

16-MAR-2017

**N/A-OERY**

1-10

**A01****A01****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 01/19: 64/F/A/X/T

RWY 15/33: 70/F/A/X/T

**Operation****Traffic Note**

Controlled AD. PPR from Air Base Commander.

**Warnings**

All TFC must exercise caution when operation on and in vicinity of AD.

Intense flight training SAT-THU 0300-2300.

City of Riyadh is a restricted area (OER21), SFC-UNL except for TKOF and LDG.

**ARRIVAL****Arrival Procedure**

Do not mistake lighted road 2870ft before DISPL THR RWY 01 for RWY.

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

RWY		01	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission.
≥ 3 ENG		0 - 800V	
RWY		33	
1+2 ENG	ft - m/km	0 - 1.6V	HJ only
≥ 3 ENG		0 - 800V	Lower MIN by state permission.
RWY		15, 19	
1+2 ENG	ft - m/km	0 - 1.6V	HJ only.
≥ 3 ENG		0 - 800V	Lower MIN by state permission. MNM climb gradient 3.7% up to 2500.

Additionally see CRAR Saudi Arabia.

**Communication****COM Failure**

If COM failure 3min after TKOF:

Traffic to KITUB: Intercept R187 KIA, at D25 continue climb to flight planned ALT.

Traffic to UMRAN, DURMA, SODIB, MIRAS, SOKOP, GOBMO, TORKI, ESRAT, AKRAM, TAKTI: Continue on RWY HDG until D22 ARC, climb to 8000ft on the Arc, turn right via D22 Arc to intercept on course radials. When established on course, at D25 KIA, climb to flight planned ALT.

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**N/A-OERY****1-20****A0I****A0I****DEPARTURE**

If COM failure 10min or more after TKOF:

Follow PROC for IFR COM failure ENRT:

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

AKRAM, TAKTI - climb to FL230

TORKI - climb to FL160

ESRAT - climb to FL210

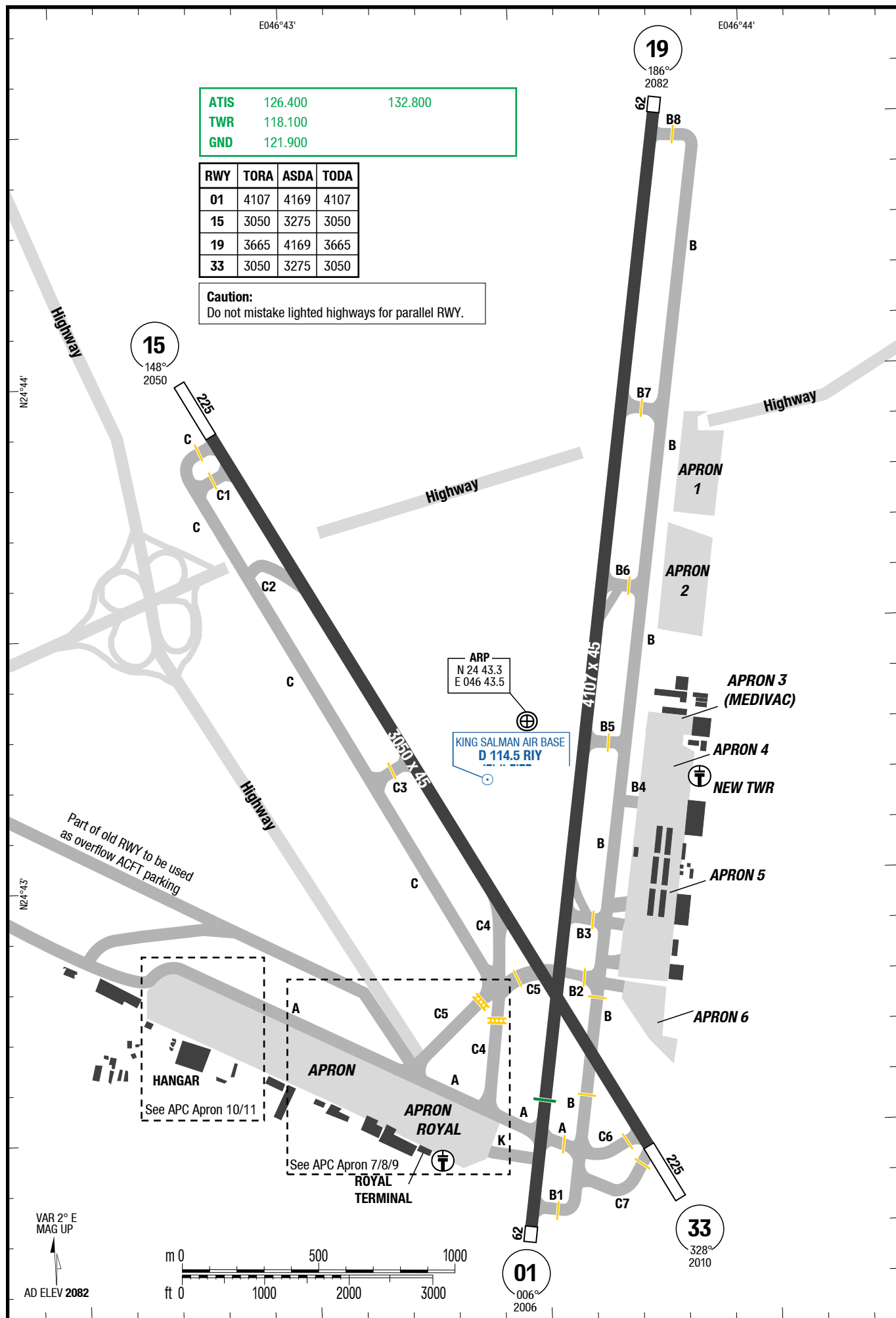
Note: This PROC is not authorized when KIA DME is inoperative.



ATIS	126.400	132.800
APP	120.000	128.500
TWR	118.100	
GND	121.900	

**Landing RWY system:**

[illegible]



Effective 23-JUN-2016

16-JUN-2016

N/A-OERY

Saudi Arabia **Riyadh** King Salman Air Base

APC Apron 10/11

APC Apron 7/8/9

APC

APC

King Salman Air Base **Riyadh** Saudi Arabia

APC Apron 10/11

APC Apron 7/8/9

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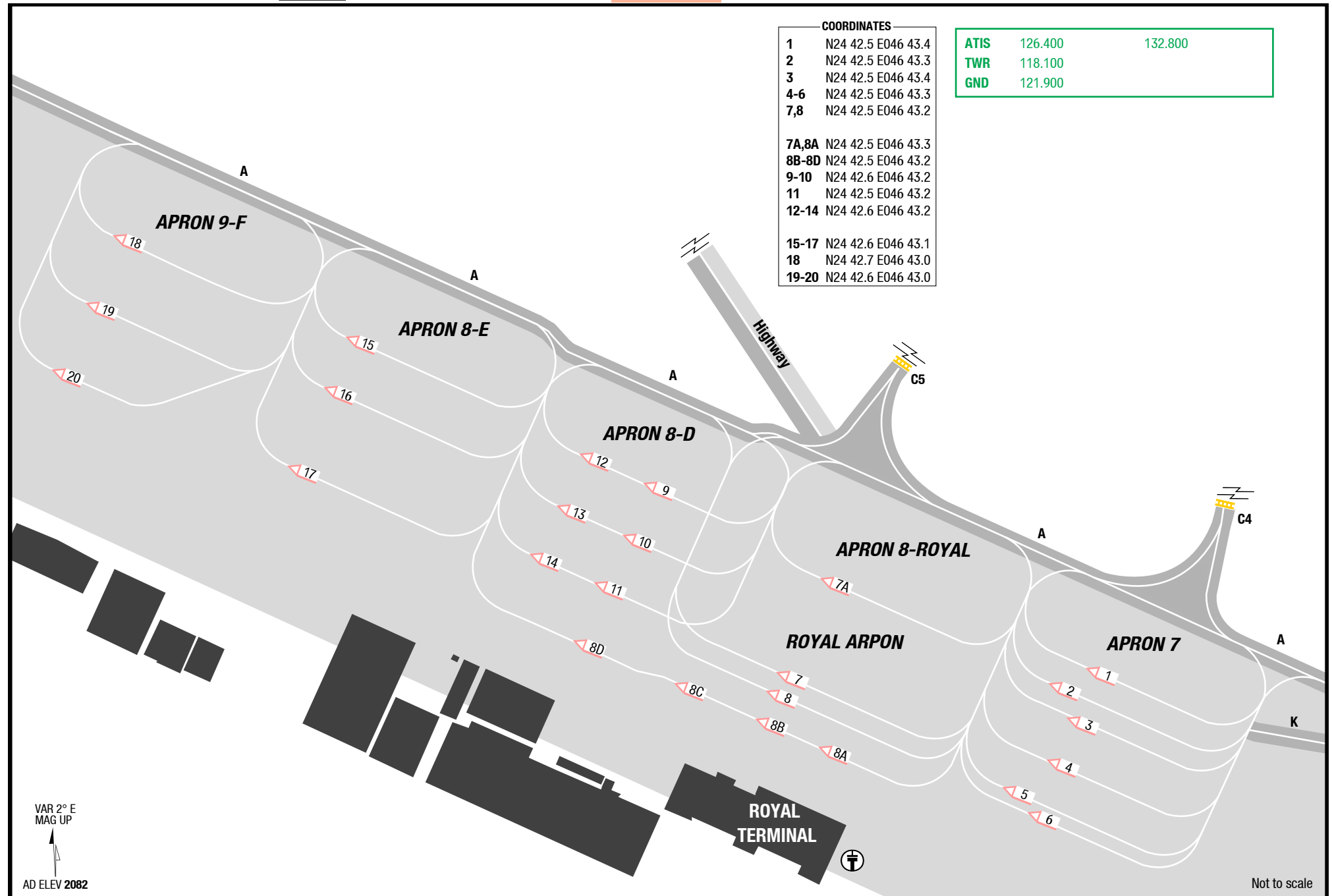
COORDINATES

1 N24 42.5 E046 43.4  
2 N24 42.5 E046 43.3  
3 N24 42.5 E046 43.4  
4-6 N24 42.5 E046 43.3  
7,8 N24 42.5 E046 43.2

7A,8A N24 42.5 E046 43.3  
8B-8D N24 42.5 E046 43.2  
9-10 N24 42.6 E046 43.2  
11 N24 42.5 E046 43.2  
12-14 N24 42.6 E046 43.2

15-17 N24 42.6 E046 43.1  
18 N24 42.7 E046 43.0  
19-20 N24 42.6 E046 43.0

ATIS 126.400 132.800  
TWR 118.100  
GND 121.900



Changes: new

Effective 23-JUN-2016  
16-JUN-2016

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Saudi Arabia **Riyadh** King Salman Air Base

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APC Apron 10/11

APC

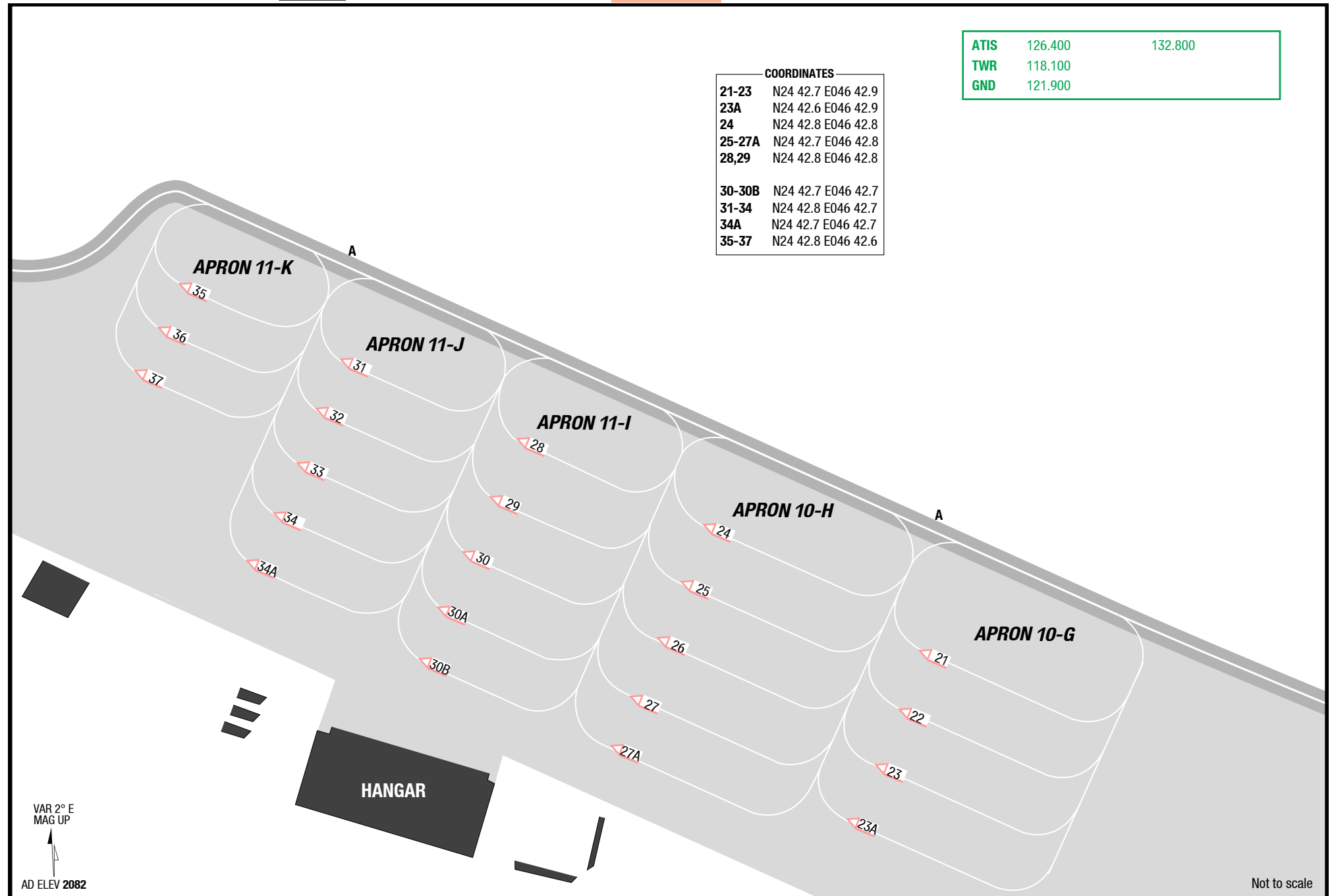
APC

King Salman Air Base **Riyadh** Saudi Arabia

APC Apron 10/11

ATIS	126.400	132.800
TWR	118.100	
GND	121.900	

COORDINATES	
21-23	N24 42.7 E046 42.9
23A	N24 42.6 E046 42.9
24	N24 42.8 E046 42.8
25-27A	N24 42.7 E046 42.8
28,29	N24 42.8 E046 42.8
30-30B	N24 42.7 E046 42.7
31-34	N24 42.8 E046 42.7
34A	N24 42.7 E046 42.7
35-37	N24 42.8 E046 42.6



Changes: new

**N/A-OERY**



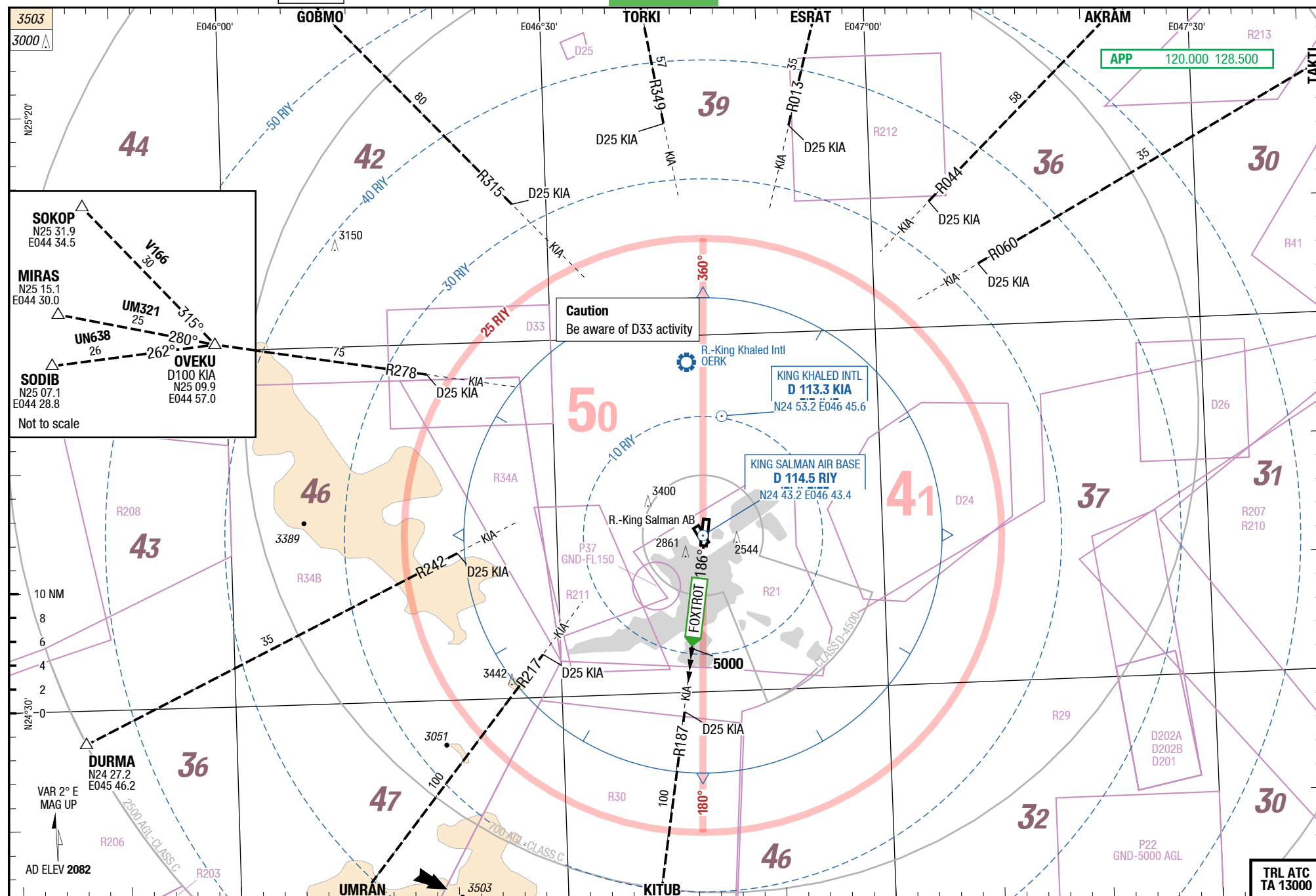
SID

SID

NIL

### SIDs RWY 19 (Radar vectoring)

#### 4-10 **SIDs RWY 19 (Radar vectoring)**



Changes: Navaid RIY, AD Name

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## N/A-OERY

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SIDs RWY 19 (Radar vectoring)

## FOXTROT

RWY 19 (186°)

After take-off, contact DEP.

DESIGNATOR	ROUTING	ALTITUDES
<b>FOXTROT</b> <b>120.000</b> ①②	at <b>5000</b> expect radar vectors	<b>initial climb 8000</b>

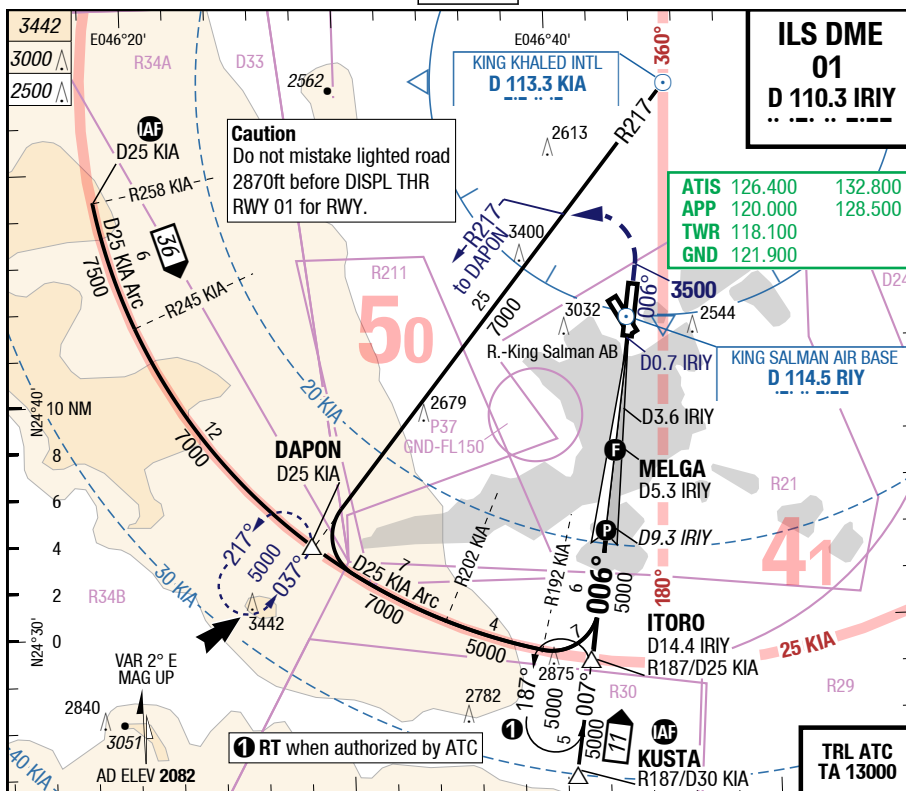
- ① ATC may issue a revised initial HDG and/or ALT as part of the SID procedure.  
② Caution: Be aware of D33 activity.



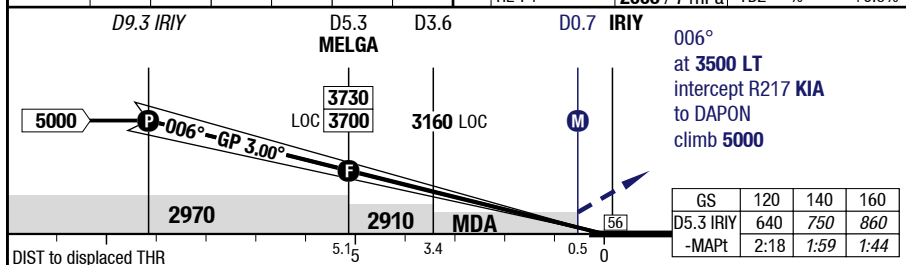
**N/A-OERY**

**7-10**

## ILS DME 01



LOC 3.03° D IRIY	9.3	8	6	4	3	2	
	5000	4580	3940	3290	2970	2650	

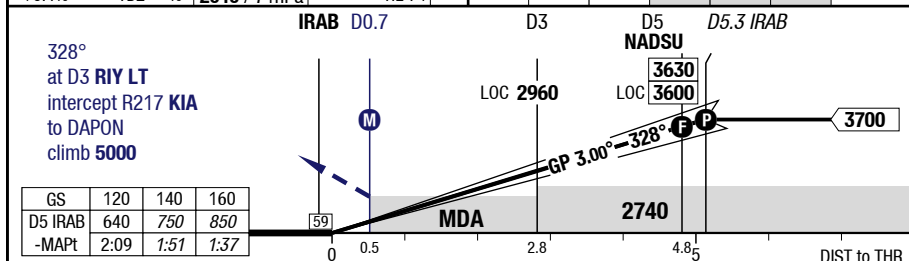
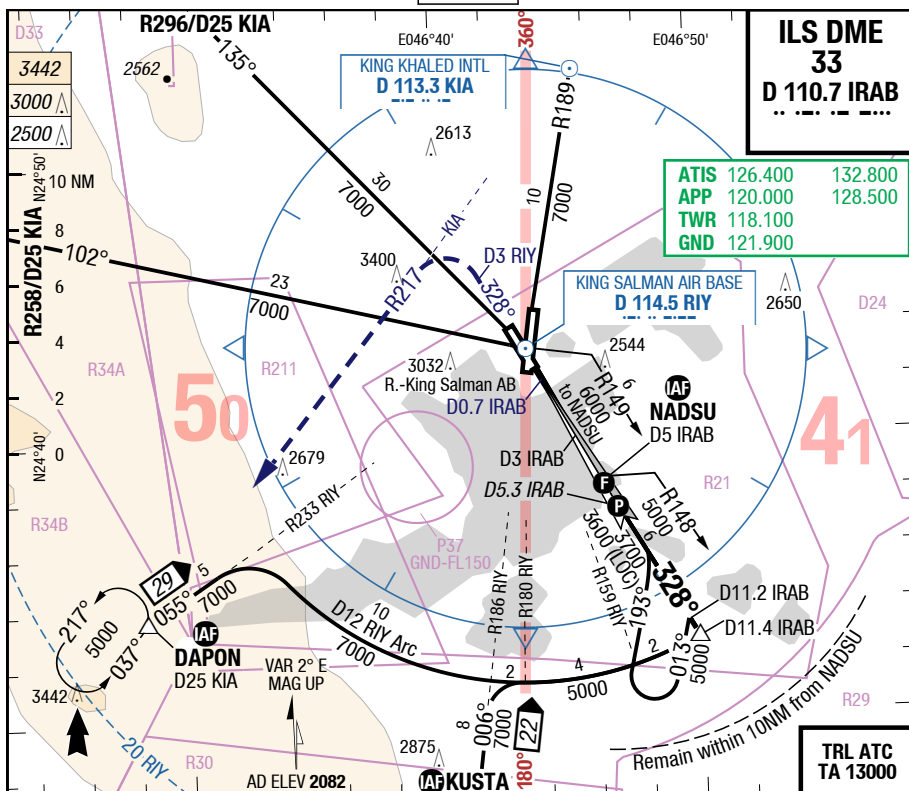


01		Cat 1 DME	LOC DME	LOC DME		Circling E of RWY 01/19 HJ only
C	ft - m/km ft	200 - 800R/800V <b>2220</b>	630 - 2.0V <b>2640</b>	630 - 2.8V <b>2640</b>		720 - 3.2V <b>2800</b>
D	ft - m/km ft	200 - 800R/800V <b>2220</b>	630 - 2.4V <b>2640</b>	630 - 3.2V <b>2640</b>		720 - 3.6V <b>2800</b>

1) With EVS RVR 550m/ VIS 800m

7-20

## ILS DME 33



33		Cat 1 DME	LOC DME	LOC DME			Circling
TERPs		HJ only <sup>1)</sup>	HJ only	APL U/S HJ only			N of RWY 15/33 HJ only
C	ft - m/km ft	210 - 800R/800V <b>2220</b>	590 - 2.0V <b>2600</b>				720 - 3.2V <b>2800</b>
D	ft - m/km ft	210 - 800R/800V <b>2220</b>	590 - 2.0V <b>2600</b>	590 - 2.8V <b>2600</b>			720 - 3.6V <b>2800</b>

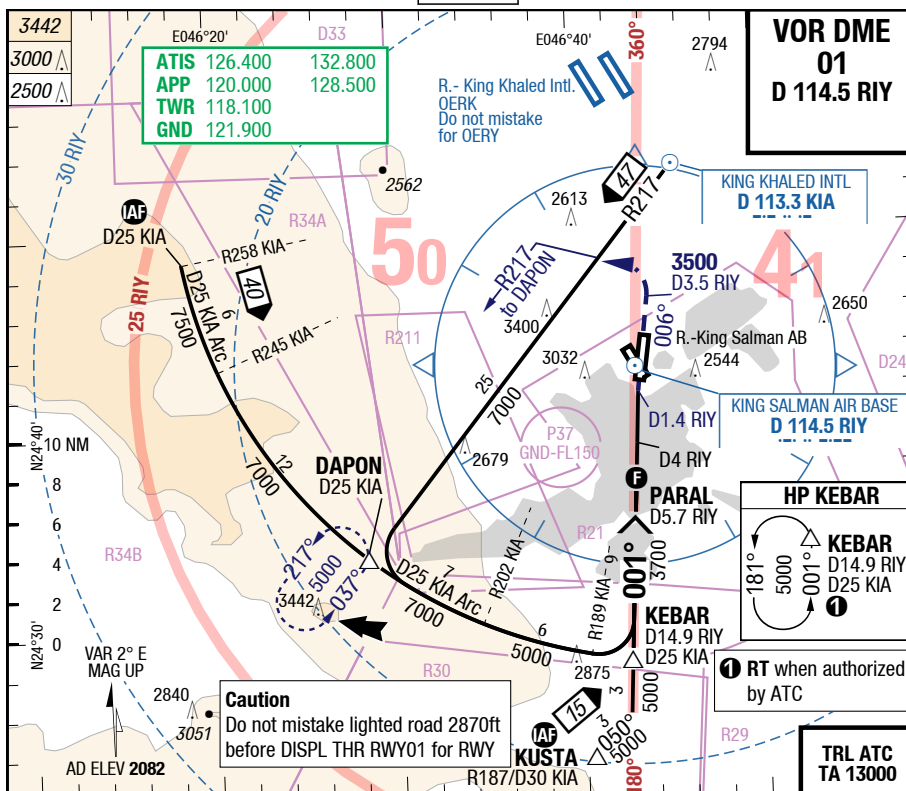
1) With EVS RVR 550m/ VIS 800m

Changes: MIN

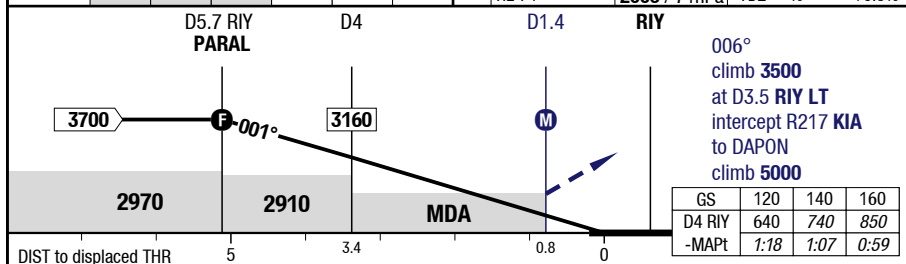
**N/A-OERY**

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## VOR DME 01



3.00°				5.7	5	3	
D RIY 001°				3700	3480	2840	
RWY 006°							3.0° 3665 x 45 60 HL 2006 / 71hPa TDZ ---% +0.6%

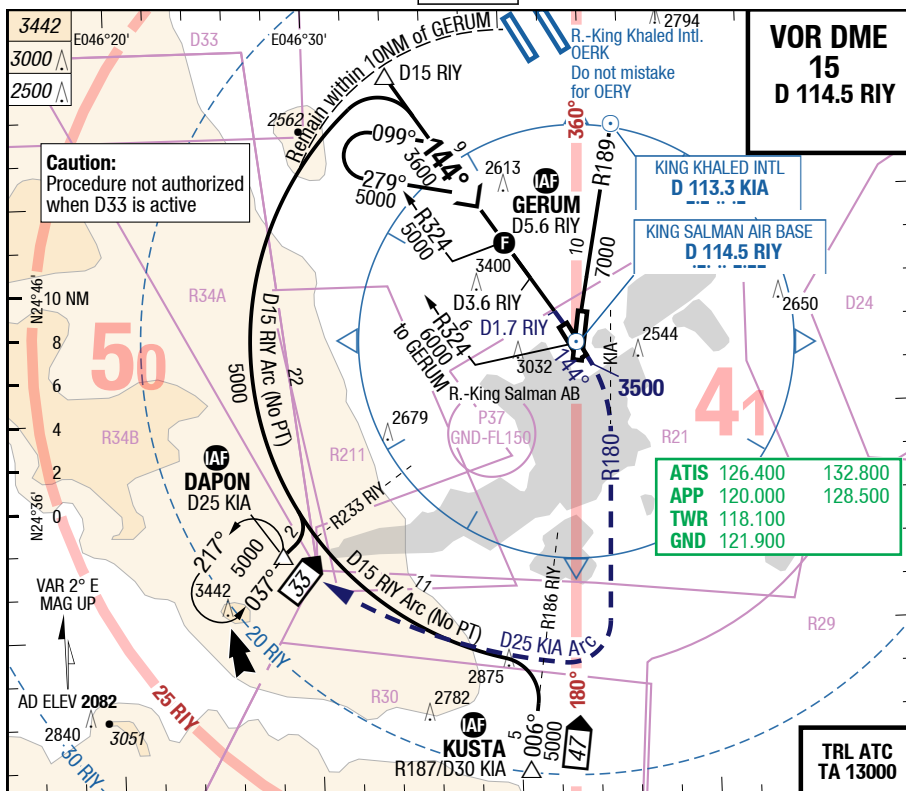


<b>01</b>		<b>VOR DME</b>	<b>VOR DME</b>				<b>Circling</b> E of RWY 01/19 HJ only
<b>C</b>	ft - m/km ft	630 - 2.0V <b>2640</b>	630 - 2.8V <b>2640</b>				720 - 3.2V <b>2800</b>
<b>D</b>	ft - m/km ft	630 - 2.4V <b>2640</b>	630 - 3.2V <b>2640</b>				720 - 3.6V <b>2800</b>

**N/A-OERY**

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## VOR DME 15

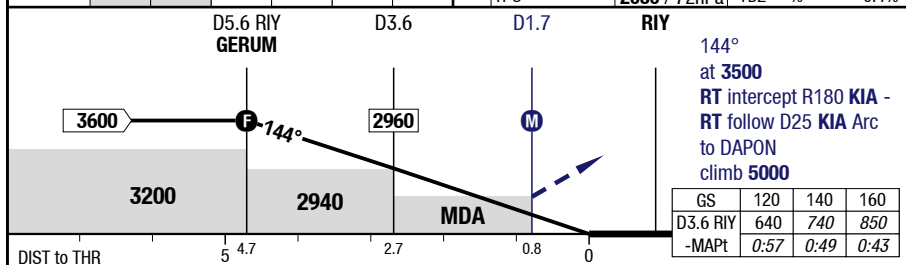



3.00°  
D RY  
144°  
RWY 148°

5.6	5	4	3
3600	3410	3090	2770

15  
H-S

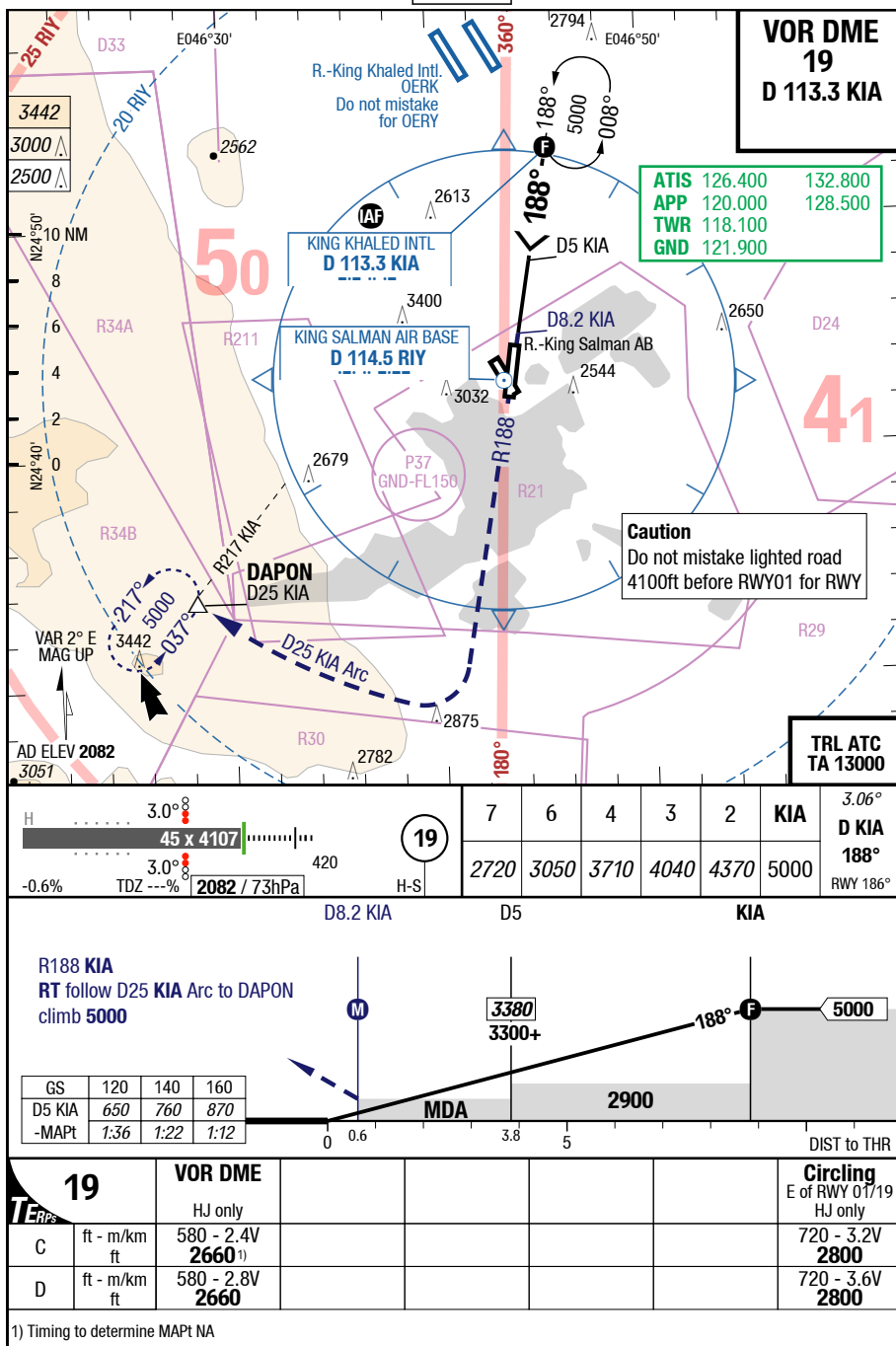
420  
3050 x 45  
2050 / 72hPa IDZ ---% -0.4%



 <b>15</b>		<b>VOR DME</b> HJ only	<b>VOR DME</b> APL U/S HJ only				<b>Circling</b> N of RWY 15/33 HJ only
	C	ft - m/km ft	530 - 2.0V <b>2580</b>				720 - 3.2V <b>2800</b>
	D	ft - m/km ft	530 - 2.0V <b>2580</b>	530 - 2.8V <b>2580</b>			720 - 3.6V <b>2800</b>

7-50

VOR DME 19



**N/A-OERY**

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## VOR DME 33

