

18-MAY-2017

**DMM-OEDF**

1-10

**AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** O/R**PCN:** RWY 16L/34R, 16R/34L: 103/F/A/X/T**Operation****Parking**

All stands nose-in/push-back.

Docking guidance system AVBL at stands 14-27.

Code letter F ACFT CARGO OPS only:

- Taxi to stand 1 via TWY P1.
- Taxi to stand 3 via TWY P2.

**ARRIVAL****Arrival Procedure****Non-standard GP intercept position on****RWY 16L**GP intercepts RWY 16L at *320m / 1049ft* after landing threshold.Remaining LDG DIST beyond GP is *3680m / 12074ft*.**RWY 16R**GP intercepts RWY 16R at *320m / 1049ft* after landing threshold.Remaining LDG DIST beyond GP is *3680m / 12074ft*.**RWY 34L**GP intercepts RWY 16R at *320m / 1049ft* after landing threshold.Remaining LDG DIST beyond GP is *3680m / 12074ft*.**RWY 34R**GP intercepts RWY 16R at *314m / 1030ft* after landing threshold.Remaining LDG DIST beyond GP is *3686m / 12093ft*.

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

RWY		16L/34R, 16R/34L	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
3+4 ENG		0 - 800V	

Additionally see CRAR Saudi Arabia.

**Communication****COM Failure****RWY 34L RADAR 1A**

In IMC: Maintain HDG 325° until reaching 4000ft, then turn left/right to intercept filed FPL route and when established climb to last assigned ALT/LVL. If no ALT/LVL has been assigned, climb to planned ALT/LVL.

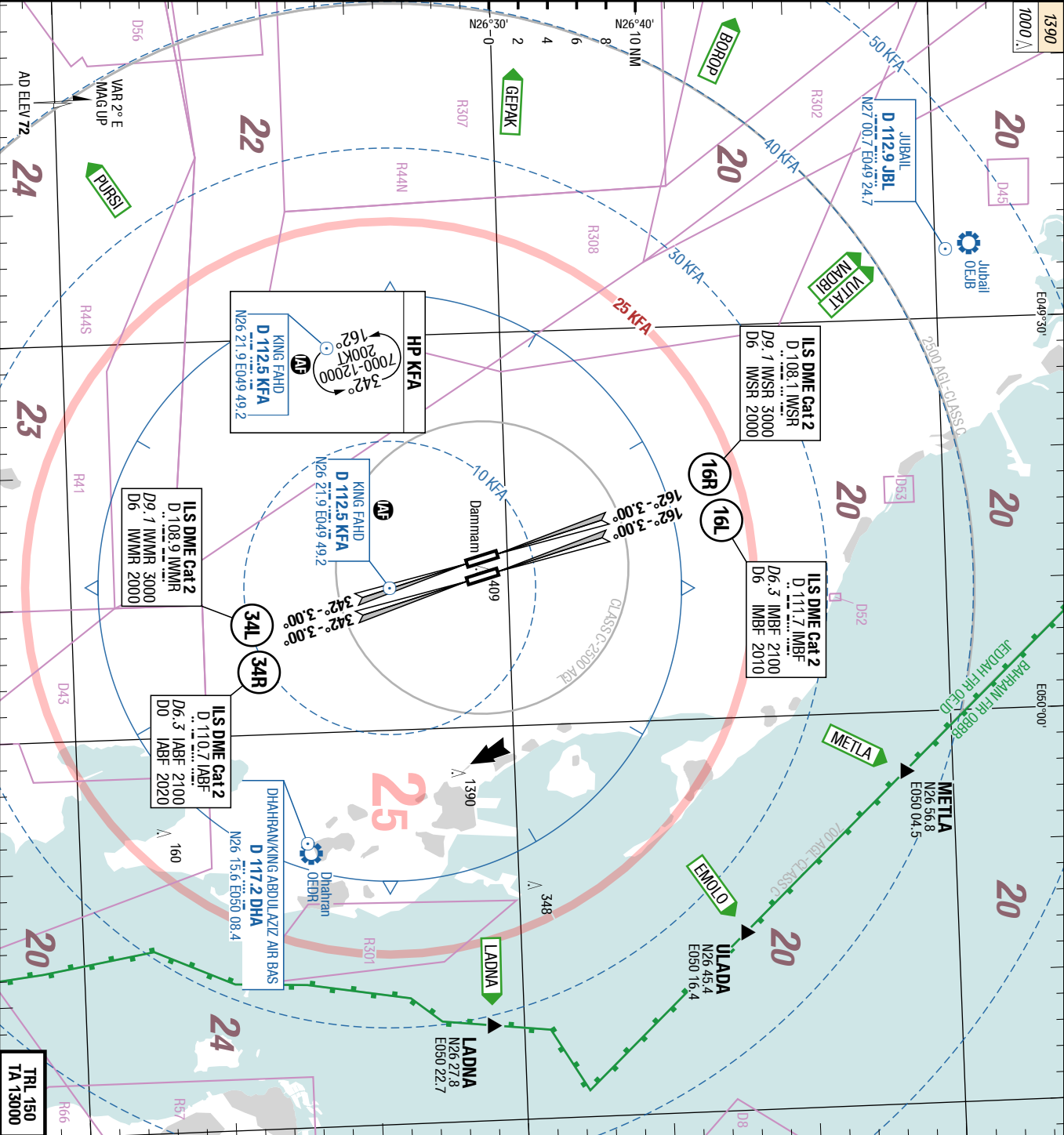
**RWY 34R RADAR 1B**

In IMC: Maintain HDG 355° until reaching 3000ft, then turn left/right to intercept filed FPL route and when established climb to last assigned ALT/LVL. If no ALT/LVL has been assigned, climb to planned ALT/LVL.

**Departure Procedure**

Advise ATC if unable to comply with SID.

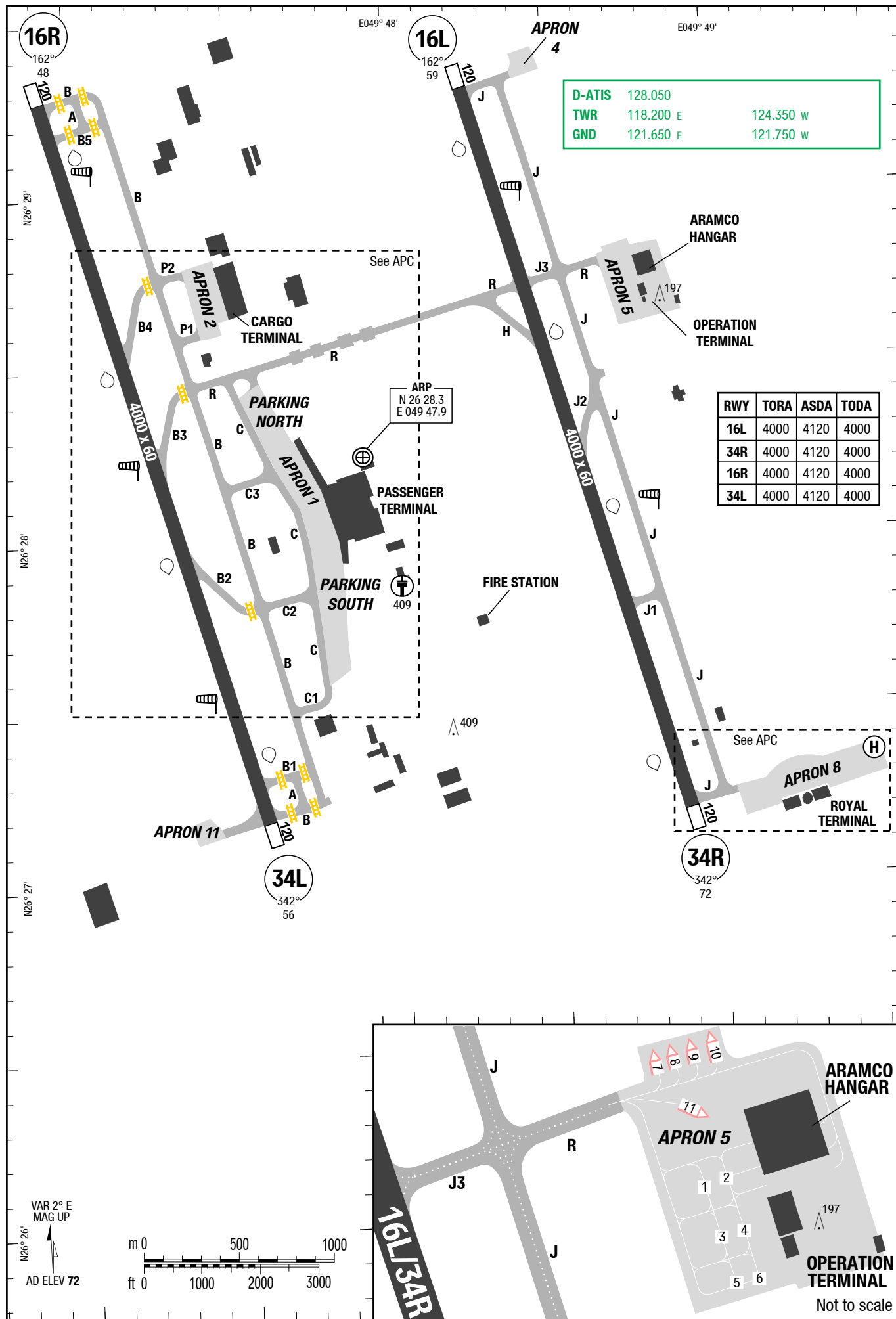
After TKOF, contact Dammam APCH .



D-ATIS	128.050	
APP	126.100	125.000
TWR	126.300	
GND	121.650 E	121.750 W

Landing RWY system:	
16L	3.0°
16R	3.0°
34L	3.0°
34R	3.0°

16L	59 / 2HPa	TDZ +0.2%	+0.1%
16R	48 / 2HPa	TDZ +0.1%	+0.1%
34L	60 x 4000	TDZ 0.0%	56 / 2HPa



Effective 13-OCT-2016

06-OCT-2016

DMM-OEDF

Saudi Arabia **Dammam** King Fahd Intl

Stand Coordinates

APC

APC

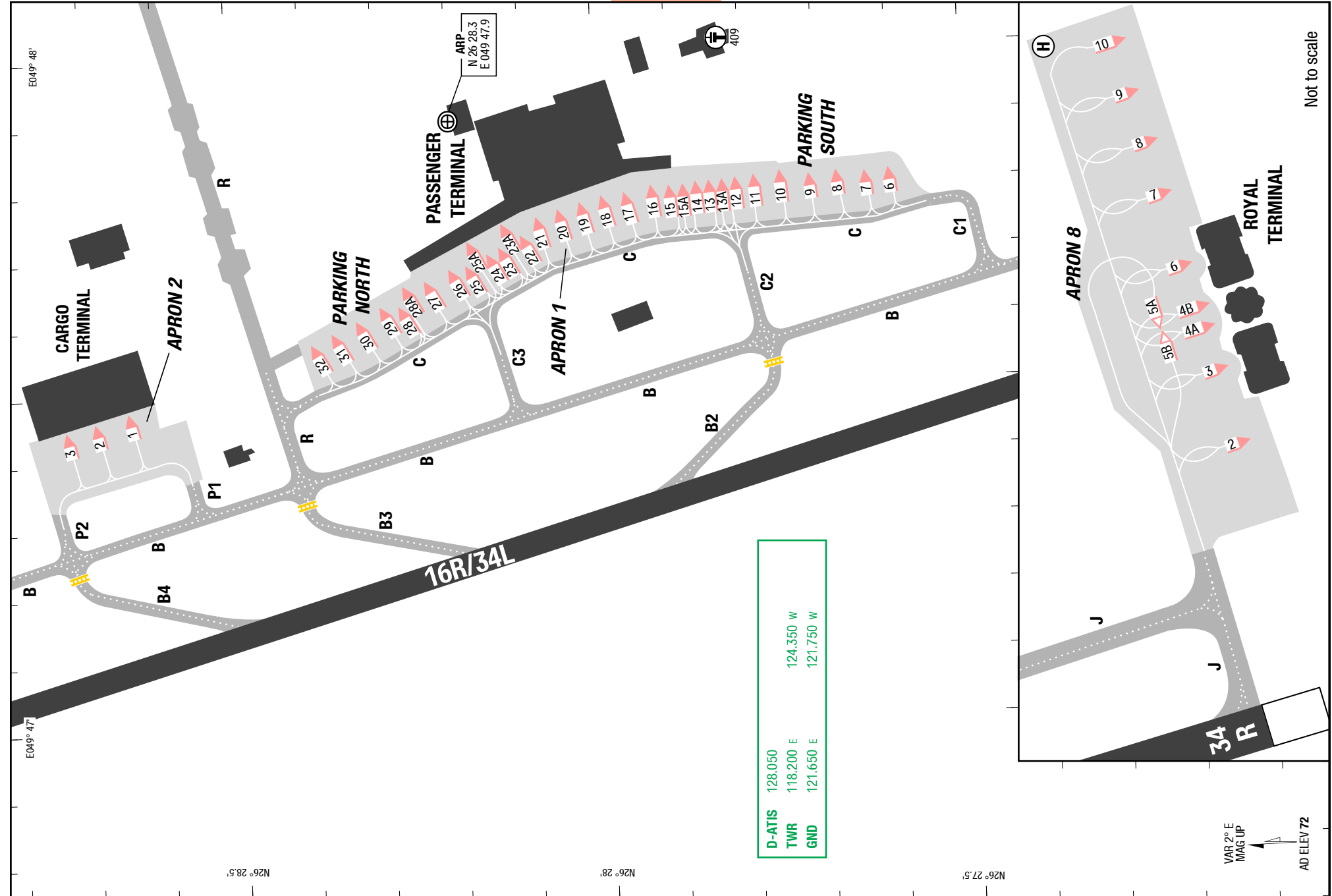
APC

King Fahd Intl **Dammam** Saudi Arabia

Stand Coordinates

APC

3-30



Changes: HLDG POS, BLDG

## Stand Coordinates

## Apron 1

6 N26 27.7 E049 47.8  
 7 N26 27.7 E049 47.8  
 8 N26 27.7 E049 47.8  
 9 N26 27.8 E049 47.8  
 10 N26 27.8 E049 47.8

11 N26 27.8 E049 47.8  
 12 N26 27.9 E049 47.8  
 13 N26 27.9 E049 47.8  
 13A N26 27.9 E049 47.7  
 14 N26 27.9 E049 47.8

15 N26 27.9 E049 47.8  
 15A N26 27.9 E049 47.7  
 16 N26 28.0 E049 47.8  
 17 N26 28.0 E049 47.7  
 18 N26 28.0 E049 47.7

19 N26 28.1 E049 47.7  
 20 N26 28.1 E049 47.7  
 21 N26 28.1 E049 47.7  
 22 N26 28.2 E049 47.7  
 23 N26 28.2 E049 47.7

23A N26 28.2 E049 47.7  
 24 N26 28.2 E049 47.7  
 25 N26 28.2 E049 47.6  
 25A N26 28.2 E049 47.7  
 26 N26 28.3 E049 47.6

27 N26 28.3 E049 47.6  
 28 N26 28.3 E049 47.6  
 28A not published  
 29 N26 28.4 E049 47.6  
 30 N26 28.4 E049 47.6

31 N26 28.4 E049 47.6  
 32 N26 28.5 E049 47.5

## Apron 2

1 N26 28.7 E049 47.4  
 2 N26 28.7 E049 47.4  
 3 N26 28.8 E049 47.4

## Apron 5

1 N26 28.7 E049 48.7  
 2 N26 28.7 E049 48.7  
 3 N26 28.7 E049 48.7  
 4 N26 28.7 E049 48.8  
 5 N26 28.6 E049 48.7

6 N26 28.6 E049 48.8  
 7 N26 28.8 E049 48.7  
 8 N26 28.8 E049 48.7  
 9 N26 28.8 E049 48.7  
 10 N26 28.8 E049 48.7

11 N26 28.8 E049 48.7

## Apron 8

2 N26 27.2 E049 49.1  
 3 N26 27.3 E049 49.2  
 4A N26 27.3 E049 49.2  
 4B N26 27.3 E049 49.2  
 5A N26 27.3 E049 49.2

5B N26 27.3 E049 49.2  
 6 N26 27.3 E049 49.3  
 7 N26 27.3 E049 49.3  
 8 N26 27.3 E049 49.4  
 9 N26 27.3 E049 49.4

10 N26 27.3 E049 49.5

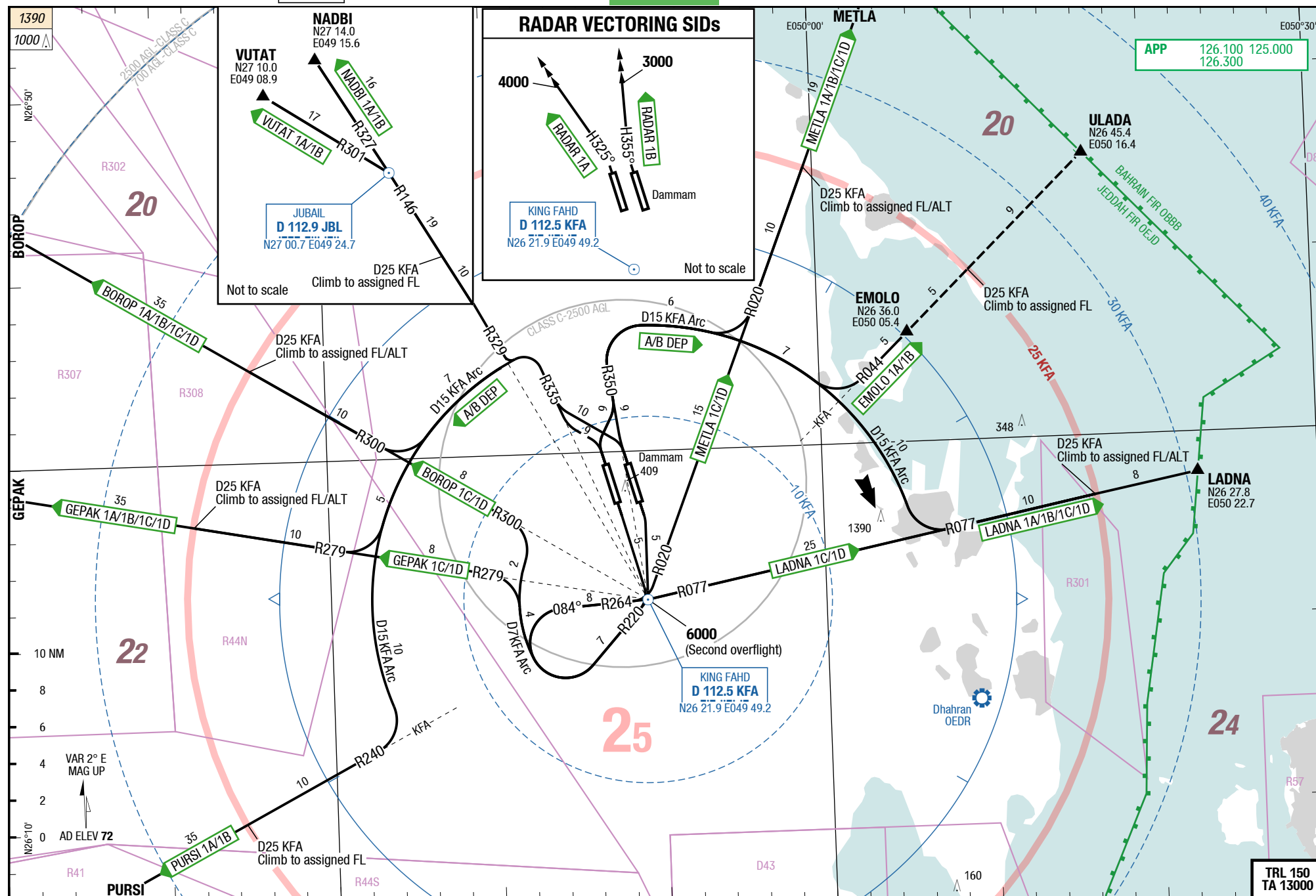
## DMM-OEDF

## SIDs

SID

SID

## SIDs



Changes: Track, NAVAID, OBST, SUAs

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**BOROP 1D / GEPAK 1D / LADNA 1D / METLA 1D**

RWY 16L (162°)

**After take-off, contact Dammam APP.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16L</b>	
<b>BOROP 1D</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - LT intercept R300 <b>KFA</b> to BOROP	at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>GEPAK 1D</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - LT intercept R279 <b>KFA</b> to GEPAK	at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>LADNA 1D</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - intercept R264 <b>KFA</b> to <b>KFA</b> - R077 <b>KFA</b> to LADNA	<b>KFA</b> at <b>6000</b> (second overflight) at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>METLA 1D</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - intercept R264 <b>KFA</b> to <b>KFA</b> - R020 <b>KFA</b> to METLA	<b>KFA</b> at <b>6000</b> (second overflight) at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>



**BOROP 1C / GEPAK 1C / LADNA 1C / METLA 1C**

RWY 16R (162°)

**After take-off, contact Dammam APP.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16R</b>	
<b>BOROP 1C</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - LT intercept R300 <b>KFA</b> to BOROP	at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>GEPAK 1C</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - LT intercept R279 <b>KFA</b> to GEPAK	at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>LADNA 1C</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - intercept R264 <b>KFA</b> to <b>KFA</b> - R077 <b>KFA</b> to LADNA	<b>KFA</b> at <b>6000</b> (second overflight at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>
<b>METLA 1C</b> <b>126.100</b>	direct <b>KFA</b> - R220 <b>KFA</b> - RT follow D7 <b>KFA</b> arc - intercept R264 <b>KFA</b> to <b>KFA</b> - R020 <b>KFA</b> to METLA	<b>KFA</b> at <b>6000</b> (second overflight) at D25 <b>KFA</b> climb to assigned FL  <b>initial climb 6000</b>

**DMM-OEDF**

5-30

**SIDs****SIDPT****BOROP 1A / EMOLO 1A / GEPAK 1A / LADNA 1A / METLA 1A / NADBI 1A / PURSI 1A / RADAR 1A / VUTAT 1A**

RWY 34L (342°)

**After take-off, contact Dammam APP.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34L</b>	
<b>BOROP 1A</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R300 <b>KFA</b> to BOROP	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>EMOLO 1A</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R044 <b>KFA</b> to EMOLO - ULADA	at D25 <b>KFA</b> climb to assigned FL
<b>GEPAK 1A</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R279 <b>KFA</b> to GEPAK	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>LADNA 1A</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R077 <b>KFA</b> to LADNA	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>METLA 1A</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R020 <b>KFA</b> to METLA	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>NADBI 1A</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R329 <b>KFA</b> to <b>JBL</b> - R327 <b>JBL</b> to NADBI	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>
<b>PURSI 1A</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R240 <b>KFA</b> to PURSI	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>
<b>RADAR 1A</b> <b>126.100</b>	HDG 325° to <b>4000</b> - expect radar vectors	
<b>VUTAT 1A</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R329 <b>KFA</b> to <b>JBL</b> - R301 <b>JBL</b> to VUTAT	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>

**DMM-OEDF**

5-40

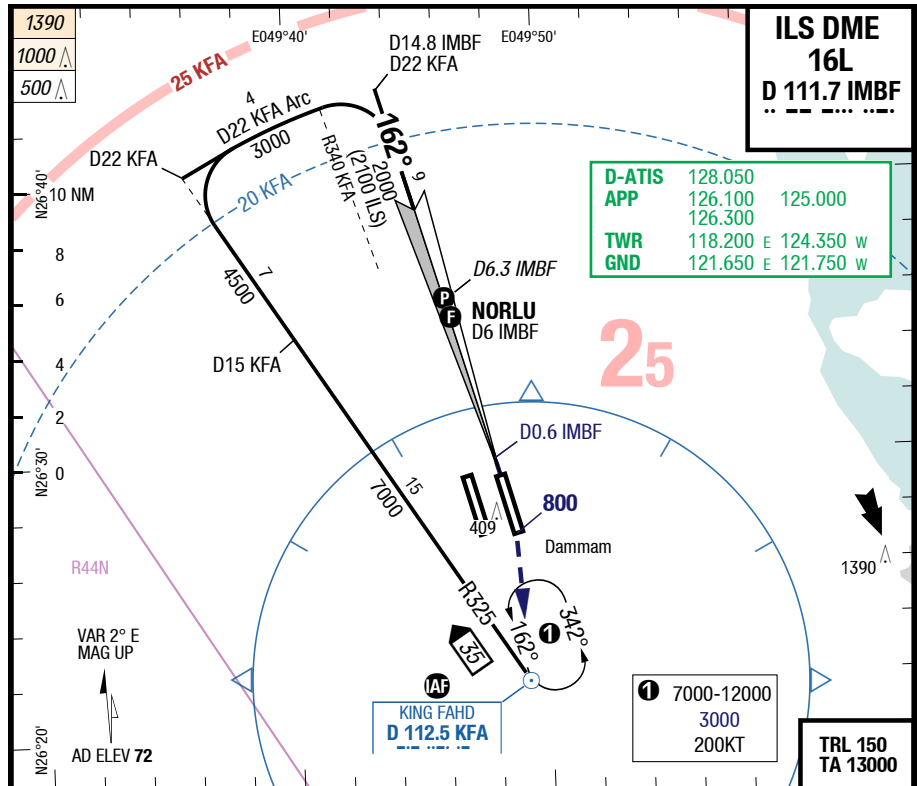
**SIDs****SIDPT****BOROP 1B / EMOLO 1B / GEPAK 1B / LADNA 1B / METLA 1B / NADBI 1B / PURSI 1B / RADAR 1B / VUTAT 1B**

RWY 34R (342°)

**After take-off, contact Dammam APP.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34R</b>	
<b>BOROP 1B</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R300 <b>KFA</b> to BOROP	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>EMOLO 1B</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R044 <b>KFA</b> to EMOLO - ULADA	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>
<b>GEPAK 1B</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R279 <b>KFA</b> to GEPAK	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>LADNA 1B</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R077 <b>KFA</b> to LADNA	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>METLA 1B</b> <b>126.100</b>	<b>RT</b> intercept R350 <b>KFA</b> - <b>RT</b> follow D15 <b>KFA</b> arc - <b>LT</b> intercept R020 <b>KFA</b> to METLA	at D25 <b>KFA</b> climb to assigned ALT <b>initial climb 6000</b>
<b>NADBI 1B</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R329 <b>KFA</b> to <b>JBL</b> - R327 <b>JBL</b> to NADBI	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>
<b>PURSI 1B</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R240 <b>KFA</b> to PURSI	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>
<b>RADAR 1B</b> <b>126.100</b>	HDG 355° to <b>3000</b> - expect radar vectors	
<b>VUTAT 1B</b> <b>126.100</b>	<b>LT</b> intercept R335 <b>KFA</b> - <b>LT</b> follow D15 <b>KFA</b> arc - <b>RT</b> intercept R329 <b>KFA</b> to <b>JBL</b> - R301 <b>JBL</b> to VUTAT	at D25 <b>KFA</b> climb to assigned FL <b>initial climb 6000</b>

09-OCT-2014

**DMM-OEDF****7-10****ILS DME 16L**

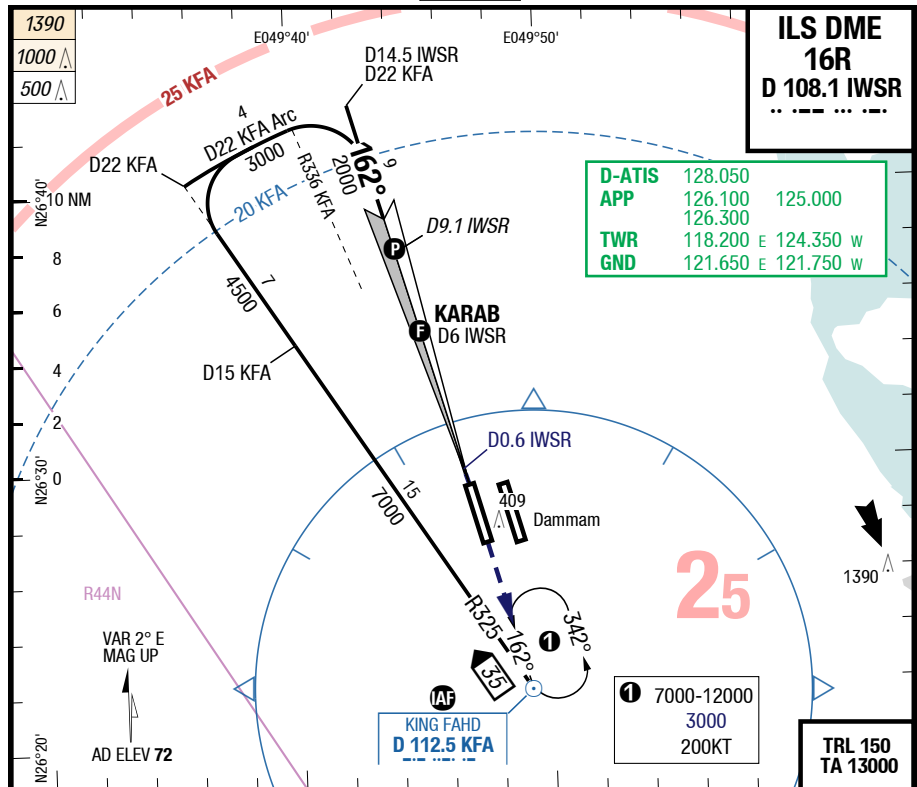
<b>16L</b>		<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>Cat 1 DME</b> TDZL/RCLL U/S <sup>2)</sup>	<b>LOC DME</b>	<b>Circling</b>
C	ft - m/km ft	100 - 350R <b>108 RA</b>	200 - 550R/800V <b>270</b>	200 - 750R/800V <b>270</b>	340 - 800R/800V <b>400</b>	750 - 3.6V <b>820</b>
D	ft - m/km ft	100 - 350R <b>108 RA</b>	200 - 550R/800V <b>270</b>	200 - 750R/800V <b>270</b>	340 - 1.2R/1.2V <b>400</b>	750 - 4.0V <b>820</b>

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD

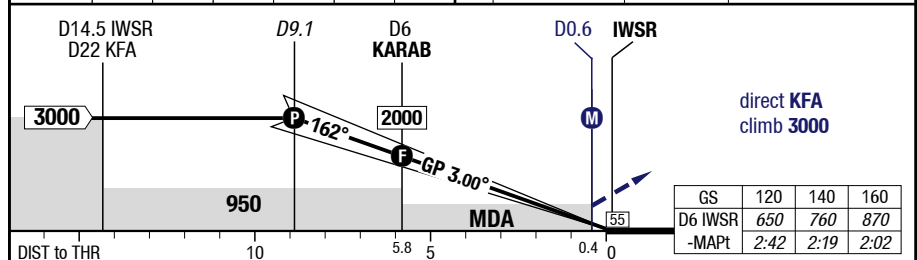
2) With EVS RVR 500m/ VIS 550m, wo EVS use STD

Changes: MIN

09-OCT-2014

**DMM-OEDF****7-20****ILS DME 16R**

<b>LOC 3.07°</b>	9.1	7	5	4	3	2			
<b>D IWSR</b>	3000	2330	1680	1350	1020	700			
							H-P2F	48 / 2hPa	TDZ +0.1% +0.1%



<b>16R</b>	<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>Cat 1 DME</b> TDZL/RCLL U/S <sup>2)</sup>	<b>LOC DME</b>	<b>LOC DME</b> APL U/S	<b>Circling</b>
C	ft - m/km ft	100 - 350R <b>105 RA</b>	200 - 550R/800V <b>260</b>	200 - 750R/800V <b>260</b>	350 - 900R/900V <b>400</b>	750 - 3.6V <b>820</b>
D	ft - m/km ft	100 - 350R <b>105 RA</b>	200 - 550R/800V <b>260</b>	200 - 750R/800V <b>260</b>	350 - 1.8V <b>400</b>	750 - 4.0V <b>820</b>

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD

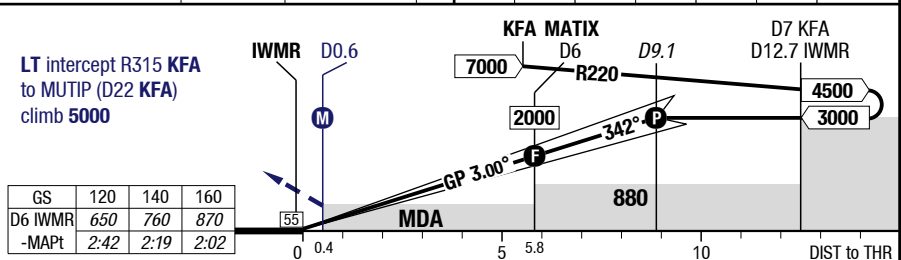
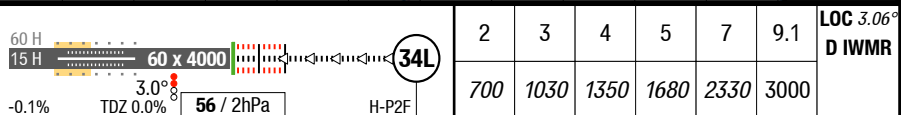
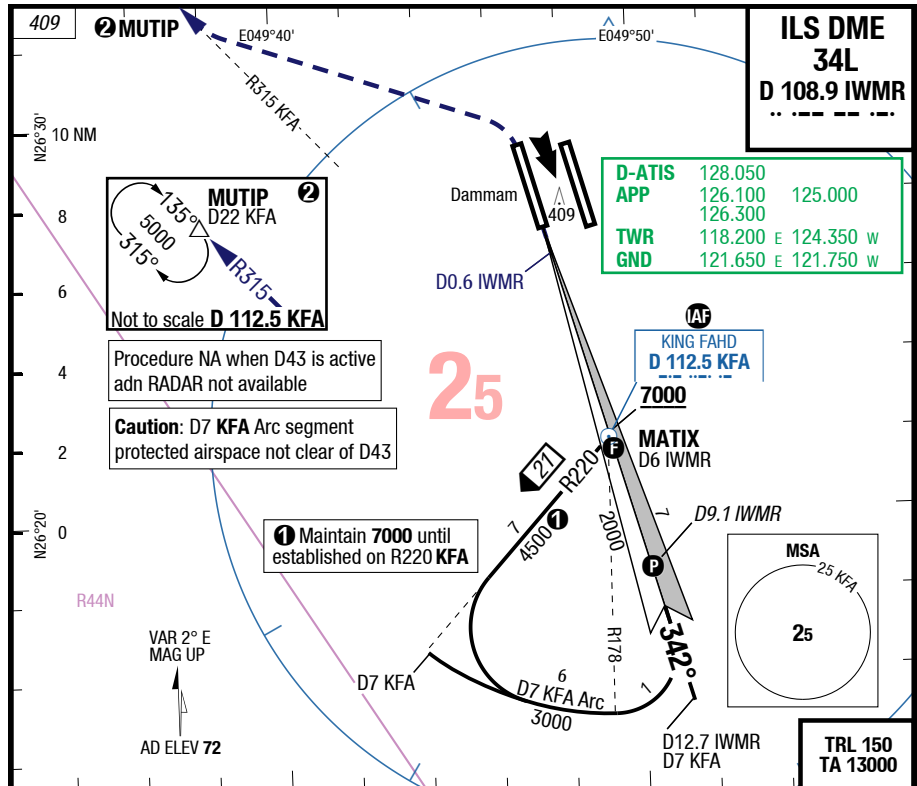
2) With EVS RVR 500m/ VIS 550m, wo EVS use STD

Changes: MIN

09-OCT-2014

**DMM-OEDF**

7-30

**ILS DME 34L**

<b>34L</b>		<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>Cat 1 DME</b> TDZL/RCLL U/S <sup>2)</sup>	<b>LOC DME</b>	<b>LOC DME</b> APL U/S	<b>Circling</b>
C	ft - m/km ft	100 - 350R <b>102 RA</b>	200 - 550R/800V <b>260</b>	200 - 750R/800V <b>260</b>	350 - 900R/900V <b>400</b>		750 - 3.6V <b>820</b>
D	ft - m/km ft	100 - 350R <b>102 RA</b>	200 - 550R/800V <b>260</b>	200 - 750R/800V <b>260</b>	350 - 1.2R/1.2V <b>400</b>	350 - 1.8V <b>400</b>	750 - 4.0V <b>820</b>

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD

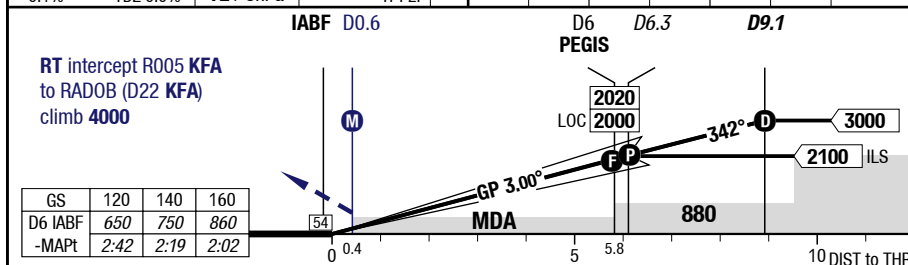
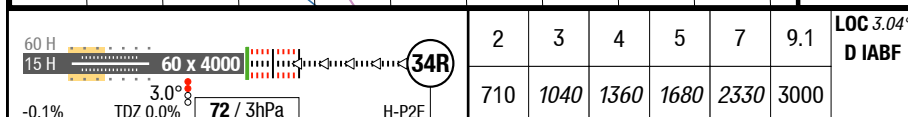
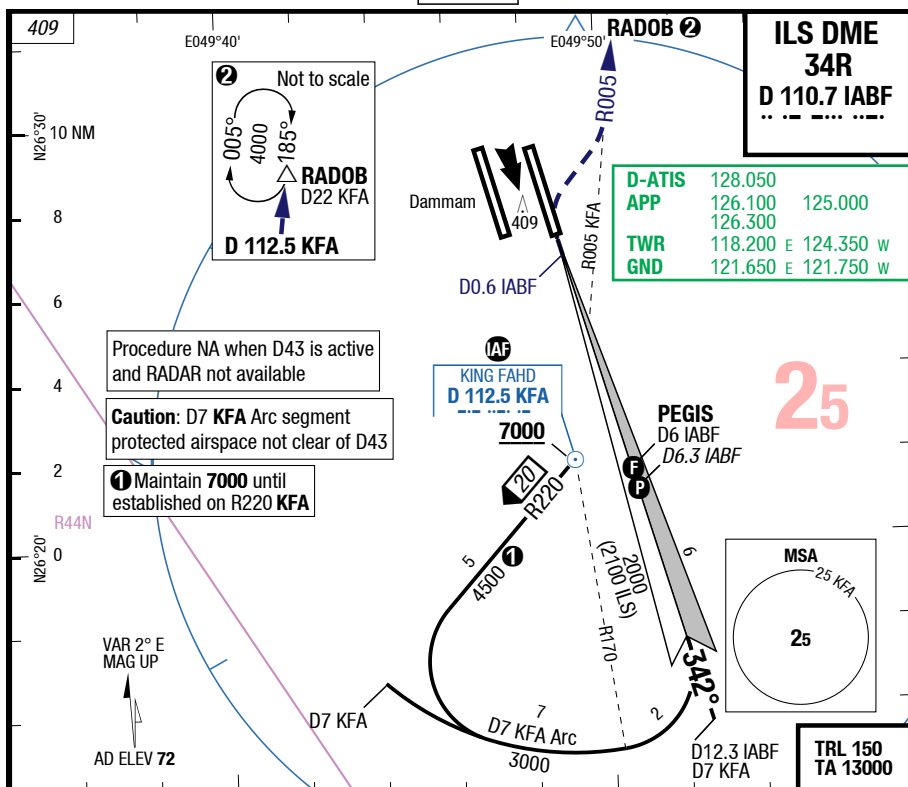
2) With EVS RVR 500m/ VIS 550m, wo EVS use STD

Changes: MIN

09-OCT-2014

Saudi Arabia **Dammam** King Fahd Intl

IAC

**DMM-OEDF****7-40****ILS DME 34R**

34R		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL/RCLL W/S <sup>2)</sup>	LOC DME	Circling
C	ft - m/km ft	100 - 350R 106 RA	200 - 550R/800V 280	200 - 750R/800V 280	330 - 800R/800V 400	750 - 3.6V 820
D	ft - m/km ft	100 - 350R 106 RA	200 - 550R/800V 280	200 - 750R/800V 280	330 - 1.2R/1.2V 400	750 - 4.0V 820

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD

2) With EVS RVR 500m/ VIS 550m, wo EVS use STD

Changes: MIN

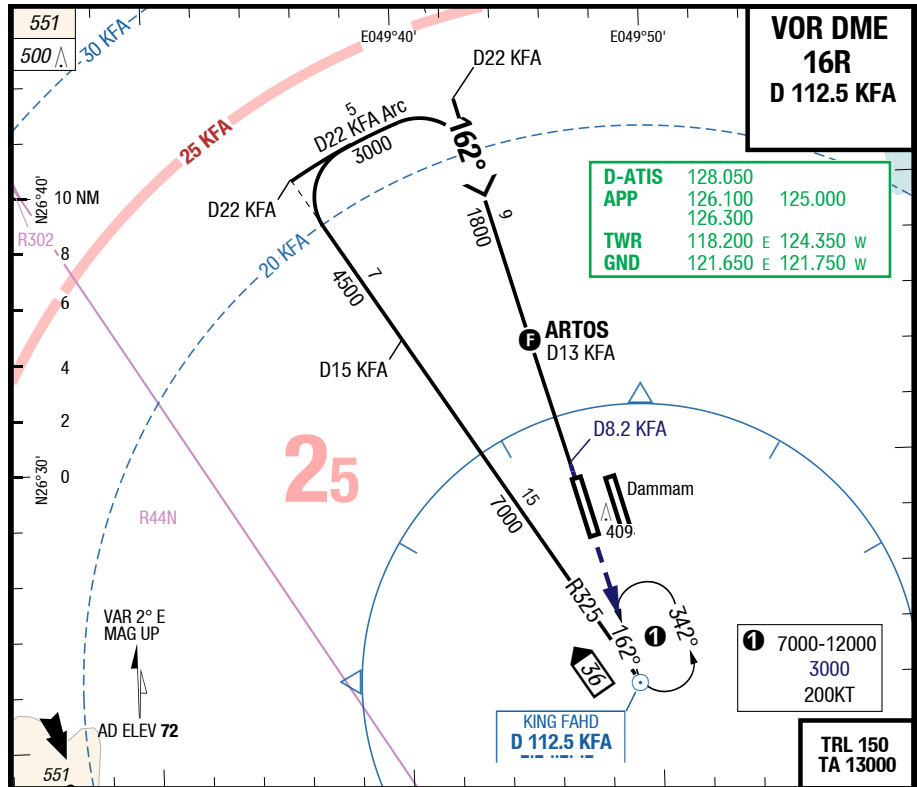
## VOR DME 16L



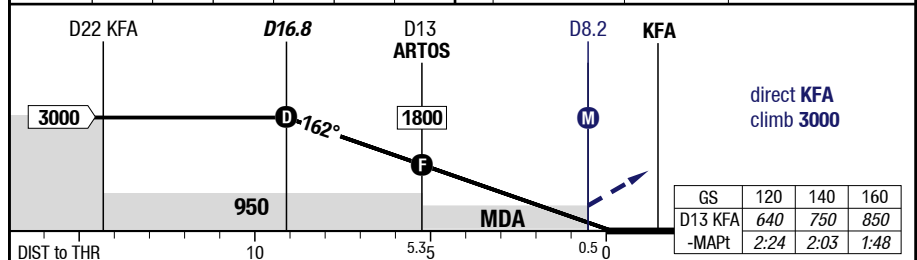
16L		VOR DME					Circling
C	ft - m/km ft	400 - 1.2R/1.2V <b>460</b>					750 - 3.6V <b>820</b>
D	ft - m/km ft	400 - 1.5R/1.6V <b>460</b>					750 - 4.0V <b>820</b>



24-APR-2014

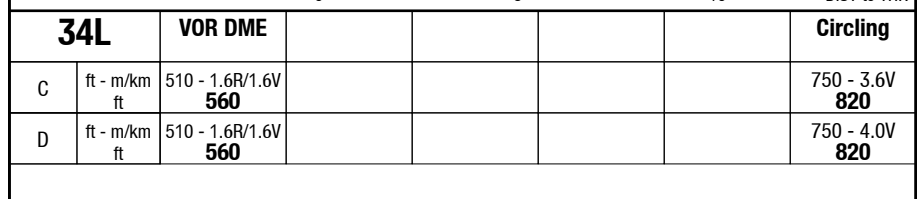
**DMM-OEDF****7-60****VOR DME 16R**

3.01°	16.8	14	12	11	10	9	8.30°	60 H	15 H
D KFA	3000	2120	1490	1170	850	530	H-P2F	48 / 2hPa	TDZ +0.1% +0.1%

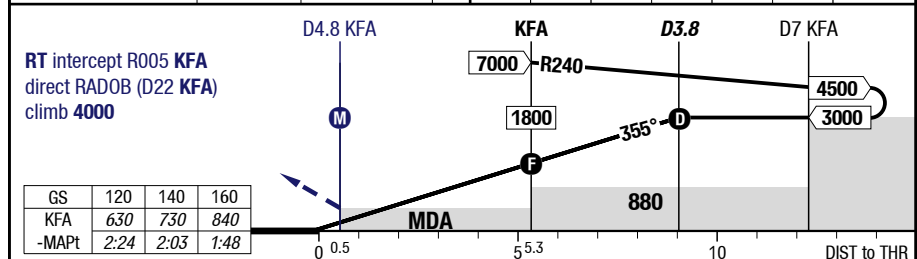
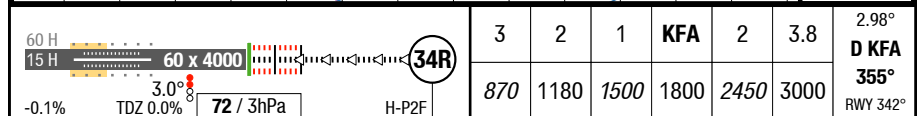
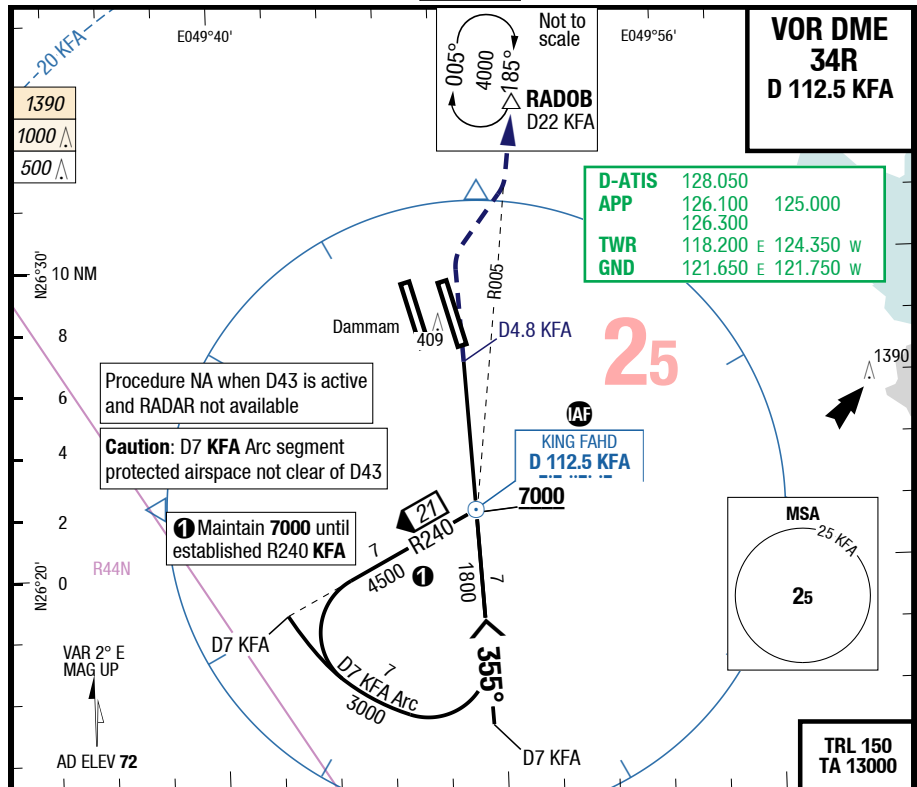


<b>16R</b>		<b>VOR DME</b>	<b>VOR DME</b>			<b>Circling</b>
C	ft - m/km ft	350 - 900R/900V <b>400</b>				750 - 3.6V <b>820</b>
D	ft - m/km ft	350 - 1.5R/1.6V <b>400</b>	350 - 1.8V <b>400</b>			750 - 4.0V <b>820</b>

## VOR DME 34L



24-APR-2014

**DMM-OEDF****7-80****VOR DME 34R**

<b>34R</b>	<b>VOR DME</b>	<b>VOR DME</b>	<b>Circling</b>	
		APL U/S		
C	ft - m/km ft	450 - 1.4R/1.4V <b>520</b>		750 - 3.6V <b>820</b>
D	ft - m/km ft	450 - 1.5R/1.6V <b>520</b>		750 - 4.0V <b>820</b>

Changes: Editorial

Effective 24-MAY-2018

17-MAY-2018

DMM-OEDF

Saudi Arabia **Dammam** King Fahd Intl

NIL

MRC

MRC

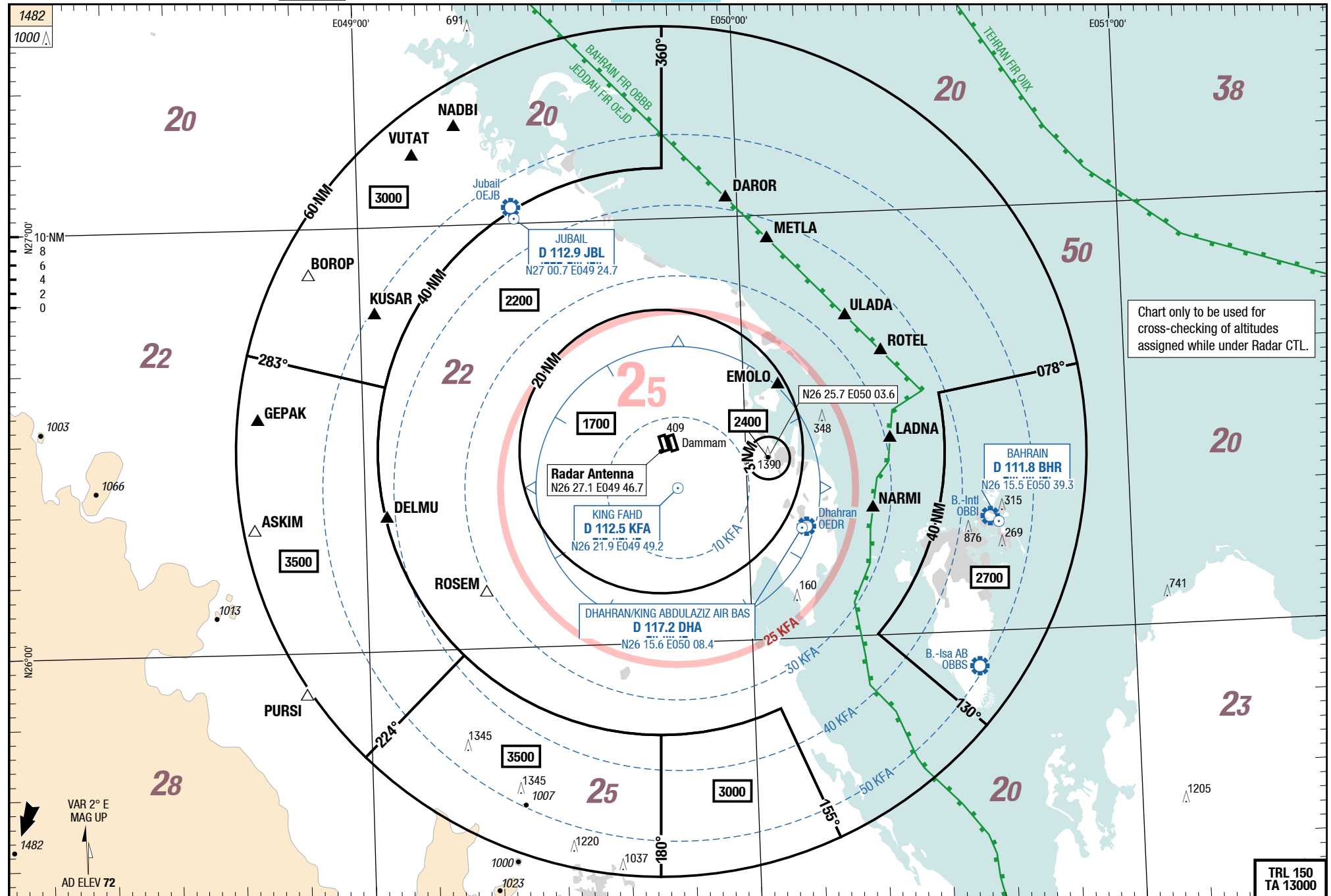
MRC

King Fahd Intl **Dammam** Saudi Arabia

NIL

MRC

8-10



Changes: MGA, Navaid, OBST

TRL 150  
TA 13000

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