

GENERAL**ATS Hours**

H24

Airport Information**RFF:** CAT 9**PCN:** RWY 04L/22R, 04R/22L: 65/F/B/W/U**Operation****Low Visibility Procedure**

No LDG clearance will be issued when VIS is below 800m or RVR below 550m.

Taxi/Parking

Stands 6-13 are stands with unknown direction, contact ATC for details.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed**

Initial APCH speed restricted to MAX IAS 220KT.

MAX IAS 250KT below FL150.

Communication**COM Failure**

RWY 04R/04L: HLDG at IAF SH413 at 4000ft.

RWY 22R/22L: HLDG at IAF SH425 at 6000ft.

Arrival Procedure

During MISAP PROC do not overfly Jeddah FIR.

DEPARTURE**Take-off Minima**

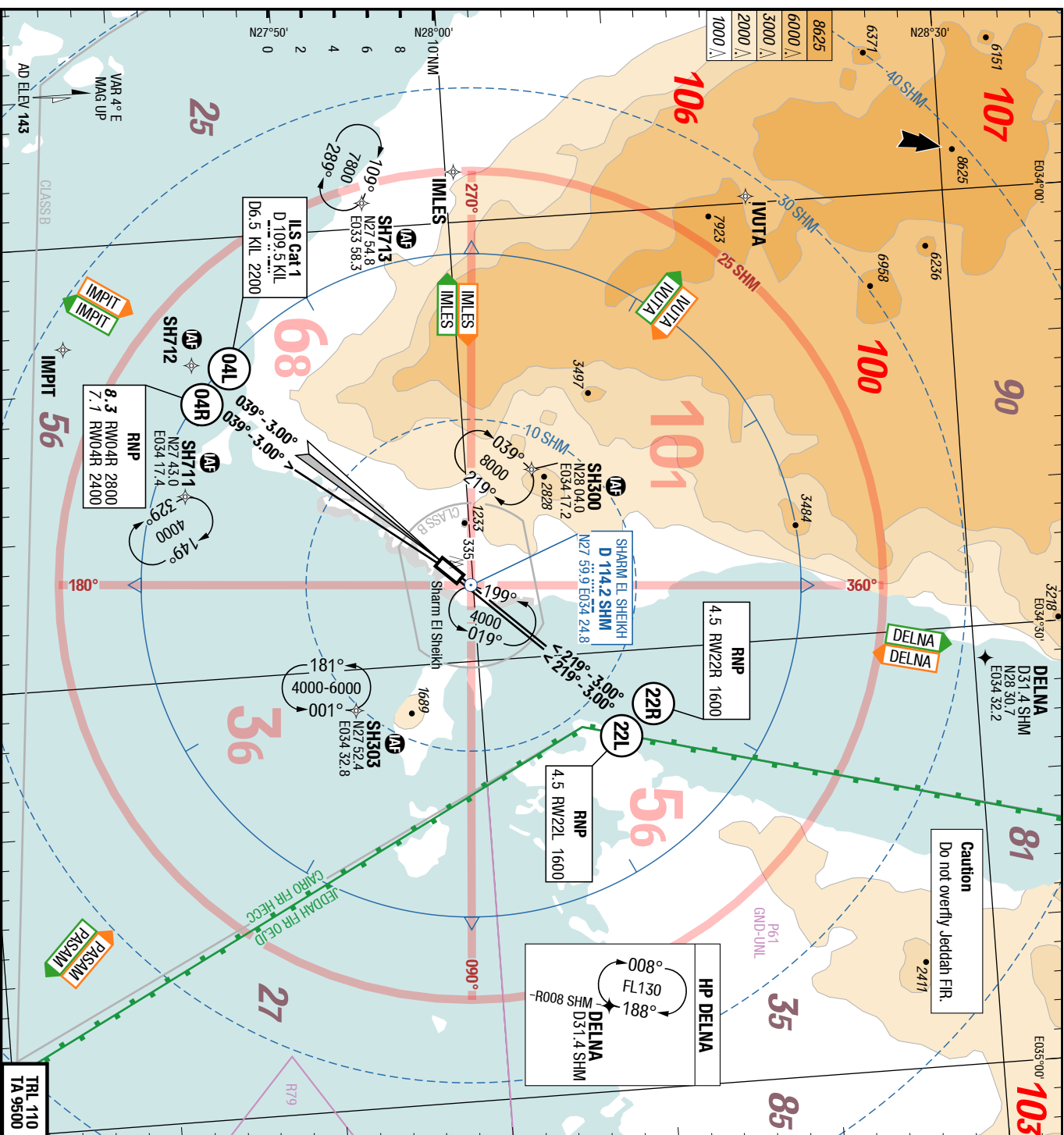
RWY		04L/22R, 04R/22L	
All ACFT	ft - m/km	0 - 400v	-

Speed

MAX IAS 220KT below FL100.

Departure Procedure

For identification purposes flights entering Tel Aviv FIR are required to make first contact with 'SOUTH IDENTIFICATION' (132.000 or 127.750) not later than Sharm el Sheikh along airway R650. Maintain on identification FREQ until reaching positive radar control by the appropriate unit.



ATIS	134.000	122.600
RAD	121.100	
APP	118.900	
TWR	118.900	
GND	121.900	

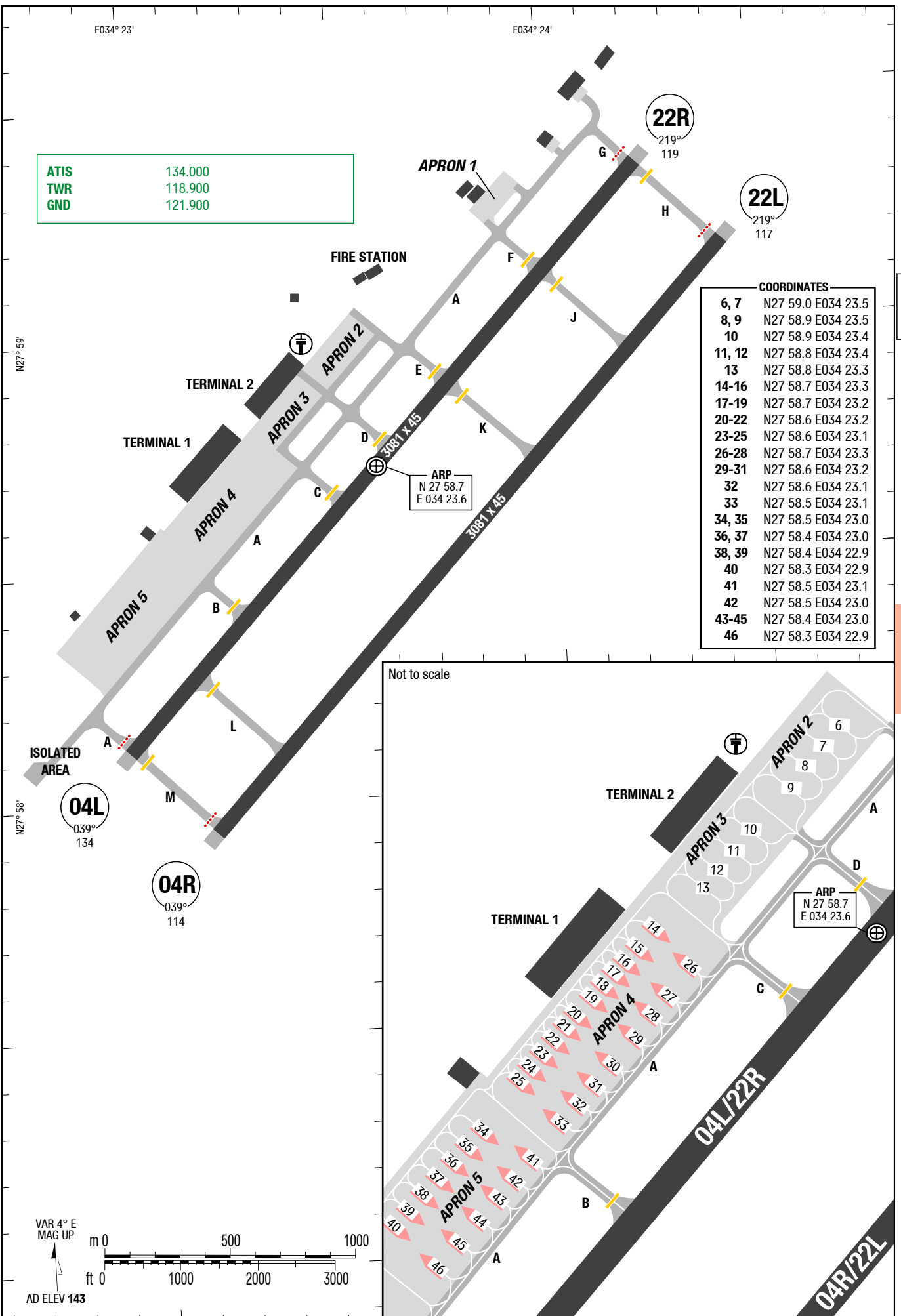
Landing RWY system:

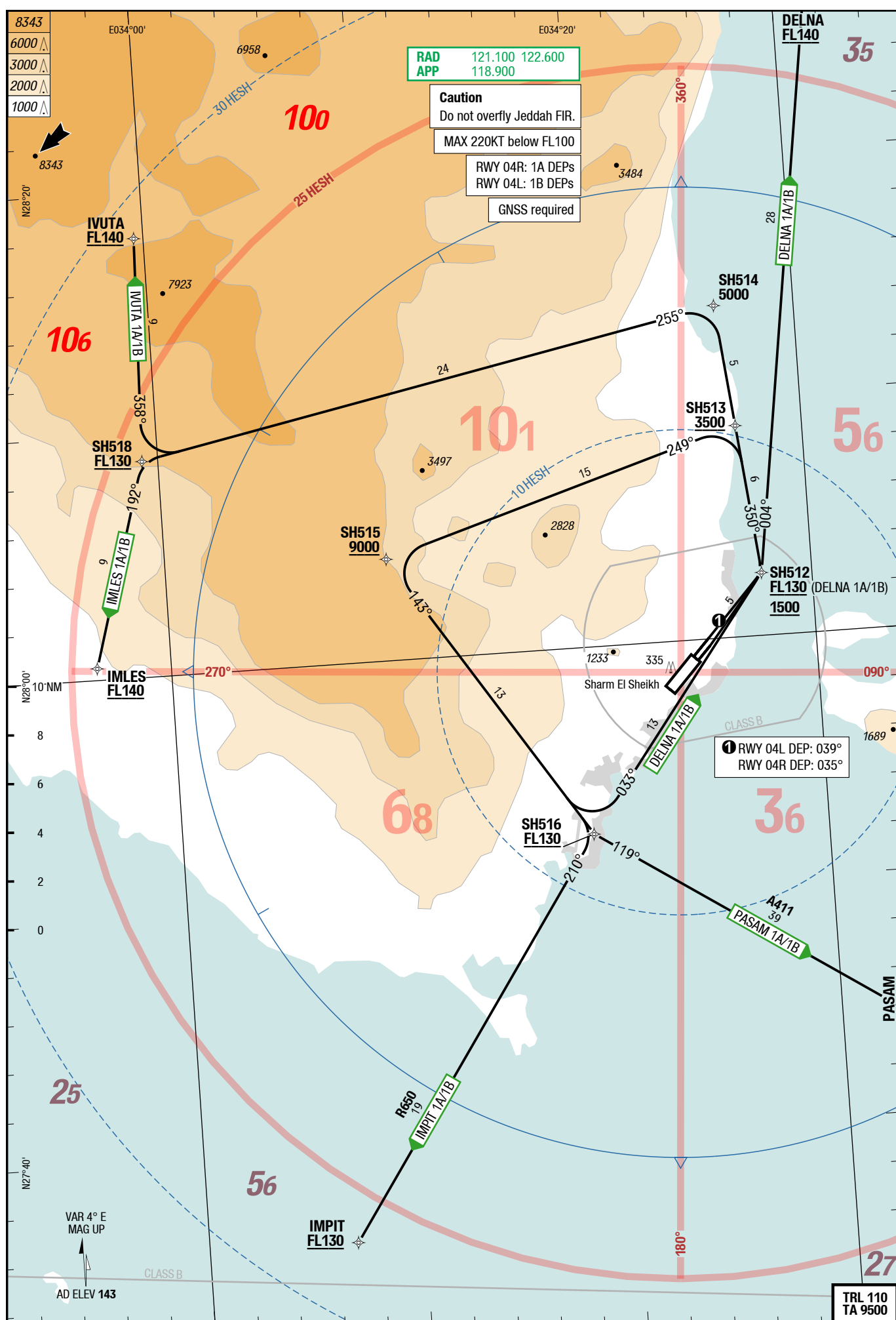
04L	83.0°	3081 x 45	60 HL
HL-P1	THR 134 (5HPa) / TDZ 134 (---%)		-0.1%

22R	83.0°	3081 x 45	60 HL
HL-P1	THR 119 (---%) / THR 119 (4HPa)		HL-P1

04R	83.0°	3081 x 45	60 HL
HL-P1	THR 114 (4HPa) / TDZ 114 (---%)		0.0%

22L	83.0°	3081 x 45	60 HL
HL-P1	THR 117 (---%) / THR 117 (4HPa)		HL-P1





05-MAR-2015

SSH-HESH

Egypt Sharm El Sheikh Sharm El Sheikh Intl

4-20

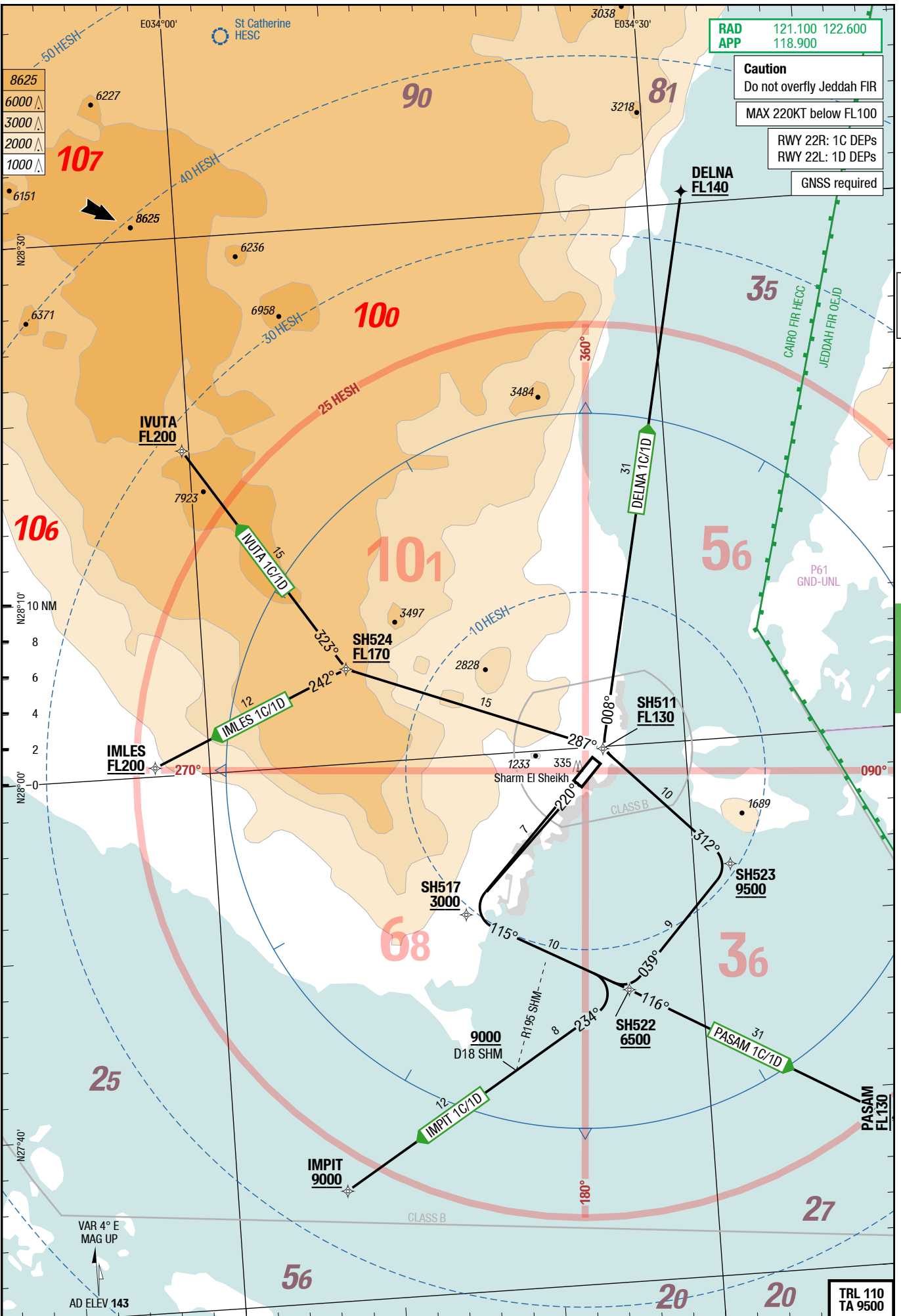
RNAV SIDS RWYs 22L/R

SID

SID

Sharm El Sheikh Intl Sharm El Sheikh Egypt

RNAV SIDS RWYs 22L/R



14-AUG-2014

SSH-HESH

5-10

RNAV SIDs RWYs 04L/R**DELNA 1B / IMLES 1B / IMPIT 1B / IVUTA 1B / PASAM 1B**

RWY 04L (039°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L	
DELNA 1B 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;L] - SH512 [F130+ ;L] - DELNA [F140+]	
IMLES 1B 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH514 [A5000 ;L] - SH518 [F130+ ;L] - IMLES [F140+]	
IMPIT 1B 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;R] - IMPIT [F130+]	
IVUTA 1B 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH514 [A5000 ;L] - SH518 [F130+ ;R] - IVUTA [F140+]	
PASAM 1B 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;L] - PASAM	

- ① ATC climb gradient. If unable to comply with climb gradient, advise ATC before take-off.
 ② Caution: Do not overfly Jeddah FIR.
 ③ MAX 220KT below FL100.

Changes: chart layout, Note

14-AUG-2014

SSH-HESH

5-20

RNAV SIDs RWYs 04L/R**DELNA 1A / IMLES 1A / IMPIT 1A / IVUTA 1A / PASAM 1A**

RWY 04R (039°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04R	
DELNA 1A 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;L] - SH512 [F130+ ;L] - DELNA [F140+]	
IMLES 1A 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH514 [A5000 ;L] - SH518 [F130+ ;L] - IMLES [F140+]	
IMPIT 1A 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;R] - IMPIT [F130+]	
IVUTA 1A 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH514 [A5000 ;L] - SH518 [F130+ ;R] - IVUTA [F140+]	
PASAM 1A 5.5% to FL120 121.100 ①②③	SH512 [A1500+ ;L] - SH513 [A3500+ ;L] - SH515 [A9000+ ;L] - SH516 [F130+ ;L] - PASAM	

- ① ATC climb gradient. If unable to comply with climb gradient, advise ATC before take-off.
 ② Caution: Do not overfly Jeddah FIR.
 ③ MAX 220KT below FL100.

Changes: chart layout, Note

14-AUG-2014

SSH-HESH**5-30****RNAV SIDs RWYs 22L/R****DELNA 1D / IMLES 1D / IMPIT 1D / IVUTA 1D / PASAM 1D**

RWY 22L (219°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L	
DELNA 1D 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+ ;R] - DELNA [F140+]	
IMLES 1D 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+] - SH524 [F170+ ;L] - IMLES [F200+]	
IMPIT 1D 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;R] - IMPIT [A9000+]	R195/D18 SHM MNM 9000
IVUTA 1D 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+] - SH524 [F170+ ;R] - IVUTA [F200+]	
PASAM 1D 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+] - PASAM [F130+]	

- ① ATC climb gradient. If unable to comply with climb gradient, advise ATC before take-off.
 ② Caution: Do not overfly Jeddah FIR.
 ③ MAX 220KT below FL100.

Changes: chart layout, Note

14-AUG-2014

SSH-HESH**5-40****RNAV SIDs RWYs 22L/R****DELNA 1C / IMLES 1C / IMPIT 1C / IVUTA 1C / PASAM 1C**

RWY 22R (219°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22R	
DELNA 1C 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+ ;R] - DELNA [F140+]	
IMLES 1C 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+] - SH524 [F170+ ;L] - IMLES [F200+]	
IMPIT 1C 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;R] - IMPIT [A9000+]	R195/D18 SHM MNM 9000
IVUTA 1C 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+ ;L] - SH523 [A9500+ ;L] - SH511 [F130+] - SH524 [F170+ ;R] - IVUTA [F200+]	
PASAM 1C 5.5% to FL120 121.100 ①②③	SH517 [A3000+ ;L] - SH522 [A6500+] - PASAM [F130+]	

- ① ATC climb gradient. If unable to comply with climb gradient, advise ATC before take-off.
 ② Caution: Do not overfly Jeddah FIR.
 ③ MAX 220KT below FL100.

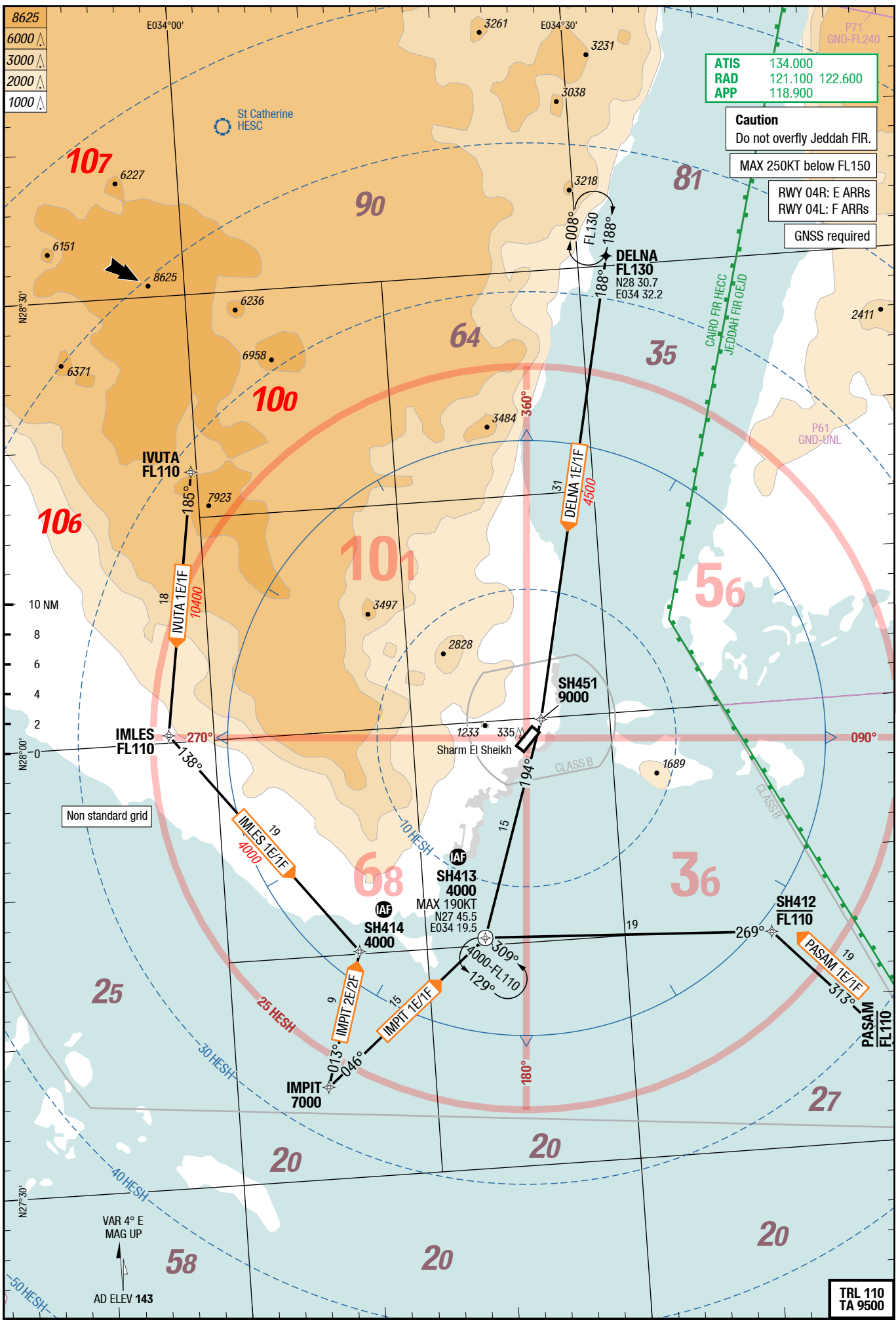
Changes: chart layout, Note

05-MAR-2015
SSH-HESH

Egypt Sharm El Sheikh Intl
[RNAV STARS RWYS 22L/R]
6-10 RNAV STARS RWYS 04L/R

STAR
STAR

Sharm El Sheikh Intl Sharm El Sheikh Egypt
[RNAV STARS RWYS 22L/R]
RNAV STARS RWYS 04L/R

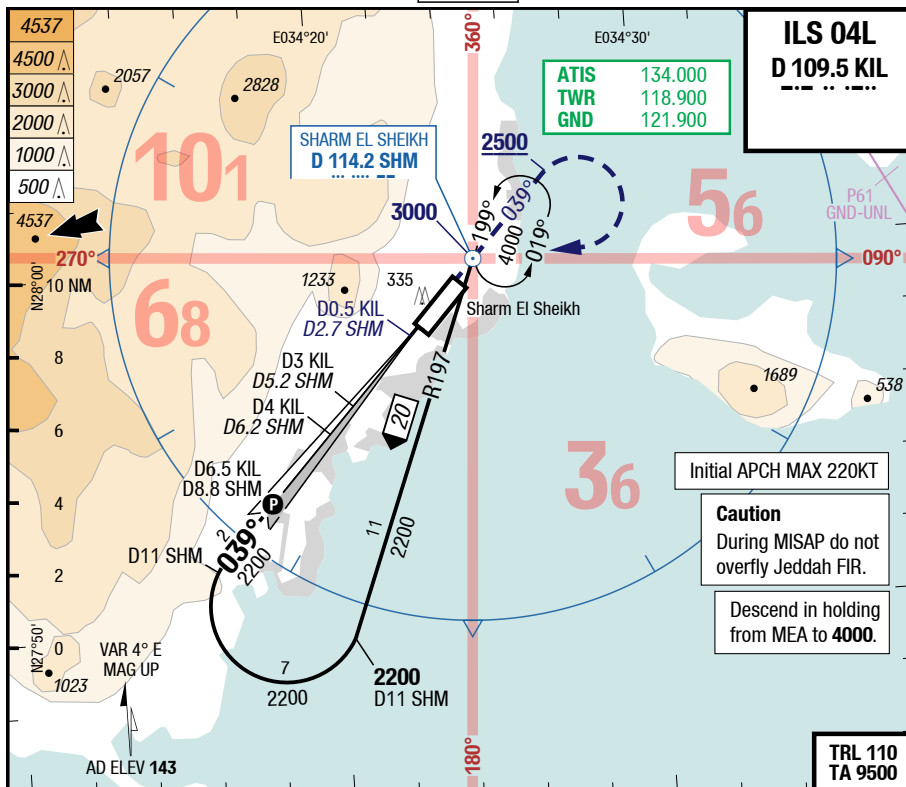


Changes: MSA, Note

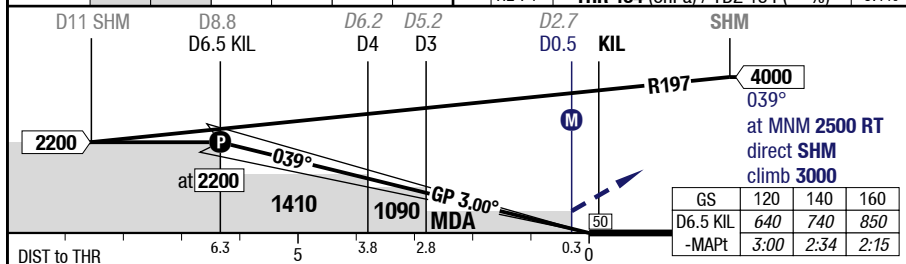


SSH-HESH

7-10

ILS 04L

LOC 3.01° D KIL		6.5	6	5	2	
		2200	2050	1730	770	



04L		Cat 1 DME 1) 2)	LOC DME			Circling
C	ft - m/km ft	280 - 600R/800V 410	510 - 1.6 640			Not published
D	ft - m/km ft	290 - 650R/800V 420	510 - 1.6 640			Not published

1) FD, AP or HGS required, else RVR 750m

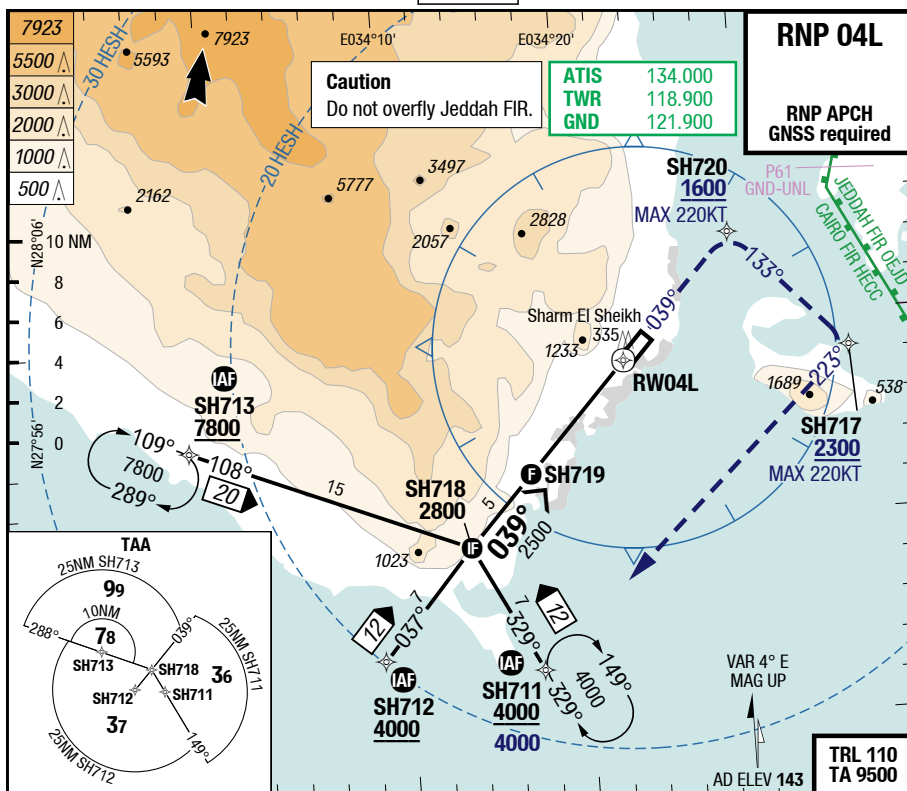
2) With EVS RVR 550m/ VIS 800m

Changes: MIN, APL, Editorial

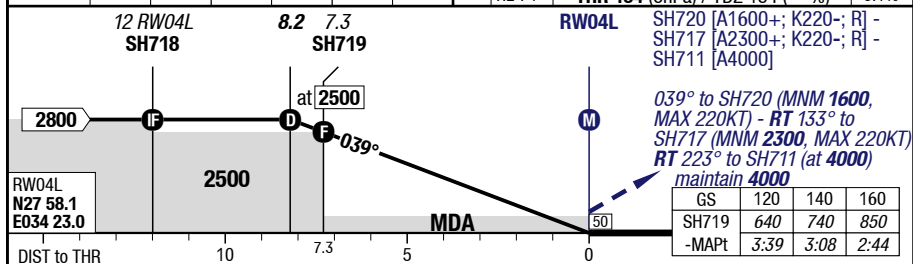
SSH-HESH

7-30

RNP 04L



3.00° RW04L	8.2	6	5	4	3	2	
	2800	2100	1780	1460	1140	820	



04L		RNP VNAV 1) 2) 3)	RNP LNAV				Circling
C	ft - m/km ft	270 - 750 400	410 - 1.2 540				Not published
D	ft - m/km ft	270 - 750 400	410 - 1.2 540				Not published

1) Uncompensated BARO VNAV NA below 5°C (41°F)

3) With EVS 550m

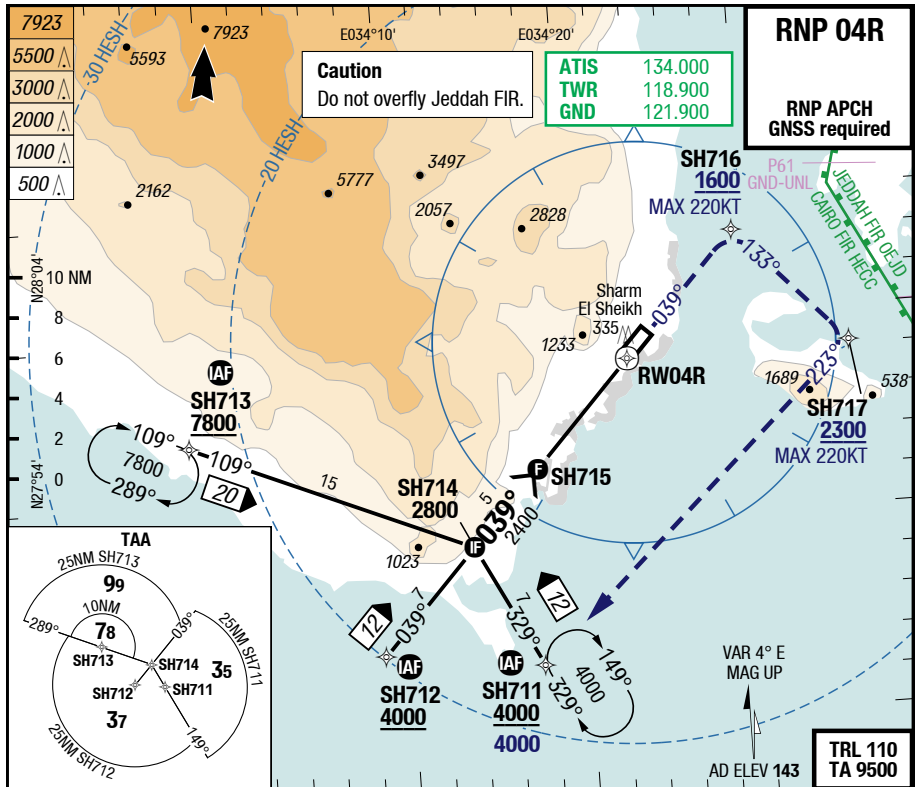
2) SBAS-VNAV not authorized

Changes: Completely revised

SSH-HESH

7-40

RNP 04R



1) Uncompensated BARO VNAV NA below 5°C (41°F)

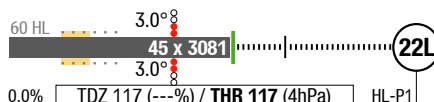
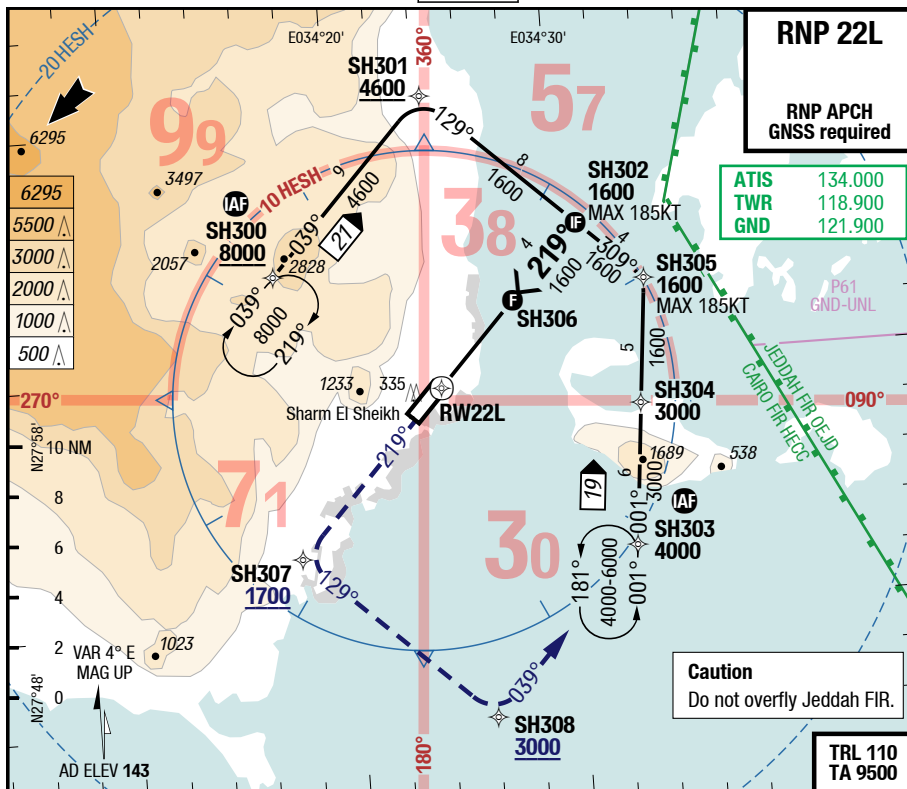
3) With EVS 550m

2) SBAS-VNAV not authorized

SSH-HESH

7-50

RNP 22L



2	3	4	4.5			3.00° RW22L
810	1130	1440	1600			

SH307 [A1700+; L] -
SH308 [A3000+; L] -
SH303 [A4000]

RW22L

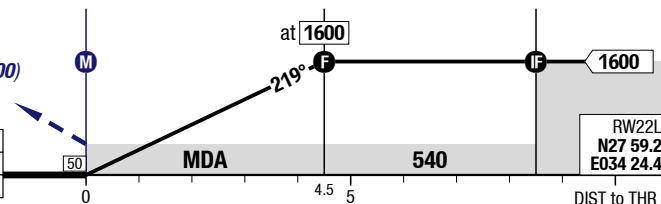
SH306

8.5 RW22L

SH302

219° to SH307 (MNM 1700)
LT 129° to SH308 (MNM 3000)
LT 039° to SH303 (at 4000)
maintain 4000

GS	120	140	160
SH306	640	740	850
-MAPt	2:15	1:56	1:41



22L		RNP VNAV 1) 2) 3)	RNP LNAV			Circling
C	ft - m/km ft	290 - 750 400	430 - 1.3 540			Not published
D	ft - m/km ft	290 - 750 400	430 - 1.3 540			Not published

1) Uncompensated BARO VNAV NA below 5°C (41°F)

3) With EVS 550m

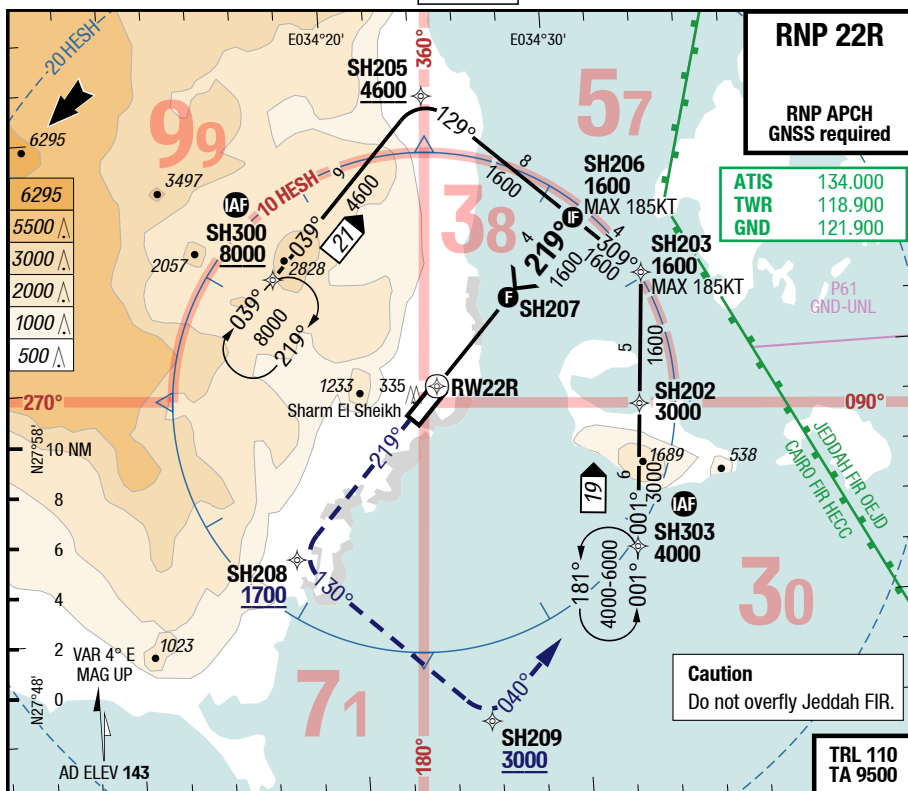
2) SBAS-VNAV not authorized

Changes: ALT

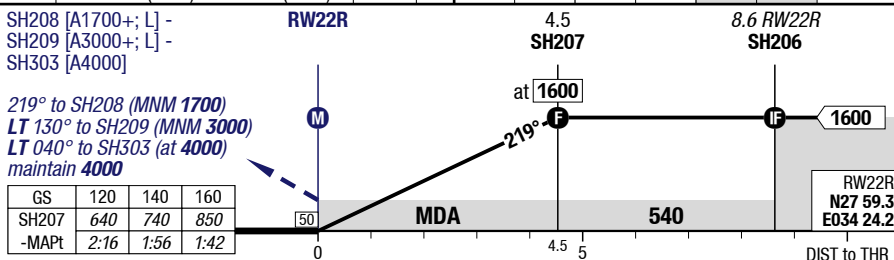
SSH-HESH

7-60

RNP 22R



60 HL	3.0°	2	3	4	4.5		3.00°
45 x 3081							RW22R
+0.1% TDZ 119 (---%) / THR 119 (4hPa)	HL-P1	810	1130	1450	1600		



22R		RNP VNAV 1) 2) 3)	RNP LNAV	Circling	
C	ft - m/km ft	290 - 750 400	430 - 1.3 540		Not published
D	ft - m/km ft	290 - 750 400	430 - 1.3 540		Not published

1) Uncompensated BARO VNAV NA below 5°C (41°F)

3) With EVS 550m

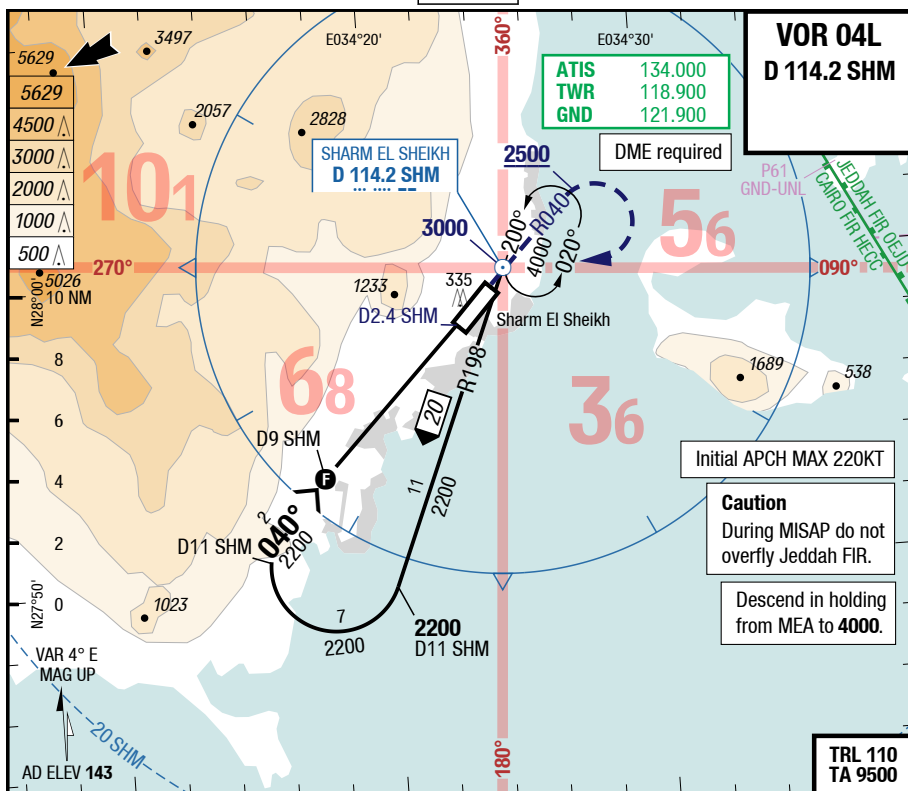
2) SBAS-VNAV not authorized

Changes: ALT

SSH-HESH

7-70

VOR 04L

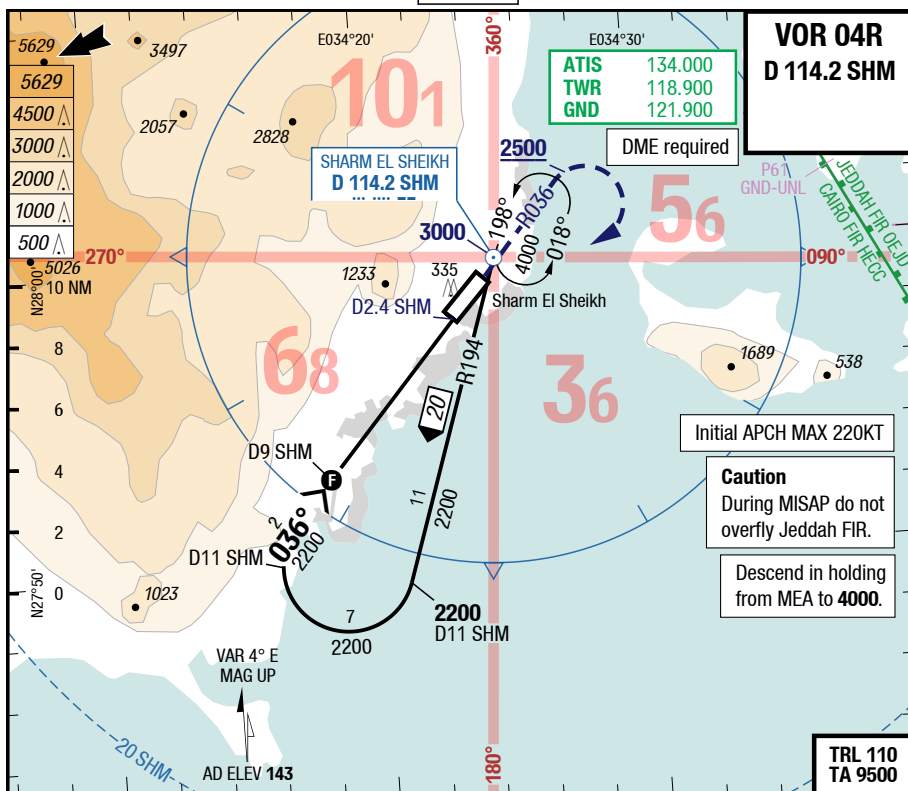


3.00° D SHM 040° RWY 039°	8.7	8	7	6	5	4	<div><div>04L</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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SSH-HESH

7-80

VOR 04R



3.00° D SHM 036° RWY 039°	8.8	8	7	6	5	4	<div>04R</div> <div>HL-P1</div>		<div>83.0°</div> <div>3081 x 45</div> <div>83.0°</div> <div>60 HL</div>												
D11 SHM	D9	D8.8					<div>D2.4 SHM</div> <div>RW04R</div>		<div>THR 114 (4hPa) / TDZ 114 (---%)</div> <div>0.0%</div>												
<div><div>2200</div><div>at 2200</div><div>036°</div><div>MDA</div><div>R194</div><div>4000</div><div>M</div><div>R036 SHM at MNM 2500 RT direct SHM climb 3000</div></div>																					
DIST TO THR							6.664	5	0												
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D9 SHM</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>3:18</td><td>2:49</td><td>2:28</td></tr></table>										GS	120	140	160	D9 SHM	640	740	850	-MAPt	3:18	2:49	2:28
GS	120	140	160																		
D9 SHM	640	740	850																		
-MAPt	3:18	2:49	2:28																		
04R	VOR DME								Circling												
C	ft - m/km ft	460 - 1.4 570							Not published												
D	ft - m/km ft	460 - 1.4 570							Not published												

SSH-HESH

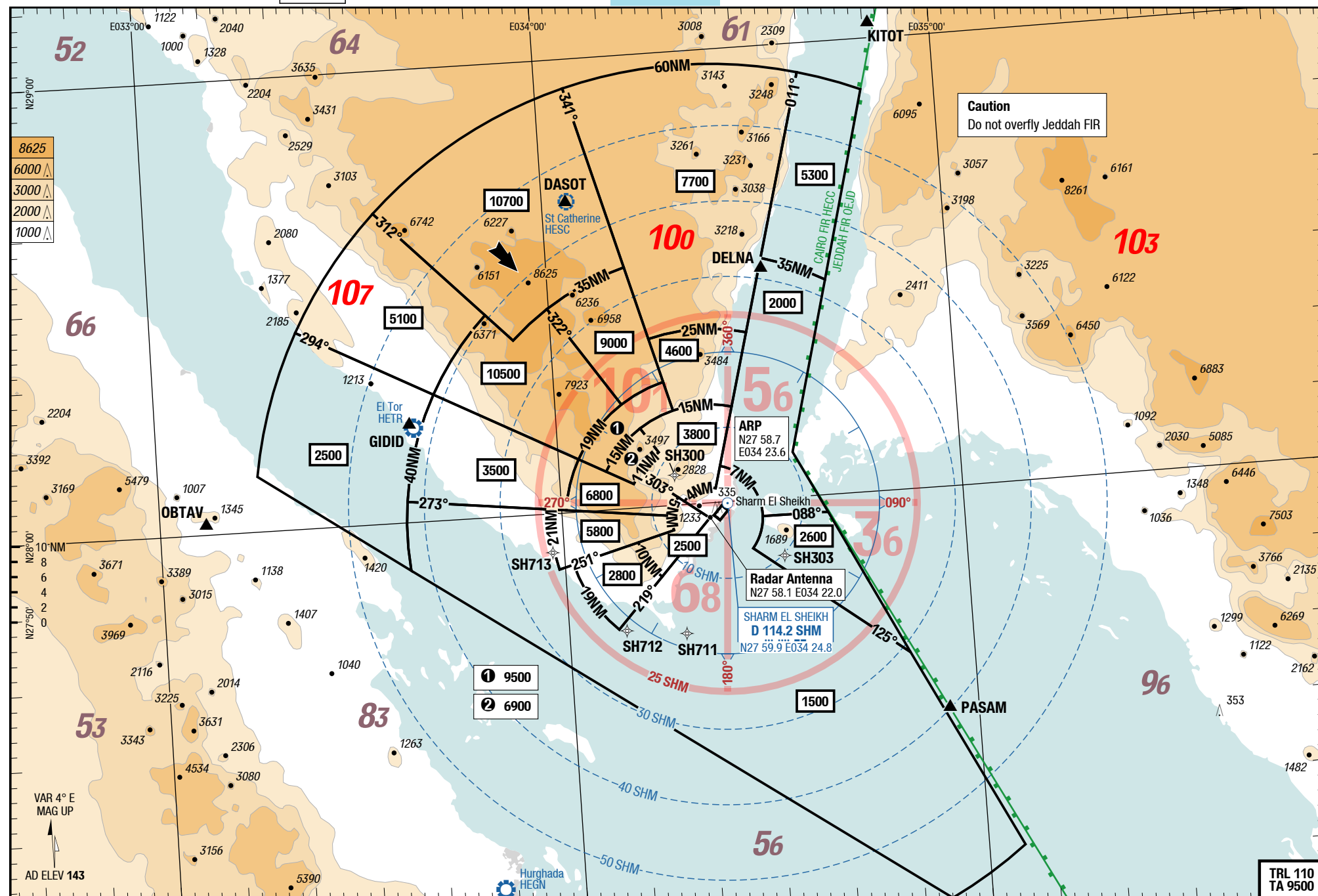
NIL
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8-10



Changes: WPT , OBST

TRL 110
TA 9500

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