

**OEDR AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OEDR - DHAHRAN / King Abdulaziz Air Base****OEDR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |                                                            |                                                                 |
|---|------------------------------------------------------------|-----------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                             | 261551N 0500909E<br>700M/302° from TWR                          |
| 2 | Direction and distance from (city)                         | 245°/4 KM from Al-Khobar                                        |
| 3 | Elevation/Reference temperature                            | 84 FT / 42° C                                                   |
| 4 | Geoid undulation at AD ELEV PSN                            | NIL                                                             |
| 5 | MAG VAR/Annual change                                      | 2°E (2010)                                                      |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | KAAB<br>Dhahran Airport<br>Saudi Arabia<br>FAX: +966 13 3307016 |
| 7 | Types of traffic permitted (IFR/VFR)                       | IFR and VFR                                                     |
| 8 | Remarks                                                    | Military, PPR from ABC . Dhahran Airport/ KAAB                  |

**OEDR 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 |

**OEDR AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |                                         |                                            |
|---|-----------------------------------------|--------------------------------------------|
| 1 | Cargo-handling facilities               | NIL                                        |
| 2 | Fuel/oil types                          | Fuel : Turbine JP1, JP4 / Oil : Mobile 120 |
| 3 | Fuelling facilities/capacity            | Tankers, variable delivery rate/ No limit. |
| 4 | De-icing facilities                     | NIL                                        |
| 5 | Hangar space for visiting aircraft      | NIL                                        |
| 6 | Repair facilities for visiting aircraft | NIL                                        |
| 7 | Remarks                                 | NIL                                        |

### OEDR AD 2.5 PASSENGER FACILITIES

|   |                      |                                                   |
|---|----------------------|---------------------------------------------------|
| 1 | Hotels               | Unlimited at Al -Khobar, Dammam and Airport Hotel |
| 2 | Restaurants          | H24 at airport hotel                              |
| 3 | Transportation       | Bus and taxi                                      |
| 4 | Medical facilities   | Armed Forces Hospital and at Al-Khobar and Dammam |
| 5 | Bank and Post Office | NIL                                               |
| 6 | Tourist Office       | NIL                                               |
| 7 | Remarks              | NIL                                               |

### OEDR 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 | Limited equipment available. Companies should use IATA pooling arrangements. |
| 4 | Remarks                                     | NIL                                                                          |

### OEDR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

### OEDR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

|   |                                             |                                                                        |
|---|---------------------------------------------|------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | Surface: Concrete / Asphalt<br>Strength: LCN 100                       |
| 2 | Taxiway width, surface and strength         | Width:23 M and 15 M shoulders<br>Surface: Asphalt<br>Strength: LCN 100 |
| 3 | Altimeter checkpoint location and elevation | Location: Terminal apron Elevation: 69 FT                              |
| 4 | VOR checkpoints                             | NIL                                                                    |
| 5 | INS checkpoints                             | See grid on Aerodrome Chart and Parking Chart.                         |
| 6 | Remarks                                     | NIL                                                                    |

### OEDR 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 | Taxiing instructions from Tower . Standard painted gate numbers and turn - on lines from taxiway to parking gates on apron . Nose - in guidance at aircraft stands                                                   |
| 2 | RWY and TWY markings and LGT                                                                                  | RWY:Designation, THR, TDZ, centre line, edge, side stripes runway end as appropriate, marked and lighted.<br>TWY:Centre line , holding positions at all TWY/RWY intersections . Marked and lighted . TWY edge lights |
| 3 | Stop bars                                                                                                     | Stop bars where appropriate .                                                                                                                                                                                        |
| 4 | Remarks                                                                                                       | See parking chart for taxiing to and from stands                                                                                                                                                                     |

## OEDR 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<br>Elevation (FT)<br>Markings/LGT | Coordinates            | Obstacle type<br>Elevation<br>Markings/LGT | Coordinates |                                |
| a                      | b                                               | c                      | a                                          | b           |                                |
| 16L                    | LIGHT POLE 374                                  | 261830.70N 0500908.42E | NIL                                        | NIL         | All obstacles marked and LGTD. |
| 16L                    | High Commercial BLDG 330<br>Lighted             | 261832.07N 0501031.25E |                                            |             |                                |
| 16L                    | LIGHT POLE 344.5                                | 261826.93N 0500910.61E |                                            |             |                                |
| 16L                    | LIGHT POLE 372.4                                | 261833.18N 0500914.20E |                                            |             |                                |
| 16L                    | LIGHT POLE 120                                  | 261740.76N 0500941.11E |                                            |             |                                |
| 16L                    | BUILDING 164                                    | 261809.54N 0500930.29E |                                            |             |                                |
| 16L                    | LIGHT POLE 154.2                                | 261754.98N 0500947.50E |                                            |             |                                |
| 16L                    | LIGHT POLE 129.3                                | 261744.75N 0500949.47E |                                            |             |                                |
| 16L                    | LIGHT POLE 133                                  | 261748.42N 0500950.49E |                                            |             |                                |
| 16R                    | POLE 182                                        | 261634.61N 0500801.97E |                                            |             |                                |
| 16R                    | TOWER 404                                       | 261849.46N 0500720.56E |                                            |             |                                |
| 16R                    | TOWER 356                                       | 261829.95N 0500733.56E |                                            |             |                                |
| 16R                    | TOWER 333                                       | 261814.92N 0500741.11E |                                            |             |                                |
| 16R                    | TERRAIN 131.2                                   | 261649.90N 0500752.78E |                                            |             |                                |
| 16R                    | BUILDING 215                                    | 261724.05N 0500753.60E |                                            |             |                                |
| 16R                    | TOWER 648                                       | 261837.63N 0500758.72E |                                            |             |                                |

## OEDR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                                     |                                                                                                                                            |
|---|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Associated MET Office                                               | Dhahran MET Office                                                                                                                         |
| 2 | Hours of service<br>MET Office outside hours                        | H24<br>NIL                                                                                                                                 |
| 3 | Office responsible for TAF preparation<br>Periods of validity       | Jeddah Central Forecast Office (CFO)<br>(TAF periods of validity H30).<br>TEL: +966 12 6532173 and +966 12 6532197<br>FAX: +966 12 6530197 |
| 4 | Trend forecast<br>Interval of issuance                              | TEND<br>NIL                                                                                                                                |
| 5 | Briefing/consultation provided                                      | P, T                                                                                                                                       |
| 6 | Flight documentation<br>Language(s) used                            | C, PL<br>English                                                                                                                           |
| 7 | Charts and other information available for briefing or consultation | S, U, P, W                                                                                                                                 |
| 8 | Supplementary equipment available for providing information         | WXR, APT                                                                                                                                   |
| 9 | ATS units provided with information                                 | Dhahran Tower; DHAHRAN ARR/DEP                                                                                                             |

|    |                                                      |                                   |
|----|------------------------------------------------------|-----------------------------------|
| 10 | Additional information (limitation of service, etc.) | S Routine<br>TEL: +966 13 3302561 |
|----|------------------------------------------------------|-----------------------------------|

## METEOROLOGICAL DATA

## MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURES (C)

| TEMPERATURE | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC  |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| MAXIMUM     | 20.1 | 22.5 | 26.0 | 31.3 | 37.2 | 41.1 | 42.0 | 41.4 | 39.4 | 34.9 | 28.4 | 23.4 |
| MINIMUM     | 10.2 | 10.9 | 15.0 | 19.2 | 23.5 | 26.9 | 25.1 | 27.2 | 24.5 | 20.4 | 16.0 | 12.9 |

## MEAN PRESSURE IN HECTOPASCALS (HPA) FOR EACH MONTH

|  |        |        |        |        |        |       |       |       |        |        |        |        |
|--|--------|--------|--------|--------|--------|-------|-------|-------|--------|--------|--------|--------|
|  | 1016.9 | 1014.6 | 1012.2 | 1008.6 | 1003.9 | 998.3 | 995.4 | 997.1 | 1002.8 | 1009.7 | 1014.5 | 1016.8 |
|--|--------|--------|--------|--------|--------|-------|-------|-------|--------|--------|--------|--------|

## OEDR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE &<br>MAG BRG    | Dimensions of<br>RWY(M) | Strength (PCN) and<br>surface of RWY and<br>SWY       | THR coordinates<br>RWY end<br>coordinates<br>THR geoid<br>undulation | THR elevation and highest<br>elevation of TDZ of<br>precision APP RWY |
|------------------------|----------------------|-------------------------|-------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1                      | 2                    | 3                       | 4                                                     | 5                                                                    | 6                                                                     |
| 16L                    | 165° GEO<br>163° MAG | 3600 x 45               | 56/F/A/W/T<br>Concrete / Asphalt                      | 261717.44N<br>0500950.81E                                            | THR 84 FT<br>TDZ 84 FT                                                |
| 34R                    | 345° GEO<br>343° MAG | 3600 x 45               | 56/F/A/W/T<br>Concrete / Asphalt                      | 261524.44N<br>0501024.35E                                            | THR 48 FT<br>TDZ 59 FT                                                |
| 16R                    | 165° GEO<br>163° MAG | 3660 x 45               | 56/F/A/W/T<br>RWY: Concrete / Asphalt<br>SWY: Asphalt | 261606.97N<br>0500757.41E                                            | THR 68 FT<br>TDZ 68 FT                                                |
| 34L                    | 345° GEO<br>343° MAG | 3660 x 45               | 56/F/A/W/T<br>RWY: Concrete / Asphalt<br>SWY: Asphalt | 261412.09N<br>0500831.54E                                            | THR 64 FT<br>TDZ 64 FT                                                |

| Slope of RWY-SWY                       | SWY dimensions<br>(M) | CWY dimensions<br>(M) | Strip dimensions<br>(M) | OFZ | Remarks |
|----------------------------------------|-----------------------|-----------------------|-------------------------|-----|---------|
| 7                                      | 8                     | 9                     | 10                      | 11  | 12      |
| 600M: 0.79% down<br>3000M: 0.21% down  | NIL                   | NIL                   | 3720 x 300              | NIL | NIL     |
| 3000M: 0.21% up<br>600M: 0.79% up      | NIL                   | NIL                   | 3720 x 300              | NIL | NIL     |
| 2120M: 0.15% down<br>1540M: 0.04% down | NIL                   | NIL                   | 3780 x 300              | NIL | NIL     |
| 1540M: 0.04% up<br>2120M: 0.15% up     | NIL                   | NIL                   | 3780 x 300              | NIL | NIL     |

## OEDR AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 16L            | 3600     | 3600     | 3600     | 3600    | NIL     |
| 34R            | 3600     | 3600     | 3600     | 3600    | NIL     |
| 16R            | 3660     | 3660     | 3660     | 3660    | NIL     |
| 34L            | 3660     | 3660     | 3660     | 3660    | NIL     |

## OEDR 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      |
| 16L            | PALS CAT I<br>NIL<br>Intensity:<br>Variable  | Green               | PAPI<br>3°        | NIL          | 3 600 M<br>White                                   | 3 600 M<br>White                        | Red                     | NIL                    | NIL     |
| 34R            | PALS CAT I<br>NIL<br>Intensity :<br>Variable | Green               | PAPI<br>3°        | NIL          | 3 600 M<br>White                                   | 3 600 M<br>White                        | Red                     | NIL                    | NIL     |
| 16R            | PALS CAT I<br>NIL<br>Intensity :<br>Variable | Green               | PAPI<br>3°        | NIL          | 3 660 M<br>White                                   | 3 660 M<br>White                        | Red                     | NIL                    | NIL     |
| 34L            | PALS CAT I<br>NIL<br>Intensity :<br>Variable | Green               | PAPI<br>3°        | NIL          | 3 660 M<br>White                                   | 3 660 M<br>White                        | Red                     | NIL                    | NIL     |

## OEDR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                         |                                          |
|---|---------------------------------------------------------|------------------------------------------|
| 1 | ABN/IBN location, characteristics and operational hours | ABN: Flashing White / Green<br>H24       |
| 2 | LDI location and LGT<br>Anemometer location and LGT     | LDI: - LGTD; signaling lamp<br>-         |
| 3 | TWY edge and centre line lighting                       | Edge: All TWY<br>Centre line: NIL        |
| 4 | Secondary power supply/switch-over time                 | Conforms to Annex 14, full backup system |
| 5 | Remarks                                                 | NIL                                      |

**OEDR AD 2.16 HELICOPTER LANDING AREA**

|   |                                                           |                                                                                                         |
|---|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       | OEDR H1 261701N 0501005E<br>OEDR H2:261702.42N 0501037.61E                                              |
| 2 | TLOF and/or FATO elevation M/FT                           | NIL                                                                                                     |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL                                                                                                     |
| 4 | True BRG of FATO                                          | NIL                                                                                                     |
| 5 | Declared distance available                               | NIL                                                                                                     |
| 6 | APP and FATO lighting                                     | NIL                                                                                                     |
| 7 | Remarks                                                   | In addition Civil Defence heliport 1100 M E of touchdown of RWY 16L and RSAF heliport on Military apron |

**OEDR AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                             |
|---|-----------------------------------|-----------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | Dhahran CTR: A Circle with radius of 8 NM centred on 261551N 0500909E (ARP) |
| 2 | Vertical limits                   | SFC to 3500 FT AMSL                                                         |
| 3 | Airspace classification           | D                                                                           |
| 4 | ATS unit call sign<br>Language(s) | Dhahran Tower , Dhahran ARR/DEP<br>English and Arabic                       |
| 5 | Transition altitude               | 13000 FT                                                                    |
| 6 | Remarks                           | NIL                                                                         |

**OEDR AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign       | Frequency   | Hours of operation | Remarks              |
|---------------------|-----------------|-------------|--------------------|----------------------|
| 1                   | 2               | 3           | 4                  | 5                    |
| TMA/RADAR           | Dhahran ARR/DEP | 124.650 MHZ | H24                | VHF Military APP     |
|                     |                 | 124.100 MHZ | H24                | VHF APP-STANDBY      |
|                     |                 | 121.500 MHZ | H24                | VHF EMERGENCY        |
|                     |                 | 310.500 MHZ | H24                | UHF Military DEP     |
|                     |                 | 318.950 MHZ | H24                | UHF Military ARR     |
|                     |                 | 243.000 MHZ | H24                | UHF EMERGENCY        |
| TOWER               | Dhahran Tower   | 118.400 MHZ | H24                | VHF TWR WEST         |
|                     |                 | 118.700 MHZ | H24                | VHF TWR EAST         |
|                     |                 | 121.700 MHZ | H24                | VHF Military Ground  |
|                     |                 | 250.800 MHZ | H24                | UHF TWR WEST BACK UP |
|                     |                 | 287.350 MHZ | H24                | UHF TWR WEST         |
|                     |                 | 363.000 MHZ | H24                | UHF Military Ground  |
|                     | VHF             | 121.500 MHZ | H24                | Emergency VHF        |
|                     | UHF             | 243.000 MHZ | H24                | Emergency UHF        |

## OEDR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid,<br>MAG VAR,<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give declination) | ID   | Frequency              | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks                                                                                                                                                      |
|--------------------------------------------------------------------------------------|------|------------------------|-----------------------|-------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                    | 2    | 3                      | 4                     | 5                                                     | 6                                              | 7                                                                                                                                                            |
| DVORTAC                                                                              | DHA  | 117.200 MHZ<br>CH 119X | H24                   | 261538.8N<br>0500824.7E                               | 100 FT                                         |                                                                                                                                                              |
| LOC RWY 16L<br>ILS CAT I                                                             | IDHC | 109.300 MHZ            | H24                   | 261515.3N<br>0501027.0E                               |                                                | * Front course sector angle $\pm 35^\circ$                                                                                                                   |
| GP                                                                                   |      | 332.000 MHZ            | H24                   | 261706.6N<br>0500958.5E                               |                                                | 3.2° RDH 59 FT<br>HGT of point C INT HGT                                                                                                                     |
| DME                                                                                  | IDHC |                        | H24                   | 261706.6N<br>0500958.5E                               |                                                | DME reads Zero at the DME<br>antenna                                                                                                                         |
| LOC RWY 34R<br>ILS CAT I                                                             | IDHA | 109.900 MHZ            | H24                   | 261725.3N<br>0500948.5E                               |                                                | Front course sector angle $\pm 35^\circ$                                                                                                                     |
| GP                                                                                   |      | 333.800 MHZ            | H24                   | 261535.2N<br>0501025.6E                               |                                                | 3° RDH 55 FT HGT of point C 100<br>FT INT                                                                                                                    |
| DME                                                                                  | IDHA |                        |                       | 261535.2N<br>0501025.6E                               |                                                | DME reads Zero at the DME<br>antenna                                                                                                                         |
| LOC RWY 16R<br>ILS CAT I                                                             | IDHH | 109.100 MHZ            | H24                   | 261401.0N<br>0500834.8E                               |                                                | No remote monitoring                                                                                                                                         |
| GP                                                                                   |      | 331.400 MHZ            | H24                   | 261555.7N<br>0500756.2E                               |                                                | 3° RDH 55 FT<br>HGT of point C INT HGT FAF 1941<br>FT                                                                                                        |
| DME                                                                                  | IDHH |                        | H24                   | 261555.7N<br>0500756.2E                               |                                                | DME reads Zero at the DME<br>antenna                                                                                                                         |
| LOC RWY 34L<br>ILS CAT I                                                             | IDHL | 109.700 MHZ            | H24                   | 261618.1N<br>0500754.1E                               |                                                | * Front course sector angle $\pm 35^\circ$                                                                                                                   |
| GP                                                                                   |      | 333.200 MHZ            | H24                   | 261421.40N<br>0500824.24E                             |                                                | 3.0° RDH 55 FT<br>HGT of point C INT HGT                                                                                                                     |
| DME                                                                                  | IDHL |                        | H24                   | 261421.4N<br>0500824.2E                               |                                                | EXER extreme care in selecting<br>correct ILS for assigned RWY as<br>more than one ILS will be OPR<br>simultaneously<br>DME reads Zero at the DME<br>antenna |

## OEDR AD 2.20 LOCAL TRAFFIC REGULATIONS

## 2.20.1 Airport regulations

See Dhahran International Parking Chart.

## OEDR AD 2.21 NOISE ABATEMENT PROCEDURES

Flights operating to or from Bahrain are not permitted to fly within the 80 DEG arc subtended by the 180 and 260 radials of the Bahrain VOR containing the main Bahrain Islands unless such flights have been deemed operationally essential by the Controlling Authority or can remain either visually clear of land or be so vectored by Bahrain Radar.

## OEDR AD 2.22 FLIGHT PROCEDURES

## DAMMAM CONTROL AREA

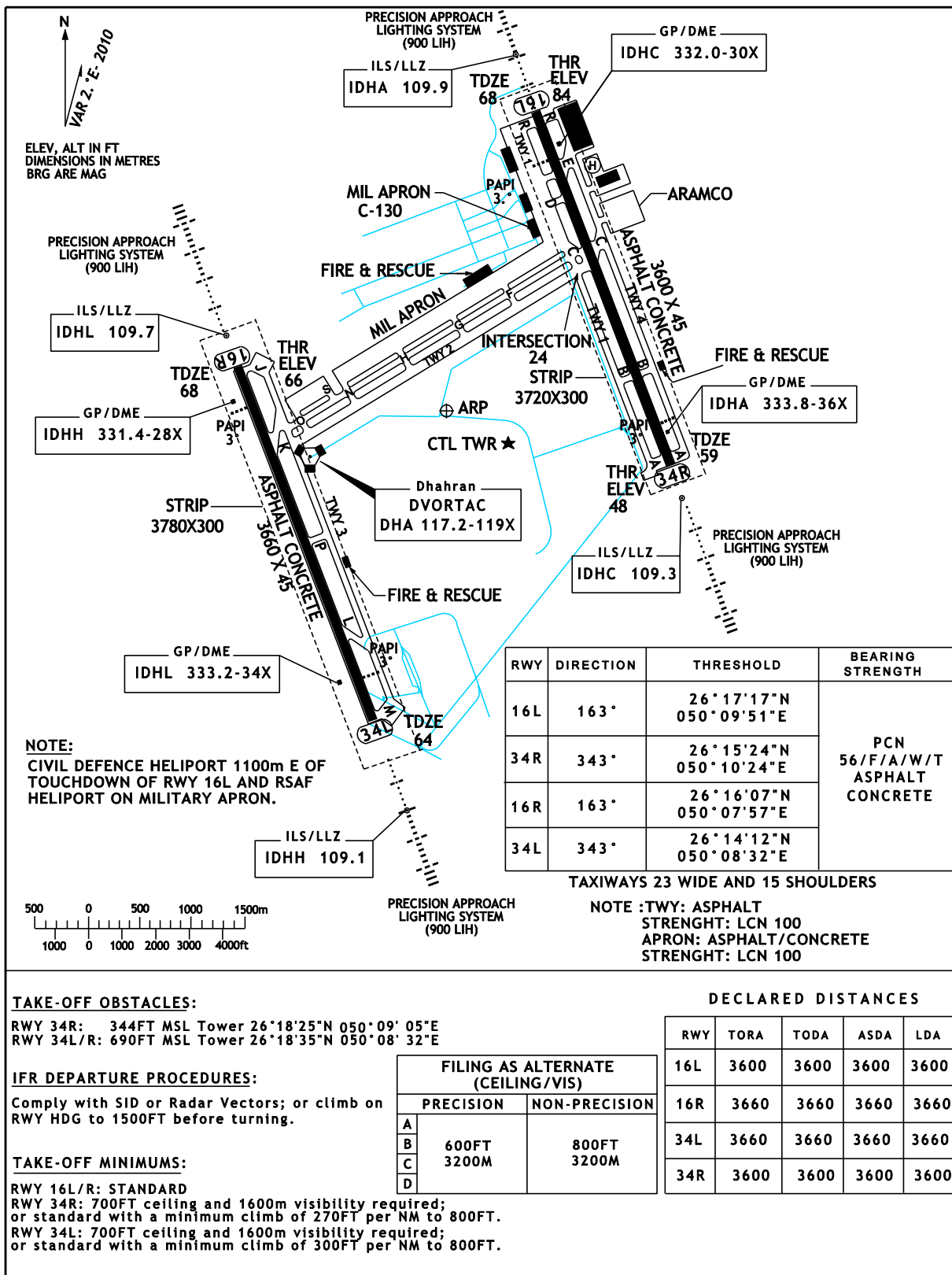
See also ENR 1.5.

**OEDR AD 2.23 ADDITIONAL INFORMATION**

NIL

**OEDR AD 2.24 CHARTS RELATED TO AN AERODROME**

| <b>Chart name</b>                          | <b>Page</b>  |
|--------------------------------------------|--------------|
| Aerodrome Chart                            | AD 2-OEDR-9  |
| Aircraft Parking Chart                     | AD 2-OEDR-11 |
| Aerodrome ground movement chart            | AD 2-OEDR-13 |
| Aerodrome obstacle chart RWY 16L/34R       | AD 2-OEDR-15 |
| Aerodrome obstacle chart RWY 16R/34L       | AD 2-OEDR-17 |
| ATC surveillance MNM altitude chart        | AD 2-OEDR-19 |
| ILS/DME RWY 16L                            | AD 2-OEDR-21 |
| ILS/DME RWY 16L (Data tabulation)          | AD 2-OEDR-22 |
| ILS/DME RWY 16R                            | AD 2-OEDR-23 |
| ILS/DME RWY 16R (Data tabulation)          | AD 2-OEDR-24 |
| ILS/DME RWY 34L                            | AD 2-OEDR-25 |
| ILS/DME RWY 34L (Data tabulation)          | AD 2-OEDR-26 |
| ILS/DME RWY 34R                            | AD 2-OEDR-27 |
| ILS/DME RWY 34R (Data tabulation)          | AD 2-OEDR-28 |
| VOR/DME or TACAN RWY 16R                   | AD 2-OEDR-29 |
| VOR/DME or TACAN RWY 16R (Data tabulation) | AD 2-OEDR-30 |
| VOR/DME or TACAN RWY 34L                   | AD 2-OEDR-31 |
| VOR/DME or TACAN RWY 34L (Data tabulation) | AD 2-OEDR-32 |

AERODROME  
CHART - ICAOARP:  
26°15'51"N  
050°09'09"EAD ELEV  
84 FTTWR: 118.7(E) 118.4(W)  
ATIS: 117.2  
SMC: 121.7DHAHRAN/  
King Abdulaziz Air Base

INTENTIONALLY BLANK

## DHAHRAN

### King Abdulaziz Airbase

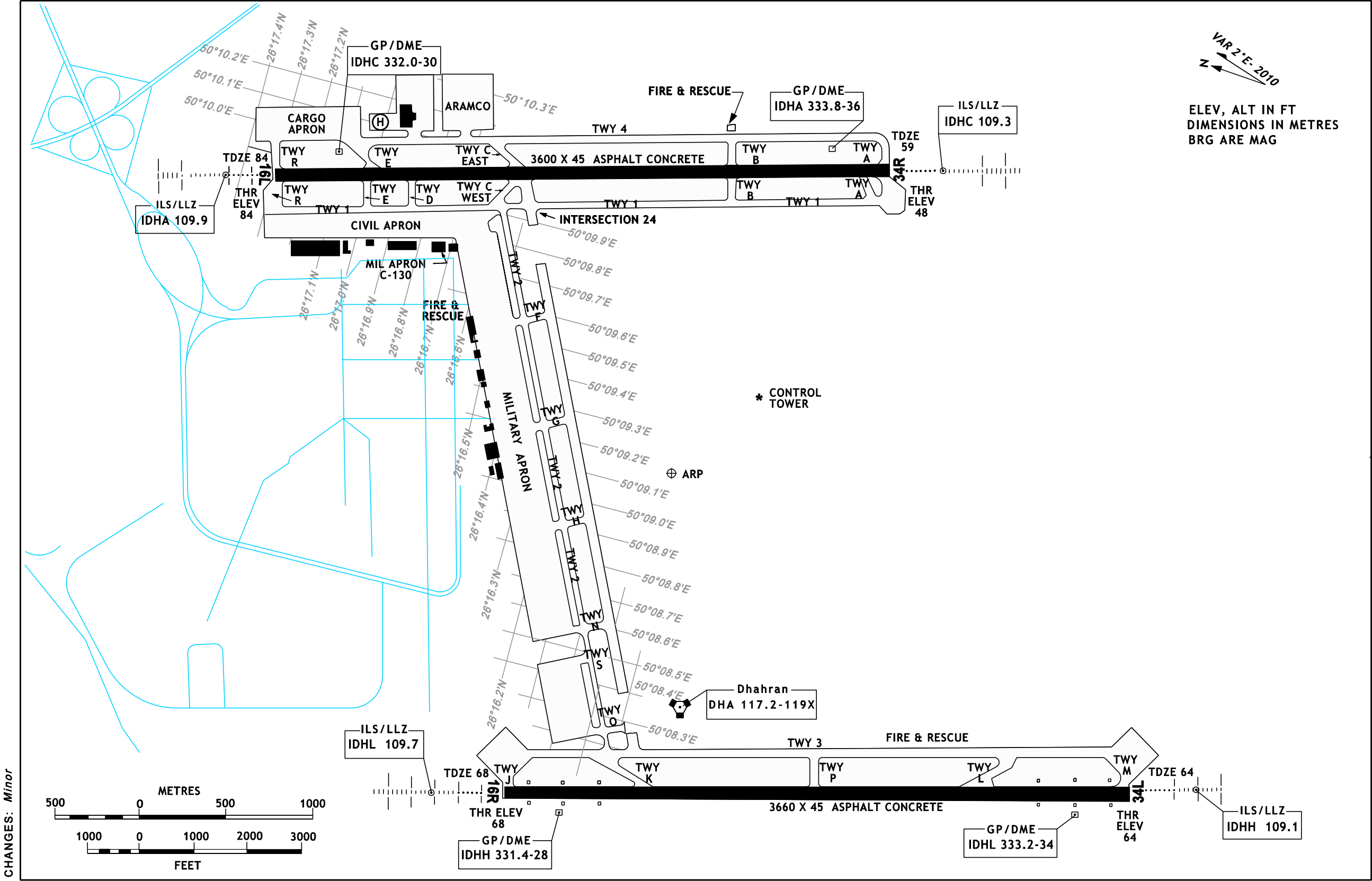


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AERODROME GROUND  
MOVEMENT CHART-ICAO

TWR: 118.7(E) 118.4(W)  
ATIS: 117.2  
SMC: 121.7

DHAHRAN / King Abdulaziz Air Base



INTENTIONALLY BLANK

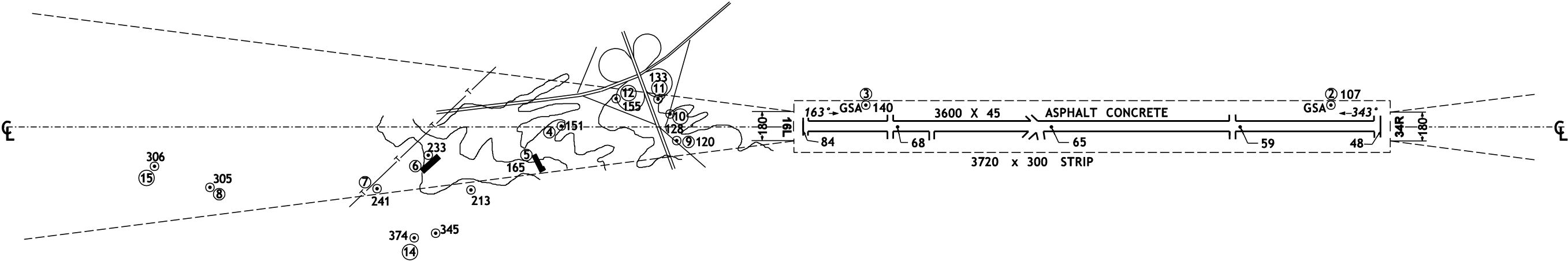
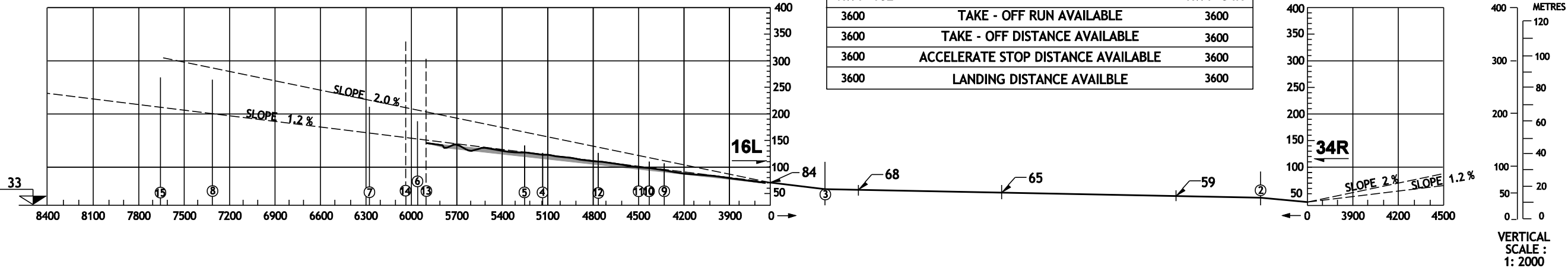
AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)

DHAHRAN / Dhahran King Abdulaziz AB

DISTANCES IN METRES  
ELEVATIONS IN FEET  
MAGNETIC VARIATION 2° E-2010

RWY 16L/34R

| DECLARED DISTANCES |                                    |         |
|--------------------|------------------------------------|---------|
| RWY 16L            |                                    | RWY 34R |
| 3600               | TAKE - OFF RUN AVAILABLE           | 3600    |
| 3600               | TAKE - OFF DISTANCE AVAILABLE      | 3600    |
| 3600               | ACCELERATE STOP DISTANCE AVAILABLE | 3600    |
| 3600               | LANDING DISTANCE AVAILBLE          | 3600    |



CHANGES: MAG VAR Year

| LEGEND                                     |       |
|--------------------------------------------|-------|
| IDENTIFICATION NUMBERS                     | ①     |
| TOWER, SPIRE, MINARET, POLE, ANTENNA, ETC. | ⊙     |
| OVERHEAD CABLE                             | —T—T— |
| BUILDING                                   | ■     |
| TERRAIN PENETRATING OBSTACLE PLANE         | —T—T— |
|                                            |       |
|                                            |       |

HORIZONTAL SCALE: 1:20 000

METRES

500 0 500 1000 1500 2000 2500

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

FEET

ORDER OF ACCURACY

HORIZONTAL 00m.

VERTICAL 00m.

| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| No.              | DATE | ENTERED BY |
|                  |      |            |

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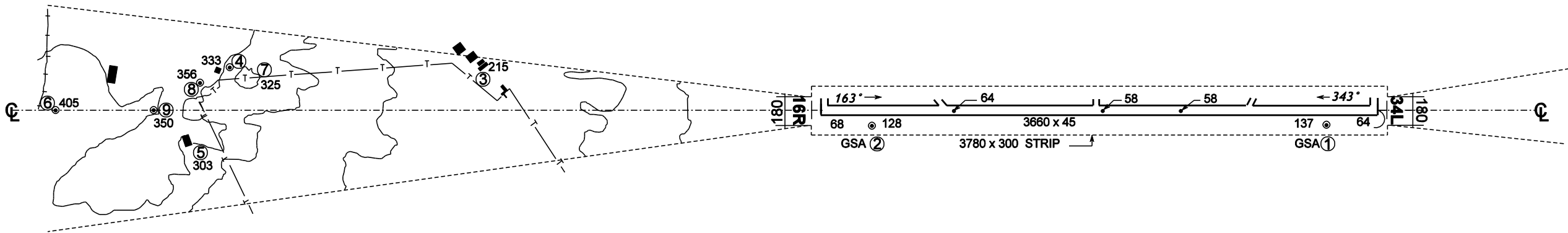
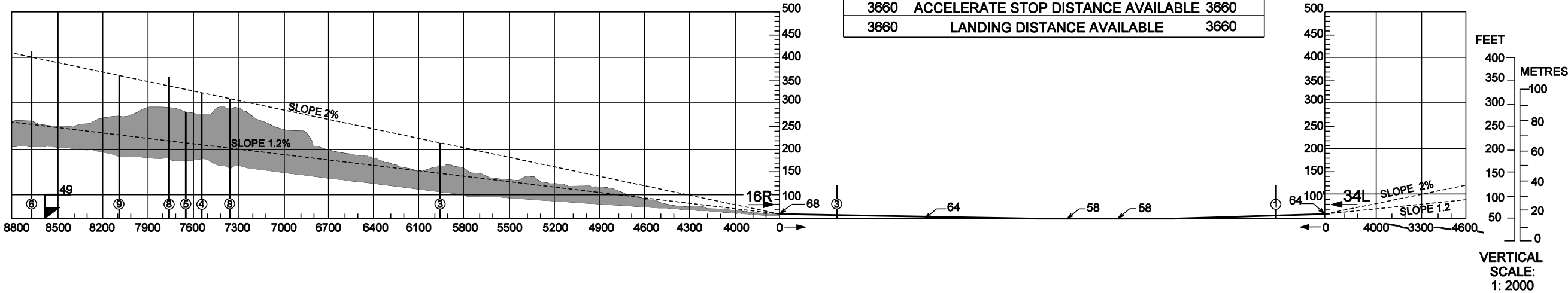
AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

DHAHRAN / King Abdulaziz AB

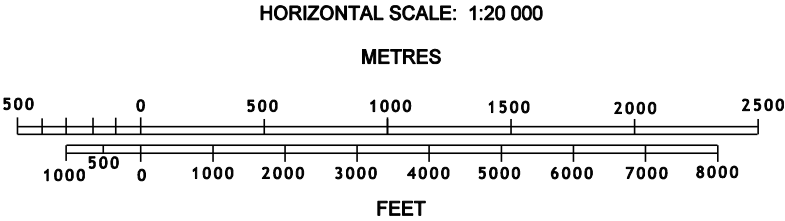
DISTANCES IN METRES  
ELEVATIONS IN FEET  
MAGNETIC VARIATION 2°E -2010

RWY 16R/34L

| DECLARED DISTANCES |                                    |         |
|--------------------|------------------------------------|---------|
| RWY 16R            |                                    | RWY 34L |
| 3660               | TAKE - OFF RUN AVAILABLE           | 3660    |
| 3660               | TAKE - OFF DISTANCE AVAILABLE      | 3660    |
| 3660               | ACCELERATE STOP DISTANCE AVAILABLE | 3660    |
| 3660               | LANDING DISTANCE AVAILABLE         | 3660    |



| LEGEND :                                |       |
|-----------------------------------------|-------|
| IDENTIFICATION NUMBER                   | ⑤     |
| TOWER SPIRE MINARET POLE, ANTENNA, ETC. | ⊙     |
| OVERHEAD CABLE                          | -T-T- |
| BUILDING                                | ■     |
| TERRAIN PENETRATING OBSTACLE PLANE      | ▲     |
| RAILROAD                                | +++++ |



ORDER OF ACCURACY  
HORIZONTAL 00m.  
VERTICAL 00m.

| AMENDMENT RECORD |      |            |
|------------------|------|------------|
| No.              | DATE | ENTERED BY |
|                  |      |            |

CHANGES: MAG VAR Year

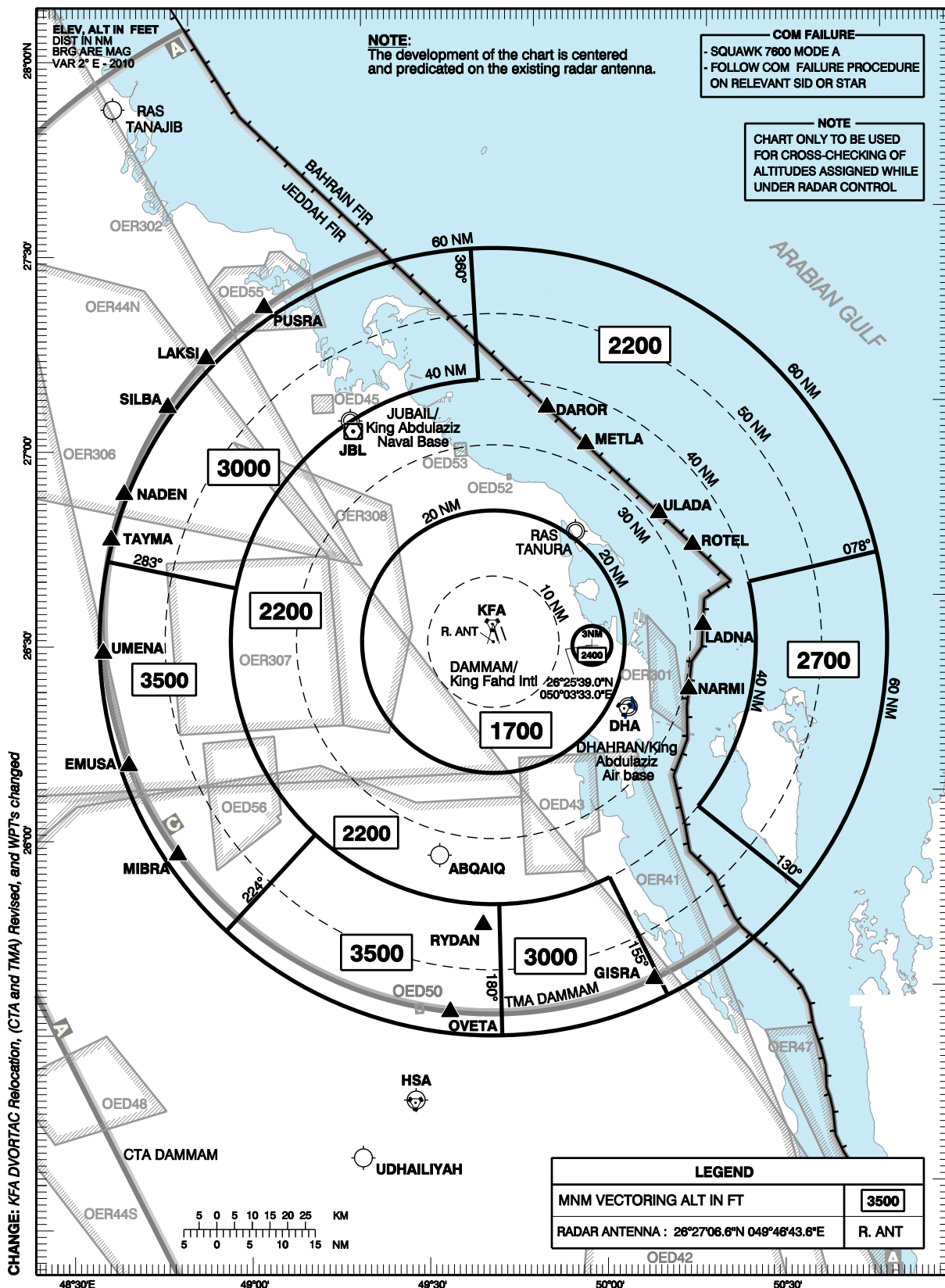
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**ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO**

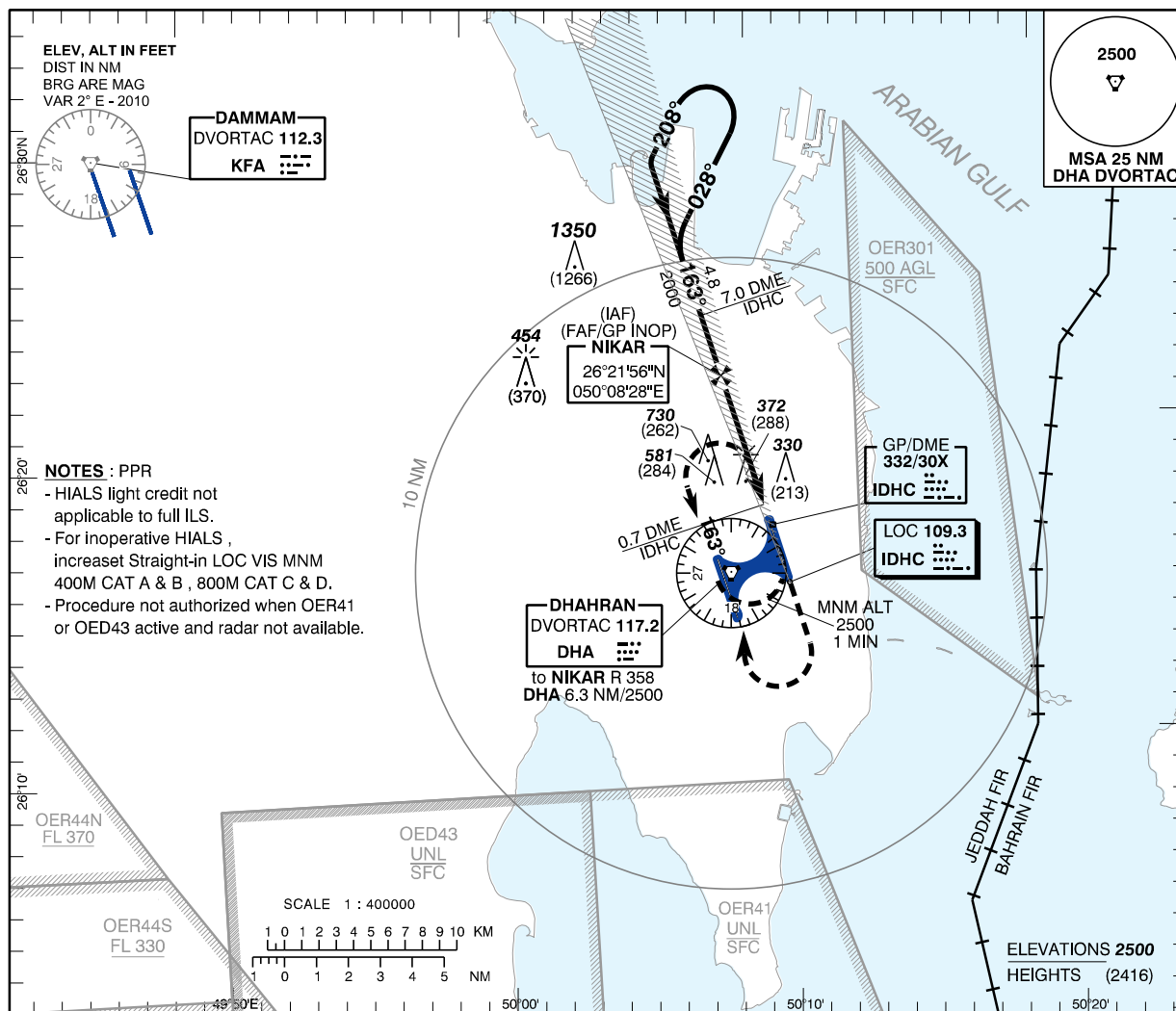
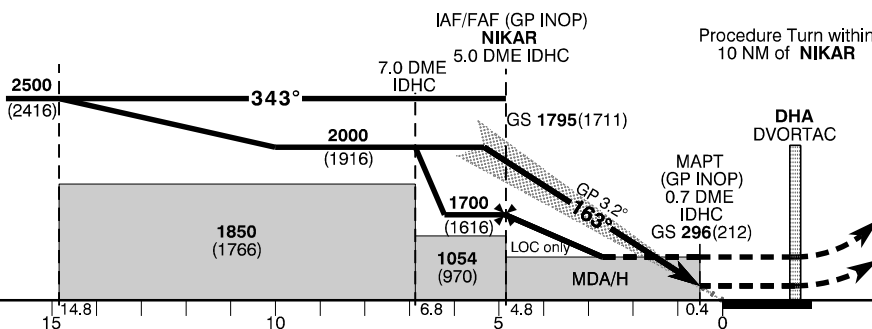
**AERODROME ELEV 84 FT  
TRANSITION ALTITUDE 13000 FT**

APP : 124.65 310.50  
TWR : 118.7 (E) 118.4 (W)  
ATIS : 117.2

**DHAHRAN/King Abdulaziz  
Air Base (OEDR)**



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**INSTRUMENT  
APPROACH  
CHART - ICAO****AERODROME ELEV 84 ft**  
HEIGHTS RELATED TO  
TDZ RWY 16L - ELEV 84 ftAPP : 124.65 310.50  
TWR : 118.7(E) 118.4(W)  
ATIS : 117.2  
SMC : 121.7**DHAHRAN/King Abdulaziz Air Base (OEDR)****ILS/DME RWY 16L****TRANSITION ALT 13000**  
**TRANSITION LEVEL FL150****MISSED APPROACH**Climb to **1500 FT**, then climbing right turn to **2500 FT** direct **DHA DVORTAC** and hold.**ILS TCH 59****THR ELEV 84/TDZE 84**NM to/from **THR RWY 16L**

Amdt: 8, 23 JAN 03

|                      |         | ACFT CAT   |           |      |      |   |  |                     |        |      |      |      |      |      |      |      |      |
|----------------------|---------|------------|-----------|------|------|---|--|---------------------|--------|------|------|------|------|------|------|------|------|
|                      |         | DA(H)      | A         | B    | C    | D |  | GND SPEED           | Knots  | 70   | 90   | 110  | 120  | 130  | 150  | 170  | 190  |
| Straight-in Approach | CAT I   | RVR/VIS(m) | 1200      |      |      |   |  | FAF-MAPT 4.3 NM     | min:s  | 3:41 | 2:52 | 2:21 | 2:09 | 1:59 | 1:43 | 1:31 | 1:21 |
|                      | GP INOP | MDA(H)     | 620 (536) |      |      |   |  | Rate of Descent     | ft/min | 371  | 478  | 584  | 637  | 690  | 796  | 902  | 1008 |
| Circling             |         | RVR/VIS(m) | 1200      | 1600 | 2000 |   |  | DME IDHC NM         | 5      |      | 4    |      | 3    |      | 2    |      |      |
|                      |         | MDA(H)     | NA        |      |      |   |  | ALT (HGT) 3.0° APCH |        |      |      |      |      |      |      |      |      |
|                      |         | VIS(m)     |           |      |      |   |  |                     |        |      |      |      |      |      |      |      |      |
|                      |         |            |           |      |      |   |  |                     |        |      |      |      |      |      |      |      |      |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

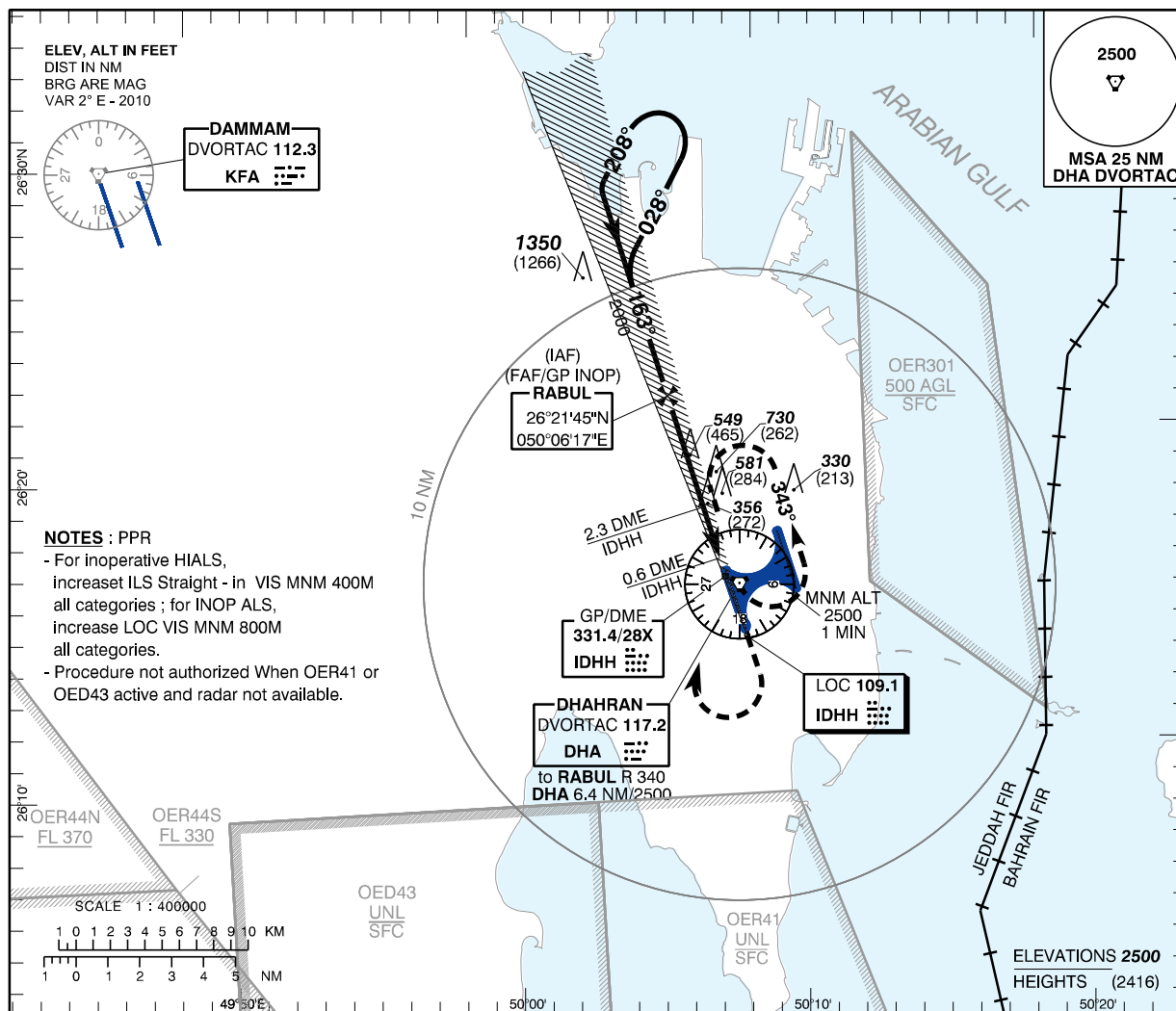
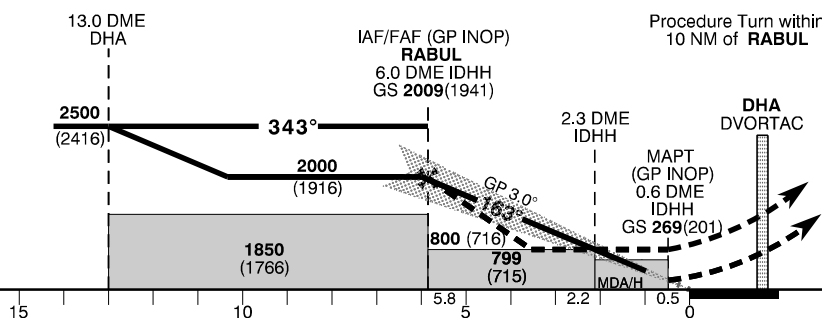
**ILS/DME RWY 16L**

**AERONAUTICAL DATA TABULATION**

| ILS/DME approach to RWY 16L from DHA DVORTAC |               |                |
|----------------------------------------------|---------------|----------------|
| Fix/point                                    | Coordinates   |                |
| NIKAR (FAF/GP INOP) 5.0 DME IDHC             | 26°21'56.2"N  | 050°08'27.9"E  |
| IDHC ILS/LOC                                 | 26°15'15.3"N  | 050°10'27.0"E  |
| IDHC ILS GP/DME                              | 26°17'06.6"N  | 050°09'58.5"E  |
| DHA DVORTAC                                  | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                  | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 16L                                  | 26°17'17.44"N | 050°09'50.81"E |

CHANGE : KFA DVORTAC Added

Amdt : 8, 23 JAN 03

**INSTRUMENT  
APPROACH  
CHART - ICAO****AERODROME ELEV 84 ft**  
**HEIGHTS RELATED TO**  
**TDZ RWY 16R - ELEV 68 ft**APP : 124.65 310.50  
TWR : 118.7(E) 118.4(W)  
ATIS : 117.2  
SMC : 121.7**DHAHRAN/King Abdulaziz Air Base (OEDR)****ILS/DME RWY 16R****TRANSITION ALT 13000**  
**TRANSITION LEVEL FL150****MISSED APPROACH**Climb to **1500 FT**, then climbing  
right turn to **2500 FT** direct  
**DHA DVORTAC** and hold.**ILS TCH 55****THR ELEV 84/TDZ 68****NM to/from THR RWY 16R**

CHANGE: Minor

Amdt : 10, 23 JAN 03

|                      |         | ACFT CAT   | A         | B | C    | D |                     |        |      |      |      |      |      |      |      |      |  |  |
|----------------------|---------|------------|-----------|---|------|---|---------------------|--------|------|------|------|------|------|------|------|------|--|--|
| Straight-in Approach | CAT I   | DA(H)      | 268 (200) |   |      |   | GND SPEED           | Knots  | 70   | 90   | 110  | 120  | 130  | 150  | 170  | 190  |  |  |
|                      |         | RVR/VIS(m) | 800       |   |      |   | FAF-MAPT 5.4 NM     | min:s  | 4:38 | 3:36 | 2:57 | 2:42 | 2:30 | 2:10 | 1:54 | 1:42 |  |  |
|                      | GP INOP | MDA(H)     | 620 (552) |   |      |   | Rate of Descent     | ft/min | 371  | 478  | 584  | 637  | 690  | 796  | 902  | 1008 |  |  |
|                      |         | VIS(m)     | 800       |   | 1600 |   | 2000                |        |      |      |      |      |      |      |      |      |  |  |
| Circling             |         | MDA(H)     | NA        |   |      |   | DME IDHH NM         | 5      | 4    |      |      | 3    |      |      | 2    |      |  |  |
|                      |         | VIS(m)     |           |   |      |   | ALT (HGT) 3.0° APCH |        |      |      |      |      |      |      |      |      |  |  |
|                      |         |            |           |   |      |   |                     |        |      |      |      |      |      |      |      |      |  |  |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

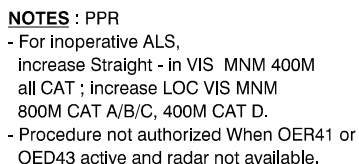
**ILS/DME RWY 16R**

**AERONAUTICAL DATA TABULATION**

| ILS/DME approach to RWY 16R from DHA DVORTAC |               |                |
|----------------------------------------------|---------------|----------------|
| Fix/point                                    | Coordinates   |                |
| RABUL (IAF/FAF/GP INOP) 6.0 DME IDHH         | 26°21'45.4"N  | 050°06'16.7"E  |
| IDHH ILS/LOC                                 | 26°14'01.9"N  | 050°08'34.8"E  |
| IDHH ILS GP/DME                              | 26°15'55.7"N  | 050°07'56.2"E  |
| DHA DVORTAC                                  | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                  | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 16R                                  | 26°16'06.96"N | 050°07'57.41"E |

CHANGE : KFA DVORTAC Added

Amdt : 10, 23 JAN 03

**ILS/DME RWY 34L**

Procedure Turn within  
10 NM of **NAKEB**

|                      |         |            |           |   |   |                     |  |        |      |      |      |      |      |      |      |      |  |
|----------------------|---------|------------|-----------|---|---|---------------------|--|--------|------|------|------|------|------|------|------|------|--|
|                      |         | ACFT CAT   | A         | B | C | D                   |  |        |      |      |      |      |      |      |      |      |  |
| Straight-In Approach | CAT I   | DA(H)      | 264 (200) |   |   | GND SPEED           |  | Knots  | 70   | 90   | 110  | 120  | 130  | 150  | 170  | 190  |  |
|                      |         | RVR/VIS(m) | 800       |   |   | FAF-MAPT 3.9 NM     |  | min:s  | 3:21 | 2:36 | 2:08 | 1:57 | 1:48 | 1:34 | 1:23 | 1:14 |  |
|                      | GP INOP | MDA(H)     | 380 (316) |   |   | Rate of Descent     |  | ft/min | 371  | 478  | 584  | 637  | 690  | 796  | 902  | 1008 |  |
|                      |         | RVR/VIS(m) | 800       |   |   | 1200                |  |        |      |      |      |      |      |      |      |      |  |
| Circling             |         | MDA(H)     | NA        |   |   | DME IDHL NM         |  | 5      | 4    |      | 3    |      | 2    |      |      |      |  |
|                      |         | VIS(m)     |           |   |   | ALT (HGT) 3.0° APCH |  |        |      |      |      |      |      |      |      |      |  |
|                      |         |            |           |   |   |                     |  |        |      |      |      |      |      |      |      |      |  |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

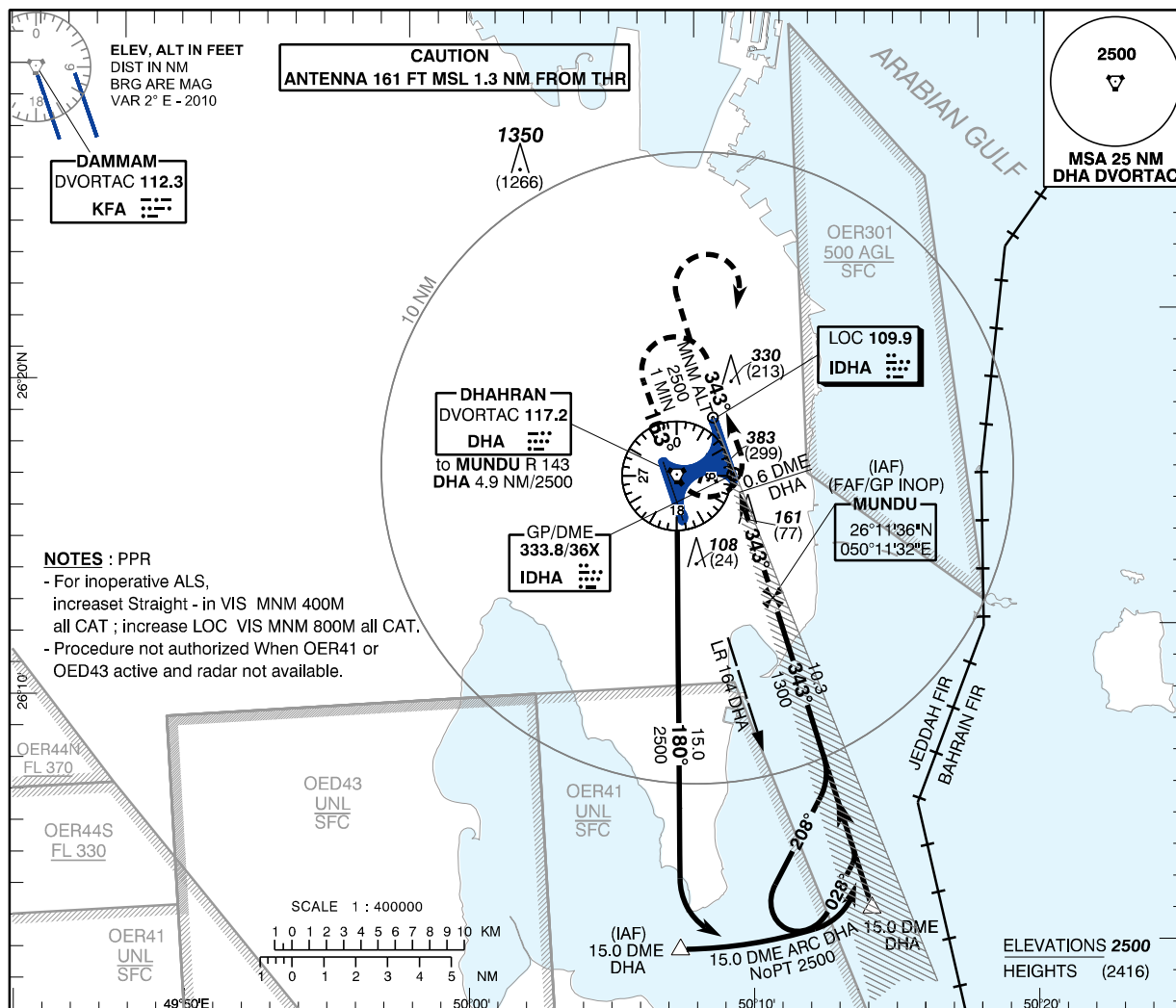
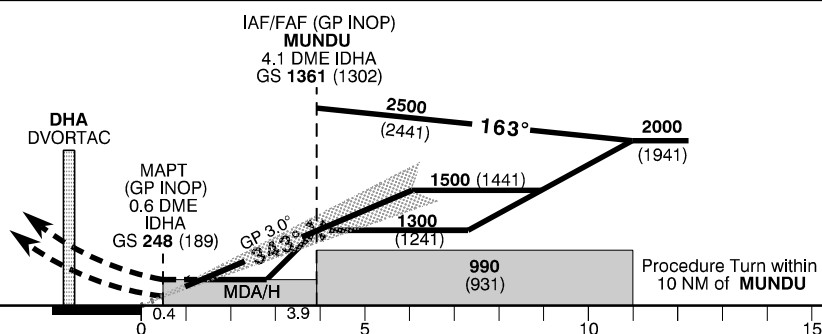
**ILS/DME RWY 34L**

**AERONAUTICAL DATA TABULATION**

| ILS/DME approach to RWY 34L from DHA DVORTAC |               |                |
|----------------------------------------------|---------------|----------------|
| Fix/point                                    | Coordinates   |                |
| NAKEB (FAF/GP INOP) 4.5 DME IDHL             | 26°10'00.8"N  | 050°09'46.1"E  |
| IDHL ILS/LOC                                 | 26°16'18.1"N  | 050°07'54.1"E  |
| IDHL ILS GP/DME                              | 26°14'21.4"N  | 050°08'24.2"E  |
| DHA DVORTAC                                  | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                  | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 34L                                  | 26°14'12.09"N | 050°08'31.54"E |

CHANGE : KFA DVORTAC Added

Amtdt: 8, 25 JAN 01

**INSTRUMENT  
APPROACH  
CHART - ICAO****AERODROME ELEV 84 ft**  
**HEIGHTS RELATED TO**  
**TDZ RWY 34R - ELEV 59 ft**APP : 124.65 310.50  
TWR : 118.7(E) 118.4(W)  
ATIS : 117.2  
SMC : 121.7**DHAHRAN/King Abdulaziz Air Base (OEDR)****ILS/DME RWY 34R****TRANSITION ALT 13000**  
**TRANSITION LEVEL FL150****MISSED APPROACH**Climb to **1500 FT**, then Climbing  
right turn to **2500 FT** direct  
**DHA DVORTAC** and hold.**ILS TCH 55****THR ELEV 84/TDZE 59**NM to/from **THR RWY 34R**

CHANGE: Minor

Amdt: 5, 25 JAN 07

|                      |         | ACFT CAT   | A         | B | C | D                   |  |        |      |      |      |      |      |      |      |      |  |
|----------------------|---------|------------|-----------|---|---|---------------------|--|--------|------|------|------|------|------|------|------|------|--|
| Straight-in Approach | CAT I   | DA(H)      | 259 (200) |   |   | GND SPEED           |  | Knots  | 70   | 90   | 110  | 120  | 130  | 150  | 170  | 190  |  |
|                      |         | RVR/VIS(m) | 800       |   |   | FAF-MAPT 3.5 NM     |  | min:s  | 3:00 | 2:20 | 1:55 | 1:45 | 1:37 | 1:24 | 1:14 | 1:09 |  |
|                      | GP INOP | MDA(H)     | 420 (361) |   |   | Rate of Descent     |  | ft/min | 371  | 478  | 584  | 637  | 690  | 796  | 902  | 1008 |  |
|                      |         | RVR/VIS(m) | 800       |   |   | 1200                |  |        |      |      |      |      |      |      |      |      |  |
| Circling             |         | MDA(H)     | NA        |   |   | DME IDHA NM         |  | 5      | 4    |      | 3    |      | 2    |      |      |      |  |
|                      |         | VIS(m)     |           |   |   | ALT (HGT) 3.0° APCH |  |        |      |      |      |      |      |      |      |      |  |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

**ILS/DME RWY 34R**

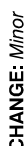
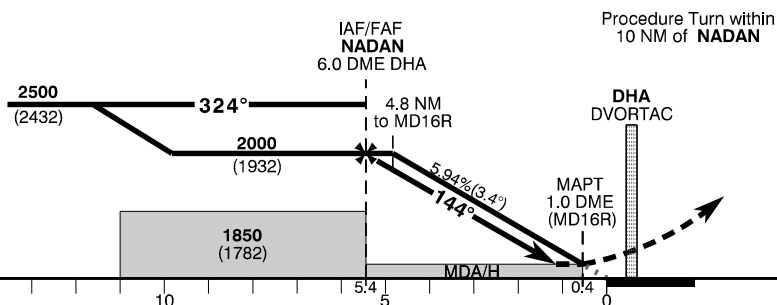
**AERONAUTICAL DATA TABULATION**

| ILS/DME approach to RWY 34R from DHA DVORTAC |               |                |
|----------------------------------------------|---------------|----------------|
| Fix/point                                    | Coordinates   |                |
| 15.0 DME DHA                                 | 26°01'35.0"N  | 050°14'17.9"E  |
| MUNDU (FAF/GP INOP) 4.1 DME IDHA             | 26°11'35.9"N  | 050°11'32.1"E  |
| IDHA ILS/LOC                                 | 26°17'25.3"N  | 050°09'48.5"E  |
| IDHA ILS GP/DME                              | 26°15'35.2"N  | 050°10'25.6"E  |
| DHA DVORTAC                                  | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                  | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 34R                                  | 26°15'24.43"N | 050°10'24.34"E |

CHANGE : KFA DVORTAC Added

Amtdt : 5, 25 JAN 01

**VOR/DME or TACAN RWY 16R**

NM to/from **THR RWY 16R**

|                      |                  |          |           |   |      |      |                     |                 |       |      |      |      |      |      |      |      |      |  |
|----------------------|------------------|----------|-----------|---|------|------|---------------------|-----------------|-------|------|------|------|------|------|------|------|------|--|
|                      |                  | ACFT CAT | A         | B | C    | D    |                     |                 |       |      |      |      |      |      |      |      |      |  |
| Straight-in Approach | VOR/DME or TACAN | MDA(H)   | 760 (692) |   |      |      | GND SPEED           | Knots           | 70    | 90   | 110  | 120  | 130  | 150  | 170  | 190  |      |  |
|                      |                  | VIS(m)   | 800       |   | 2400 | 2800 |                     | FAF-MAPT 5.0 NM | min:s | 4:17 | 3:20 | 2:44 | 2:30 | 2:18 | 2:00 | 1:46 | 1:35 |  |
| Circling             |                  | MDA(H)   | NA        |   |      |      | Rate of Descent     | ft/mIn          | 371   | 478  | 584  | 637  | 690  | 796  | 902  | 1008 |      |  |
|                      |                  | VIS(m)   |           |   |      |      |                     |                 |       |      |      |      |      |      |      |      |      |  |
|                      |                  |          |           |   |      |      | DME DHA NM          | 5               | 4     |      | 3    |      | 2    |      |      |      |      |  |
|                      |                  |          |           |   |      |      | ALT (HGT) 3.0° APCH |                 |       |      |      |      |      |      |      |      |      |  |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

**VOR/DME or TACAN RWY 16R**

**AERONAUTICAL DATA TABULATION**

| VOR/DME or TACAN approach to RWY 16R from DHA DVORTAC |               |                |
|-------------------------------------------------------|---------------|----------------|
| Fix/point                                             | Coordinates   |                |
| NADAN (IAF/FAF) 6.0 DME DHA                           | 26°20'38.8"N  | 050°04'41.9"E  |
| DHA DVORTAC                                           | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                           | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 16R                                           | 26°16'06.97"N | 050°07'57.41"E |

CHANGE : KFA DVORTAC Added

Amdt : 5, 23 JAN 03

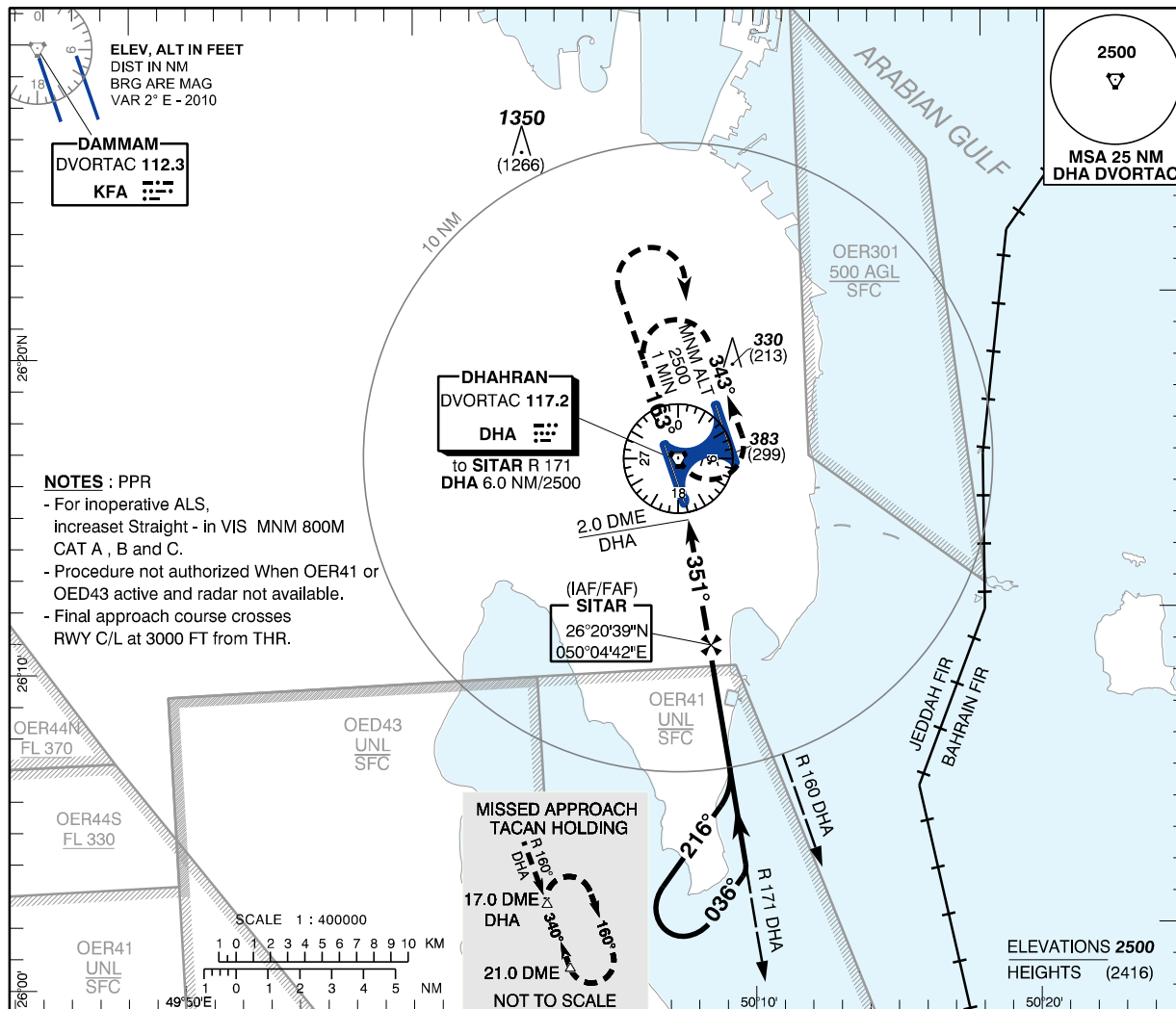
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 84 ft**  
**HEIGHTS RELATED TO**  
**TDZ RWY 34L - ELEV 64 ft**

APP : 124.65 310.50  
TWR : 118.7(E) 118.4(W)  
ATIS : 117.2  
SMC : 121.7

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

**VOR/DME or TACAN RWY 34L**



**TRANSITION ALT 13000**  
**TRANSITION LEVEL FL150**

**MISSED APPROACH**

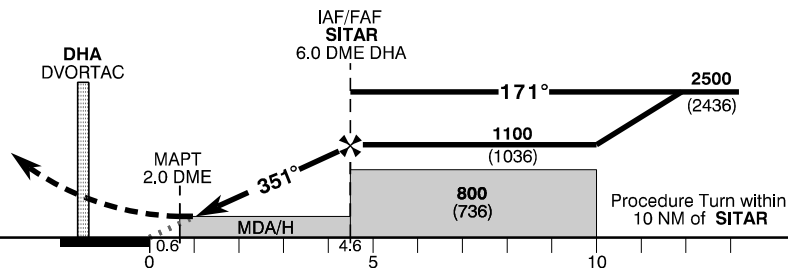
Climb to **1500 FT**, then climbing right turn to **2500 FT** direct **DHA DVORTAC** and hold.

**FOR TACAN ONLY EQUIPPED ACFT:**

climbing left turn to **2500 FT** intercept and proceed outbound on **TACAN RDL 160** to **17.0 DME** and hold.

**THR ELEV 84/TDZE 64**

**NM to/from THR RWY 34L**



CHANGE: Minor

Amdt : 3, 25 JAN 07

|                      |                  |          |           |   |      |                 |                     |      |      |      |      |      |      |      |      |  |
|----------------------|------------------|----------|-----------|---|------|-----------------|---------------------|------|------|------|------|------|------|------|------|--|
|                      |                  | ACFT CAT | A         | B | C    | D               |                     |      |      |      |      |      |      |      |      |  |
| Straight-in Approach | VOR/DME or TACAN | MDA(H)   | 380 (316) |   |      | GND SPEED       | Knots               | 70   | 90   | 110  | 120  | 130  | 150  | 170  | 190  |  |
|                      |                  | VIS(m)   | 800       |   | 1600 | FAF-MAPT 4.0 NM | min:s               | 3:26 | 2:40 | 2:11 | 2:00 | 1:51 | 1:36 | 1:25 | 1:16 |  |
| Circling             |                  | MDA(H)   | NA        |   |      | Rate of Descent | ft/min              | 371  | 478  | 584  | 637  | 690  | 796  | 902  | 1000 |  |
|                      | VIS(m)           |          |           |   |      |                 |                     |      |      |      |      |      |      |      |      |  |
|                      |                  |          |           |   |      |                 | DME DHA NM          | 5    | 4    |      | 3    |      | 2    |      |      |  |
|                      |                  |          |           |   |      |                 | ALT (HGT) 3.0" APCH |      |      |      |      |      |      |      |      |  |

**DHAHRAN/King Abdulaziz Air Base (OEDR)**

**VOR/DME or TACAN RWY 34L**

**AERONAUTICAL DATA TABULATION**

| VOR/DME or TACAN approach to RWY 34L from DHA DVORTAC |               |                |
|-------------------------------------------------------|---------------|----------------|
| Fix/point                                             | Coordinates   |                |
| SITAR (IAF/FAF) 6.0 DME DHA                           | 26°09'40.2"N  | 050°09'12.3"E  |
| DHA DVORTAC                                           | 26°15'38.8"N  | 050°08'24.7"E  |
| KFA DVORTAC                                           | 26°29'51.0"N  | 049°46'43.0"E  |
| THR RWY 34L                                           | 26°14'12.09"N | 050°08'31.54"E |

CHANGE : KFA DVORTAC Added

Amdt : 3, 25 JAN 01