

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** SUN-THU 0330-1030**Airport Information****RFF:** CAT 9, CAT 10 O/R 24HR PN**PCN:** RWY 11/29: 97/F/A/W/T**Operation****RWY Restriction**

180°-turns on RWY prohibited for heavy ACFT with MTOM at or above 136t / 299829lbs.

**Taxi/Parking**

All stands are nose-in/push-back.

Follow marshallers instruction.

**Warnings****FJV VOR MAINT:** 1st MON 1000-1230.**FJV DME MAINT:** 3rd MON 1000-1200.

Avoid overflying the city below 5000ft.

RWY 11/29 has no standard markings.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern:** RWY 11 right-hand circuit at 1500ft.**Noise Abatement Procedure:** Do not overfly the city below 5000ft.**Communication****COM Failure**

- Maintain the last assigned ALT and proceed to enter FJV HLDG.
- Commence descend to 5000ft AMSL, as close as possible to the EAT last received and acknowledged.
- If no EAT has been received and acknowledged at or as close as possible to the EAT resulting from the current flight plan.
- Complete a full instrument APCH RWY 29.
- Land within 30min after ETA or the last EAT whichever is later.

**Warnings**

RWY 11: Do not use PAPI beyond D6.4 FJV, 4NM from DISPL THR. The approximate PAPI glide path ALT at this distance is 1500ft AMSL.

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

RWY		11	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		29	
All ACFT	ft - m/km	0 - 400v	HJ only - with SID or by ATC in VMC
		0 - 800v	HN - with SID only

**Speed**

MAX IAS 250KT below 8000ft.

**Departure Procedure**

If unable to comply for RWY 11, advise ATC on start-up.

**DEP Notes**

IFR flight unable to comply with requirement for RWY 29 SID can execute a visual DEP to join the respective SID or as cleared by ATC. This PROC will only be allowed during daytime and VMC and are to be airborne prior to the displaced THR RWY 11 (TORA/TODA 3050m).

Effective 13-SEP-2018

06-SEP-2018

FJR-OMFJ

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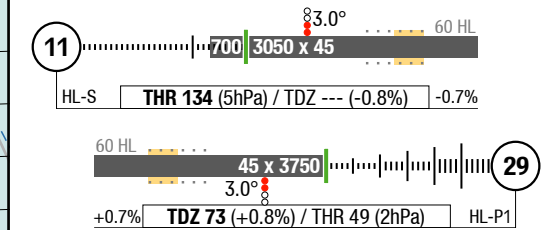
AFC

2-10



ATIS 113.800  
 APP 129.400  
 Emirates APP 124.850 125.725  
 TWR 124.600  
 GND 119.450

Landing RWY system:



Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

FJR-OMFJ

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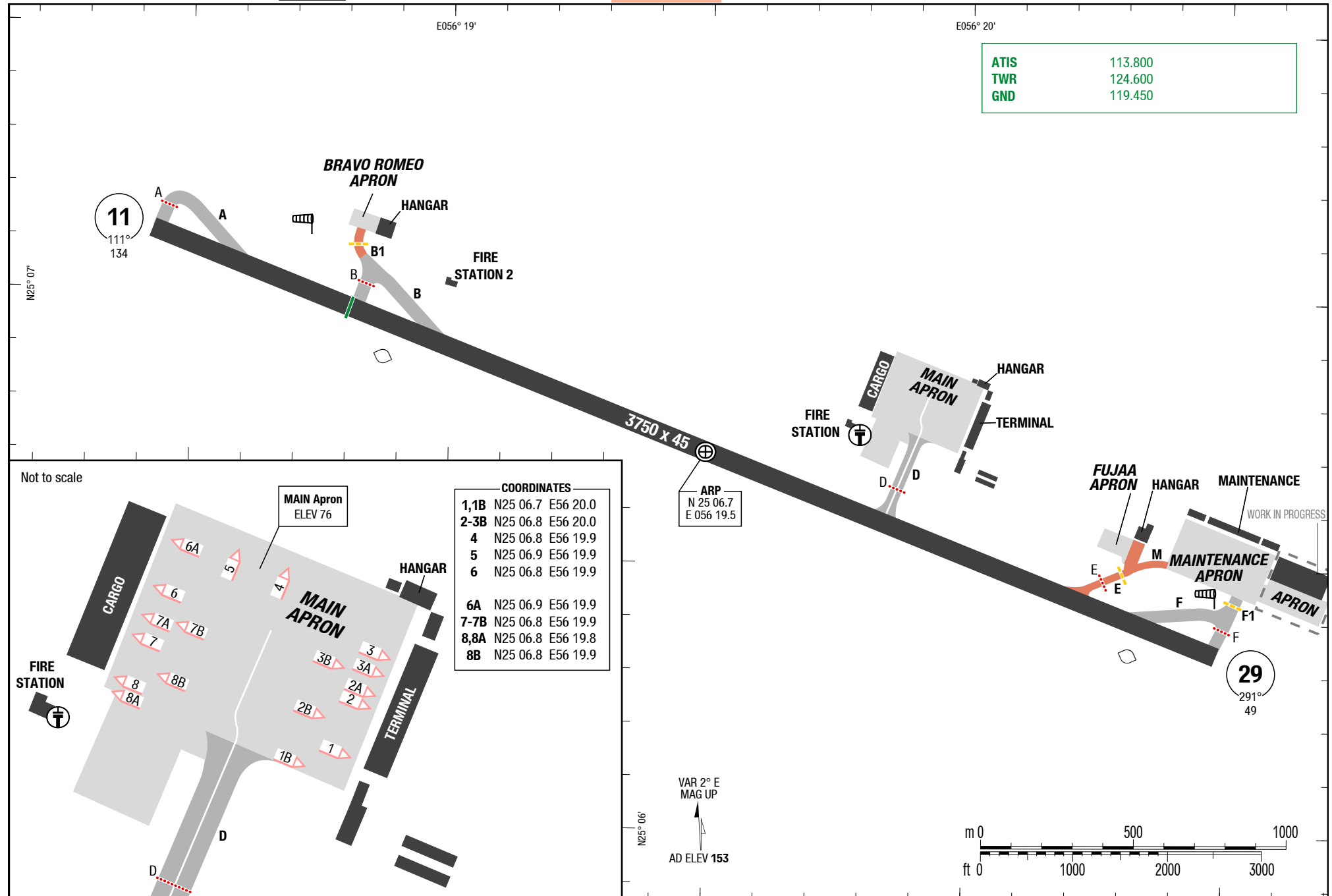
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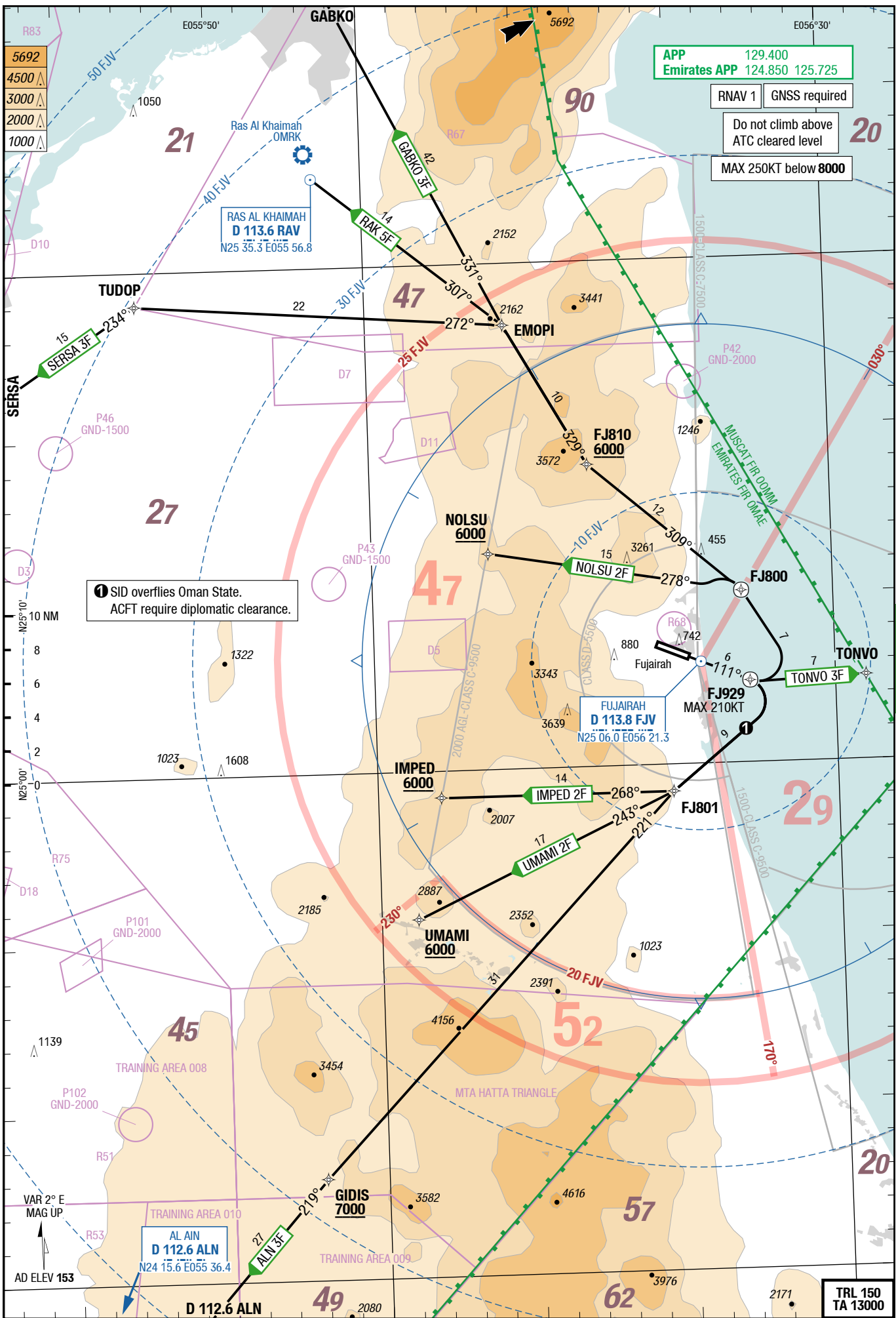
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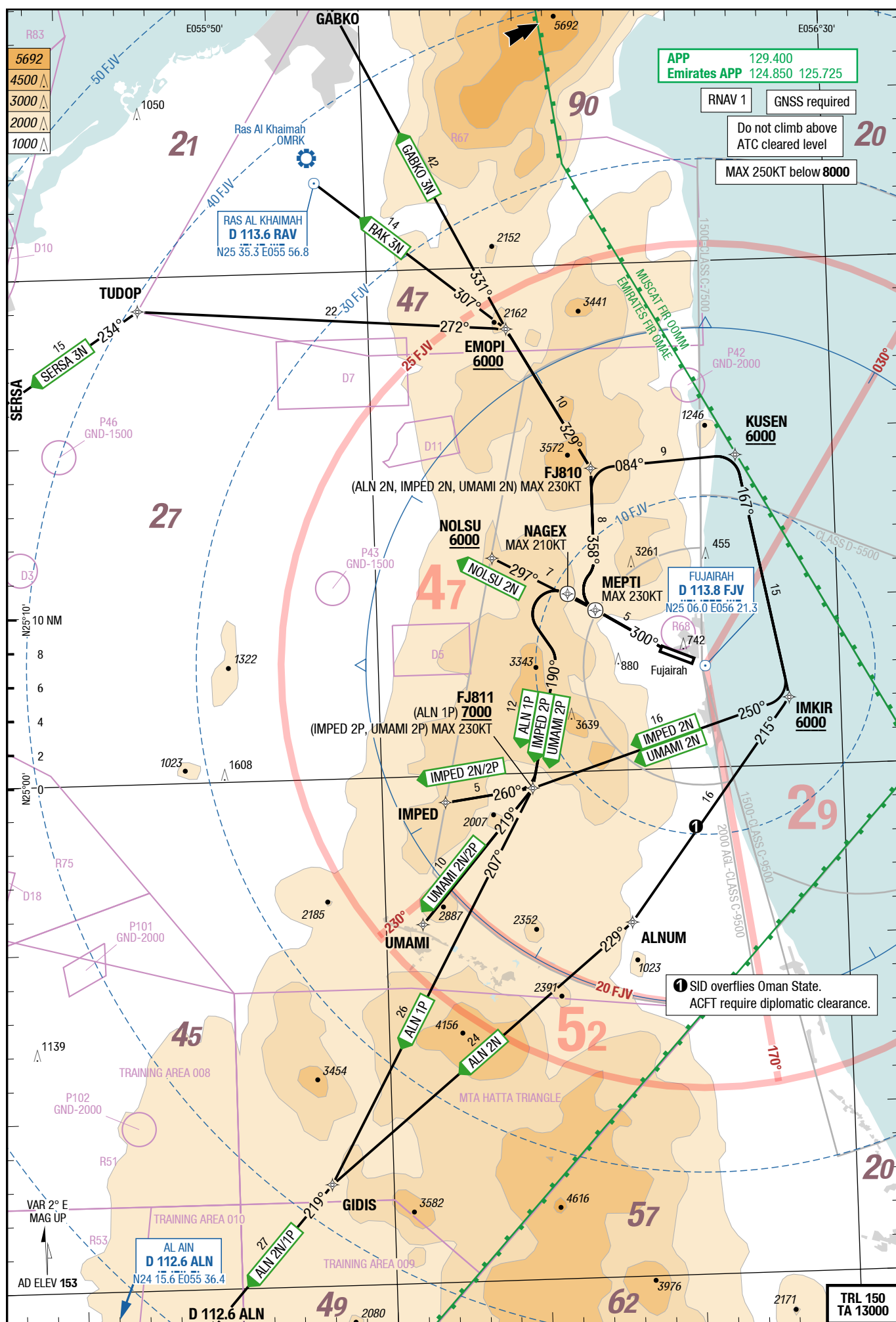
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3-20



Changes: Nil





**FJR-OMFJ**

5-10

**RNAV SIDs RWY 11****AL AIN 3F / GABKO 3F / IMPED 2F / NOLSU 2F / RAS AL KHAIMAH 5F / SERSA 3F / TONVO 3F**

RWY 11 (111°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>AL AIN 3F</b> <b>ALN 3F</b> 5.0% to 7000 <b>129.400</b> ①②③	RW11 - <u>FJ929</u> [K210- ;R] - DCT FJ801 - GIDIS - ALN	GIDIS MNM <b>7000</b>  <b>initial climb 7000</b>
<b>GABKO 3F</b> 5.0% to 7000 <b>129.400</b> ①②	RW11 - <u>FJ929</u> [K210- ;L] - DCT <u>FJ800</u> - FJ810 - EMOPI - GABKO	FJ810 MNM <b>6000</b>  <b>initial climb 7000</b>
<b>IMPED 2F</b> 5.0% to 6000 <b>129.400</b> ①②③	RW11 - <u>FJ929</u> [K210- ;R] - DCT FJ801 - IMPED	IMPED MNM <b>6000</b>  <b>initial climb 6000</b>
<b>NOLSU 2F</b> 5.0% to 6000 <b>129.400</b> ①②	RW11 - <u>FJ929</u> [K210- ;L] - DCT <u>FJ800</u> - NOLSU	NOLSU MNM <b>6000</b>  <b>initial climb 6000</b>
<b>RAS AL KHAIMAH 5F</b> <b>RAK 5F</b> 5.0% to 6000 <b>129.400</b> ①②	RW11 - <u>FJ929</u> [K210- ;L] - DCT <u>FJ800</u> - FJ810 - EMOPI - RAV	FJ810 MNM <b>6000</b>  <b>initial climb 6000</b>
<b>SERSA 3F</b> 5.0% to 7000 <b>129.400</b> ①②	RW11 - <u>FJ929</u> [K210- ;L] - DCT <u>FJ800</u> - FJ810 - EMOPI - TUDOP - SERSA	FJ810 MNM <b>6000</b>  <b>initial climb 7000</b>
<b>TONVO 3F</b> 5.0% to 8000 <b>129.400</b> ①②	RW11 - <u>FJ929</u> [K210- ;L] - DCT TONVO	  <b>initial climb 8000</b>

① MAX 250KT below 8000ft.

② If unable to comply with restrictions, advise ATC on start-up.

③ Overfly Oman State. ACFT require diplomatic clearance.

**FJR-OMFJ****5-20****RNAV SIDs RWY 11****UMAMI 2F**

RWY 11 (111°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>UMAMI 2F</b> 5.0% to 6000 <b>129.400</b> ①②③	RW11 - <u>FJ929</u> [K210- ;R] - DCT FJ801 - UMAMI	UMAMI MNM <b>6000</b>  <b>initial climb 6000</b>

① MAX 250KT below 8000ft.

② If unable to comply with restrictions, advise ATC on start-up.

③ Overfly Oman State. ACFT require diplomatic clearance.

Changes: Completely revised

**FJR-OMFJ**

5-30

**RNAV SIDs RWY 29****AL AIN 1P / AL AIN 2N / GABKO 3N / IMPED 2N / IMPED 2P**

RWY 29 (291°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>AL AIN 1P</b> <b>ALN 1P</b> 7.6% to 3500 5.0% to 7000 <b>129.400</b> ①③	300° <u>NAGEX</u> [K210- ;L] - FJ811 - GIDIS - ALN	FJ811 MNM <b>7000</b>  <b>initial climb 7000</b>
<b>AL AIN 2N</b> <b>ALN 2N</b> 6.7% to 700 6.4% to 3400 5.0% to 7000 <b>129.400</b> ①②③	300° <u>MEPTI</u> [K230-] - FJ810 [K230- ;R] - KUSEN [R] - IMKIR - ALNUM - GIDIS - ALN	KUSEN MNM <b>6000</b> IMKIR MNM <b>6000</b>  <b>initial climb 7000</b>
<b>GABKO 3N</b> 6.7% to 700 6.4% to 3400 5.0% to 7000 <b>129.400</b> ①③	300° <u>MEPTI</u> [K230-] - FJ810 - EMOPI - GABKO	EMOPI MNM <b>6000</b>  <b>initial climb 7000</b>
<b>IMPED 2N</b> 6.7% to 700 6.4% to 3400 5.0% to 6000 <b>129.400</b> ①③	300° <u>MEPTI</u> [K230-] - FJ810 [K230- ;R] - KUSEN [R] - IMKIR - FJ811 - IMPED	KUSEN MNM <b>6000</b> IMKIR MNM <b>6000</b>  <b>initial climb 6000</b>
<b>IMPED 2P</b> 7.6% to 3500 5.0% to 6000 <b>129.400</b> ①③	300° <u>NAGEX</u> [K210- ;L] - FJ811 [K230-] - IMPED	<b>initial climb 6000</b>

- ① If unable to comply with climb gradient, SIDs NA and advise ATC at start-up.  
 ② Overflies Oman State. ACFT require diplomatic clearance.  
 ③ MAX 250KT below 8000ft.

**FJR-OMFJ****5-40****RNAV SIDs RWY 29****NOLSU 2N / RAS AL KHAIMAH 3N / SERSA 3N / UMAMI 2N / UMAMI 2P**

RWY 29 (291°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>NOLSU 2N</b> 7.6% to 3500 5.0% to 6000 <b>129.400</b> ①②	300° <u>MEPTI</u> [K230-] - NOLSU	NOLSU MNM <b>6000</b>  <b>initial climb 6000</b>
<b>RAS AL KHAIMAH 3N</b> <b>RAK 3N</b> 6.7% to 700 6.4% to 3400 5.0% to 6000 <b>129.400</b> ①②	300° <u>MEPTI</u> [K230-] - FJ810 - EMOPI - RAV	EMOPI MNM <b>6000</b>  <b>initial climb 6000</b>
<b>SERSA 3N</b> 6.7% to 700 6.4% to 3400 5.0% to 7000 <b>129.400</b> ①②	300° <u>MEPTI</u> [K230-] - FJ810 - EMOPI - TUDOP - SERSA	EMOPI MNM <b>6000</b>  <b>initial climb 7000</b>
<b>UMAMI 2N</b> 6.7% to 700 6.4% to 3400 5.0% to 6000 <b>129.400</b> ①②	300° <u>MEPTI</u> [K230-] - FJ810 [K230- ;R] - KUSEN [R] - IMKIR - FJ811 - UMAMI	KUSEN MNM <b>6000</b> IMKIR MNM <b>6000</b>  <b>initial climb 6000</b>
<b>UMAMI 2P</b> 7.6% to 3500 5.0% to 6000 <b>129.400</b> ①②	300° <u>NAGEX</u> [K210- ;L] - FJ811 [K230-] - UMAMI	<b>initial climb 6000</b>

① If unable to comply with climb gradient, SIDs NA and advise ATC at start-up.

② MAX 250KT below 8000ft.

Effective 01-FEB-2018

25-JAN-2018

FJR-OMFJ

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NIL

6-10

RNAV STARs RWY 29

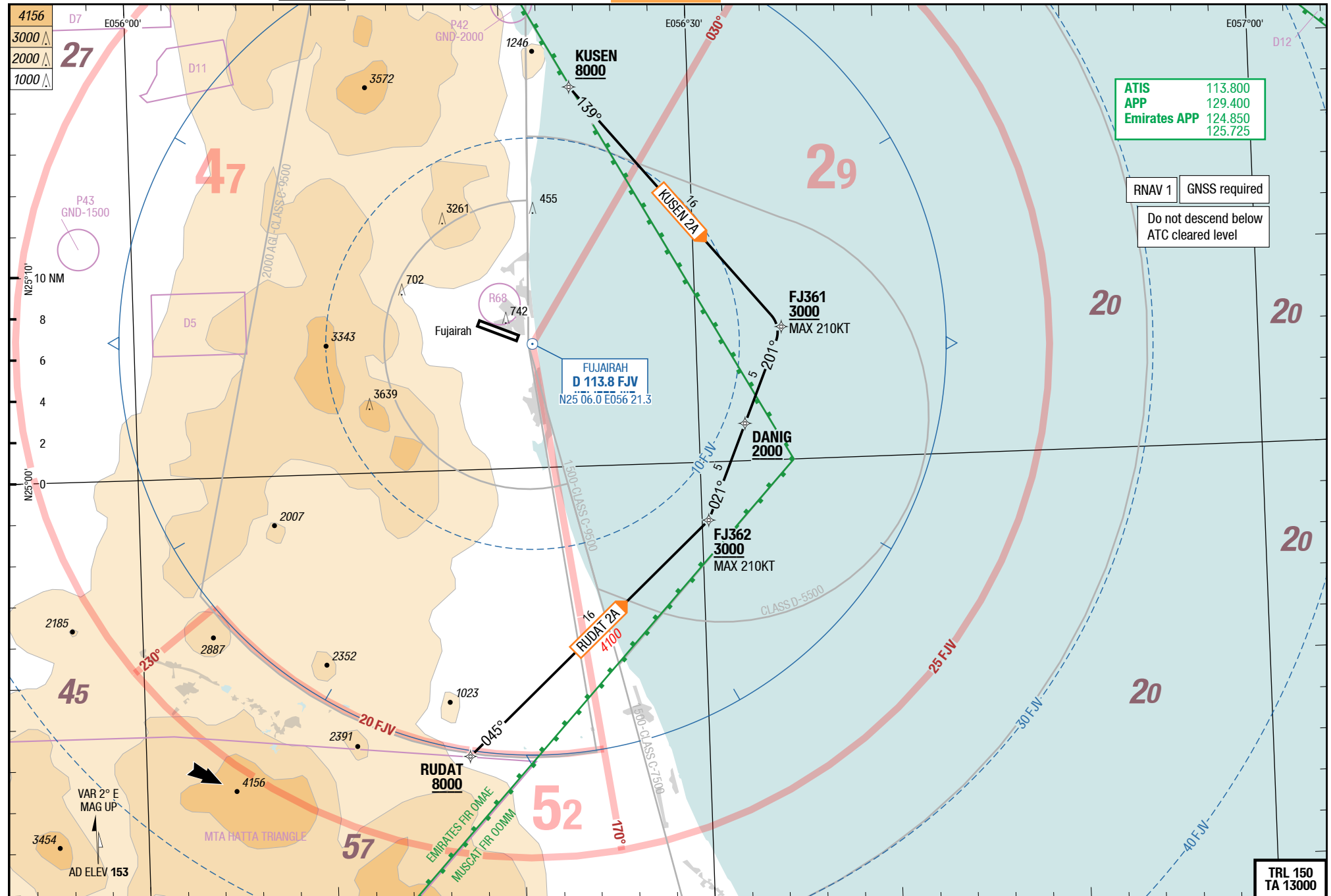
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STAR

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NIL

RNAV STARs RWY 29

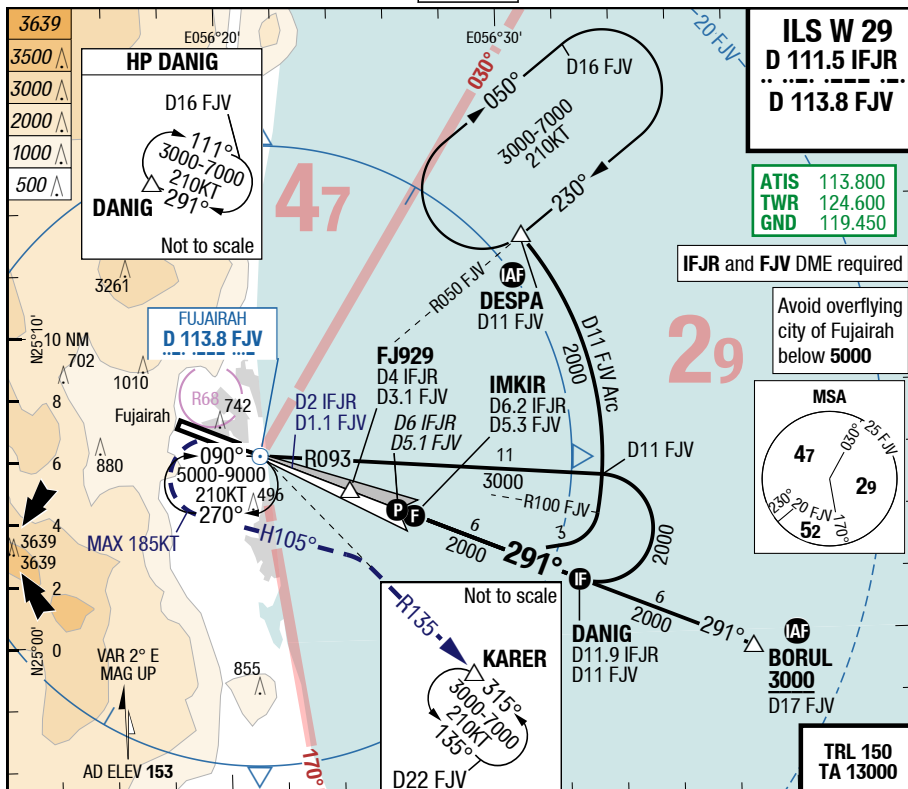


Changes: Speed RESTR, ALT, PROC renumbered

28-JUN-2018

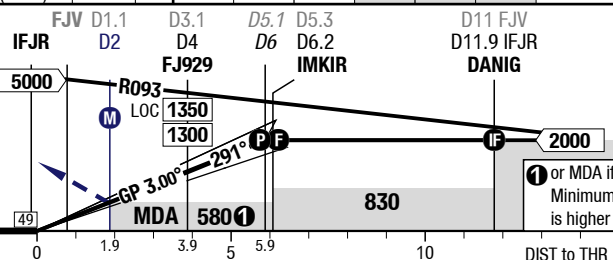
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IAC

**FJR-OMFJ****7-10****ILS W 29**

**LT (MAX 185KT) HDG 105°**  
intercept R135 FJV  
direct KARER  
climb 3000

GS	120	140	160
D4 IFJR	640	750	860
-MAPt	1:00	0:51	0:45

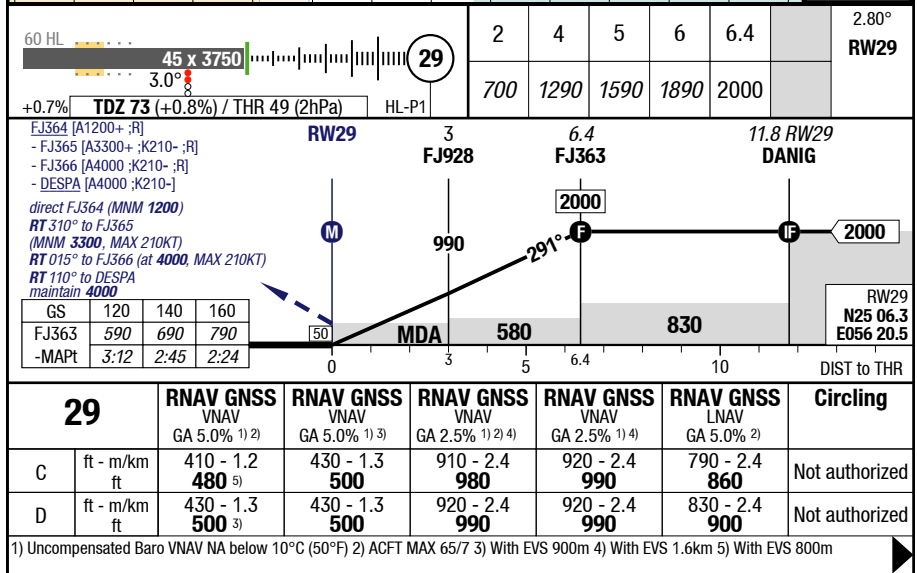


<b>29</b>		<b>Cat 1 DME</b> ACFT MAX 65/7 1)	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>	<b>Circling</b>
C	ft - m/km ft	610 - 2.1 <b>680</b>	620 - 2.1 <b>690</b>	750 - 2.4 <b>820</b>	Not authorized
D	ft - m/km ft	620 - 2.1 <b>690</b>	620 - 2.1 <b>690</b>	750 - 2.4 <b>820</b>	Not authorized

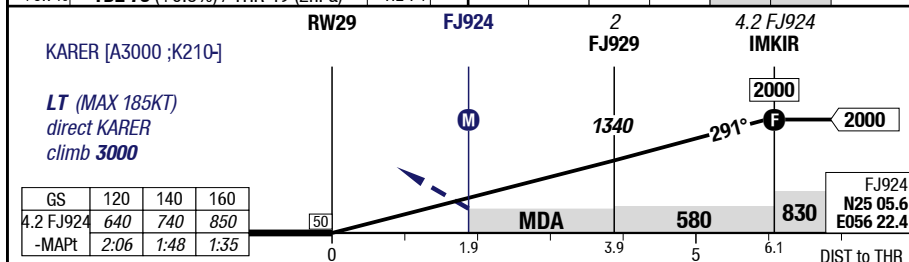
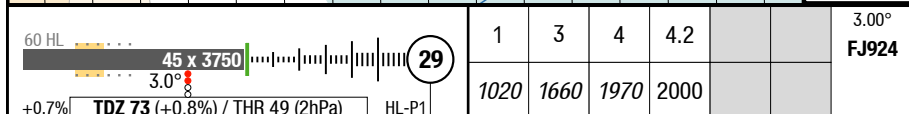
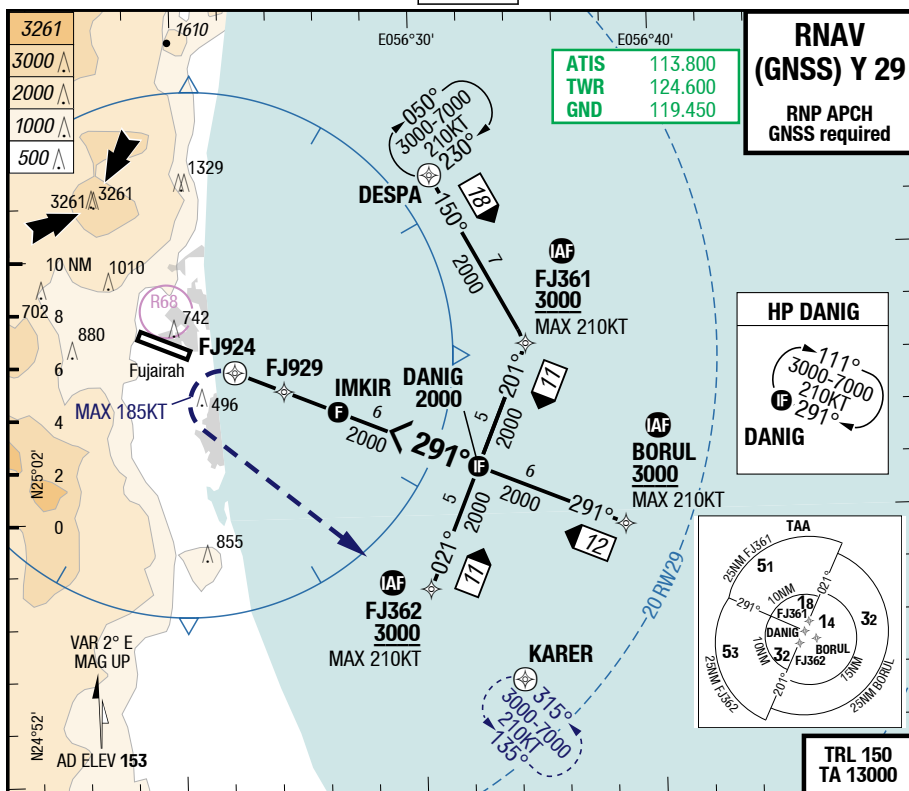
1) With EVS 1.4km, wo EVS use STD

Changes: APL, OBST

## RNAV (GNSS) Z 29



28-JUN-2018

United Arab Emirates **Fujairah** Fujairah Intl**FJR-OMFJ****7-40****RNAV (GNSS) Y 29****IAC**

29		RNAV GNSS LNAV GA 5.0%	RNAV GNSS LNAV GA 2.5% 1)	RNAV GNSS LNAV GA 2.5%	Circling	
C	ft - m/km ft	480 - 1.5 550	1000 - 2.4 1070	1060 - 2.4 1130		Not authorized
D	ft - m/km ft	480 - 1.5 550	1060 - 2.4 1130	1060 - 2.4 1130		Not authorized

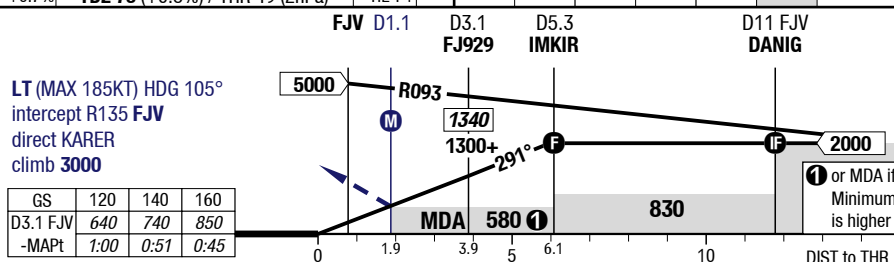
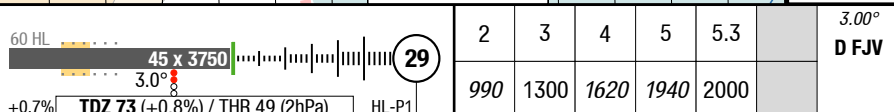
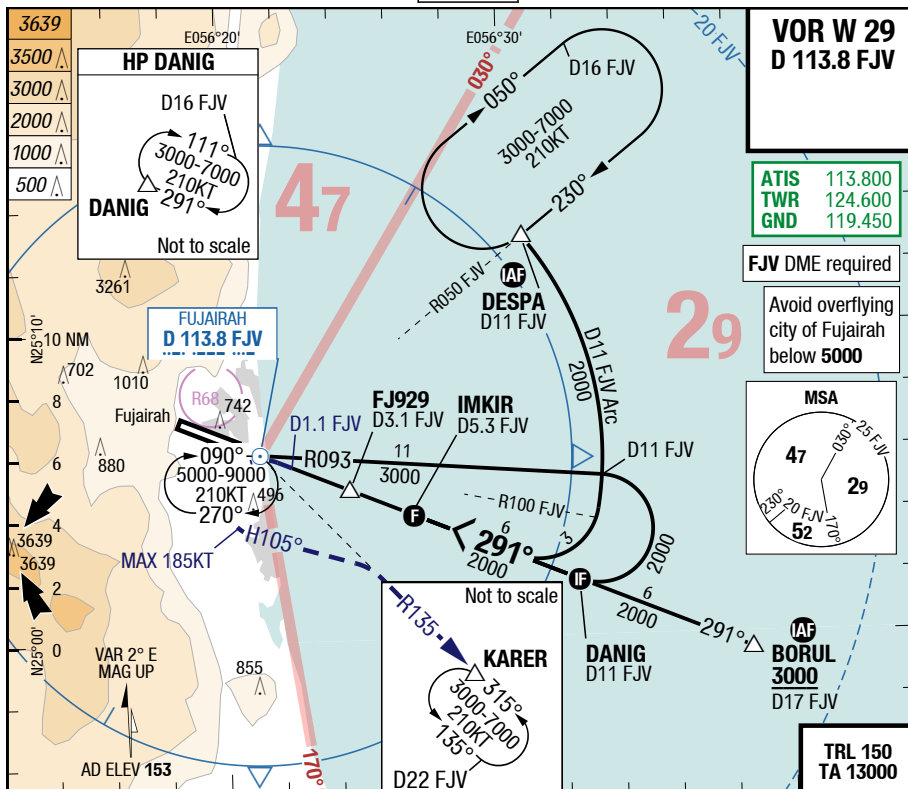
1) ACFT MAX 65/7

Changes: APL, OBST, SUAs

28-JUN-2018

United Arab Emirates **Fujairah** Fujairah Intl

IAC

**FJR-OMFJ****7-50****VOR W 29**

29	VOR DME	VOR DME			Circling
	ACFT MAX 65/7				
C	ft - m/km ft	750 - 2.4 820	910 - 2.4 980		Not authorized
D	ft - m/km ft	910 - 2.4 980	910 - 2.4 980		Not authorized

Changes: APL, OBST

28-JUN-2018

**FJR-OMFJ****7-70****WxMinima Overflow**

<b>29</b>		<b>RNAV GNSS</b> LNAV GA 5.0%	<b>RNAV GNSS</b> LNAV GA 2.5% <sup>1)</sup>	<b>RNAV GNSS</b> LNAV GA 2.5%			
<b>C</b>	ft - m/km ft	830 - 2.4 <b>900</b>	1580 - 5.0 <b>1650</b>	1600 - 5.0 <b>1670</b>			
<b>D</b>	ft - m/km ft	830 - 2.4 <b>900</b>	1600 - 5.0 <b>1670</b>	1600 - 5.0 <b>1670</b>			

1) ACFT MAX 65/7

**FJR-OMFJ**

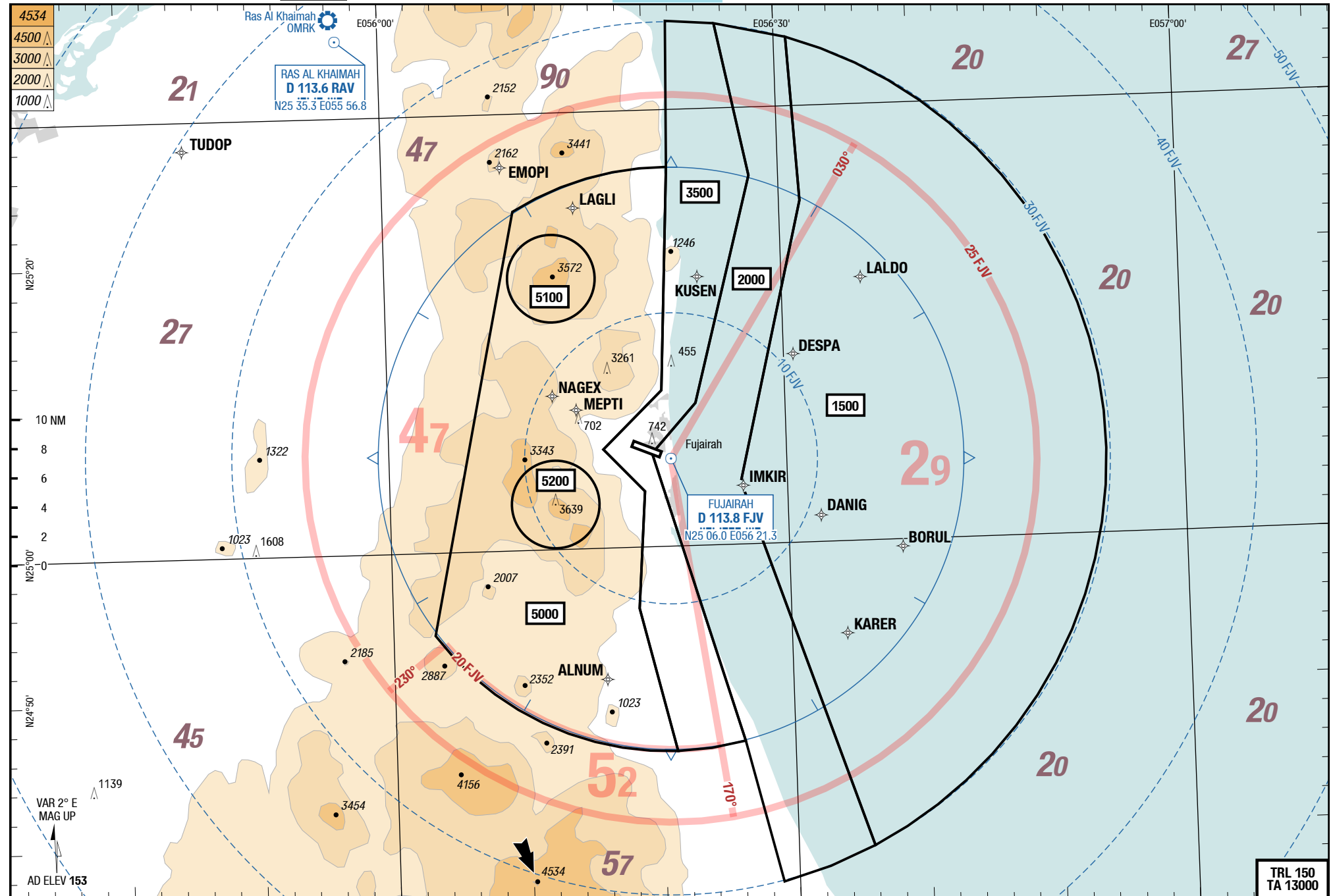
**NIL**  
**MRC**

**MRC**

**MRC**

**MRC**

**8-10**



Changes: WPT , OBST

TRL 150  
TA 13000

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