

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 15L/33R, 15R/33L: 80/F/A/W/T**Operation****Royal Terminal**

Follow-me mandatory.

From Gates and all remote stands push-back.

Docking guidance system Gate 2 and 3 only.

APN 1-5

East remote stands 5-8 and west remote stands 4-7 by tow and push-back until TWY E.

Docking guidance system and bridges at Gates 11-18, 21-28, 31-38 only.

Gates 17, 27, 37: B747 shall not use air conditioning pack number 2 and 3 due to safety reasons.

ACFT without APU:

- Start MAX 2 ENG use MNM power. PROC with ATC permission only.
- Start MAX 1 ENG at east remote PSN 5E - 8E and west remote PSN 4W - 7W.

Cargo APN

Docking guidance system at Gate C1-C4.

For stands C1, C3 and C4 three TWY guide lines are AVBL each:

- Centerline A - for B747 nose loading.
- Centerline B - for side loading of other ACFT.
- Centerline C - for side loading of DC10.

For B747-8:

- RWY 15R/33L not AVBL.
- TWY E between TWY P and TWY T not AVBL.

Warnings

TWY H3: Obstruction inside safety area.

City of Riyadh is restricted area OER21, except for TKOF and LDG.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 33R and 15R right-hand circuit.

Non-standard GP Intercept Position on**RWY 15R**

GP intercepts RWY 15R at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3879m / 12727ft.

RWY 15L/33R, 33L

GP intercepts RWY 15L/33R, 33L at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 3885m / 12747ft.

15-MAR-2018

RUH-OERK

1-20

AOI**AOI****DEPARTURE****Take-off Minima**

RWY		15L/33R, 15R/33L	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
3+4 ENG		0 - 800V	

Additionally see CRAR.

Communication**COM Failure****SID ALPHA 15L/R - BRAVO RWY 33L/R**

Proceed via last routing cleared, passing D25 fix on SID specified radial, climb to last ALT/LVL.

If no ALT above FL240 has been assigned, climb to planned ALT/LVL, except following cases:

- AKRAM / TAKTI / KOBOX climb to FL230.

- TORKI climb to FL160.

- ESRAT climb to FL210.

SID CHARLIE 15R/L

In case of COM Failure 3min after TKOF.

Traffic to KITUB

Continue on KIA R150 until D10 fix, turn right HDG 225° to intercept KIA R187, at D25 KIA climb to planned ALT/LVL.

Traffic to UMRAN

Continue on KIA R150 until D10 fix, turn right HDG 225° to intercept KIA D22 arc, turn right, fly the D22 arc to intercept KIA R217 to UMRAN, at D25 KIA climb to planned ALT/LVL.

Traffic to DURMA

Continue on KIA R150 until D10 fix, turn right HDG 275° to intercept KIA R243. When on course, at D25 KIA, climb to planned ALT/LVL.

Traffic to SODIB, MIRAS, SOKOP

Continue on KIA R150 until D10 fix, turn right HDG 295° climb to 8000ft, cross KIA R243 at or above 7500ft to intercept and fly KIA R278. When on course at D25 KIA climb to planned ALT/LVL.

Traffic to KUSRO

Continue on KIA R150 until 10 DME fix, turn right HDG 310°, climb to 8000ft, cross KIA R243 at or above 7500ft then to join G662 to KUSRO, at D25 KIA climb to planned ALT/LVL.

Traffic to TAKTI, AKRAM, ESRAT, TORKI, GOBMO, KOBOX

Continue left turn HDG 075° to intercept D25 Arc. When on course, at D25 KIA, climb to planned ALT/LVL.

In case of COM Failure 10min or more after TKOF.

Climb to the last assigned ALT, if no ALT above FL240 has been previously assigned climb to planned ALT/LVL, except:

- AKRAM / TAKTI / KOBOX climb to FL230.

- TORKI climb to FL160.

- ESRAT climb to FL210.

This PROC is not authorized when KIA DME is inoperative.

SID DELTA RWY 33R/L

In case of COM Failure 3min after TKOF.

Traffic to TORKI, ESRAT, AKRAM, TAKTI, KOBOX

Continue on RWY HDG until D22 Arc, turn right via D22 Arc to intercept on course radial. When on course, at D25 KIA climb to planned ALT/LVL.

DEPARTURE

Traffic to **GOBMO, KUSRO, SOKOP, MIRAS, SODIB, DURMA, UMRAN, KITUB**

Continue on RWY HDG until D22 Arc, turn left via D22 Arc to intercept course radial. When on course, at D25 KIA climb to planned ALT/LVL.

In case of COM Failure 10min or more after TKOF.

Climb to the last assigned ALT, if no ALT above FL240 has been previously assigned climb to planned ALT/LVL, except:

- AKRAM / TAKTI / KOBOX climb to FL230.
- TORKI climb to FL160.
- ESRAT climb to FL210.

This PROC is not authorized when KIA DME is inoperative.

RUH-OERK

Saudi Arabia **Riyadh** King Khaled Intl

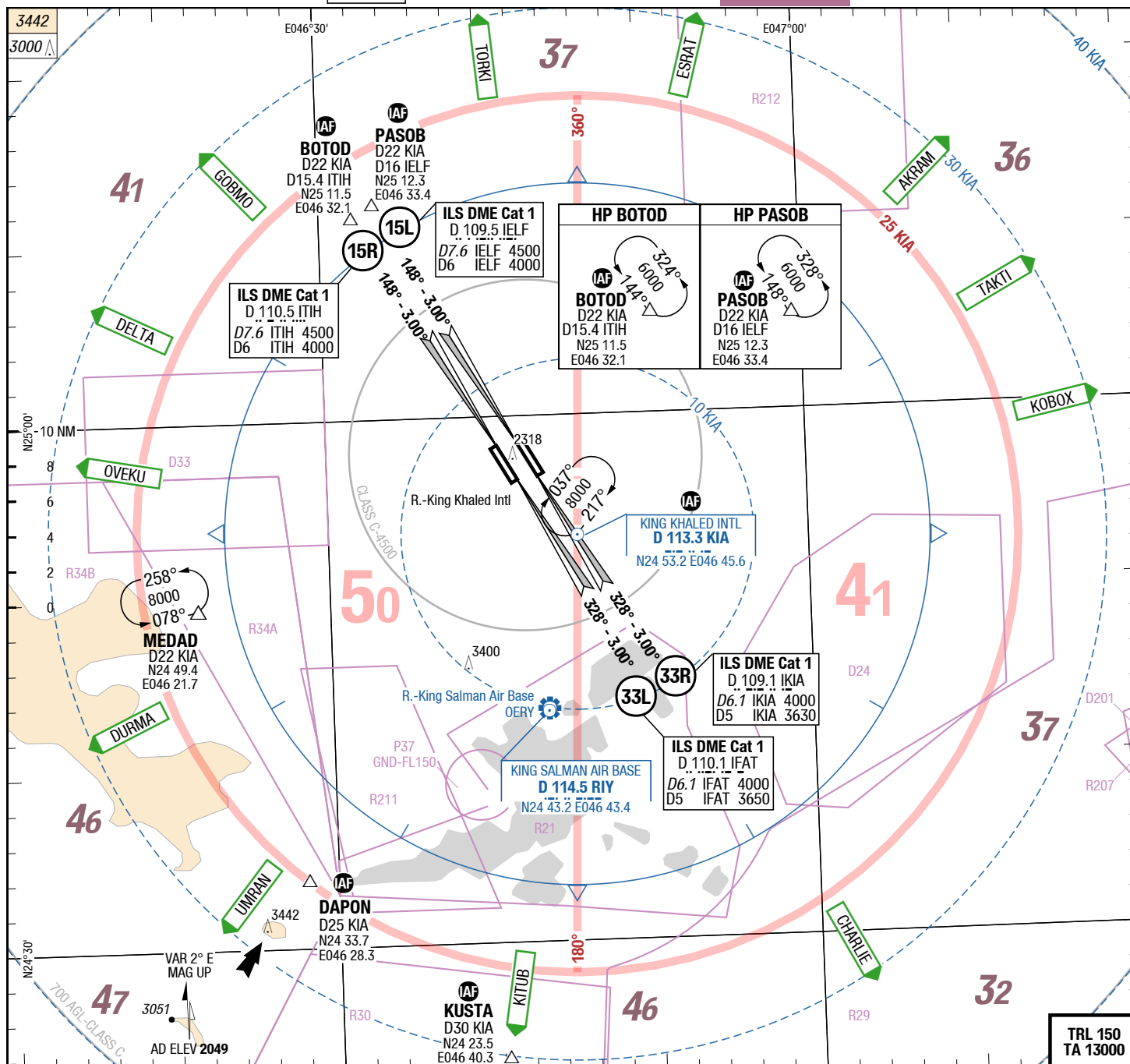
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AFC

AFC

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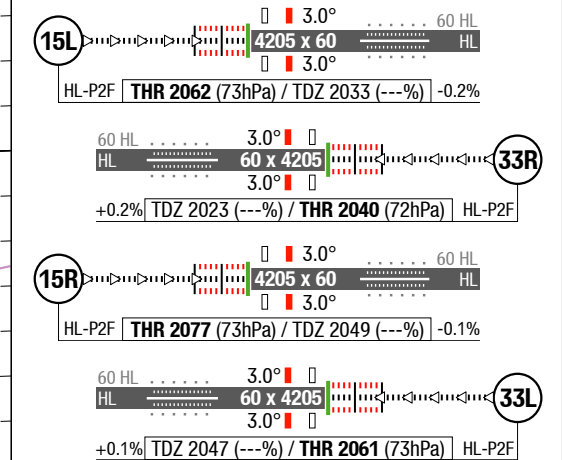
King Khaled Intl **Riyadh** Saudi Arabia

AGC
AFC



D-ATIS	127.150
CTL	126.000
	128.500
APP	120.000
	124.100
	128.500
King Khaled TWR	118.600 E
	118.800 W
GND	121.600 E
	121.800 Movement
DLV	121.700

Landing RWY system:



RUH-OERK**AGC**

AGC

AGC

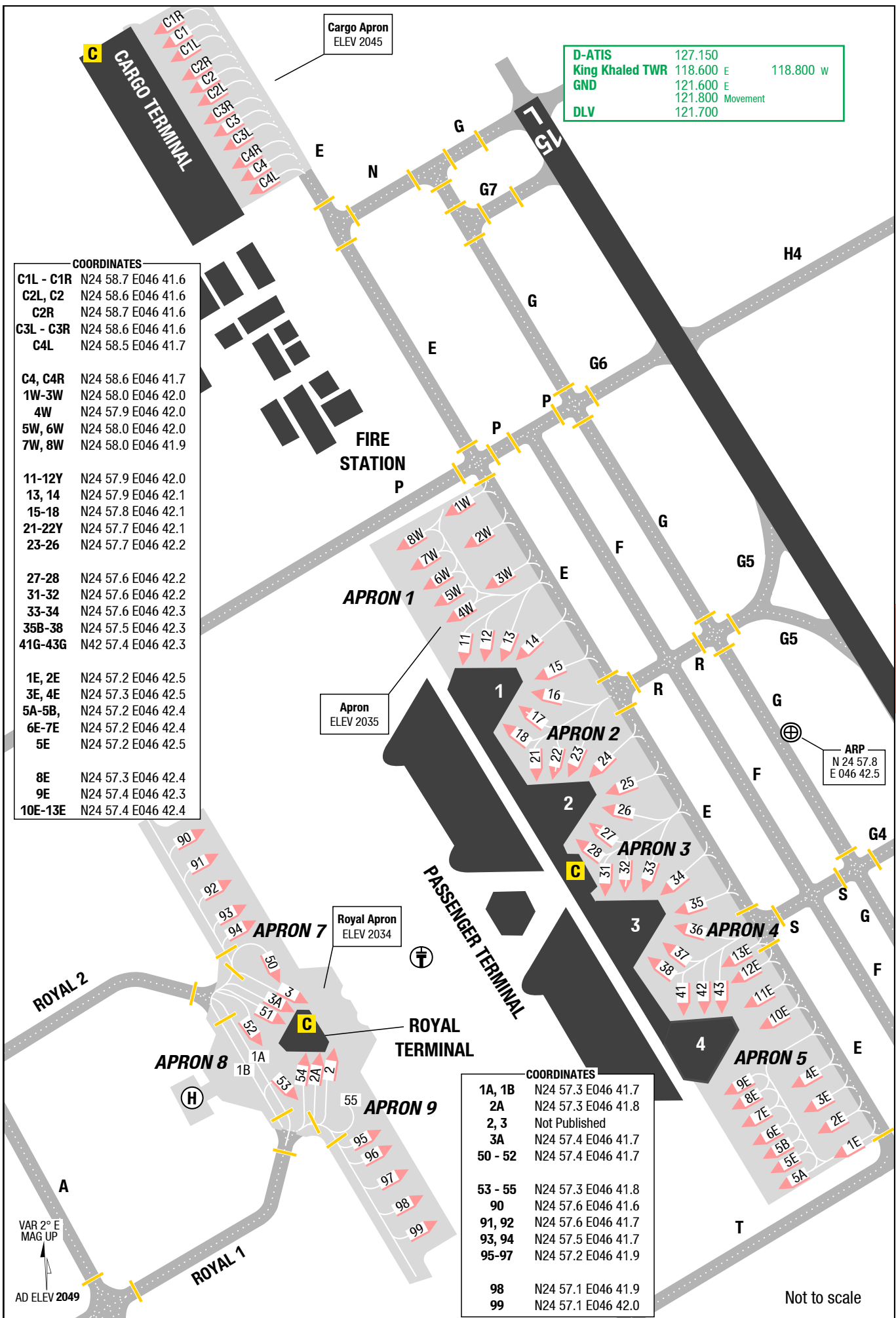


Changes: TWY K

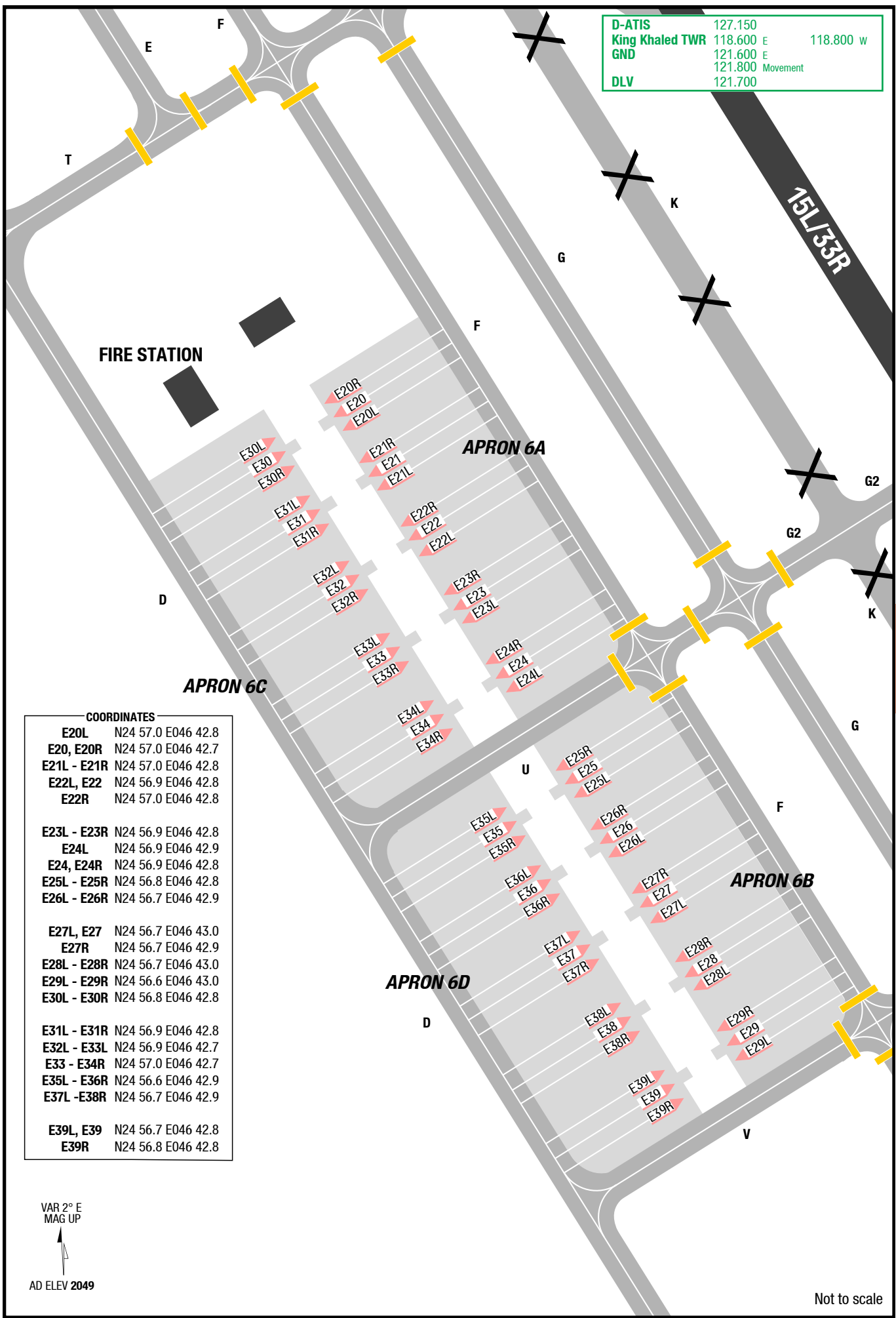
D-ATIS	127.150	
King Khaled TWR	118.600 E	118.800 W
GND	121.600 E	
	121.800	Movement
DLV	121.700	

COORDINATES	
C1L - C1R	N24 58.7 E046 41.6
C2L, C2	N24 58.6 E046 41.6
C2R	N24 58.7 E046 41.6
C3L - C3R	N24 58.6 E046 41.6
C4L	N24 58.5 E046 41.7
C4, C4R	N24 58.6 E046 41.7
1W-3W	N24 58.0 E046 42.0
4W	N24 57.9 E046 42.0
5W, 6W	N24 58.0 E046 42.0
7W, 8W	N24 58.0 E046 41.9
11-12Y	N24 57.9 E046 42.0
13, 14	N24 57.9 E046 42.1
15-18	N24 57.8 E046 42.1
21-22Y	N24 57.7 E046 42.1
23-26	N24 57.7 E046 42.2
27-28	N24 57.6 E046 42.2
31-32	N24 57.6 E046 42.2
33-34	N24 57.6 E046 42.3
35B-38	N24 57.5 E046 42.3
41G-43G	N42 57.4 E046 42.3
1E, 2E	N24 57.2 E046 42.5
3E, 4E	N24 57.3 E046 42.5
5A-5B,	N24 57.2 E046 42.4
6E-7E	N24 57.2 E046 42.4
5E	N24 57.2 E046 42.5
8E	N24 57.3 E046 42.4
9E	N24 57.4 E046 42.3
10E-13E	N24 57.4 E046 42.4

COORDINATES	
1A, 1B	N24 57.3 E046 41.7
2A	N24 57.3 E046 41.8
2, 3	Not Published
3A	N24 57.4 E046 41.7
50 - 52	N24 57.4 E046 41.7
53 - 55	N24 57.3 E046 41.8
90	N24 57.6 E046 41.6
91, 92	N24 57.6 E046 41.7
93, 94	N24 57.5 E046 41.7
95-97	N24 57.2 E046 41.9
98	N24 57.1 E046 41.9
99	N24 57.1 E046 42.0



D-ATIS	127.150	
King Khaled TWR	118.600 E	118.800 W
GND	121.600 E	
	121.800 E	Movement
DLV	121.700	



FIRE STATION

APRON 6A

APRON 6C

APRON 6B

APRON 6D

COORDINATES

E20L	N24 57.0 E046 42.8
E20, E20R	N24 57.0 E046 42.7
E21L - E21R	N24 57.0 E046 42.8
E22L, E22	N24 56.9 E046 42.8
E22R	N24 57.0 E046 42.8
E23L - E23R	N24 56.9 E046 42.8
E24L	N24 56.9 E046 42.9
E24, E24R	N24 56.9 E046 42.8
E25L - E25R	N24 56.8 E046 42.8
E26L - E26R	N24 56.7 E046 42.9
E27L, E27	N24 56.7 E046 43.0
E27R	N24 56.7 E046 42.9
E28L - E28R	N24 56.7 E046 43.0
E29L - E29R	N24 56.6 E046 43.0
E30L - E30R	N24 56.8 E046 42.8
E31L - E31R	N24 56.9 E046 42.8
E32L - E33L	N24 56.9 E046 42.7
E33 - E34R	N24 57.0 E046 42.7
E35L - E36R	N24 56.6 E046 42.9
E37L - E38R	N24 56.7 E046 42.9
E39L, E39	N24 56.7 E046 42.8
E39R	N24 56.8 E046 42.8

VAR 2° E
MAG UP

AD ELEV 2049

Not to scale

Effective 23-JUL-2015

16-JUL-2015

RUH-OERK

Saudi Arabia Riyadh King Khaled Intl

SIDs RWYs 15L/R

4-10

SIDs (Radar vectoring)

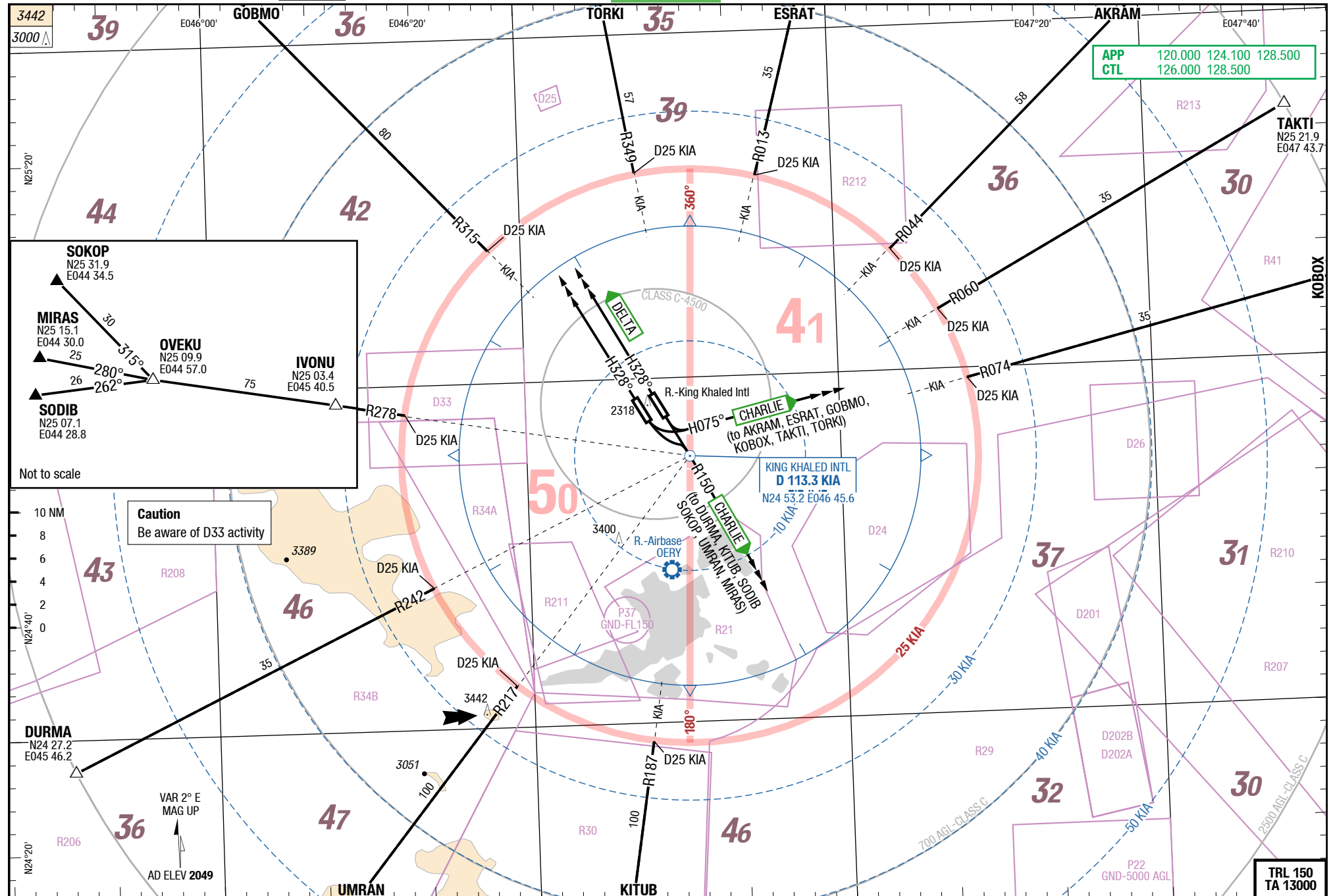
SID

SID

King Khaled Intl Riyadh Saudi Arabia

SIDs RWYs 15L/R

SIDs (Radar vectoring)



Changes: PROC, Track, MGA, SUAs, OBST

16-JUL-2015

RUH-OERKSaudi Arabia **Riyadh** King Khaled Intl

SID

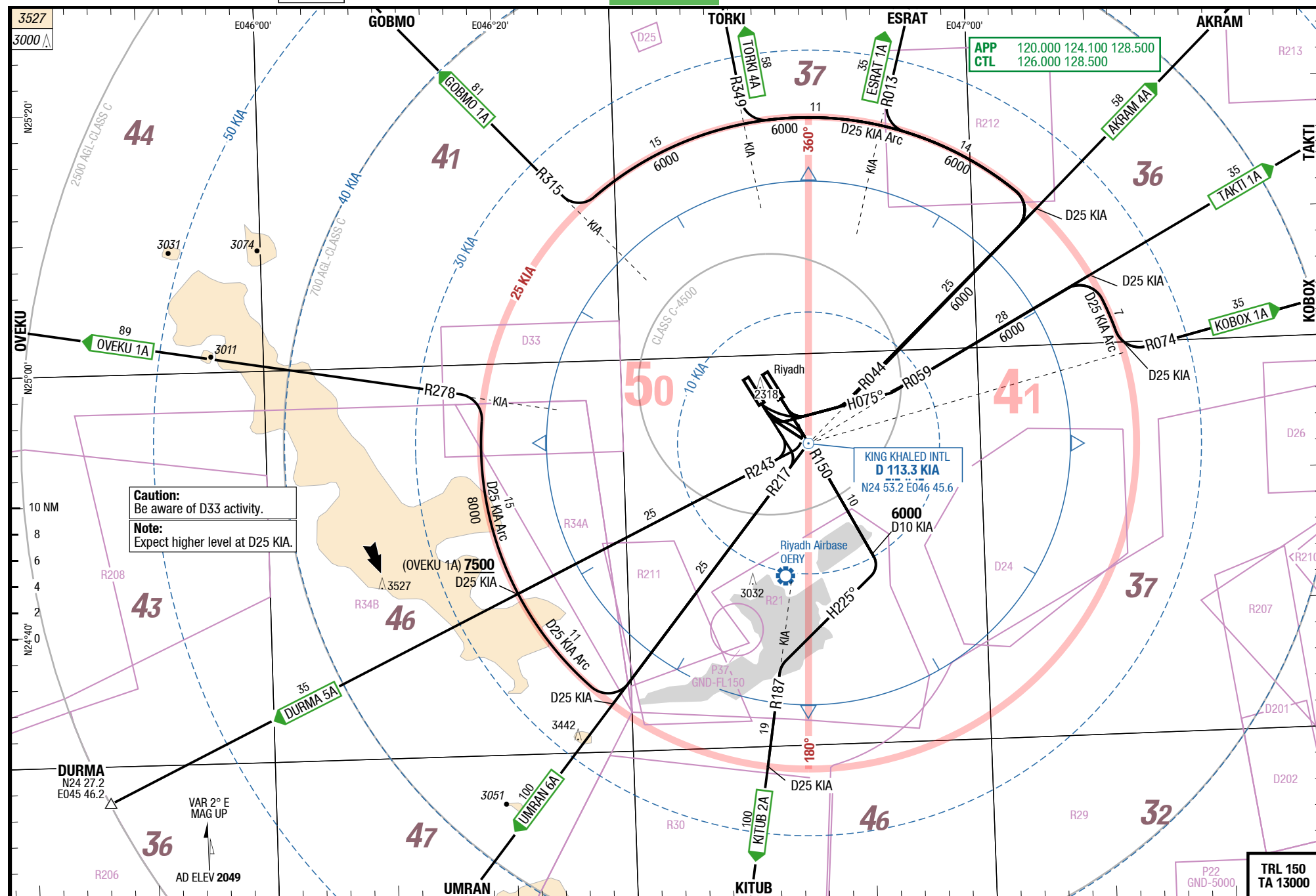
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King Khaled Intl **Riyadh** Saudi Arabia

4-20

SIDs RWYs 15L/R

SIDs RWYs 15L/R



Changes: Nil

RUH-OERK

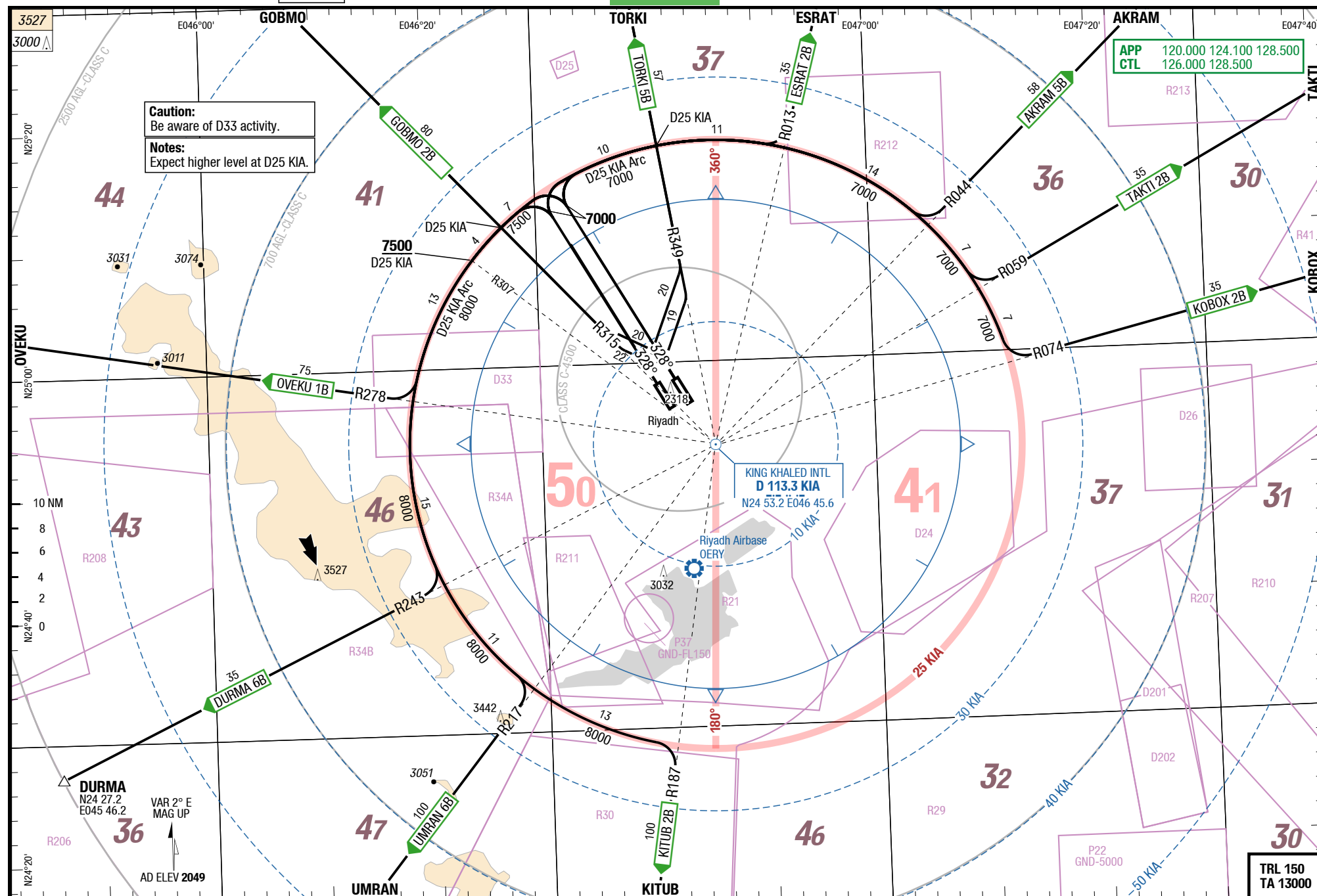
SIDs RWYs 33L/R

SID

SID

NIL

SIDs RWYs 33L/R



Changes: ASP, SUAs, TOPO

© Lido 2012

16-JUL-2015

RUH-OERK

5-10

SIDs (Radar vectoring)**SIDPT****CHARLIE / DELTA**

RWYs 15L/R (148°) / 33L/R (328°)

After take-off, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15L/15R	
CHARLIE 120.000 ①	to DURMA, KITUB, MIRAS, SODIB, SOKOP and UMRAN direct KIA - R150 KIA - expect radar vectors to AKRAM, ESRAT, GOBMO, KOBOX, TAKTI and TORKI LT HDG 075° - expect radar vectors	initial climb 6000
	Runway 33L/33R	
DELTA 120.000 ①	HDG 328° - expect radar vectors	initial climb 8000

① Not available when KIA VOR unserviceable

RUH-OERK

5-20

SIDs RWYs 15L/R

AKRAM 4A / DURMA 5A / ESRAT 1A / GOBMO 1A / KITUB 2A / KOBBOX 1A / OVEKU 1A / TAKTI 1A / TORKI 4A / UMRAN 6A

RWYs 15L/R (148°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15L/15R	
AKRAM 4A 120.000 ①	LT HDG 075° intercept R044 KIA to AKRAM	initial climb 6000
DURMA 5A 120.000 ①	RT intercept R243 KIA to DURMA	initial climb 7000
ESRAT 1A 120.000 ①	LT HDG 075° intercept R044 KIA - LT follow D25 KIA arc - RT intercept R013 KIA to ESRAT	initial climb 6000
GOBMO 1A 120.000 ①	LT HDG 075° intercept R044 KIA - LT follow D25 KIA arc - RT intercept R315 KIA to GOBMO	initial climb 6000
KITUB 2A 120.000 ①	direct KIA - R150 KIA - at D10 KIA RT HDG 225° intercept R187 KIA to KITUB	D10 KIA 6000 initial climb 7000
KOBBOX 1A 120.000 ①	LT HDG 075° intercept R059 KIA - RT follow D25 KIA arc - LT intercept R074 KIA to KOBBOX	initial climb 6000
OVEKU 1A 120.000 ①	RT intercept R217 KIA - RT follow D25 KIA arc - LT intercept R278 KIA to OVEKU	R243 KIA MNM 7500 initial climb 7000
TAKTI 1A 120.000 ①	LT HDG 075° intercept R059 KIA to TAKTI	initial climb 6000
TORKI 4A 120.000 ①	LT HDG 075° intercept R044 KIA - LT follow D25 KIA arc - RT intercept R349 KIA to TORKI	initial climb 6000
UMRAN 6A 120.000 ①	RT intercept R217 KIA to UMRAN	initial climb 7000

① Expect higher level at D25 KIA on outbound radial.

16-AUG-2012

RUH-OERK

5-30

SIDs RWYs 33L/R

AKRAM 5B / DURMA 6B / ESRAT 2B / GOBMO 2B / KITUB 2B / KOBOX 2B / OVEKU 1B / TAKTI 2B / TORKI 5B / UMRAN 6B

RWYs 33L/R (328°)

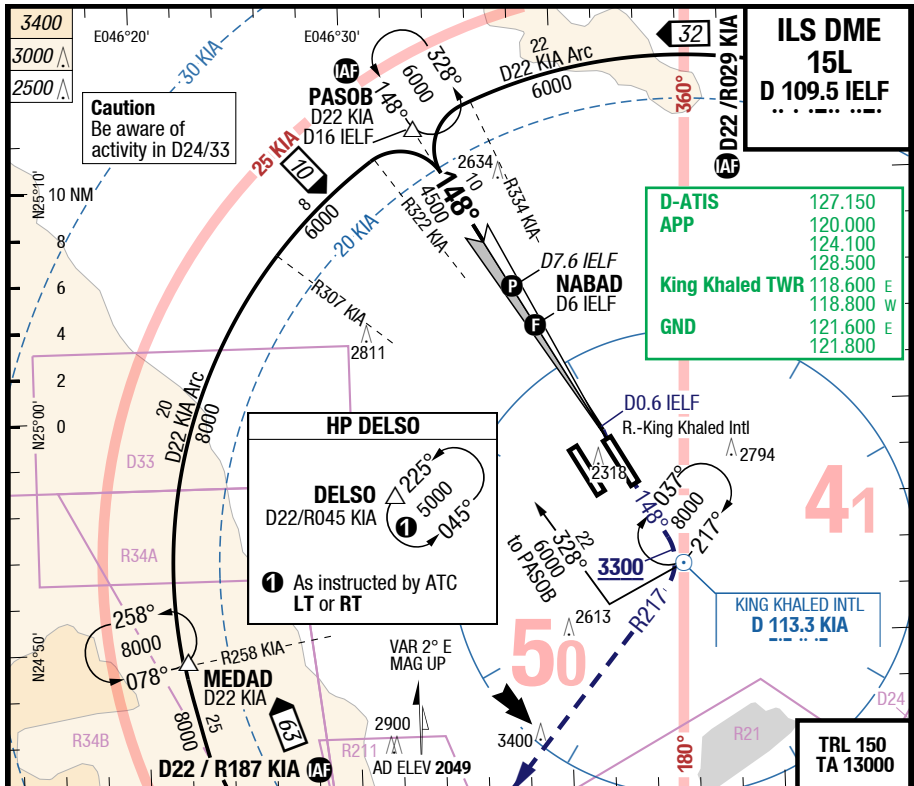
DESIGNATOR	ROUTING	ALTITUDES
	Runway 33L/33R	
AKRAM 5B 120.000 ①	at 7000 RT follow D25 KIA arc - LT intercept R044 KIA to AKRAM	initial climb 7000
DURMA 6B 120.000 ①	at 7000 LT follow D25 KIA arc - RT intercept R243 KIA to DURMA	R307 KIA MNM 7500 initial climb 8000
ESRAT 2B 120.000 ①	at 7000 RT follow D25 KIA arc - LT intercept R013 KIA to ESRAT	initial climb 7000
GOBMO 2B 120.000 ①	LT intercept R315 KIA to GOBMO	initial climb 7000
KITUB 2B 120.000 ①	at 7000 LT follow D25 KIA arc - RT intercept R187 KIA to KITUB	R307 KIA MNM 7500 initial climb 8000
KOBOX 2B 120.000 ①	at 7000 RT follow D25 KIA arc - LT intercept R074 KIA to KOBOX	initial climb 7000
OVEKU 1B 120.000 ①	at 7000 LT follow D25 KIA arc - RT intercept R278 KIA to OVEKU	R307 KIA MNM 7500 initial climb 8000
TAKTI 2B 120.000 ①	at 7000 RT follow D25 KIA arc - LT intercept R059 KIA to TAKTI	initial climb 7000
TORKI 5B 120.000 ①	RT intercept R349 KIA to TORKI	initial climb 7000
UMRAN 6B 120.000 ①	at 7000 LT follow D25 KIA arc - RT intercept R217 KIA to UMRAN	R307 KIA MNM 7500 initial climb 8000

① Expect higher level at D25 KIA on outbound radial.

RUH-OERK

7-10

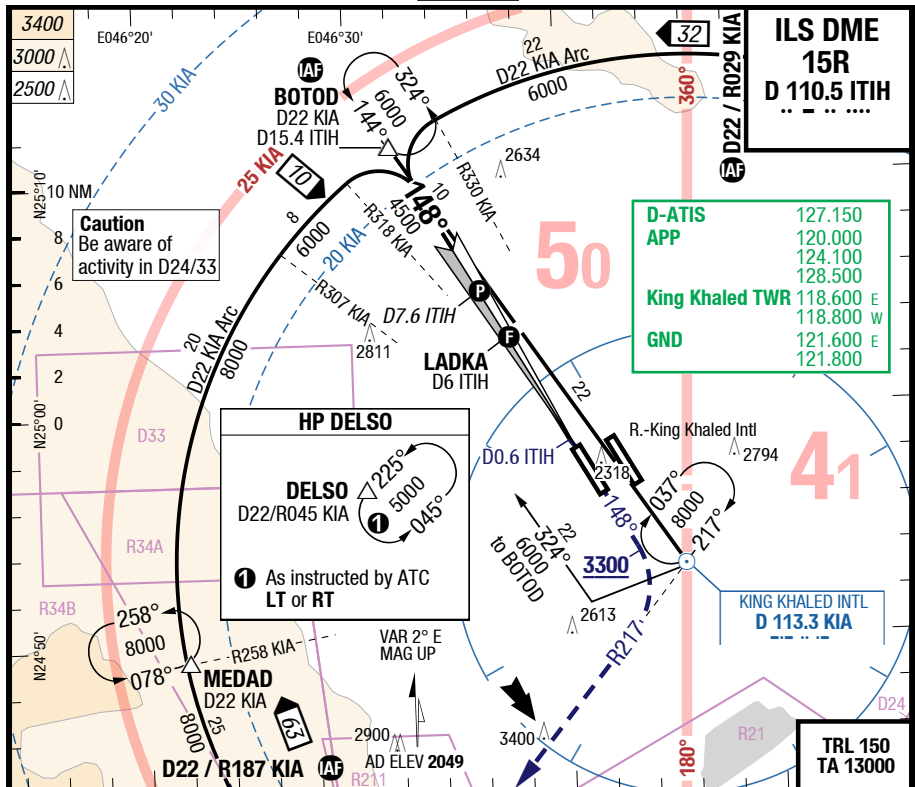
ILS DME 15L



RUH-OERK

7-20

ILS DME 15R



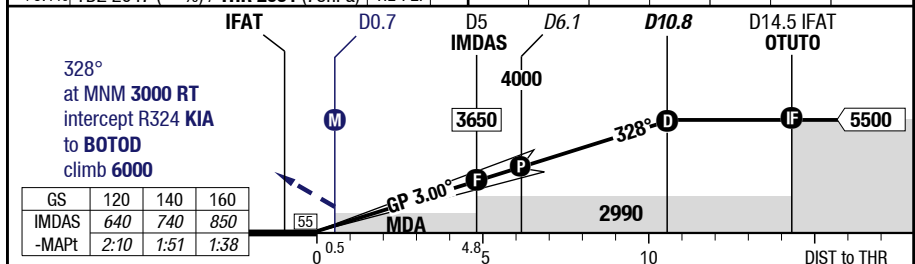
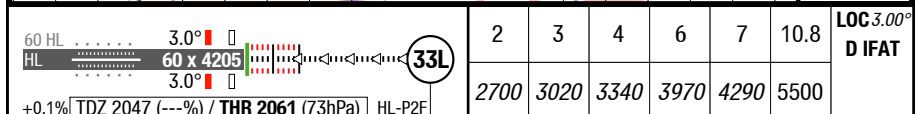
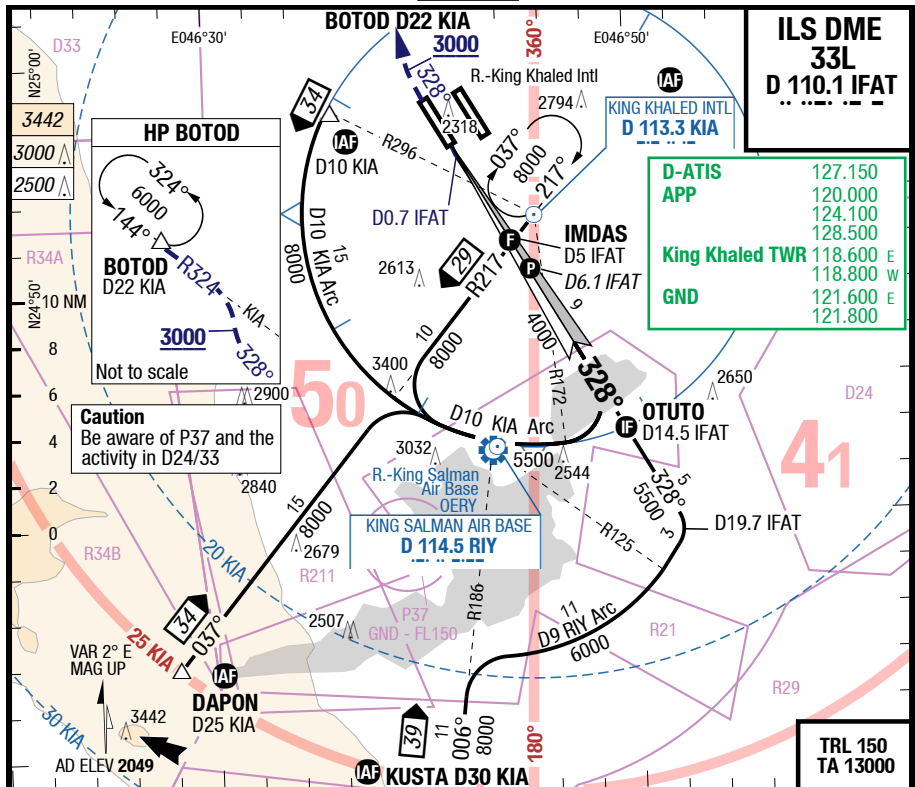
15R	Cat 1 DME	Cat 1 DME TDZ/CL out ¹⁾	LOC DME	LOC DME APL U/S	Circling
C	ft - m/km ft	200 - 550R/800V 2280	200 - 750R 2280	350 - 900R/900V 2420	Not authorized
D	ft - m/km ft	200 - 550R/800V 2280	200 - 750R 2280	350 - 1.2R/1.2V 2420	Not authorized

1) With EVS RVR 550m, wo EVS use STD

RUH-OERK

7-30

ILS DME 33L



33L		Cat 1 DME	Cat 1 DME TDZL/CL out 1)	LOC DME	LOC DME APL U/S	Circling
C	ft - m/km ft	200 - 550R/800V 2270	200 - 750R 2270	360 - 900R/900V 2420		Not authorized
D	ft - m/km ft	200 - 550R/800V 2270	200 - 750R 2270	360 - 1.2R/1.2V 2420	360 - 1.8 2420	Not authorized

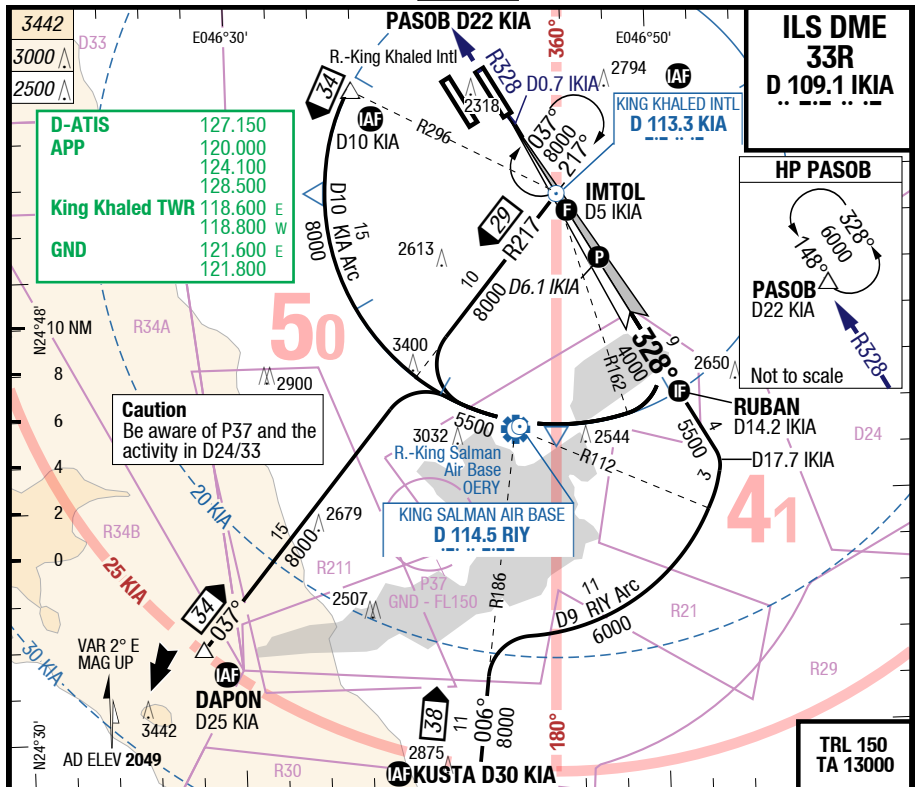
1) With EVS RVR 550m, wo EVS use STD

Changes: FREQ, ALT, APL, Navaid , OBST, MISAP text

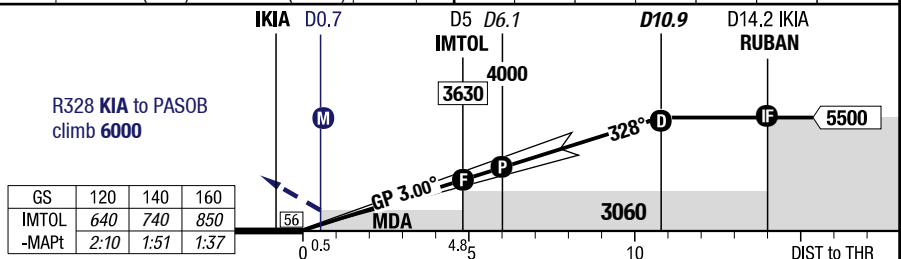
RUH-OERK

7-40

ILS DME 33R



60 HL	3.0°	2	3	4	6	8	10.9	LOC 3.00°
HL	60 x 4205	2680	2990	3310	3950	4590	5500	D IKIA
+0.2% TDZ 2023 (---%) / THR 2040 (72hPa)	HL-P2F							



33R	Cat 1 DME	Cat 1 DME TDZL/CL out ¹⁾	LOC DME	LOC DME APL U/S	Circling
C	ft - m/km ft	200 - 550R/800V 2240	200 - 750R 2240	380 - 1.0R/1.0V 2420	Not authorized
D	ft - m/km ft	200 - 550R/800V 2240	200 - 750R 2240	380 - 1.2R/1.2V 2420	Not authorized

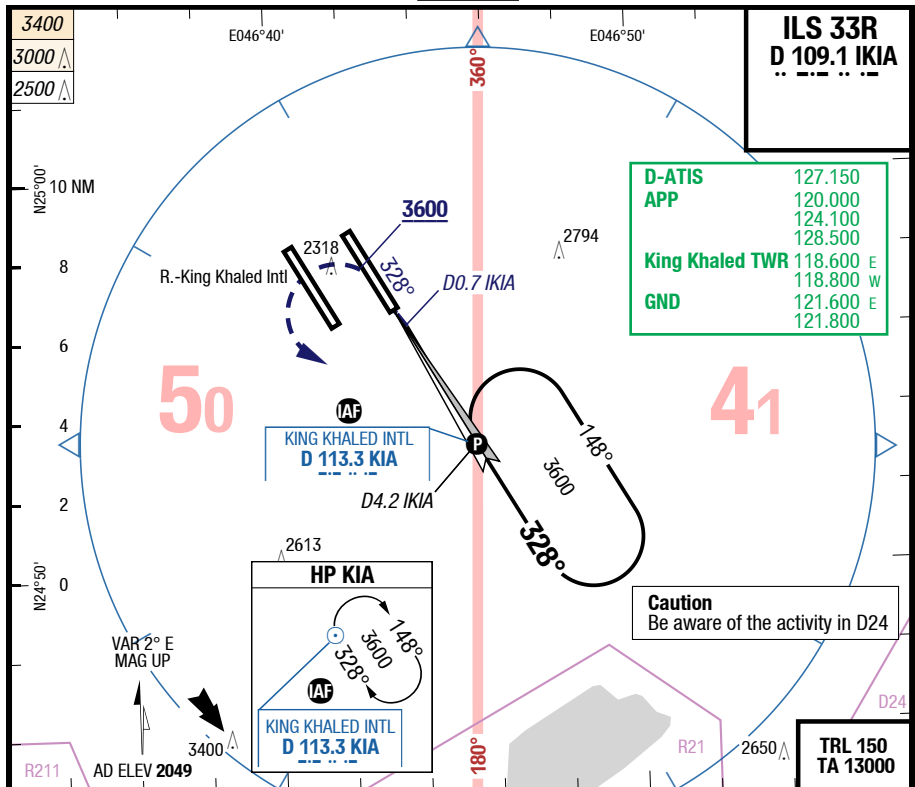
1) With EVS RVR 550m, wo EVS use STD






















































































































































Changes: FREQ, APL, Navaid, OBST

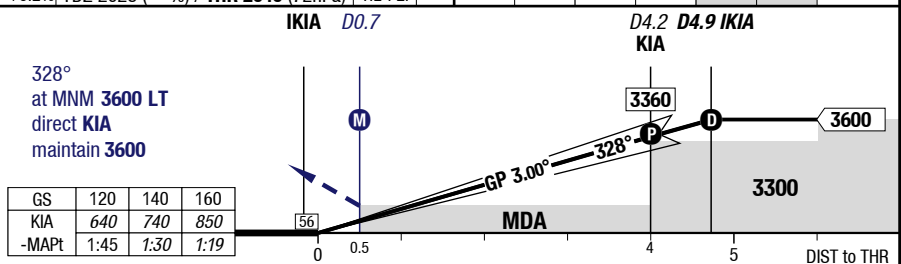
RUH-OERK

7-50

ILS 33R



60 HL 3.0°  HL 60 x 4205  3.0° 	                                                           	                                                           	                         
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33R		Cat 1	Cat 1 TDZL/CL out 1)	LOC	LOC APL U/S	Circling
C	ft - m/km ft	200 - 550R/800V 2240	200 - 750R 2240	380 - 1.0R/1.0V 2420		Not authorized
D	ft - m/km ft	200 - 550R/800V 2240	200 - 750R 2240	380 - 1.2R/1.2V 2420	380 - 1.8 2420	Not authorized

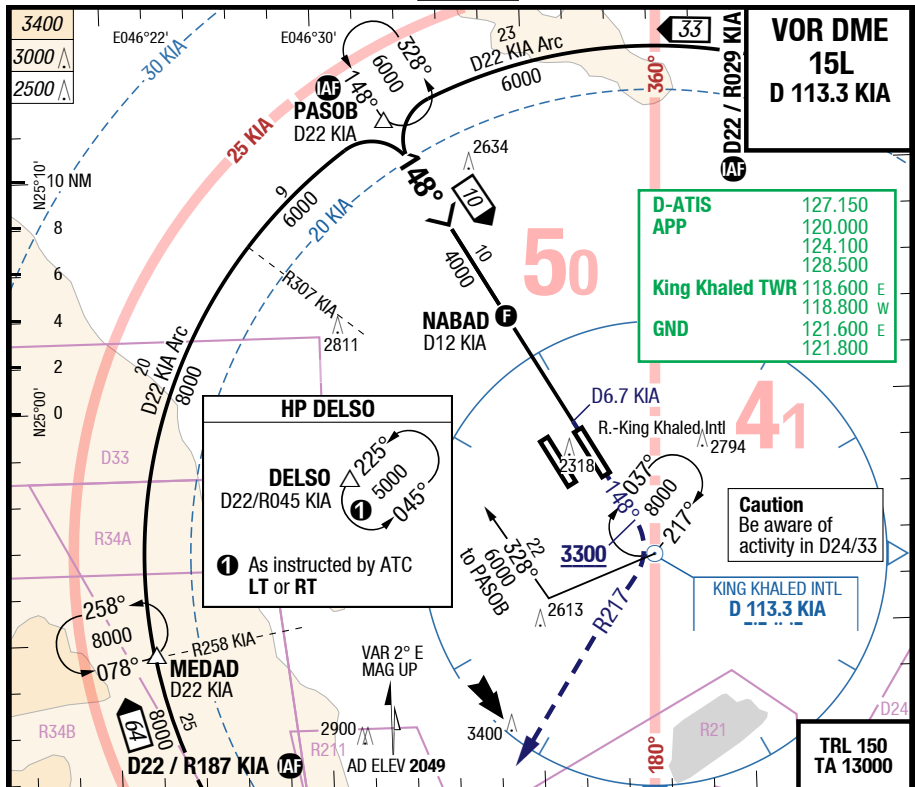
1) With EVS RVR 550m, wo EVS use STD

Changes: FREQ, ALT, APL, OBST, MISAP text

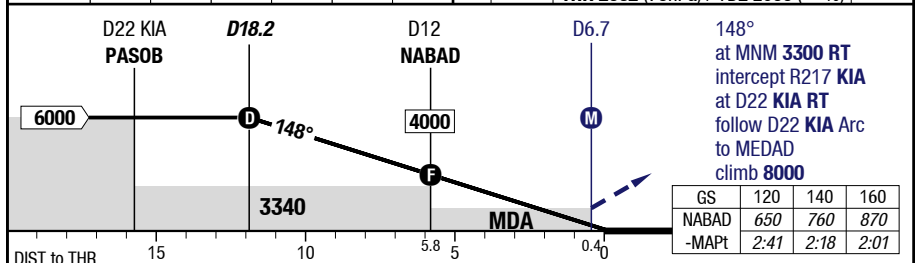
RUH-OERK

7-60

VOR DME 15L



3.06° D KIA	18.2	15	13	11	10	9	
	6000	4950	4300	3650	3330	3000	

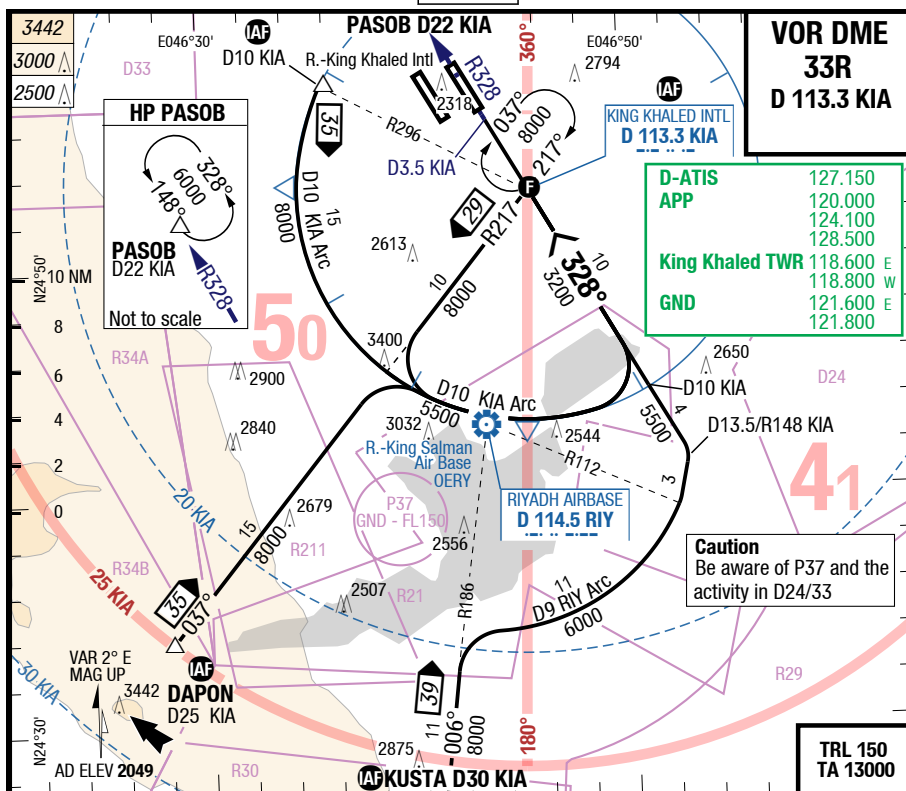






15L		VOR DME	VOR DME APL U/S			Circling
C	ft - m/km ft	380 - 1.2R/1.8V 2440	380 - 1.8 2440			Not authorized
D	ft - m/km ft	380 - 1.5R/1.8V 2440	380 - 1.8 2440			Not authorized

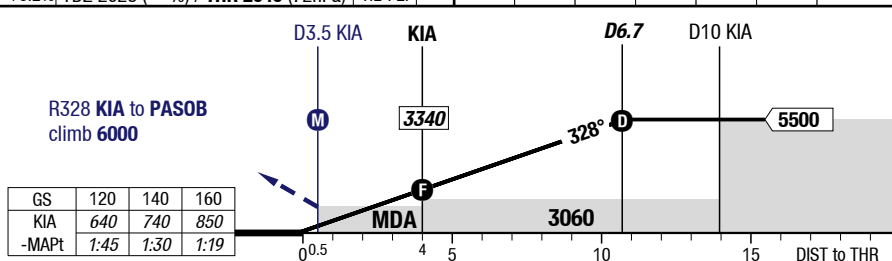
RUH-OERK

7-70

VOR DME 33R



60 HL 3.0°  HL 60 x 4205  3.0° 		2	1	KIA	1	3	6.7	3.00° D KIA
+0.2% TDZ 2023 (---%) / THR 2040 (72hPa) HL-P2F		2730	3050	3370	3690	4320	5500	

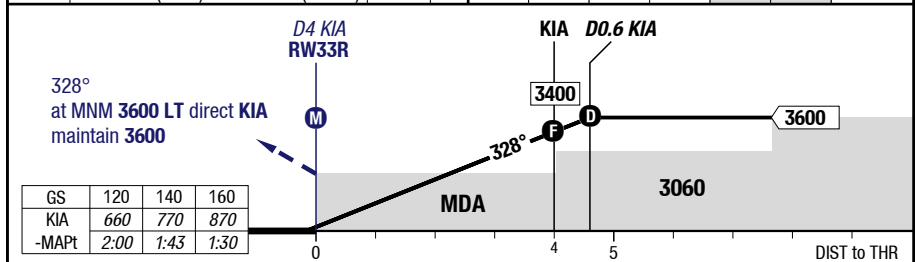
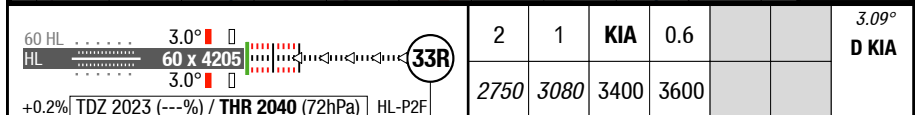
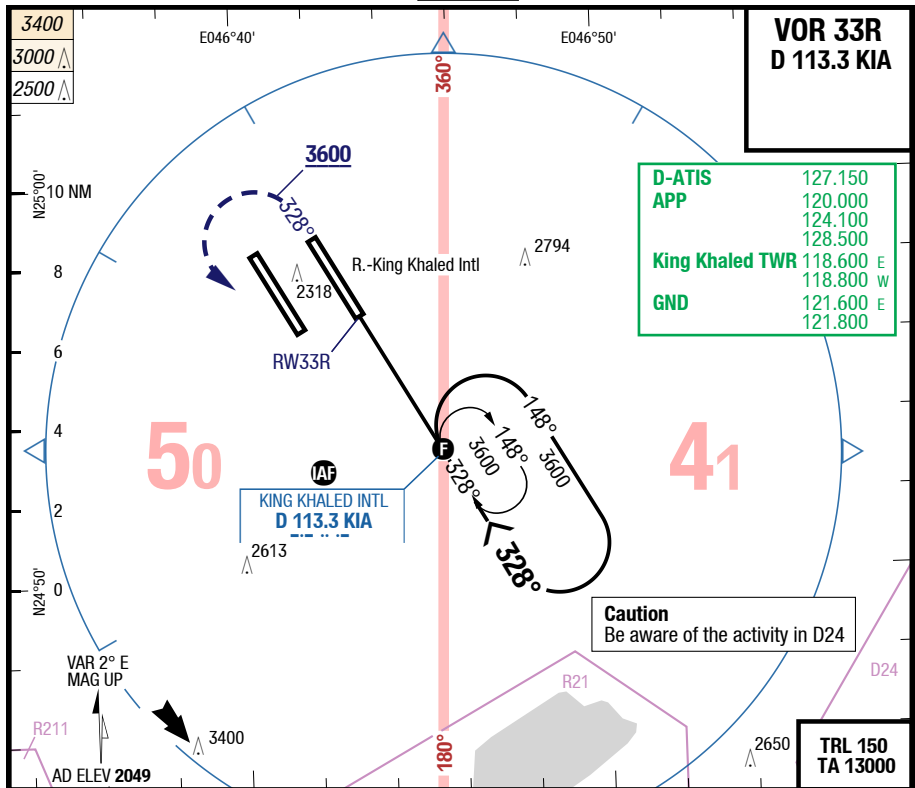


33R		VOR DME	VOR DME APL U/S			Circling
C	ft - m/km ft	460 - 1.4R/1.4V 2500				Not authorized
D	ft - m/km ft	460 - 1.5R/1.6V 2500	460 - 2.4V 2500			Not authorized

RUH-OERK

7-80

VOR 33R



33R		VOR	VOR APL U/S				Circling
C	ft - m/km ft	460 - 1.5R/1.6V 2500					Not authorized
D	ft - m/km ft	460 - 1.8R/2.0V 2500	460 - 2.4V 2500				Not authorized

04-APR-2013
RUH-OERK

Saudi Arabia **Riyadh** King Khaled Intl

NIL
MRC

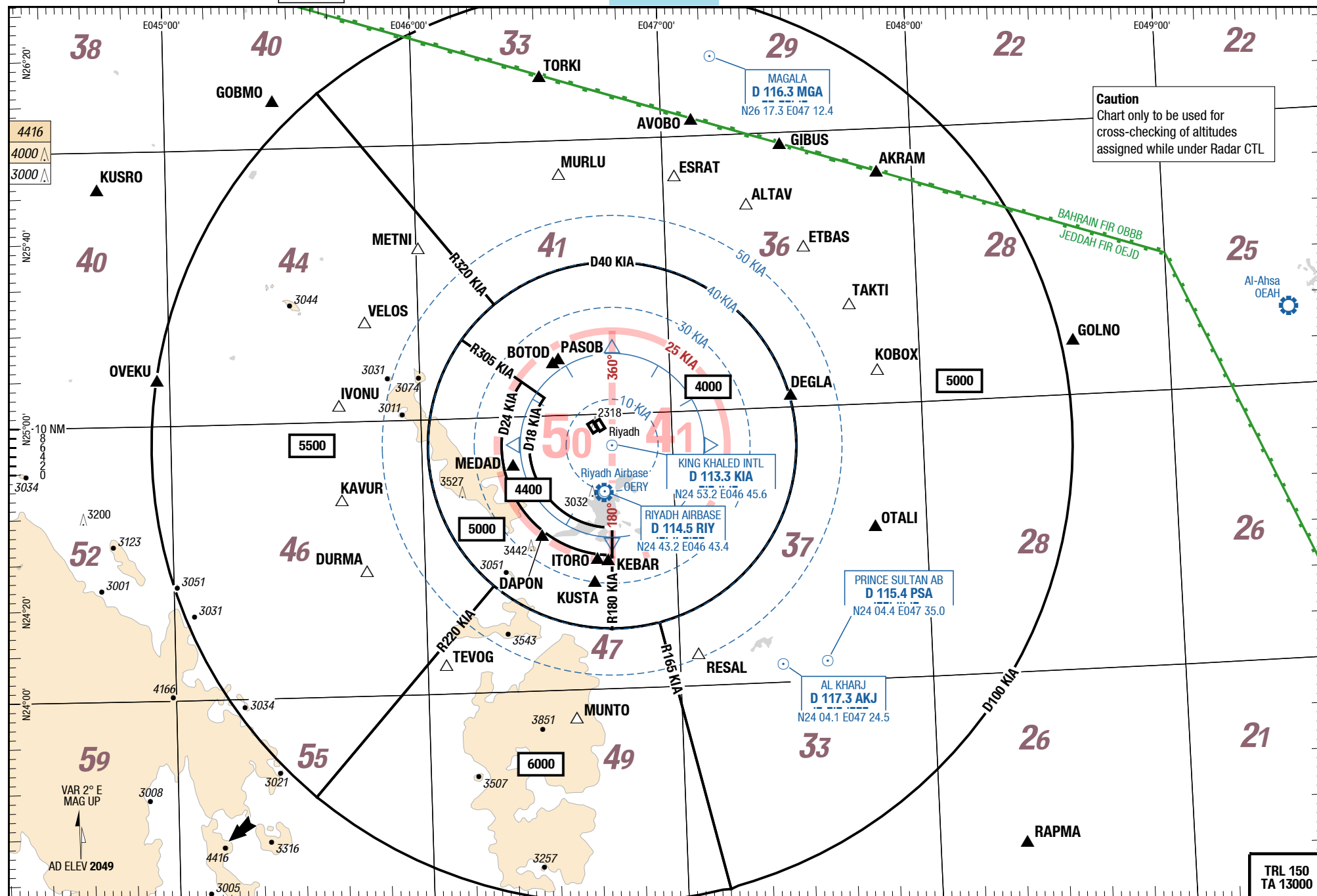
MRC

MRC

King Khaled Intl **Riyadh** Saudi Arabia

NIL
MRC

8-10



Changes: WPT , MGA, Navaid RIY