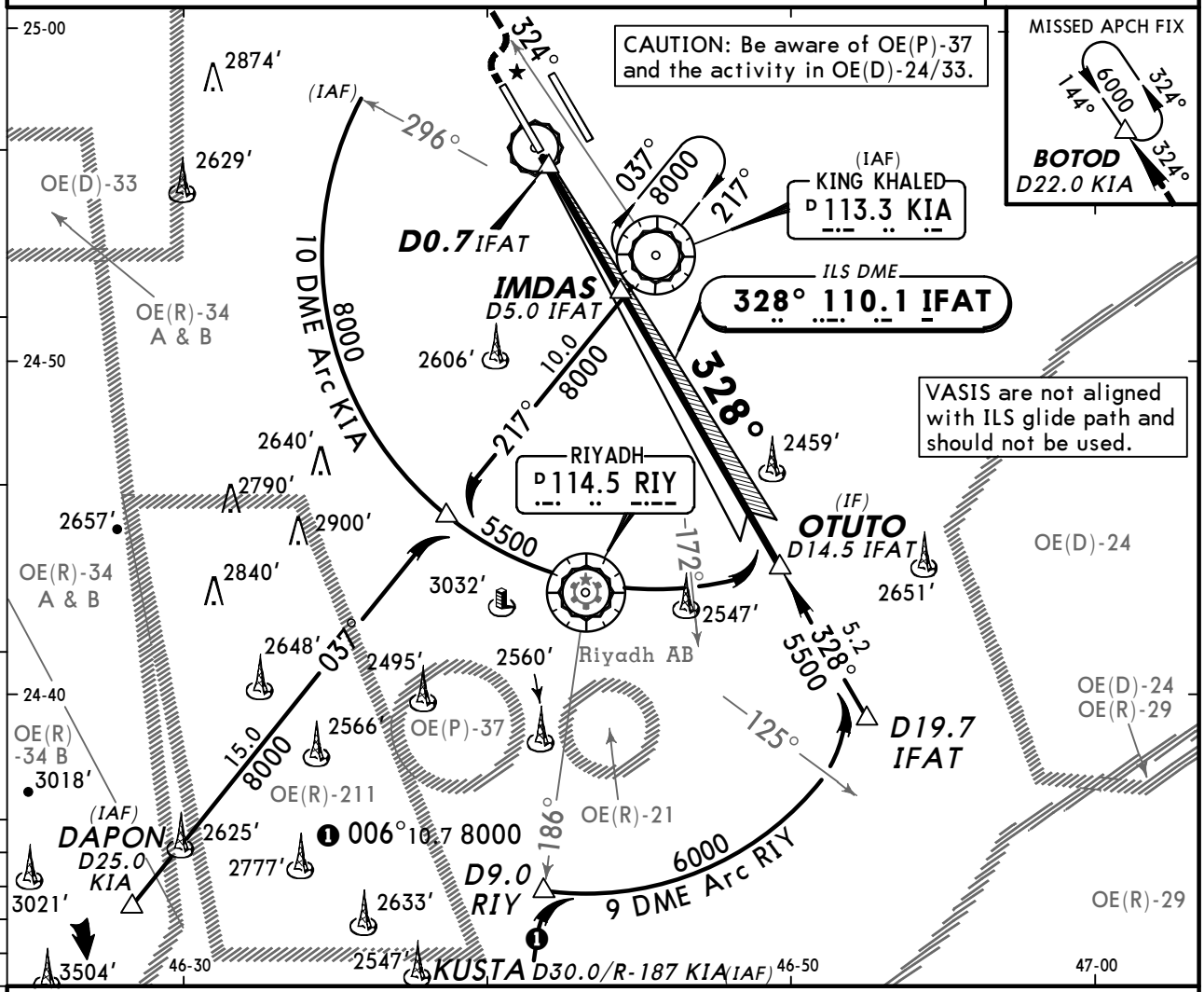
BRIEFING STRIP™

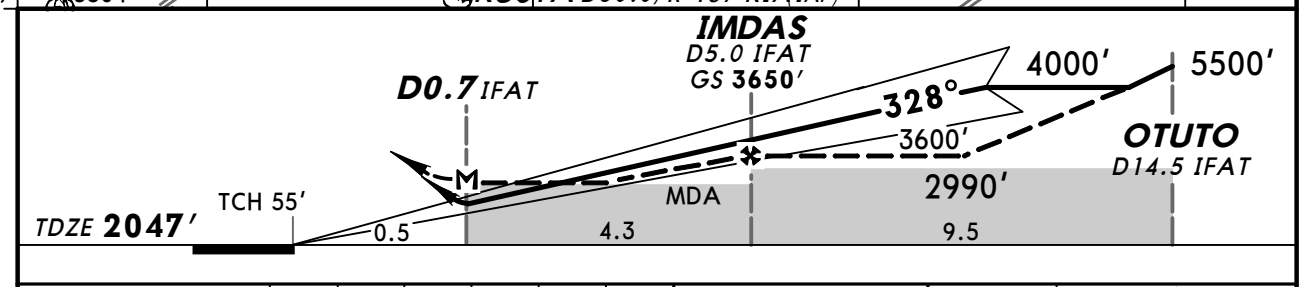
LOC IFAT	Final Apch Crs	GS IMDAS	ILS DA(H)	Apt Elev 2049′
110.1	328°	3650′ (1603′)	2247′ (200′)	TDZE 2047′

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

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

MSA KIA VOR: 180°, 5000′, 4100′, 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.7 IFAT						

ALSF-II, VASI, VASI — 3000′ on RWY hdg

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

AMEND 6 TERPS

CHANGES: IM withdrawn.

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OERK/RUH
KING KHALED INTL

JEPPESEN 22 MAR 13 (21-4) Eff 4 Apr

RIYADH, SAUDI ARABIA
ILS DME Rwy 33R

BRIEFING STRIP™

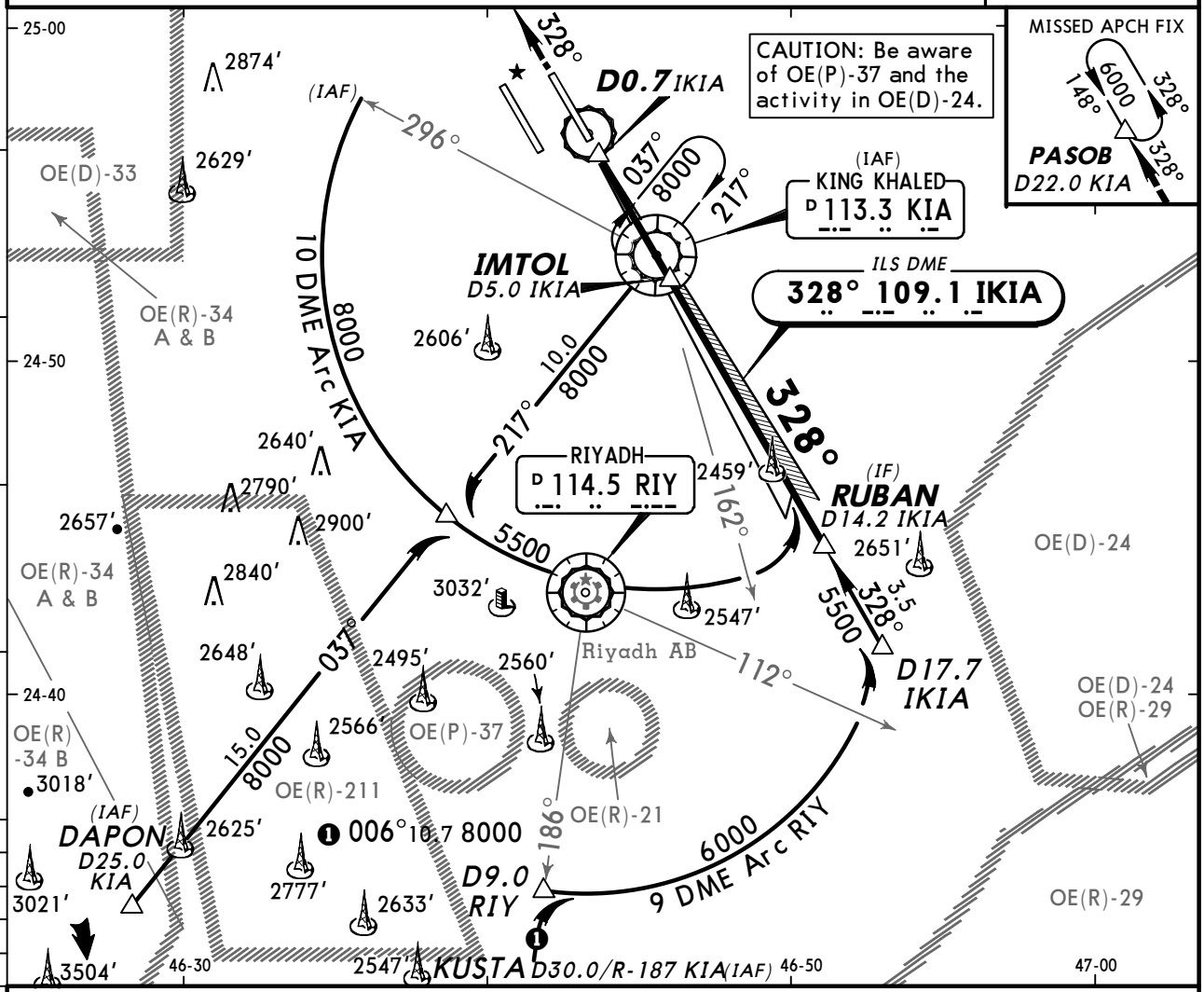
D-ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

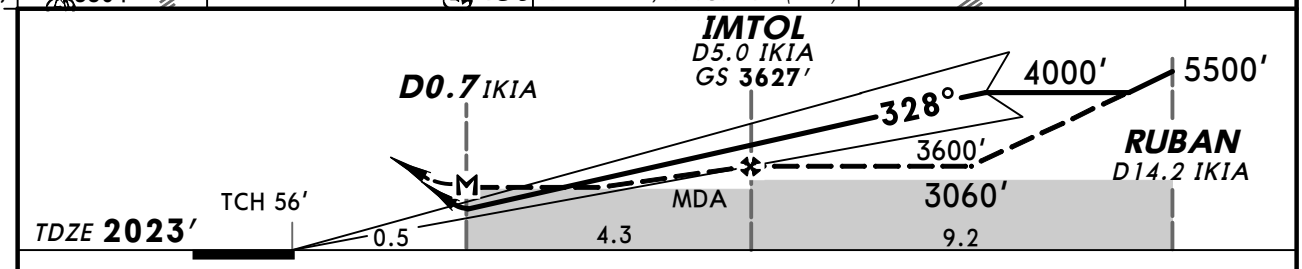
LOC IKIA	Final Apch Crs	GS IMTOL	ILS DA(H)	Apt Elev 2049′
109.1	328°	3627′ (1604′)	2223′ (200′)	TDZE 2023′

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

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

MSA KIA VOR: 180° 5000′ 4100′ 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.7 IKIA						

ALSF-II VASI VASI

6000′ ↑ via KIA 113.3 R-328

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

AMEND 6 TERPS

CHANGES: IM withdrawn.

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JEPPESEN 22 MAR 13 (21-5) Eff 4 Apr

RIYADH, SAUDI ARABIA
ILS Rwy 33R

BRIEFING STRIP™

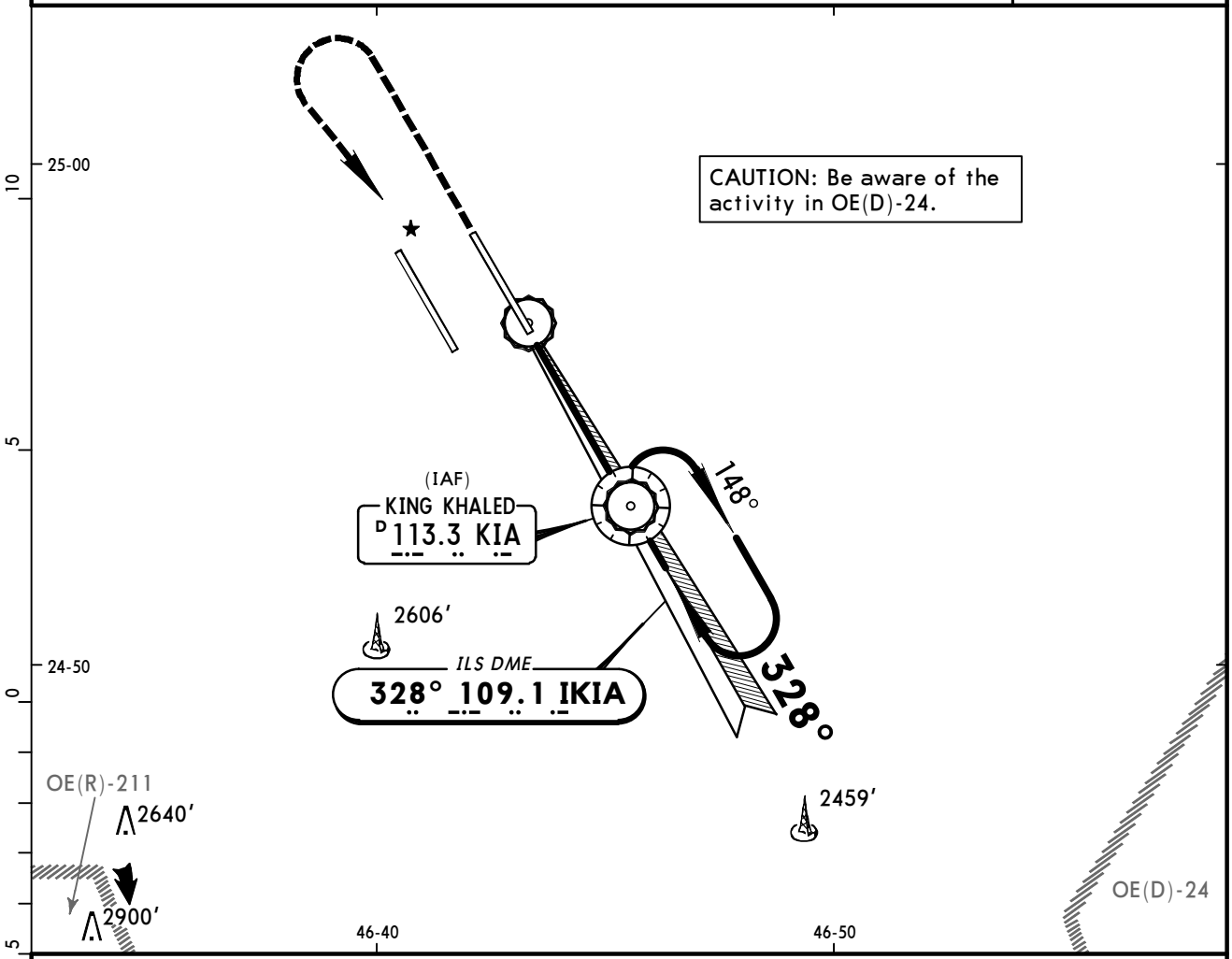
ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

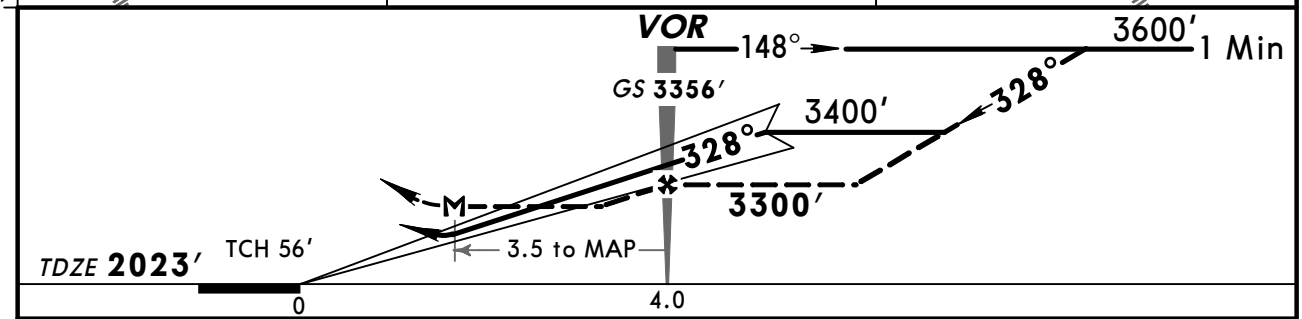
LOC IKIA	Final Apch Crs	GS VOR	ILS DA(H)	Apt Elev 2049′
109.1	**328°**	**3356′** (1333′)	**2223′** (200′)	TDZE **2023′**

MISSED APCH: Climb to 3600′, then turn LEFT to VOR and hold, or as directed.

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

MSA KIA VOR: 180° 5000′ 4100′ 360°





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

ALSF-II VASI VASI **3600′**

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

TERPS AMEND 2

CHANGES: IM withdrawn.

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JEPPESEN 22 MAR 13 (23-1) Eff 4 Apr

RIYADH, SAUDI ARABIA
VOR DME Rwy 15L

BRIEFING STRIP ™

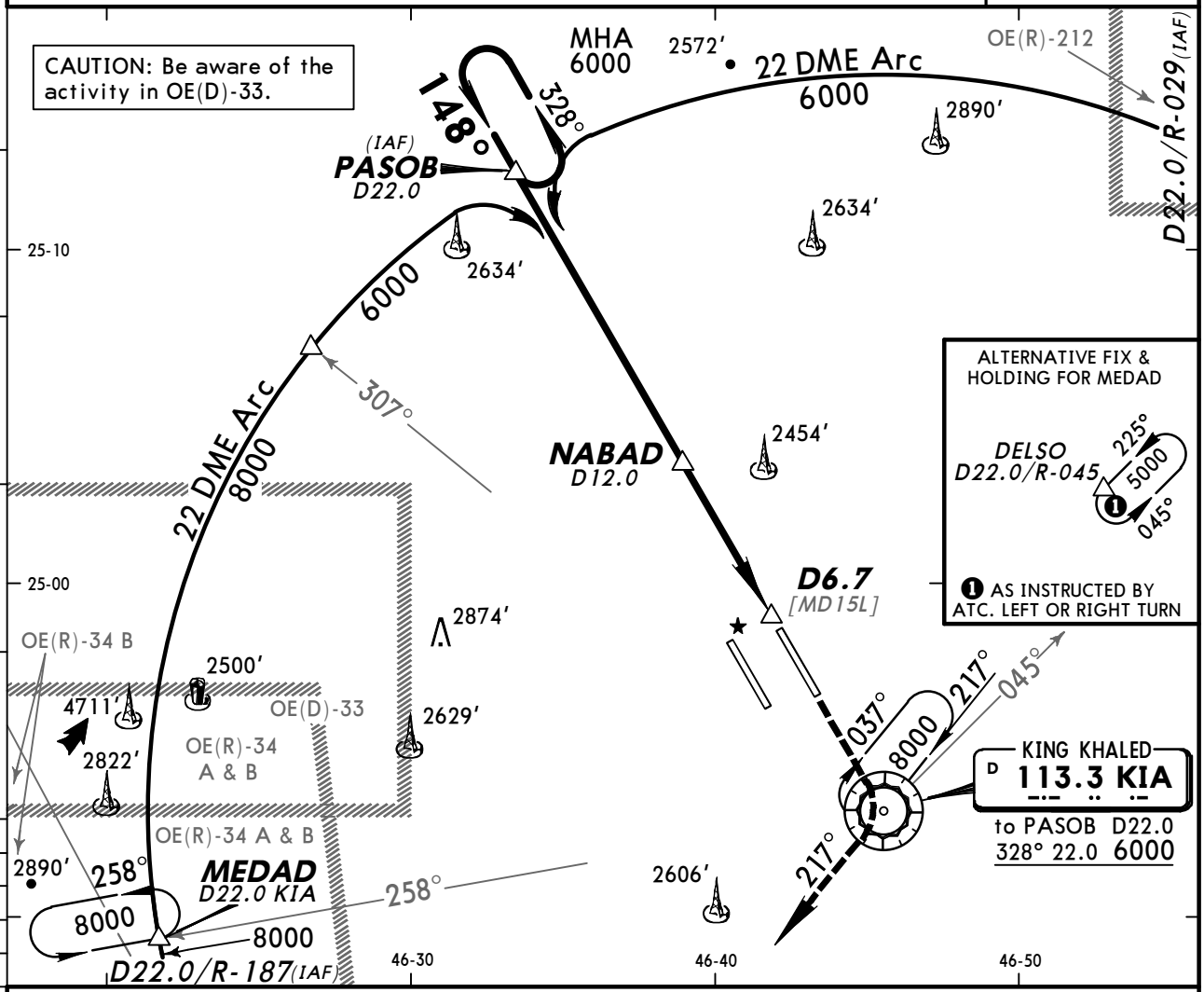
ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

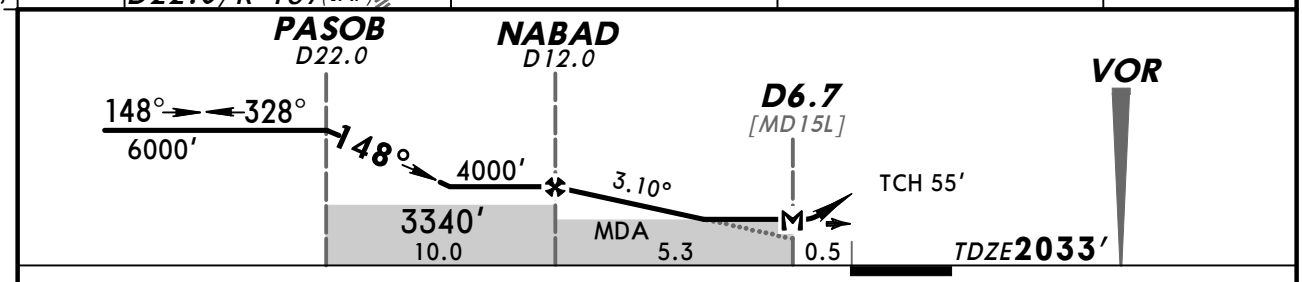
VOR KIA	Final Apch Crs	Procedure Alt NABAD	MDA(H)	Apt Elev 2049′
113.3	148°	4000′ (1967′)	2440′ (407′)	TDZE 2033′

MISSED APCH: Climb to 3300′ on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000′ on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.

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

MSA KIA VOR: 180°, 5000′, 4100′, 360°





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

ALSF-II, VASI, VASI, 3300′ on RWY hdg

TERPS AMEND 6

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

CHANGES: None.

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JEPPESEN 11 SEP 09 (23-2) Eff 24 Sep

RIYADH, SAUDI ARABIA
VOR DME Rwy 33R

ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.7

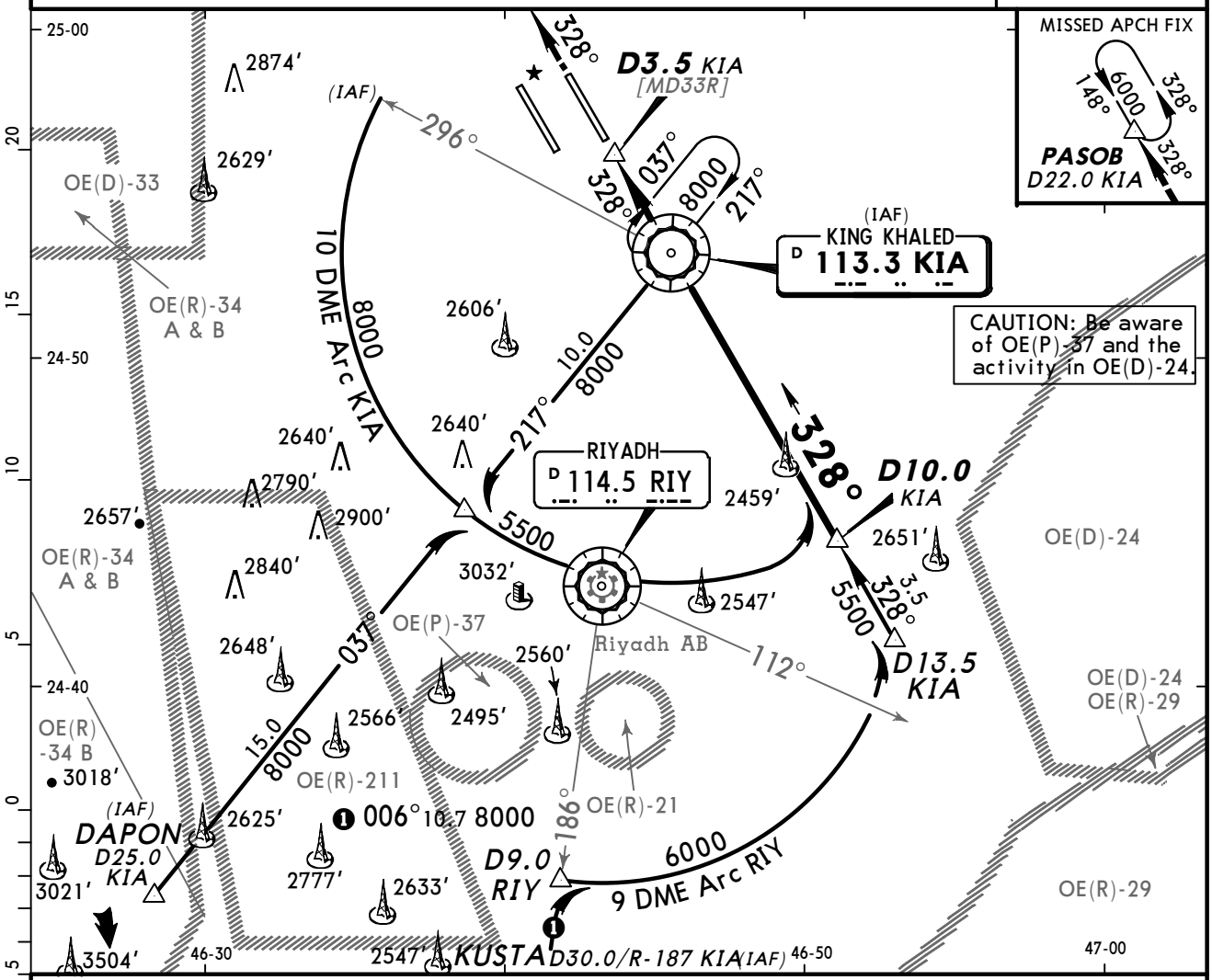
BRIEFING STRIP™

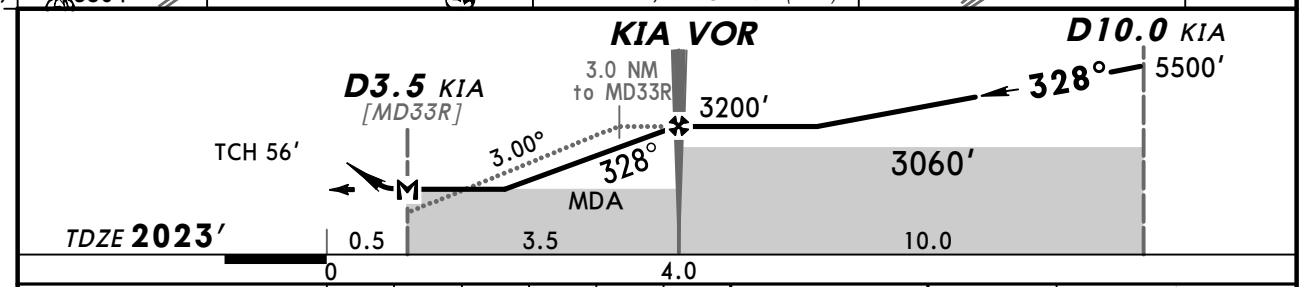
VOR KIA	Final Apch Crs	Procedure Alt KIA VOR	MDA(H)	Apt Elev 2049′ / TDZE 2023′
113.3	328°	3200′ (1177′)	2500′ (477′)	

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

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

MSA KIA VOR: 180° 5000′ / 360° 4100′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.5 KIA						

ALSF-II VASI VASI

6000′ ↑ via KIA 113.3 R-328

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

AMEND 7 TERPS

CHANGES: SMA.

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KING KHALED INTL

JEPPESEN 11 SEP 09 (23-3) Eff 24 Sep

RIYADH, SAUDI ARABIA
VOR Rwy 33R

BRIEFING STRIP ™

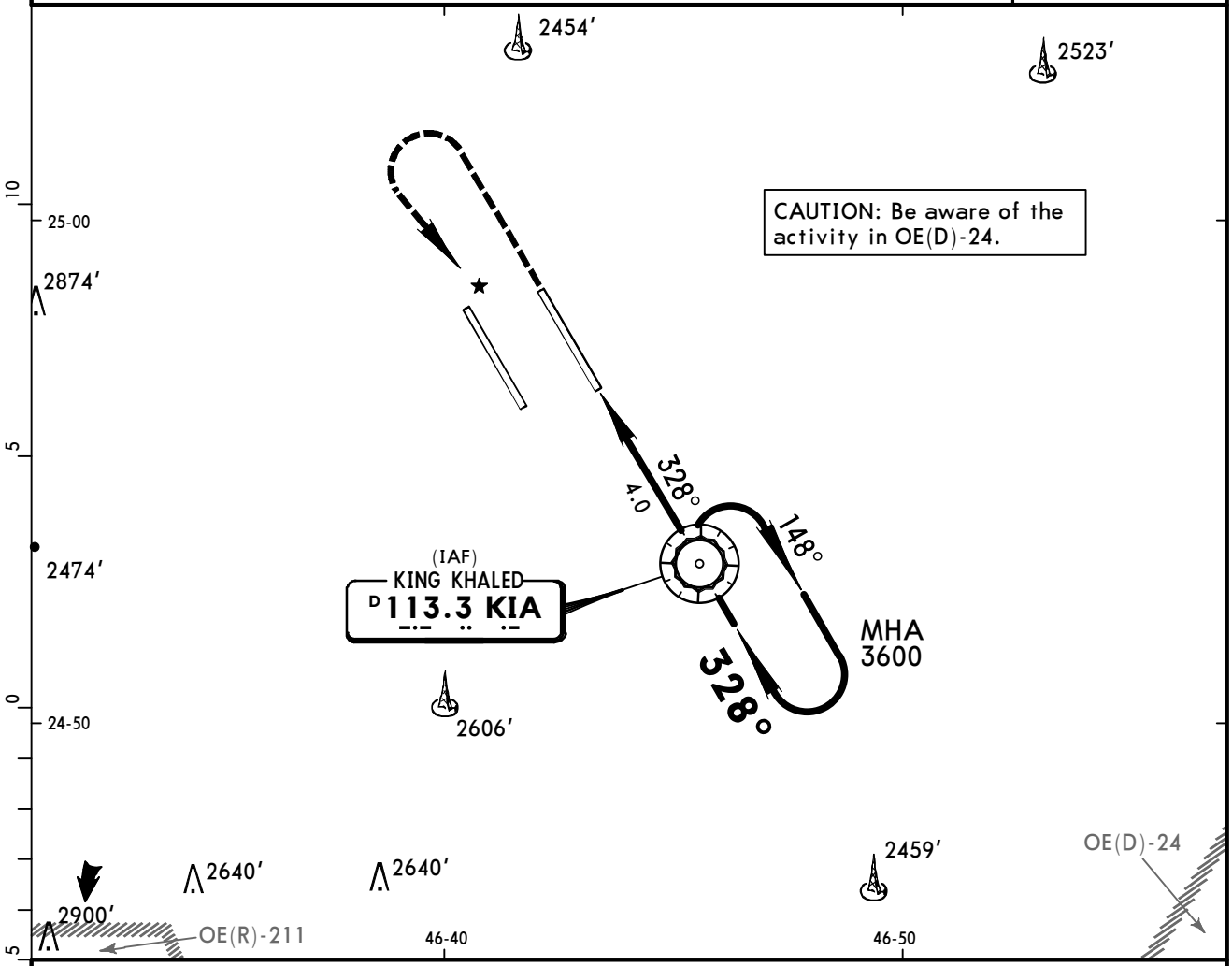
ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East	KING KHALED Tower West	Ground East	Ground West
127.15	126.0	120.0	118.6	118.8	121.8	121.6	121.7

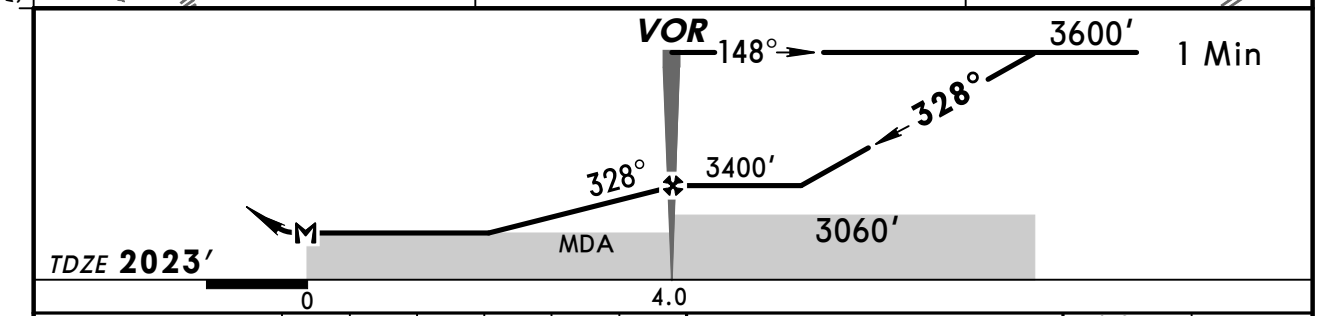
VOR KIA	Final Apch Crs	Procedure Alt VOR	MDA(H)	Apt Elev / TDZE
113.3	328°	3400′ (1377′)	2500′ (477′)	Apt Elev 2049′ TDZE 2023′

MISSED APCH: Climb to 3600′, then turn LEFT to VOR and hold, or as directed.

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

MSA KIA VOR: 180° 5000′ 4100′ 360°





Gnd speed-Kts		70	90	100	120	140	160
VOR to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALSF-II VASI VASI 3600′

TERPS AMEND 1

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

CHANGES: SMA.

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Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

RIYADH, (KING KHALED INTL - OERK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OERK