GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 17/35: 80/R/A/W/T beyond 250m / 820ft 75/F/A/W/T, RWY 18/36: 59/F/A/W/T

Operation

Preferential RWY
RWY 17/35 for TKOF and LDG.
RWY 18/36 TKOF and LDG in bad WX condition and LVP or by ATC authorization.

TWY Restriction
TWYs J2-J5 are not AVBL for use as rapid exit. Landing ACFT on RWY 17 must vacate via J1 or J unless otherwise instructed by ATC.

Taxi/Parking
West APN: If GND time more than 2HR expect repositioning.

APN ACFT Maint A south west end of TWY D AVBL only for ACFT with ACN less than PCN 63/R/B/W/T. No ATC visual contact.

Access to Remote APN via TWY R. Remote APN does not have any PAX facilities.

APU
Use of fixed GPU on east APN mandatory.
ARR ACFT must connect to fixed GPU within 5min after docking.
DEP ACFT may start APU MAX 15min before ENG start.
Nose in ACFT may start one ENG at idle-power if APU is non-operative.

Warnings

Wind shear phenomenon at AD. Crew experiencing wind shear are requested to report time and ALT of wind shear to ATS.

TWY R1, R2: caution due to crossing vehicles.

Birds in vicinity of AD.

ARRIVAL

Communication

All ACFT landing or flying within Madinah CTA/TMA/CTR must contact APP on 125.100 and 127.700 at least 5min before entering CTA/TMA/CTR and maintain listening watch on this FREQ.

Arrival Procedure

Non-standard GP intercept position on
RWY 17/35
GP intercepts RWY 17/35 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *4021m / 13192ft.*

RWY 36
GP intercepts RWY 36 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *2736m / 8977ft.*

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DEPARTURE

Take-off Minima

RWY		17/35, 18/36	
1 + 2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
≥ 3 ENG		0 - 800V	

Additionally see CRAR Saudi Arabia.

Communication

COM Failure

RWY 17/18 SID ZULU

If on RWY HDG to 8000ft climb until 16NM then turn left and follow D16 Arc climbing to 10000ft then to leading AWY, on course climb to FPL level for ANTAP, MUSAR, KIVAP and ITIMU.
For LONIM, METSU, DEGEN, OBNEX and LOVOB, at 8000ft D16 turn right and follow D16 Arc climbing to 10000ft then to leading AWY, on course climb to FPL level.
If COM FAIL occur whike on course, follow IFR COM FAIL PROC.

RWY 35/36 SID TANGO

If on RWY HDG to 8000ft climb until 16NM then turn right and follow D16 Arc climbing to 10000ft then to leading AWY, on course climb to FPL level for ANTAP, MUSAR, KIVAP and ITIMU.
For LONIM, METSU, DEGEN, OBNEX and LOVOB, at 8000ft D16 turn left and follow D16 Arc climbing to 10000ft then to leading AWY, on course climb to FPL level.
If COM FAIL occur whike on course, follow IFR COM FAIL PROC.

Maintain last LVL assigned by ATC until passing 21NM PMA outbound on SID specified RAD, except
RWY 17 LOVOB 1N / RWY 18 LOVOB 1M when established on R028 PMA,
RWY 35 LONIM 1P / RWY 36 LONIM 1D when established on R215 PMA,
then:
- For KIVAP / MUSAR / ANTAP climb to FL230, and at CTA exit points climb to flight planned FPL.
- For LOVOB / OBNEX / DEGEN / METSUL / LONIM climb to FL220, and at CTA exit points climb to FPL.

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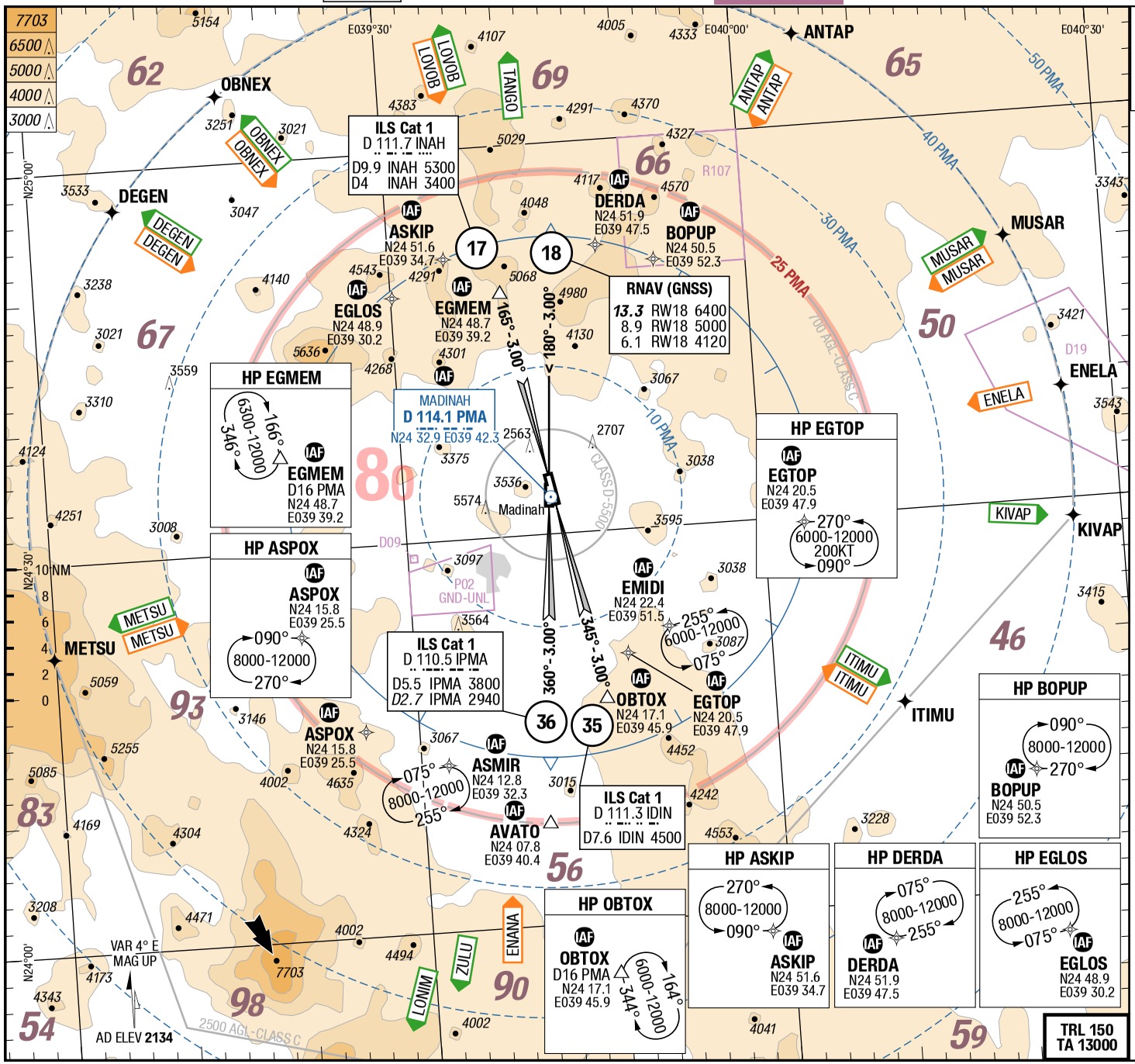
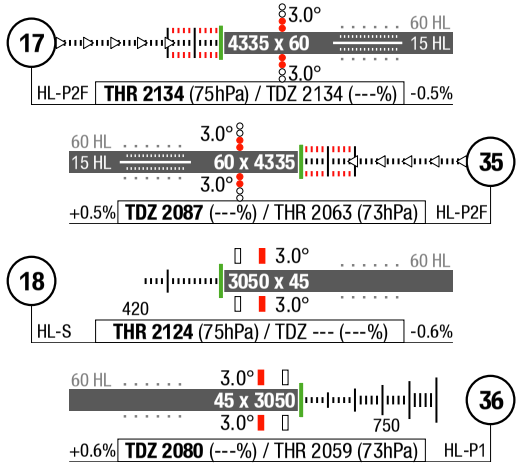


D-ATIS	126.850	114.100 PMA
APP	125.100	127.700
TWR	118.300	124.200
GND	121.900	

Landing RWY system:



Changes: APL

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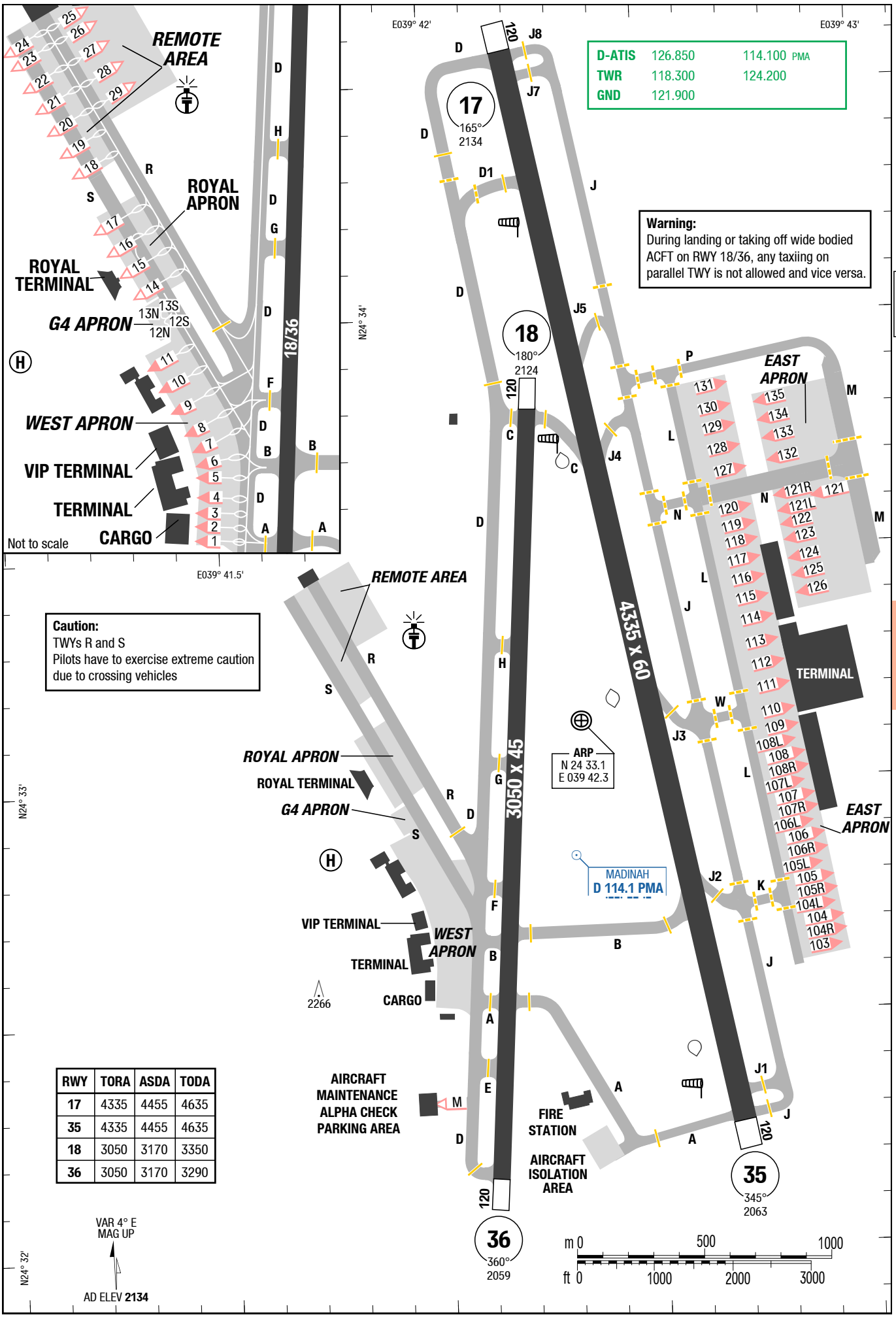
D-ATIS	126.850	114.100 PMA
TWR	118.300	124.200
GND	121.900	

Warning:
During landing or taking off wide bodied ACFT on RWY 18/36, any taxiing on parallel TWY is not allowed and vice versa.

Caution:
TWYs R and S
Pilots have to exercise extreme caution due to crossing vehicles

RWY	TORA	ASDA	TODA
17	4335	4455	4635
35	4335	4455	4635
18	3050	3170	3350
36	3050	3170	3290



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Stand Coordinates

1-4	N24 32.6 E039 42.0
5-7	N24 32.7 E039 42.0
8, 9	N24 32.8 E039 42.0
10	N24 32.8 E039 42.0
11	N24 32.9 E039 41.9
12N-13S	N24 32.8 E039 41.9
14, 15	N24 33.0 E039 41.9
16	N24 33.1 E039 41.9
17	N24 33.1 E039 41.8
18, 19	N24 33.2 E039 41.8
20	N24 33.3 E039 41.8
21	N24 33.7 E039 41.7
22-24	N24 33.4 E039 41.7
25, 26	N24 33.5 E039 41.8
27-29	N24 33.4 E039 41.9
M	N24 32.3 E039 42.0
103	N24 32.8 E039 42.9
104, 104L/R,105	N24 32.9 E039 42.9
105L	N24 32.9 E039 42.8
105R	N24 32.9 E039 42.9
106, 106L	N24 33.0 E039 42.8
106R	N24 33.0 E039 42.9
107, 107L/R	N24 33.0 E039 42.8
108, 108L/R,109	N24 33.1 E039 42.8
110-112	N24 33.2 E039 42.8
113, 114	N24 33.3 E039 42.8
115, 116	N24 33.4 E039 42.8
117	N24 33.4 E039 42.7
118, 119	N24 33.5 E039 42.7
120	N24 33.6 E039 42.7
121, 121L/R	N24 33.6 E039 42.8
122-124	N24 33.5 E039 42.8
125, 126	N24 33.4 E039 42.8
127, 128	N24 33.7 E039 42.7
129-131	N24 33.8 E039 42.7
132, 133	N24 33.7 E039 42.8
134, 135	N24 33.8 E039 42.7

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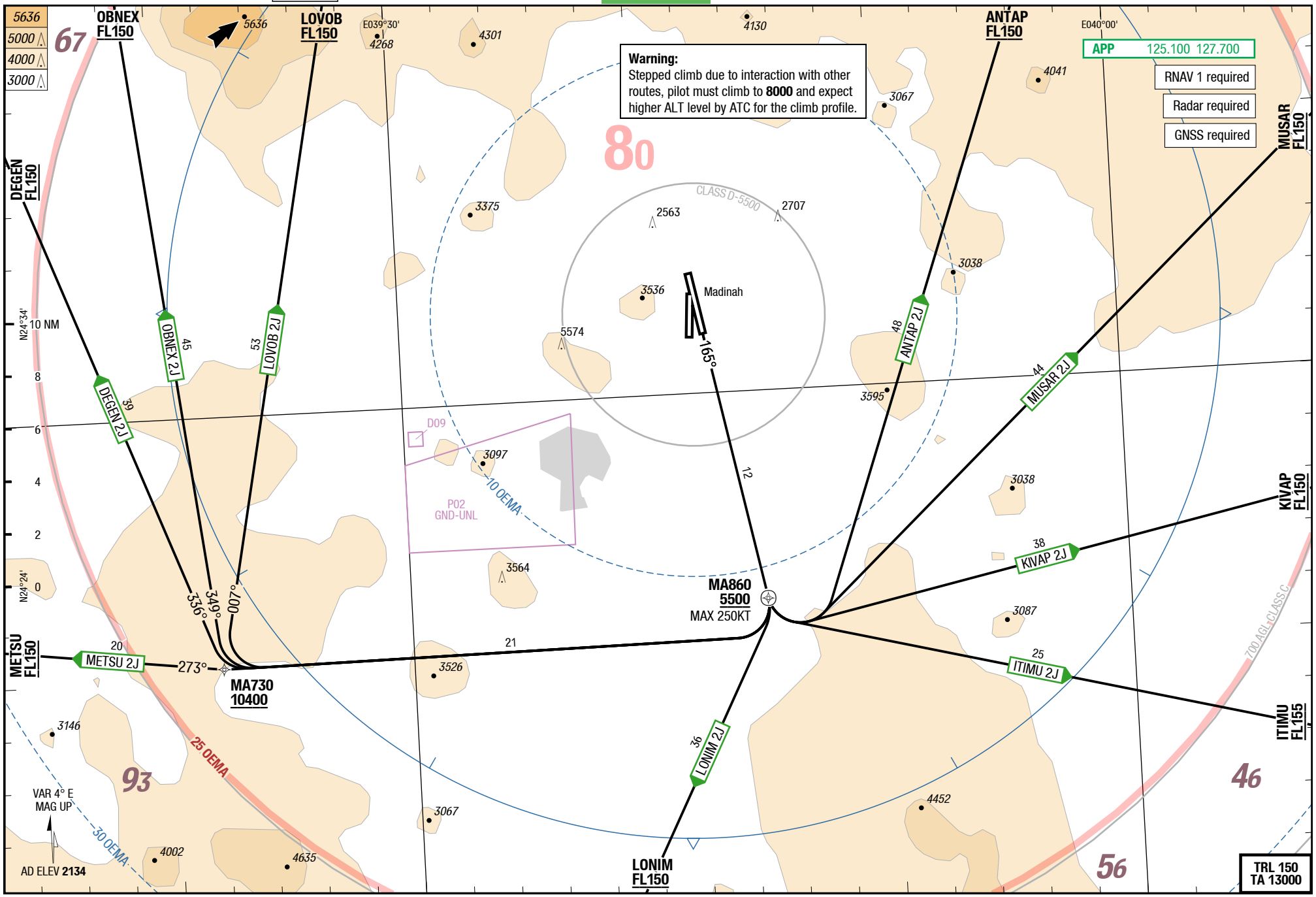

Changes: OBST

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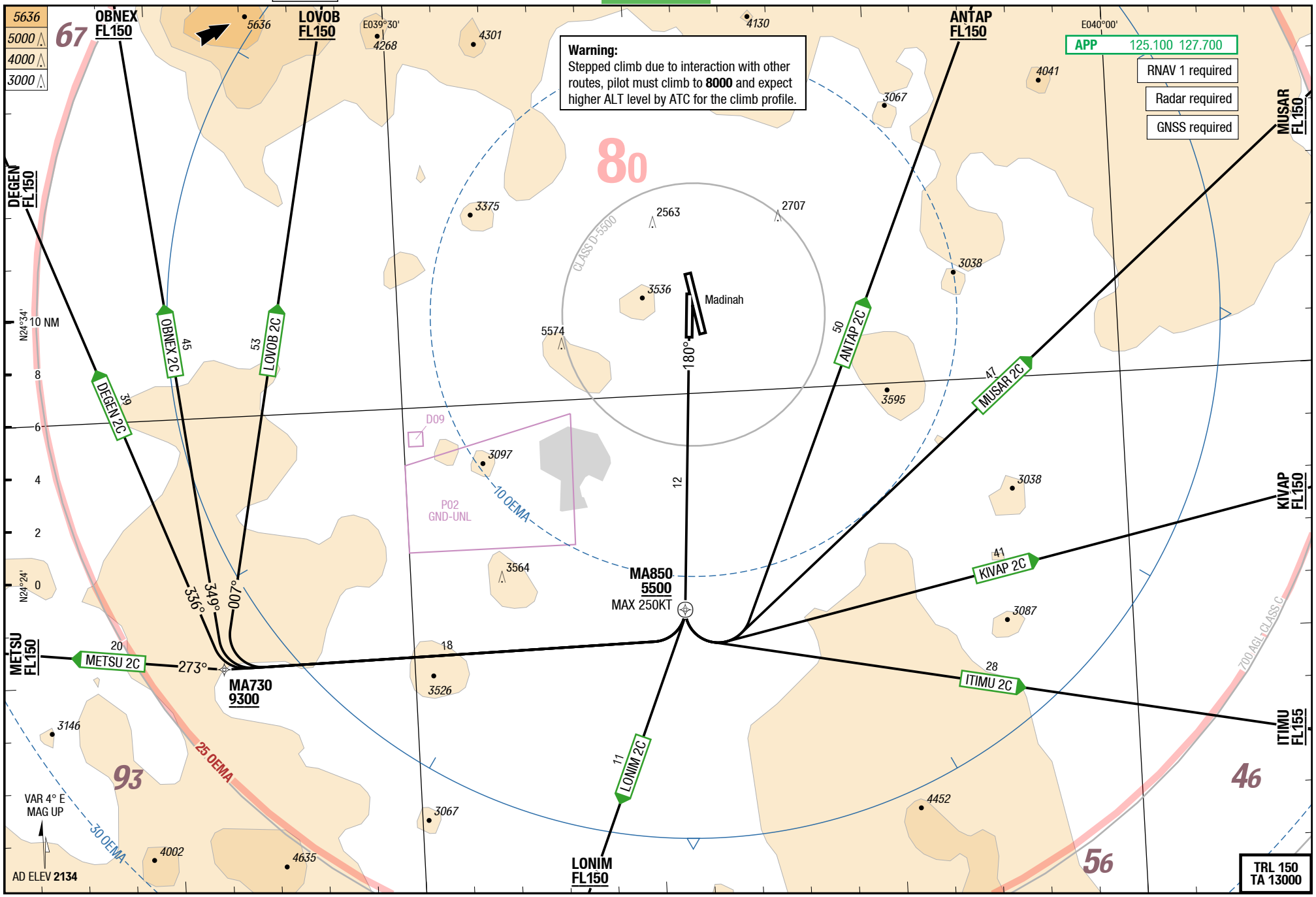
RNAV SIDs RWY 18

RNAV SIDs RWY 18



Changes: OBST

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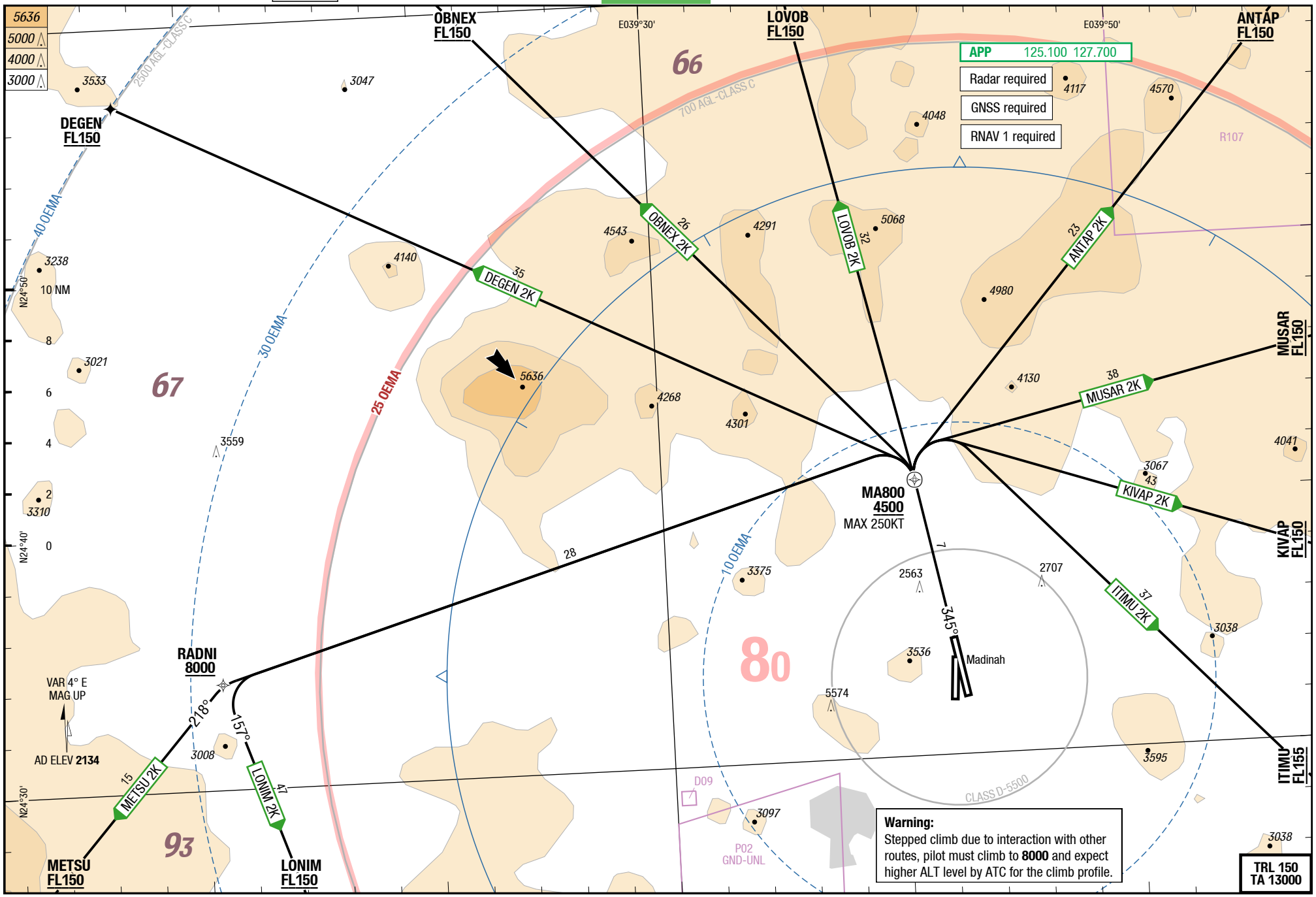

Changes: MGA, WPT , OBST

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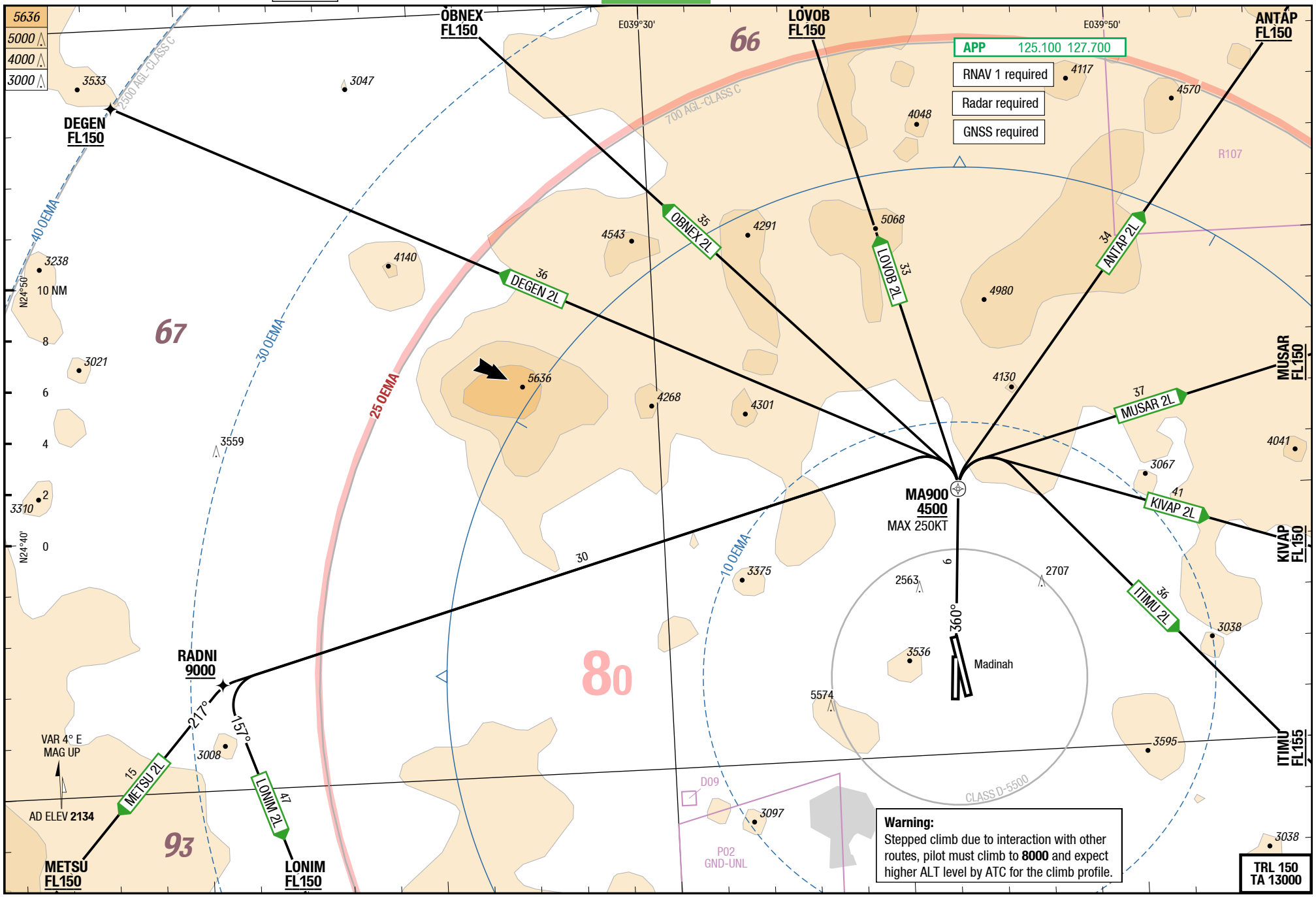
RNAV SIDs RWY 36

RNAV SIDs RWY 36



Changes: MGA, WPT , OBST

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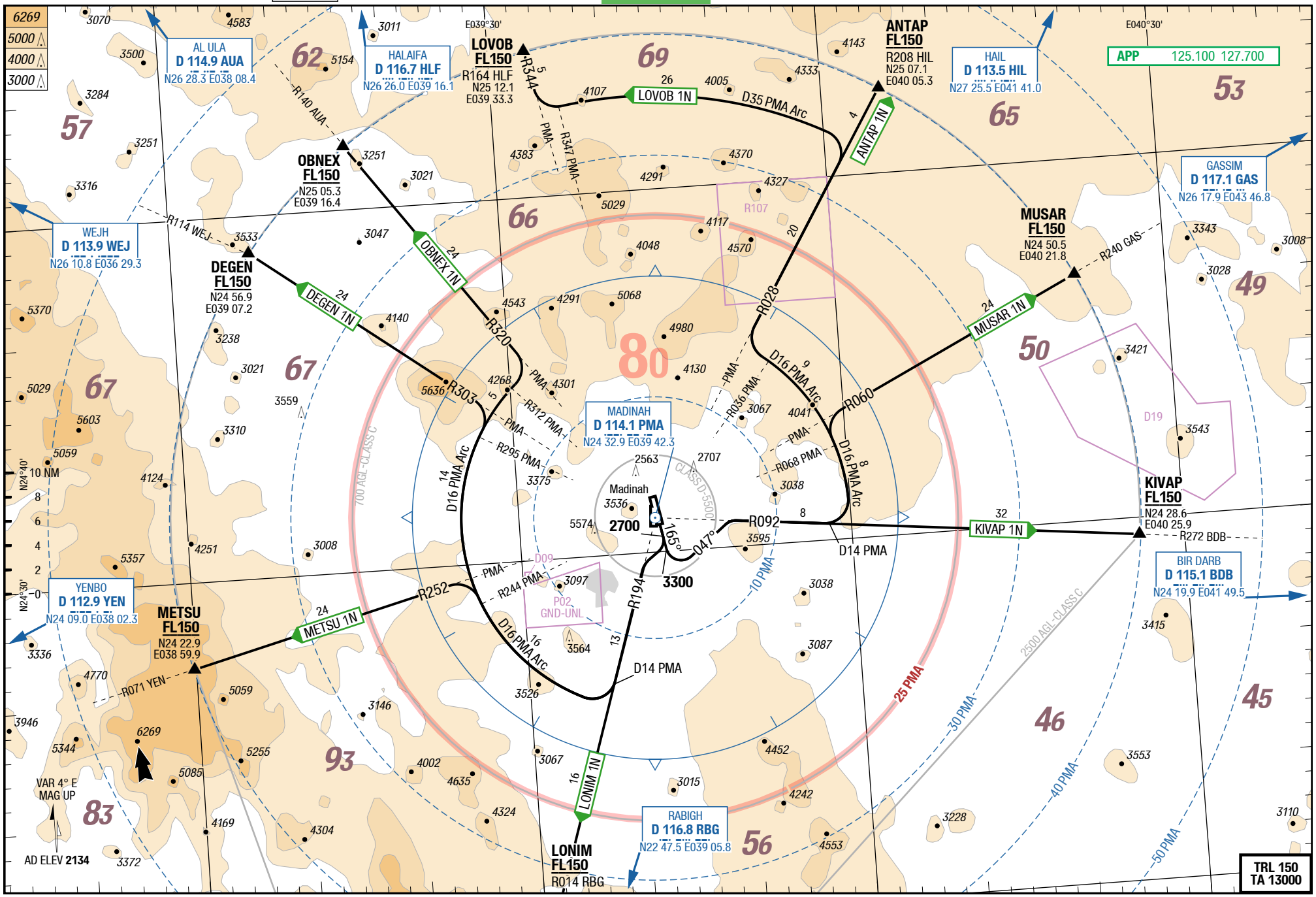

Changes: WPT , OBST

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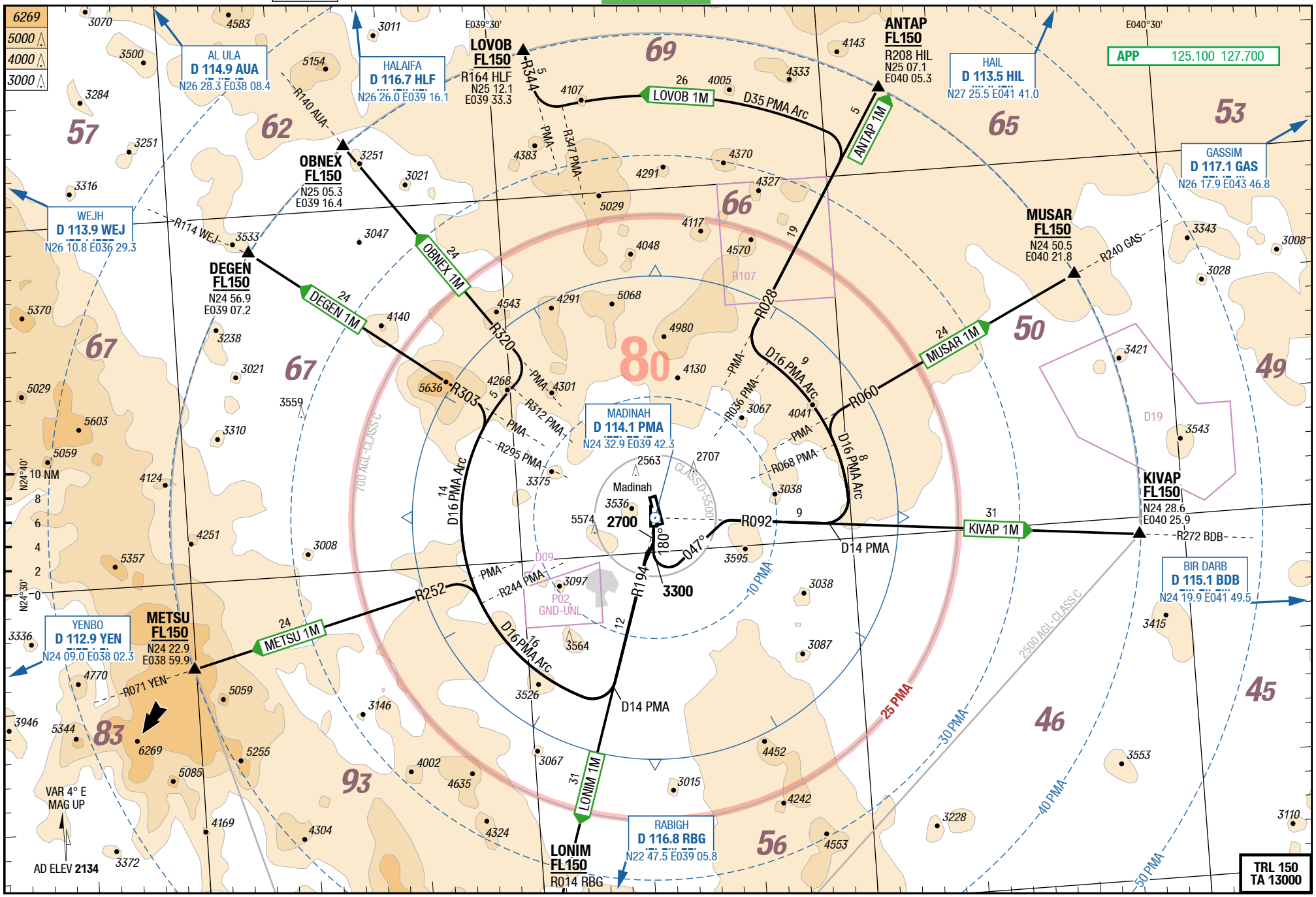

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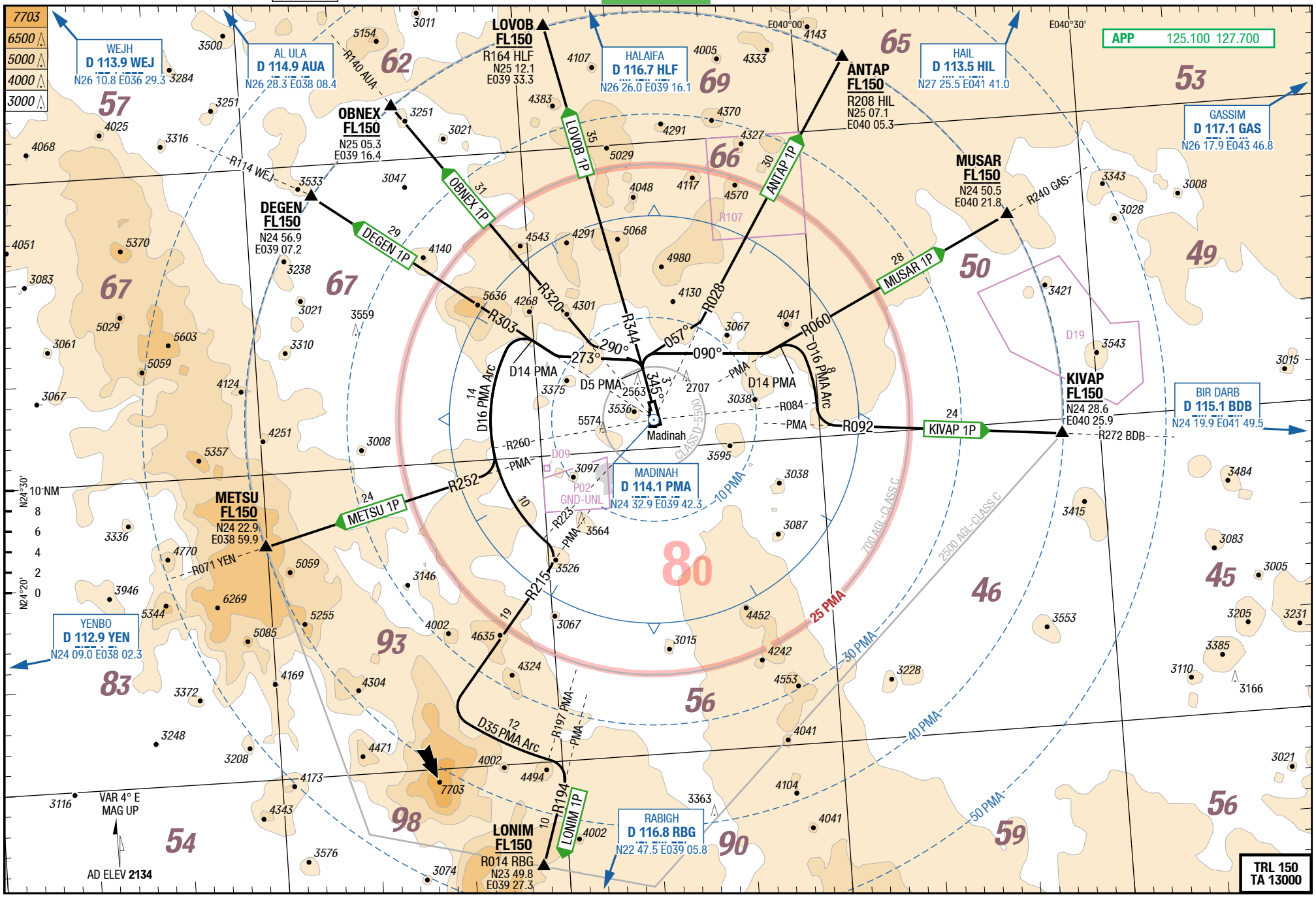

Changes: WPT , OBST

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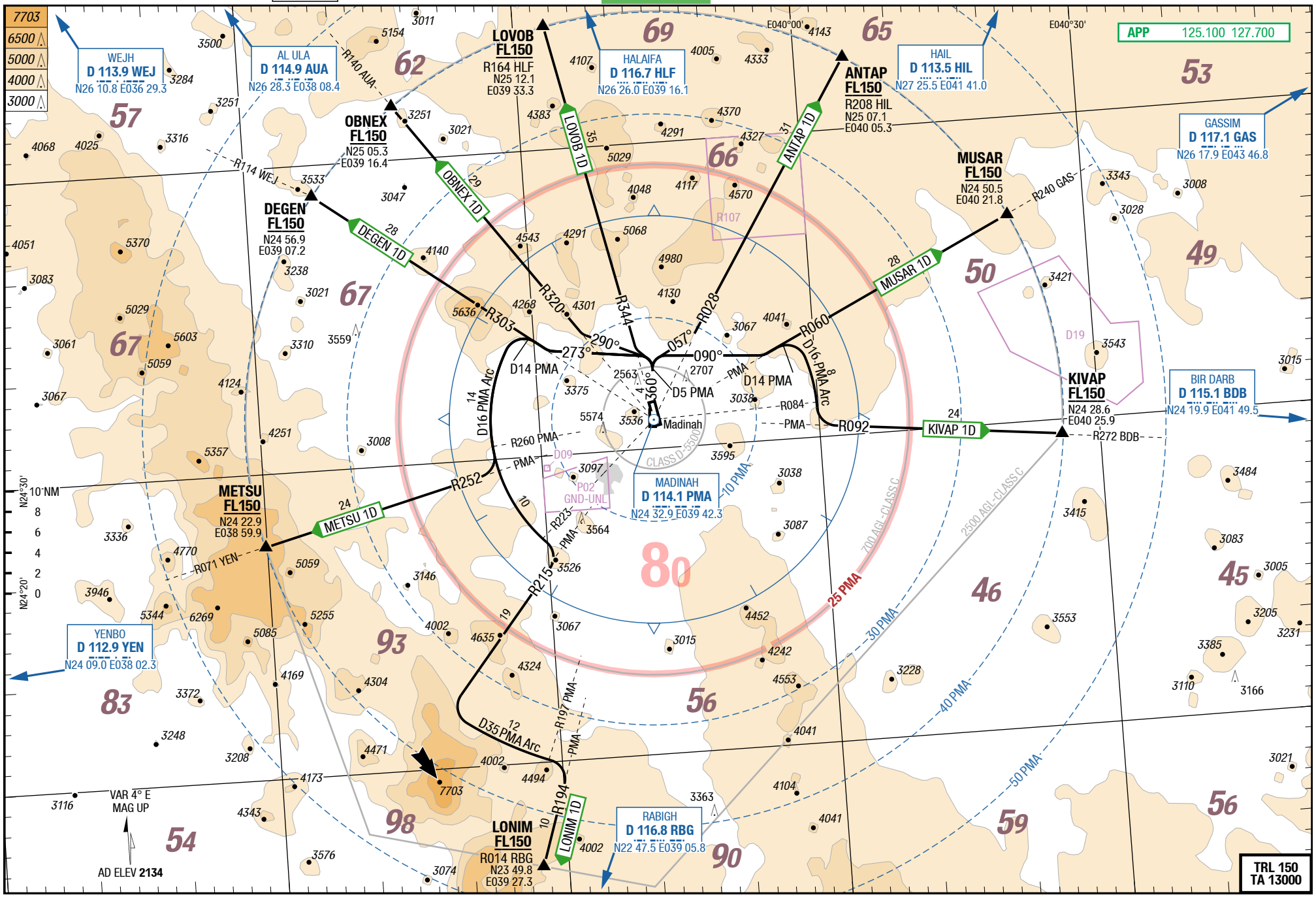

Changes: WPT , OBST

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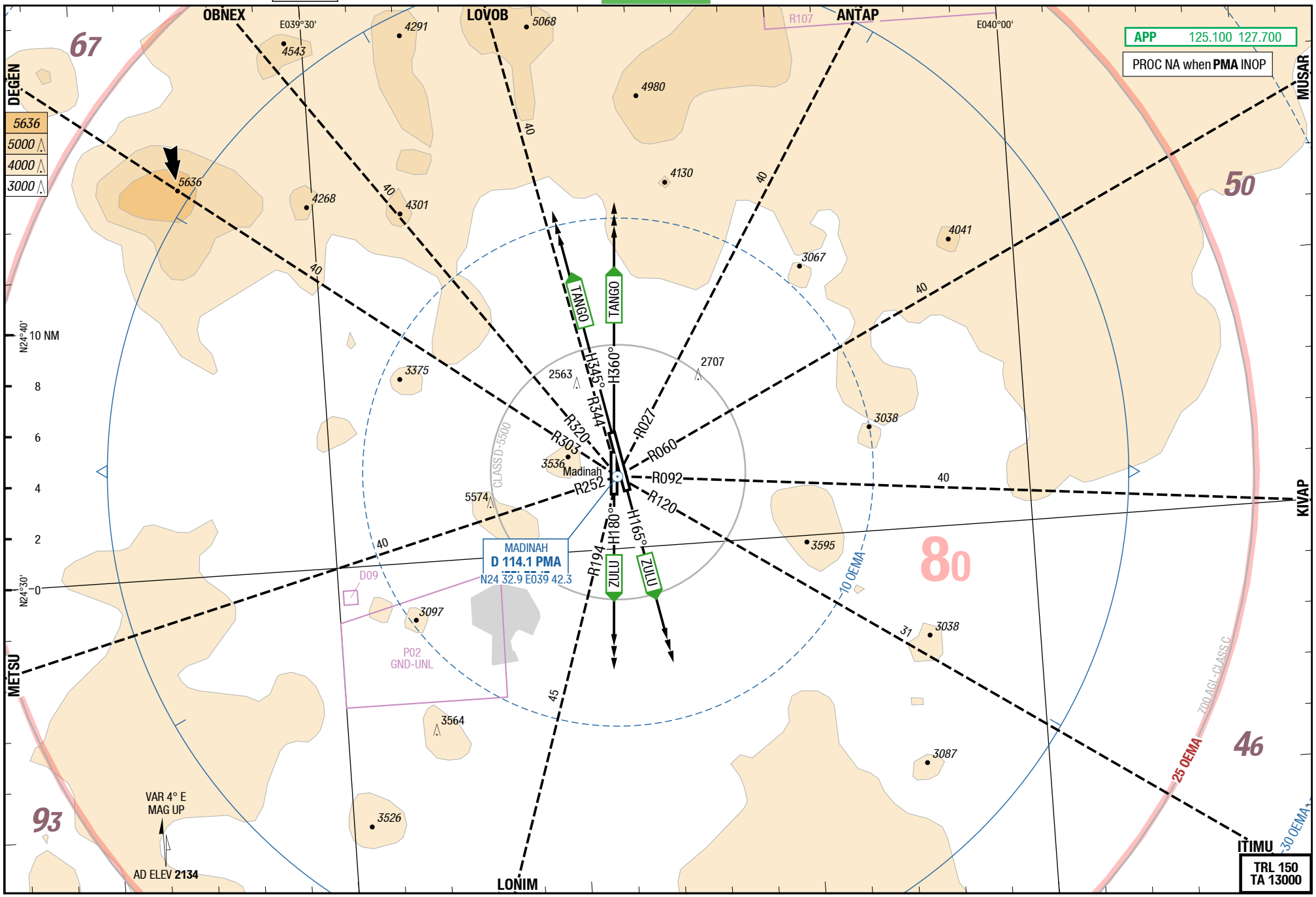

Changes: OBST

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ANTAP 2J / DEGEN 2J / ITIMU 2J / KIVAP 2J / LONIM 2J / LOVOB 2J / METSU 2J

RWY 17 (165°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
ANTAP 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **LT** direct ANTAP **FMS** MA860 [K250- ;A5500+ ;L] - ANTAP [F150+]	MA860 MNM **5500** ANTAP MNM **FL150**
DEGEN 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **RT** direct MA730 - **RT** 336° to DEGEN **FMS** MA860 [K250- ;A5500+ ;R] - MA730 [A10400+ ;R] - DEGEN [F150+]	MA860 MNM **5500** MA730 MNM **10400** DEGEN MNM **FL150**
ITIMU 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **LT** direct ITIMU **FMS** MA860 [K250- ;A5500+ ;L] - ITIMU [F155+]	MA860 MNM **5500** ITIMU MNM **FL155**
KIVAP 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **LT** direct KIVAP **FMS** MA860 [K250- ;A5500+ ;L] - KIVAP [F150+]	MA860 MNM **5500** KIVAP MNM **FL150**
LONIM 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **RT** direct LONIM **FMS** MA860 [K250- ;A5500+ ;R] - LONIM [F150+]	MA860 MNM **5500** LONIM MNM **FL150**
LOVOB 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **RT** direct MA730 - **RT** 007° to LOVOB **FMS** MA860 [K250- ;A5500+ ;R] - MA730 [A10400+ ;R] - LOVOB [F150+]	MA860 MNM **5500** MA730 MNM **10400** LOVOB MNM **FL150**
METSU 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **RT** direct MA730 - **RT** 273° to METSU **FMS** MA860 [K250- ;A5500+ ;R] - MA730 [A10400+ ;R] - METSU [F150+]	MA860 MNM **5500** MA730 MNM **10400** METSU MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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MUSAR 2J / OBNEX 2J

RWY 17 (165°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
MUSAR 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **LT** direct MUSAR **FMS** MA860 [K250**-** ;A5500+ ;L] - MUSAR [F150+]	MA860 MNM **5500** MUSAR MNM **FL150**
OBNEX 2J 5.5% to 5500 **125.100** ①	MA860 (MAX 250KT) - **RT** direct MA730 - **RT** 349° to OBNEX **FMS** MA860 [K250**-** ;A5500+ ;R] - MA730 [A10400+ ;R] - OBNEX [F150+]	MA860 MNM **5500** MA730 MNM **10400** OBNEX MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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ANTAP 2C / DEGEN 2C / ITIMU 2C / KIVAP 2C / LONIM 2C / LOVOB 2C / METSU 2C

RWY 18 (180°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ANTAP 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **LT** direct ANTAP **FMS** MA850 [K250- ; A5500+ ;L] - ANTAP [F150+]	MA850 MNM **5500** ANTAP MNM **FL150**
DEGEN 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **RT** direct MA730 - **RT** 336° to DEGEN **FMS** MA850 [K250- ; A5500+ ;R] - MA730 [A9300+ ;R] - DEGEN [F150+]	MA850 MNM **5500** MA730 MNM **9300** DEGEN MNM **FL150**
ITIMU 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **LT** direct ITIMU **FMS** MA850 [K250- ; A5500+ ;L] - ITIMU [F155+]	MA850 MNM **5500** ITIMU MNM **FL155**
KIVAP 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **LT** direct KIVAP **FMS** MA850 [K250- ; A5500+ ;L] - KIVAP [F150+]	MA850 MNM **5500** KIVAP MNM **FL150**
LONIM 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **RT** direct LONIM **FMS** MA850 [K250- ; A5500+ ;R] - LONIM [F150+]	MA850 MNM **5500** LONIM MNM **FL150**
LOVOB 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **RT** direct MA730 - **RT** 007° to LOVOB **FMS** MA850 [K250- ; A5500+ ;R] - MA730 [A9300+ ;R] - LOVOB [F150+]	MA850 MNM **5500** MA730 MNM **9300** LOVOB MNM **FL150**
METSU 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **RT** direct MA730 - **RT** 273° to METSU **FMS** MA850 [K250- ; A5500+ ;R] - MA730 [A9300+ ;R] - METSU [F150+]	MA850 MNM **5500** MA730 MNM **9300** METSU MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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Changes: Track, Note

MUSAR 2C / OBNEX 2C

RWY 18 (180°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
MUSAR 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **LT** direct MUSAR **FMS** MA850 [K250- ; A5500+ ;L] - MUSAR [F150+]	MA850 MNM **5500** MUSAR MNM **FL150**
OBNEX 2C 5.5% to 5500 **125.100** ①	MA850 (MAX 250KT) - **RT** direct MA730 - **RT** 349° to OBNEX **FMS** MA850 [K250- ; A5500+ ;R] - MA730 [A9300+ ;R] - OBNEX [F150+]	MA850 MNM **5500** MA730 MNM **9300** OBNEX MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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ANTAP 2K / DEGEN 2K / ITIMU 2K / KIVAP 2K / LONIM 2K / LOVOB 2K / METSU 2K

RWY 35 (345°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
ANTAP 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **RT** direct ANTAP **FMS** MA800 [K250**-** ;A4500+ ;R] - ANTAP [F150+]	MA800 MNM **4500** ANTAP MNM **FL150**
DEGEN 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **LT** direct DEGEN **FMS** MA800 [K250**-** ;A4500+ ;L] - DEGEN [F150+]	MA800 MNM **4500** DEGEN MNM **FL150**
ITIMU 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **RT** direct ITIMU **FMS** MA800 [K250**-** ;A4500+ ;R] - ITIMU [F155+]	MA800 MNM **4500** ITIMU MNM **FL155**
KIVAP 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **RT** direct KIVAP FMS MA800 [K250**-** ;A4500+ ;R] - KIVAP [F150+]	MA800 MNM **4500** KIVAP MNM **FL150**
LONIM 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **LT** direct RADNI - **LT** 157° to LONIM **FMS** MA800 [K250**-** ;A4500+ ;L] - RADNI [A8000+ ;L] - LONIM [F150 +]	MA800 MNM **4500** RADNI MNM **8000** LONIM MNM **FL150**
LOVOB 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **LT** direct LOVOB **FMS** MA800 [K250**-** ;A4500+] - LOVOB [F150+]	MA800 MNM **4500** LOVOB MNM **FL150**
METSU 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **LT** direct RADNI - **LT** 218° to METSU **FMS** MA800 [K250**-** ;A4500+ ;L] - RADNI [A8000+ ;L] - METSU [F150 +]	MA800 MNM **4500** RADNI MNM **8000** METSU MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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MUSAR 2K / OBNEX 2K

RWY 35 (345°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
MUSAR 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **RT** direct MUSAR **FMS** MA800 [K250**-** ;A4500+ ;R] - MUSAR [F150+]	MA800 MNM **4500** MUSAR MNM **FL150**
OBNEX 2K 6.2% to 8000 **125.100** ①	MA800 (MAX 250KT) - **LT** direct OBNEX **FMS** MA800 [K250**-** ;A4500+ ;L] - OBNEX [F150+]	MA800 MNM **4500** OBNEX MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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ANTAP 2L / DEGEN 2L / ITIMU 2L / KIVAP 2L / LONIM 2L / LOVOB 2L / METSU 2L

RWY 36 (360°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ANTAP 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **RT** direct ANTAP **FMS** MA900 [K250- ;A4500+ ;R] -ANTAP [F150+]	MA900 MNM **4500** ANTAP MNM **FL150**
DEGEN 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **LT** direct DEGEN **FMS** MA900 [K250- ;A4500+ ;L] - DEGEN [F150+]	MA900 MNM **4500** DEGEN MNM **FL150**
ITIMU 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **RT** direct ITIMU **FMS** MA900 [K250- ;A4500+ ;R] - ITIMU [F155+]	MA900 MNM **4500** ITIMU MNM **FL155**
KIVAP 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **RT** direct KIVAP **FMS** MA900 [K250- ;A4500+ ;R] - KIVAP [F150+]	MA900 MNM **4500** KIVAP MNM **FL150**
LONIM 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **LT** direct RADNI - **LT** 157° to LONIM **FMS** MA900 [K250- ;A4500+ ;L] - RADNI [A9000+ ;L] - LONIM [F150 +]	MA900 MNM **4500** RADNI MNM **9000** LONIM MNM **FL150**
LOVOB 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **LT** direct LOVOB **FMS** MA900 [K250- ;A4500+ ;L] - LOVOB [F150+]	MA900 MNM **4500** LOVOB MNM **FL150**
METSU 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **LT** direct RADNI - **LT** 217° to METSU **FMS** MA900 [K250- ;A4500+ ;L] - RADNI [A9000+ ;L] - METSU [F150 +]	MA900 MNM **4500** RADNI MNM **9000** METSU MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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MUSAR 2L / OBNEX 2L

RWY 36 (360°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
MUSAR 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **RT** direct MUSAR **FMS** MA900 [K250**-** ;A4500+ ;R] - MUSAR [F150+]	MA900 MNM **4500** MUSAR MNM **FL150**
OBNEX 2L 6.0% to 8000 **125.100** ①	MA900 (MAX 250KT) - **LT** direct OBNEX **FMS** MA900 [K250**-** ;A4500+ ;L] - OBENX [F150+]	MA900 MNM **4500** OBNEX MNM **FL150**

① Stepped climb due to interaction with other routes, pilot must climb to 8000 and expect higher ALT level by ATC for the climb profile.

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ANTAP 1N / DEGEN 1N / KIVAP 1N / LONIM 1N / LOVOB 1N / METSU 1N / MUSAR 1N / OBNEX 1N

RWY 17 (165°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
ANTAP 1N 5.5% to 3300 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R036 **PMA RT** intercept R028 **PMA** to ANTAP	ANTAP MNM **FL150**
DEGEN 1N 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R295 **PMA LT** intercept R303 **PMA** to DEGEN	DEGEN MNM **FL150**
KIVAP 1N 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** to KIVAP	KIVAP MNM **FL150**
LONIM 1N 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** to LONIM	LONIM MNM **FL150**
LOVOB 1N 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R036 **PMA RT** intercept R028 **PMA - LT** follow D35 **PMA** Arc - crossing R347 **PMA RT** intercept R344 **PMA** to LOVOB	LOVOB MNM **FL150**
METSU 1N 5.5% to 3300 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R244 **PMA LT** intercept R252 **PMA** to METSU	METSU MNM **FL150**
MUSAR 1N 5.5% to 3300 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R068 **PMA RT** intercept R060 **PMA** to MUSAR	MUSAR MNM **FL150**
OBNEX 1N 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R312 **PMA LT** intercept R320 **PMA** to OBNEX	OBNEX MNM **FL150**

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Changes: New

ANTAP 1M / DEGEN 1M / KIVAP 1M / LONIM 1M / LOVOB 1M / METSU 1M / MUSAR 1M / OBNEX 1M

RWY 18 (180°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ANTAP 1M 5.5% to 3300 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R036 PMA **RT** intercept R028 **PMA** to ANTAP	ANTAP MNM **FL150**
DEGEN 1M 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R295 **PMA LT** intercept R303 **PMA** to DEGEN	DEGEN MNM **FL150**
KIVAP 1M 5.5% to 3300 4.8% to MNM FL150 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** to KIVAP	KIVAP MNM **FL150**
LONIM 1M 5.5% to 3300 4.8% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** to LONIM	LONIM MNM **FL150**
LOVOB 1M 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R036 **PMA RT** intercept R028 **PMA** - **LT** follow D35 **PMA** Arc - crossing R347 **PMA RT** intercept R344 **PMA** to LOVOB	LOVOB MNM **FL150**
METSU 1M 5.5% to 3300 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R244 **PMA LT** intercept R252 **PMA** to METSU	METSU MNM **FL150**
MUSAR 1M 5.5% to 3300 **125.100**	at **3300 LT** 047° - **RT** intercept R092 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R068 **PMA RT** intercept R060 **PMA** to MUSAR	MUSAR MNM **FL150**
OBNEX 1M 5.5% to 3300 5.5% to MNM FL150 **125.100**	at **2700 RT** intercept R194 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R312 **PMA LT** intercept R320 **PMA** to OBNEX	OBNEX MNM **FL150**

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Changes: New

ANTAP 1P / DEGEN 1P / KIVAP 1P / LONIM 1P / LOVOB 1P / METSU 1P / MUSAR 1P / OBNEX 1P

RWY 35 (345°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
ANTAP 1P 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA RT** 057° - **LT** intercept R028 **PMA** to ANTAP	ANTAP MNM **FL150**
DEGEN 1P 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** to DEGEN	DEGEN MNM **FL150**
KIVAP 1P 5.5% to 8000 **125.100**	at D5 **PMA RT** 090° - **LT** intercept R060 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R084 **PMA LT** intercept R092 **PMA** to KIVAP	KIVAP MNM **FL150**
LONIM 1P 5.5% to 8000 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R223 **PMA RT** intercept R215 **PMA** - **LT** follow D35 **PMA** Arc - crossing R197 **PMA RT** intercept R194 **PMA** to LONIM	LONIM MNM **FL150**
LOVOB 1P 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** intercept R344 **PMA** to LOVOB	LOVOB MNM **FL150**
METSU 1P 5.5% to 8000 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R260 **PMA RT** intercept R252 **PMA** to METSU	METSU MNM **FL150**
MUSAR 1P 5.5% to 8000 **125.100**	at D5 **PMA RT** 090° - **LT** intercept R060 **PMA** to MUSAR	MUSAR MNM **FL150**
OBNEX 1P 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** 290° - **RT** intercept R320 **PMA** to OBNEX	OBNEX MNM **FL150**

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ANTAP 1D / DEGEN 1D / KIVAP 1D / LONIM 1D / LOVOB 1D / METSU 1D / MUSAR 1D / OBNEX 1D

RWY 36 (360°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ANTAP 1D 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA RT** 057° - **LT** intercept R028 **PMA** to ANTAP	ANTAP MNM **FL150**
DEGEN 1D 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** to DEGEN	DEGEN MNM **FL150**
KIVAP 1D 5.5% to 8000 **125.100**	at D5 **PMA RT** 090° - **LT** intercept R060 **PMA** - at D14 **PMA RT** follow D16 **PMA** Arc - crossing R084 **PMA LT** intercept R092 **PMA** to KIVAP	KIVAP MNM **FL150**
LONIM 1D 5.5% to 8000 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R223 **PMA RT** intercept R215 **PMA** - **LT** follow D35 **PMA** Arc - crossing R197 **PMA RT** intercept R194 **PMA** to LONIM	LONIM MNM **FL150**
LOVOB 1D 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** intercept R344 **PMA** to LOVOB	LOVOB MNM **FL150**
METSU 1D 5.5% to 8000 **125.100**	at D5 **PMA LT** 273° - **RT** intercept R303 **PMA** - at D14 **PMA LT** follow D16 **PMA** Arc - crossing R260 **PMA RT** intercept R252 **PMA** to METSU	METSU MNM **FL150**
MUSAR 1D 5.5% to 8000 **125.100**	at D5 **PMA RT** 090° - **LT** intercept R060 **PMA** to MUSAR	MUSAR MNM **FL150**
OBNEX 1D 5.5% to 8000 5.5% to MNM FL150 **125.100**	at D5 **PMA LT** 290° - **RT** intercept R320 **PMA** to OBNEX	OBNEX MNM **FL150**

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Changes: New

MED-OEMA

SIDs TANGO/ZULU (Radar vectoring)

ZULU / TANGO

RWYs 17 (165°) / 18 (180°) / 35 (345°) / 36 (360°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
ZULU 6.0% to 8000 **125.100** ①②	RWY HDG - expect radar vectors	initial climb **8000**
	Runway 18	
ZULU 6.0% to 8000 **125.100** ①②	RWY HDG - expect radar vectors	initial climb **8000**
	Runway 35	
TANGO 6.0% to 8000 **125.100** ①②	RWY HDG - expect radar vectors	initial climb **8000**
	Runway 36	
TANGO 6.0% to 8000 **125.100** ①②	RWY HDG - expect radar vectors	initial climb **8000**

① If unable to comply with climb gradient of 6.0% or more, advice ATC before departure.
② PROC NA when PMA INOP

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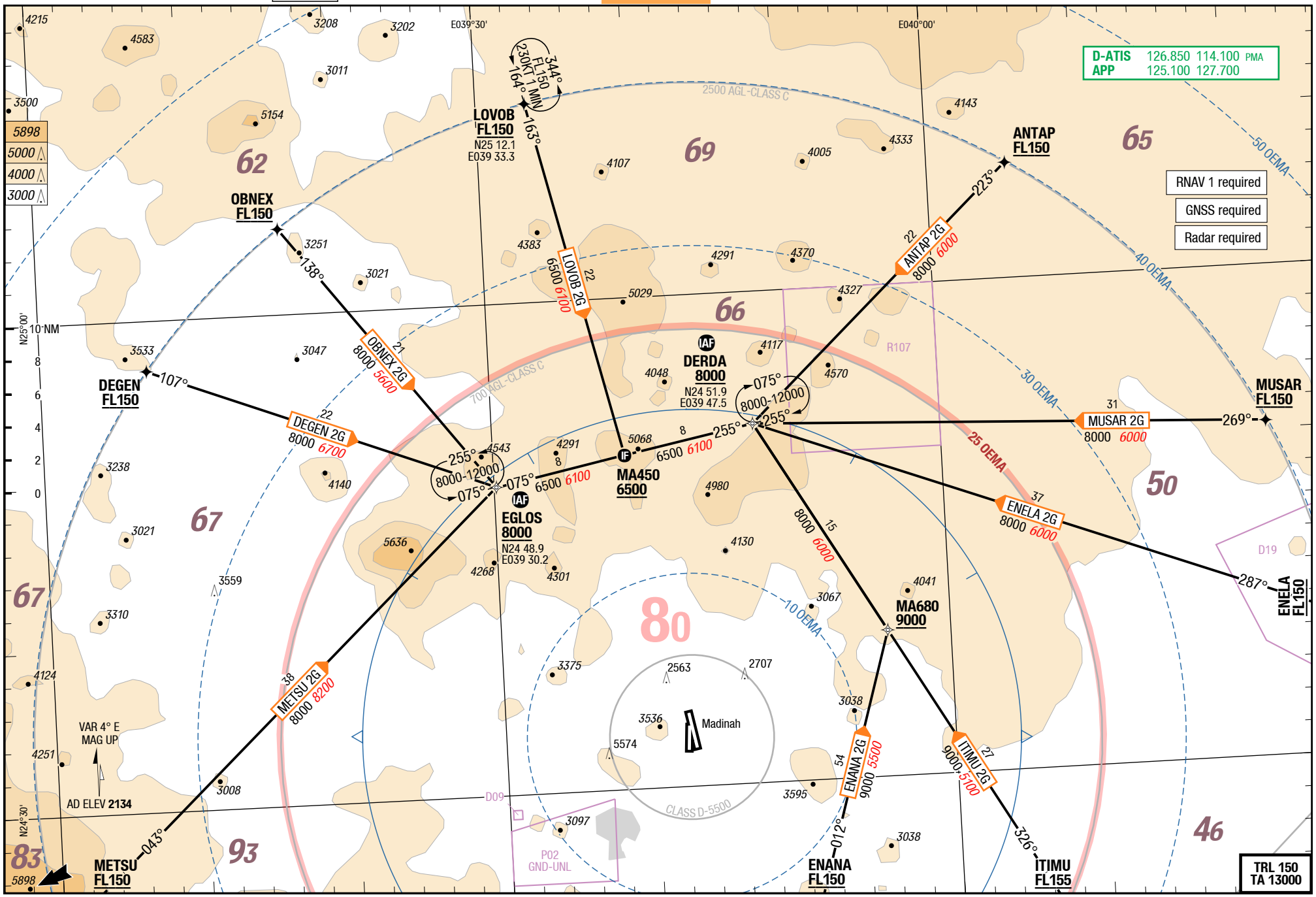
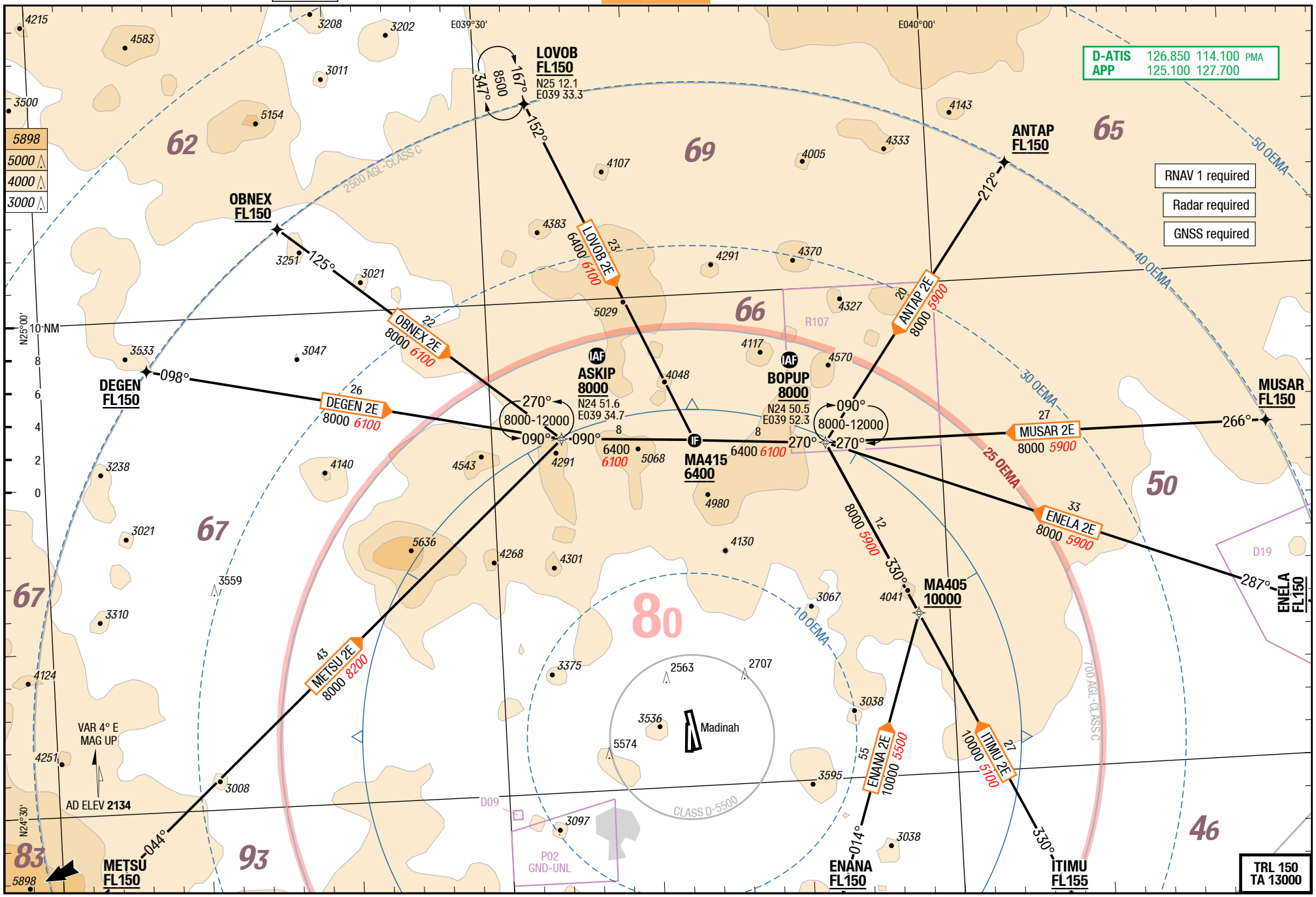


Changes: MGA, WPT , OBST



Changes: MGA, WPT , OBST

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Saudi Arabia **Madinah** Prince Mohammad Bin Abdulaziz Intl

RNAV STARs RWY 36

RNAV STARs RWY 35

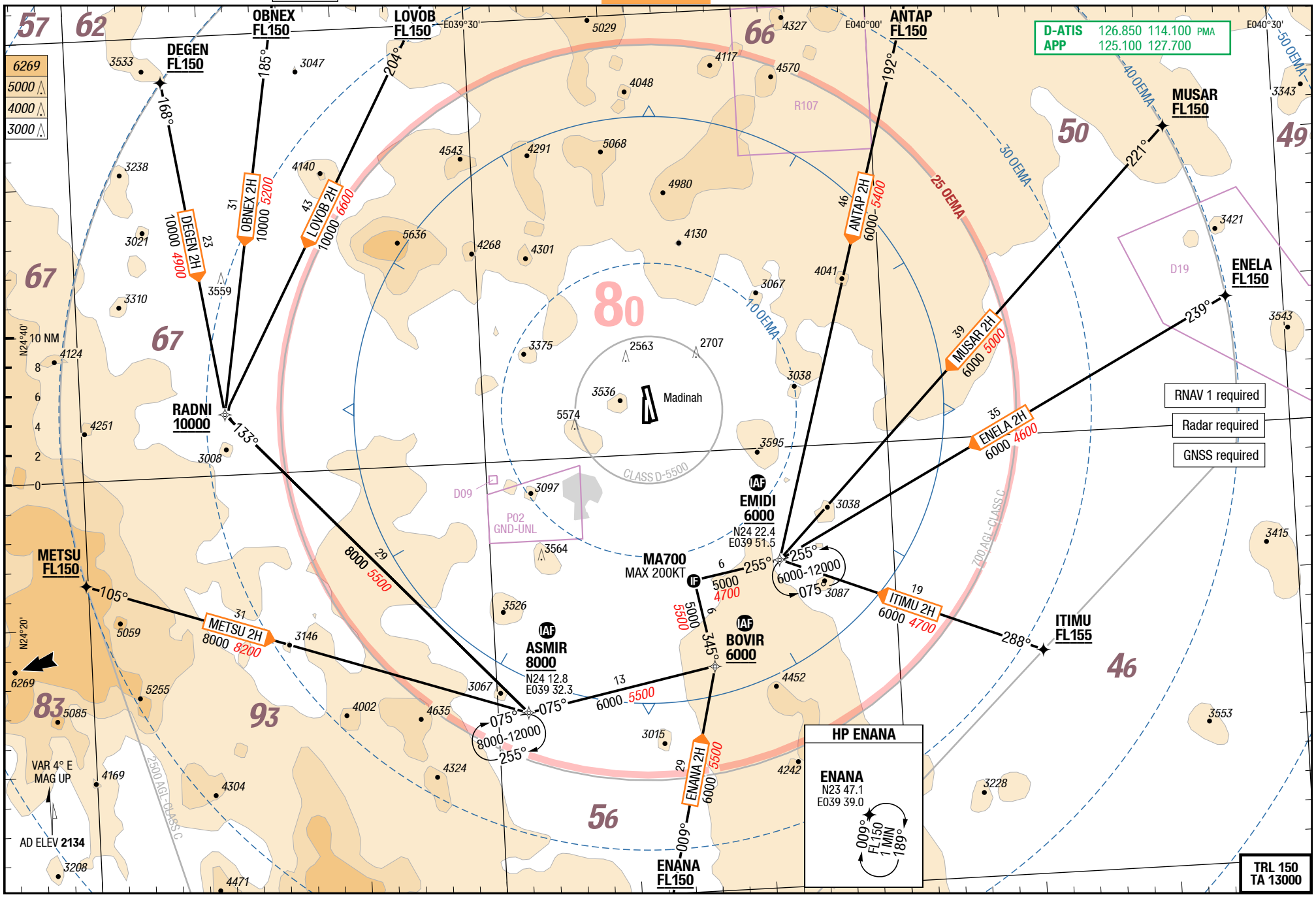
STAR

STAR

Prince Mohammad Bin Abdulaziz Intl **Madinah** Saudi Arabia

RNAV STARs RWY 36

RNAV STARs RWY 35



Changes: MGA, WPT , OBST

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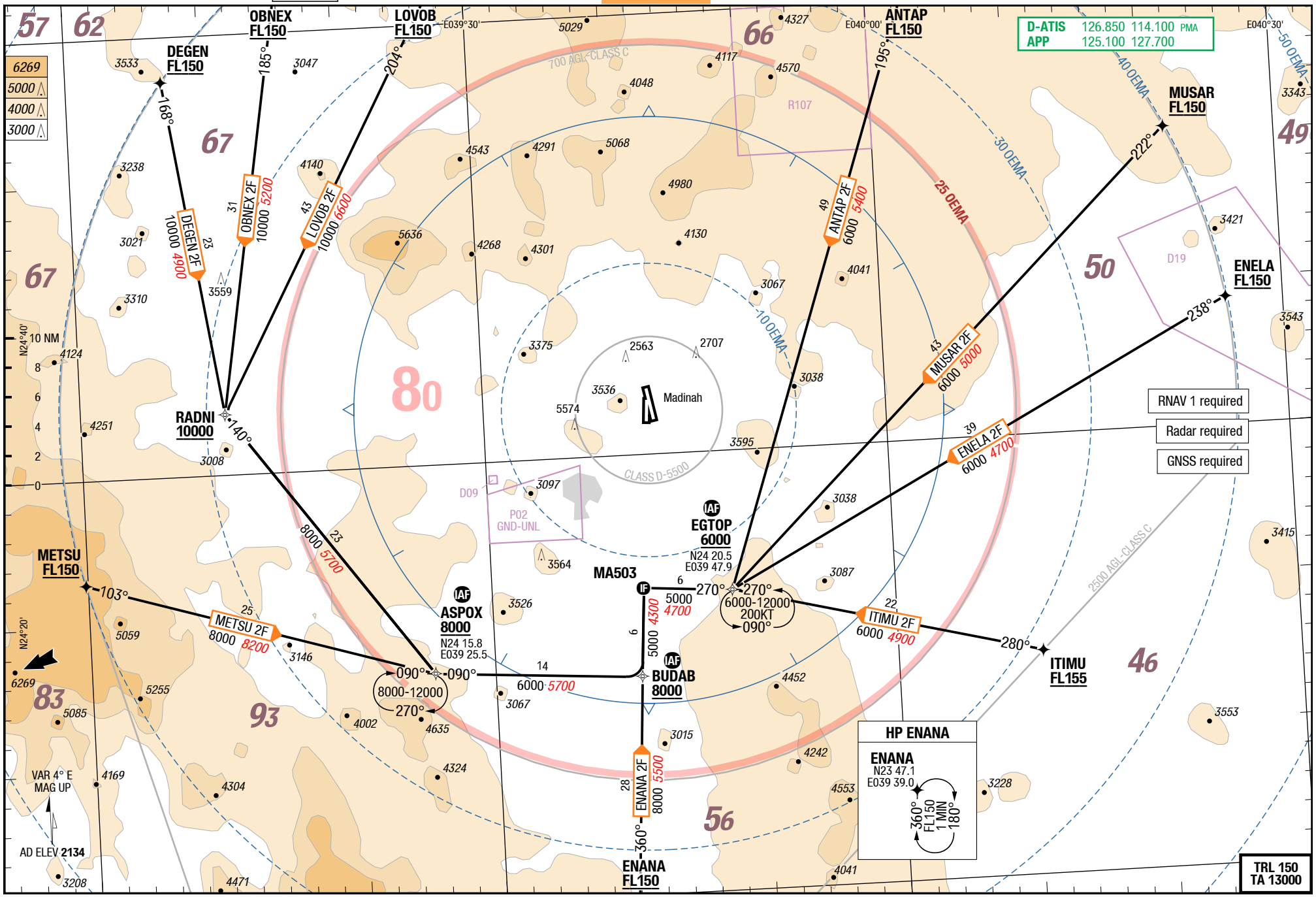
RNAV STARs RWY 36

RNAV STARs RWY 36



Changes: MGA, WPT , OBST

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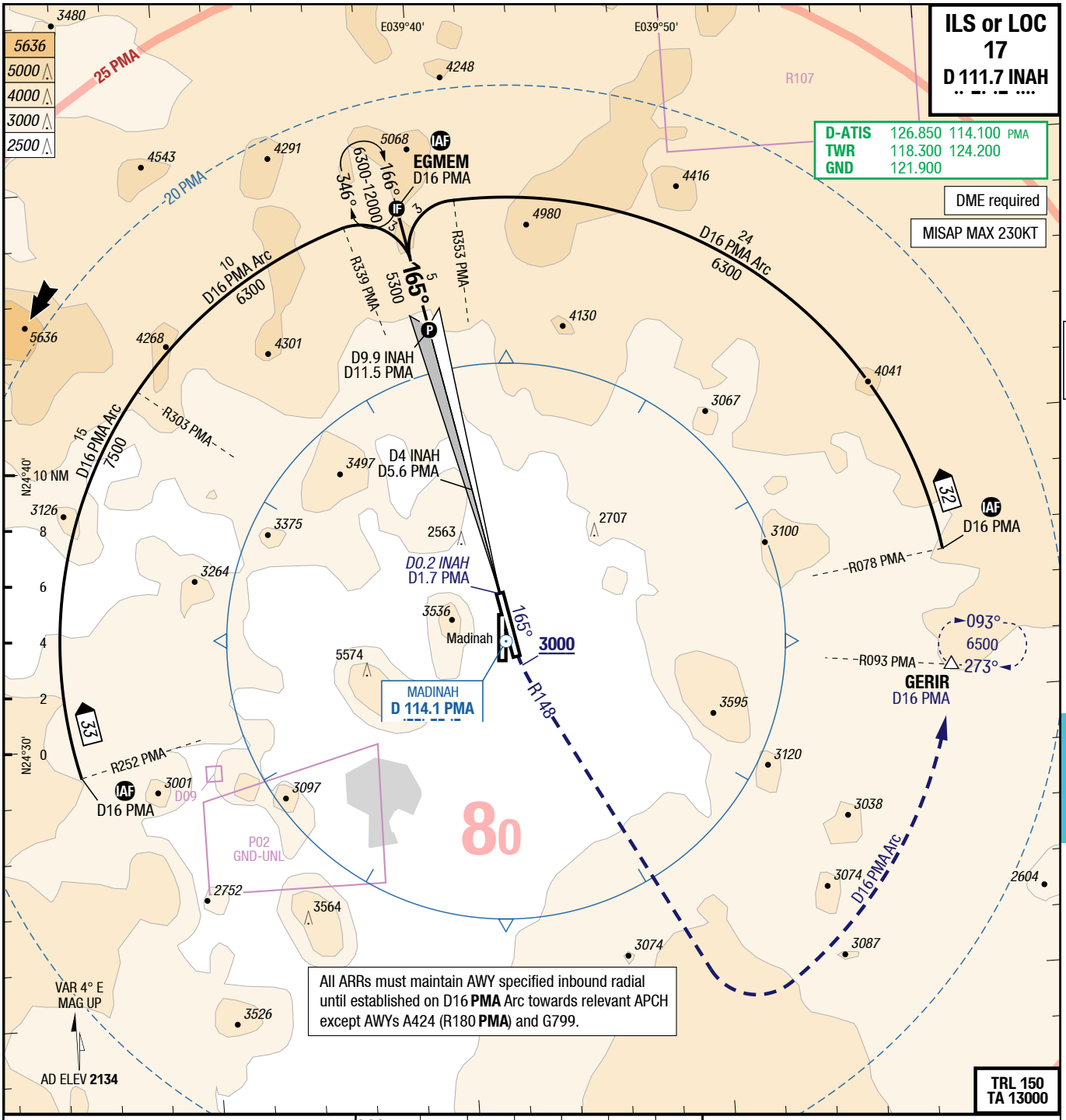
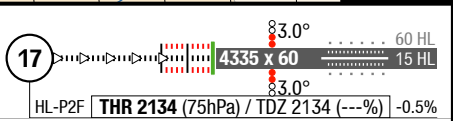
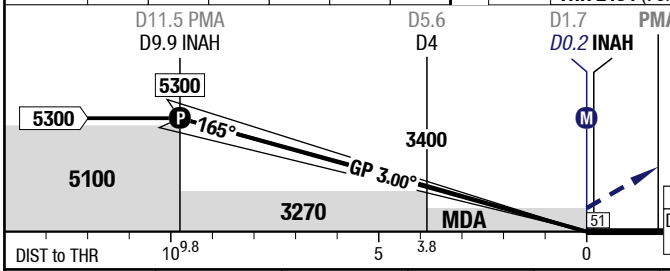
Changes: APL



LOC 3.00° D INAH	9.9	9	8	6	5	3
	5300	5010	4690	4050	3730	3090





165°
at MNM **3000 LT** intercept
R148 **PMA** - **LT** follow
D16 **PMA** Arc to GERIR
climb **6500**
(MISAP MAX 230KT)

GS	120	140	160
D9.9 INAH	*640*	*740*	*850*
-MAPt	*4:53*	*4:11*	*3:40*

17		Cat 1 DME	LOC DME				Circling 1)
C	ft - m/km ft	210 - 550R **2340**	660 - 2.3 **2790**				1030 - 2.4V **3160**
D	ft - m/km ft	210 - 550R **2340**	660 - 2.3 **2790**				1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

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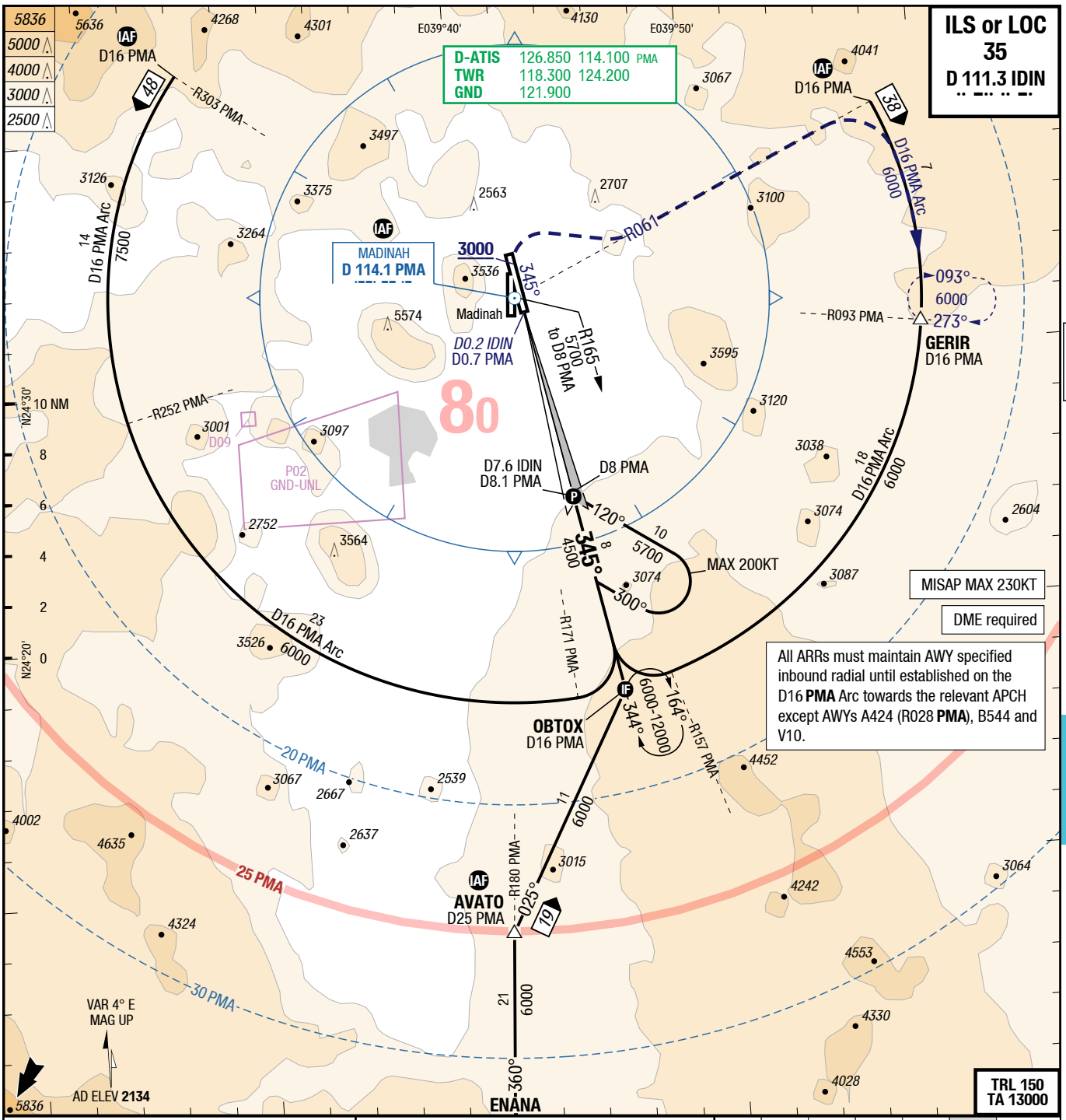
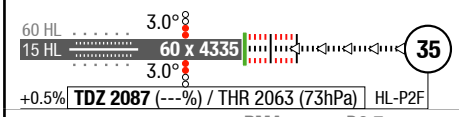
Changes: APL

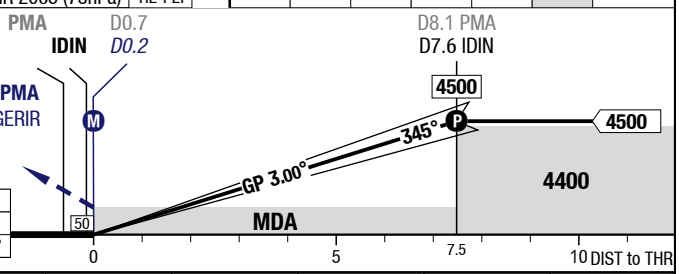




3	4	5	6	7.6		LOC 3.01° D IDIN
3030	3350	3670	3990	4500		

345°
at MNM **3000 RT**
intercept R061 **PMA** to D16 **PMA**
RT follow D16 **PMA** Arc to GERIR
climb **6000**
(MISAP MAX 230KT)

GS	120	140	160
D7.6 IDIN	640	750	850
-MAPt	3:44	3:12	2:48



35		Cat 1 DME ACFT MAX 65/7 GA 3.5%	Cat 1 DME GA 3.5%	LOC DME			Circling 1)
C	ft - m/km ft	210 - 550R **2290**	220 - 550R **2300**	630 - 2.3 **2710**			1030 - 2.4V **3160**
D	ft - m/km ft	220 - 550R **2300**	220 - 550R **2300**	630 - 2.3 **2710**			1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

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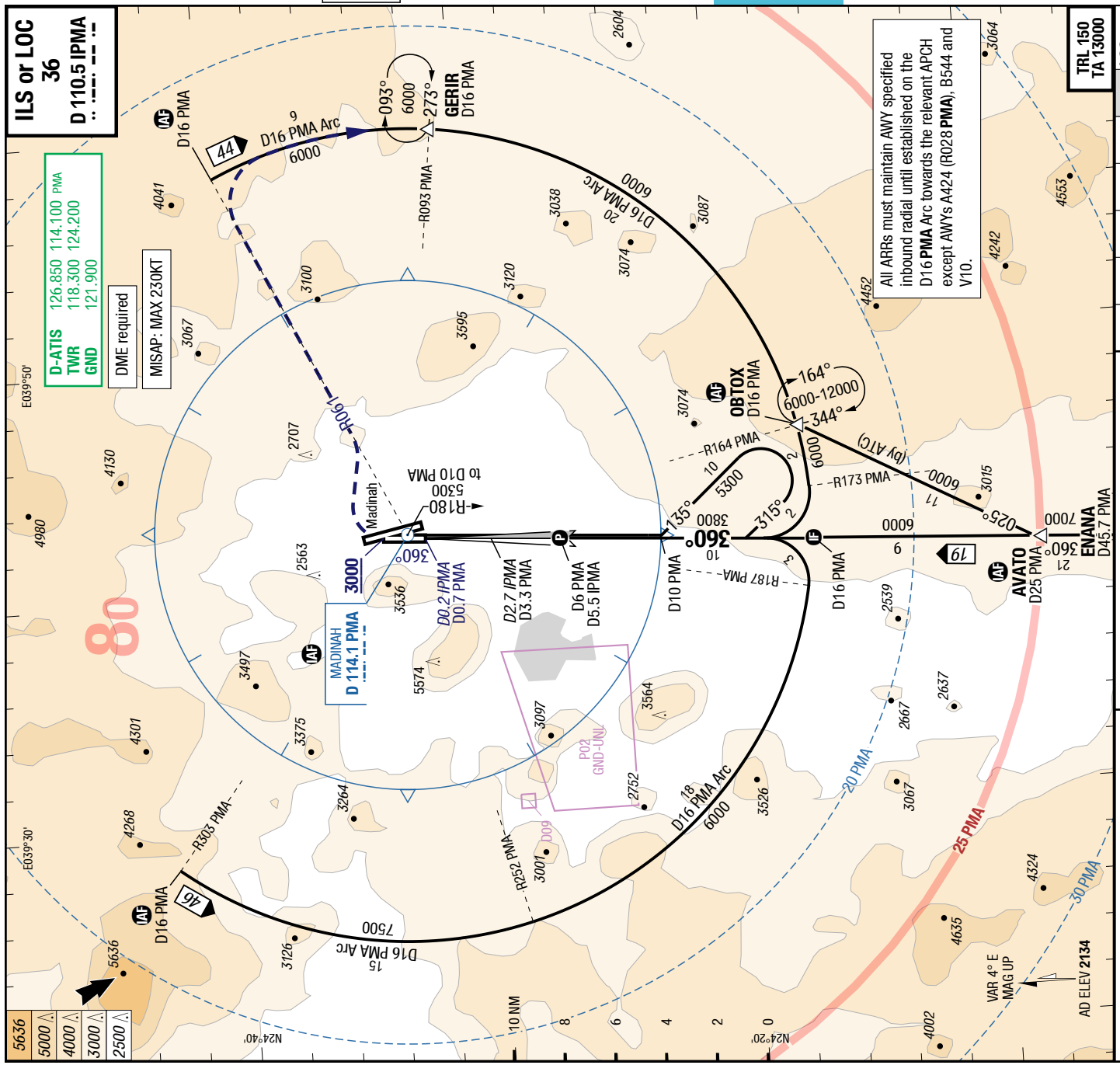
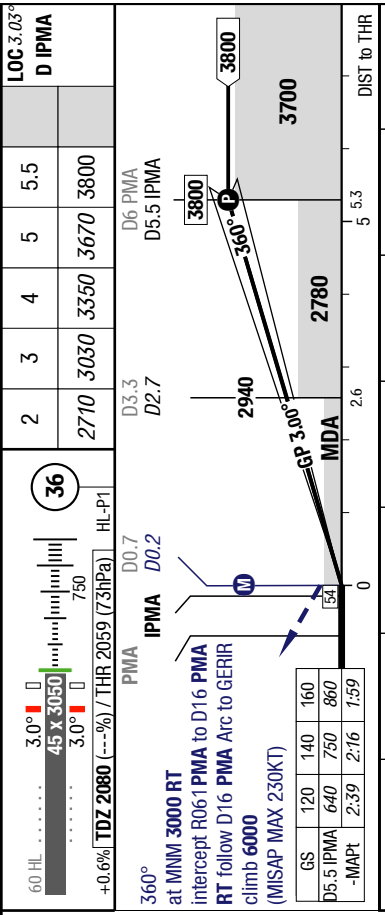


LOC 3.03° D IPMA					
2	3	4	5	5.5	
2710	3030	3350	3670	3800	



36	Cat 1 DME	LOC DME	Circling 1)
C ft - m/km ft	310 - 800R **2390** 2)	460 - 1.5R **2540**	1030 - 2.4V **3160**
D ft - m/km ft	320 - 900R **2400** 3)	460 - 1.5R **2540**	1280 - 3.6V **3410**

1) BTN 360°-188° of AD only
2) With EVS RVR 550m
3) With EVS RVR 600m

Changes: APL, ALT, MISAP

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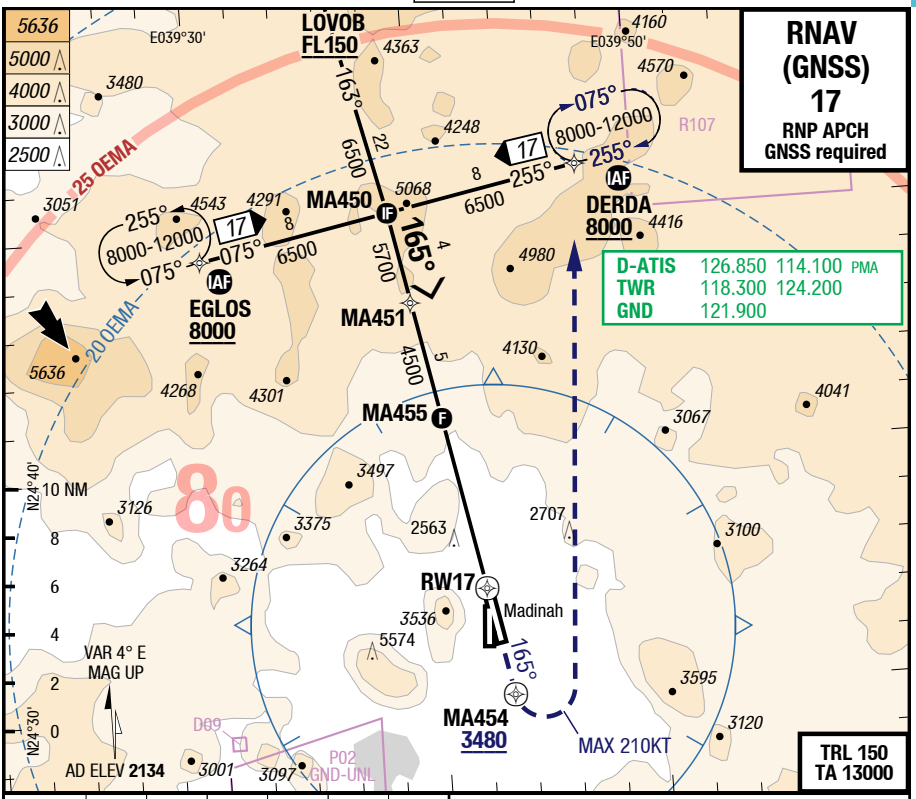
13-JUL-2017

MED-OEMA

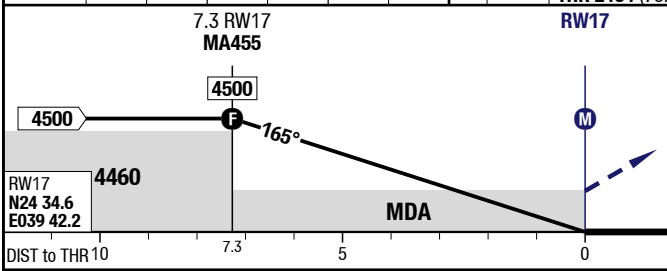
RNAV (GNSS) 17



3.00° RW17	7.3	7	6	5	4	3
	4500	4420	4100	3780	3460	3140

17 — 3.0° — 4335 x 60 — 60 HL — 15 HL — 3.0°

HL-P2F **THR 2134** (75hPa) / TDZ 2134 (---%) -0.5%



RW17

MA454 [A3480+ ;L] -
DERDA [K210- ;A8000+]

165°
*at MA454 (MNM **3480**)*
***LT** (MAX 210KT) to DERDA*
*climb **8000***

GS	120	140	160
7.3 RW17	640	740	850
-MAPt	3:38	3:07	2:44

17		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	860 - 3.3 **2990**					1030 - 3.3V **3160**
D	ft - m/km ft	860 - 3.3 **2990**					1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

Changes: APL

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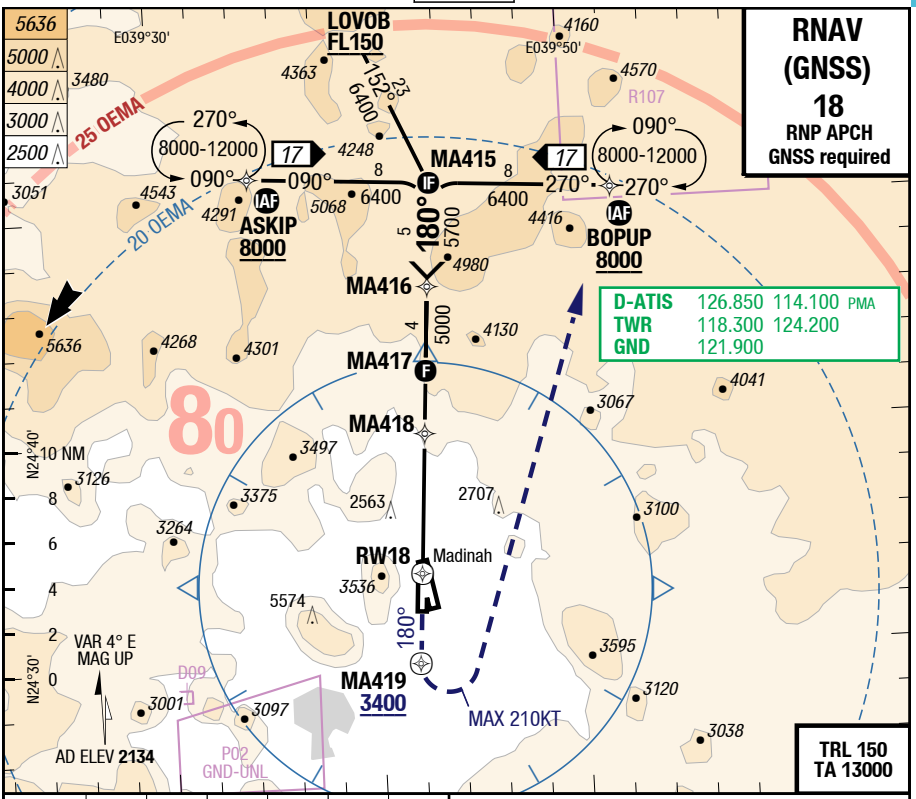
13-JUL-2017

MED-OEMA

7-60

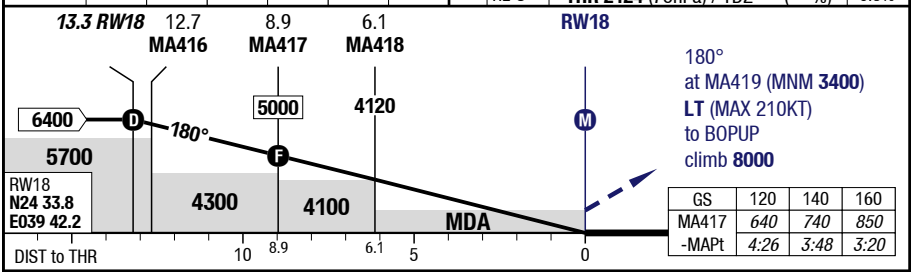
RNAV (GNSS) 18



3.00° RW18	13.3	10	7	5	4	3
	6400	5360	4410	3770	3450	3130

18 — 3.0° — 60 HL — 3050 x 45 — 420 — 3.0°

HL-S — **THR 2124** (75hPa) / TDZ --- (---%) — -0.6%



GS	120	140	160
MA417	640	740	850
-MAPt	4:26	3:48	3:20

18		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	880 - 3.6 **3000**					1030 - 3.6V **3160**
D	ft - m/km ft	880 - 3.6 **3000**					1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

Changes: APL

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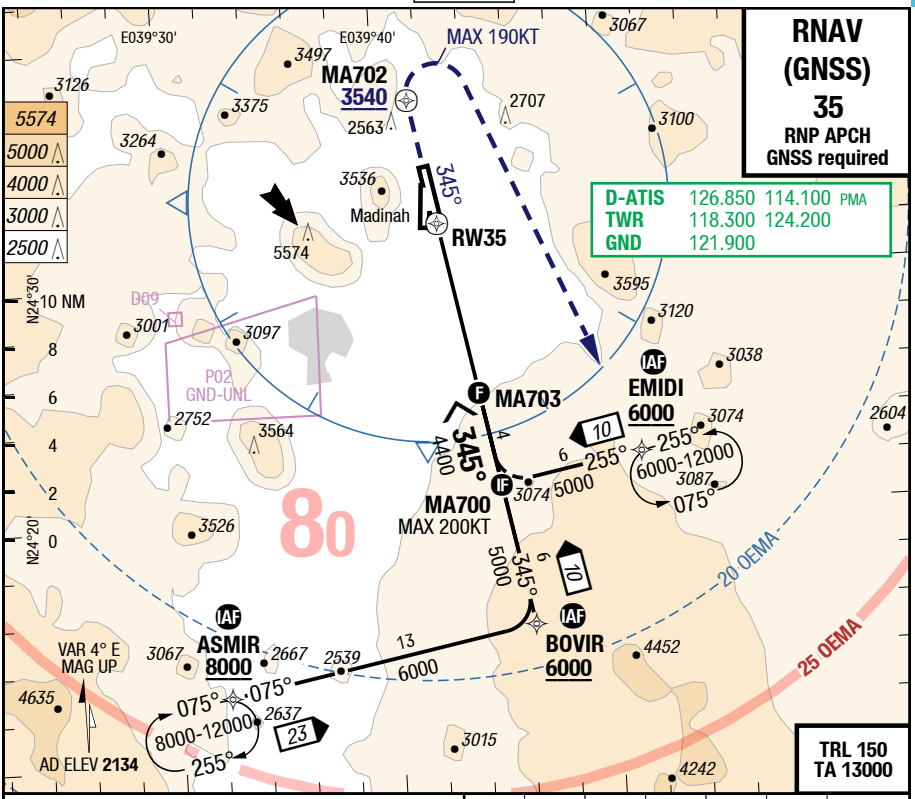
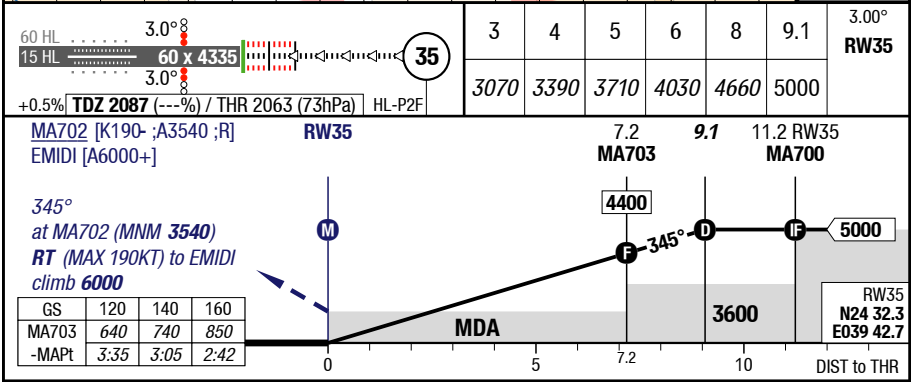
13-JUL-2017

MED-OEMA

RNAV (GNSS) 35





GS	120	140	160
MA703	640	740	850
-MAPt	3:35	3:05	2:42

3	4	5	6	8	9.1
3070	3390	3710	4030	4660	5000

35		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	850 - 3.3 **2930**					1030 - 3.3V **3160**
D	ft - m/km ft	850 - 3.3 **2930**					1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

Changes: APL

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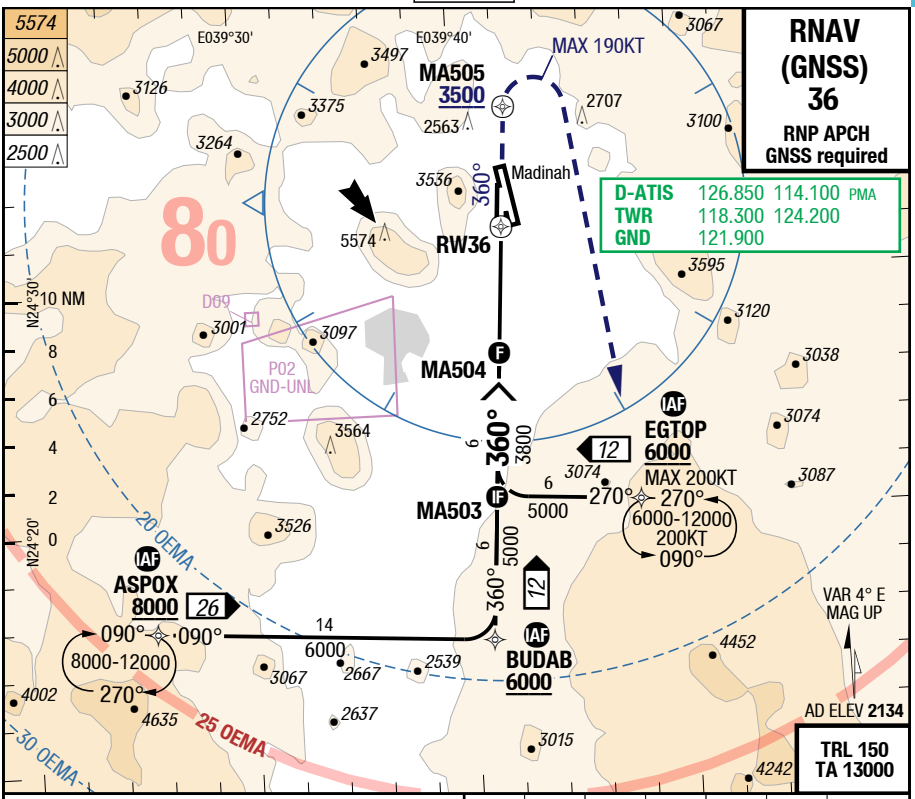
13-JUL-2017

MED-OEMA

RNAV (GNSS) 36



RNAV (GNSS) 36

RNP APCH
GNSS required

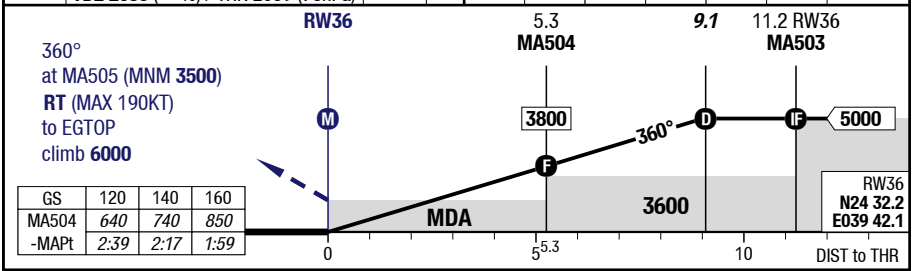
D-ATIS	126.850	114.100 PMA
TWR	118.300	124.200
GND	121.900	

60 HL ..... 3.0°
45 x 3050
..... 3.0°
750
+0.6% **TDZ 2080** (---%) / THR 2059 (73hPa)
HL-P1

36

3	4	6	7	8	9.1
3070	3390	4020	4340	4660	5000

3.00°
RW36



GS	120	140	160
MA504	640	740	850
-MAPt	2:39	2:17	1:59

36		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	850 - 3.3 **2930**					1030 - 3.3V **3160**
D	ft - m/km ft	850 - 3.3 **2930**					1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

Changes: APL

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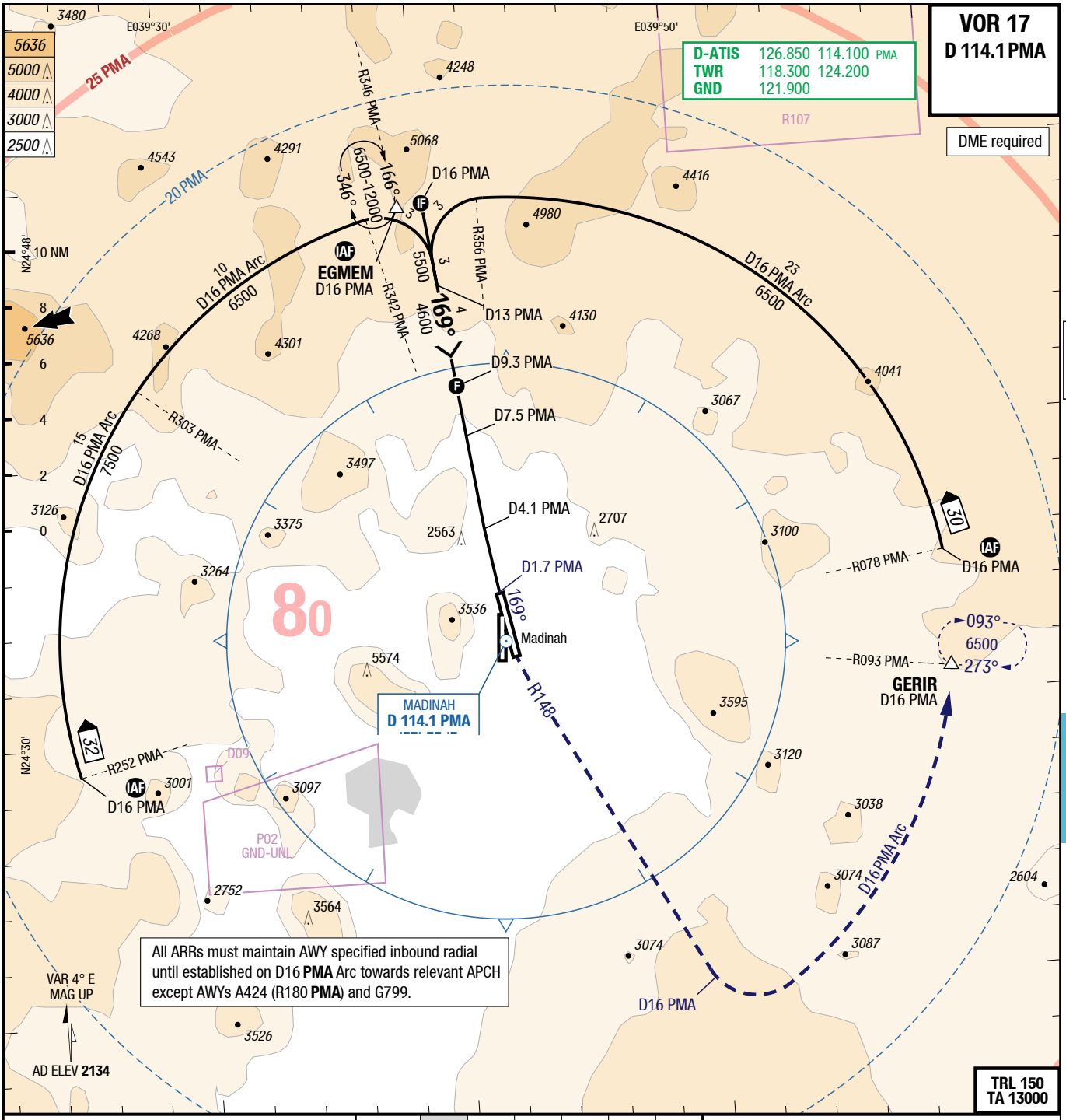
VOR 17
D 114.1 PMA

DME required

D-ATIS	126.850	114.100 PMA
TWR	118.300	124.200
GND	121.900	

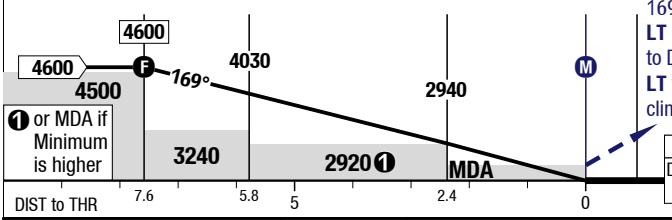


3.00° D PMA 169° RWY 165°	9.3	8	7	6	5
	4600	4190	3870	3550	3230

D9.3 PMA D7.5 D4.1 D1.7 PMA

17 — 4335 x 60 — 3.0° — 60 HL — 15 HL

HL-P2F | THR 2134 (75hPa) / TDZ 2134 (---%) | -0.5%



169°
LT intercept R148 **PMA** to D16 **PMA**
LT follow D16 **PMA** Arc to GERIR climb **6500**

GS	120	140	160
D9.3 PMA -MAPt	640 3:48	740 3:15	850 2:51

17		VOR DME	VOR				Circling 1)
C	ft - m/km ft	780 - 2.9 **2910**	1110 - 2.9 **3240**				1110 - 2.9V **3240**
D	ft - m/km ft	780 - 2.9 **2910**	1110 - 2.9 **3240**				1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

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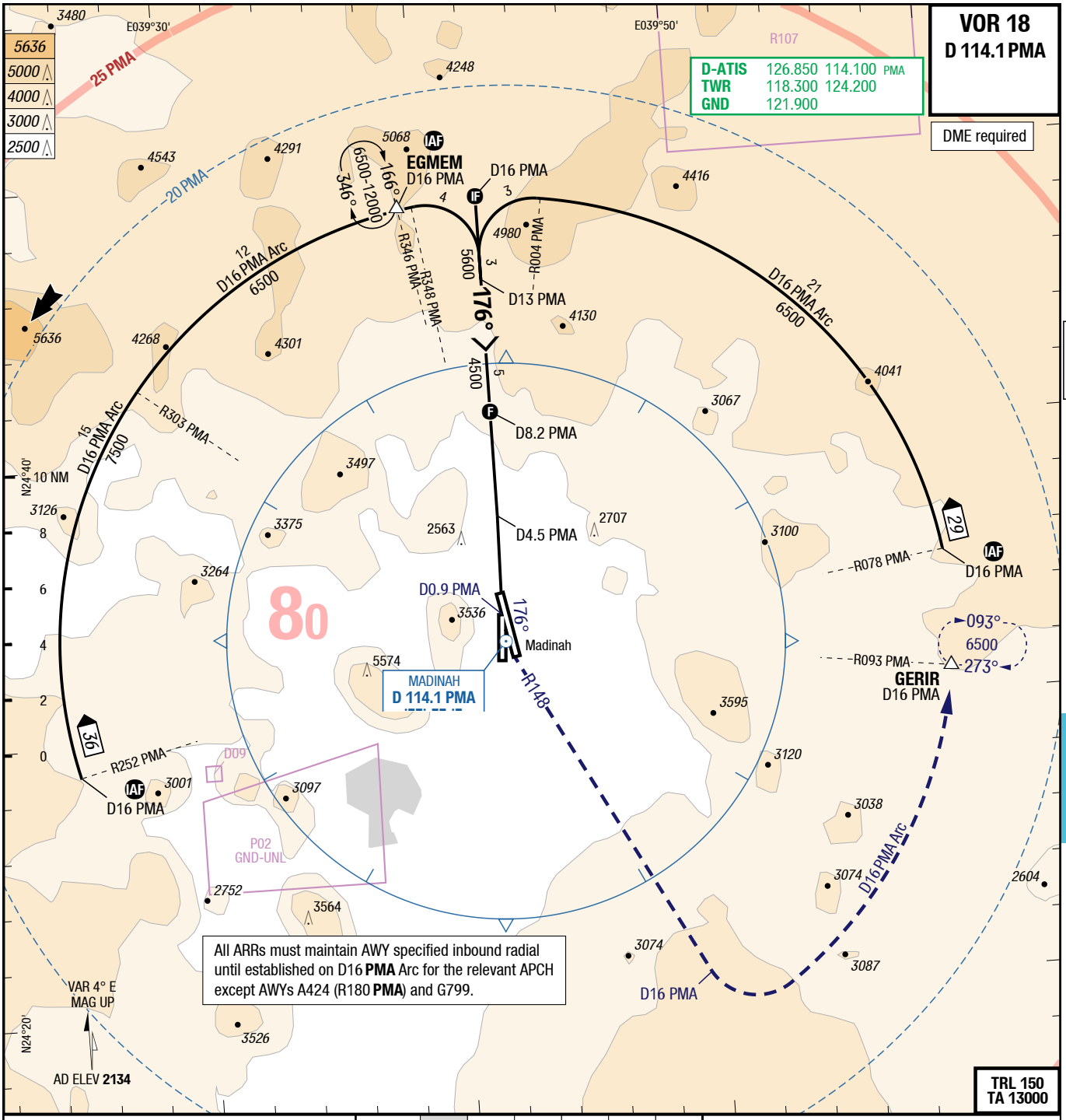
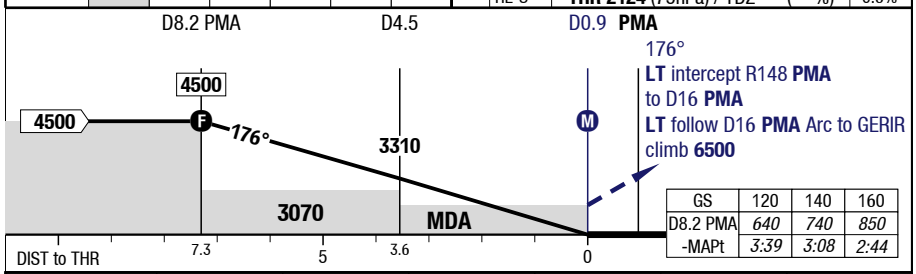
Changes: Nil



3.00° D PMA 176° RWY 180°		8.2	7	6	5	4
		4500	4100	3780	3470	3150

18 HL-S — 3.0° — 3050 x 45 — 3.0° — 60 HL — 420 — THR 2124 (75hPa) / TDZ --- (---%) -0.6%



GS	120	140	160
D8.2 PMA	640	740	850
-MAPt	3:39	3:08	2:44

18		VOR DME	VOR				Circling 1)
C	ft - m/km ft	630 - 2.5 **2750**	950 - 2.5 **3070**				1030 - 2.5V **3160**
D	ft - m/km ft	630 - 2.5 **2750**	950 - 2.5 **3070**				1280 - 3.6V **3410**

1) BTN 360°-188° of AD only

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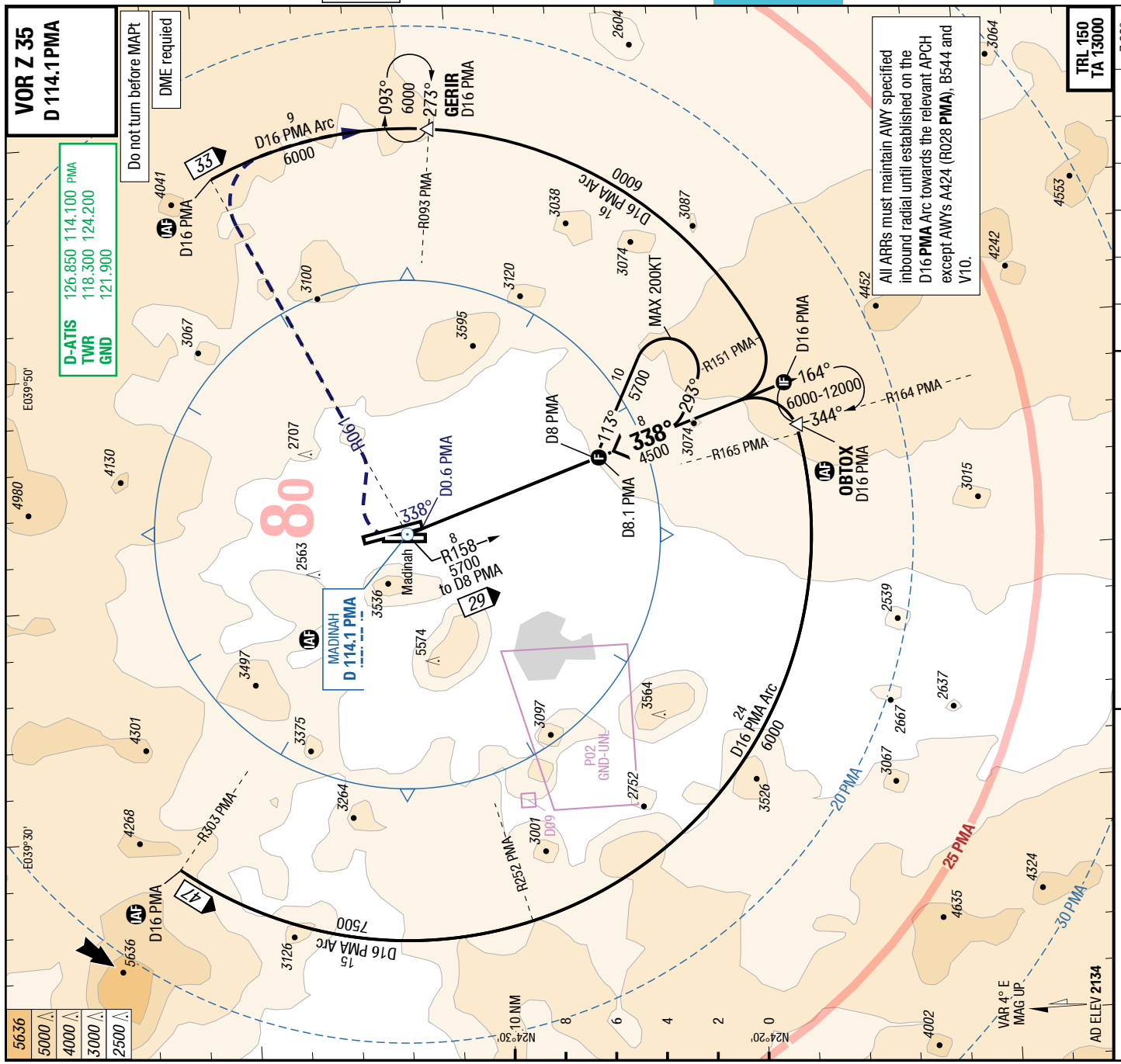


3	4	5	6	7	8.1	3.00° D PMA 338° RWY 345°
2870	3190	3510	3830	4140	4500	

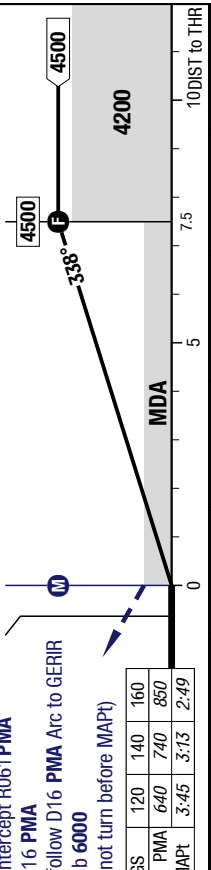
60 HL 3.0° ∞
15 HL 60 x 4335 3.0° ∞
+0.5% TDZ 2087 (---%) / THR 2063 (73hPa) HL-P2F

PMA D0.6

338°
RT intercept R061 **PMA**
to D16 **PMA**
RT follow D16 **PMA** Arc to GERIR
climb **6000**
(Do not turn before MAPt)

	GS	120	140	160
D8.1 PMA	640	740	850	
-MAPt	3:45	3:13	2:49	

D8.1 PMA



35	VOR DME	Circling 1)
C	ft - m/km 630 - 2.3 ft 2710	1030 - 2.4V 3160
D	ft - m/km 630 - 2.3 ft 2710	1280 - 3.6V 3410

1) BTN 360°-188° of AD only

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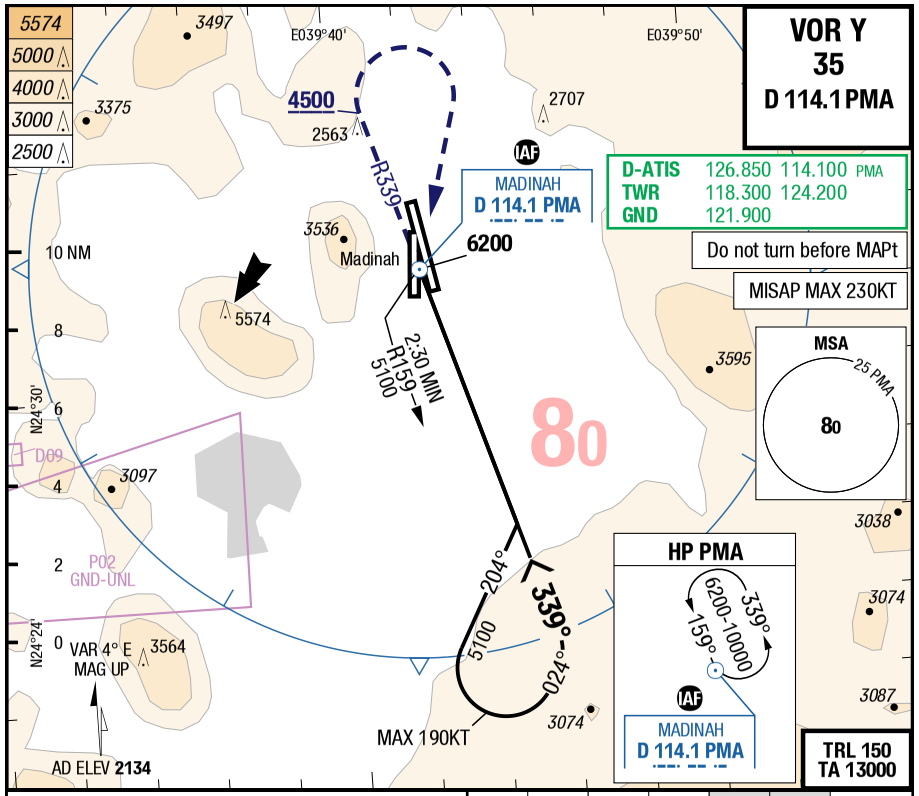
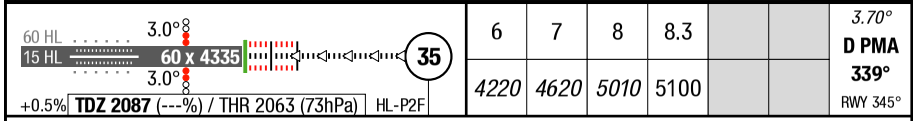




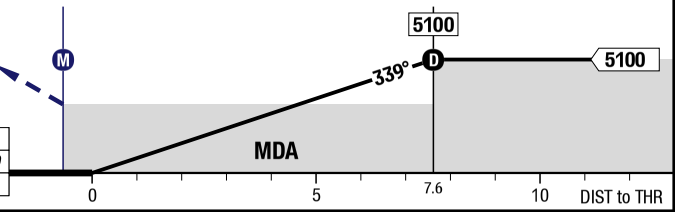
6	7	8	8.3			3.70° D PMA 339° RWY 345°
4220	4620	5010	5100			

PMA

D8.3 PMA

R339 **PMA**
at MNM **4500 RT** to **PMA**
climb **6200**
(Do not turn before MAPt,
MISAP MAX 230KT)

GS	120	140	160
D8.3 PMA	790	920	1050
-MAPt	4:08	3:33	3:06



35		VOR					Circling 1)
C	ft - m/km ft	1850 - 5.0 **3930**					1850 - 5.0V **3980**
D	ft - m/km ft	1850 - 5.0 **3930**					1850 - 5.0V **3980**

1) BTN 360°-188° of AD only

Changes: APL, ALT, MISAP

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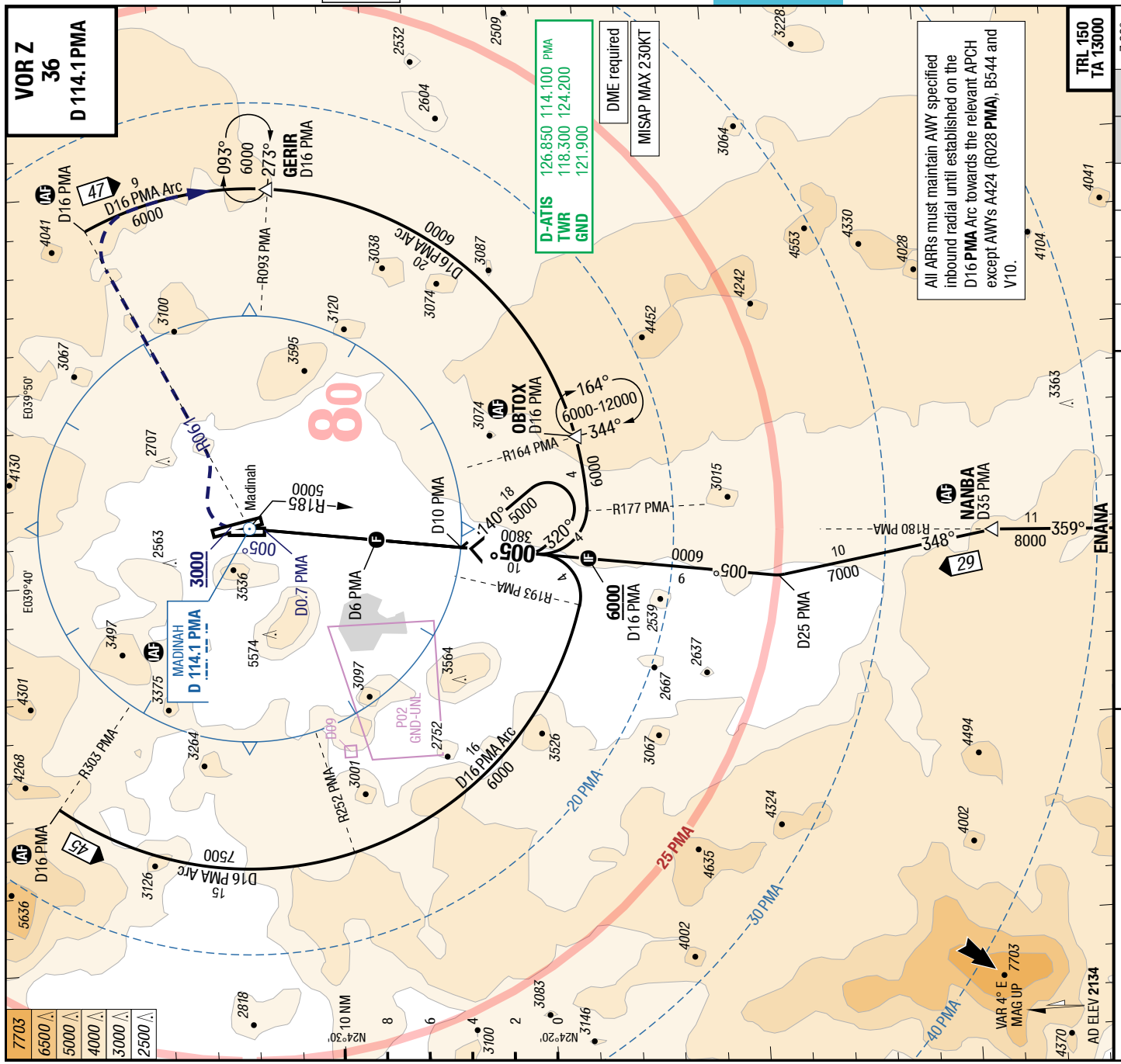

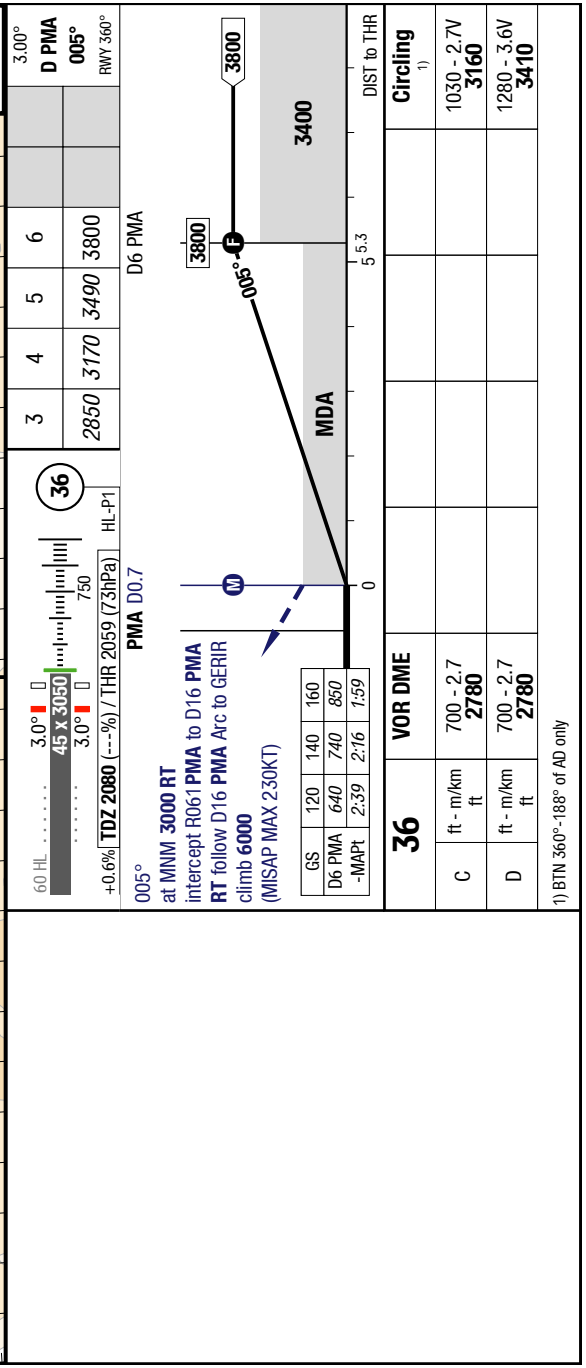

Changes: APL, ALT, MISAP

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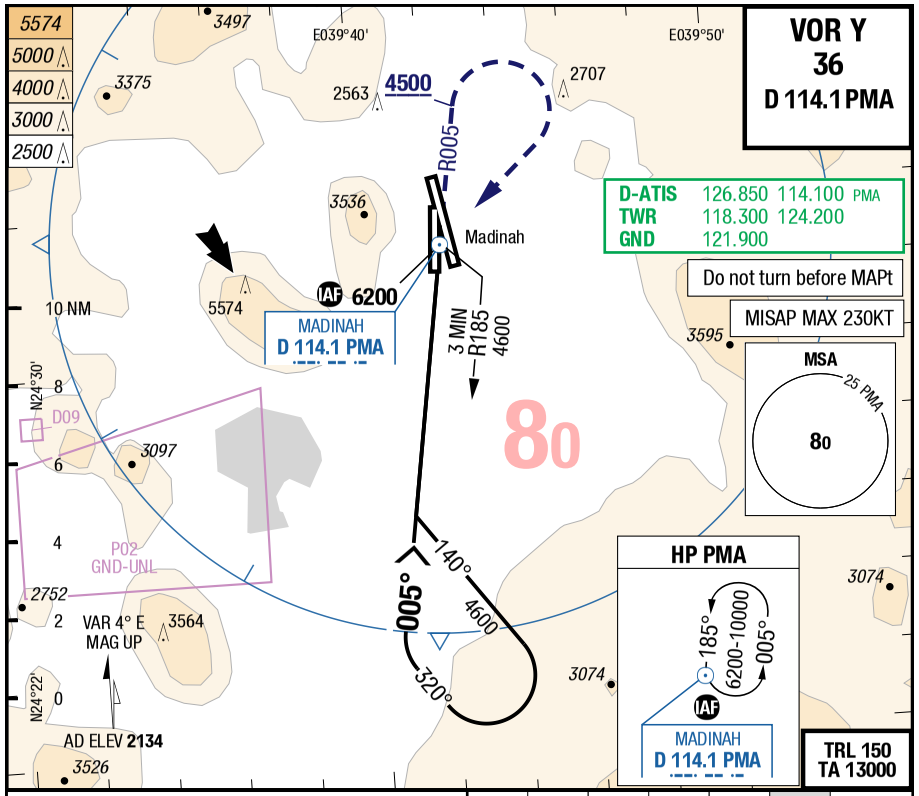
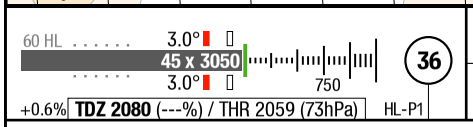
13-JUL-2017

MED-OEMA

7-140

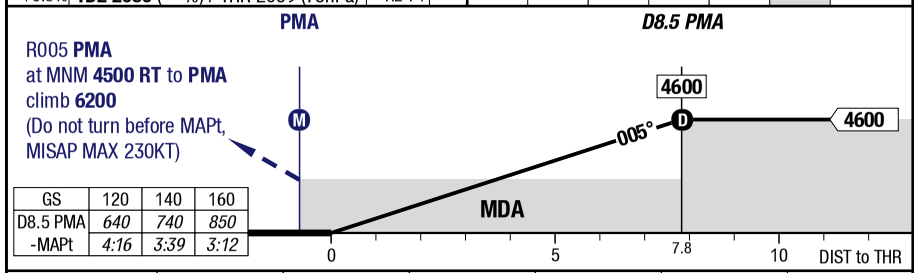
VOR Y 36





5	6	7	8	8.5	
3480	3800	4120	4440	4600	

3.00°
D PMA
005°
RWY 360°



GS	120	140	160
D8.5 PMA	640	740	850
-MAPt	4:16	3:39	3:12

36		VOR					Circling 1)
C	ft - m/km ft	1210 - 5.0 **3290**					1240 - 5.0V **3370**
D	ft - m/km ft	1210 - 5.0 **3290**					1280 - 5.0V **3410**

1) BTN 360°-188° of AD only

Changes: APL, ALT, MISAP

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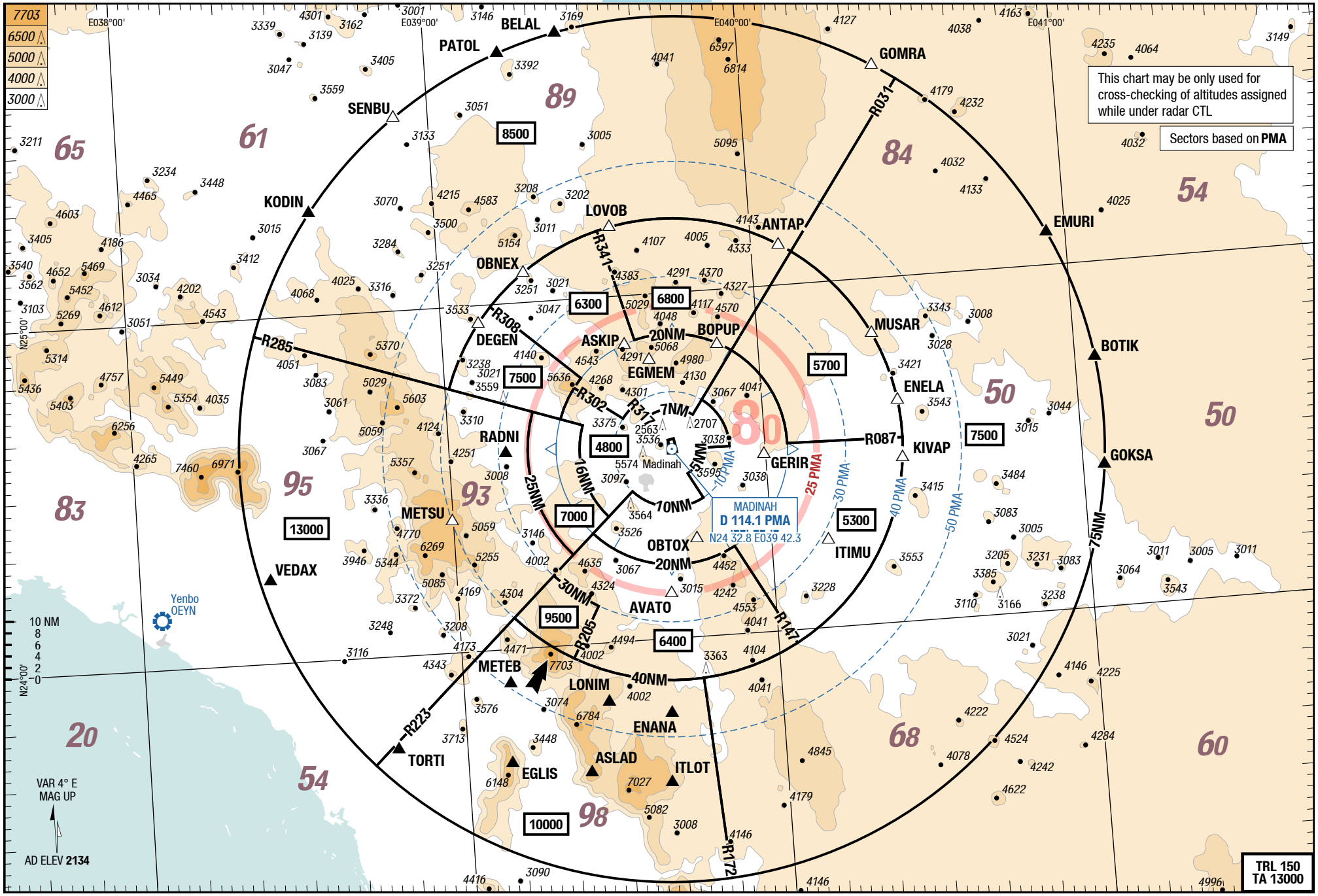

Changes: WPT EKLIL