

OERK AD 2.1 AERODROME LOCATION INDICATOR AND NAME**OERK - RIYADH / King Khaled International****OERK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	245746N 0464229E 1683 M / 159° GEO from THR RWY 15L
2	Direction and distance from (city)	35 KM North
3	Elevation/Reference temperature	2 052 FT/42.3°C
4	Geoid undulation at AD ELEV PSN	-25.36FT
5	MAG VAR/Annual change	3°E (2015) / 0.05 Increasing
6	AD Administration, address, telephone, telefax, telex, AFS	General Authority of Civil Aviation Airport Director P.O.Box 12531 Riyadh, 11483 Saudi Arabia TEL: +966 11 2212710 +966 11 2211313 FAX: +966 11 2211637 Telex: 405260 KKIA SJ AFTN: OERKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR and VFR
8	Remarks	Smoking is prohibited at all aerodrome facilities.

OERK AD 2.3 OPERATIONAL HOURS

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

OERK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo terminal with: 3 docking stations with loading / unloading facilities 1 docking station without loading / unloading facilities
2	Fuel/oil types	Jet A1, AVGAS 100 / 130 / Turbine / Turbo prop oil grades available
3	Fuelling facilities/capacity	Hydrants on the main aprons. Browsers on General Aviation Apron. For AVGAS fuel, request has to be made 3 hours in advance.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL
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OERK AD 2.5 PASSENGER FACILITIES

1	Hotels	Sahara Airport Hotel, telephone: +966 11 2204500
2	Restaurants	Ample in various terminals
3	Transportation	Bus, taxi and limousine
4	Medical facilities	36-bed hospital in aerodrome & First Aid clinic is available at the terminal building
5	Bank and Post Office	At aerodrome and unlimited in city
6	Tourist Office	NIL
7	Remarks	NIL

OERK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	No major recovery equipment of specialized nature. Carriers should utilize IATA pooling system arrangements.
4	Remarks	NIL

OERK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	Available all seasons

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

1	Apron surface and strength	A: Passenger, Royal and cargo terminal apron: Surface: Concrete Strength: 63/R/B/W/T B: GA and Security apron: Surface: Concrete Strength: 60/R/B/W/T
2	Taxiway width, surface and strength	A: Taxiway for airline traffic: Width: 23 M Surface: Asphalt Strength: PCN 70/F/B/W/T B: Taxiways for GA traffic & angled exit taxiways: Width: 23 M Surface: Asphalt Strength: PCN 50/F/B/W/T C: Taxiways T & P: Width: 28 M Surface: NIL Strength: NIL
3	Altimeter checkpoint location and elevation	Location: See(1) Aircraft Parking / Docking Chart, (2) Cargo Apron Chart (3) General Aviation Apron Chart Elevation: (1) 2035 FT, (2) 2045 FT, (3) 2025 FT
4	VOR checkpoints	NIL
5	INS checkpoints	See AD Chart & Aerodrome Parking / Docking Chart

6	Remarks	Pilot exercise caution on taxiway H3 due to obstruction inside the safety area.
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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	
15L	CONTROL TWR 2318.00 FT	245725N 0464155E	-	-	See also Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Charts - ICAO
	BUILDING 3345 FT Lighted	245725N 0464155E			
	Antenna 2239 FT	244721N 0465037E			
15R	CONTROL TWR 2318.00 FT	245725N 0464155E	-	-	See also Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Charts - ICAO
	BUILDING 3345 FT Lighted	245725N 0464155E			
	Antenna 2020 FT	245630N 0464327E			

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	
33L	CONTROL TWR 2318.00 FT	245725N 0464155E	-	-	See also Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Charts - ICAO
	BUILDING 3345 FT Lighted	245725N 0464155E			
	Antenna 2239 FT	244721N 0465037E			
	TOWER 2205 FT Lighted	245531N 0464122E			
	Com- tower 2383 FT	244227N 0464535E			
	Antenna 2055 FT Lighted	245821N 0464026E			
	Antenna 2056 FT Lighted	245822N 0464026E			
	Antenna 2057 FT Lighted	245823N 0464025E			
	Building 2059 FT Lighted	245823N 0464022E			
	Antenna 2077 FT Lighted	245834N 0464018E			
	Antenna 2077 FT Lighted	245839N 0464015E			
33R	CONTROL TWR 2318.00 FT	245725N 0464155E	-	-	See also Aerodrome Obstacle Charts - ICAO Type A and Precision Approach Terrain Charts - ICAO
	Com- tower 2383 FT	244227N 0464535E			
	BUILDING 3345 FT Lighted	245725N 0464155E			
	BUILDING 3344.5 FT	244549N 0463829E			
	Antenna 2039 FT Lighted	245841N 0464204E			
	Antenna 2041 FT Lighted	245844N 0464203E			
	Antenna 2044 FT Lighted	245844N 0464202E			
	BUILDING 2039 FT Lighted	245844N 0464160E			

OERK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Riyadh / King Khaled International 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: +966 12 6532173 and +966 12 6532197 FAX: +966 12 6530197

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 .
9	ATS units provided with information	RIYADH TWR & RIYADH APP
10	Additional information (limitation of service, etc.)	TEL: +966 11 2211584 & +966 11 2211583 Jeddah CFO: TEL: +966 12 6532173 +966 12 6532197 FAX: +966 12 6530197

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 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	4205 x 60	80/F/A/W/T Asphalt	245836.69N 0464207.27E	THR 2 036.2 FT TDZ 2037 FT
33R	330° GEO	4205 x 60	80/F/A/W/T Asphalt	245638.32N 0464322.12E	THR 2 015.0 FT TDZ 2018 FT
15R	150° GEO	4205 x 60	80/F/A/W/T Asphalt	245815.40N 0464029.63E	THR 2 052.0 FT TDZ 2053 FT
33L	330° GEO	4205 x 60	80/F/A/W/T Asphalt	245617.07N 0464144.48E	THR 2 036.2 FT TDZ 2045 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
0.115% Down	NIL	NIL	4325 x 300	NIL	NIL
0.115% 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 2.14 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
15L	ALSF-II 900 M LIH	Green NIL	VASIS 3 bar 16 unit	LIH 900 M	4205 M White LIH	4205 M White LIH	Red	NIL	
33R	ALSF-II 900 M LIH	Green NIL	VASIS 3 bar 16 unit	LIH 900 M	4205 M White LIH	4205 M White LIH	Red	NIL	
15R	ALSF-II 900 M LIH	Green NIL	VASIS 3 bar 16 unit	LIH 900 M	4205 M White LIH	4205 M White LIH	Red	NIL	See also Aerodrome Lighting Chart
33L	ALSF-II 900M LIH	Green NIL	VASIS 3 bar 16 unit	LIH 900 M	4205 M White LIH	4205 M White LIH	Red	NIL	

OERK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	Located 100 meters North-east of the fuel farm. Mounted on a steel tower. Double-end rotating beacon producing alternate clear and green flashes of lights. 31.4M high. H24
2	LDI location and LGT Anemometer location and LGT	Illuminated windsocks located adjacent to each runway. Located at approximately midpoint of the runway and at each runway end.
3	TWY edge and centre line lighting	TWY center line, green. Hi-Speed Exit Centerline Lights are altering yellow and green.
4	Secondary power supply/switch-over time	CAT I standards. Switch-over within 15 SEC.
5	Remarks	Standby generator in each airfield lighting sub-station, 2 sub-stations per RWY.

OERK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	245716.76N 0464136.68E
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	50 x 34 M Concrete, PCN 16/R/B/W/T

4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Part of royal terminal apron system King Faisal specialist hospital 2440.20N 04640.78E elevation 597.22 M

OERK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Riyadh (CTR): Circle radius 10 NM, centered on 245746N 0464229E (ARP).
2	Vertical limits	SFC to 4500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Riyadh Approach / King Khaled Tower English and Arabic
5	Transition altitude	13000 FT
6	Remarks	NIL

OERK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Riyadh Approach	120.000 MHZ DOC 75 NM/28000 FT	H24	Riyadh APP Back up
		339.400 MHZ DOC 75 NM/28000 FT	H24	
	Riyadh Middle	124.100 MHZ DOC 150 NM/30000 FT	H24	
		343.400 MHZ DOC 150 NM/46000 FT	H24	
	Riyadh Control	126.000 MHZ DOC 150 NM/46000 FT	H24	
		340.600 MHZ DOC 150 NM/46000 FT	H24	
		128.500 MHZ DOC 150 NM/46000 FT	H24	
		385.100 MHZ DOC 150 NM/46000 FT	H24	
	Riyadh Military Approach	125.600 MHZ DOC 150 NM/46000 FT	H24	
		277.1500 MHZ DOC 150 NM/46000 FT	H24	
		342.600 MHZ DOC 150 NM/46000 FT	H24	
		121.500 MHZ	H24	
	TWR	243.000 MHZ	H24	
		118.600 MHZ DOC 30 NM/8000 FT	H24	
		342.200 MHZ DOC 30 NM/8000 FT	H24	
		118.800 MHZ DOC 30 NM/8000 FT	H24	
		121.500 MHZ	H24	
		243.000 MHZ	H24	

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	Clearance Delivery	121.700 MHZ DOC 10 NM/4500 FT	H24	Vehicles
	King Khaled Ground	121.600 MHZ DOC 10 NM/4500 FT	H24	
		348.600 MHZ DOC 10 NM/4500 FT	H24	
		121.800 MHZ DOC 10 NM/4500 FT	H24	
		335.700 MHZ DOC 10 NM/4500 FT	H24	
ATIS	Riyadh Information	127.150 MHZ DOC 150 NM/46000 FT	H24	D-ATIS service is available through SITA network on request
D-ATIS			H24	

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	KIA	113.300 MHZ CH 80X	H24	245309.8N 0464533.8E	2000 FT	148° MAG / 4 NM FM THR RWY 33R ON CL
LOC 15L ILS CAT I	IELF	109.500 MHZ	H24	245630.0N 0464327.4E	2100FT	Front course sector cover- age angle ±35°
GP		332.600 MHZ	H24	245829.0N 0464217.1E	2100FT	GPA 3° TCH 55 FT Height of point C 100 FT.
DME	IELF	CH 32X	H24	245829.0N 0464217.1E	2100 FT	Co-located with GP DME reads Zero at the DME antenna
LOC 15R ILS CAT I	ITIH	110.500 MHZ	H24	245608.7N 0464149.8E	2100FT	Front course sector angle ±35°
GP		329.600 MHZ	H24	245804.4N 0464031.7E		GPA 3° TCH 55 FT Height of point C 100 FT.
DME	ITIH	CH 42X	H24	245804.4N 0464031.7E	2100 FT	Co-located with GP DME reads Zero at the DME antenna
LOC 33L ILS CAT I	IFAT	110.100 MHZ	H24	245823.7N 0464024.4E	2100FT	Front course sector angle ±35°
GP		334.400 MHZ	H24	245623.6N 0464135.4E	2100FT	GPA 3° TCH 55 FT Height of point C 103 FT.
DME	IFAT	CH 38X	H24	245623.6N 0464135.4E	2100 FT	Co-located with GP DME reads Zero at the DME antenna
LOC 33R ILS CAT I	IKIA	109.100 MHZ	H24	245845.0N 0464202.0E	2100FT	Front course sector angle ±35°
GP		331.400 MHZ	H24	245649.2N 0464320.2E	2100FT	GPA 3° TCH 55 FT Height of point C 106 FT.
DME	IKIA	CH 28X	H24	245649.2N 0464320.2E	2100FT	Co-located with GP DME reads Zero at the DME antenna

OERK AD 2.20 LOCAL TRAFFIC REGULATIONS**Apron Restrictions**

Cargo apron and apron 6A, 6B, 6C, 6D and 6E considered as a blind area.

All aircraft can expect to use a FOLLOW-ME vehicle.

Only one aircraft is allowed to taxi in/out of the apron at a time or as instructed by ATC.

General Aviation area

All General Aviation Aircraft and any Military Aircraft landing at KKIA can expect to be parked on the GA area.

The Ground Movement Controller will transfer all arriving aircraft inbound to the GA apron to GA apron control frequency 123.0 after passing the intersection on H3.

Departing aircraft on the GA apron call Ground Movement Controller on frequency 121.600 MHz for start-up approval. The aircraft should then contact 123.000 MHz for push back. Then call Ground Movement Controller on 121.600 MHz for taxi clearance.

For further see Riyadh / King Khaled International Parking/Docking Charts

OERK AD 2.21 NOISE ABATEMENT PROCEDURES

Overflight of the city of Riyadh, including King's Palace(s) is restricted except for the purposes of take-off and landing in accordance with ATC instructions.

OERK AD 2.22 FLIGHT PROCEDURES**2.22.1 GENERAL**

- Unless special permission has been obtained from RIYADH APP or RIYADH TWR as appropriate, flight within RIYADH TMA and RIYADH CTR shall be in accordance with the Instrument Flight Rules.
- Except for traffic operating within 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 OERK when at or below the TA.
- All aircraft landing within or over flying within the Riyadh CTA / Riyadh TMA / Riyadh CTR are to contact Riyadh CTA Upper on 126.000 MHz, or Riyadh CTA Lower on 128.500 MHz and Approach on 120.000 MHz.
- Riyadh CTA Upper and Riyadh CTA Lower, which are described in ENR 2.1 and depicted on OERK Area Chart Departure and Area Chart Arrival, are designated as Class A airspace from FL150 to FL 460 excluding Riyadh TMA and OEPS TMA.
- Overflight of the city of Riyadh is prohibited except for the purposes of take-off and landing in accordance with ATC instructions.

2.22.2 PROCEDURES FOR IFR FLIGHT WITHIN RIYADH TMA/CTA

The following designated reporting points are compulsory for aircraft crossing the RIYADH CTAs/TMA boundaries:

ETBAS (TMA)	KOBOX (TMA)	RGB (CTA)
ALTAV (TMA)	TAKTI (TMA)	MERVI (CTA)
ESRAT (TMA)	OTALI (TMA)	KITUB (CTA)
MURLU (TMA)	SODIB (CTA)	AMBAG (CTA)
METNI (TMA)	TASBA (CTA)	RAPMA (CTA)
VELOS (TMA)	AVOBO (CTA)	SITER (CTA)
IVONU (TMA)	TORKI (CTA)	GOLNO (CTA)
KAVUR (TMA)	GOBMO (CTA)	UMRAN (CTA)
DURMA (TMA)	KUSRO (CTA)	GIBUS (CTA)
TEVOG (TMA)	SOKOB (CTA)	AKRAM (CTA)
MUNTO (TMA)	MIRAS (CTA)	KINIB (CTA)
RESAL (TMA)		

The compulsory reporting point for aircraft over flying the TMA is KIA DVORTAC

All reporting points at TMA or CTA are compulsory reporting points.

2.22.2.1 Routing

Reserved

2.22.2.2 Holding procedures

Reserved

2.22.2.3 Arrival procedures

Reserved

2.22.2.4 Approach facilities

- ✚ The following approach facilities are available at Riyadh/ King Khaled International Airport: ILS or LOC VOR (DME required) TACAN and RNAV (GNSS)

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

2.22.2.5 Circuit directions

- RWY 15R, 33R: Right hand circuit.
- RWY 15L, 33L: Left hand circuit.

2.22.2.6 Departure procedures

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

2.22.3 ATC SURVEILLANCE PROCEDURES WITHIN RIYADH TMA/CTA

- Airport SELEX surveillance radar is installed at OERK (24 58 54N 046 43 41E**) and is available to all aircraft within 250 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.
- Airport Raytheon Radar is installed at OERK (24 58 54N 046 43 41E) and is available to all aircraft within 250 NM radius of the radar site. Emergency Code 7700, Communication Failure Code 7600 and Unlawful Interference Code 7500 are monitored.
- All aircraft must operate the transponder on the previously assigned code until / unless otherwise instructed.
- Riyadh radar provides primary and secondary radar coverage. Details are described in ENR 1.6.

2.22.4 RADAR VECTORING AND SEQUENCING

Reserved

2.22.5 PRECISION RADAR APPROACHES

NIL

2.22.6 SURVEILLANCE RADAR APPROACH

Reserved

2.22.7 COMMUNICATIONS

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

2.22.8 COMMUNICATION FAILURE

Set transponder CODE 7600, follow COM failure procedure on ENR 1.6

2.22.9 LOW VISIBILITY PROCEDURES

Reserved

2.22.10 PROCEDURES FOR VFR FLIGHT WITHIN RIYADH TMA/CTA

Reserved

2.22.11 VFR ROUTES WITHIN RIYADH CTR

Reserved

2.22.12 PROCEDURES FOR VFR FLIGHT WITHIN OERK CTR

West Gate (Prince Sultan Humanitarian City)	24 59 11N 046 31 37E	RDL 293 from KIA 14DME
East Gate (the 9th Electric Station)	24 57 40N 047 03 42E	RDL 073 from KIA 17DME

Note: All VFR flights shall enter OERK CTR via these gates and must contact the TWR 10NM prior to the gates.

OERK AD 2.23 ADDITIONAL INFORMATION

NIL

OERK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-OERK-13
RWY and TWY Lighting and Marking Aids (RWY 15L/33R & 15R/33L)	AD 2-OERK-15
Aircraft Parking / Docking - ICAO (Passenger Terminal Aprons 1, 2, 3, 4 & 5)	AD 2-OERK-17
Aircraft Parking Stand / Apron-1	AD 2-OERK-19
Aircraft Parking Stand / Apron-2	AD 2-OERK-21
Aircraft Parking Stand / Apron-3	AD 2-OERK-23
Aircraft Parking Stand / Apron-4	AD 2-OERK-25
Aircraft Parking Stand / Apron-5	AD 2-OERK-27
Safedock User Guide for Pilots- Passenger Terminal	AD 2-OERK-29
Aircraft Parking / Docking Chart - ICAO (Apron 6A, 6B, 6C & 6D)	AD 2-OERK-31
Aircraft Parking Stand / Apron 6A	AD 2-OERK-33
Aircraft Parking Stand / Apron 6B	AD 2-OERK-35
Aircraft Parking Stand / Apron 6C	AD 2-OERK-37
Aircraft Parking Stand / Apron 6D	AD 2-OERK-39
Aircraft Parking / Docking Chart - ICAO (Apron 6E)	AD 2-OERK-41
Aircraft Parking Stand / Apron 6E	AD 2-OERK-43
Aircraft Parking / Docking Chart - ICAO (Royal Terminal Aprons 7, 8 & 9)	AD 2-OERK-45
Royal Apron Pavement Marking of Gate Positions 1A & 1B, Positions 2 & 3	AD 2-OERK-47
Royal Apron Pavement Marking of Gate Positions Remote Parking Stands 2A Stands, Gates 2 & 3	AD 2-OERK-49
Safedock User Guide for Pilots- Royal Terminal	AD 2-OERK-51
Aircraft Parking / Docking Chart - ICAO (Cargo Apron)	AD 2-OERK-53
Aircraft Parking Stand / Cargo Terminal - Docks C1, C2, C3 & C4	AD 2-OERK-55
Safedock User Guide for Pilots (Cargo Terminal)	AD 2-OERK-57
Aircraft Parking / Docking Chart - ICAO (General Aviation Apron)	AD 2-OERK-59
General Aviation Aircraft Operations Procedure	AD 2-OERK-61
Aerodrome Ground Movement Chart - ICAO	AD 2-OERK-63
Aerodrome Obstacle Chart - ICAO Type A (RWY 15L/33R)	AD 2-OERK-65
Aerodrome Obstacle Chart - ICAO Type A (RWY 15R/33L)	AD 2-OERK-67
Area Chart - ICAO (departure and transit routes)	AD 2-OERK-69
Standard Departure Chart - Instrument (SID) - ICAO (SID RNAV RWY 15L)	AD 2-OERK-71
SID RNAV RWY 15L (aeronautical data tabulation) 1	AD 2-OERK-72
SID RNAV RWY 15L (aeronautical data tabulation) 2	AD 2-OERK-73
Standard Departure Chart - Instrument (SID) - ICAO (SID RNAV RWY 15R)	AD 2-OERK-75
SID RNAV RWY 15R (aeronautical data tabulation) 1	AD 2-OERK-76
SID RNAV RWY 15R (aeronautical data tabulation) 2	AD 2-OERK-77
Standard Departure Chart - Instrument (SID) - ICAO (SID RNAV RWY 33L)	AD 2-OERK-79
SID RNAV RWY 33L (aeronautical data tabulation) 1	AD 2-OERK-80
SID RNAV RWY 33L (aeronautical data tabulation) 2	AD 2-OERK-81
Standard Departure Chart - Instrument (SID) - ICAO (SID RNAV RWY 33R)	AD 2-OERK-83
SID RNAV RWY 33R (aeronautical data tabulation) 1	AD 2-OERK-84
SID RNAV RWY 33R (aeronautical data tabulation) 2	AD 2-OERK-85
Standard Departure Chart - Instrument - ICAO (SID Charlie (Radar Vector) RWY 15R/15L)	AD 2-OERK-87

Chart name	Page
SID Charlie (Radar Vector) RWY 15R/15L (aeronautical data tabulation)	AD 2-OERK-88
Standard Departure Chart - Instrument - ICAO (SID Delta (Radar Vector) RWY 33R/33L)	AD 2-OERK-89
SID Delta (Radar Vector) RWY 33R/33L (aeronautical data tabulation)	AD 2-OERK-90
Standard Arrival Chart - Instrument - ICAO (STAR RNAV RWY 15L/15R/33L/33R)	AD 2-OERK-91
STAR RNAV RWY 15L/15R/33L/33R (aeronautical data tabulation) 1	AD 2-OERK-92
STAR RNAV RWY 15L/15R/33L/33R (aeronautical data tabulation) 2	AD 2-OERK-93
RNAV Arrival Transition Chart (RWY 15L/15R/33L/33R)	AD 2-OERK-95
RNAV Arrival Transition Chart (RWY 15L/15R/33L/33R) (aeronautical data tabulation)	AD 2-OERK-96
Instrument Approach Chart - ICAO (RNAV (GNSS) RWY 15L)	AD 2-OERK-97
RNAV (GNSS) RWY 15L (aeronautical data tabulation)	AD 2-OERK-98
Instrument Approach Chart - ICAO (RNAV (GNSS) RWY 15R)	AD 2-OERK-99
RNAV (GNSS) RWY 15R (aeronautical data tabulation)	AD 2-OERK-100
Instrument Approach Chart - ICAO (RNAV (GNSS) RWY 33L)	AD 2-OERK-101
RNAV (GNSS) RWY 33L (aeronautical data tabulation)	AD 2-OERK-102
Instrument Approach Chart - ICAO (RNAV (GNSS) RWY 33R)	AD 2-OERK-103
RNAV (GNSS) RWY 33R (aeronautical data tabulation)	AD 2-OERK-104
Area Chart - ICAO (arrival and transit routes)	AD 2-OERK-105
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-OERK-107
Instrument Approach Chart - ICAO (ILS or LOC RWY 15R)	AD 2-OERK-109
ILS or LOC RWY 15R (aeronautical data tabulation)	AD 2-OERK-110
Instrument Approach Chart - ICAO (ILS or LOC RWY 15L)	AD 2-OERK-111
ILS or LOC RWY 15L (aeronautical data tabulation)	AD 2-OERK-112
Instrument Approach Chart - ICAO (ILS or LOC RWY 33R)	AD 2-OERK-113
ILS or LOC RWY 33R (aeronautical data tabulation)	AD 2-OERK-114
Instrument Approach Chart - ICAO (ILS or LOC RWY 33L)	AD 2-OERK-115
ILS or LOC RWY 33L (aeronautical data tabulation)	AD 2-OERK-116
Instrument Approach Chart - ICAO (VOR RWY 15L)	AD 2-OERK-117
VOR RWY 15L (aeronautical data tabulation)	AD 2-OERK-118
Instrument Approach Chart - ICAO (VOR RWY 33R)	AD 2-OERK-119
VOR RWY 33R (aeronautical data tabulation)	AD 2-OERK-120
Instrument Approach Chart - ICAO (VOR RWY 15R)	AD 2-OERK-121
VOR RWY 15R (aeronautical data tabulation)	AD 2-OERK-122

AERODROME CHART - ICAO

24°57'46"N
046°42'29"E

AD ELEV 2052

TWR: 118.6 (E) 118.8 (W)
ATIS: 127.15
GND: 121.6 (E)
CLEARANCE DELIVERY: 121.7

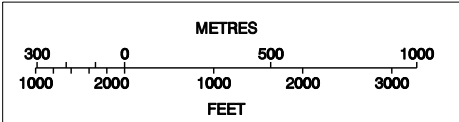
RIYADH / KING KHALED INTERNATIONAL

RWY	DIRECTION	THR	THR GUND	BEARING STRENGTH
15R	147°	24°58'15"N 046°40'30"E		PCN 80 /F/A/W/T
33L	327°	24°56'17"N 046°41'44"E		
15L	147°	24°58'37"N 046°42'07"E		
33R	327°	24°56'38"N 046°43'22"E		

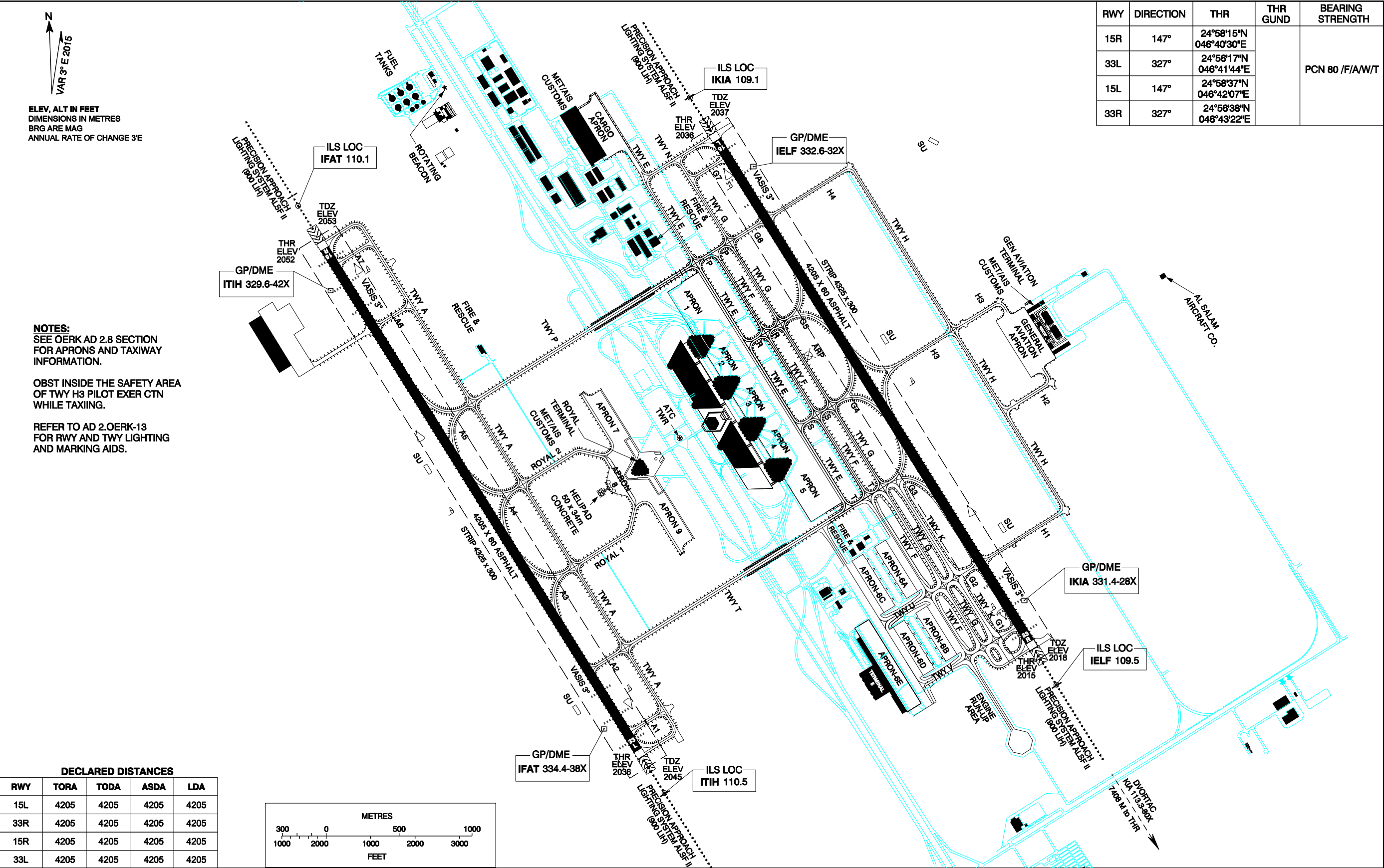
N
VAR 3° E 2015
ELEV, ALT IN FEET
DIMENSIONS IN METRES
BRG ARE MAG
ANNUAL RATE OF CHANGE 3"E

NOTES:
SEE OERK AD 2.8 SECTION
FOR APRONS AND TAXIWAY
INFORMATION.
OBST INSIDE THE SAFETY AREA
OF TWY H3 PILOT EXER CTN
WHILE TAXIING.
REFER TO AD 2.OERK-13
FOR RWY AND TWY LIGHTING
AND MARKING AIDS.

DECLARED DISTANCES				
RWY	TORA	TODA	ASDA	LDA
15L	4205	4205	4205	4205
33R	4205	4205	4205	4205
15R	4205	4205	4205	4205
33L	4205	4205	4205	4205



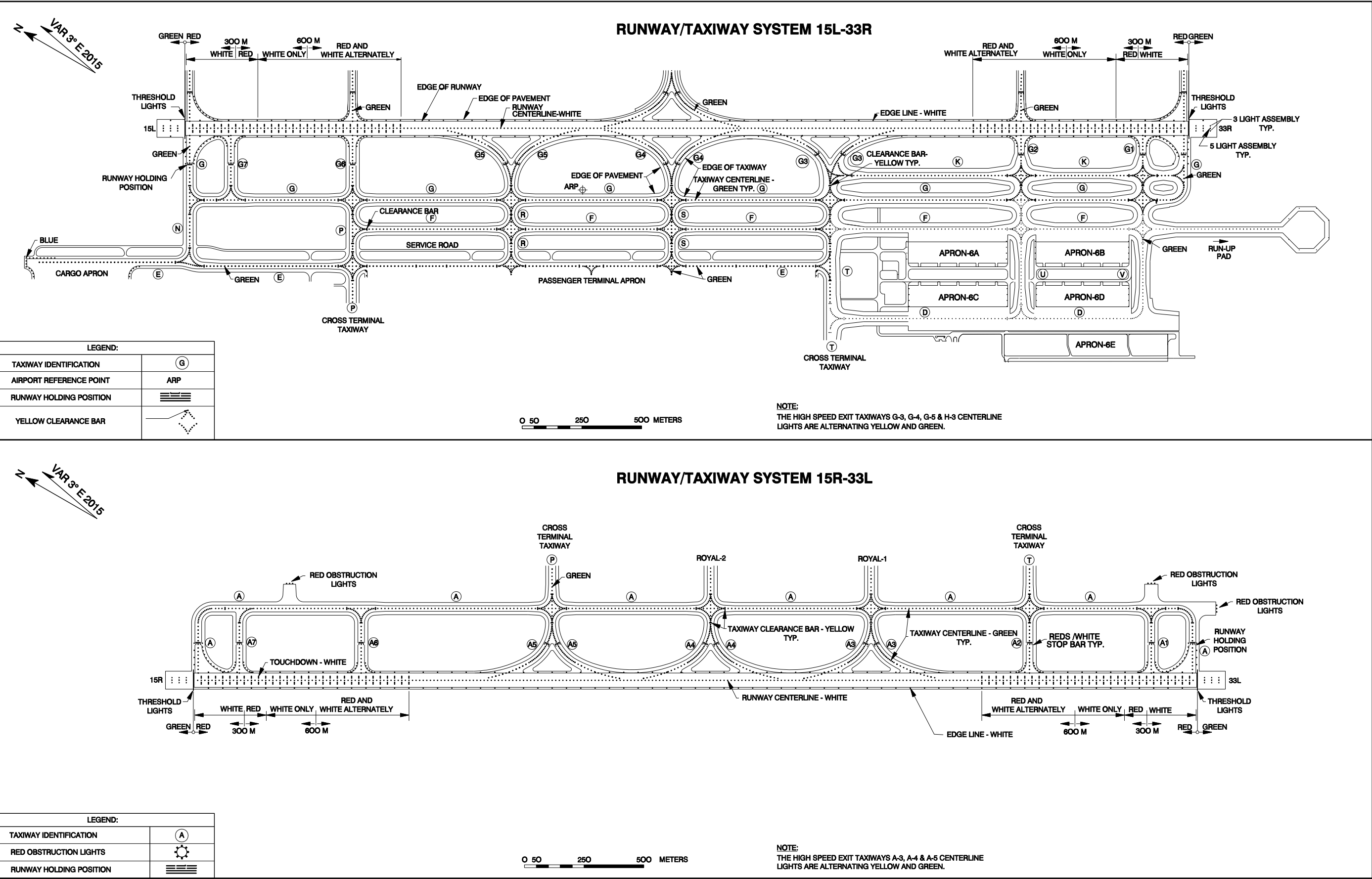
CHANGE :THR ELEV for all RWYs revised



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RWY AND TWY LIGHTING AND MARKING AIDS

RIYADH / KING KHALED INTERNATIONAL



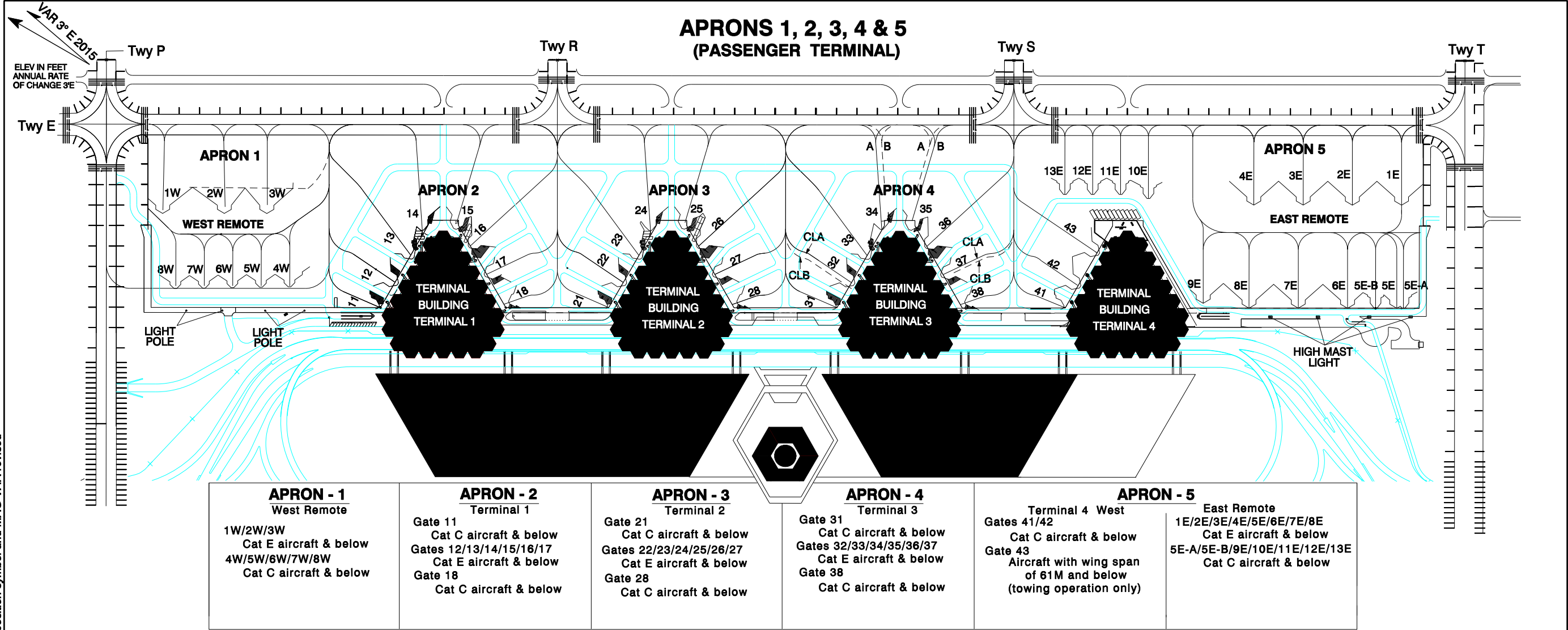
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AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV

TWR: 118.6 (E) 118.8 (W)
GND: 121.6 (E)
CLEARANCE DELIVERY: 121.7

RIYADH / KING KHALED INTERNATIONAL

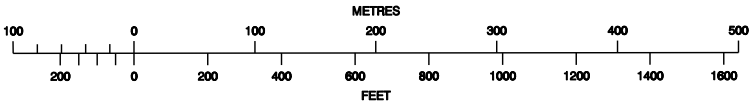


INS COORDINATES FOR ACFT STANDS ON APRON 1			ELEV	INS COORDINATES FOR ACFT STANDS ON APRON 3			ELEV	INS COORDINATES FOR ACFT STANDS ON APRON 5			ELEV
1W	24°58'03.18"N	046°41'59.47"E		21	24°57'43.05"N	046°42'06.66"E		1E	24°57'11.94"N	046°42'32.23"E	
2W	24°58'00.68"N	046°42'01.25"E		22	24°57'42.40"N	046°42'08.21"E		2E	24°57'13.98"N	046°42'30.94"E	
3W	24°57'58.97"N	046°42'02.45"E		23	24°57'42.66"N	046°42'10.07"E		3E	24°57'16.02"N	046°42'29.65"E	
4W	24°57'56.10"N	046°41'59.35"E		24	24°57'42.80"N	046°42'11.93"E		4E	24°57'18.06"N	046°42'28.36"E	
5W	24°57'57.29"N	046°41'59.61"E		25	24°57'41.29"N	046°42'13.06"E		5A	24°57'09.12"N	046°42'26.45"E	
6W	24°57'58.47"N	046°41'57.86"E		26	24°57'39.93"N	046°42'12.39"E		5EA	24°57'09.60"N	046°42'27.77"E	
7W	24°57'59.65"N	046°41'57.11"E		27	24°57'38.53"N	046°42'11.25"E		5EB	24°57'10.27"N	046°42'25.70"E	
8W	24°58'00.83"N	046°41'56.36"E		28	24°57'36.77"N	046°42'10.79"E		6E	24°57'11.49"N	046°42'26.57"E	
INS COORDINATES FOR ACFT STANDS ON APRON 2			ELEV	INS COORDINATES FOR ACFT STANDSON APRON 4			ELEV	7E	24°57'13.38"N	046°42'25.38"E	
11	24°57'52.51"N	046°42'00.66"E		31	24°57'33.59"N	046°42'12.64"E		8E	24°57'15.27"N	046°42'24.19"E	
12	24°57'51.86"N	046°42'02.24"E		32A	24°57'33.26"N	046°42'14.28"E		9E	24°57'23.16"N	046°42'17.50"E	
13	24°57'52.13"N	046°42'04.09"E		32B	24°57'33.51"N	046°42'14.12"E		10E	24°57'22.34"N	046°42'24.68"E	
14	24°57'52.37"N	046°42'06.13"E		33	24°57'33.20"N	046°42'16.05"E		11E	24°57'23.59"N	046°42'24.14"E	
15	24°57'50.75"N	046°42'07.05"E		34A	24°57'33.34"N	046°42'17.89"E		12E	24°57'24.75"N	046°42'23.41"E	
16	24°57'49.39"N	046°42'06.41"E		34B	24°57'33.19"N	046°42'17.96"E		13E	24°57'23.00"N	046°42'25.90"E	
17	24°57'48.12"N	046°42'05.11"E		35A	24°57'31.84"N	046°42'19.05"E		41	24°57'23.00"N	046°42'17.57"E	
18	24°57'46.23"N	046°42'04.81"E		35B	24°57'31.89"N	046°42'18.87"E		42	24°57'23.14"N	046°42'18.92"N	
				36	24°57'30.47"N	046°42'18.37"E		43	24°57'23.16"N	046°42'20.89"E	
				37A	24°57'28.90"N	046°42'17.59"E					
				37B	24°57'28.83"N	046°42'17.38"E					
				38	24°57'27.31"N	046°42'16.77"E					

NOTES:

1. YELLOW CENTER LINE (CLB) for Gates 12,17,22,27,32&37 for B747 & B777 ACF, B747 & B777 will be TAXIING with it's owned power & no more TOWING operation.
2. All aircraft for east remote positions 5E through 9E & west remote positions 4W through 8W will be TOWED INTO each parking positions.
3. Push back from all Gates & Remote Parking Positions.
4. All Push Back aircraft,without APU, may start no more than two engines at the parking positions at low idle power before starting PUSH BACK .Only perform this procedure with ATC permission.
5. Aircraft without APU,will only start one engine at East remote positions 5E through 8E and West remote positions 4W through 8W.

6. Apron surface is white concrete.
7. All taxiing centerlines are yellow.
8. Passenger Loading Bridges at Gates 11 to 18,21 to 28,31 to 38 only.
9. All Dashed Lines Indicate blue LEAD -IN LINES, TOW-IN operations only. No power operations.
10. All aircraft parked at East Remote 5 through 8 and west remote 4 through 8 must be pushed back all the way out to "E" taxiway.
11. The stop bar for non-restricted type of aircraft is mark on the peavement of the parking stand. 1E-8E Cat aircraft should not exceed overall lenght of 70.6 meters.
12. Gate 36.2 PLB unserviceable untill further advice.
13. Crew and ground mechanics of Boeing 747 shall not use air conditioning packs numbers two (2) and number three (3) when aircraft is parked at gates: 17,27,37 for safety reasons.



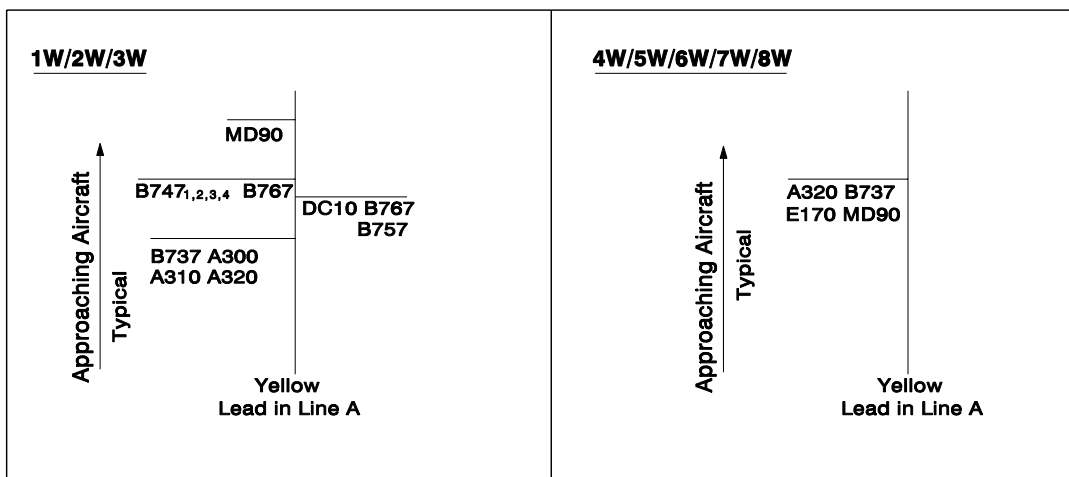
LEGEND	
TAXI-HOLDING POSITION	=====
ACL & INS REFERENCE POINT	1W
SERVICE ROAD	=====

CHANGE : STANDS 12,17,22 and 27 Coordinates revised, and Holding position symbol and MAG VAR revised

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**APRON - 1
AIRCRAFT PARKING STAND
WEST REMOTE**

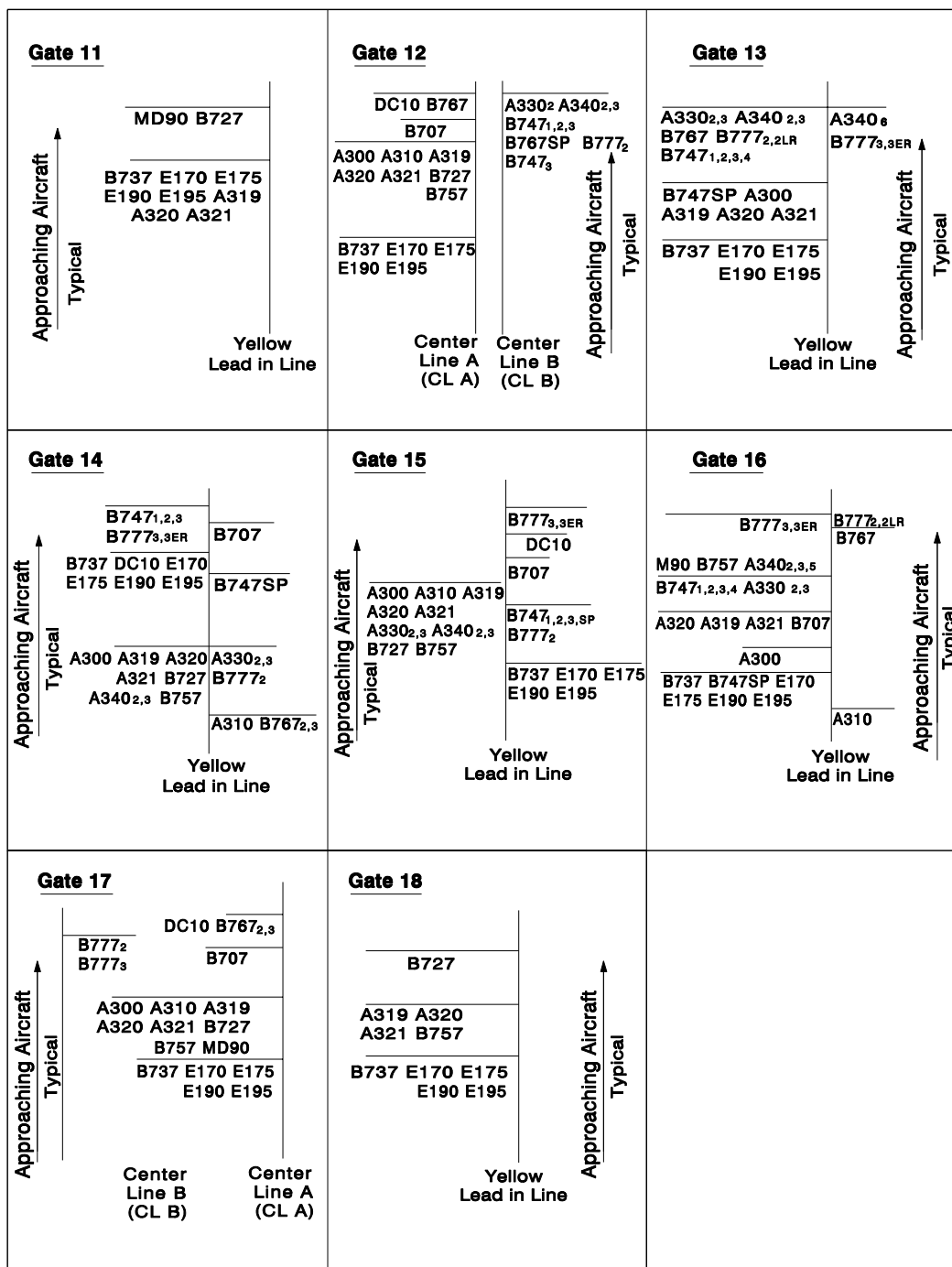


CHANGE : A/C type revised

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RIYADH / KING KHALED INTERNATIONAL

**APRON - 2
AIRCRAFT PARKING STAND
TERMINAL 1**

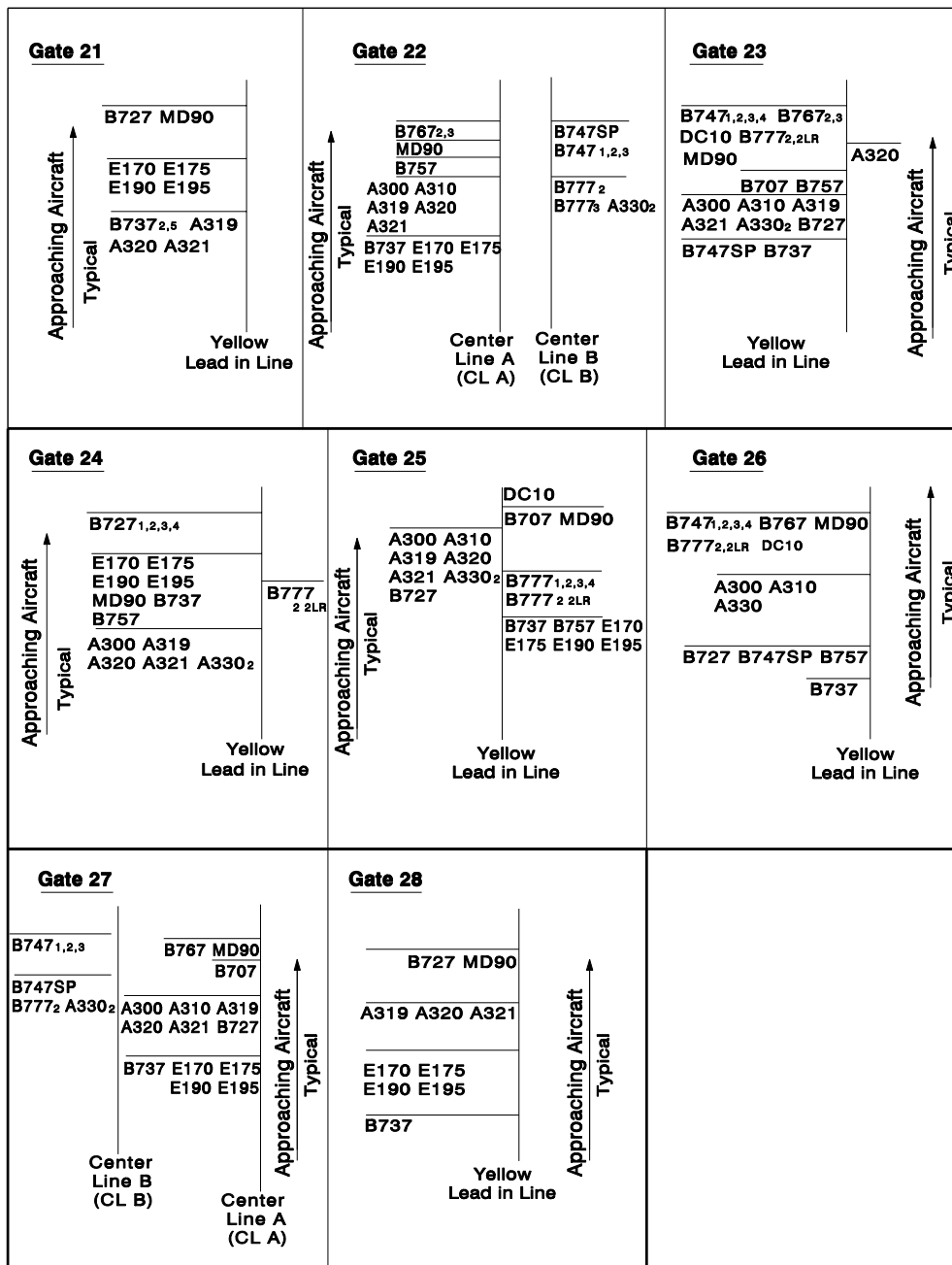


CHANGE : Reprint

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RIYADH / KING KHALED INTERNATIONAL

**APRON - 3
AIRCRAFT PARKING STAND
TERMINAL 2**

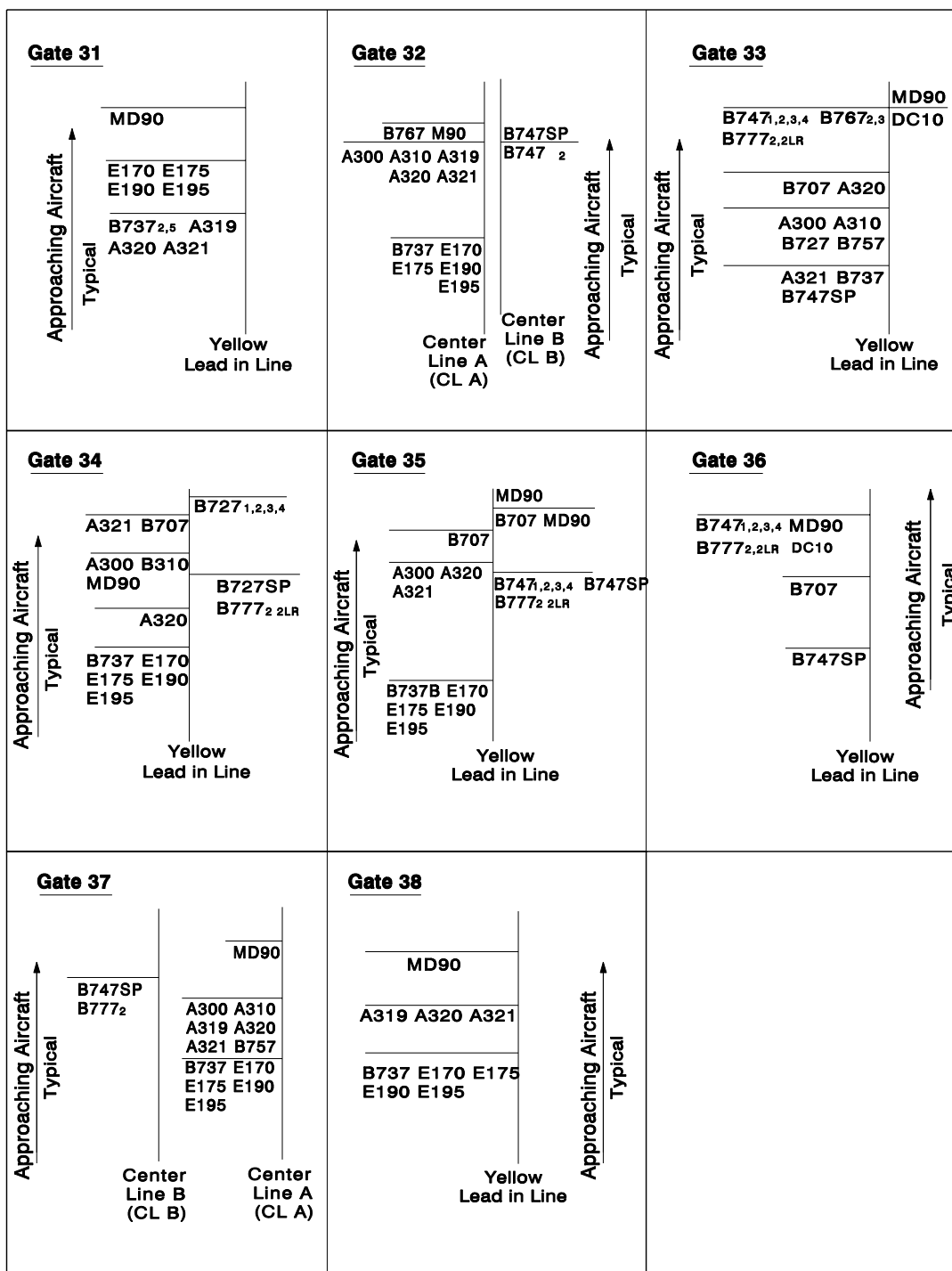


CHANGE : Reprint

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RIYADH / KING KHALED INTERNATIONAL

**APRON - 4
AIRCRAFT PARKING STAND
TERMINAL 3**

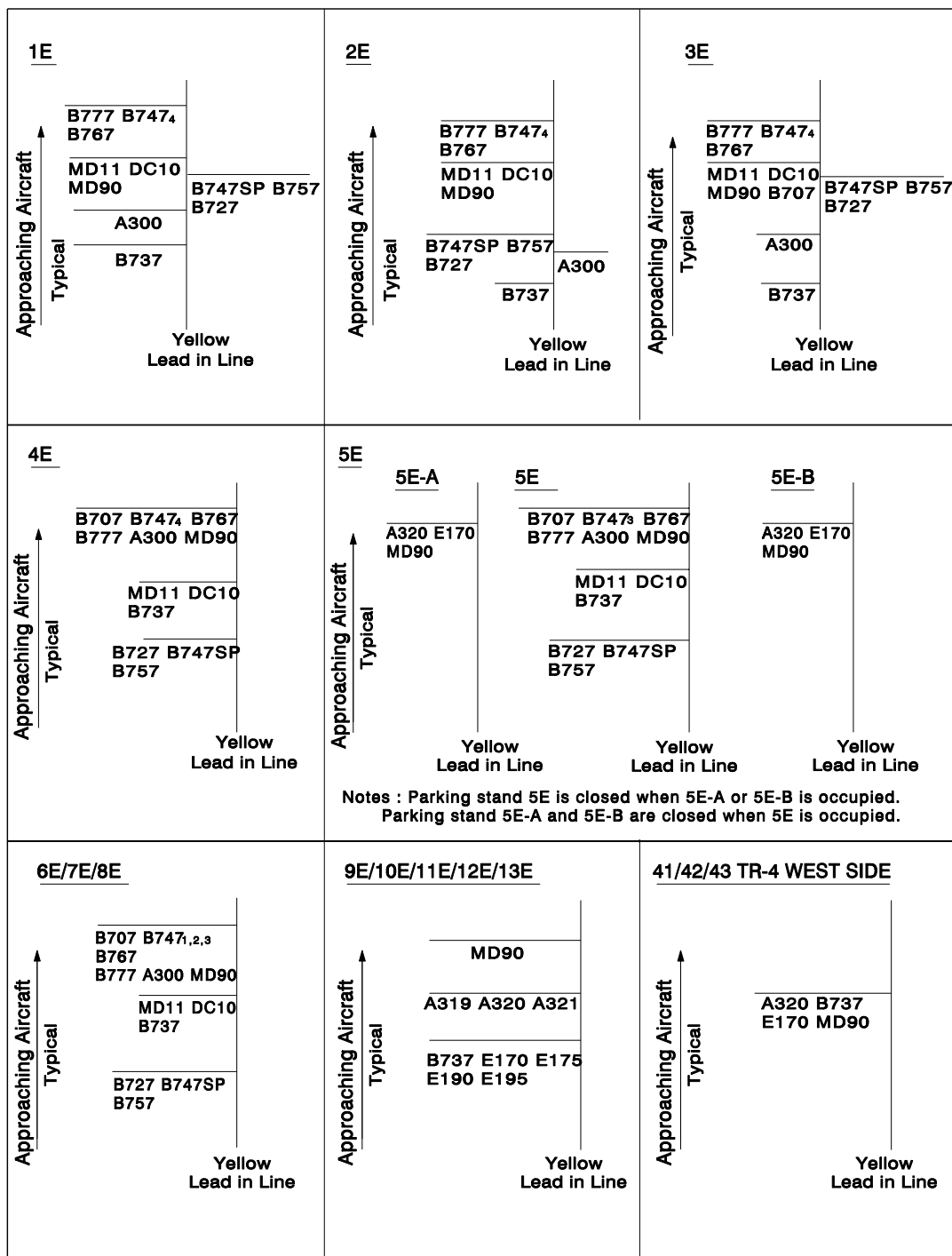


CHANGE : Reprint

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RIYADH / KING KHALED INTERNATIONAL

**APRON - 5
AIRCRAFT PARKING STAND
EAST REMOTE**



CHANGE : Reprint

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**SAFEDOCK USER GUIDE FOR PILOTS
PASSENGER TERMINAL**

(AT GATES 11 to 18, 21 to 28 & 31 TO 38 ONLY)

RIYADH/King Khaled Intl

STAND ENTRY GUIDANCE SYSTEM

A. DESCRIPTION OF THE SYSTEM

1. General - Pilot interpreted docking guidance system (DGS) is aligned for use from either left hand or right hand pilot seat with guidance for maneuvering the aircraft into the gate to the correct centerline and stop-position. Display units are on a free standing support in front of the terminal to the right of the passenger loading bridges. The display unit has two main parts - the top part is used as an alphanumeric display capable of displaying one or two lines of text; the lower part of the display is used to indicate the aircraft's position relative to the centerline and the stop position during a docking procedure.

B. SAFETY INSTRUCTIONS

1. General Warning: If the Pilot is unsure of the information being shown on the display unit, he must immediately stop the aircraft and obtain further information for clearance.
2. Items to be checked before entering the stand area.
Warning: 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 superceded by the closing rate bar.
Warning: the Pilot not enter the stand area, unless the aircraft type displayed is equal to his aircraft. The correctness of other information such as "DOOR 2", shall also be checked.
3. The SBU Message
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.

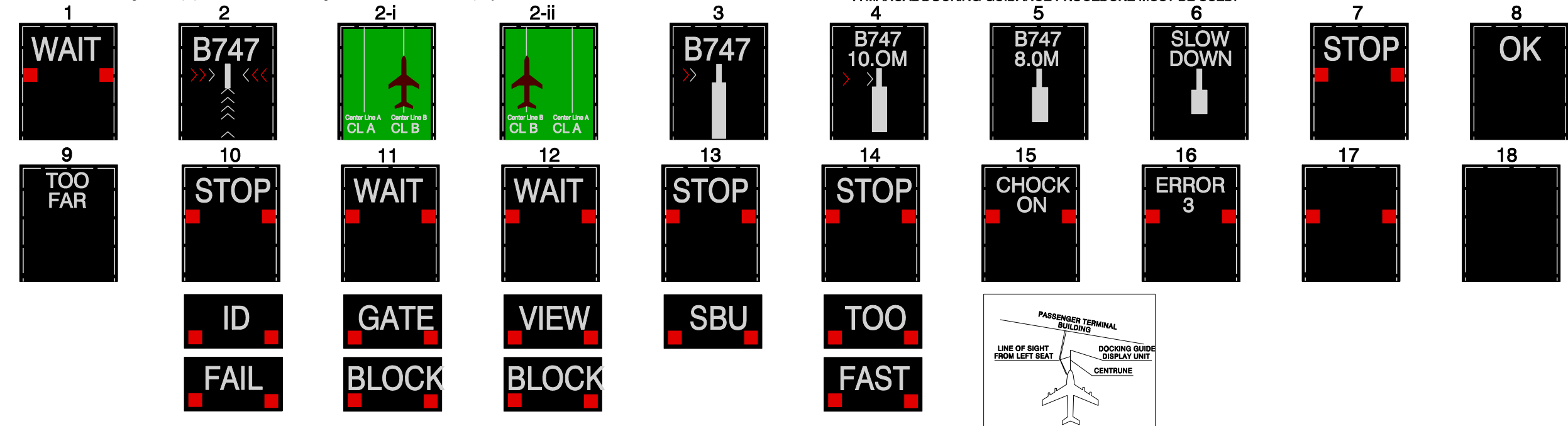
C. DOCKING INSTRUCTION FOR PILOTS

1. WAIT is display from the DGS display unit when the DGS is started.
Do not enter parking area if ground airline maintenance personnel are not in attendance.
2. Display unit shows floating arrows indicating that the DGS is activated searching and capturing the approaching aircraft. Check that the correct aircraft type is displayed. The Pilot has to taxi the aircraft on the lead-in line. There are two lead-in lines at Gate Nos. 12, 17, 22, 27, 32 and 37 where the second lead-in is assigned for wide body aircraft types for these respective gates.
Note: (2-i) At Gate No. 12, 22 & 32, the second lead-in line (i.e. Centerline B, or CL-B) is aligned on the right side of the DGS display unit.
Note: (2-ii) At Gate No. 17, 27 & 37, the second lead-in line (i.e. Centerline B, or CL-B) is aligned on the right side of the DGS display unit.

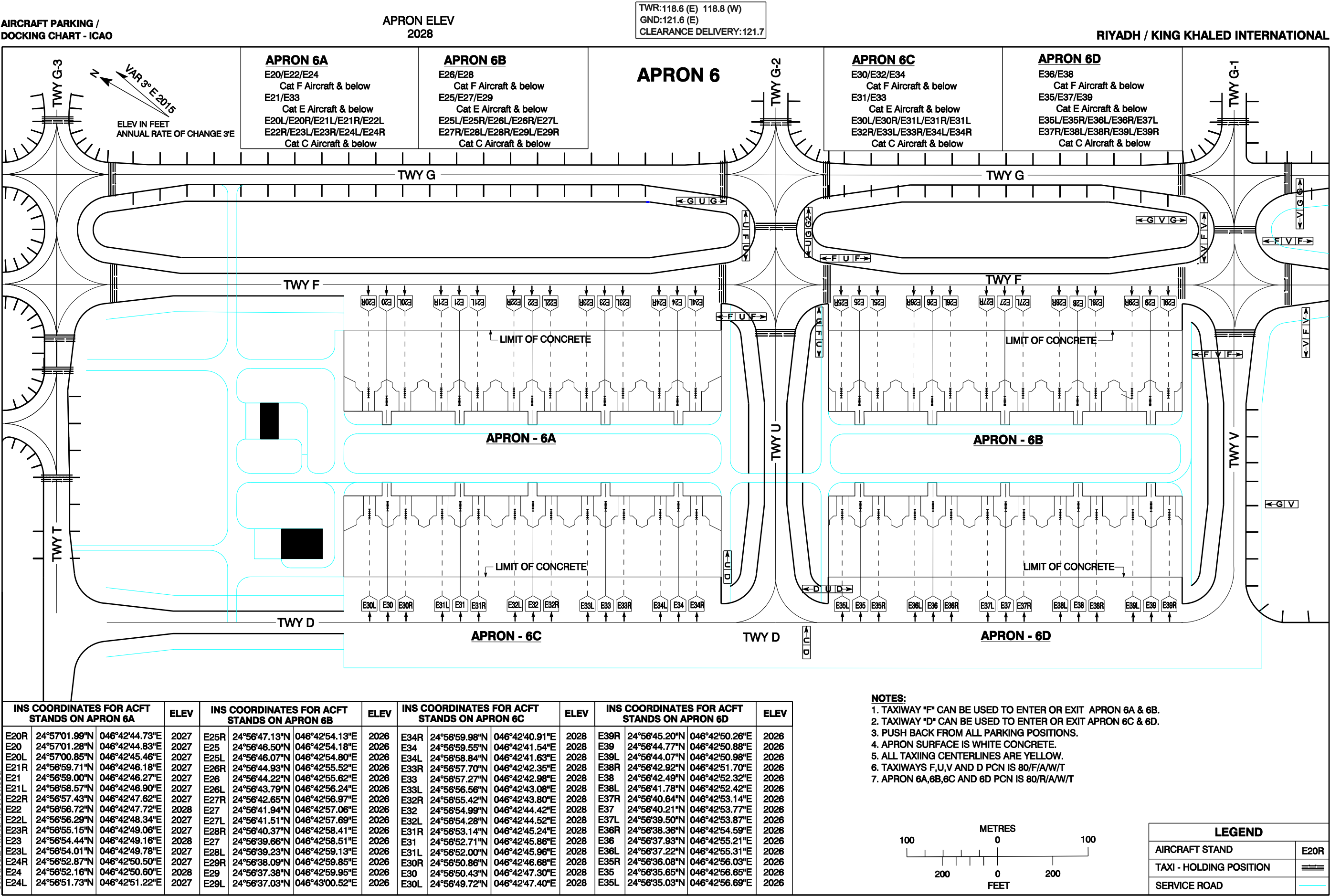
PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERCEDED BY THE CLOSING RATE BAR.

3. As the aircraft taxi on the lead-in line and approaching the stop position, the aircraft is captured by the tracking signal of the DGS, the floating arrows are replaced by vertical Yellow bar. Flashing Red & Yellow arrows indicate the direction to turn. The vertical Yellow bar (or closing rate bar) indicator shows the position of aircraft in relation to the centerline. This indicator gives correct position and azimuth guidance.
4. Display of digital countdown will start when the aircraft is 20 meters from stop position. When the aircraft is less than 12 meters from the stop position, the closing rate bar is indicated by turning off one row of the centerline symbol per 0.5-meter, covered by the aircraft. Thus when the last row is turned off 0.5 meter remains to stop.
5. The absence of any left or right direction arrow indicates that the aircraft is the centerline. As the aircraft approaches towards the assigned stop-position, the remaining distance in meters is displayed.

6. If the aircraft is approaching faster than the accepted speed (i.e. 2.0 meters per second), the DGS will show SLOW DOWN as a warning to the pilot.
7. When the correct stop-position is reached, the display will show STOP and red lights will be lit.
8. When the aircraft has parked, OK will be displayed.
9. If the aircraft has overshoot the stop-position, TOO FAR will be displayed.
10. During entry of the aircraft into the Gate Stand the DGS checks the aircraft geometry. If for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT (Aircraft should stop) and the DGS will make a second verification check. If the DGS confirmed it is correct aircraft type, then the WAIT message is replaced with a vertical Yellow bar and the Pilot should proceed. If this fails, STOP and ID FAIL will be displayed. The text will be altering on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE
11. If an object is found blocking the view from the DGS to the aircraft stop-position, the docking procedure will be halted with a WAIT (Aircraft should stop) 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 SUPERCEDED BY THE CLOSING RATE BAR.
12. If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will display a VIEW BLOCK message. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate bar. **THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERCEDED BY THE CLOSING RATE BAR.**
13. Any unrecoverable error during the docking procedure will generate an SBU (Safety Back-Up) condition. The display will show red stop bar and the text STOP SBU.
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.
14. If the aircraft approaches with a speed higher than the DGS can handle, the message STOP (with red squares) and TOO FAST will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.
15. 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 from the DGS Operator Panel.
16. If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.
17. SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.
18. POWER FAILURE
In case of a power failure, the display will be completely black.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.



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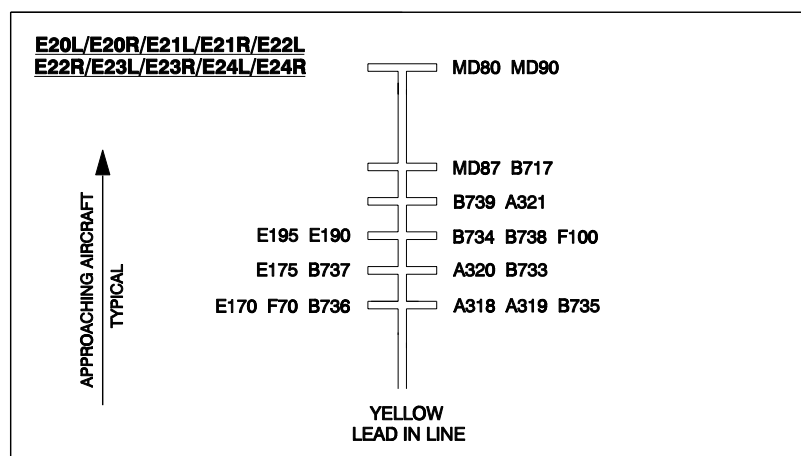
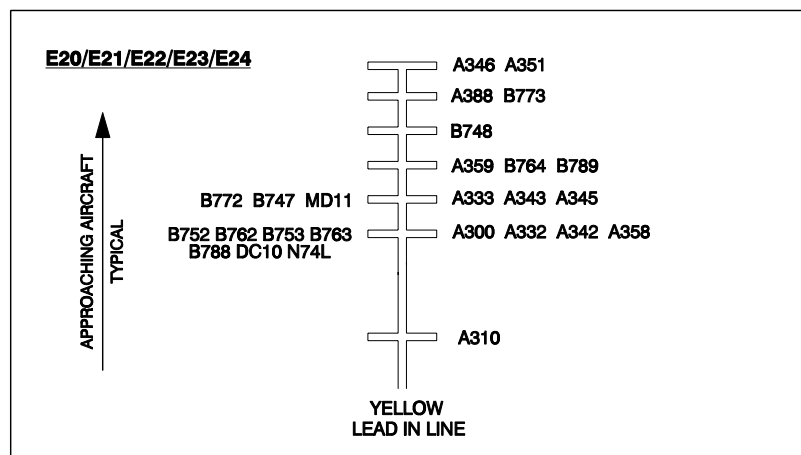
CHANGE : MAG VAR revised

INS COORDINATES FOR ACFT STANDS ON APRON 6A			ELEV	INS COORDINATES FOR ACFT STANDS ON APRON 6B			ELEV	INS COORDINATES FOR ACFT STANDS ON APRON 6C			ELEV	INS COORDINATES FOR ACFT STANDS ON APRON 6D			ELEV
E20R	24°57'01.99"N	046°42'44.73"E	2027	E25R	24°56'47.13"N	046°42'54.13"E	2026	E34R	24°56'59.98"N	046°42'40.91"E	2028	E39R	24°56'45.20"N	046°42'50.26"E	2026
E20	24°57'01.28"N	046°42'44.83"E	2027	E25	24°56'46.50"N	046°42'54.18"E	2026	E34	24°56'59.55"N	046°42'41.54"E	2028	E39	24°56'44.77"N	046°42'50.88"E	2026
E20L	24°57'00.85"N	046°42'45.46"E	2027	E25L	24°56'46.07"N	046°42'54.80"E	2026	E34L	24°56'58.84"N	046°42'41.63"E	2028	E39L	24°56'44.07"N	046°42'50.98"E	2026
E21R	24°56'59.71"N	046°42'46.18"E	2027	E26R	24°56'44.93"N	046°42'55.52"E	2026	E33R	24°56'57.70"N	046°42'42.35"E	2028	E38R	24°56'42.92"N	046°42'51.70"E	2026
E21	24°56'59.00"N	046°42'46.27"E	2027	E26	24°56'44.22"N	046°42'55.62"E	2026	E33	24°56'57.27"N	046°42'42.98"E	2028	E38	24°56'42.49"N	046°42'52.32"E	2026
E21L	24°56'58.57"N	046°42'46.90"E	2027	E26L	24°56'43.79"N	046°42'56.24"E	2026	E33L	24°56'56.56"N	046°42'43.08"E	2028	E38L	24°56'41.78"N	046°42'52.42"E	2026
E22R	24°56'57.43"N	046°42'47.62"E	2027	E27R	24°56'42.65"N	046°42'56.97"E	2026	E32R	24°56'55.42"N	046°42'43.80"E	2028	E37R	24°56'40.64"N	046°42'53.14"E	2026
E22	24°56'56.72"N	046°42'47.72"E	2028	E27	24°56'41.94"N	046°42'57.06"E	2026	E32	24°56'54.99"N	046°42'44.42"E	2028	E37	24°56'40.21"N	046°42'53.77"E	2026
E22L	24°56'56.29"N	046°42'48.34"E	2027	E27L	24°56'41.51"N	046°42'57.69"E	2026	E32L	24°56'54.28"N	046°42'44.52"E	2028	E37L	24°56'39.50"N	046°42'53.87"E	2026
E23R	24°56'55.15"N	046°42'49.06"E	2027	E28R	24°56'40.37"N	046°42'58.41"E	2026	E31R	24°56'53.14"N	046°42'45.24"E	2028	E36R	24°56'38.36"N	046°42'54.59"E	2026
E23	24°56'54.44"N	046°42'49.16"E	2028	E27	24°56'39.66"N	046°42'58.51"E	2026	E31	24°56'52.71"N	046°42'45.86"E	2028	E36	24°56'37.93"N	046°42'55.21"E	2026
E23L	24°56'54.01"N	046°42'49.78"E	2027	E28L	24°56'39.23"N	046°42'59.13"E	2026	E31L	24°56'52.00"N	046°42'45.96"E	2028	E36L	24°56'37.22"N	046°42'55.31"E	2026
E24R	24°56'52.87"N	046°42'50.50"E	2027	E29R	24°56'38.09"N	046°42'59.85"E	2026	E30R	24°56'50.86"N	046°42'46.68"E	2028	E35R	24°56'36.08"N	046°42'56.03"E	2026
E24	24°56'52.16"N	046°42'50.60"E	2028	E29	24°56'37.38"N	046°42'59.95"E	2026	E30	24°56'50.43"N	046°42'47.30"E	2028	E35	24°56'35.65"N	046°42'56.65"E	2026
E24L	24°56'51.73"N	046°42'51.22"E	2027	E29L	24°56'37.03"N	046°43'00.52"E	2026	E30L	24°56'49.72"N	046°42'47.40"E	2028	E35L	24°56'35.03"N	046°42'56.69"E	2026

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RIYADH / KING KHALED INTERNATIONAL

**APRON - 6A
AIRCRAFT PARKING STAND
EAST REMOTE APRON**

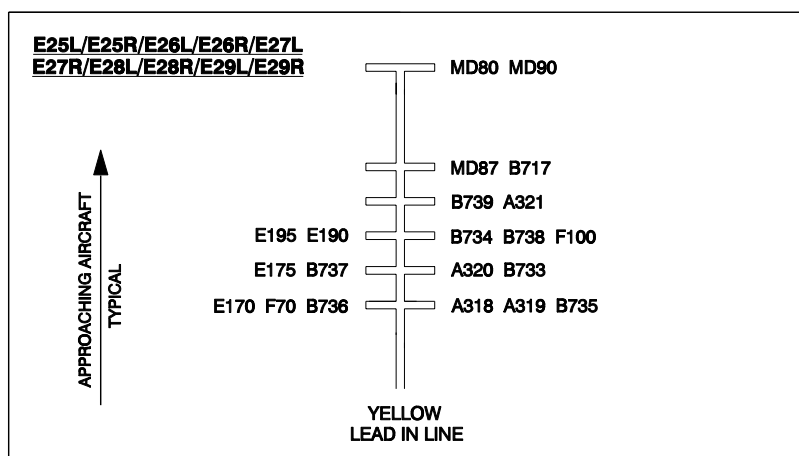
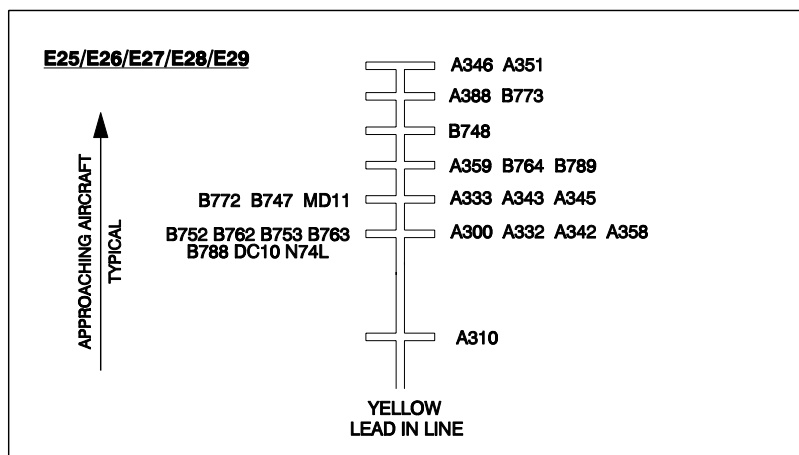


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RIYADH / KING KHALED INTERNATIONAL

**APRON - 6B
AIRCRAFT PARKING STAND
EAST REMOTE APRON**

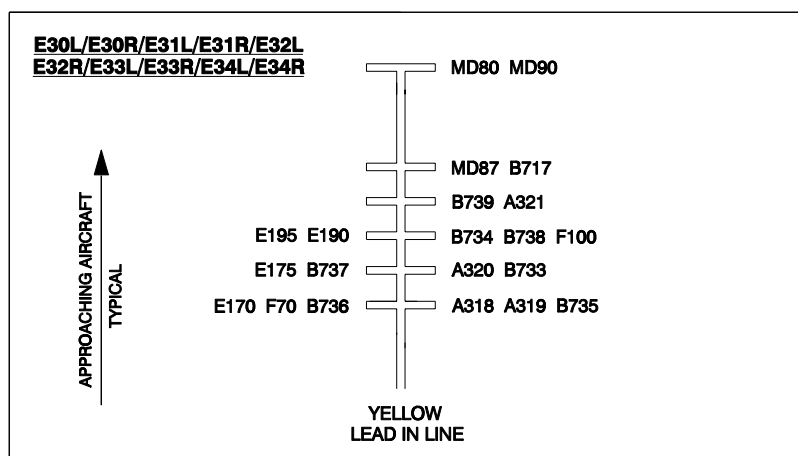
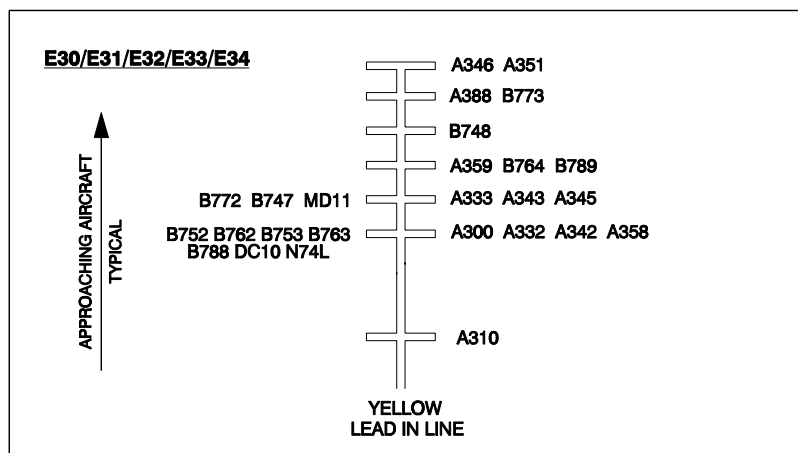


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RIYADH / KING KHALED INTERNATIONAL

**APRON - 6C
AIRCRAFT PARKING STAND
EAST REMOTE APRON**

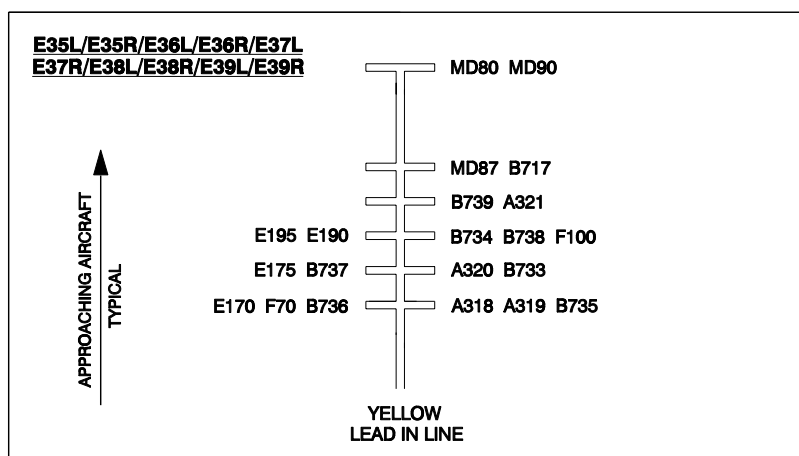
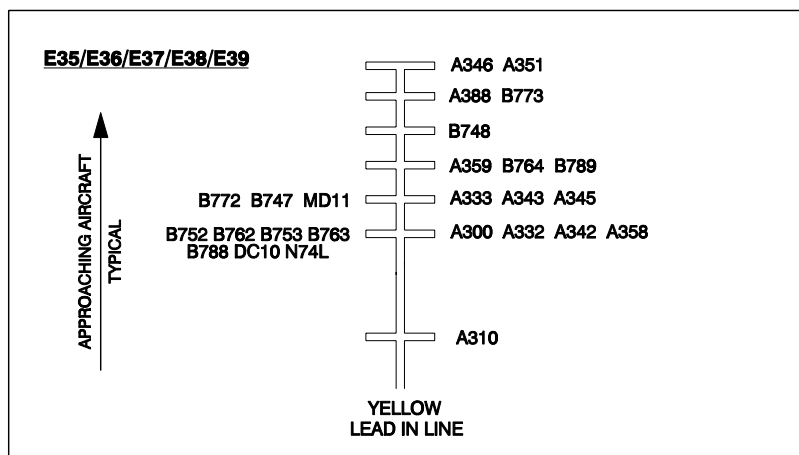


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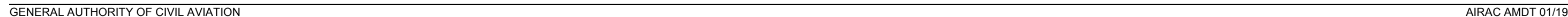
RIYADH / KING KHALED INTERNATIONAL

**APRON - 6D
AIRCRAFT PARKING STAND
EAST REMOTE APRON**



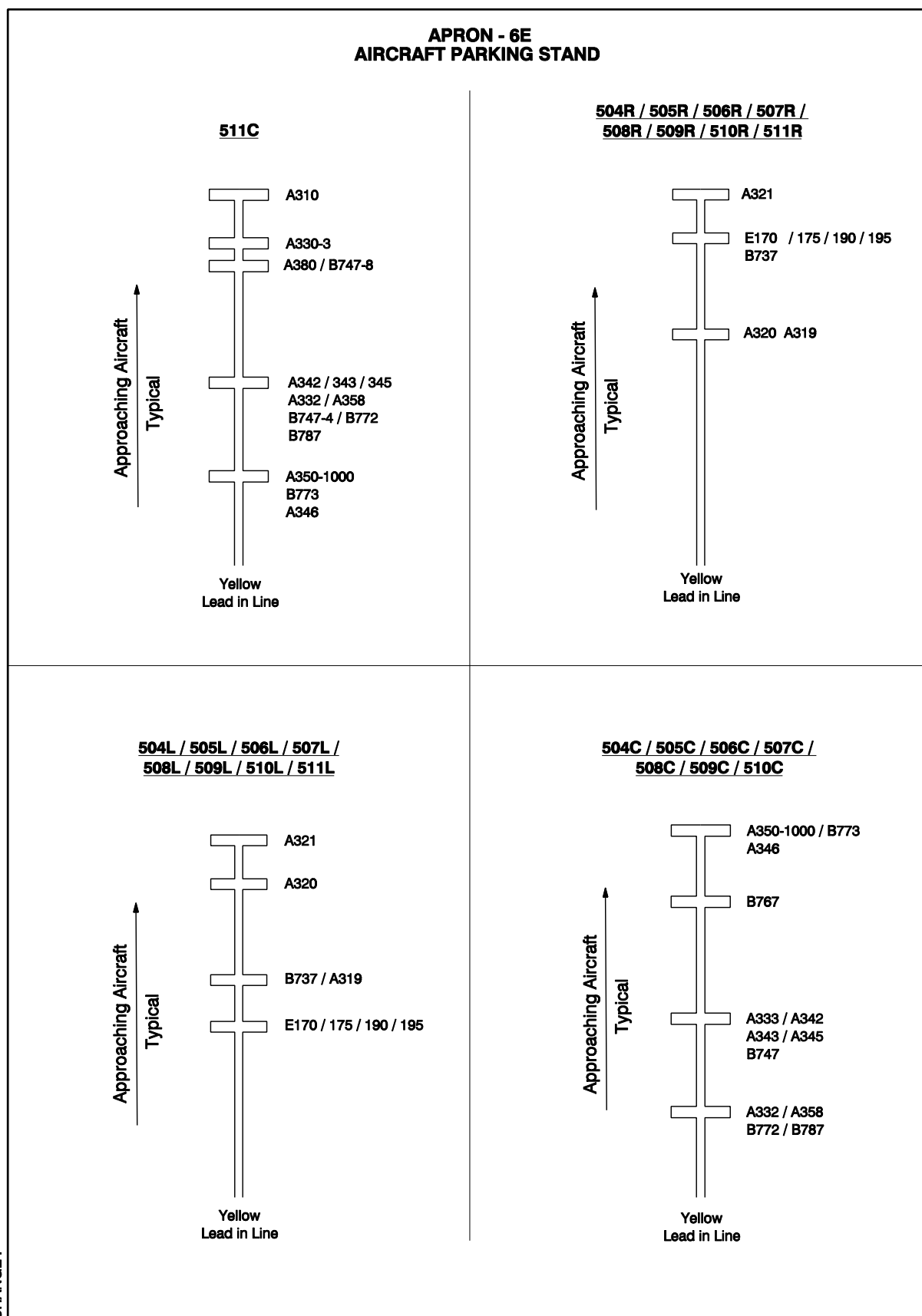
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RIYADH / KING KHALED INTERNATIONAL



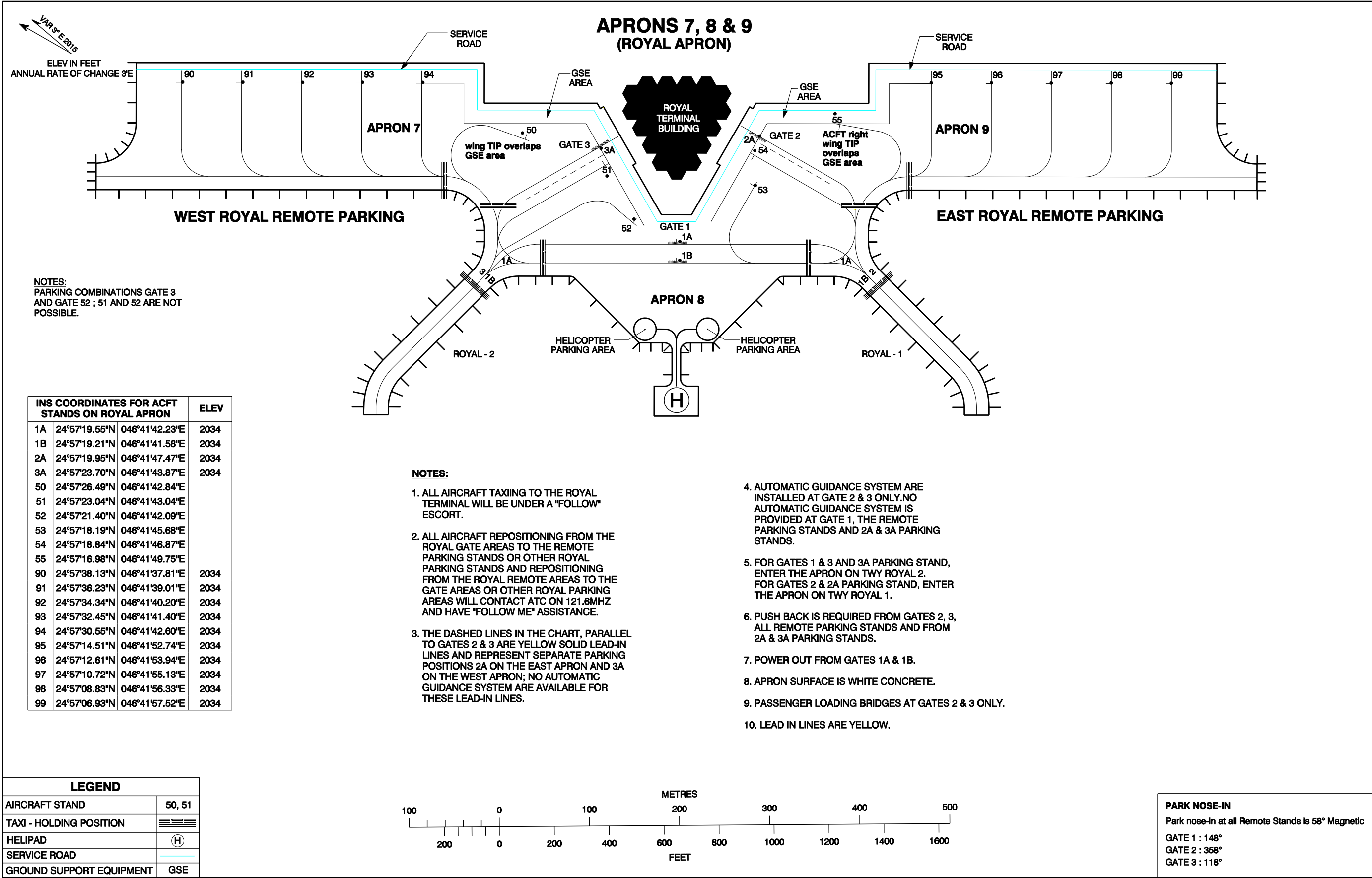
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AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV

TWR: 118.6 (E) 118.8 (W)
GND: 121.6 (E)
CLEARANCE DELIVERY: 121.7

RIYADH / KING KHALED INTERNATIONAL



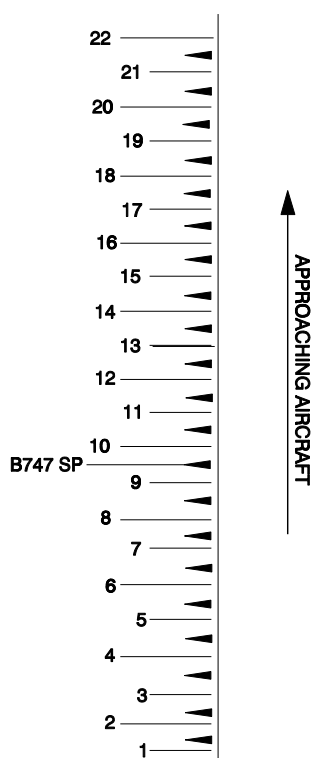
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RIYADH / KING KHALED INTERNATIONAL

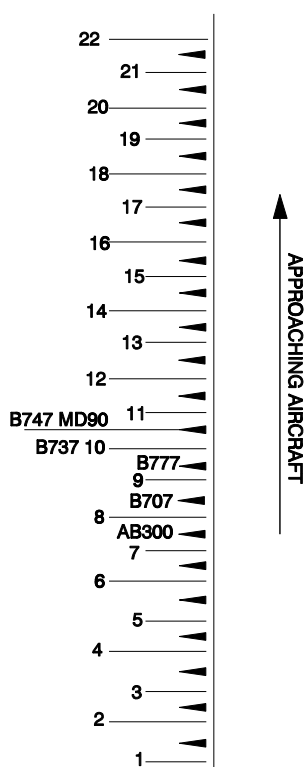
ROYAL APRON

PAVEMENT MARKINGS OF GATE POSITION

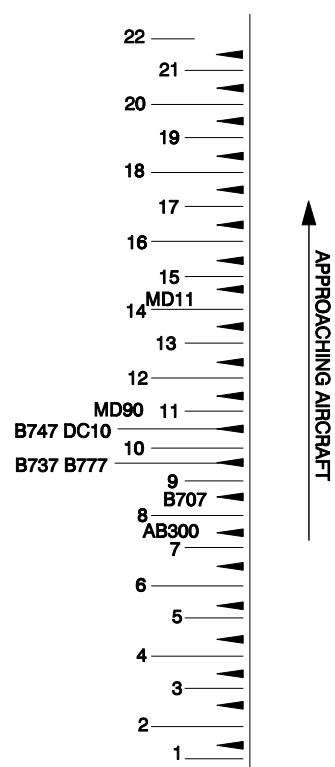
**PAVEMENT MARKING OF GATE
POSTIONS NOS.1A & 1B**



**PAVEMENT MARKING OF GATE
POSITION NO.2 (EAST JETWAY)**



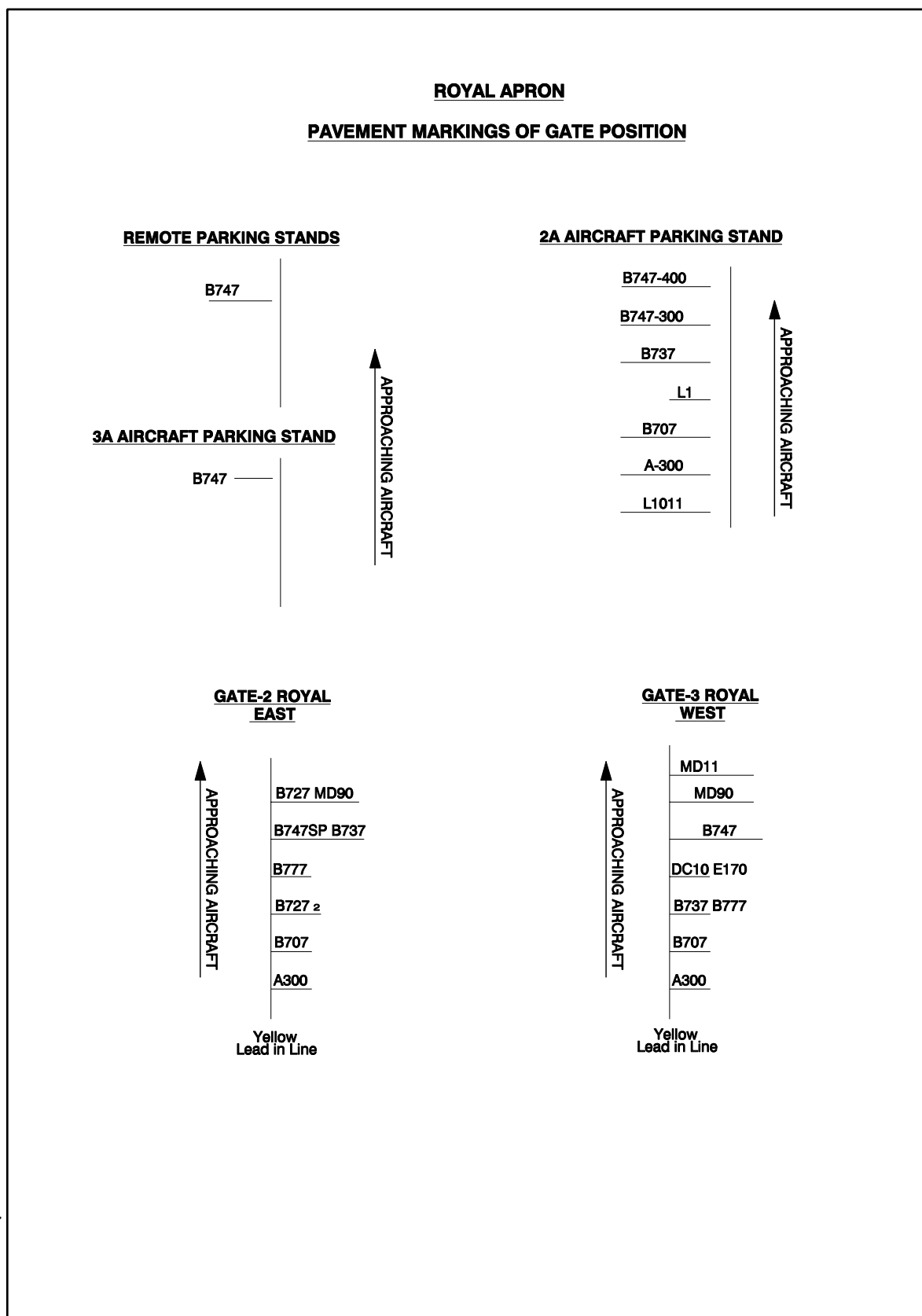
**PAVEMENT MARKING OF GATE
POSITION NO.3 (WEST JETWAY)**



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RIYADH / KING KHALED INTERNATIONAL



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SAFEDOCK USER GUIDE FOR PILOTS
ROYAL TERMINAL
AT GATE-2 (ROYAL EAST) & GATE-3 (ROYAL WEST) ONLY

RIYADH/King Khaled Intl

STAND ENTRY GUIDANCE SYSTEM

A. DESCRIPTION OF THE SYSTEM

1. General - Pilot interpreted docking guidance system (DGS) is aligned for use from either left hand or right hand pilot seat with guidance for maneuvering the aircraft into the gate to the correct centerline and stop-position. Display units are on a free standing support in front of the terminal to the right of the passenger loading bridges. The display unit has two main parts - the top part is used as an alphanumeric display capable of displaying one or two lines of text; the lower part of the display is used to indicate the aircraft's position relative to the centerline and the stop position during a docking procedure.

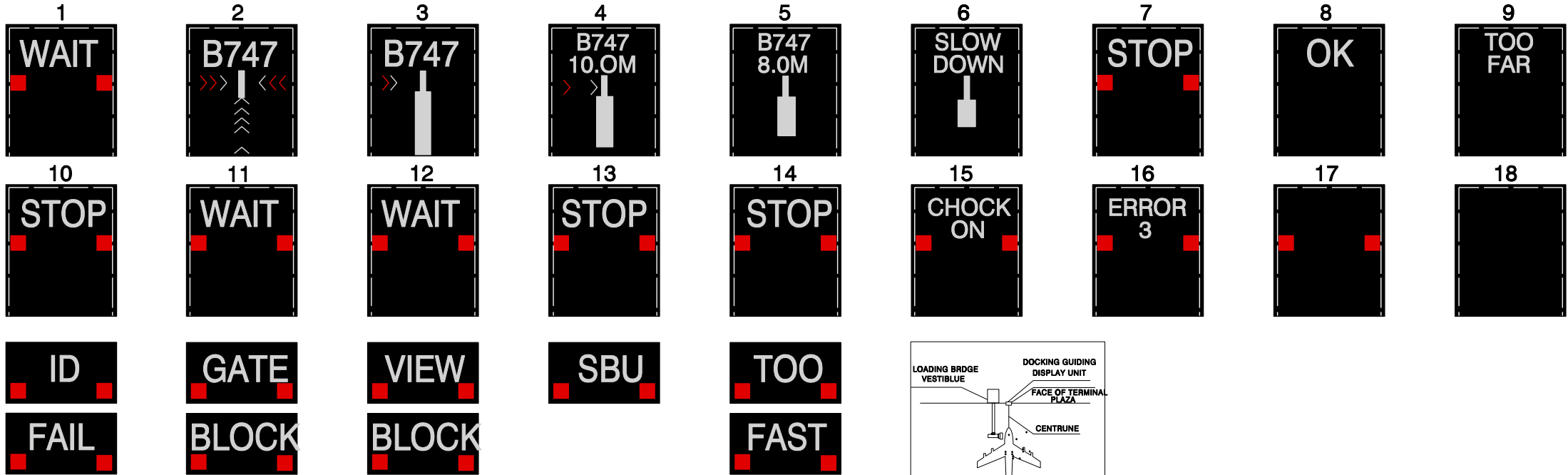
B. SAFETY INSTRUCTIONS

1. General Warning: If the Pilot is unsure of the information being shown on the display unit, he must immediately stop the aircraft and obtain further information for clearance.
2. Items to be checked before entering the stand area.
Warning: 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 superceded by the closing rate bar.
Warning: the Pilot not enter the stand area, unless the aircraft type displayed is equal to his aircraft. The correctness of other information such as "DOOR 2", shall also be checked.
3. The SBU Message
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.

C. DOCKING INSTRUCTION FOR PILOTS

1. WAIT is display from the DGS display unit when the DGS is started.
Do not enter parking area if ground airline maintenance personnel are not in attendance.
2. Display unit shows floating arrows indicating that the DGS is activated searching and capturing for an approaching aircraft. Check that the correct aircraft type is displayed. The Pilot has to taxi the aircraft on the lead-in line.
PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERCEDED BY THE CLOSING RATE BAR.
3. As the aircraft taxi on the lead-in line and approaching the stop position, the aircraft is captured by the tracking signal of the DGS, the floating arrows are replaced by vertical Yellow bar. Flashing Red & Yellow arrows indicate the direction to turn. The vertical Yellow bar (or closing rate bar) indicator shows the position of aircraft in relation to the centerline. This indicator gives correct position and azimuth guidance.
4. Display of digital countdown will start when the aircraft is 20 meters from stop position. When the aircraft is less than 12 meters from the stop position, the closing rate bar is indicated by turning off one row of the centerline symbol per 0.5-meter, covered by the aircraft. Thus when the last row is turned off 0.5 meter remains to stop.
5. The absence of any left or right direction arrow indicates that the aircraft is the centerline. As the aircraft approaches towards the assigned stop-position, the remaining distance in meters is displayed.
6. If the aircraft is approaching faster than the accepted speed (i.e. 2.0 meters per second), the DGS will show SLOW DOWN as a warning to the pilot.

7. When the correct stop-position is reached, the display will show STOP and red lights will be lit.
8. When the aircraft has parked, OK will be displayed.
9. If the aircraft has overshot the stop-position, TOO FAR will be displayed.
10. During entry of the aircraft into the Gate Stand the DGS checks the aircraft geometry. If for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT (Aircraft should stop) and the DGS will make a second verification check. If the DGS confirmed it is correct aircraft type, then the WAIT message is replaced with a vertical Yellow bar and the Pilot should proceed.
If this fails, STOP and ID FAIL will be displayed. The text will be altering on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE
11. If an object is found blocking the view from the DGS to the aircraft stop-position, the docking procedure will be halted with a WAIT (Aircraft should stop) 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 SUPERCEDED BY THE CLOSING RATE BAR.
12. If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will display a VIEW BLOCK message. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate bar. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERCEDED BY THE CLOSING RATE BAR.
13. Any unrecoverable error during the docking procedure will generate an SBU (Safety Back-Up) condition. The display will show red stop bar and the text STOP SBU.
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.
14. If the aircraft approaches with a speed higher than the DGS can handle, the message STOP (with red squares) and TOO FAST will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.
15. 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 from the DGS Operator Panel.
16. If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.
17. SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.
18. POWER FAILURE
In case of a power failure, the display will be completely black.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.



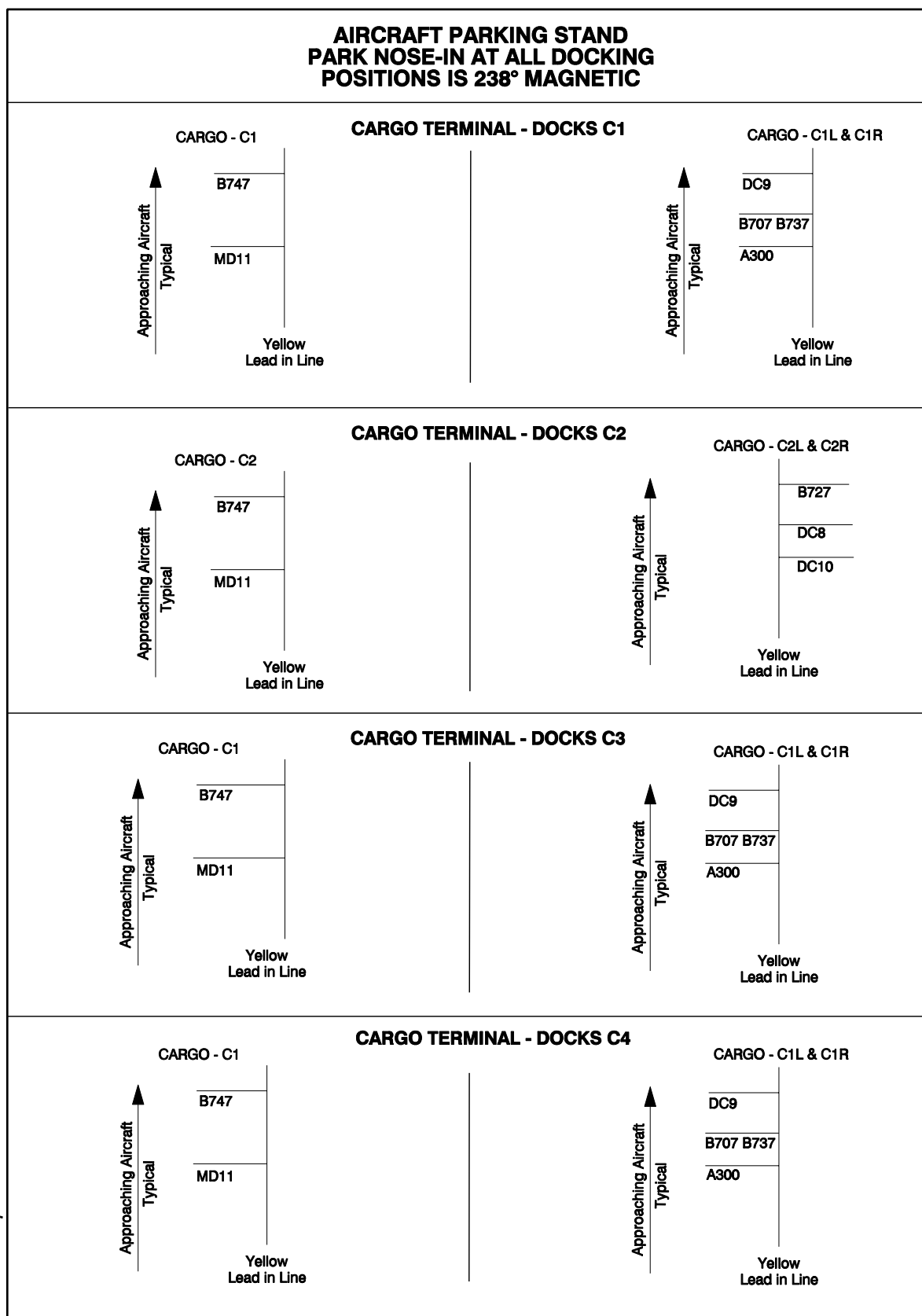
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RIYADH / KING KHALED INTERNATIONAL



CHANGE : Reprint

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SAFEDOCK USER GUIDE FOR PILOTS
CARGO TERMINAL
(AT GATES CARGO-1,CARGO-2,CARGO-3,CARGO-4 ONLY)

RIYADH/King Khaled Intl

STAND ENTRY GUIDANCE SYSTEM

A. DESCRIPTION OF THE SYSTEM

1. General - Pilot interpreted docking guidance system (DGS) is aligned for use from either left hand or right hand pilot seat with guidance for maneuvering the aircraft into the gate to the correct centerline and stop-position. Display units are on a free standing support in front of the terminal to the right of the passenger loading bridges. The display unit has two main parts - the top part is used as an alphanumeric display capable of displaying one or two lines of text; the lower part of the display is used to indicate the aircraft's position relative to the centerline and the stop position during a docking procedure.

B. SAFETY INSTRUCTIONS

1. General Warning: If the Pilot is unsure of the information being shown on the display unit, he must immediately stop the aircraft and obtain further information for clearance.
2. Items to be checked before entering the stand area.
- Warning: 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 superceded by the closing rate bar.
- Warning: the Pilot not enter the stand area, unless the aircraft type displayed is equal to his aircraft. The correctness of other information such as "DOOR 2", shall also be checked.

3. The SBU Message

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.

C. DOCKING INSTRUCTION FOR PILOTS

1. WAIT is display from the DGS display unit when the DGS is started . Do not enter parking area if ground airline maintenance personnel are not in attendance .
2. Display unit shows floating arrows indicating that the DGS is activated searching and capturing for an approaching aircraft . Check that the correct aircraft type is displayed. The Pilot has to taxi the aircraft on the lead-in line. There are two lead-in lines at Gate No. Cargo 1S, Cargo 3S, Cargo 4S where the second lead-in line is assigned for these gates.

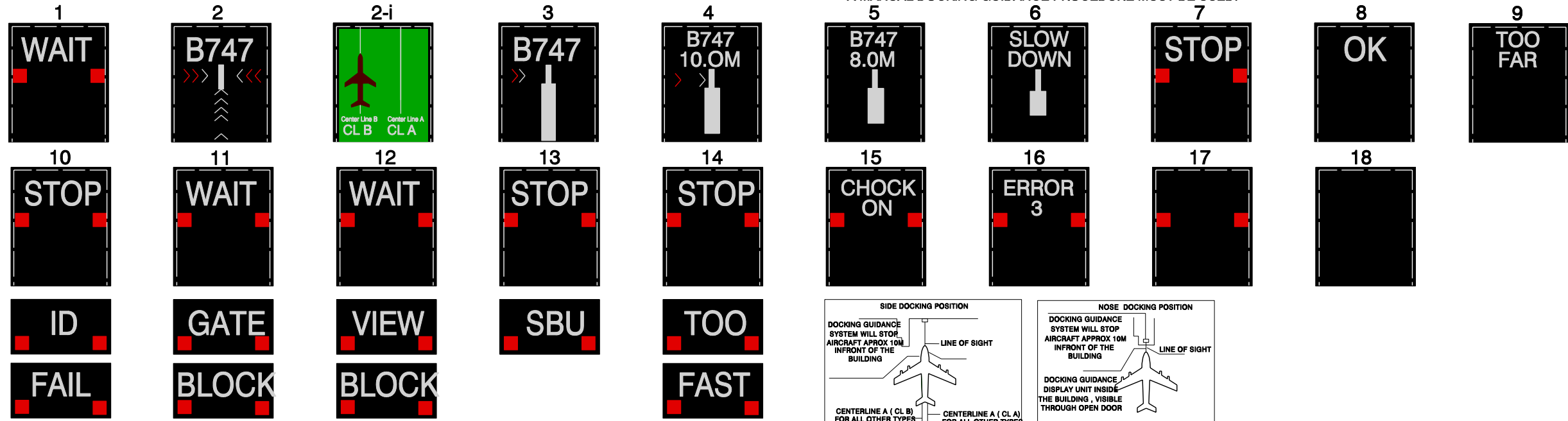
Note:

(2-i) At Gate No. CARGO 1S, CARGO 3S and CARGO 4S has the second lead-in line (i.e. Centerline B, or CL-B) is aligned on the left side of the DGS display unit.

PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERCEDED BY THE CLOSING RATE BAR.

3. As the aircraft taxi on the lead - in line and approaching the stop position , the aircraft is captured by the tracking signal of the DGS , the floating arrows is replaced by vertical Yellow bar. Flashing Red & Yellow arrows indicate the direction to turn. The vertical Yellow bar (or closing rate bar) indicator shows the position of aircraft in relation to the centerline. This indicator gives correct position and azimuth guidance.
4. Display of digital countdown will start when the aircraft is 20 meters from stop position. When the aircraft is less than 12 meters from the stop position, the closing rate bar is indicated by turning off one row of the centerline symbol per 0.5-meter, covered by the aircraft. Thus when the last row is turned off 0.5 meter remains to stop.
5. The absence of any left or right direction arrow indicates that the aircraft is the centerline . As the aircraft approaches towards the assigned stop-position , the remaining distance in meters is displayed.

6. If the aircraft is approaching faster than the accepted speed (i . e . 2.0 meters per second) , the DGS will show SLOW DOWN as a warning to the pilot.
7. When the correct stop-position is reached, the display will show STOP and red lights will be lit.
8. When the aircraft has parked, OK will be displayed.
9. If the aircraft has overshoot the stop-position, TOO FAR will be displayed.
10. During entry of the into the Gate Stand the DGS checks the aircraft geometry . If for any reason, aircraft verification is not made 12 meters before the stop-position, the display will first show WAIT (Aircraft should stop) and the DGS will make a second verification check. If the DGS confirmed it is correct aircraft type, then the WAIT message is replaced with a vertical Yellow bar and the Pilot should proceed. If this fails, STOP and ID FAIL will be displayed. The text will be altering on the upper two rows of the display.
- THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE
11. If an object is found blocking the view from the DGS to the aircraft stop-position, the docking procedure will be halted with a WAIT (Aircraft should stop) 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 SUPERCEDED BY THE CLOSING RATE BAR.
12. If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will display a VIEW BLOCK message. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate bar. THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERCEDED BY THE CLOSING RATE BAR.
13. Any unrecoverable error during the docking procedure will generate an SBU (Safety Back-Up) condition. The display will show red stop bar and the text STOP SBU.
- A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.
14. If the aircraft approaches with a speed higher than the DGS can handle, the message STOP (with red squares) and TOO FAST will be displayed.
- THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.
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17. SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.
18. POWER FAILURE
In case of a power failure, the display will be completely black.
A MANUAL DOCKING GUIDANCE PROCEDURE MUST BE USED.



CHANGES: Reprint

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AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV

TWR: 118.6 (E) 118.8 (W)
GND: 121.6 (E)
CLEARANCE DELIVERY: 121.7

RIYADH / KING KHALED INTERNATIONAL

INS COORDINATES FOR ACFT STANDS ON GA APRON			ELEV
A1	24°57'54.11"N	46°43'21.48"E	
A2	24°57'53.03"N	46°43'22.12"E	
A3	24°57'51.74"N	46°43'23.37"E	
A4	24°57'50.54"N	46°43'24.42"E	
A5	24°57'49.19"N	46°43'24.72"E	
A6	24°57'48.4"N	46°43'25.7"E	
A7	24°57'47.31"N	46°43'26.27"E	
A8	24°57'45.85"N	46°43'27.51"E	
A9	24°57'43.03"N	46°43'27.69"E	
A10	24°57'43.58"N	46°43'29.18"E	

INS COORDINATES FOR ACFT STANDS ON GA APRON			ELEV
C1	24°57'51.78"N	46°43'16.41"E	
B2			
C2	24°57'50.67"N	46°43'16.7"E	
C3	24°57'49.83"N	46°43'18.1"E	
B3			
C4	24°57'48.51"N	46°43'18.51"E	
C5	24°57'47.04"N	46°43'18.98"E	
C6	24°57'46.1"N	46°43'19.75"E	
C7	24°57'45.03"N	46°43'20.33"E	
C8	24°57'44.46"N	46°43'21.44"E	
C9	24°57'43.05"N	46°43'21.59"E	
C10	24°57'42.04"N	46°43'22.88"E	
C11	24°57'41.25"N	46°43'23.68"E	

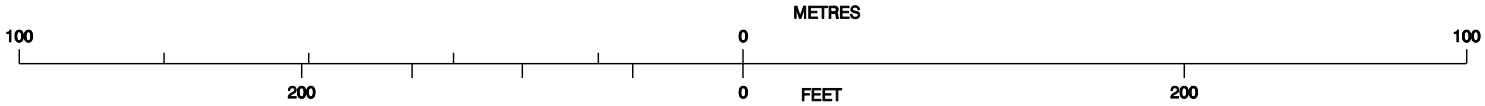
VAR 3° E 2015
ELEVATION IN FEET
ANNUAL RATE OF CHANGE 3"E

NOTES:
- APRON SURFACE IS WHITE CONCRETE
- ALL TAXIWAY CENTERLINES ARE YELLOW
- ALTERNATE OPERATIONAL SCHEMES TO
BE USED WHEN DIRECTED.

A1 A2 A3 A4 A5 A6 A7 A8 A9 A10
FOR CODE C AIRCRAFT WITH
MAX WING SPAN OF 36 M.

C1 B2 C2 C3 B3 C4 C5 C6 C7 C8 C9 C10 C11
FOR CODE E AIRCRAFT WITH
MAX WING SPAN OF 65 M. FOR CODE E AIRCRAFT WITH
MAX WING SPAN OF 65 M. FOR CODE C AIRCRAFT WITH
MAX WING SPAN OF 36 M.

GENERAL AVIATION APRON



LEGEND	
AIRCRAFT STAND	A1
TAXI - HOLDING POSITION	
SERVICE ROAD	—

CHANGE : MAG VAR revised

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APRON CHART- GENERAL AVIATION APRON

RIYADH/King Khaled Intl

GENERAL AVIATION AIRCRAFT OPERATIONS PROCEDURE

A. GENERAL RULES:

1. Clearance must be obtained from ATC before aircraft engine start, aircraft tow and push back operations at GA ramp and all other locations at King Khaled International Airport.
2. Aircraft without radio contact with ATC and needs to be repositioned must be escorted by a vehicle equipped with two- way radio to contact ATC for clearance.
3. Aircraft that are allowed to start engines or taxi IN/OUT with the engines running at GA apron shall use minimal power when maneuvering at the apron, this is due to the limited space and to protect personnel, small aircraft, equipment and the buildings from the effect of the engine blast.
4. No aircraft is allowed to be parked at the covered (shaded) equipment parking (east and west of GA building).
5. Handling agencies must take all precautionary measures when maneuvering aircraft, especially large aircraft at GA Apron; this includes but not limited to:
 - * Using the special procedure for handling aircraft at congested areas that may require the use of wing walkers and marshallers.
 - * Maintain the ICAO standard clearance when parking aircraft at GA apron.
6. All aircraft with a wing span of 24m or greater are not allowed to use H-2 taxiway IN and OUT of GA apron. They shall use H-3 taxiway.
7. The restricted aircraft and any aircraft with a wing span of 52m or greater are not allowed to use H-1 and H-4 taxiways IN and OUT of GA apron. H-3 is the only taxiway to be used for these aircraft.
8. Aircraft under GW 12,500 pounds, unattended on the apron for extended periods of time, regardless of the weather condition, shall be tied down.
9. At any time that winds are forecasted above 35 knots, that aircraft less than or equal to GW 25,000 pounds shall be tied down, and that all equipment will be moved from the vicinity of the aircraft and secured.

B. AIRCRAFT OPERATIONS:

1. These aircraft are allowed unrestricted operations to/from the General Aviation (GA) apron:

	B-727-100	DC-8-43	Fokker-all series
B-757	B-737	DC-9	Convair-all series
B-707			BAC111
B-727-200 (standard)			Caravelle

2. These aircraft are restricted in their operations to/from the General Aviation (GA) apron:

B-747 All Series	MD-11	C-17 Globe Master III	Antonov 124
B-777 All Series	DC-10 All Series	L-1011 All Series	IL-76
B-727 (advance)	DC-8-63/73		IL-62
B-767 All Series	DC-8-62/72		
	DC-8-61/71		
	DC-8-55		
Airbus - all models, except A318, A319, A320 & A321			

These aircraft are restricted from general operation in the GA area because of size or limiting

classification number (ACN) and due to Engine Blast danger; however the aircraft can use the GA area when certain operational conditions are met.
These conditions must be examined each time one of the listed aircraft, or an unlisted aircraft, is scheduled to use the GA area.

PROCEDURE:

- A. To obtain approval for aircraft on the restricted list to use the GA area, the handling agency shall contact the Duty Supervisor, Airfield Operations (DAS) at 221-3400/ 221-4444 at least one hour prior to the aircraft's arrival.
- B. To obtain approval for a large aircraft not listed above, the handling agency shall contact the DAS 24 hours prior to the aircraft's arrival.
- C. All aircraft mentioned in the restricted aircraft list and any large aircraft that is not listed with a wing span of 52m or greater, when approved to use GA apron shall comply with the following rules.

ARRIVAL TRAFFIC:

1. Upon landing at Runway 33R/15L, the aircraft shall exit the runway thru H-3 taxiway and taxi-in thru this taxiway to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
2. When landing at Runway 33L/15R or repositioning the aircraft from the Royal Apron to GA, aircraft shall also taxi-in thru H-3 taxiway and continue through this taxiway to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
3. Aircraft shall stop at the stop position, Aircraft engines shall be shut down and the aircraft will be towed-in to GA apron.

DEPARTURE TRAFFIC:

1. Aircraft shall not start engines at GA apron. Aircraft will be towed or pushed-back to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
2. Aircraft can start engines and establish taxi-out from the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
3. Aircraft shall continue taxi-out thru H-3 taxiway to the runway.

NOTE:

More Detailed Procedure is available with the GA apron control and with the handling agencies.

CHANGES: Reprint

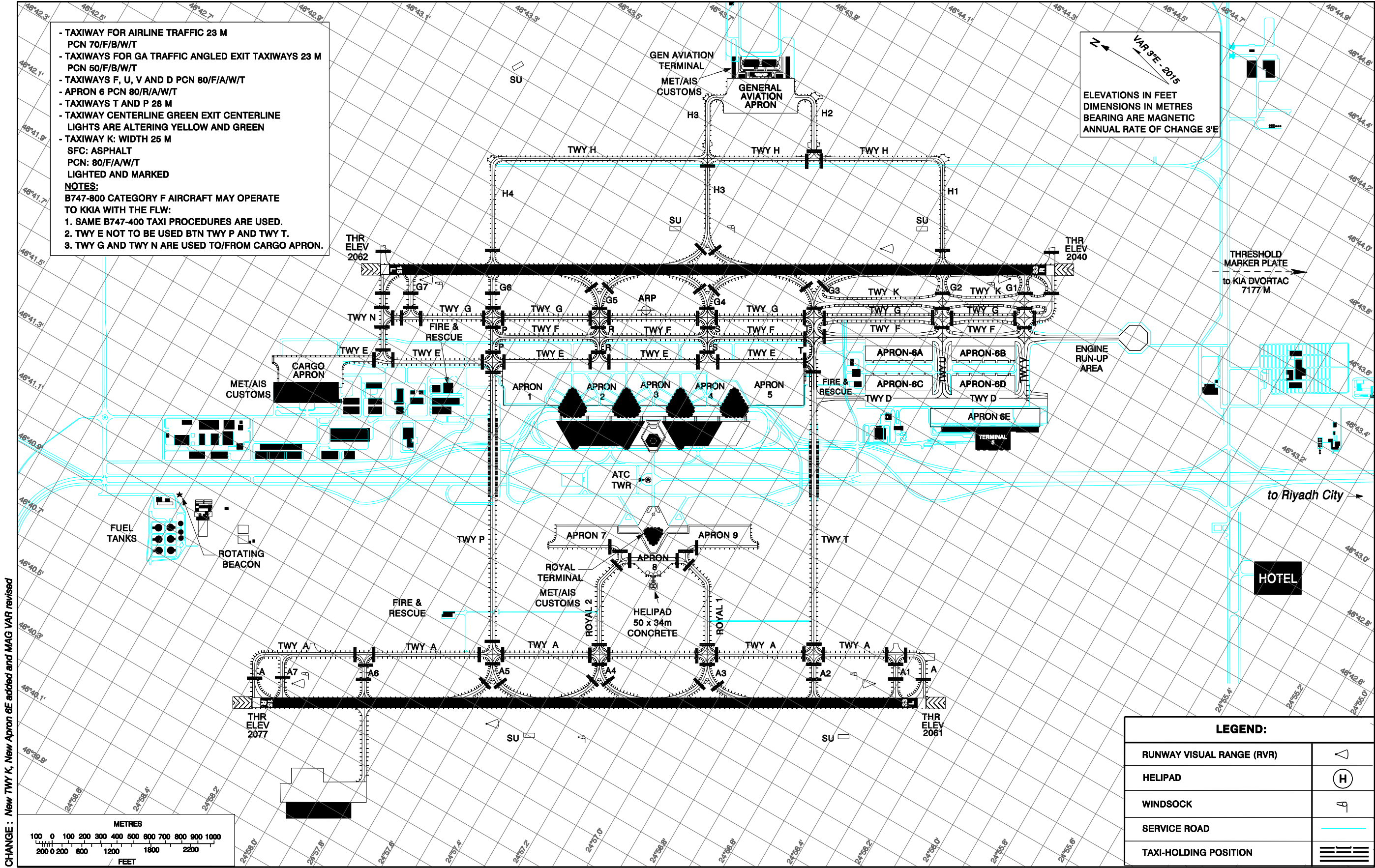
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**AERODROME GROUND
MOVEMENT CHART - ICAO**

APRON ELEV

TWR: 118.6 (E) 118.8 (W)
GND: 121.6 (E)
CLEARANCE DELIVERY: 121.7

RIYADH / KING KHALED INTERNATIONAL

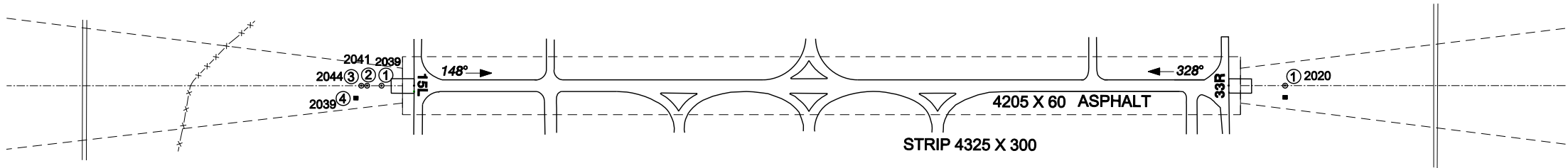
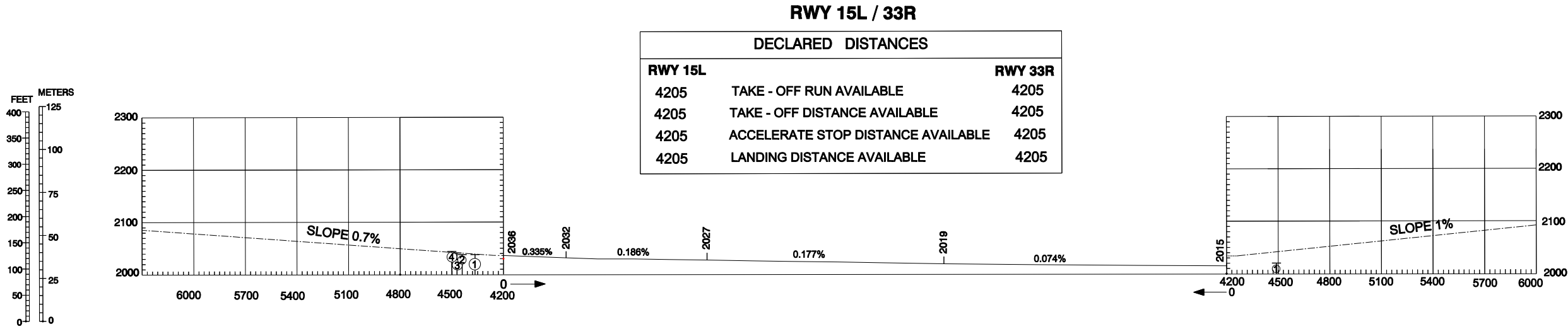


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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

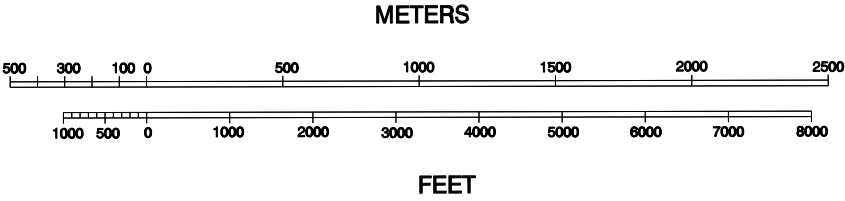
RIYADH/King Khaled Intl
RWY 15L / 33R

DIMENSIONS IN METRES
ELEVATIONS IN FEET
MAGNETIC VARIATION 3° E -2015



CHANGE : Order of Accuracy revised

LEGEND	
IDENTIFICATION NUMBER	①
POLE,TOWER,SPIRE,ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	■
ROAD	====
FENCE	-x-x-x-



ORDER OF ACCURACY
HORIZONTAL .03 M
VERTICAL .025 M

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

Based on survey dated MARCH 2016

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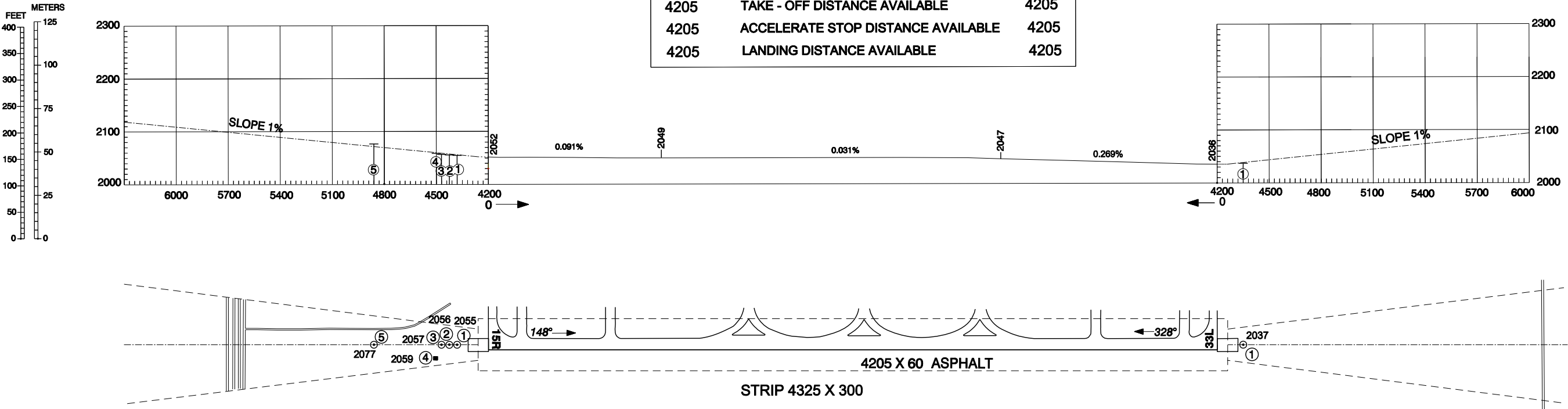
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

RIYADH/King Khaled Intl
RWY 15R / 33L

DIMENSIONS IN METRES
ELEVATIONS IN FEET
MAGNETIC VARIATION 3° E - 2015

RWY 15R / 33L

DECLARED DISTANCES		
RWY 15R		RWY 33L
4205	TAKE - OFF RUN AVAILABLE	4205
4205	TAKE - OFF DISTANCE AVAILABLE	4205
4205	ACCELERATE STOP DISTANCE AVAILABLE	4205
4205	LANDING DISTANCE AVAILABLE	4205



CHANGE: Order of Accuracy revised

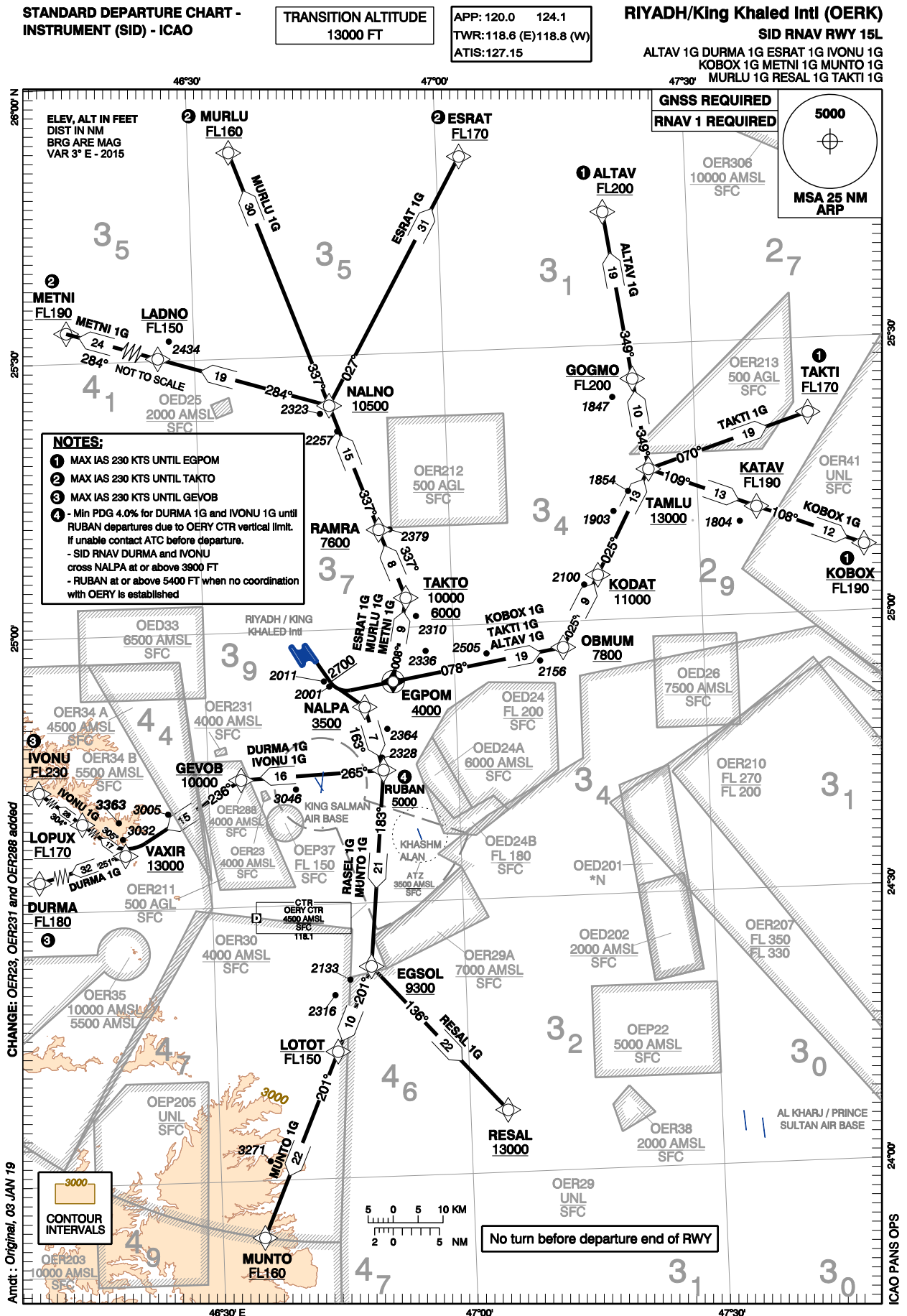
AMENDMENT RECORD		
NO.	DATE	ENTERED BY

Based on survey dated MARCH 2016

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 15L

ALTAV 1G DURMA 1G ESRAT 1G IVONU 1G

KOBBOX 1G METNI 1G MUNTO 1G

MURLU 1G RESAL 1G TAKTI 1G

TABULAR DESCRIPTION

SID RNAV RWY 15L										
Serial Number	Path Description	Waypoint Identifier	Flyover	Course/Track M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (NM/h)	Navigation Specification
DURMA 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	NALPA	-	-	-	4.6	-	+3500	-230	RNAV 1
030	TF	RUBAN	-	163 (165.4)	-3.0	6.5	-	+5000	-230	RNAV 1
040	TF	GEVOB	-	265 (267.8)	-3.0	15.6	-	- 10000	-230	RNAV 1
050	TF	VAXIR	-	236 (238.5)	-3.0	15.1	-	+13000	-	RNAV 1
060	TF	DURMA	-	251 (253.9)	-3.0	31.9	-	+FL180	-	RNAV 1
IVONU 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	NALPA	-	-	-	4.6	-	+3500	-230	RNAV 1
030	TF	RUBAN	-	163 (165.4)	-3.0	6.5	-	+5000	-230	RNAV 1
040	TF	GEVOB	-	265 (267.8)	-3.0	15.6	-	- 10000	-230	RNAV 1
050	TF	VAXIR	-	236 (238.5)	-3.0	15.1	-	+13000	-	RNAV 1
060	TF	LOPUX	-	305 (307.4)	-3.0	16.9	-	+FL170	-	RNAV 1
070	TF	IVONU	-	304 (307.2)	-3.0	27.7	-	+FL230	-	RNAV 1
METNI 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	10000 - 8000	-230	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	8.0	-	+7800	-	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+10500	-	RNAV 1
060	TF	LADNO	-	284 (287.1)	-3.0	19.2	-	- FL150	-	RNAV 1
070	TF	METNI	-	284 (286.9)	-3.0	23.7	-	+FL190	-	RNAV 1
RESAL 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-	RNAV 1
020	DF	NALPA	-	-	-	4.5	-	+3500	-	RNAV 1
030	TF	RUBAN	-	163 (165.4)	-3.0	7.2	-	+5000	-	RNAV 1
040	TF	EGSOL	-	183 (185.5)	-3.0	21.4	-	+9300	-	RNAV 1
050	TF	RESAL	-	136 (138.5)	-3.0	21.6	-	+13000	-	RNAV 1
MUNTO 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-	RNAV 1
020	DF	NALPA	-	-	-	4.5	-	+3500	-	RNAV 1
030	TF	RUBAN	-	163 (165.4)	-3.0	7.2	-	+5000	-	RNAV 1
040	TF	EGSOL	-	183 (185.5)	-3.0	21.4	-	+9300	-	RNAV 1
050	TF	LOTOT	-	201 (203.4)	-3.0	10.0	-	- FL150	-	RNAV 1
060	TF	MUNTO	-	201 (203.3)	-3.0	21.8	-	+FL160	-	RNAV 1
ESRAT 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	8000 - 10000	-230	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	8.0	-	+7800	-	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+10500	-	RNAV 1
060	TF	ESRAT	-	027 (029.6)	-3.0	30.7	-	+FL170	-	RNAV 1
MURLU DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	8000 - 10000	-230	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	8.0	-	+7800	-	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+10500	-	RNAV 1
060	TF	MURLU	-	337 (340.2)	-3.0	29.7	-	+FL160	-	RNAV 1
KOBBOX 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-230	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+7800	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	- 11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	KATAV	-	109 (111.5)	-3.0	12.5	-	- FL190	-	RNAV 1
070	TF	KOBBOX	-	108 (111.1)	-3.0	12.4	-	- FL190	-	RNAV 1
TAKTI 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+7800	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	-11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	TAKTI	-	070 (072.6)	-3.0	18.5	-	+FL170	-	RNAV 1
ALTAV 1G DEPARTURE										
010	VA	-	-	132 (135.0)	-3.0	2.8	-	+2700	-	RNAV 1
020	DF	EGPOM	Y	-	-	6.8	-	+4000	-230	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+7800	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	-11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	GOGMO	-	349 (352.1)	-3.0	10.0	-	- FL200	-	RNAV 1
070	TF	ALTAV	-	349 (352.0)	-3.0	18.5	-	+FL200	-	RNAV 1

CHANGE: ALT for NALPA and RUBAN revised

Amdt : Original, 03 JAN 19

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 15L

ALTAV 1G DURMA 1G ESRAT 1G IVONU 1G
KOBX 1G METNI 1G MUNTO 1G
MURLU 1G RESAL 1G TAKTI 1G

WAYPOINT LIST

SID RNAV RWY 15L			
Waypoint Identifier	Coordinates		Waypoint Identifier
NALPA	24°51'26.2"N	046°49'03.6"E	ESRAT
RUBAN	24°44'28.1"N	046°51'02.7"E	TAKTO
GEVOB	24°43'53.3"N	046°33'56.1"E	RAMRA
VAXIR	24°35'59.5"N	046°19'48.5"E	NALNO
DURMA	24°27'10.0"N	045°48'10.0"E	MURLU
LOPUX	24°46'32.9"N	046°04'43.3"E	OBMUM
IVONU	25°03'23.0"N	045°40'30.0"E	KODAT
EGPOM	24°54'06.7"N	046°52'34.7"E	TAMLU
LADNO	25°30'17.0"N	046°25'35.6"E	KATAV
METNI	25°37'15.0"N	046°00'31.0"E	KOBX
EGSOL	24°23'03.1"N	046°48'46.4"E	TAKTI
RESAL	24°06'49.0"N	047°04'27.0"E	GOGMO
LOTOT	24°13'51.4"N	046°44'26.0"E	ALTAV
MUNTO	23°53'45.0"N	046°34'59.0"E	

ROUTING

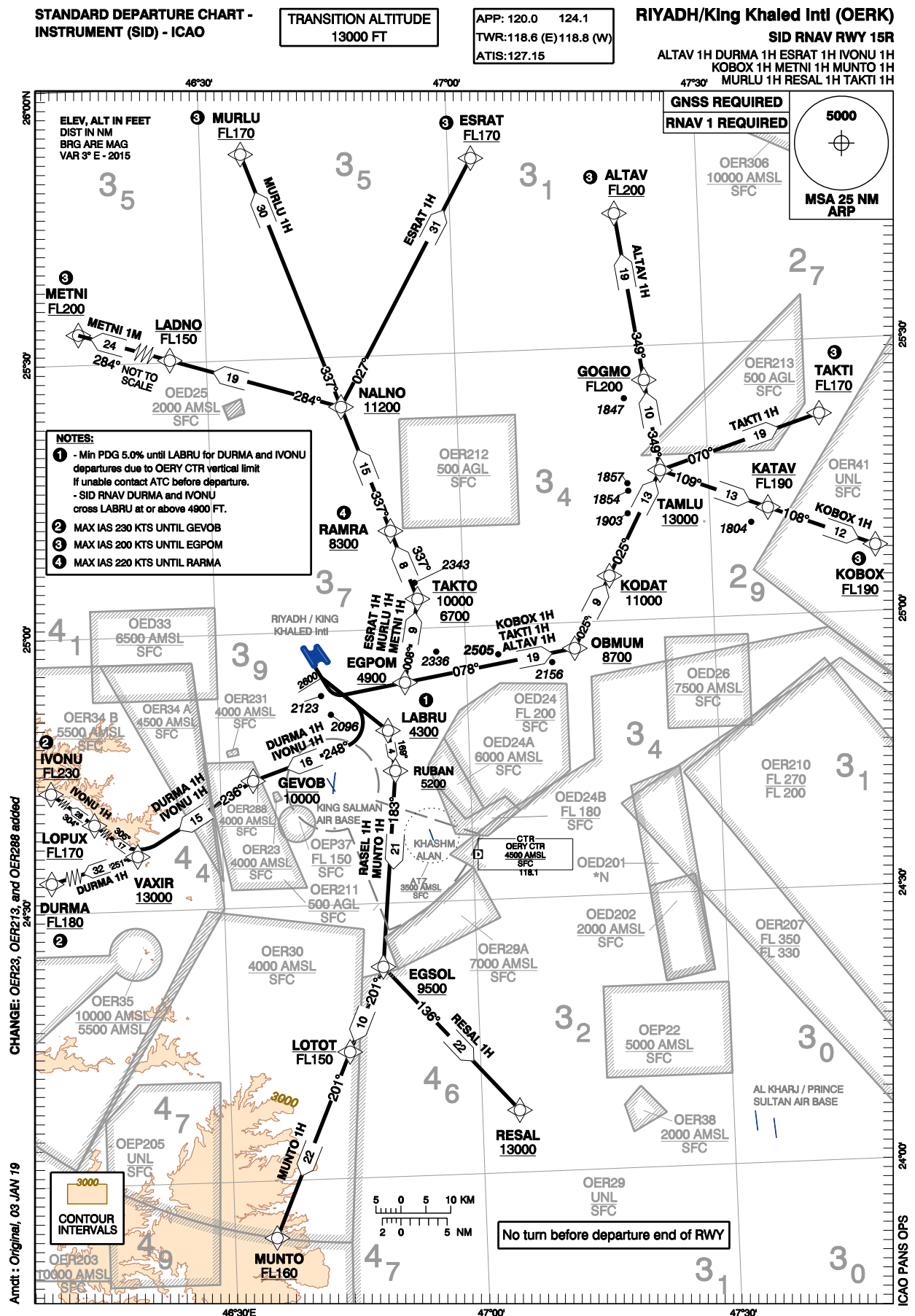
SID	TEXT
DURMA 1G	(Min PDG 4.0% until RUBAN) Climb on heading 132° to at or above 2700 FT. Direct to NALPA at or above 3500 FT. Track 163° to RUBAN at or above 5000 FT. Track 265° to GEVOB at or below 10000 FT (Max IAS 230 Kts). Track 236° to VAXIR at or above 13000 FT. Track 251° to DURMA at or above FL180.
IVONU 1G	(Min PDG 4.0% until RUBAN) Climb on heading 132° to at or above 2700 FT. Direct to NALPA at or above 3500 FT. Track 163° to RUBAN at or above 5000 FT. Track 265° to GEVOB at or below 10000 FT (Max IAS 230 Kts). Track 236° to VAXIR at or above 13000 FT. Track 305° to LOPUX at or above FL170. Track 304° to IVONU at or above FL230.
MUNTO 1G	Climb on heading 132° to at or above 2700 FT. Direct to NALPA at or above 3500 FT. Track 163° to RUBAN at or above 5000 FT. Track 183° to EGSOL at or above 9300 FT. Track 201° to LOTOT at or below FL150. Track 201° to MUNTO at or above FL160.
RESAL 1G	Climb on heading 132° to at or above 2700 FT. Direct to NALPA at or above 3500 FT. Track 163° to RUBAN at or above 5000 FT. Track 183° to EGSOL at or above 9300 FT. Track 136° to RESAL at or above 13000 FT.
KOBX 1G	Climb on heading 132° to at or above 2700 FT. Direct to EGPOM at or above 4000 FT (Max IAS 230 Kts). Track 078° to OBMUM at or above 7800 FT. Track 025° to KODAT at or below 11000 FT. Track 025° to TAMLU at or above 13000 FT. Track 109° to KATAV at or below FL190. Track 109° to KOBX at or below FL190.
TAKTI 1G	Climb on heading 132° to at or above 2700 FT. Direct to EGPOM at or above 4000 FT (Max IAS 230 Kts). Track 078° to OBMUM at or above 7800 FT. Track 025° to KODAT at or below 11000 FT. Track 025° to TAMLU at or above 13000 FT. Track 070° to TAKTI at or above FL170.
ALTAV 1G	Climb on heading 132° to at or above 2700 FT. Direct to EGPOM at or above 4000 FT (Max IAS 230 Kts). Track 078° to OBMUM at or above 7800 FT. Track 025° to KODAT at or below 11000 FT. Track 025° to TAMLU at or above 13000 FT. Track 349° to GOGMO at or below FL200. Track 349° to ALTAV at or above FL200.
ESRAT 1G	Climb on heading 132° to at or above 2700. Direct to EGPOM at or above 4000 FT. Track 008° to TAKTO between 6000 FT/ 10000 FT (Max IAS 230 Kts). Track 337° to RAMRA at or above 7600 FT. Track 337° to NALNO at or above 10500 FT. Track 027° to ESRAT at or above FL170.
MURLU 1G	Climb on heading 132° to at or above 2700. Direct to EGPOM at or above 4000 FT. Track 008° to TAKTO between 6000 FT/ 10000 FT (Max IAS 230 Kts). Track 337° to RAMRA at or above 7600 FT. Track 337° to NALNO at or above 10500 FT. Track 337° to MURLU at or above FL160.
METNI 1G	Climb on heading 132° to at or above 2700 FT. Direct to EGPOM at or above 4000 FT. Track 008° to TAKTO between 6000 FT/ 10000 FT (Max IAS 230 Kts). Track 337° to RAMRA at or above 7600 FT. Track 337° to NALNO at or above 10500 FT. Track 284° to LADNO at or below FL150. Track 284° to METNI at or above FL190.

CHANGE: TAMLU coordinate and ALT for NALPA, RUBAN revised.

Amdt : Original, 03 JAN 19

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 15R

ALTAV 1H DURMA 1H ESRAT 1H IVONU 1H
KOBBOX 1H METNI 1H MUNTO 1H
MURLU 1H RESAL 1H TAKTI 1H

RWY 15R

TABULAR DESCRIPTION

SID RNAV RWY 15R										
serial Number	Path Description	Waypoint Identifier	Fly Over	Course/Track M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (NM/h)	Navigation Specification
KOBBOX 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+8700	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	-11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	KATAV	-	109 (111.4)	-3.0	12.5	-	-FL190	-	RNAV 1
070	TF	KOBBOX	-	108 (111.1)	-3.0	12.4	-	+FL190	-	RNAV 1
TAKTI 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+8700	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	-11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	TAKTI	-	070 (072.6)	-3.0	18.4	-	+FL170	-	RNAV 1
ALTAV 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	OBMUM	-	078 (080.8)	-3.0	18.9	-	+8700	-	RNAV 1
040	TF	KODAT	-	025 (027.8)	-3.0	8.8	-	-11000	-	RNAV 1
050	TF	TAMLU	-	025 (027.9)	-3.0	12.8	-	+13000	-	RNAV 1
060	TF	GOGMO	-	349 (352.1)	-3.0	10.0	-	-FL200	-	RNAV 1
070	TF	ALTAV	-	349 (352.1)	-3.0	18.5	-	+FL200	-	RNAV 1
MURLU 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	6700 - 10000	-	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	7.9	-	+8300	-220	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+11200	-	RNAV 1
060	TF	MURLU	-	337 (340.2)	-3.0	29.7	-	+FL170	-	RNAV 1
ESRAT 1G DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	6700 - 10000	-	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	7.9	-	+8300	-220	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+11200	-	RNAV 1
060	TF	ESRAT	-	027 (029.6)	-3.0	30.7	-	+FL170	-	RNAV 1
DURMA 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	1.8	-	+2600	-230	RNAV 1
020	DF	LABRU	-	-	-	9.1	-	+4900	-230	RNAV 1
030	TF	GEVOB	-	248 (251.4)	-3.0	15.7	-	-10000	-230	RNAV 1
040	TF	VAXIR	-	236 (238.5)	-3.0	15.1	-	+13000	-	RNAV 1
050	TF	DURMA	-	251 (253.9)	-3.0	31.9	-	+FL180	-	RNAV 1
IVONU 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	1.8	-	+2600	-230	RNAV 1
020	DF	LABRU	-	-	-	9.1	-	+4900	-230	RNAV 1
030	TF	GEVOB	-	248 (251.4)	-3.0	15.7	-	-10000	-230	RNAV 1
040	TF	VAXIR	-	236 (238.5)	-3.0	15.1	-	+13000	-	RNAV 1
050	TF	LOPUX	-	305 (307.4)	-3.0	17.3	-	+FL170	-	RNAV 1
060	TF	IVONU	-	304 (307.2)	-3.0	27.7	-	+FL230	-	RNAV 1
METNI 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	5.2	-	+3100	-200	RNAV 1
020	DF	EGPOM	-	-	-	8.7	-	+4900	-200	RNAV 1
030	TF	TAKTO	-	008 (010.6)	-3.0	9.2	-	6700 - 10000	-	RNAV 1
040	TF	RAMRA	-	337 (340.3)	-3.0	7.9	-	+8300	-220	RNAV 1
050	TF	NALNO	-	337 (340.3)	-3.0	14.6	-	+11200	-	RNAV 1
060	TF	LADNO	-	284 (287.1)	-3.0	19.4	-	-FL150	-	RNAV 1
070	TF	METNI	-	284 (286.9)	-3.0	23.7	-	+FL200	-	RNAV 1
RESAL 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	2.7	-	+2600	-	RNAV 1
020	DF	LABRU	-	-	-	8.3	-	+4300	-	RNAV 1
030	TF	RUBAN	-	169 (171.6)	-3.0	4.4	-	+5200	-	RNAV 1
040	TF	EGSOL	-	183 (185.5)	-3.0	21.4	-	+9500	-	RNAV 1
050	TF	RESAL	-	136 (138.5)	-3.0	21.8	-	+13000	-	RNAV 1
MUNTO 1H DEPARTURE										
010	VA	-	-	147 (150.0)	-3.0	2.7	-	+2600	-	RNAV 1
020	DF	LABRU	-	-	-	8.3	-	+4300	-	RNAV 1
030	TF	RUBAN	-	169 (171.6)	-3.0	4.4	-	+5200	-	RNAV 1
040	TF	EGSOL	-	183 (185.5)	-3.0	21.4	-	+9500	-	RNAV 1
050	TF	LOTOT	-	201 (203.4)	-3.0	9.9	-	-FL150	-	RNAV 1
060	TF	MUNTO	-	201 (203.3)	-3.0	21.8	-	+FL160	-	RNAV 1

CHANGE: DURMA 1H departure and IVONU 1H departure ALT at WPT LABRU revised.
Amct : Original, 03 JAN 19

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 15R

ALTAV 1H DURMA 1H ESRAT 1H IVONU 1H
KOBX 1H METNI 1H MUNTO 1H
MURLU 1H RESAL 1H TAKTI 1H

WAYPOINT LIST

SID RNAV RWY 15R			
Waypoint Identifier	Coordinates		Waypoint Identifier
LABRU	24°46'54.9"N	046°50'19.7"E	TAKTO
RUBAN	24°44'28.1"N	046°51'02.7"E	RAMRA
GEVOB	24°43'53.3"N	046°33'56.1"E	NALNO
VAXIR	24°35'59.5"N	046°19'48.5"E	MURLU
DURMA	24°27'10.0"N	045°46'10.0"E	OBMUM
LOPUX	24°46'32.9"N	046°04'43.3"E	KODAT
IVONU	25°03'23.0"N	045°40'30.0"E	TAMLU
EGPOM	24°54'06.7"N	046°52'34.7"E	KATAV
LADNO	25°30'17.0"N	046°25'35.6"E	KOBX
METNI	25°37'15.0"N	046°00'31.0"E	TAKTI
EGSOL	24°23'03.1"N	046°48'46.4"E	GOGMO
RESAL	24°06'49.0"N	047°04'27.0"E	ALTAV
LOTOT	24°13'51.4"N	046°44'26.0"E	
ESRAT	25°51'17.0"N	047°02'47.0"E	

ROUTING

SID	TEXT
DURMA 1H	(Min PDG 5.0% until LABRU) Climb on runway heading to 2600 FT. Direct to LABRU at or above 4900 FT. Track 248° to GEVOB at or below 10000 FT (MAX IAS 230 Kts). Track 236° to VAXIR at or above 13000 FT. Track 251° to DURMA at or above FL180.
IVONU 1H	(Min PDG 5.0% until LABRU) Climb on runway heading to 2600 FT. Direct to LABRU at or above 4900 FT. Track 248° to GEVOB at or below 10000 FT (MAX IAS 230 Kts). Track 236° to VAXIR at or above 13000 FT. Track 305° to LOPUX at or above FL170. Track 304° to IVONU at or above FL230.
MUNTO 1H	Climb on runway heading to 2600 FT. Direct to LABRU at or above 4300 FT. Track 169° to RUBAN at or above 5200 FT. Track 183° to EGSOL at or above 9500 FT. Track 201° to LOTOT at or below FL150. Track 201° to MUNTO at or above FL180.
RESAL 1H	Climb on runway heading to 2600 FT. Direct to LABRU at or above 4300 FT. Track 169° to RUBAN at or above 5200 FT. Track 183° to EGSOL at or above 9500 FT. Track 136° to RESAL at or above 13000 FT.
KOBX 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 078° to OBMUM at or above 8700 FT. Track 025° to KODAT at or below 11000 FT. Track 025° to TAMLU at or above 13000 FT. Track 109° to KATAV at or below FL190. Track 108° to KOBX at or above FL190.
TAKTI 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 078° to OBMUM at or above 8700 FT. Track 025° to KODAT at or below 11000 FT. Track 070° to TAKTI at or above FL170.
ALTAV 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 078° to OBMUM at or above 8700 FT. Track 025° to KODAT at or below 11000 FT. Track 025° to TAMLU at or above 13000 FT. Track 349° to GOGMO at or below FL200. Track 349° to ALTAV at or above FL200.
ESRAT 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 008° to TAKTO between 6700 FT/ 10000 FT. Track 337° to RAMRA at or above 8300 FT (Max IAS 220 Kts). Track 337° to NALNO at or above 11200 FT. Track 027° to ESRAT at or above FL170.
MURLU 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 008° to TAKTO between 6700 FT/ 10000 FT. Track 337° to RAMRA at or above 8300 FT (Max IAS 220 Kts). Track 337° to NALNO at or above 11200 FT. Track 337° to MURLU at or above FL170.
METNI 1H	Climb on runway heading to 3100 FT. Direct to EGPOM at or above 4900 FT (Max IAS 200 Kts). Track 008° to TAKTO between 6700 FT/ 10000 FT. Track 337° to RAMRA at or above 8300 FT (Max IAS 220 Kts). Track 337° to NALNO at or above 11200 FT. Track 284° to LADNO at or below FL150. Track 284° to METNI at or above FL200.

CHANGE: Routing SID DURMA 1H, IVONU 1H, RESAL 1H and TAKTI 1H revised.

Amdt : Original, 03 JAN 19

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**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

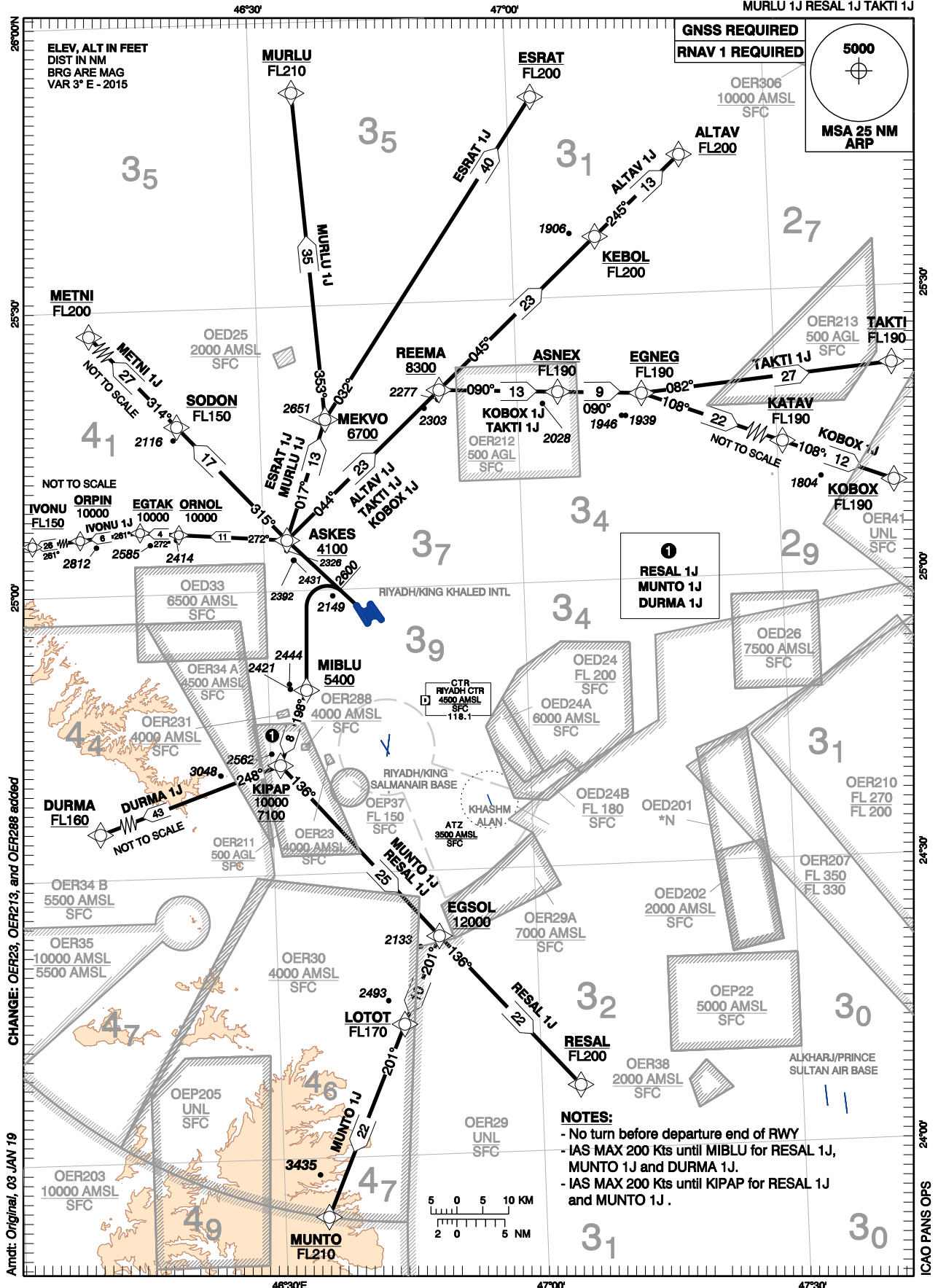
**TRANSITION ALTITUDE
13000 FT**

APP: 120.0 124.1
TWR: 118.6(E) 118.8(W)
GND: 121.6 121.7
ATIS: 127.15

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 33L

ALTAV 1J DURMA 1J ESRAT 1J IVONU 1J
KOBOL 1J METNI 1J MUNTO 1J
MURLU 1J RESAL 1J TAKTI 1J



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 33L

ALTAV 1J DURMA 1J ESRAT 1J IVONU
KOBBOX 1J METNI 1J MUNTO
MURLU 1J RESAL 1J TAKTI

TABULAR DESCRIPTION

SID RNAV RWY 33L

serial Number	Path Description	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (NM/h)	Navigation Specification
METNI 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	SODON	-	315 (317.4)	-3.0	16.6	-	-FL150	-	RNAV 1
040	TF	METNI	-	314 (317.4)	-3.0	26.5	-	-FL200	-	RNAV 1
MURLU 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	MEKVO	-	017 (019.4)	-3.0	13.4	-	+6700	-	RNAV 1
040	TF	MURLU	-	353 (356.0)	-3.0	34.6	-	-FL210	-	RNAV 1
ESRAT 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	MEKVO	-	017 (019.4)	-3.0	13.4	-	+6700	-	RNAV 1
040	TF	ESRAT	-	032 (034.5)	-3.0	40.3	-	-FL200	-	RNAV 1
DURMA 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	MIBLU	-	-	-	14.0	-	+5400	-200	RNAV 1
030	TF	KIPAP	-	198 (200.9)	-3.0	8.4	-	+7100 / -10000	-	RNAV 1
040	TF	DURMA	-	248 (250.5)	-3.0	43.4	-	+FL160	-	RNAV 1
KOBBOX 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	REEMA	-	044 (047.3)	-3.0	22.5	-	+8300	-	RNAV 1
040	TF	ASNEX	-	090 (093.0)	-3.0	12.5	-	-FL190	-	RNAV 1
050	TF	EGNEG	-	090 (093.1)	-3.0	8.8	-	-FL190	-	RNAV 1
060	TF	KATAV	-	108 (111.0)	-3.0	21.9	-	-FL190	-	RNAV 1
070	TF	KOBBOX	-	108 (111.1)	-3.0	12.4	-	-FL190	-	RNAV 1
TAKTI 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	REEMA	-	044 (047.3)	-3.0	22.5	-	+8300	-	RNAV 1
040	TF	ASNEX	-	090 (093.0)	-3.0	12.5	-	-FL190	-	RNAV 1
050	TF	EGNEG	-	090 (093.0)	-3.0	8.8	-	-FL190	-	RNAV 1
060	TF	TAKTI	-	082 (085.1)	-3.0	26.6	-	-FL190	-	RNAV 1
ALTAV 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	REEMA	-	044 (047.3)	-3.0	22.5	-	+8300	-	RNAV 1
040	TF	KEBOL	-	045 (047.9)	-3.0	22.9	-	-FL200	-	RNAV 1
050	TF	ALTAV	-	045 (047.5)	-3.0	12.5	-	+FL200	-	RNAV 1
RESAL 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	MIBLU	-	-	-	14.0	-	+5400	-200	RNAV 1
030	TF	KIPAP	-	198 (200.9)	-3.0	8.4	-	+7100 / -10000	-200	RNAV 1
040	TF	EGSOL	-	136 (139.0)	-3.0	24.5	-	+12000	-	RNAV 1
050	TF	RESAL	-	136 (138.6)	-3.0	21.6	-	-FL200	-	RNAV 1
MUNTO 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	MIBLU	-	-	-	14.0	-	+5400	-200	RNAV 1
030	TF	KIPAP	-	198 (200.9)	-3.0	8.4	-	+7100 / -10000	-200	RNAV 1
040	TF	EGSOL	-	136 (139.0)	-3.0	24.5	-	+12000	-	RNAV 1
050	TF	LOTOT	-	201 (203.4)	-3.0	10.0	-	-FL170	-	RNAV 1
060	TF	MUNTO	-	201 (203.3)	-3.0	21.8	-	-FL210	-	RNAV 1
IVONU 1J DEPARTURE										
010	VA	-	-	312 (315.0)	-3.0	2.7	-	+2800	-	RNAV 1
020	DF	ASKES	-	-	-	7.4	-	+4100	-	RNAV 1
030	TF	ORNOL	-	272 (274.7)	-3.0	11.4	-	-10000	-	RNAV 1
040	TF	EGTAK	-	272 (274.6)	-3.0	4.1	-	-10000	-	RNAV 1
050	TF	ORPIN	-	261 (264.2)	-3.0	6.4	-	-10000	-	RNAV 1
060	TF	IVONU	-	261 (264.1)	-3.0	25.8	-	+FL150	-	RNAV 1

CHANGE: New table

Amdt: Original, 03 JAN 19

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 33L

ALTAV 1J DURMA 1J ESRAT 1J IVONU
KOBX 1J METNI 1J MUNTO
MURLU 1J RESAL 1J TAKTI

WAYPOINT LIST

SID RNAV RWY 33L					
Waypoint Identifier			Coordinates		
ASKES			25°05 '21.1"N 046°32 '42.5"E		
SODON			25°17 '39.8"N 046°20 '19.9"E		
METNI			25°37 '15.0"N 046°00 '31.0"E		
MEKVO			25°17 '59.1"N 046°37 '36.1"E		
MURLU			25°52 '34.0"N 046°34 '56.0"E		
ESRAT			25°51 '17.0"N 047°02 '47.0"E		
MIBLU			24°49 '27.7"N 046°34 '24.1"E		
DURMA			24°27 '10.0"N 045°46 '10.0"E		
REEMA			25°20 '41.5"N 046°50 '57.9"E		
EGNEG			25°19 '34.8"N 047°14 '28.2"E		
KATAV			25°11 '44.6"N 047°36 '59.7"E		
KOBX			25°07 '16.0"N 047°49 '46.0"E		
ASNEX			25°20 '02.9"N 047°04 '44.4"E		
Waypoint Identifier			Coordinates		
TAKTI			25°21 '53.0"N 047°43 '40.0"E		
KEBOL			25°36 '14.4"N 047°09 '37.9"E		
ALTAV			25°44 '38.0"N 047°19 '53.0"E		
EGSOL			24°23 '03.1"N 046°48 '46.4"E		
RESAL			24°06 '49.0"N 047°04 '27.0"E		
KIPAP			24°41 '35.4"N 046°31 '06.4"E		
LOTOT			24°13 '51.4"N 046°44 '26.0"E		
MUNTO			23°53 '45.0"N 046°34 '59.0"E		
ORNOL			25°06 '17.3"N 046°20 '12.1"E		
EGTAK			25°06 '37.2"N 046°15 '42.7"E		
ORPIN			25°05 '58.8"N 046°08 '44.2"E		
IVONU			25°03 '23.0"N 045°40 '30.0"E		

ROUTING

SID	TEXT
KOBX 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 044° to REEMA at or above 8300 FT. Track 090° to ASNEX at or below FL190. Track 090° to EGNEG at or below FL190. Track 108° to KATAV at or below FL190. Track 108° to KOBX at or below FL190.
TAKTI 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 044° to REEMA at or above 8300 FT. Track 090° to ASNEX at or below FL190. Track 090° to EGNEG at or below FL190. Track 082° to TAKTI at or below FL190.
ALTAV 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 044° to REEMA at or above 8300 FT. Track 045° to KEBOL at or below FL200. Track 045° to ALTAV at or above FL200.
ESRAT 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 017° to MEKVO at or above 6700 FT. Track 032° to ESRAT at or below FL200.
MURLU 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 017° to MEKVO at or above 6700 FT. Track 353° to MURLU at or below FL210.
METNI 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Track 315° to SODON at or below FL150. Track 314° to METNI at or below FL200.
IVONU 1J	Climb on heading 312° to 2600 FT. Continue direct to ASKES at or above 4100 FT. Continue on track 272° to ORNOL at or below 10000 FT. Track 272° to EGTAK at or below 10000 FT. Track 261° to ORPIN at or below 10000 FT. Track 261° to IVONU at or above FL150.
DURMA 1J	Climb on heading 312° to 2600 FT. Continue direct to MIBLU at or above 5400 FT (IAS Max 200 Kts). Track 198° to KIPAP between 7100 FT/10000 FT. Track 248° to DURMA at or above FL160.
MUNTO 1J	Climb on heading 312° to 2600 FT. Continue direct to MIBLU at or above 5400 FT (IAS Max 200 Kts). Track 198° to KIPAP between 7100 FT/10000 FT (IAS Max 200 Kts). Track 136° to EGSOL at or above 12000 FT. Track 201° to LOTOT at or below FL170. Track 201° to MUNTO at or below FL210
RESAL 1J	Climb on heading 312° to 2600 FT. Continue direct to MIBLU at or above 5400 FT (IAS Max 200 Kts). Track 198° to KIPAP between 7100 FT/10000 FT (IAS Max 200 Kts). Track 136° to EGSOL at or above 12000 FT. Track 136° to RESAL at or below FL200.

CHANGE: New table

Amdt: Original, 03 JAN 19

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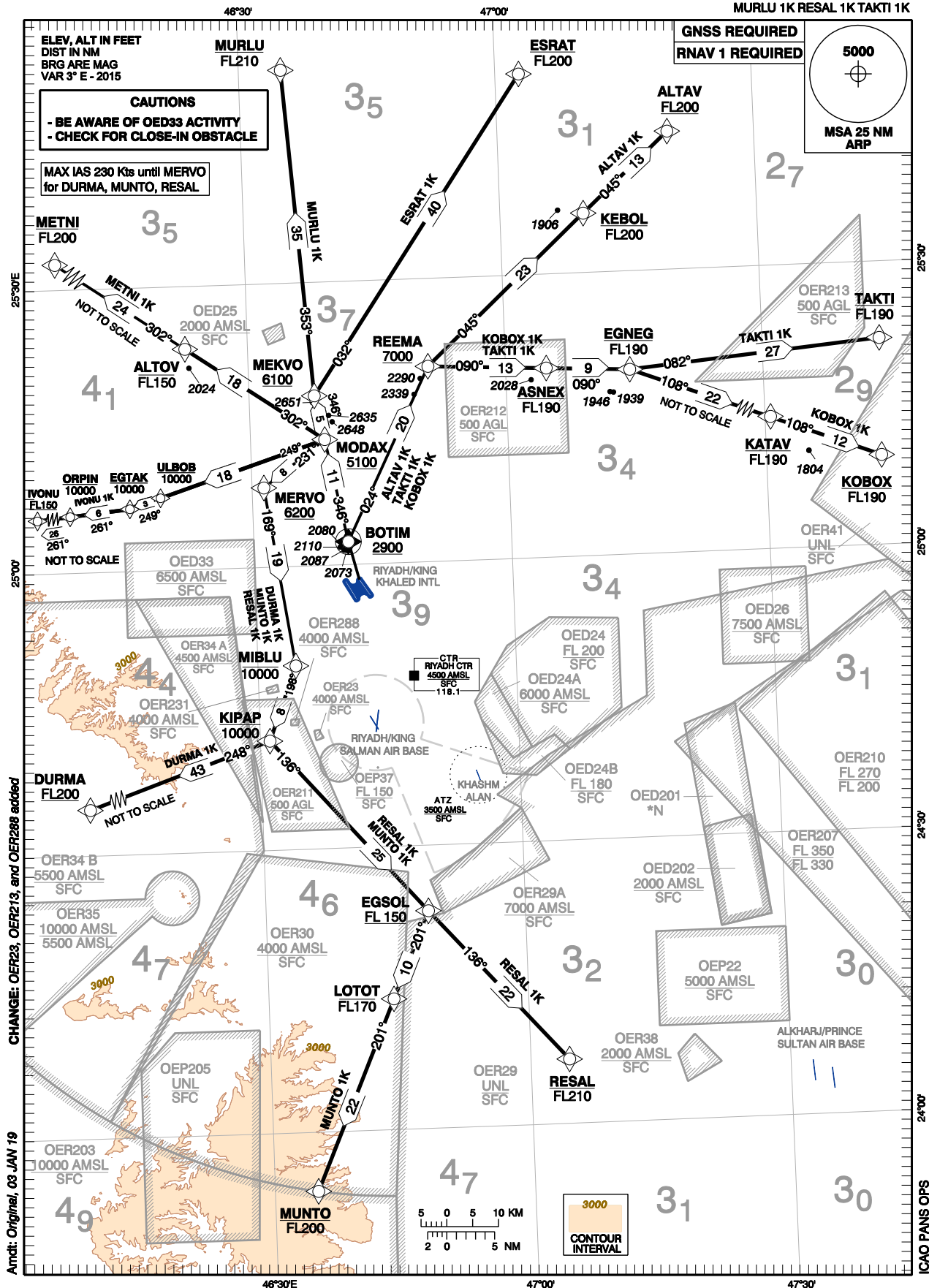
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TRANSITION ALTITUDE
13000 FT

APP:	120.0	124.1
TWR:	118.6(E)	118.8(W)
GND:	121.6	121.7
ATIS:	127.15	

SID RNAV RWY 33R

ALTAV 1K DURMA 1K ESRAT 1K IVONU 1K
KOBOK 1K METNI 1K MUNTO 1K
MURLU 1K RESAL 1K TAKTI 1K



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 33R

ALTAV 1K DURMA 1K ESRAT 1K IVONU 1K
KOBUX 1K METNI 1K MUNTO 1K
MURLU 1K RESAL 1K TAKTI 1K

TABULAR DESCRIPTION

SID RNAV RWY 33R

serial Number	Path Description	Waypoint Identifier	Fly-Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (NM/h)	Navigation Specification
TAKTI 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	REEMA	-	024(028.5)	-3.0	20.4	R	+7000	-	RNAV 1
030	TF	ASNEK	-	090(093.0)	-3.0	12.5	R	-FL190	-	RNAV 1
040	TF	EGNEG	-	090(093.0)	-3.0	8.8	-	-FL190	-250	RNAV 1
050	TF	TAKTI	-	082(085.1)	-3.0	26.6	L	-FL190	-	RNAV 1
KOBUX 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	REEMA	-	024(028.5)	-3.0	20.4	R	+7000	-	RNAV 1
030	TF	ASNEK	-	090(093.0)	-3.0	12.5	R	-FL190	-	RNAV 1
040	TF	EGNEG	-	090(093.0)	-3.0	8.8	-	-FL190	-250	RNAV 1
050	TF	KATAV	-	108(111.0)	-3.0	21.9	R	-FL190	-	RNAV 1
060	TF	KOBUX	-	108(111.1)	-3.0	12.4	-	-FL190	-	RNAV 1
ALTAV 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	REEMA	-	024(028.5)	-3.0	20.4	-	+7000	-	RNAV 1
030	TF	KEBOL	-	045(047.5)	-3.0	22.9	R	-FL200	-	RNAV 1
040	TF	ALTAV	-	045(047.9)	-3.0	12.5	-	+FL200	-250	RNAV 1
MURLU 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MEKVO	-	346(348.7)	-3.0	15.8	-	+6100	-	RNAV 1
030	TF	MURLU	-	353(355.9)	-3.0	34.6	-	-FL210	-	RNAV 1
METNI 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MODAX	-	346(348.9)	-3.0	11.1	-	+5100	-250	RNAV 1
030	TF	ALTOV	-	302(304.7)	-3.0	17.5	L	-FL150	-	RNAV 1
040	TF	METNI	-	302(304.5)	-3.0	24.4	-	-FL200	-	RNAV 1
ESRAT 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MEKVO	-	346(348.8)	-3.0	15.7	-	+6100	-	RNAV 1
030	TF	ESRAT	-	032(034.5)	-3.0	40.3	R	-FL200	-	RNAV 1
RESAL 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MODAX	-	346(348.9)	-3.0	11.1	-	+5100	-250	RNAV 1
030	TF	MERVO	-	231(233.4)	-3.0	8.2	L	+6200	-230	RNAV 1
040	TF	MIBLU	-	169(171.7)	-3.0	18.9	-	-10000	-	RNAV 1
050	TF	KIPAP	-	198(200.9)	-3.0	8.1	-	-10000	-	RNAV 1
060	TF	EGSOL	-	136(138.9)	-3.0	24.5	-	+FL150	-	RNAV 1
070	TF	RESAL	-	136(138.5)	-3.0	21.61	-	-FL210	-	RNAV 1
MUNTO 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MODAX	-	346(348.89)	-3.0	11.1	-	+5100	-250	RNAV 1
030	TF	MERVO	-	231(233.4)	-3.0	8.2	L	+6200	-230	RNAV 1
040	TF	MIBLU	-	169(171.7)	-3.0	18.9	-	-10000	-	RNAV 1
050	TF	KIPAP	-	198(200.9)	-3.0	8.1	-	-10000	-	RNAV 1
060	TF	EGSOL	-	136(138.9)	-3.0	24.5	-	+FL150	-	RNAV 1
070	TF	LOTOT	-	201(203.3)	-3.0	9.7	R	-FL170	-	RNAV 1
080	TF	MUNTO	-	201(203.3)	-3.0	21.8	-	-FL200	-	RNAV 1
IVONU 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MODAX	-	346(348.8)	-3.0	11.1	-	+5100	-250	RNAV 1
030	TF	ULBOB	-	249(252.1)	-3.0	18.4	-	-10000	-	RNAV 1
040	TF	EGTAK	-	249(252.1)	-3.0	3.4	-	-10000	-230	RNAV 1
050	TF	ORPIN	-	261(264.2)	-3.0	6.4	R	-10000	-	RNAV 1
060	TF	IVONU	-	261(264.1)	-3.0	25.8	-	+FL150	-	RNAV 1
DURMA 1K DEPARTURE										
010	DF	BOTIM	Y	-	-	3.9	-	+2900	-	RNAV 1
020	TF	MODAX	-	346(348.9)	-3.0	11.1	-	+5100	-250	RNAV 1
030	TF	MERVO	-	231(233.4)	-3.0	8.2	L	+6200	-230	RNAV 1
040	TF	MIBLU	-	169(171.7)	-3.0	18.9	-	-10000	-	RNAV 1
050	TF	KIPAP	-	198(200.9)	-3.0	8.1	R	-10000	-	RNAV 1
060	TF	DURMA	-	246(250.5)	-3.0	43.3	R	+FL200	-	RNAV 1

CHANGE: New table

Amdt: Original, 03 JAN 19

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

RIYADH/King Khaled Intl (OERK)

SID RNAV RWY 33R

ALTAV 1K DURMA 1K ESRAT 1K IVONU 1K
KOBX 1K METNI 1K MUNTO 1K
MURLU 1K RESAL 1K TAKTI 1K

WAYPOINT LIST

SID RNAV RWY 33R			
Waypoint Identifier	Coordinates		Waypoint Identifier
REEMA	25°20'41.5"N	046°50'57.9"E	RESAL
ASNEX	25°20'02.9"N	047°04'44.4"E	KIPAP
TAKTI	25°21'53.0"N	047°43'40.0"E	LOTOT
EGNEG	25°19'34.8"N	047°14'28.2"E	MUNTO
KATAV	25°11'44.8"N	047°36'59.7"E	ULBOB
KOBX	25°07'16.0"N	047°49'46.0"E	EGTAK
KEBOL	25°36'14.4"N	047°09'37.9"E	ORPIN
ALTAV	25°44'38.0"N	047°19'53.0"E	IVONU
MURLU	25°52'34.0"N	046°34'56.0"E	BOTIM
ALTOV	25°23'21.9"N	046°22'42.3"E	MODAX
METNI	25°37'15.0"N	046°00'31.0"E	MERVO
MEKVO	25°17'59.1"N	046°37'36.1"E	MIBLU
ESRAT	25°51'17.0"N	047°02'47.0"E	DURMA
EGSOL	24°23'03.1"N	046°48'46.4"E	

ROUTING

SID	TEXT
TAKTI 1K	Climb direct to BOTIM at or above 2900 FT. Track 024° to REEMA at or above 7000 FT. Track 090° to ASNEX at or below FL190. Track 090° to EGNEG at or below FL190 (Max IAS 250 Kts). Track 082° to TAKTI at or below FL190.
KOBX 1K	Climb direct to BOTIM at or above 2900 FT. Track 024° to REEMA at or above 7000 FT. Track 090° to ASNEX at or below FL190. Track 090° to EGNEG at or below FL190 (Max IAS 250 Kts). Track 108° to KATAV at or below FL190. Track 108° to KOBX at or below FL190.
ALTAV 1K	Climb direct to BOTIM at or above 2900 FT. Track 024° to REEMA at or above 7000 FT. Track 045° to KEBOL at or below FL200. Track 045° to ALTAV at or above FL200 (Max IAS 250 Kts).
MURLU 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MEKVO at or above 6100 FT. Track 353° to MURLU at or below FL210.
METNI 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MODAX at or above 5100 FT (Max IAS 250 Kts). Track 302° to ALTOV at or below FL150. Track 302° to METNI at or below FL200.
ESRAT 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MEKVO at or above 6100 FT. Track 032° to ESRAT at or below FL200.
RESAL 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MODAX at or above 5100 FT (Max IAS 250 Kts). Track 231° to MERVO at or above 6200 FT (Max IAS 230 Kts). Track 169° to MIBLU at or below 10000 FT. Track 198° to KIPAP at or below 10000 FT. Track 136° to EGSOL at or above FL150. Track 136° to RESAL at or below FL210.
MUNTO 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MODAX at or above 5100 FT (Max IAS 250 Kts). Track 231° to MERVO at or above 6200 FT (Max IAS 230 Kts). Track 169° to MIBLU at or below 10000 FT. Track 198° to KIPAP at or below 10000 FT. Track 136° to EGSOL at or above FL150. Track 201° to LOTOT at or below FL170. Track 201° to MUNTO at or below FL200
IVONU 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MODAX at or above 5100 FT (Max IAS 250 Kts). Track 249° to ULBOB at or below 10000 FT. Track 249° to EGTAK at or below 10000 FT (Max IAS 230 Kts). Track 261° to ORPIN at or below 10000 FT. Track 261° to IVONU at or above FL150.
DURMA 1K	Climb direct to BOTIM at or above 2900 FT. Track 346° to MODAX at or above 5100 FT (Max IAS 250 Kts). Track 231° to MERVO at or above 6200 FT (Max IAS 230 Kts). Track 169° to MIBLU at or below 10000 FT. Track 198° to KIPAP at or below 10000 FT. Track 248° to DURMA at or above FL200.

CHANGE: New table

Amdt: Original, 03 JAN 19

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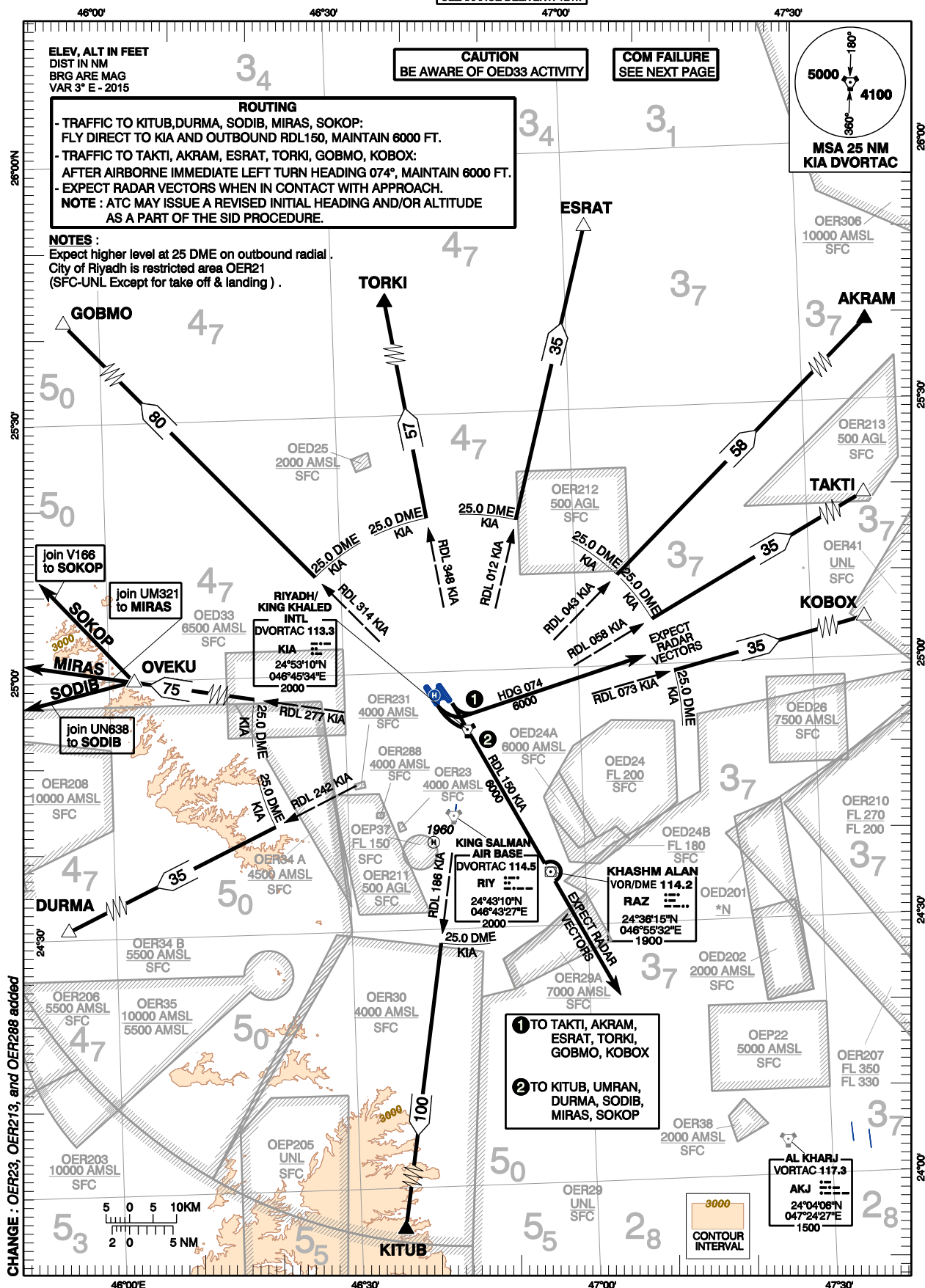
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**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

**TRANSITION ALTITUDE
13000 FT**

APP : 120.0 124.1
TWR : 118.6(E) 118.8(W)
ATIS : 127.15
GND : 121.6(E)
CLEARANCE DELIVERY: 121.7

**RIYADH/King Khaled Intl (OERK)
SID CHARLIE (RADAR VECTOR) RWY 15R/15L**



RIYADH/King Khaled Intl (OERK)

SID CHARLIE (RADAR VECTOR) RWY 15R/15L

AERONAUTICAL DATA TABULATION

SID CHARLIE RADAR VECTOR RWY 15R/15L	
fix/point	coordinates
ESRAT	25°51'17.0"N 047°02'47.0"E
AKRAM	25°50'36.0"N 047°51'33.0"E
TAKTI	25°21'53.0"N 047°43'40.0"E
KOBOX	25°07'16.0"N 047°49'46.0"E
KITUB	22°49'22.0"N 046°23'42.0"E
DURMA	24°27'10.0"N 045°46'10.0"E
OVEKU	25°09'55.0"N 044°57'01.0"E
GOBMO	26°10'13.0"N 045°26'19.0"E
TORKI	26°14'00.0"N 046°31'03.0"E
THR RWY 15R	24°58'15.39"N 046°40'29.62"E
THR RWY 15L	24°58'36.68"N 046°42'07.27"E

COM FAILURE

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:**

Continue on the KIA RDL150 until 10 DME fix, turn right HDG 224° to intercept KIA RDL 186 at 25 DME KIA fix continue climb to the flight planned altitude.

- **TRAFFIC TO DURMA:**

Continue on the KIA RDL150 until 10 DME fix, turn right HDG 274° to intercept KIA RDL 242. When established on course at 25 DME KIA, climb to the flight planned altitude.

- **TRAFFIC TO SODIB, MIRAS, AND SOKOP:**

Continue on the KIA RDL150 until 10 DME fix, turn right HDG 294°, climb to 8000 FT cross the KIA RDL 243 at or above 7500 FT to intercept and fly the KIA RDL 277. When established on course at 25 DME KIA, climb to the flight planned altitude.

- **TRAFFIC TO TAKTI, AKRAM, ESRAT, TORKI, GOBMO, KOBOX:**

Continue left turn HDG 074° to intercept 25 NM DME arc, When established on course at 25 DME KIA, climb to the flight planned altitude.

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/KOBOX | CLIMB TO FL230 |
| b) TORKI | CLIMB TO FL160 |
| c) ESRAT | CLIMB TO FL210 |

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

CHANGE : DURMA RDL revised.

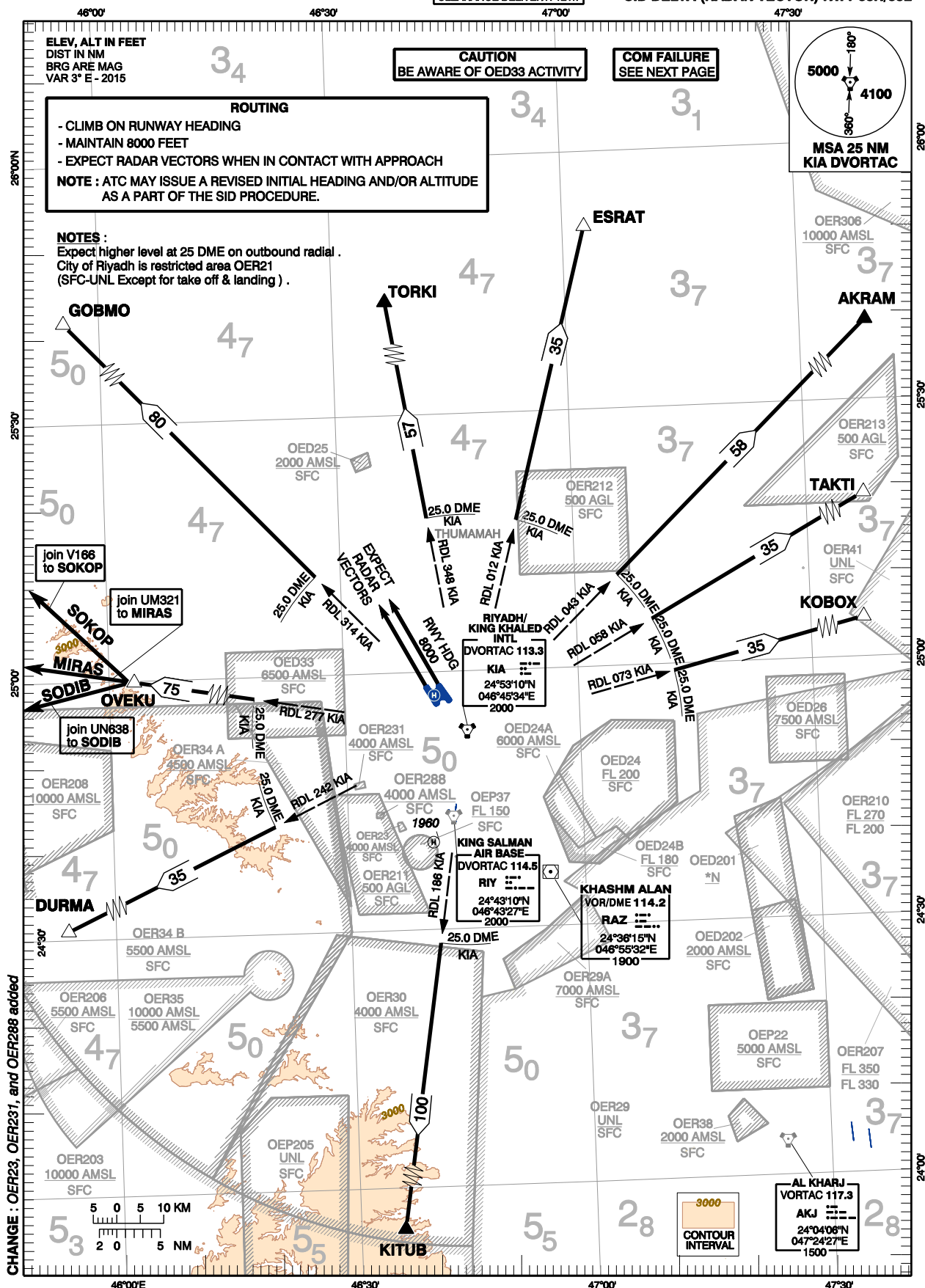
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
13000 FT

APP : 120.0 124.1
TWR : 118.6(E) 118.8(W)
ATIS : 127.15
GND : 121.6(E)
CLEARANCE DELIVERY : 121.7

RIYADH/King Khaled Intl (OERK)

SID DELTA (RADAR VECTOR) RWY 33R/33L



RIYADH/King Khaled Intl (OERK)

SID DELTA (RADAR VECTOR) RWY 33R/33L

AERONAUTICAL DATA TABULATION

SID DELTA RADAR VECTOR RWY 33R/33L		
fix/point	coordinates	
ESRAT	25°51'17.0"N	047°02'47.0"E
AKRAM	25°50'36.0"N	047°51'33.0"E
TAKTI	25°21'53.0"N	047°43'40.0"E
KOBOX	25°07'16.0"N	047°49'46.0"E
KITUB	22°49'22.0"N	046°23'42.0"E
DURMA	24°27'10.0"N	045°46'10.0"E
OVEKU	25°09'55.0"N	044°57'01.0"E
GOBMO	26°10'13.0"N	045°26'19.0"E
TORKI	26°14'00.0"N	046°31'03.0"E
THR RWY 33R	24°56'38.31"N	046°43'22.12"E
THR RWY 33L	24°56'17.01"N	046°41'44.50"E

COM FAILURE

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 TORKI, ESRAT, AKRAM, TAKTI, AND KOBOX:

Continue on RWY HDG until 22 DME ARC , turn right, fly via the 22 DME ARC to intercept the on course radial. When established on course , at 25 DME KIA , climb to the Flight planned ALT.

- TRAFFIC TO GOBMO, SOKOP, MIRAS, SODIB, DURMA, KITUB:

Continue on RWY HDG until 22 DME ARC , turn left, fly via the 22 DME ARC to intercept the on course radial. When established on course , at 25 DME KIA , climb to the Flight planned ALT.

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/KOBOX **CLIMB TO FL230**
- b) TORKI **CLIMB TO FL160**
- c) ESRAT **CLIMB TO FL210**

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

CHANGE : SID UMRAN deleted



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

RIYADH/King Khaled Intl (OERK)

STAR RNAV RWY 15L/15R/33L/33R
ESRAT 1A ETBAS 1A KAVUR 1A KOBOX 1A
METNI 1A MUNTO 1A MURLU 1A RESAL 1A
TAKTI 1A TEVOG 1A VELOS 1A

TABULAR DESCRIPTION

STAR RNAV RWY 15L/15R/33L/33R										
serial Number	Path Description	Waypoint Identifier	Fly Over	Course M°(T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (NM/h)	Navigation Specification
ETBAS 1A ARRIVAL										
010	IF	ETBAS	-	-	-	-	-	+FL220	-	RNAV 1
020	TF	NAGER	-	225(228.2)	-3.0	20.5	-	+FL200	-	RNAV 1
030	TF	TAKTO	-	225(228.0)	-3.0	26.8	-	+12000	-	RNAV 1
040	HM	TAKTO	Y	245(247.9)	-3.0	1 min	R	+12000	-	RNAV 1
ESRAT 1A ARRIVAL										
010	IF	ESRAT	-	-	-	-	-	+FL210	-	RNAV 1
020	TF	NAGER	-	155(157.7)	-3.0	32.4	-	+FL200	-	RNAV 1
030	TF	TAKTO	-	255(228.0)	-3.0	26.8	-	+12000	-	RNAV 1
040	HM	TAKTO	Y	245(247.9)	-3.0	1 min	R	+12000	-	RNAV 1
KAVUR 1A ARRIVAL										
010	IF	KAVUR	-	-	-	-	-	+FL210	-	RNAV 1
020	TF	LOPUX	-	077(080.3)	-3.0	22.3	-	- FL160	-	RNAV 1
030	TF	BOSEB	-	078(080.5)	-3.0	23.5	-	+11000	-	RNAV 1
040	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
KOBOX 1A ARRIVAL										
010	IF	KOBOX	-	-	-	-	-	+FL220	-	RNAV 1
020	TF	TALBU	-	263(265.5)	-3.0	15.0	-	+FL200	-	RNAV 1
030	TF	TAKTO	-	262(265.2)	-3.0	35.4	-	+12000	-	RNAV 1
040	HM	TAKTO	Y	245(247.9)	-3.0	1 min	R	+12000	-	RNAV 1
METNI 1A ARRIVAL										
010	IF	METNI	-	-	-	-	-	+FL210	-	RNAV 1
020	TF	BUBOX	-	147(150.0)	-3.0	30.6	-	+FL160	-	RNAV 1
030	TF	BOSEB	-	147(150.2)	-3.0	23.2	-	+11000	-	RNAV 1
040	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
MUNTO 1A ARRIVAL										
010	IF	MUNTO	-	-	-	-	-	+FL220	-	RNAV 1
020	TF	DEBAT	-	349(351.4)	-3.0	25.0	-	+FL160	-	RNAV 1
030	TF	ALSUB	-	349(351.5)	-3.0	15.0	-	-13000	-	RNAV 1
040	TF	MELMU	-	036(039.0)	-3.0	9.4	-	+12000	-	RNAV 1
050	TF	BOSEB	-	333(335.4)	-3.0	10.6	-	+11000	-	RNAV 1
060	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
MURLU 1A ARRIVAL										
010	IF	MURLU	-	-	-	-	-	+FL220	-	RNAV 1
020	TF	BUBOX	-	198(200.7)	-3.0	44.7	-	+FL160	-	RNAV 1
030	TF	BOSEB	-	147(150.2)	-3.0	23.2	-	+11000	-	RNAV 1
040	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
RESAL 1A ARRIVAL										
010	IF	RESAL	-	-	-	-	-	+FL220	-	RNAV 1
020	TF	LOTOT	-	288(290.9)	-3.0	19.6	-	+FL160	-	RNAV 1
030	TF	DEBAT	-	288(290.8)	-3.0	13.2	-	+FL160	-	RNAV 1
040	TF	ALSUB	-	349(351.5)	-3.0	15.0	-	-13000	-	RNAV 1
050	TF	MELMU	-	036(039.0)	-3.0	9.4	-	+12000	-	RNAV 1
060	TF	BOSEB	-	333(335.4)	-3.0	10.6	-	+11000	-	RNAV 1
070	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
TAKTI 1A ARRIVAL										
010	IF	TAKTI	-	-	-	-	-	+FL200	-	RNAV 1
020	TF	TALBU	-	208(210.8)	-3.0	18.3	-	+FL200	-	RNAV 1
030	TF	TAKTO	-	262(265.2)	-3.0	35.4	-	+12000	-	RNAV 1
040	HM	TAKTO	Y	245(247.9)	-3.0	1 min	R	+12000	-	RNAV 1
TEVOG 1A ARRIVAL										
010	IF	TEVOG	-	-	-	-	-	+FL210	-	RNAV 1
020	TF	ALSUB	-	036(039.1)	-3.0	35.0	-	-13000	-	RNAV 1
030	TF	MELMU	-	036(039.0)	-3.0	9.4	-	+12000	-	RNAV 1
040	TF	BOSEB	-	333(335.4)	-3.0	10.6	-	+11000	-	RNAV 1
050	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1
VELOS 1A ARRIVAL										
010	IF	VELOS	-	-	-	-	-	+FL210	-	RNAV 1
020	TF	BOSEB	-	126(128.5)	-3.0	49.8	-	+11000	-	RNAV 1
030	HM	BOSEB	Y	077(080.1)	-3.0	1 min	L	+11000	-210	RNAV 1

Path Descriptor	Fix Identifier	Inbound Course M°(T°)	Leg Distance (NM)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed	Magnetic Variation	Navigation Performance
Hold	TAKTO	245(247.9)	1 min	R	+12000	-	-	-3.0	RNAV 1
Hold	BOSEB	077(080.1)	1 min	L	+11000	-	-210 KT	-3.0	RNAV 1

CHANGE: New table

Amdt: Original, 03 JAN 19

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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

RIYADH/King Khaled Intl (OERK)

STAR RNAV RWY 15L/15R/33L/33R
ESRAT 1A ETBAS 1A KAVUR 1A KOBOX 1A
METNI 1A MUNTO 1A MURLU 1A RESAL 1A
TAKTI 1A TEVOG 1A VELOS 1A

WAYPOINT LIST

STAR RNAV RWY 15L/15R/33L/33R			
Waypoint Identifier	Coordinates		Waypoint Identifier
ETBAS	25°34'51.0"N	047°33'18.0"E	ALSUB
NAGER	25°21'11.4"N	047°16'27.0"E	MELMU
TAKTO	25°03'13.5"N	046°54'26.8"E	MURLU
ESRAT	25°51'17.0"N	047°02'47.0"E	BUBOX
KAVUR	24°42'46.0"N	045°40'38.0"E	RESAL
BOSEB	24°50'28.4"N	046°30'10.9"E	LOTOT
KOBOX	25°07'16.0"N	047°49'46.0"E	TAKTI
TALBU	25°06'06.0"N	047°33'17.4"E	TEVOG
METNI	25°37'15.0"N	046°00'31.0"E	VELOS
MUNTO	23°53'45.0"N	046°34'59.0"E	LOPUX
DEBAT	24°18'34.3"N	046°30'56.3"E	

ROUTING

STAR RNAV	
ETBAS 1A ARRIVAL	ETBAS [FL220+] - NAGER [FL200+] -TAKTO [A 12000+]
ESRAT 1A ARRIVAL	ESRAT [FL210+] - NAGER [FL200+] -TAKTO [A 12000+]
KAVUR 1A ARRIVAL	KAVUR [FL210+] - LOPUX [FL160+] - BOSEB [A 11000+]
KOBOX 1A ARRIVAL	KOBOX [FL220+] -TALBU [FL200+] -TAKTO [A 12000+]
METNI 1A ARRIVAL	METNI [FL210+] - BUBOX [FL160+] - BOSEB [A 11000+]
MUNTO 1A ARRIVAL	MUNTO [FL220+] - DEBAT [FL160+] - ALSUB [13000-] - MELMU [A 12000+] - BOSEB [A 11000+]
MURLU 1A ARRIVAL	MURLU [FL220+] - BUBOX [FL160+] - BOSEB [A 11000+]
RESAL 1A ARRIVAL	RESAL [FL220+] - LOTOT [FL160+] - DEBAT [FL160+] ALSUB [13000-] -MELMU [A 12000+] - BOSEB [A 11000+]
TAKTI 1A ARRIVAL	TAKTI [FL200+] -TALBU [FL200+] - TAKTO [A 12000+]
TEVOG 1A ARRIVAL	TEVOG [FL210+] - ALSUB [13000-] - MELMU [A 12000+] - BOSEB [A 11000+]
VELOS 1A ARRIVAL	VELOS [FL210+] - BOSEB [A 11000+]

CHANGE: New table

Amdt: Original, 03 JAN 19

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**RNAV ARRIVAL
TRANSITION
CHART**

RIYADH/King Khaled Intl (OERK)

RWY 15L/15R/33L/33R

BOSEB 1A BOSEB 1B BOSEB 1C BOSEB 1D
TAKTO 1A TAKTO 1B TAKTO 1C TAKTO 1D

TABULAR DESCRIPTION

RNAV ARRIVAL TRANSITION RWY 15L/15R/33L/33R										
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M° (T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	Navigation Specification
TAKTO 1A TRANSITION / TAKTO 1B TRANSITION										
010	IF	TAKTO	-	-	- 3.0	-	-	+12000	-	RNAV 1
020	TF	OBSAR	-	237(240.1)	- 3.0	6.0	-	+12000	-	RNAV 1
030	TF	HAZEM	-	327(330.0)	- 3.0	15.3	R	+7500	-	RNAV 1
BOSEB 1A TRANSITION / BOSEB 1B TRANSITION										
010	IF	BOSEB	-	-	- 3.0	-	-	+11000	-	RNAV 1
020	TF	ALMUM	-	057(060.0)	- 3.0	6.0	-	+11000	-	RNAV 1
030	TF	TALDI	-	327(329.9)	- 3.0	15.3	L	+7500	-	RNAV 1
TAKTO 1C TRANSITION / TAKTO 1D TRANSITION										
010	IF	TAKTO	-	-	- 3.0	-	-	+12000	-	RNAV 1
020	TF	OBSAR	-	237(240.1)	- 3.0	6.0	-	+12000	-	RNAV 1
030	TF	LOXAR	-	147(150.1)	- 3.0	12.7	L	+7500	-	RNAV 1
BOSEB 1C TRANSITION / BOSEB 1D TRANSITION										
010	IF	BOSEB	-	-	- 3.0	-	-	+11000	-	RNAV 1
020	TF	ALMUM	-	057(060.0)	- 3.0	6.0	-	+11000	-	RNAV 1
030	TF	RADOX	-	147(150.0)	- 3.0	12.7	R	+7500	-	RNAV 1

WAYPOINT LIST

RNAV ARRIVAL TRANSITION RWY 15L/15R/33L/33R					
Waypoint / Fix	Coordinates		Waypoint / Fix	Coordinates	
TAKTO	25°03'13.5"N	046°54'26.8"E	ALMUM	24°53'29.0"N	046°35'53.6"E
OBSAR	25°00'13.5"N	046°48'43.2"E	RADOX	24°42'28.6"N	046°42'51.0"E
LOXAR	24°49'12.5"N	046°55'40.0"E	HAZEM	25°13'33.1"N	046°40'16.8"E
BOSEB	24°50'28.4"N	046°30'10.9"E	TALDI	25°06'47.5"N	046°27'26.6"E

TRANSITION ROUTING			
OERK			
Indicator	RWY	Indicator	RWY
TAKTO 1A	15L	BOSEB 1A	15L
TAKTO 1B	15R	BOSEB 1B	15R
TAKTO 1C	33L	BOSEB 1C	33L
TAKTO 1D	33R	BOSEB 1D	33R

ROUTE DESCRIPTION

RNAV ARRIVAL TRANSITION RWY 15L/15R/33L/33R	
TRANSITION RNAV	ROUTING
TAKTO 1A TRANSITION / TAKTO 1B TRANSITION	TAKTO [A12000+] - OBSAR [A12000+] - HAZEM [A7500+]
BOSEB 1A TRANSITION / BOSEB 1B TRANSITION	BOSEB [A11000+] - ALMUM [A11000+] - TALDI [A7500+]
TAKTO 1C TRANSITION / TAKTO 1D TRANSITION	TAKTO [A12000+] - OBSAR [A12000+] - LOXAR [A7500+]
BOSEB 1C TRANSITION / BOSEB 1D TRANSITION	BOSEB [A11000+] - ALMUM [A11000+] - RADOX [A 7500+]

CHANGE: Chart type revised

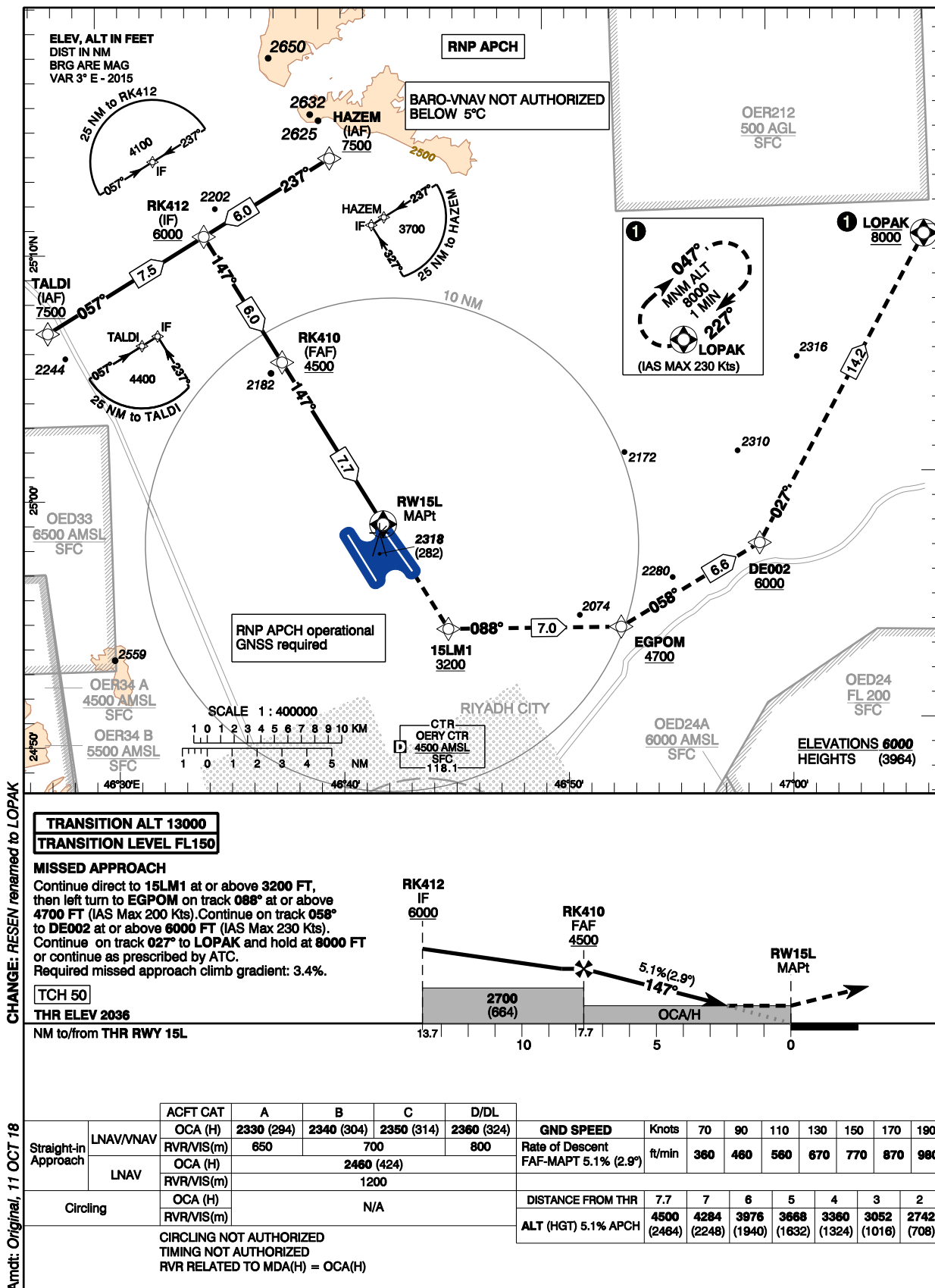
Amdt: Original, 11 OCT 18

ICAO PANS OPS

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 2036 ftAPP: 120.0 124.1
TWR: 118.8(E) 118.8(W)
ATIS: 127.15

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 15L



**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 2036 ft**

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 15L

TABULAR DESCRIPTION

RNAV (GNSS) RWY 15L											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M° (T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	HAZEM	-	-	-	-	-	+7500	-	-	RNP APCH
020	TF	RK412	-	237 (240.0)	- 3.0	6.0	-	+6000	-	-	RNP APCH
010	IF	TALDI	-	-	-	-	-	+7500	-	-	RNP APCH
020	TF	RK412	-	057 (060.0)	- 3.0	7.5	-	+6000	-	-	RNP APCH
010	IF	RK412	-	-	- 3.0	-	-	+6000	-	-	RNP APCH
020	TF	RK410	-	147 (149.9)	- 3.0	6.0	-	+4500	-	-	RNP APCH
030	TF	RW15L	Y	147 (150.0)	- 3.0	7.7	-	+2086	-	-2.90/50	RNP APCH
040	DF	15LM1	-	-	- 3.0	-	-	+3200	200	-	RNP APCH
050	TF	EGPOM	-	088 (091.3)	- 3.0	7.0	L	+4700	200	-	RNP APCH
060	TF	DE002	-	058 (060.8)	- 3.0	6.6	L	+6000	230	-	RNP APCH
070	TF	LOPAK	Y	027 (030.1)	- 3.0	14.2	L	@8000	-	-	RNP APCH
080	HM	LOPAK	Y	227 (229.5)	- 3.0	1 min	R	@8000	230	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY 15L		
Waypoint Identifier	Coordinates	
15LM1	24°54'16.0"N	046°44'52.1"E
EGPOM	24°54'06.7"N	046°52'34.7"E
DE002	24°57'19.7"N	046°58'53.4"E
HAZEM	25°13'33.1"N	046°40'16.8"E
RK412	25°10'32.4"N	046°34'33.2"E
RK410	25°05'19.7"N	046°37'51.7"E
TALDI	25°06'47.5"N	046°27'26.6"E
LOPAK	25°09'39.9"N	047°06'43.2"E
RW15L	24°58'36.69"N	046°42'07.27"E

CHANGE: RESEN renamed to LOPAK

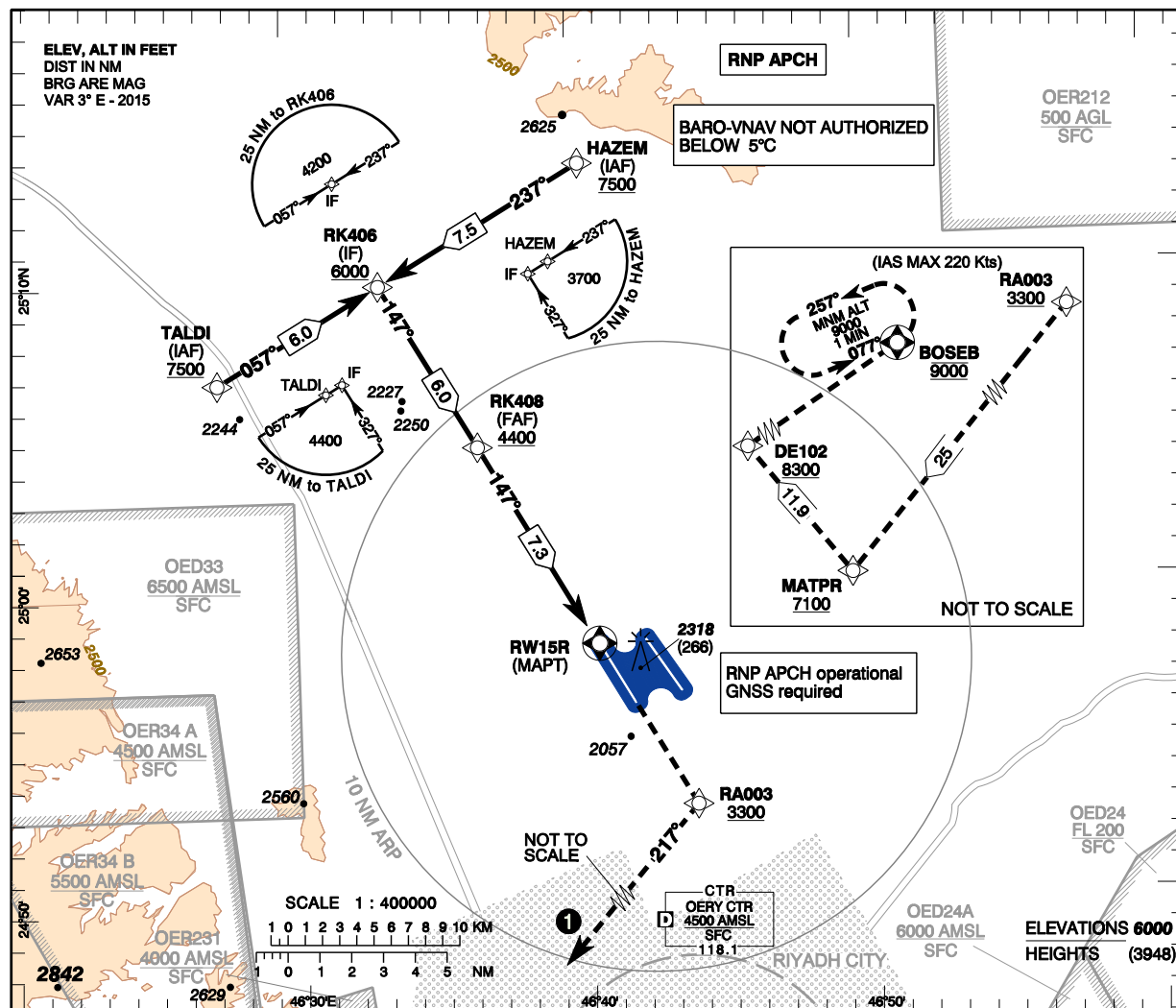
Amdt: Original, 11 OCT 18

ICAO PANS OPS

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 2052 ftAPP: 120.0 124.1
TWR: 118.6(E) 118.8(W)
ATIS: 127.15

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 15R



**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 2052 ft**

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 15R

TABULAR DESCRIPTION

RNAV (GNSS) RWY 15R											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M° (T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	HAZEM	-	-	- 3.0	-	-	+7500	-	-	RNP APCH
020	TF	RK406	-	237 (239.9)	- 3.0	7.5	-	+6000	-	-	RNP APCH
010	IF	TALDI	-	-	- 3.0	-	-	+7500	-	-	RNP APCH
020	TF	RK406	-	057 (059.9)	- 3.0	6.0	-	+6000	-	-	RNP APCH
010	IF	RK406	-	-	- 3.0	-	-	+6000	-	-	RNP APCH
020	TF	RK408	-	147 (150.0)	- 3.0	6.0	-	+4400	-	-	RNP APCH
030	TF	RW15R	Y	147 (150.0)	- 3.0	7.3	-	+2102	-	-2.90/50	RNP APCH
040	DF	RA003	-	-	- 3.0	5.7	-	+3300	200	-	RNP APCH
050	TF	MATPR	-	217 (220.2)	- 3.0	25.0	R	+7100	220	-	RNP APCH
060	TF	DE102	-	319 (321.6)	- 3.0	11.9	R	+8300	220	-	RNP APCH
070	TF	BOSEB	Y	054 (057.1)	- 3.0	13.2	R	@9000	220	-	RNP APCH
080	HM	BOSEB	Y	077 (080.0)	- 3.0	1.0 min	L	@9000	220	-	RNP APCH

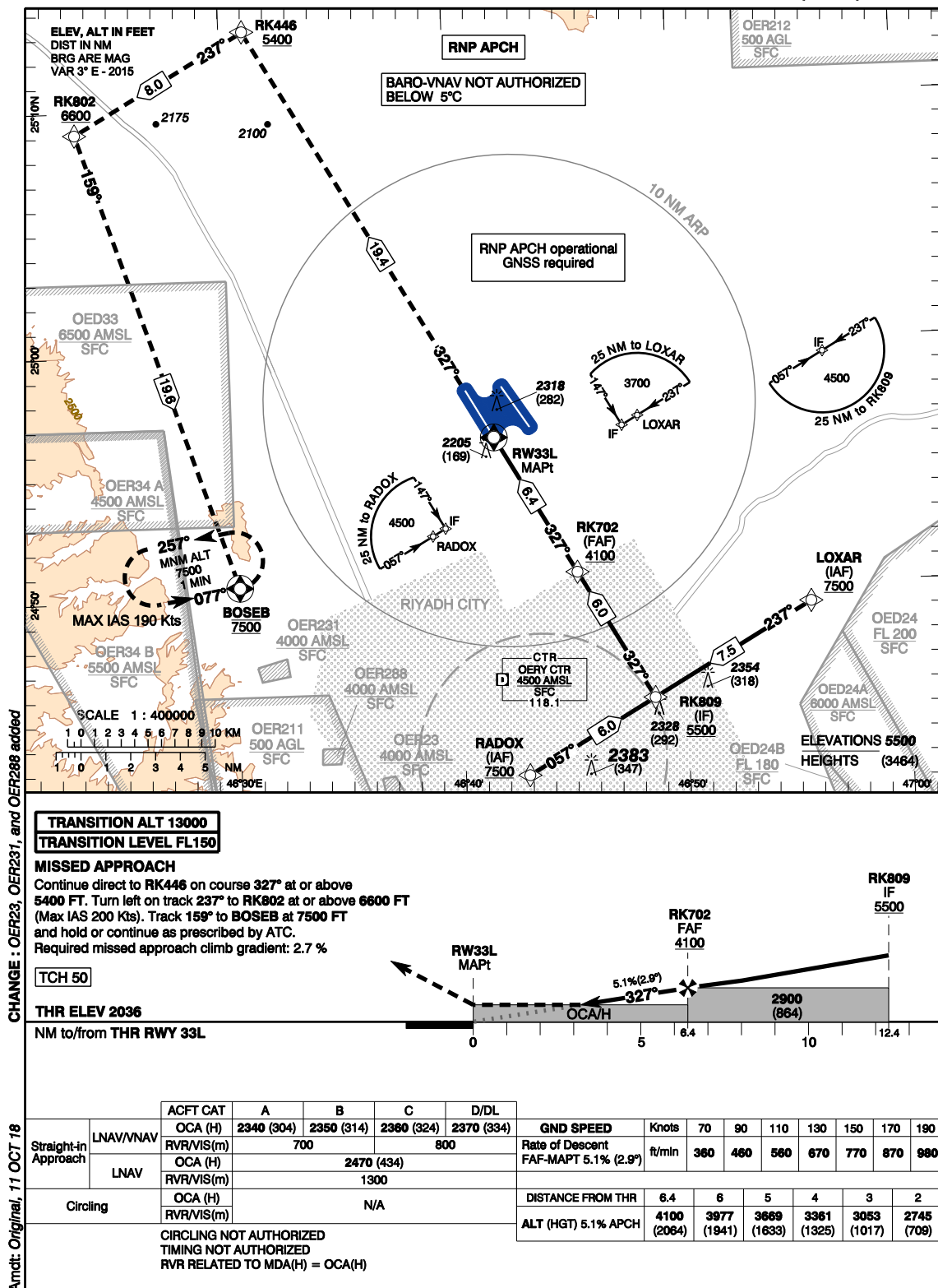
WAYPOINT LIST

RNAV (GNSS) RWY 15R		
Waypoint Identifier	Coordinates	
HAZEM	25°13'33.1"N	046°40'16.8"E
RK406	25°09'48.7"N	046°33'10.2"E
TALDI	25°06'47.5"N	046°27'26.6"E
RK408	25°04'36.0"N	046°36'28.6"E
RA003	24°53'02.6"N	046°43'47.4"E
MATPR	24°33'56.1"N	046°26'05.1"E
DE102	24°43'15.8"N	046°17'59.3"E
BOSEB	24°50'28.4"N	046°30'10.9"E
RW15R	24°58'15.40"N	046°40'29.63"E

CHANGE: BOSEB ALT revised

Amdt: Original, 11 OCT 18

ICAO PANS OPS

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 2052 ft**
HEIGHTS RELATED TO
THR RWY 33L - ELEV 2036 ftAPP: 120.0 124.1
TWR: 118.8(E) 118.8(W)
ATIS: 127.15**RIYADH/King Khaled Intl (OERK)****RNAV (GNSS) RWY 33L**

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV 2036 ft**

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 33L

TABULAR DESCRIPTION

RNAV (GNSS) RWY 33L											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M° (T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	RADOX	-	-	-3.0	-	-	+7500	-	-	RNP APCH
020	TF	RK809	-	057 (060.1)	-3.0	6.0	-	+5500	-	-	RNP APCH
010	IF	LOXAR	-	-	-3.0	-	-	+7500	-	-	RNP APCH
020	TF	RK809	-	237 (240.1)	-3.0	7.5	-	+5500	-	-	RNP APCH
010	IF	RK809	-	-	-3.0	-	-	+5500	-	-	RNP APCH
020	TF	RK702	-	327 (330.0)	-3.0	6.0	-	+4100	-	-	RNP APCH
030	TF	RW33L	Y	327 (330.0)	-3.0	6.4	-	+2086	-	-2.90/50	RNP APCH
040	CF	RK446	-	327 (330.0)	-3.0	19.4	-	+5400	200	-	RNP APCH
050	TF	RK802	-	237 (239.9)	-3.0	8.0	L	+6600	200	-	RNP APCH
060	TF	BOSEB	Y	159 (161.7)	-3.0	19.6	L	@7500	200	-	RNP APCH
070	HM	BOSEB	Y	077 (080.0)	-3.0	1.00 min	L	@7500	190	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY 33L		
Waypoint Identifier	Coordinates	
RK809	24°45'28.8"N	046°48'33.7"E
RK702	24°50'41.8"N	046°45'16.3"E
RK446	25°13'08.1"N	046°31'03.0"E
RK802	25°09'06.7"N	046°23'25.2"E
BOSEB	24°50'28.4"N	046°30'10.9"E
RADOX	24°42'28.6"N	046°42'51.0"E
LOXAR	24°49'12.5"N	046°55'40.0"E
RW33L	24°56'17.07"N	046°41'44.48"E

CHANGE : LOXOR changed to LOXAR, DST BTN RW33L and RK446, BOSEB ALT revised.

Amdt: Original, 11 OCT 18

ICAO PANS OPS

RNAV (GNSS) RWY 33R

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 2015 ft**

RIYADH/King Khaled Intl (OERK)

RNAV (GNSS) RWY 33R

TABULAR DESCRIPTION

RNAV (GNSS) RWY 33R											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course M° (T°)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	LOXAR	-	-	-3.0	-	-	+7500	-	-	RNP APCH
020	TF	RA008	-	237 (240.1)	-3.0	6.0	-	+5500	-	-	RNP APCH
010	IF	RADOX	-	-	-3.0	-	-	+7500	-	-	RNP APCH
020	TF	RA008	-	057 (060.1)	-3.0	7.5	-	+5500	-	-	RNP APCH
010	IF	RA008	-	-	-3.0	-	-	+5500	-	-	RNP APCH
020	TF	RK808	-	327 (330.1)	-3.0	6.0	-	+4000	-	-	RNP APCH
030	TF	RW33R	Y	327 (330.0)	-3.0	6.0	-	+2065	-	-2.90/50	RNP APCH
040	DF	MAT3R	-	-	-3.0	7.3	-	+3400	200	-	RNP APCH
050	TF	MA3HP	-	086 (089.0)	-3.0	13.7	R	+5400	200	-	RNP APCH
060	TF	LOPAK	Y	057 (060.1)	-3.0	12.9	L	@8000	-	-	RNP APCH
070	HM	LOPAK	Y	227 (229.5)	-3.0	1.0 min	R	@8000	230	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY 33R		
Waypoint Identifier	Coordinates	
RA008	24°46'12.6"N	046°49'57.0"E
RK808	24°51'25.6"N	046°46'39.7"E
LOXAR	24°49'12.5"N	046°55'40.0"E
RADOX	24°42'28.6"N	046°42'51.0"E
MAT3R	25°02'57.3"N	046°39'22.1"E
MA3HP	25°03'13.5"N	046°54'26.8"E
LOPAK	25°09'39.9"N	047°06'43.2"E
RW33R	24°56'38.32"N	046°43'22.12"E

CHANGE: RESEN renamed to LOPAK

Amdt : Original, 11 OCT 18

ICAO PANS OPS

AREA CHART - ICAO

ARRIVAL AND TRANSIT ROUTES

TMA RIYADH

LEGEND

BOUNDARIES

FLIGHT INFORMATION REGION (FIR)

SECTOR

CONTROL AREA (CTA)

TERMINAL CONTROL AREA (TMA)

CONTROL ZONE (CTR)

AERODROME TRAFFIC ZONE (ATZ)

AIRWAY (AWY)

AIR TRAFFIC SERVICES

CLASS OF AIRSPACE

AIRSPACE TYPE/NAME

LOWER LIMIT

UPPER LIMIT

RADIO FREQUENCY

NAVIGATION WARNINGS

IDENTIFICATION OF AREA

VERTICAL LIMITS

*N : ACTIVITY NOTIFIED BY NOTAM

RADIO NAVIGATION AIDS (NAVAID)

NAVAID TYPE & FREQUENCY

IDENTIFICATION

GEOGRAPHICAL COORDINATES

NAME

MORSE CODE

ELEVATION OF DME ANTENNA

ATS ROUTE

ROUTE DESIGNATOR

MAGNETIC TRACK

MINIMUM OBSTACLE CLEARANCE ALTITUDE

DIRECTION OF TRAFFIC FLOW

CHANGE OVER POINT (COP)

SIGNIFICANT POINT FUNCTIONALITY

AREA MINIMUM ALTITUDE (AMA)

HOLDING PATTERN

COM FAILURE

ELEV. ALT IN FEET

DIST IN NM

BRG ARE MAG

VAR 3° E - 2015

120.0

APP: 120.0 339.4

TWR: 118.6(E) 118.8(W)

ATIS: 127.15

GND: 121.6(E)

CLEARANCE DELIVERY: 121.7

Notes:

1 Main Holdings for Riyadh Intl

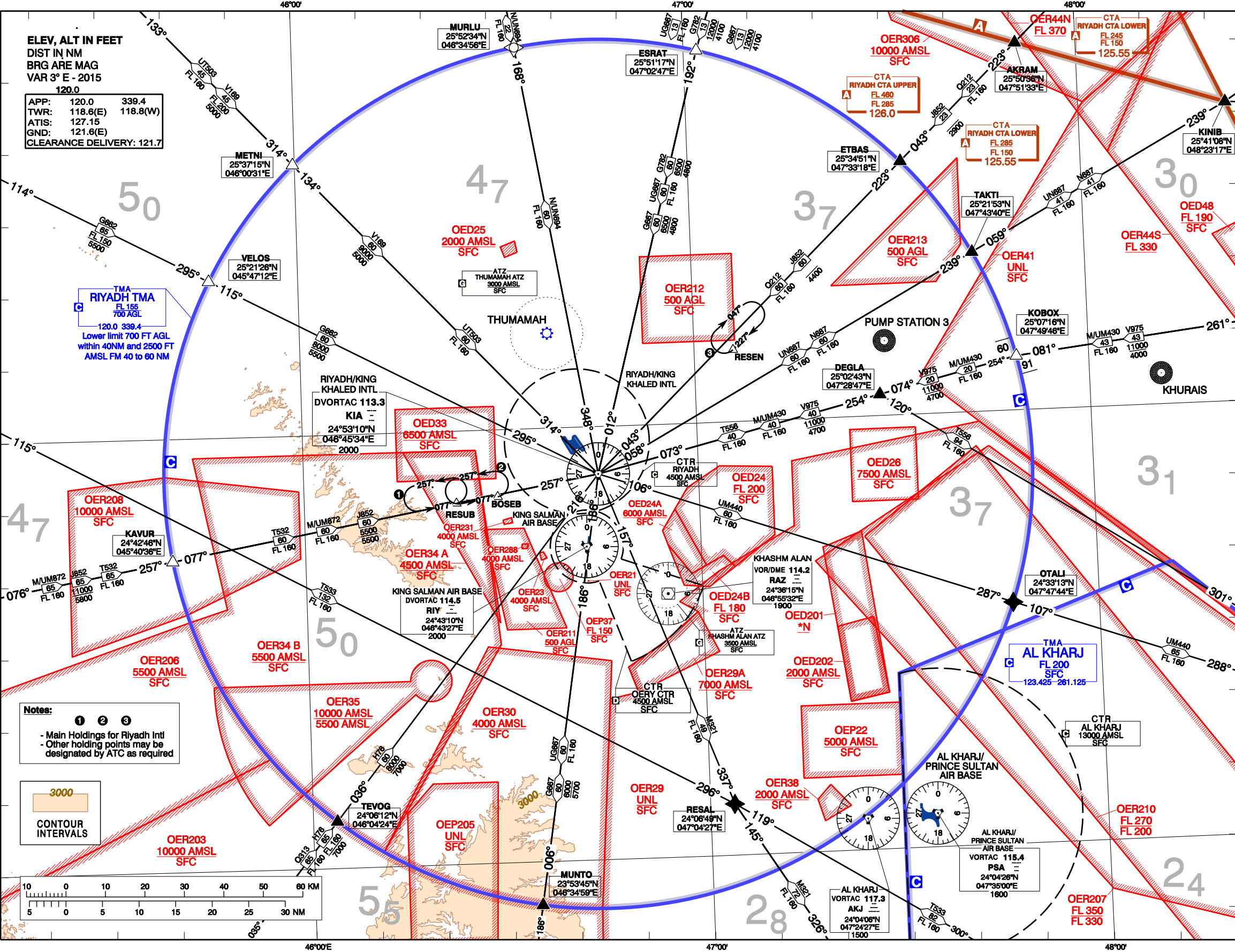
2 Other holding points may be designated by ATC as required

3000

CONTOUR INTERVALS

10 0 10 20 30 40 50 60 KM

5 0 5 10 15 20 25 30 NM



CHANGE : OER231, OER288 and OER23 added

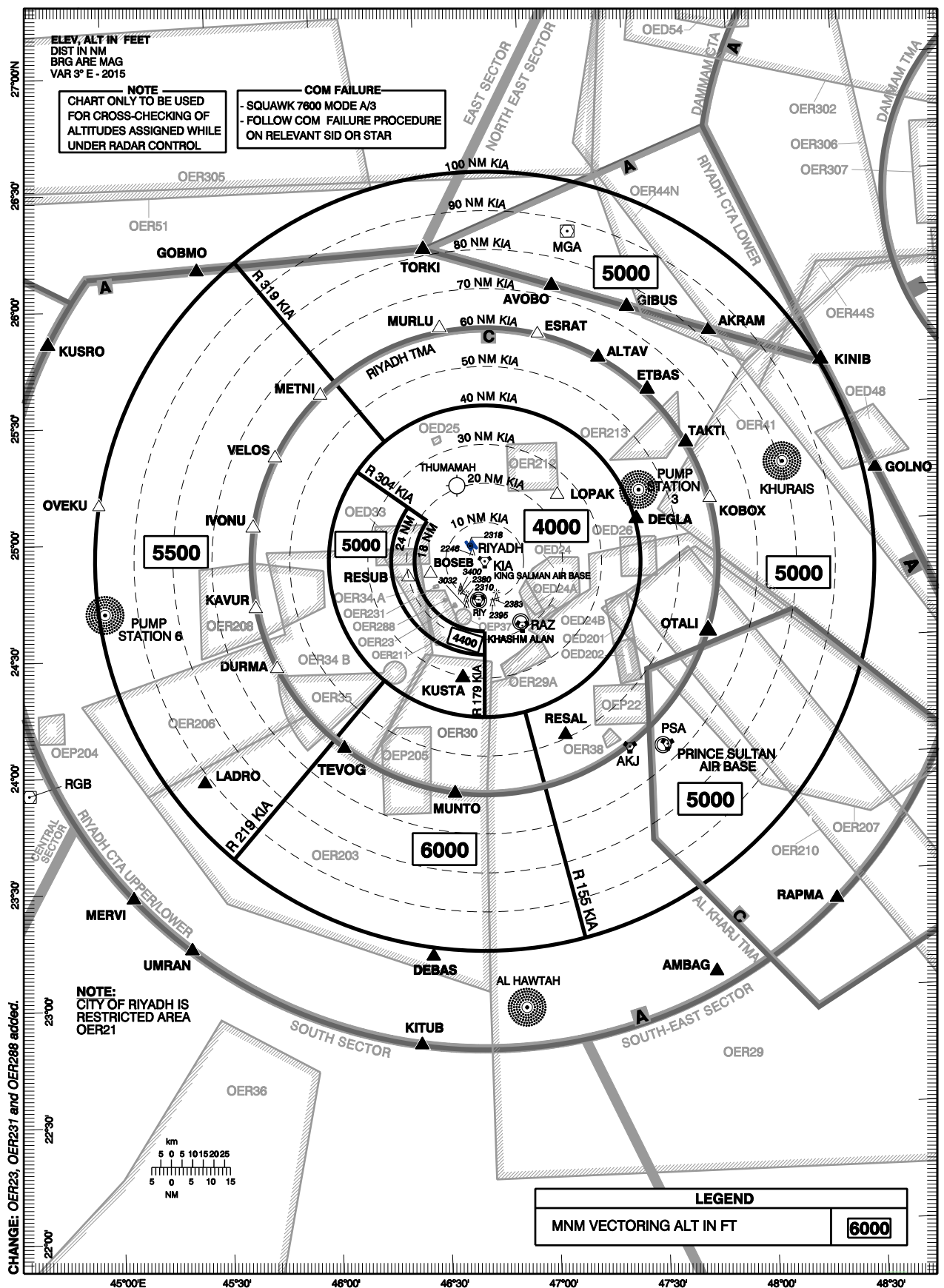
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**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**

**AERODROME ELEV 2052 FT
TRANSITION ALT 13000 FT**

**RIYADH RADAR : 128.0
APP : 120.0
ATIS : 127.15**

**RIYADH/
King Khaled Intl (OERK)**

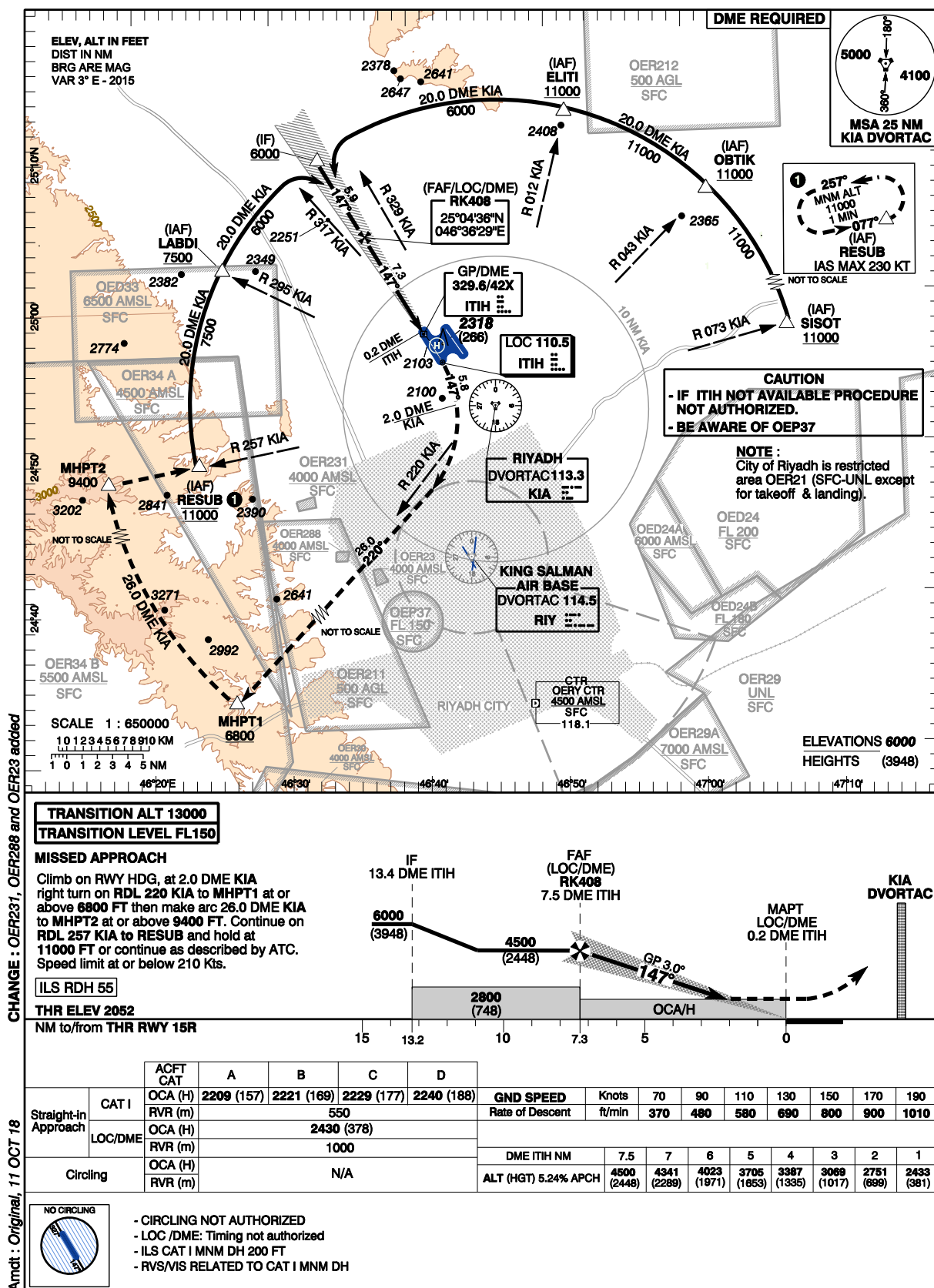


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INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 2052 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 2052 FTAPP : 120.0 124.1
TWR : 118.8(E) 118.8(W)
ATIS : 127.15

RIYADH/King Khaled Intl (OERK)

ILS or LOC RWY 15R



RIYADH/King Khaled Intl (OERK)

ILS or LOC RWY 15R

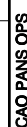
AERONAUTICAL DATA TABULATION

ILS Approach to RWY 15R from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
OBTIK (IAF) - RDL 043/20.0 DME KIA	25°07'05.4"N	047°01'25.0"E
ELITI (IAF) - RDL 012/20.0 DME KIA	25°12'32.6"N	046°51'16.5"E
LABDI (IAF) - RDL 295/20.0 DME KIA	25°02'37.9"N	046°26'09.7"E
(IF) - RDL 327/13.4 DME ITIH	25°09'45.9"N	046°33'11.9"E
RK408 (FAF/LOC/DME) - RDL 327/7.5 DME ITIH	25°04'36.0"N	046°36'28.6"E
MAPT (LOC/DME) - RDL 327/0.2 DME ITIH	24°58'15.40"N	046°40'29.6"E
MHPT1 - RDL 220/26.0 DME KIA	24°33'56.1"N	046°26'05.1"E
MHPT2 - RDL 257/26.0 DME KIA	24°48'41.8"N	046°17'16.4"E
RESUB (IAF/MAHF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'53.9"E
ITIH ILS/LOC	24°56'08.7"N	046°41'49.8"E
ITIH ILS GP/DME	24°58'04.3"N	046°40'31.9"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RWY 15R	24°58'15.40"N	046°40'29.63"E

CHANGE : ODLAK Renamed to OBTIK

Amdt : Original, 11 OCT 18

ICAO PANS OPS

ILS or LOC RWY 15L

RIYADH/King Khaled Intl (OERK)

ILS or LOC RWY 15L

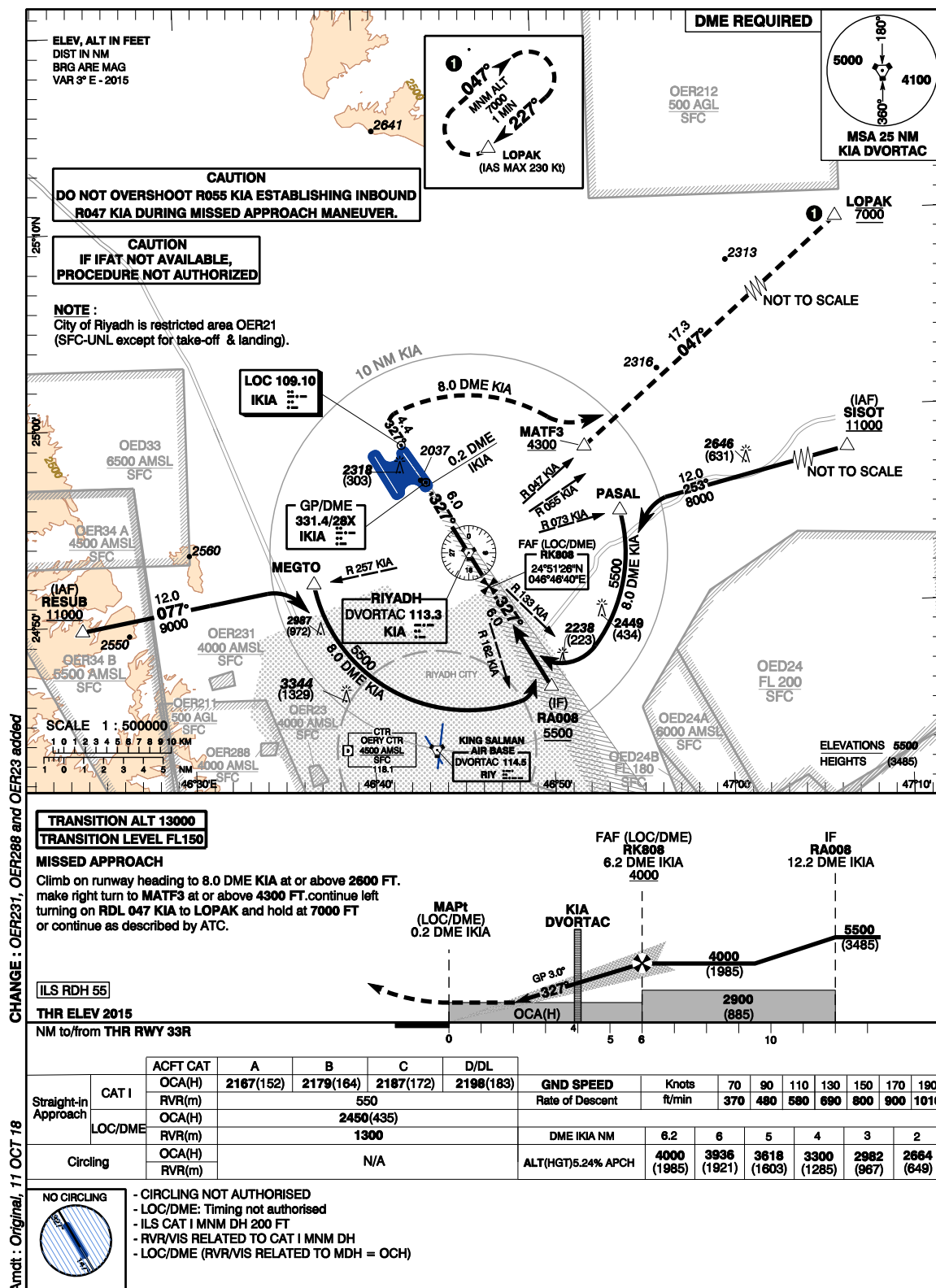
AERONAUTICAL DATA TABULATION

ILS or LOC Approach to RWY 15L from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
OBTIK (IAF) - RDL 043/20.0 DME KIA	25°07'05.4"N	047°01'25.0"E
ELITI (IAF) - RDL 012/20.0 DME KIA	25°12'32.6"N	046°51'16.5"E
RESUB (IAF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'53.9"E
LABDI (IAF) - RDL 295/20.0 DME KIA	25°02'37.9"N	046°26'09.7"E
RK412 (IF) - RDL 327/13.9 DME IELF	25°10'32.4"N	046°34'33.2"E
RK410 (FAF) - RDL 327/7.9 DME IELF	25°05'19.7"N	046°37'51.7"E
MAPT - RDL 327/0.2 DME IELF	24°58'36.7"N	046°42'07.2"E
LOPAK (MAHF) - RDL 047/25.3 DME KIA	25°09'39.9"N	047°06'43.2"E
IELF ILS/LOC	24°56'30.0"N	046°43'27.4"E
IELF ILS GP/DME	24°58'28.9"N	046°42'17.2"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RWY 15L	24°58'36.69"N	046°42'07.27"E

CHANGE : RESEN renamed to LOPAK, ODLAK renamed to OBTIK

Amtdt : Original, 11 OCT 18

ICAO PANS OPS

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 2052 ft**
HEIGHTS RELATED TO
THR RWY 33R - ELEV 2015 ftAPP : 120.0 124.1
TWR : 118.8(E) 118.8(W)
ATIS : 127.15**RIYADH/King Khaled Intl (OERK)****ILS or LOC RWY 33R**

RIYADH/King Khaled Intl(OERK)

ILS or LOC RWY 33R

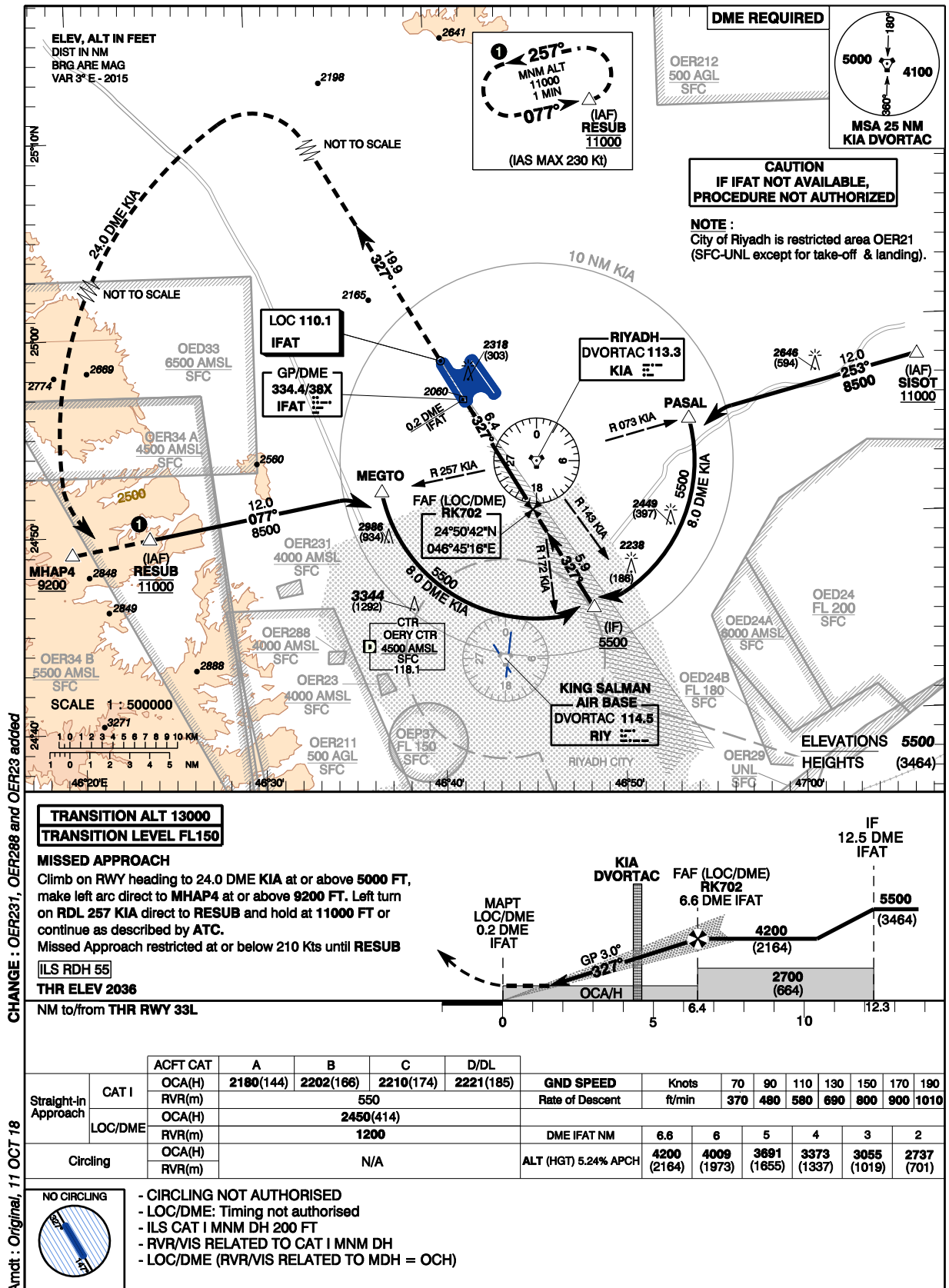
AERONAUTICAL DATA TABULATION

ILS or LOC approach to RWY 33R from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
RESUB (IAF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'53.9"E
PASAL - RDL 073/8.0DME KIA	24°55'04.4"N	046°54'06.8"E
MEGTO - RDL 257/8.0 DME KIA	24°51'48.4"N	046°36'53.8"E
RA008 (IF) - RDL 147/12.2 DME IKIA	24°46'12.6"N	046°49'57.0"E
RK008 FAF (LOC/DME) - RDL 147/6.2 DME IKIA	24°51'25.6"N	046°46'39.7"E
MAPT (LOC/DME) - RDL 327/0.2 DME IKIA	24°56'38.3"N	046°43'22.1"E
MATF3 - RDL 047/8.0 DME IKIA	24°58'23.5"N	046°52'14.9"E
LOPAK (MAHF) - RDL 047/25.3 DME IKIA	25°09'39.9"N	047°06'43.2"E
IKIA ILS/LOC	24°58'45.1"N	046°42'02.0"E
IKIA ILS GP/DME	24°56'49.2"N	046°43'20.1"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RWY 33R	24°56'38.32"N	046°43'22.12"E

CHANGE : RESEN renamed to LOPAK

Amtdt : Original, 11 OCT 18

ICAO PANS OPS

**INSTRUMENT
APPROACH
CHART - ICAO****AERODROME ELEV 2052 ft**
HEIGHTS RELATED TO
THR RWY 33L - ELEV 2036 ftAPP : 120.0 124.1
TWR : 118.8(E) 118.8(W)
ATIS : 127.15**RIYADH/King Khaled Intl (OERK)****ILS or LOC RWY 33L**

RIYADH/King Khaled Intl (OERK)

ILS or LOC RWY 33L

AERONAUTICAL DATA TABULATION

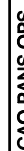
ILS or LOC approach to RWY 33L from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
RESUB (IAF/MAHF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'53.9"E
PASAL RDL 073/8.0 DME KIA	24°55'04.4"N	046°54'06.8"E
MEGTO RDL 257/8.0 DME KIA	24°51'48.4"N	046°36'53.8"E
(IF) - RDL 147/12.5 DME IFAT	24°45'28.8"N	046°48'33.7"E
RK702 (FAF) - RDL 147/6.6 DME IFAT	24°50'41.8"N	046°45'16.3"E
MAPT (LOC/DME) - RDL 147/0.2 DME IFAT	24°56'17.1"N	046°41'44.5"E
MHAP4 RDL 257/24.0 DME KIA	24°49'03.7"N	046°19'34.0"E
IFAT ILS/LOC	24°58'23.8"N	046°40'24.3"E
IFAT ILS GP/DME	24°56'23.7"N	046°41'35.4"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RWY 33L	24°56'17.07"N	046°41'44.48"E

CHANGE: Rename TP33E to PASAL and TP33W to MEGTO

Amdt : Original, 11 OCT 18

ICAO PANS OPS

VOR RWY 15L



RIYADH/King Khaled Intl (OERK)

VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR approach to RWY 15L from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
OBTIK (IAF) - RDL 043/20.0 DME KIA	25°07'05.4"N	047°01'25.0"E
ELITI (IAF) - RDL 012/20.0 DME KIA	25°12'32.6"N	046°51'16.5"E
RESUB (IAF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'53.9"E
LABDI (IAF) - RDL 295/20.0 DME KIA	25°02'37.9"N	046°26'09.7"E
RK412 (IF) - RDL 327/20.0 DME KIA	25°10'32.4"N	046°34'33.2"E
RK410 (FAF) - RDL 327/14.0 DME KIA	25°05'19.7"N	046°37'51.7"E
MAPT - RDL 327/6.3 DME KIA	24°58'36.7"N	046°42'07.2"E
LOPAK (MAHF) - RDL 047/25.3 DME KIA	25°09'39.9"N	047°06'43.2"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RW15L	24°58'36.69"N	046°42'07.27"E

CHANGE : Rename RESEN to LOPAK and ODLAK to OBTIK.

Amdt : Original, 11 OCT 18

ICAO PANS OPS

VOR RWY 33R



Riyadh/King Khaled Intl (OERK)

VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR approach to RWY 33R from KIA DVORTAC	
Fix/point	Coordinates
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N 047°06'56.5"E
PASAL (IAF) - RDL 073/8.0 DME KIA	24°55'04.4"N 046°54'06.8"E
MEGTO (IAF) - RDL 257/8.0 DME KIA	24°51'48.4"N 046°36'53.8"E
RESUB (IAF) - RDL 257/20.0 DME KIA	24°49'45.1"N 046°23'53.9"E
MATF3 (IAF) - RDL 047/8.0 DME KIA	24°58'23.5"N 046°52'14.9"E
RA008 (IF) - RDL 147/8.0 DME KIA	24°46'12.6"N 046°49'57.0"E
RK808 (FAF) - RDL 147/2.0 DME KIA	24°51'25.6"N 046°46'39.7"E
MAPT - RDL 327/4.0 DME KIA	24°56'38.6"N 046°43'22.7"E
LOPAK (MAHF) - RDL 047/25.3 DME KIA	25°09'39.9"N 047°06'43.2"E
KIA DVORTAC	24°53'10.0"N 046°45'34.0"E
THR RW33R	24°56'38.32"N 046°43'22.12"E

CHANGE : Rename RESEN to LOPAK

Amdt: Original, 11 OCT 18

ICAO PANS OPS

VOR RWY 15R



Riyadh/King Khaled Intl (OERK)

VOR RWY 15R

AERONAUTICAL DATA TABULATION

VOR approach to RWY 15R from KIA DVORTAC		
Fix/point	Coordinates	
SISOT (IAF) - RDL 073/20.0 DME KIA	24°57'55.1"N	047°06'56.5"E
OBTIK (IAF) - RDL 043/20.0 DME KIA	25°07'05.4"N	047°01'25.0"E
ELITI (IAF) - RDL 012/20.0 DME KIA	25°12'32.6"N	046°51'16.5"E
RESUB (IAF) - RDL 257/20.0 DME KIA	24°49'45.1"N	046°23'54.0"E
LABDI (IAF) - RDL 295/20.0 DME KIA	25°02'37.9"N	046°26'09.7"E
IF15R (IF) - RDL 316/20.0 DME KIA	25°08'17.4"N	046°31'05.9"E
FA15R (FAF) - RDL 316/11.8 DME KIA	25°02'07.4"N	046°37'00.5"E
MAPT (DVORTAC) - RDL 316/6.8 DME KIA	24°58'20.5"N	046°40'37.5"E
MHPT1 (MATF) - RDL 220/26.0 DME KIA	24°33'56.1"N	046°26'05.1"E
MHPT2 (MATF) - RDL 257/26.1 DME KIA	24°48'41.8"N	046°17'16.4"E
KIA DVORTAC	24°53'10.0"N	046°45'34.0"E
THR RW15R	24°58'15.40"N	046°40'29.63"E

CHANGE : ODLAK Renamed to OBTIK

Amdt : Original, 11 OCT 18