

## GENERAL

## Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** SUN-THU 0400-1100

**Night Restriction:** Non noise certificated ACFT operations restricted daily between 1830-0530.

## Airport Information

**RFF:** CAT 9

**PCN:** RWY 15R/33L: 61/R/B/W/T

RWY 15L/33R: 62/F/A/W/T

## Operation

**TWY Restrictions**

TWY W8, W10 MAX code letter D ACFT and MAX wingspan 52m / 171ft.

TWY W-7 used only for stands 36, 37, 38, 39.

TWY W1 extended north up to abeam stand 79.

**Taxi/Parking**

Visual Docking Guidance System (SAFEGATE) AVBL at stands 1-5, 21, 22, 24-26, 31-35, 63-67 and 71-79.

## Warning

Radio sonde launched daily: 0001 and 1200.

Pilot balloon launched daily: 0600 and 1800.

Dust storms prevalent from MAR to JUL inclusive.

## ARRIVAL

## Arrival Procedure

**VFR Traffic Pattern**

RWY 15R and 33R right-hand circuit.

**Non-standard GP intercept position on****RWY 15L**

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

Remaining LDG DIST beyond GP is 3180m / 10434ft.

**RWY 15R**

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

Remaining DIST beyond GP is 3074m / 10086ft.

**RWY 33L**

GP intercepts RWY 33L at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3074m / 10086ft.

**RWY 33R**

GP intercepts RWY 33R at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3174m / 10414ft.

## Warning

Lighted highway 400m from and parallel to RWY 33R/15L CL east of AD, may be mistaken for mentioned RWY in bad VIS.

## DEPARTURE

## Take-off Minima

| RWY     |           | 15L/33R, 15R/33L |   |
|---------|-----------|------------------|---|
| A, B, C | ft - m/km | 0 - 150R         | - |
| D       |           | 0 - 200R         | - |

## Communication

## COM Failure

**In VMC:** Continue to fly in VMC and land at the nearest suitable AD.

**In IMC:** Maintain last assigned LVL for 3min after departure. Thereafter continue according to current FPL by routing direct to the first en-route reporting point and climbing to the last acknowledged en-route FL cleared by ATC.

If ACFT is equipped with satellite and/or mobile phone contact:

- Kuwait ACC: +965 247 629 94
- Kuwait TWR: +965 247 100 88

## Departure Procedure

## Start-up/Push-back

Contact DLV 10min prior start-up CLR REQ.

All pilots upon start-up are requested to advise DLV of their final requested FL if deviated from their original FPL.

In case of engine ground run at the gate:

- Provide ATC with following details:

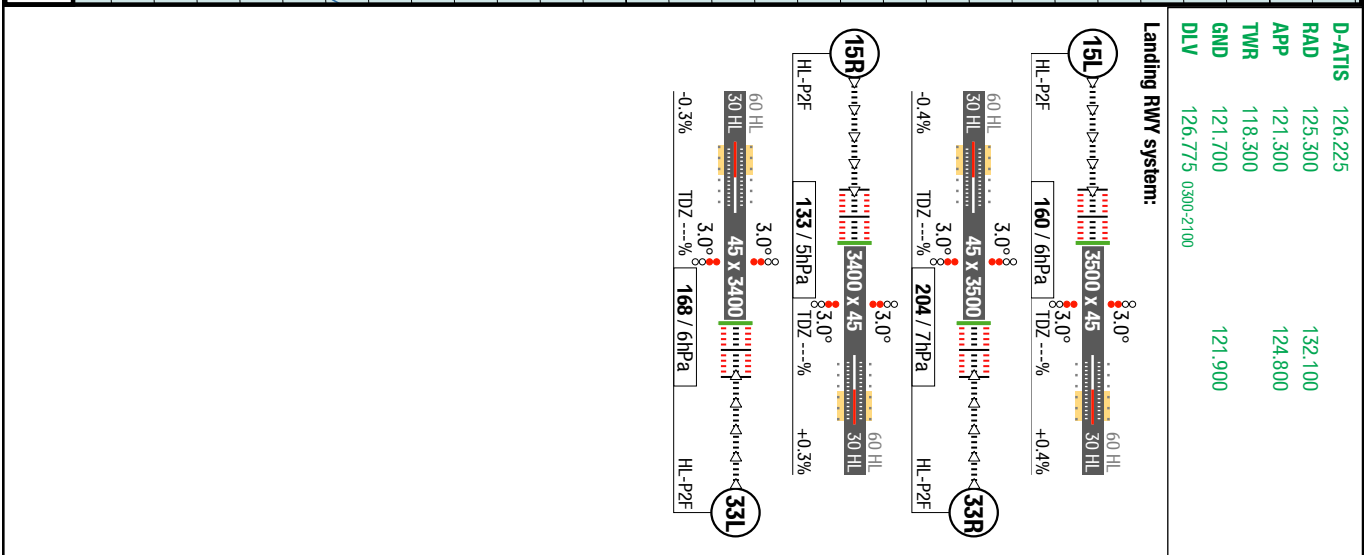
ACFT type and registration

Expected duration

Reason for ground run and type of checks

- Engine ground run RESTR to idle power only, thrust reverser check not permitted.
- Ensure doors are CLSD, aerobridge/steps must be removed.
- Ground runs prohibited while embarking/disembarking PAX.
- Anti-collision beacon and other necessary LGTs must be switched on.

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AGC  
**AFC**



19-JUL-2018  
KWI-OKBK

3-20

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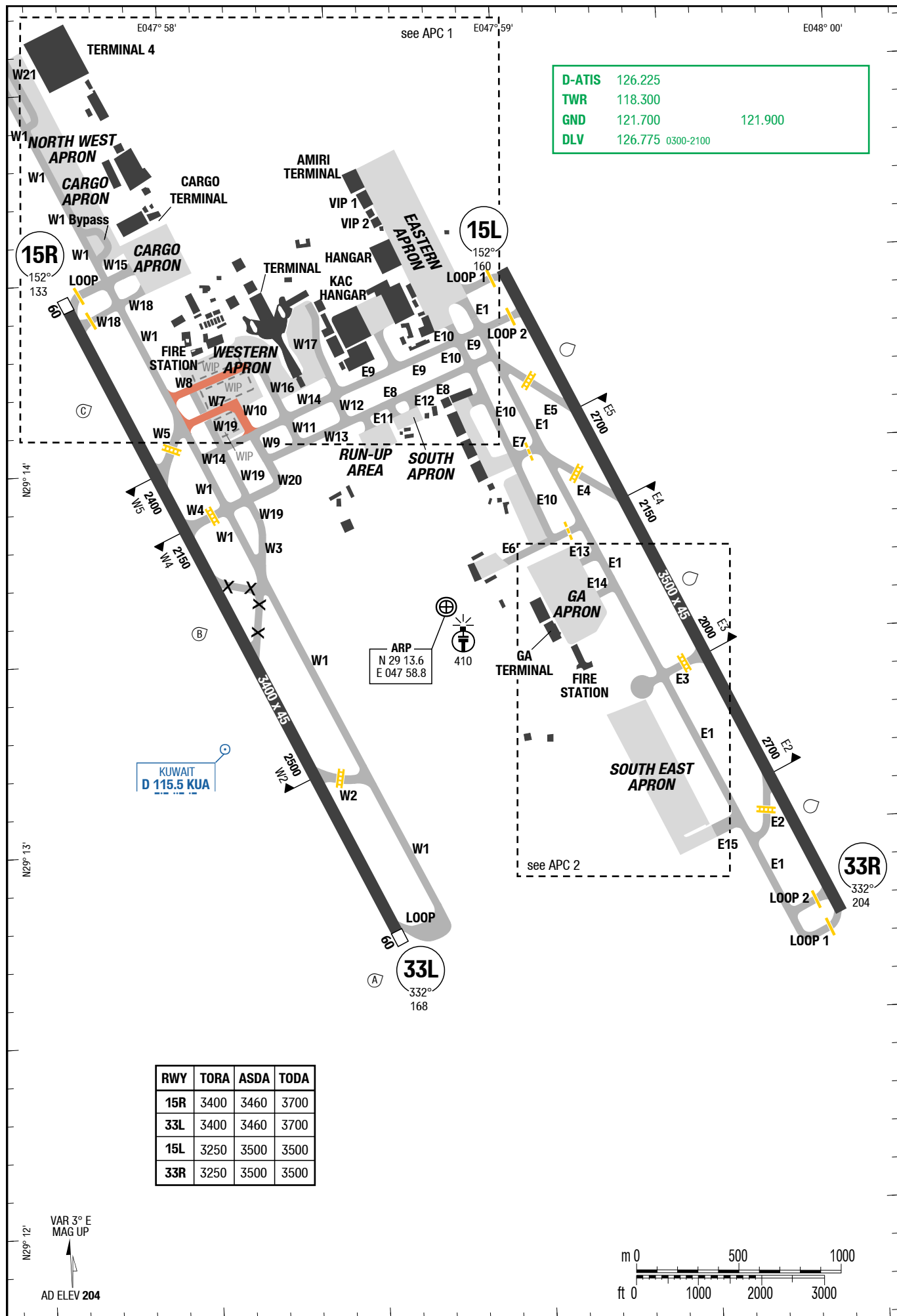
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AGC

Changes: APN, TWY W21, W1 Bypass, BLDG



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APC 2

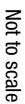
# APC 1

## APC

## APC

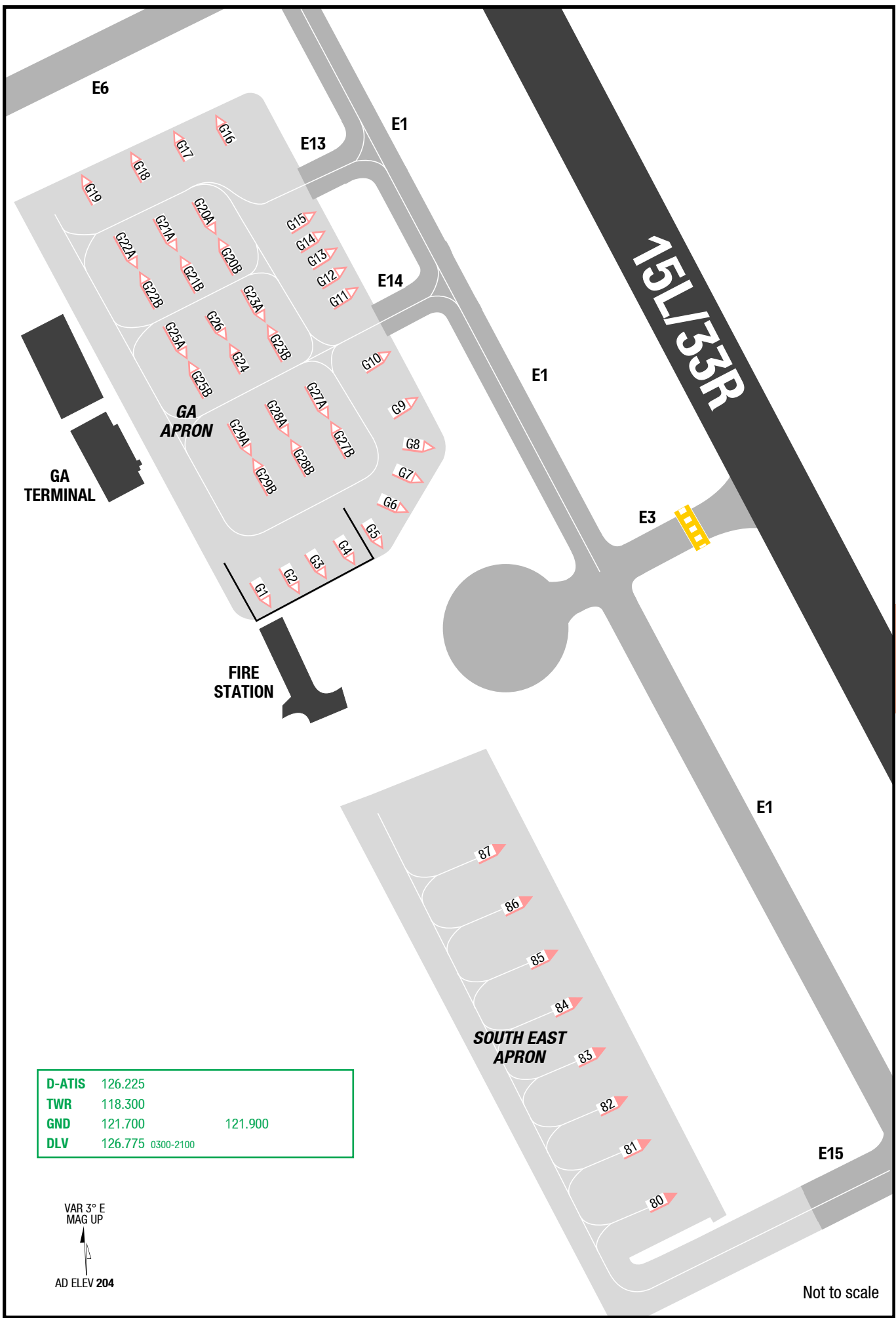
APC 2

# APC 1



VAR 3° E  
MAG UP  
AD ELEV 204

Changes: APN, TWY W21, W1 Bypass, BLDG



Changes: Nil

Stand Coordinates

CARGO APRON

50A-51A N29 14.6 E047 57.9  
52A N29 14.6 E047 58.0  
52B N29 14.7 E047 58.0  
54A N29 14.5 E047 58.0  
54B N29 14.6 E047 58.0

55A/B N29 14.5 E047 58.0  
56A/B N29 14.5 E047 57.9  
63 N29 14.8 E047 57.8  
64, 65 N29 14.8 E047 57.7  
66,67 N29 14.9 E047 57.7

EASTERN APRON

A N29 14.6 E047 58.7  
B, C N29 14.5 E047 58.7  
D, E N29 14.4 E047 58.8  
R1, R2 N29 14.8 E047 58.7  
R3 N29 14.8 E047 58.6

R4 N29 14.7 E047 58.7  
R5 N29 14.7 E047 58.6  
R6, R7 N29 14.7 E047 58.7  
R8 N29 14.6 E047 58.7  
T1, T2 N29 14.8 E047 58.6

T3, T4 N29 14.7 E047 58.6  
V2N, V2S N29 14.7 E047 58.6  
V3, V4 N29 14.6 E047 58.7  
V5-V7 N29 14.5 E047 58.7  
V8 N29 14.4 E047 58.7

V9,V10 N29 14.4 E047 58.8  
40, 41 N29 14.6 E047 58.7  
42-44 N29 14.5 E047 58.7  
45, 46 N29 14.4 E047 58.8  
VIP N29 14.7 E047 58.7

WESTERN APRON

1 N29 14.4 E047 58.4  
2 N29 14.4 E047 58.3  
3 N29 14.3 E047 58.3  
4 N29 14.3 E047 58.4  
5 N29 14.2 E047 58.4

21 N29 14.3 E047 58.2  
22-25 N29 14.3 E047 58.3  
26 N29 14.2 E047 58.3  
B1, B2 N29 14.4 E047 58.4

SOUTH APRON

X-Z N29 14.1 E047 58.7

NORTH WEST APRON

71 N29 15.0 E047 57.7  
72-74 N29 15.0 E047 57.6  
75-79 N29 15.1 E047 57.6

SOUTH EAST APRON

80, 81 N29 13.0 E047 59.5  
82 N29 13.1 E047 59.5  
83 N29 13.1 E047 59.4  
84-86 N29 13.2 E047 59.4  
87 N29 13.3 E047 59.4

GENERAL AVIATION APRON

G1 N29 13.5 E047 59.1  
G2, G3 N29 13.5 E047 59.2  
G4-G10 N29 13.6 E047 59.2  
G11-G15 N29 13.7 E047 59.2  
G16 N29 13.8 E047 59.1

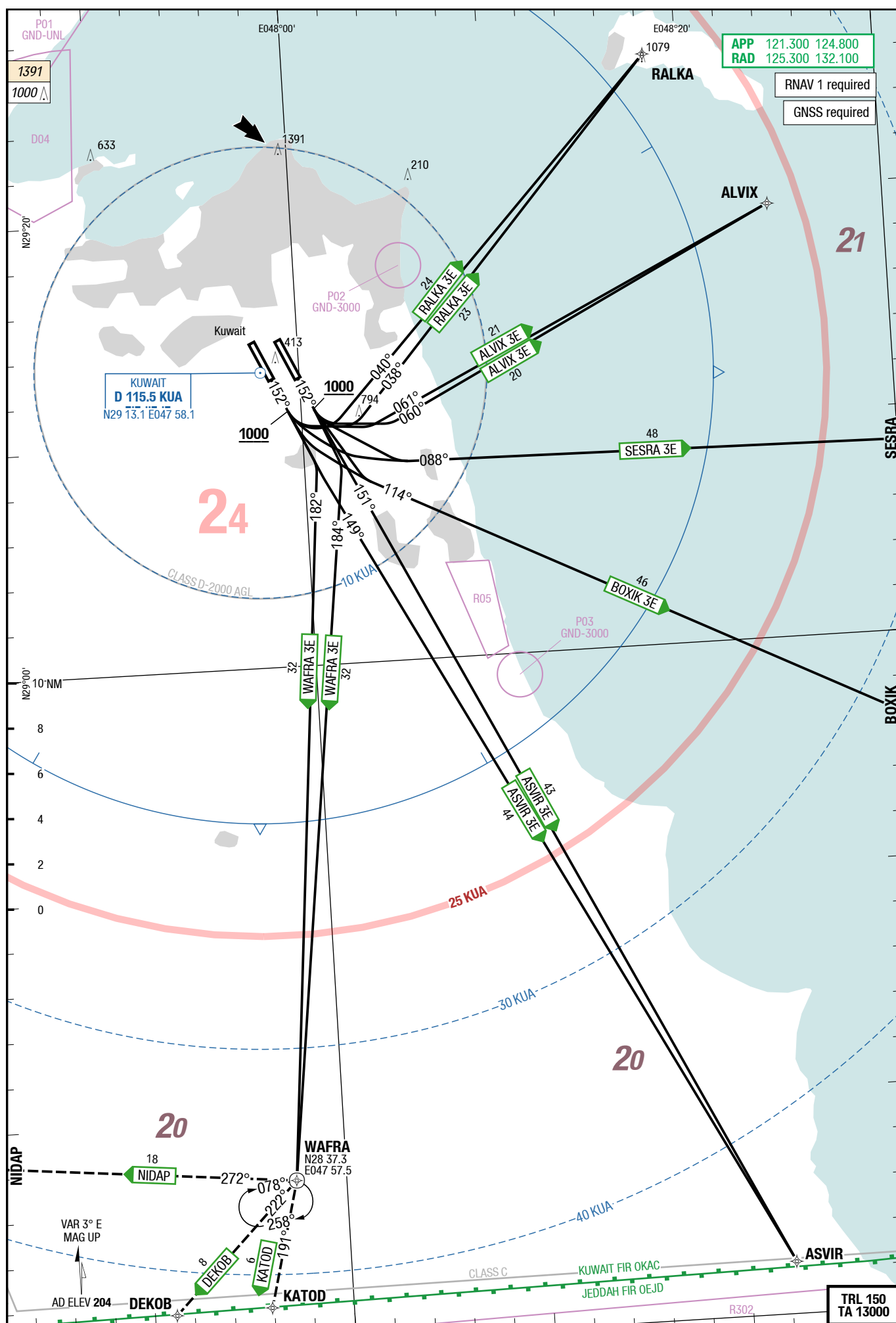
G17-G23A N29 13.7 E047 59.1  
G23B N29 13.6 E047 59.2  
G24-G26 N29 13.6 E047 59.1  
G27A-G28B N29 13.6 E047 59.2  
G29A, G29B N29 13.6 E047 59.1

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**Kuwait Kuwait** Int'l  
 RNAV SIDS RWYS 33L/33R  
**RNAV SIDS RWYS 15L/15R**

# SID

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 RNAV SIDS RWYs 33L/33R  
 RNAV SIDS RWYs 15L/15R



Changes: OBST, AD ELEV



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4-20

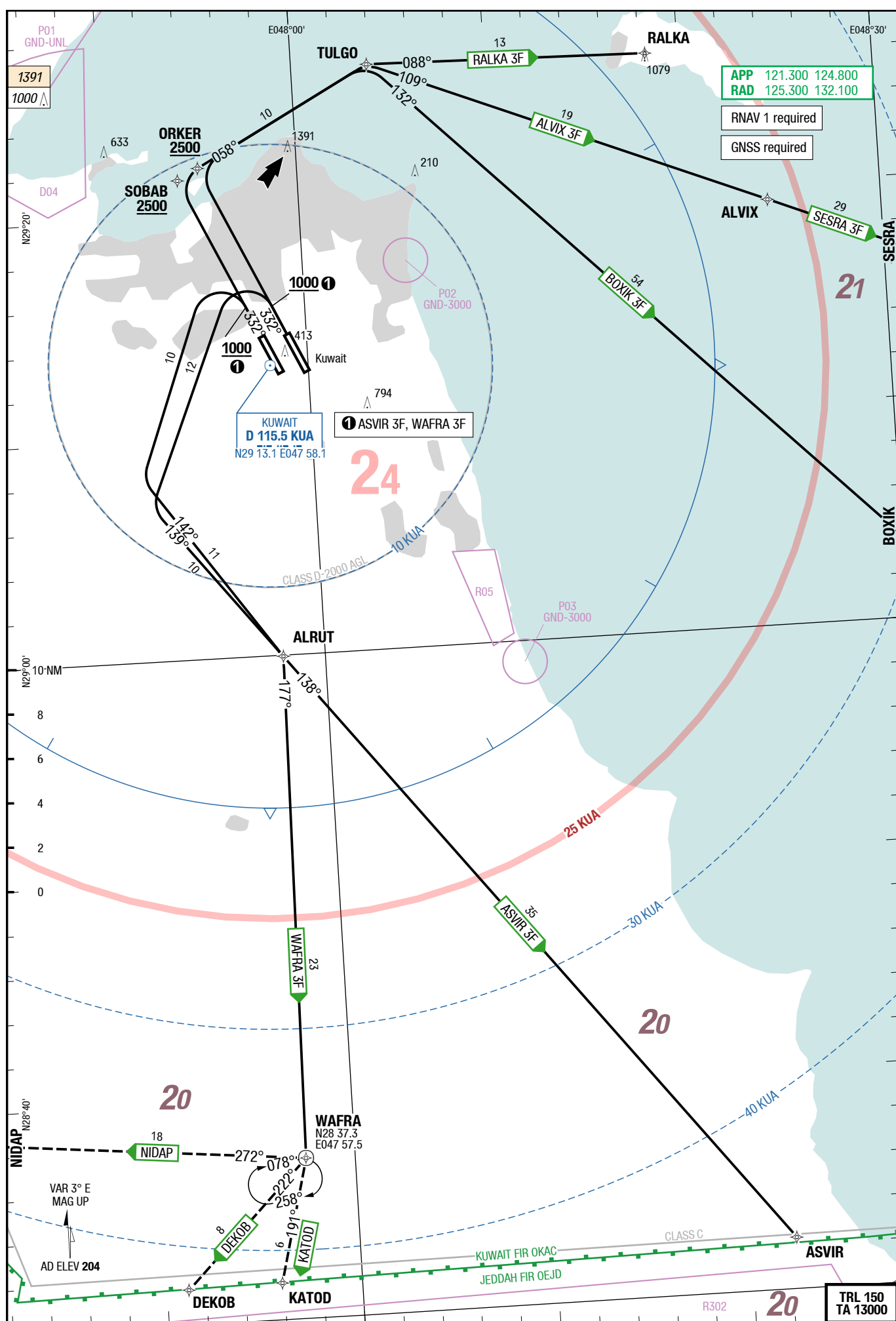
## RNAV SIDS RWYS 33L/33R

# SID

# SID

## RNAV SIDS RWYS 33L/33R

## RNAV SIDS RWYS 33L/33R



Changes: OBST, AD ELEV

**ALVIX 3E / ASVIR 3E / BOXIK 3E / RALKA 3E / SESRA 3E / WAFRA 3E**  
**RWYs 15L/R (152°)**

| DESIGNATOR                        | ROUTING                                    | ALTITUDES |
|-----------------------------------|--|-----------|
|                                   | <b>Runway 15L</b>                          |           |
| <b>ALVIX 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 060° to ALVIX |           |
| <b>ASVIR 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 151° to ASVIR |           |
| <b>BOXIK 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 114° to BOXIK |           |
| <b>RALKA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 038° to RALKA |           |
| <b>SESRA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 088° to SESRA |           |
| <b>WAFRA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 RT</b> 184° to WAFRA |           |
|                                   | <b>TRANSITION</b>                          |           |
|                                   | <b>DEKOB</b><br>WAFRA - DEKOB              |           |
|                                   | <b>KATOD</b><br>WAFRA - KATOD              |           |
|                                   | <b>NIDAP</b><br>WAFRA - NIDAP              |           |
|                                   | <b>Runway 15R</b>                          |           |
| <b>ALVIX 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 061° to ALVIX |           |
| <b>ASVIR 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 149° to ASVIR |           |
| <b>BOXIK 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 114° to BOXIK |           |
| <b>RALKA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 040° to RALKA |           |
| <b>SESRA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 LT</b> 088° to SESRA |           |
| <b>WAFRA 3E</b><br><b>121.300</b> | 152° - at MNM <b>1000 RT</b> 182° to WAFRA |           |
|                                   | <b>TRANSITION</b>                          |           |
|                                   | <b>DEKOB</b><br>WAFRA - DEKOB              |           |
|                                   | <b>KATOD</b><br>WAFRA - KATOD              |           |

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**5-20**

## RNAV SIDs RWYs 15L/15R

**WAFRA 3E**

RWY 15R (152°)

|                     |                        |           |
|---------------------|------------------------|-----------|
|                     |                        |           |
| DESIGNATOR          | ROUTING                | ALTITUDES |
|                     | Runway 15R             |           |
| WAFRA 3E<br>121.300 | TRANSITION             |           |
|                     | NIDAP<br>WAFRA - NIDAP |           |

01-JAN-2015

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RNAV SIDs RWYs 33L/33R

ALVIX 3F / ASVIR 3F / BOXIK 3F / RALKA 3F / SESRA 3F / WAFRA 3F  
RWYs 33L/R (332°)

| DESIGNATOR                        | ROUTING   | ALTITUDES             |
|-----------------------------------|---|-----------------------|
|                                   | <b>Runway 33L</b>   |                       |
| <b>ALVIX 3F</b><br><b>121.300</b> | 332° - at SOBAB RT 058° - at TULGO RT 109° to ALVIX           | SOBAB MNM <b>2500</b> |
| <b>ASVIR 3F</b><br><b>121.300</b> | 332° - at MNM <b>1000 LT</b> 142° - at ALRUT LT 138° to ASVIR |                       |
| <b>BOXIK 3F</b><br><b>121.300</b> | 332° - at SOBAB RT 058° - at TULGO RT 132° to BOXIK           | SOBAB MNM <b>2500</b> |
| <b>RALKA 3F</b><br><b>121.300</b> | 332° - at SOBAB RT 058° - at TULGO RT 088° to RALKA           | SOBAB MNM <b>2500</b> |
| <b>SESRA 3F</b><br><b>121.300</b> | 332° - at SOBAB RT 058° - at TULGO RT 109° to SESRA           | SOBAB MNM <b>2500</b> |
| <b>WAFRA 3F</b><br><b>121.300</b> | 332° - at MNM <b>1000 LT</b> 142° - at ALRUT RT 177° to WAFRA |                       |
|                                   | <b>TRANSITION</b>   |                       |
|                                   | <b>DEKOB</b><br>WAFRA - DEKOB                                 |                       |
|                                   | <b>KATOD</b><br>WAFRA - KATOD                                 |                       |
|                                   | <b>NIDAP</b><br>WAFRA - NIDAP                                 |                       |
|                                   | <b>Runway 33R</b>   |                       |
| <b>ALVIX 3F</b><br><b>121.300</b> | 332° - at ORKER RT 058° - at TULGO RT 109° to ALVIX           | ORKER MNM <b>2500</b> |
| <b>ASVIR 3F</b><br><b>121.300</b> | 332° - at MNM <b>1000 LT</b> 139° to ALRUT - ASVIR            |                       |
| <b>BOXIK 3F</b><br><b>121.300</b> | 332° - at ORKER RT 058° - at TULGO RT 132° to BOXIK           | ORKER MNM <b>2500</b> |
| <b>RALKA 3F</b><br><b>121.300</b> | 332° - at ORKER RT 058° - at TULGO RT 088° to RALKA           | ORKER MNM <b>2500</b> |
| <b>SESRA 3F</b><br><b>121.300</b> | 332° - at ORKER RT 058° - at TULGO RT 109° to SESRA           | ORKER MNM <b>2500</b> |
| <b>WAFRA 3F</b><br><b>121.300</b> | 332° - at MNM <b>1000 LT</b> 139° - at ALRUT RT 177° to WAFRA |                       |
|                                   | <b>TRANSITION</b>   |                       |
|                                   | <b>DEKOB</b><br>WAFRA - DEKOB                                 |                       |
|                                   | <b>KATOD</b><br>WAFRA - KATOD                                 |                       |

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**5-40**

## RNAV SIDs RWYs 33L/33R

**WAFRA 3F**  
RWY 33R (332°)

|                     |                        |           |
|---------------------|------------------------|-----------|
|                     |                        |           |
| DESIGNATOR          | ROUTING                | ALTITUDES |
|                     | Runway 33R             |           |
| WAFRA 3F<br>121.300 | TRANSITION             |           |
|                     | NIDAP<br>WAFRA - NIDAP |           |

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NIL

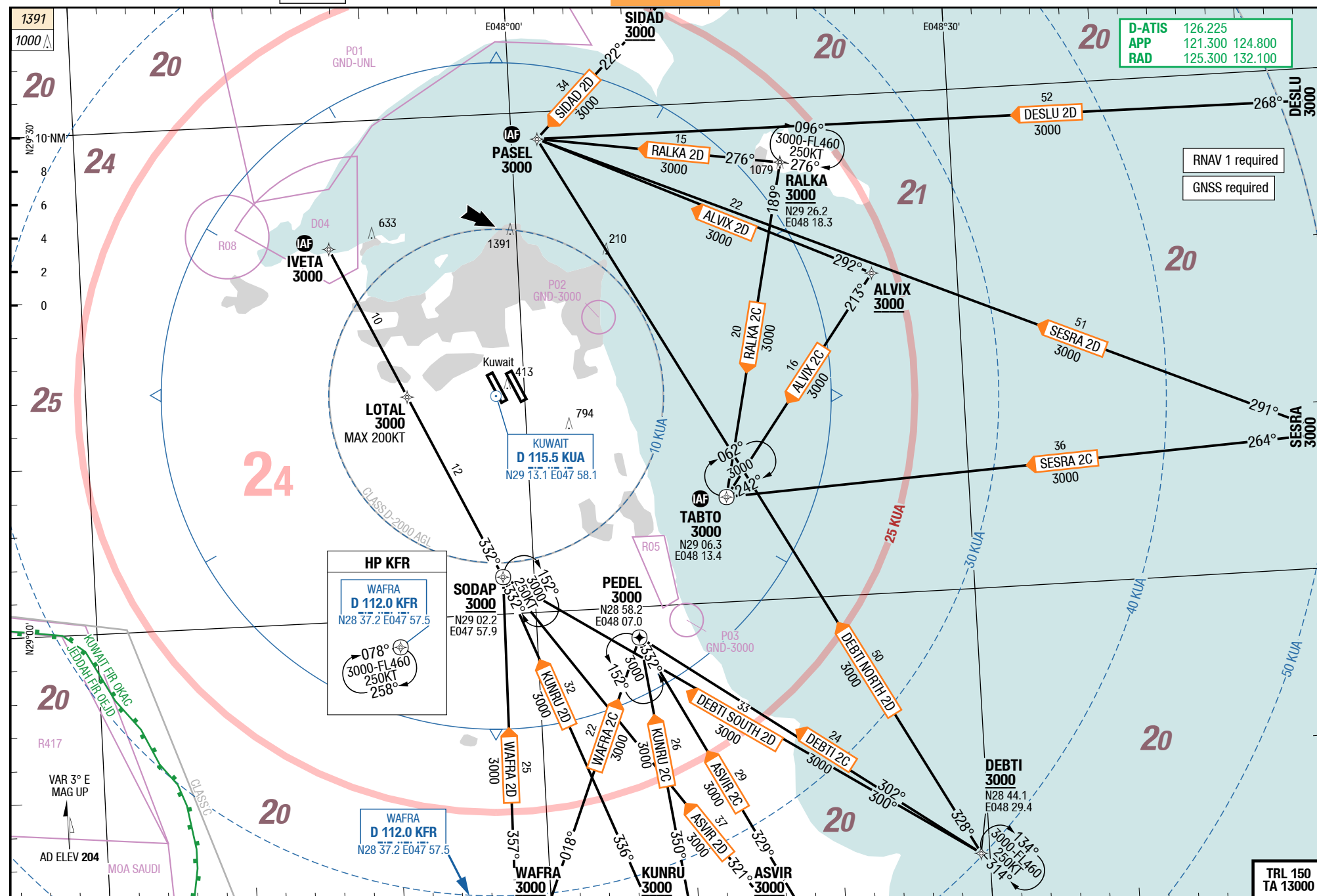
## RNAV STARs

# STAR

# STAR

NIL

## RNAV STARs



Changes: OBST, AD ELEV

TRL 150  
TA 13000

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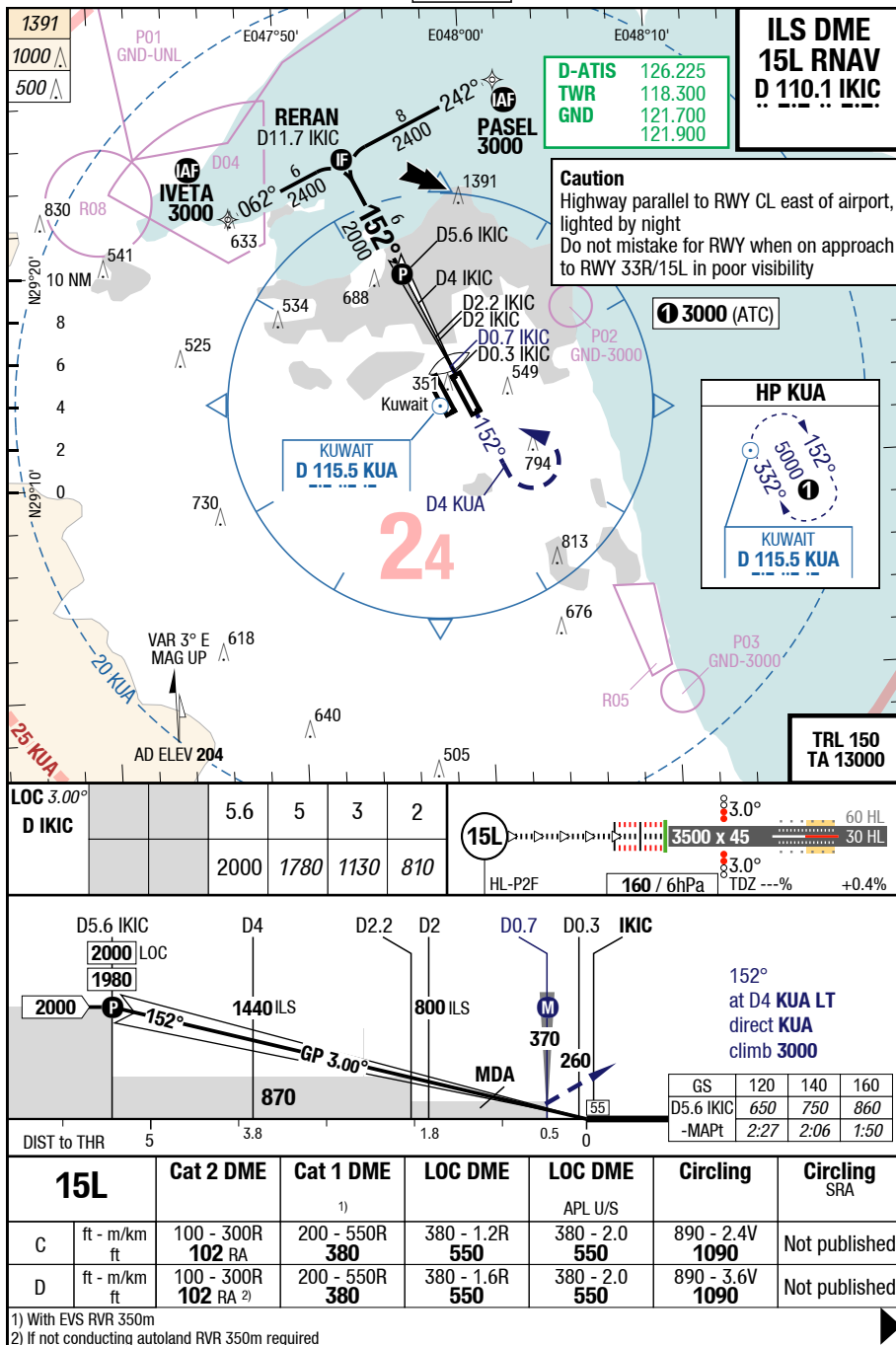
29-DEC-2016  
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7-10

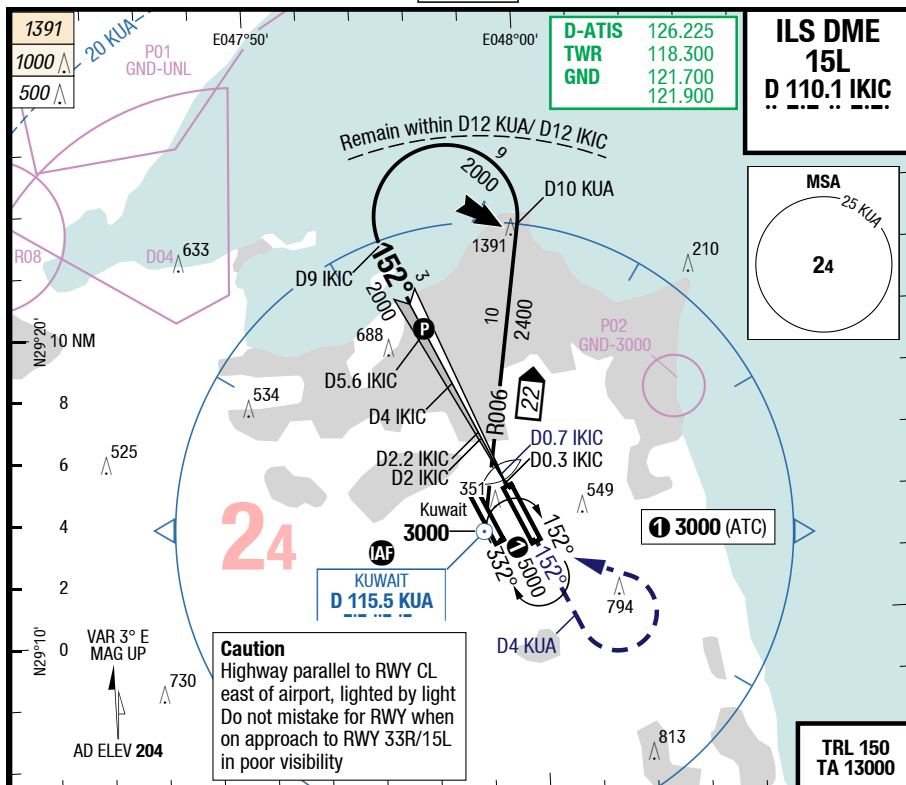
ILS DME 15L RNAV



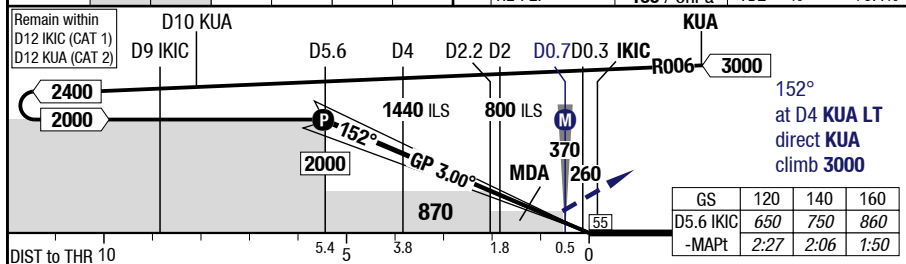
Changes: TCH

7-20

## ILS DME 15L



|                     |  |      |      |      |     |  |
|---------------------|--|------|------|------|-----|--|
| LOC 3.00°<br>D IKIC |  | 5.6  | 5    | 3    | 2   |  |
|                     |  | 2000 | 1780 | 1130 | 810 |  |



| 15L |                 | Cat 2 DME                      | Cat 1 DME                | LOC DME                  | LOC DME                 | Circling                  | Circling<br>SRA |
|-----|-----------------|--------------------------------|--------------------------|--------------------------|-------------------------|---------------------------|-----------------|
|     |                 |                                | 1)                       |                          | APL U/S                 |                           |                 |
| C   | ft - m/km<br>ft | 100 - 300R<br><b>102</b> RA    | 200 - 550R<br><b>380</b> | 380 - 1.2R<br><b>550</b> | 380 - 2.0<br><b>550</b> | 890 - 2.4V<br><b>1090</b> | Not published   |
| D   | ft - m/km<br>ft | 100 - 300R<br><b>102</b> RA 2) | 200 - 550R<br><b>380</b> | 380 - 1.6R<br><b>550</b> | 380 - 2.0<br><b>550</b> | 890 - 3.6V<br><b>1090</b> | Not published   |

1) With EVS RVR 350m

2) If not conducting autoland RVR 350m required



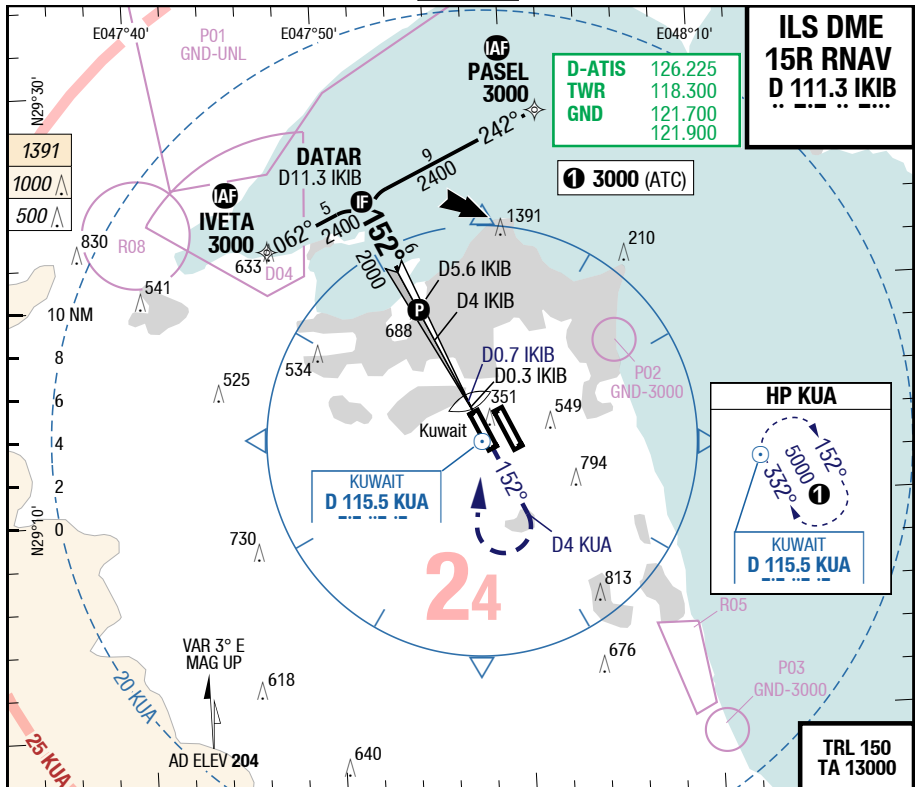
03-MAR-2016  
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ILS DME 15R RNAV



| 15R |                 | Cat 2 DME                          | Cat 1 DME <sup>1)</sup> | LOC DME           | LOC DME<br>APL U/S | Circling           | Circling<br>SRA |
|-----|-----------------|------------------------------------|-------------------------|-------------------|--------------------|--------------------|-----------------|
| C   | ft - m/km<br>ft | 100 - 300R<br>100 RA               | 200 - 600R<br>350       | 300 - 1.2R<br>440 | 300 - 2.0<br>440   | 890 - 2.4V<br>1090 | Not published   |
| D   | ft - m/km<br>ft | 100 - 300R<br>100 RA <sup>2)</sup> | 200 - 600R<br>350       | 300 - 1.6R<br>440 | 300 - 2.0<br>440   | 890 - 3.6V<br>1090 | Not published   |

1) With EVS RVR 400m  
2) If not conducting autoland RVR 350m required

Changes: OBST, HLDG, AD ELEV, TCH

03-MAR-2016

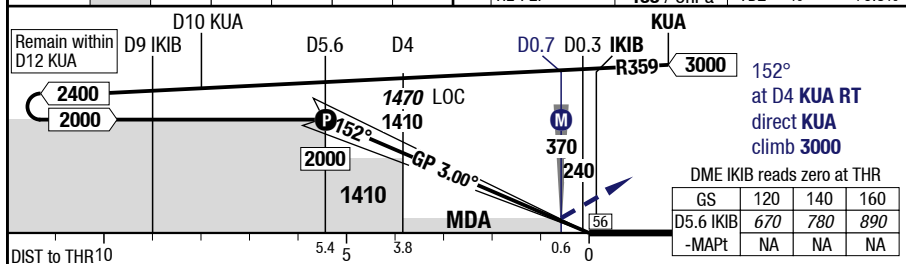
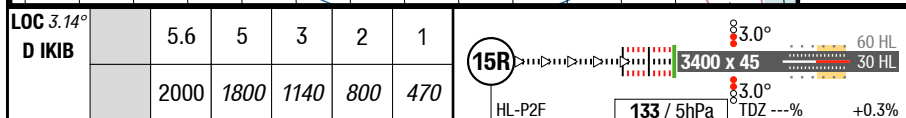
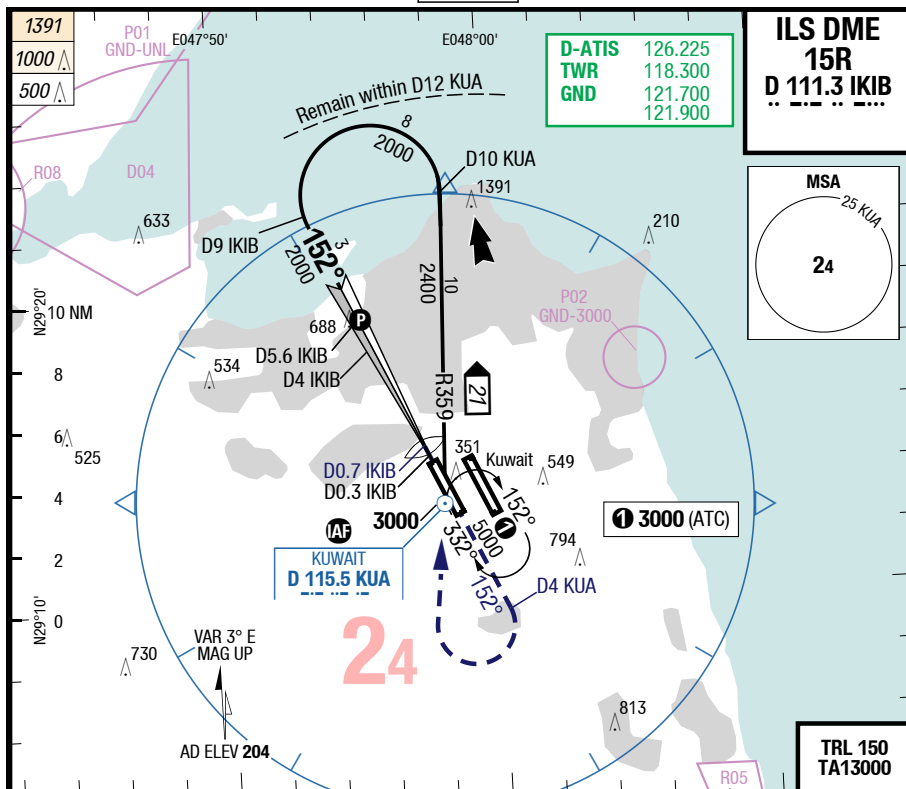
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7-40

ILS DME 15R



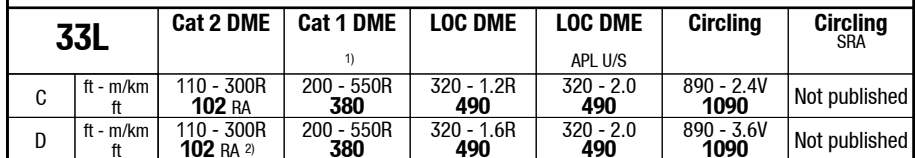
| 15R |                 | Cat 2 DME               | Cat 1 DME         | LOC DME           | LOC DME          | Circling           | Circling<br>SRA |
|-----|-----------------|-------------------------|-------------------|-------------------|------------------|--------------------|-----------------|
|     |                 |                         | 1)                |                   | APL U/S          |                    |                 |
| C   | ft - m/km<br>ft | 100 - 300R<br>100 RA    | 200 - 600R<br>350 | 300 - 1.2R<br>440 | 300 - 2.0<br>440 | 890 - 2.4V<br>1090 | Not published   |
| D   | ft - m/km<br>ft | 100 - 300R<br>100 RA 2) | 200 - 600R<br>350 | 300 - 1.6R<br>440 | 300 - 2.0<br>440 | 890 - 3.6V<br>1090 | Not published   |

1) With EVS RVR 400m

2) If not conducting autoland RVR 350m required

Changes: OBST, AD ELEV, TCH

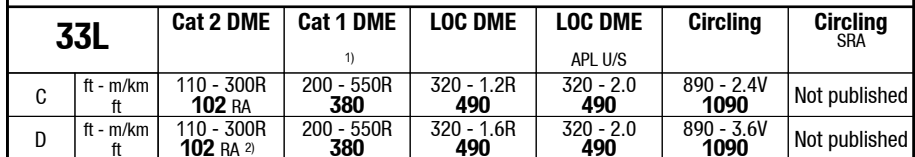
## ILS DME 33L RNAV



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Changes: OBST, MIN, HLDG, AD ELEV, TCH

## ILS DME 33L



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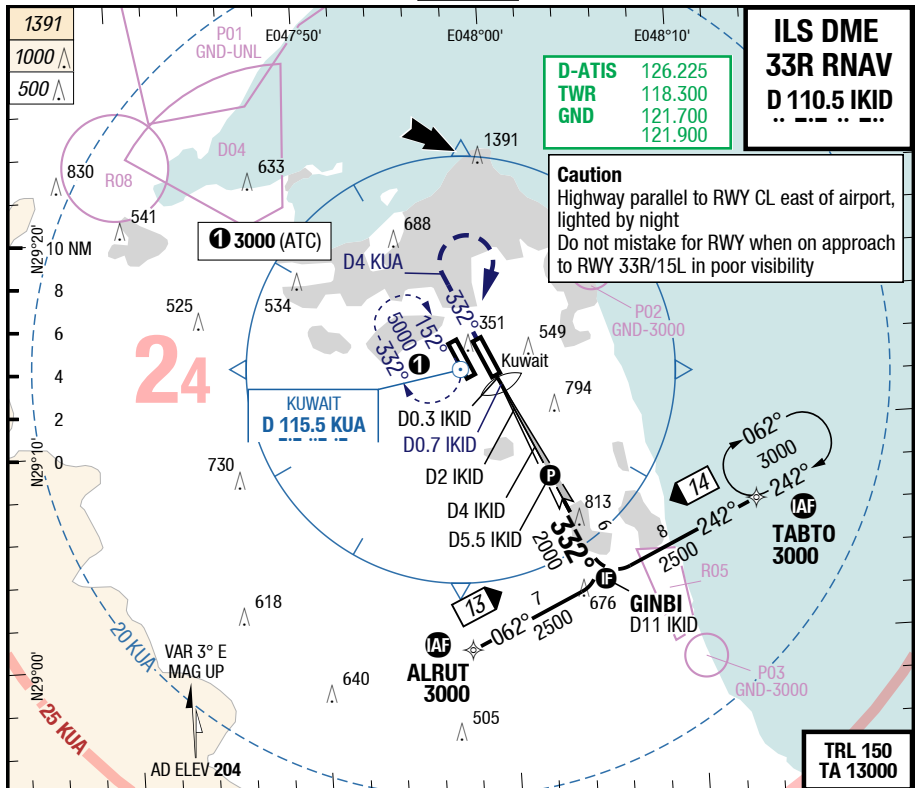
Changes: OBST, MIN, AD ELEV, TCH

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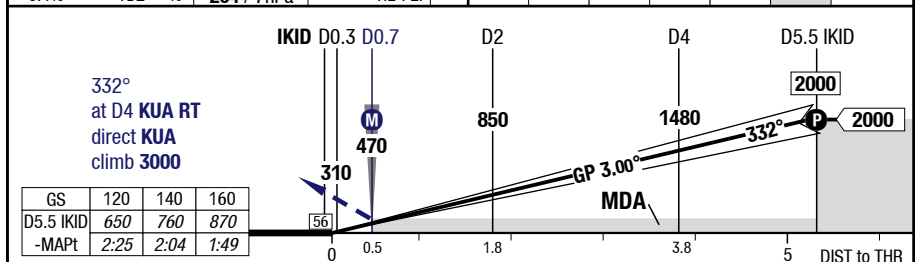
**7-70**

## ILS DME 33R RNAV



| 1   | 2   | 3    | 5    | 5.5  |
|-----|-----|------|------|------|
| 530 | 860 | 1180 | 1820 | 2000 |

LOC 3.00° D IKID



| 33R |                 | Cat 2 DME              | Cat 1 DME         | LOC DME           | LOC DME          | Circling           | Circling<br>SRA |
|-----|-----------------|------------------------|-------------------|-------------------|------------------|--------------------|-----------------|
| C   | ft - m/km<br>ft | 110 - 300R<br>98 RA    | 200 - 550R<br>410 | 300 - 1.2R<br>500 | 300 - 2.0<br>500 | 890 - 2.4V<br>1090 | Not published   |
| D   | ft - m/km<br>ft | 110 - 300R<br>98 RA 2) | 200 - 550R<br>410 | 300 - 1.6R<br>500 | 300 - 2.0<br>500 | 890 - 3.6V<br>1090 | Not published   |

1) With EVS RVR 350m  
2) If not conducting autoland RVR 350m required

03-MAR-2016

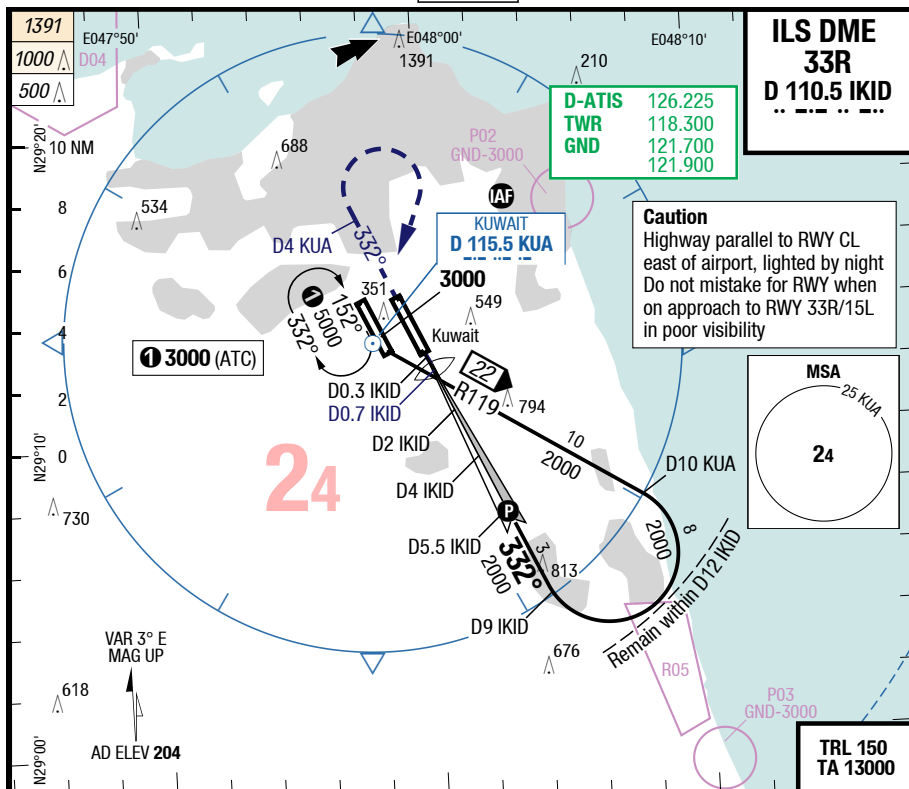
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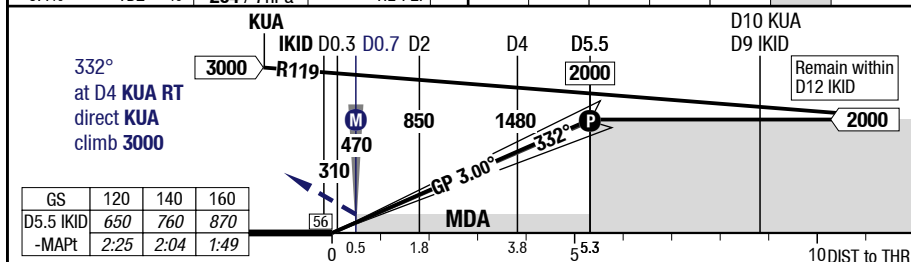
7-80

ILS DME 33R

IAC



|       |           |            |        |      |      |      |           |
|-------|-----------|------------|--------|------|------|------|-----------|
| 60 HL | 3.0°      | 1          | 2      | 3    | 5    | 5.5  | LOC 3.00° |
| 30 HL | 45 x 3500 | 530        | 860    | 1180 | 1820 | 2000 | D IKID    |
| -0.4% | TDZ ---%  | 204 / 7hPa | HL-P2F |      |      |      |           |



| 33R | Cat 2 DME       | Cat 1 DME              | LOC DME           | LOC DME           | Circling         | Circling           |
|-----|-----------------|------------------------|-------------------|-------------------|------------------|--------------------|
|     |                 | 1)                     |                   | APL U/S           |                  | SRA                |
| C   | ft - m/km<br>ft | 110 - 300R<br>98 RA    | 200 - 550R<br>410 | 300 - 1.2R<br>500 | 300 - 2.0<br>500 | 890 - 2.4V<br>1090 |
| D   | ft - m/km<br>ft | 110 - 300R<br>98 RA 2) | 200 - 550R<br>410 | 300 - 1.6R<br>500 | 300 - 2.0<br>500 | 890 - 3.6V<br>1090 |

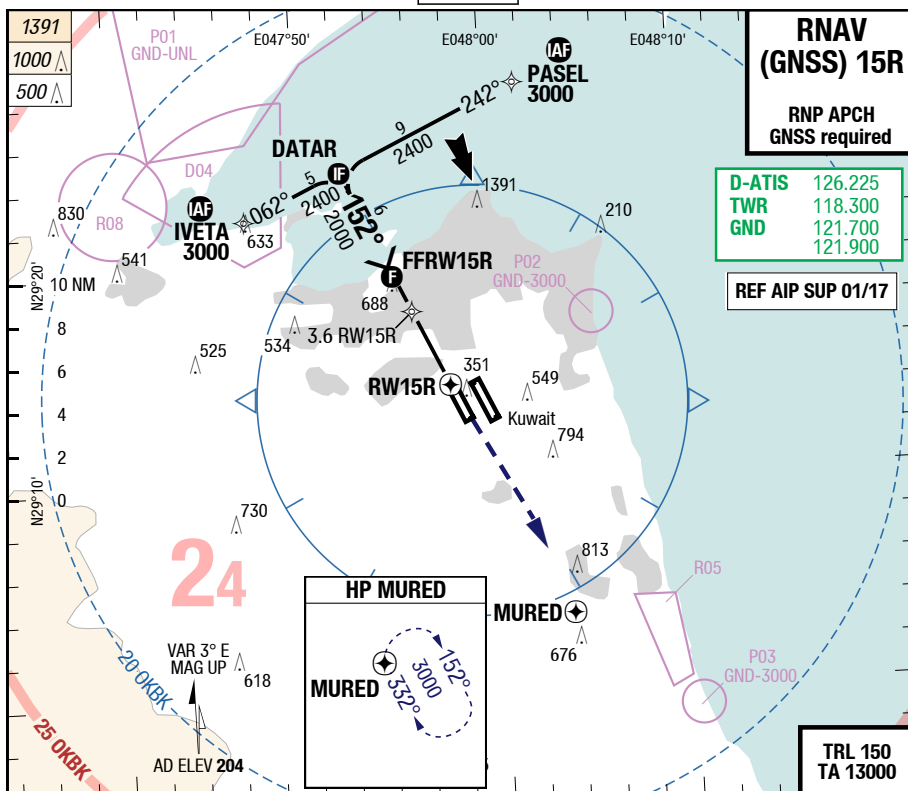
1) With EVS RVR 350m  
2) If not conducting autoland RVR 350m required

Changes: OBST, MIN, AD ELEV, TCH

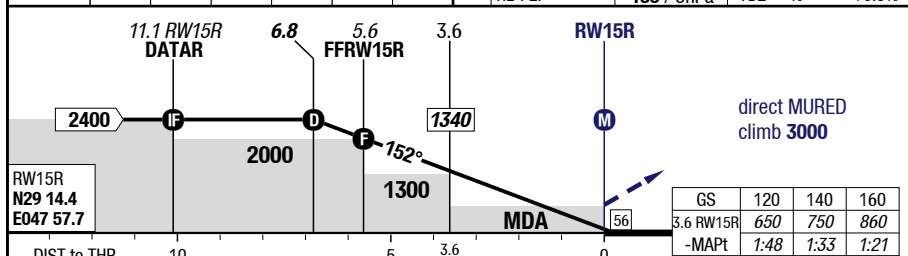
## KWI-OKBK

7-88

## Tempo RNAV (GNSS) 15R



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| 3.00° | 6.8  | 6    | 5    | 4    | 3    | 2   |  |  |  |  |  |  |
| RW15R |      |      |      |      |      |     |  |  |  |  |  |  |
|       | 2400 | 2130 | 1810 | 1480 | 1160 | 840 |  |  |  |  |  |  |
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| 15R | RNAV GNSS VNAV               | RNAV GNSS VNAV APL U/S  | RNAV GNSS LNAV    | Circling           |
|-----|------------------------------|-------------------------|-------------------|--------------------|
| C   | ft - m/km<br>ft<br>410 1) 2) | 270 - 1.6R<br>410 2) 3) | 430 - 1.3R<br>570 | 890 - 2.4V<br>1090 |
| D   | ft - m/km<br>ft<br>410 2) 4) | 270 - 1.2R<br>410 2) 5) | 430 - 1.4R<br>570 | 890 - 3.6V<br>1090 |

1) With EVS RVR 550m 2) Uncompensated BARO VNAV NA below +15°C (59°F) 3) With EVS RVR 1.1km 4) With EVS RVR 800m 5) With EVS 1.2km

Changes: Note

# KWI-OKBK

## RNAV (GNSS) 15L

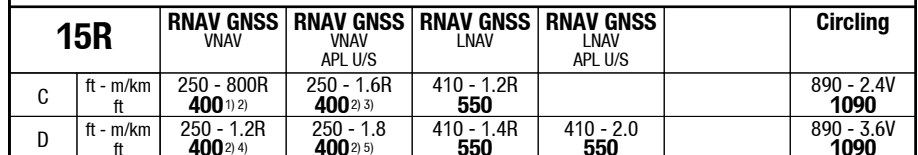


| 15L |                 | RNAV GNSS<br>VNAV                          | RNAV GNSS<br>VNAV<br>APL U/S               | RNAV GNSS<br>LNAV        | Circling                  |
|-----|-----------------|--|--|--------------------------|---------------------------|
| C   | ft - m/km<br>ft | 250 - 800R<br><b>430</b> <sup>(1) 2)</sup> | 250 - 1.6R<br><b>430</b> <sup>(2) 3)</sup> | 450 - 1.4R<br><b>620</b> | 890 - 2.4V<br><b>1090</b> |
| D   | ft - m/km<br>ft | 250 - 1.2R<br><b>430</b> <sup>(2) 4)</sup> | 250 - 1.8<br><b>430</b> <sup>(2) 5)</sup>  | 450 - 1.6R<br><b>620</b> | 890 - 3.6V<br><b>1090</b> |

Changes: OBST, HLDG, AD ELEV, TCH



## RNAV (GNSS) 15R

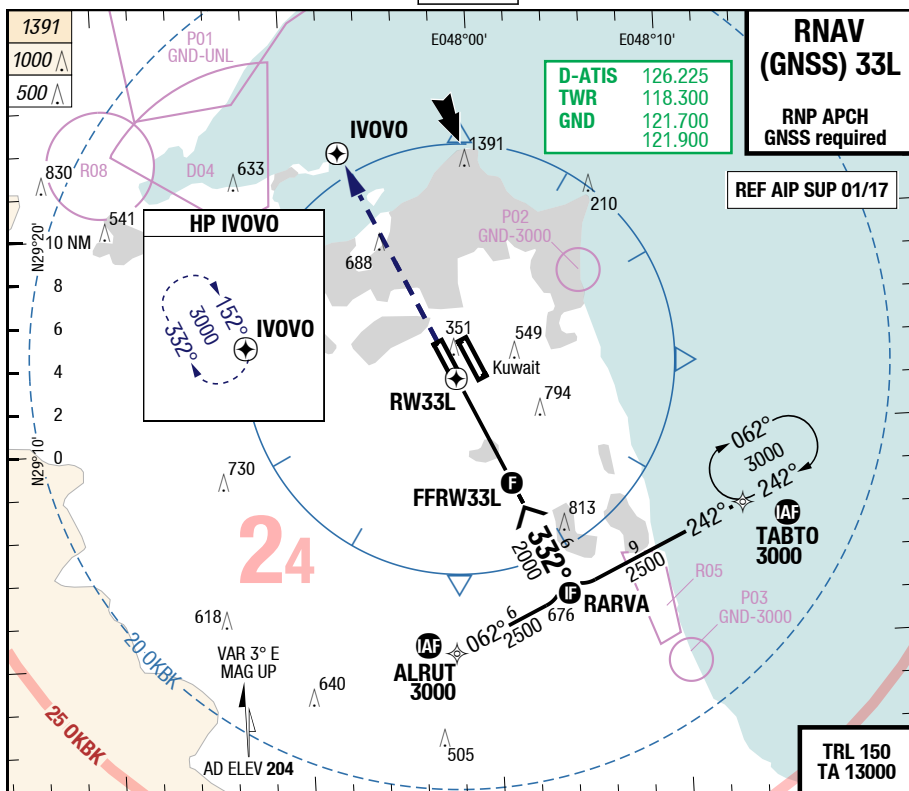


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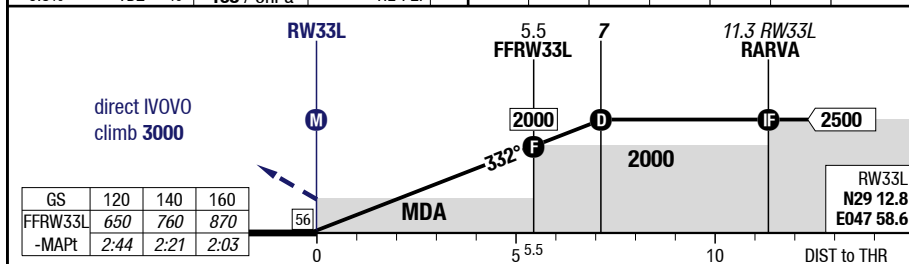
## KWI-OKBK

7-108

## Tempo RNAV (GNSS) 33L



|       |  |           |            |        |     |      |      |      |       |      |
|-------|--|-----------|------------|--------|-----|------|------|------|-------|------|
| 60 HL |  | 3.0°      |            |        |     |      |      |      | 3.0°  |      |
| 30 HL |  | 45 x 3400 |            |        |     |      |      |      | RW33L |      |
| -0.3% |  | TDZ       | 168 / 6hPa | HL-P2F | 880 | 1200 | 1520 | 1850 | 2170  | 2500 |



| 33L |                 | RNAV GNSS<br>VNAV<br>1) 2) | RNAV GNSS<br>LNAV |  |  |  | Circling           |
|-----|-----------------|----------------------------|-------------------|--|--|--|--------------------|
| C   | ft - m/km<br>ft | 510 - 1.6R<br>680          | 510 - 1.6R<br>680 |  |  |  | 890 - 2.4V<br>1090 |
| D   | ft - m/km<br>ft | 510 - 1.6R<br>680          | 510 - 1.6R<br>680 |  |  |  | 890 - 3.6V<br>1090 |

1) Uncompensated BARO VNAV NA below +15°C (59°F)

2) With EVS RVR 1.1km

Changes: Note

03-MAR-2016

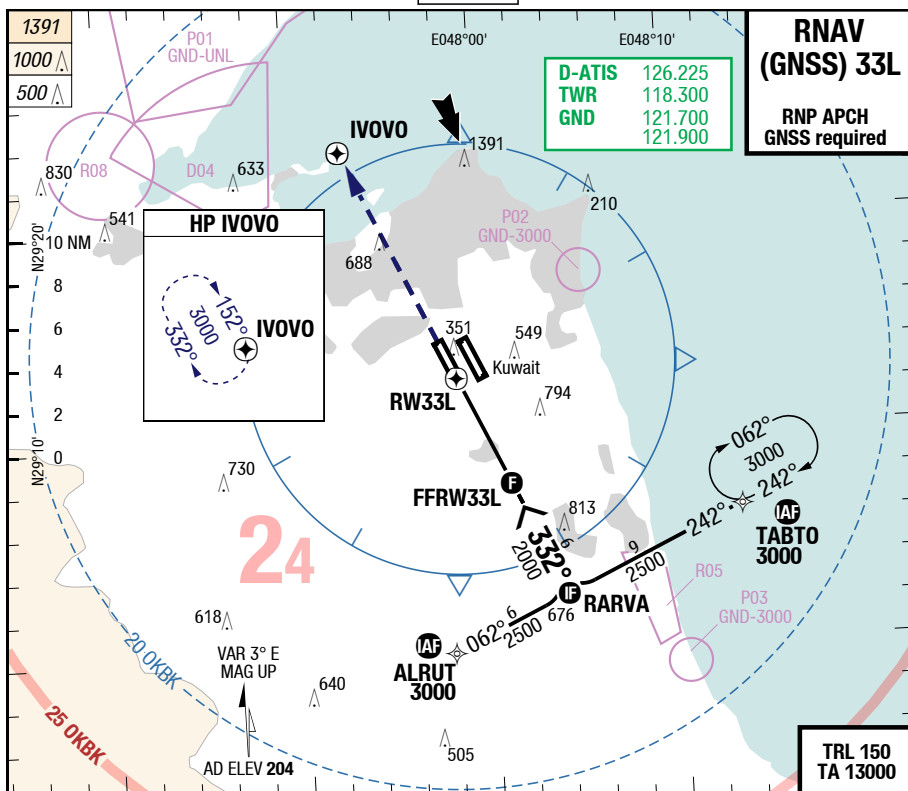
Kuwait Kuwait Kuwait Intl

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KWI-OKBK

7-110

RNAV (GNSS) 33L



1) Uncompensated BARO VNAV NA below +15°C (59°F)

2) With EVS RVR 1.0km

Changes: HLDG, OBST, TCH, AD ELEV

03-MAR-2016

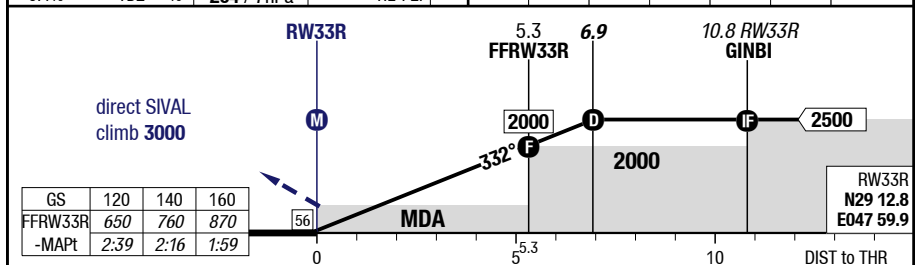
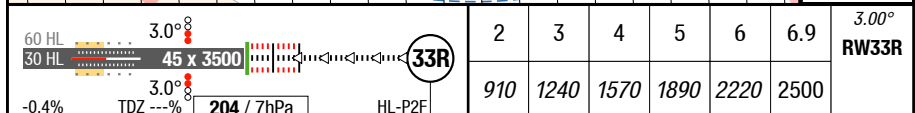
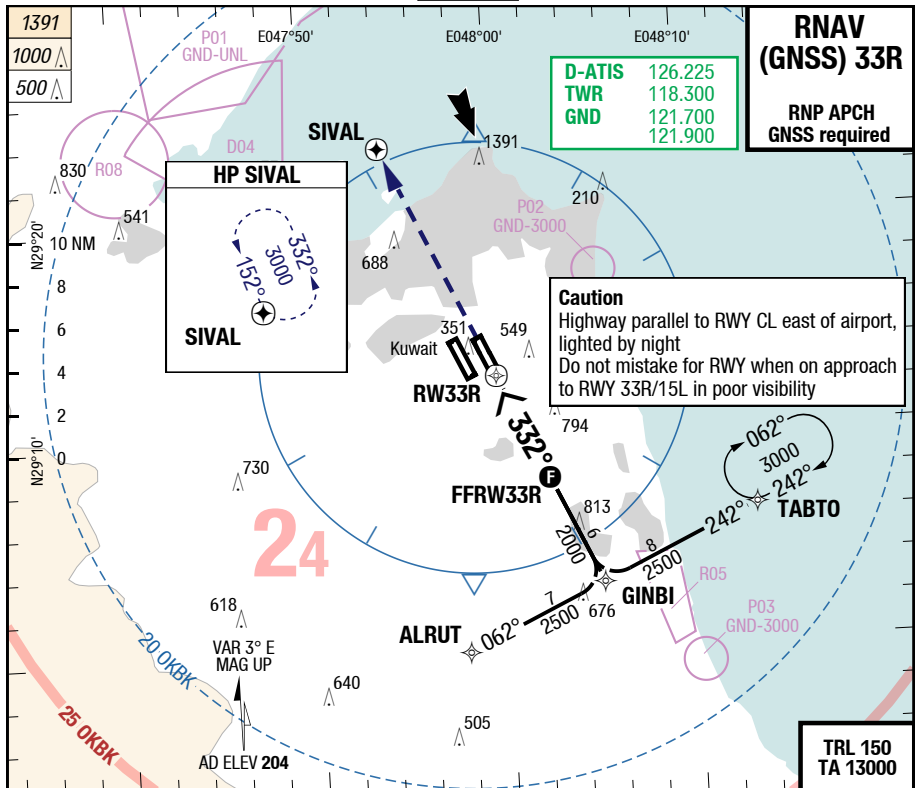
KWI-OKBK

7-120

Kuwait Kuwait Kuwait Intl

RNAV (GNSS) 33R

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| 33R | RNAV GNSS VNAV  | RNAV GNSS VNAV APL U/S             | RNAV GNSS LNAV    | RNAV GNSS LNAV APL U/S | Circling           |
|-----|---|------------------------------------|-------------------|------------------------|--------------------|
| C   | ft - m/km<br>ft<br>260 - 800R<br>460 <sup>1) 2)</sup> | 260 - 1.6R<br>460 <sup>2) 3)</sup> | 380 - 1.0R<br>580 | 380 - 1.8<br>580       | 890 - 2.4V<br>1090 |
| D   | ft - m/km<br>ft<br>260 - 1.2R<br>460 <sup>2) 4)</sup> | 260 - 1.8<br>460 <sup>2) 5)</sup>  | 380 - 1.0R<br>580 | 380 - 2.0<br>580       | 890 - 3.6V<br>1090 |

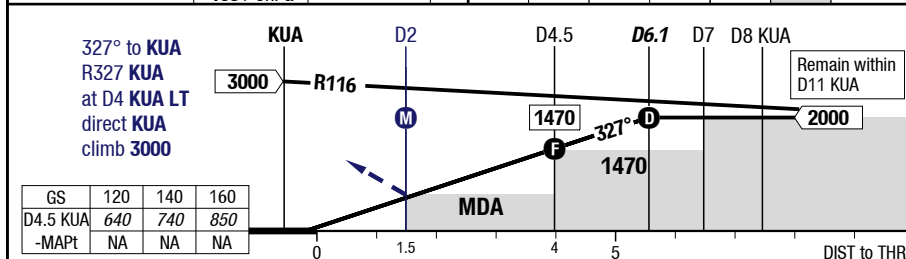
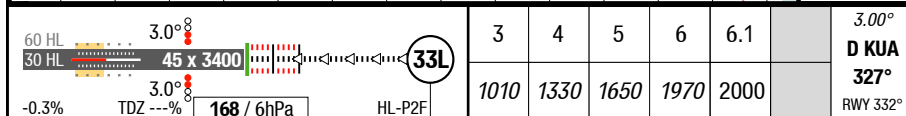
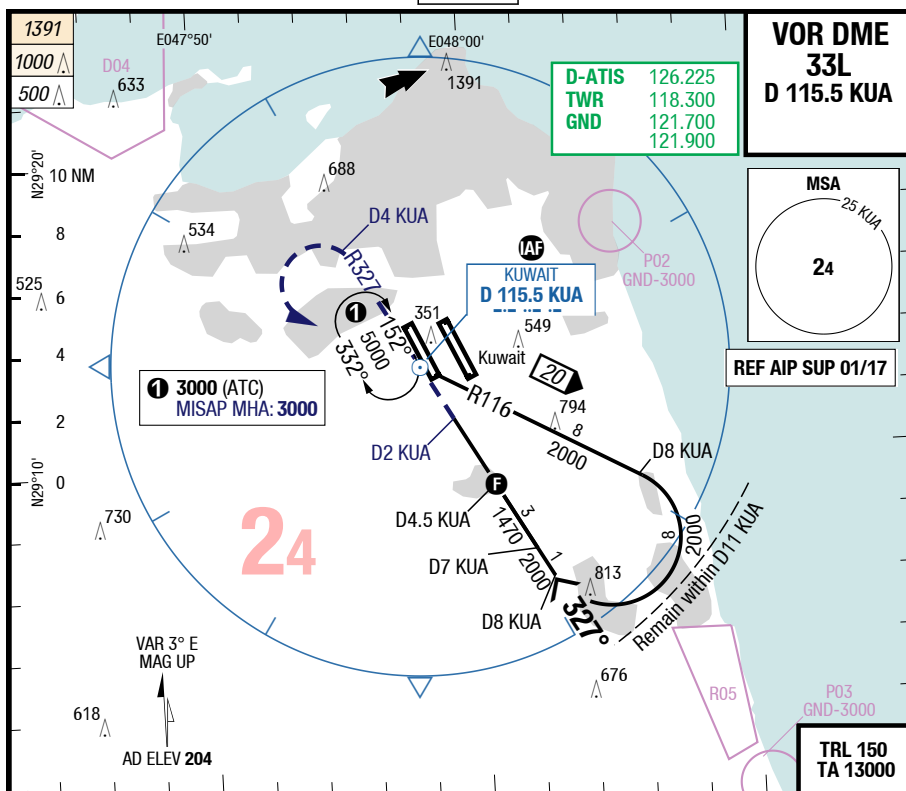
1) With EVS RVR 550m 2) Uncompensated BARO VNAV NA below +15°C (59°F) 3) With EVS RVR 1.1km 4) With EVS RVR 800m 5) With EVS 1.2km

Changes: HLDG, OBST, TCH, AD ELEV

# KWI-OKBK

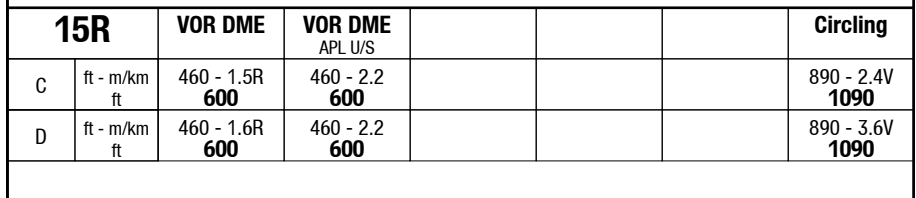
7-128

## Tempo VOR DME 33L

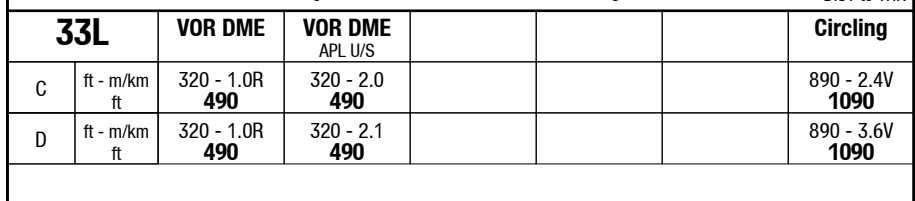


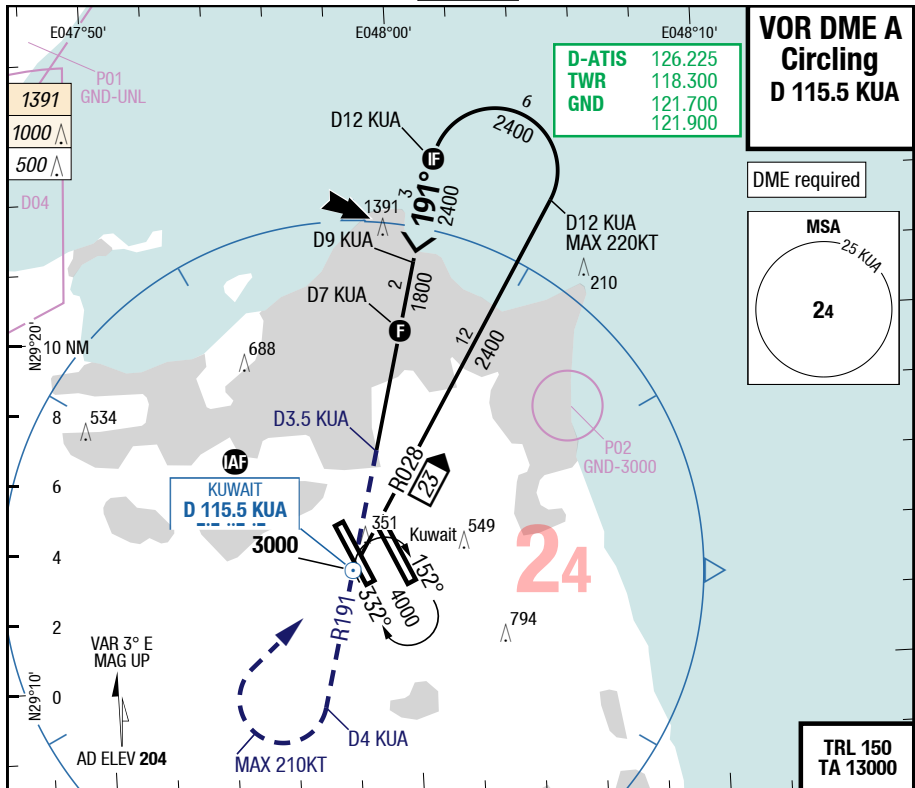
| <b>33L</b> |                 | <b>VOR DME</b>           | <b>VOR DME</b><br>APL U/S |  |  |  | <b>Circling</b>           |
|------------|-----------------|--------------------------|---------------------------|--|--|--|---------------------------|
| C          | ft - m/km<br>ft | 400 - 1.1R<br><b>570</b> | 400 - 2.0<br><b>570</b>   |  |  |  | 890 - 2.4V<br><b>1090</b> |
| D          | ft - m/km<br>ft | 420 - 1.2R<br><b>590</b> | 420 - 2.1<br><b>590</b>   |  |  |  | 890 - 3.6V<br><b>1090</b> |

## VOR DME 15R



**VOR DME 33L**

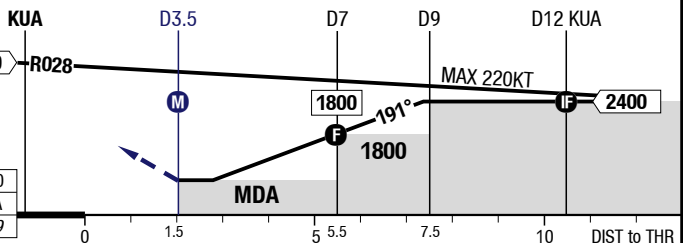




See AFC for RWY information  
and approach light system.

191° to KUA  
- R191 KUA  
at D4 KUA RT  
(MAX 210KT)  
direct KUA  
climb 4000

| GS     | 120  | 140  | 160  |
|--------|------|------|------|
| D7 KUA | NA   | NA   | NA   |
| -MAPt  | 1:45 | 1:30 | 1:19 |



| 15L | Letdown<br>VOR DME | Circling           |
|-----|--------------------|--------------------|
| C   | ft - m/km<br>ft    | 890 - 2.4V<br>1090 |
| D   | ft - m/km<br>ft    | 890 - 3.6V<br>1090 |



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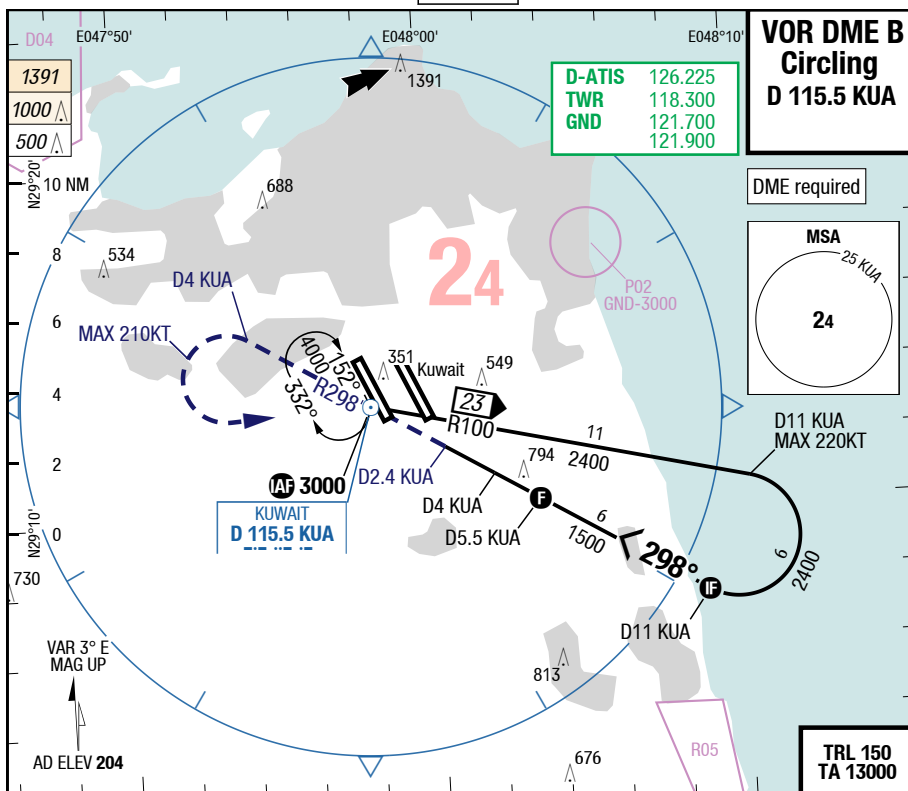
Kuwait Kuwait Kuwait Intl

KWI-OKBK

7-160

VOR DME B Circling

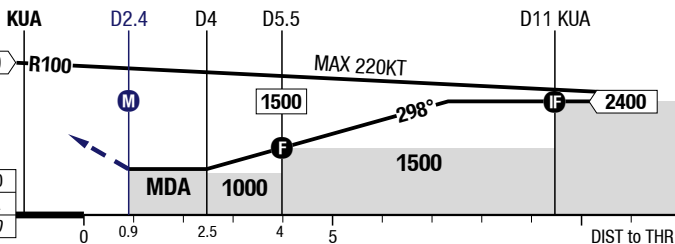
IAC



See AFC for RWY information  
and approach light system.

**298° to KUA**  
- R298 KUA  
at D4 KUA LT  
(MAX 210KT)  
direct KUA  
climb 4000

| GS       | 120  | 140  | 160  |
|----------|------|------|------|
| D5.5 KUA | NA   | NA   | NA   |
| -MAPt    | 1:33 | 1:20 | 1:10 |

**33R****Letdown**  
VOR DME**Circling**

C

ft - m/km  
ftStraight-in  
Not authorized890 - 2.4V  
**1090**

D

ft - m/km  
ftStraight-in  
Not authorized890 - 3.6V  
**1090**

Changes: OBST, AD ELEV

**KWI-OKBK****7-170****WxMinima Overflow**

| <b>15L</b> |                 | <b>SRA</b><br>RTR2      | <b>SRA</b><br>RTR2<br>APL U/S |  |  |  |  |
|------------|-----------------|-------------------------|-------------------------------|--|--|--|--|
| C          | ft - m/km<br>ft | 480 - 1.9<br><b>650</b> | 480 - 2.7<br><b>650</b>       |  |  |  |  |
| D          | ft - m/km<br>ft | 480 - 1.9<br><b>650</b> | 480 - 2.7<br><b>650</b>       |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
| <b>15R</b> |                 | <b>SRA</b><br>RTR2      | <b>SRA</b><br>RTR2<br>APL U/S |  |  |  |  |
| C          | ft - m/km<br>ft | 510 - 2.0<br><b>650</b> | 510 - 2.8<br><b>650</b>       |  |  |  |  |
| D          | ft - m/km<br>ft | 510 - 2.0<br><b>650</b> | 510 - 2.8<br><b>650</b>       |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
| <b>33L</b> |                 | <b>SRA</b><br>RTR2      | <b>SRA</b><br>RTR2<br>APL U/S |  |  |  |  |
| C          | ft - m/km<br>ft | 530 - 2.1<br><b>700</b> | 530 - 2.8<br><b>700</b>       |  |  |  |  |
| D          | ft - m/km<br>ft | 530 - 2.1<br><b>700</b> | 530 - 2.8<br><b>700</b>       |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
| <b>33R</b> |                 | <b>SRA</b><br>RTR2      | <b>SRA</b><br>RTR2<br>APL U/S |  |  |  |  |
| C          | ft - m/km<br>ft | 500 - 1.9<br><b>700</b> | 500 - 2.5<br><b>700</b>       |  |  |  |  |
| D          | ft - m/km<br>ft | 500 - 1.9<br><b>700</b> | 500 - 2.5<br><b>700</b>       |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |
|            |                 |                         |                               |  |  |  |  |

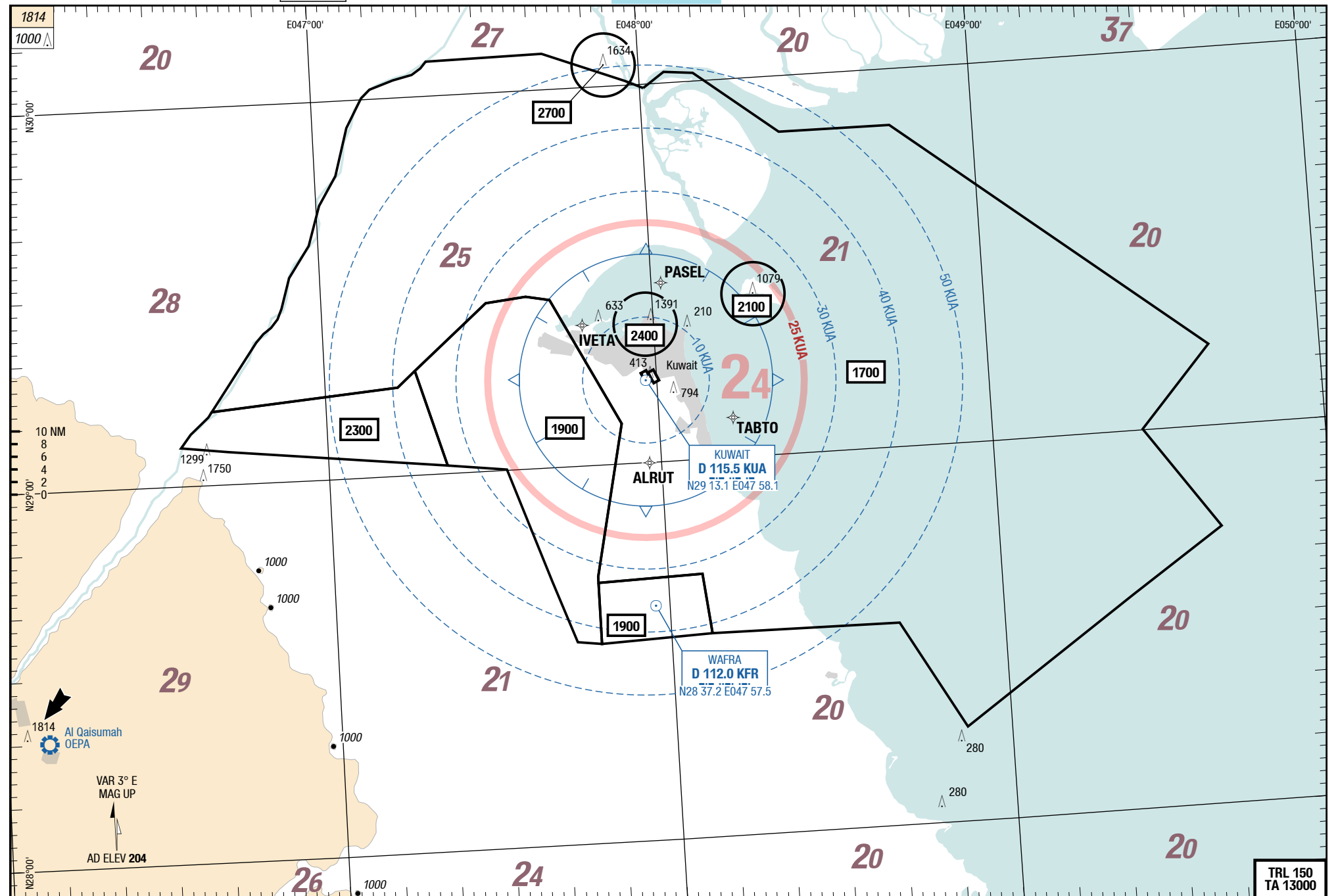
**KWI-OKBK**

**NIL**  
**MRC**

MRC

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**NIL**  
**MRC**



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