

**GENERAL****Operational Hours****ATS Hours:** Not AVBL**AD OPS Hours:** 0400-2000**AD ADMIN Hours:** SUN-THU 0500-1300**Airport Information****RFF:** CAT 7**Fuel:** HO**PCN:** RWY 11/29: 58/F/A/X/T**Customs:** HO**Operation****Traffic Notes**

Uncontrolled AD. 3HR PPR PN for non SKED FLTs.

Traffic Information Broadcast by ACFT (TIBA) must be followed.

**ARRIVAL****Communication**

Contact Fire and Rescue Service (FRS) on 133.500 15min before LDG. Refer to CRAR Saudi Arabia.

**Arrival Procedure****Non-standard GP intercept position on RWY 29**GP intercepts RWY 29 at *314m / 1030ft* after landing threshold.Remaining LDG DIST beyond GP is *2686m / 8813ft*.**DEPARTURE****Take-off Minima**

RWY		11/29	
1+2 ENG	ft - m/km	0 - 1.6V	Lower MIN by state permission
3+4 ENG		0 - 800V	

Additionally see CRAR Saudi Arabia.

**RAH-OERF**Saudi Arabia **Rafha** Rafha Domestic

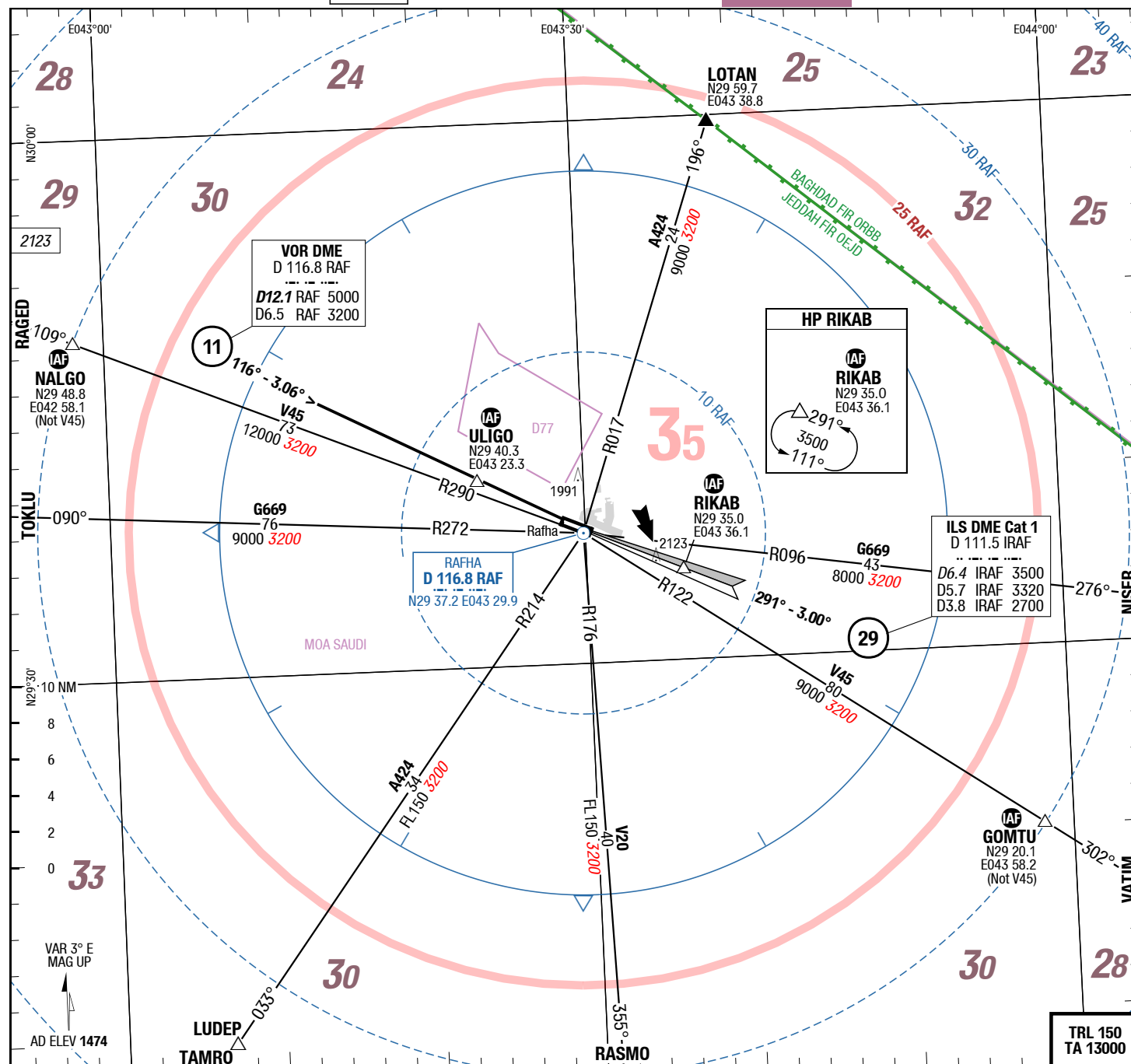
**AFC**

# AFC

# AFC

Rafha Domestic **Rafha** Saudi Arabia

**AFC**



TIBA	122.800
FRS	133.500

**Landing RWY system:**

11

3000 x 45

THR 1459 (52hPa) / TDZ 1459 (---%) +0.2%

45 x 3000

TDZ 1474 (---%) / THR 1470 (52hPa) -0.2%

Changes: APL

Effective 08-DEC-2016

01-DEC-2016

RAH-OERF

Saudi Arabia **Rafha** Rafha Domestic

AGC

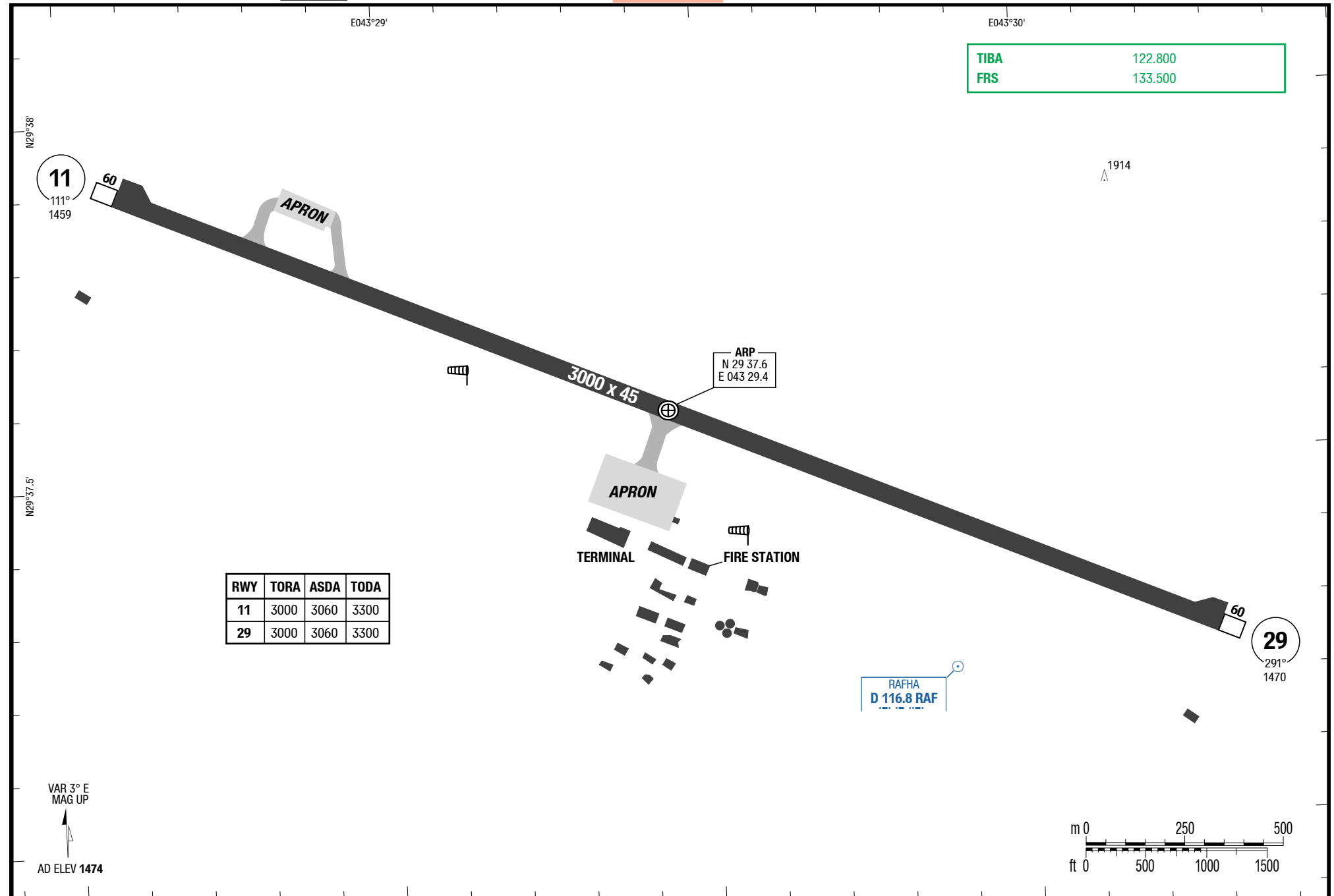
AGC

AGC

Rafha Domestic **Rafha** Saudi Arabia

AGC

3-20



Changes: THR ELEV

Phase 1

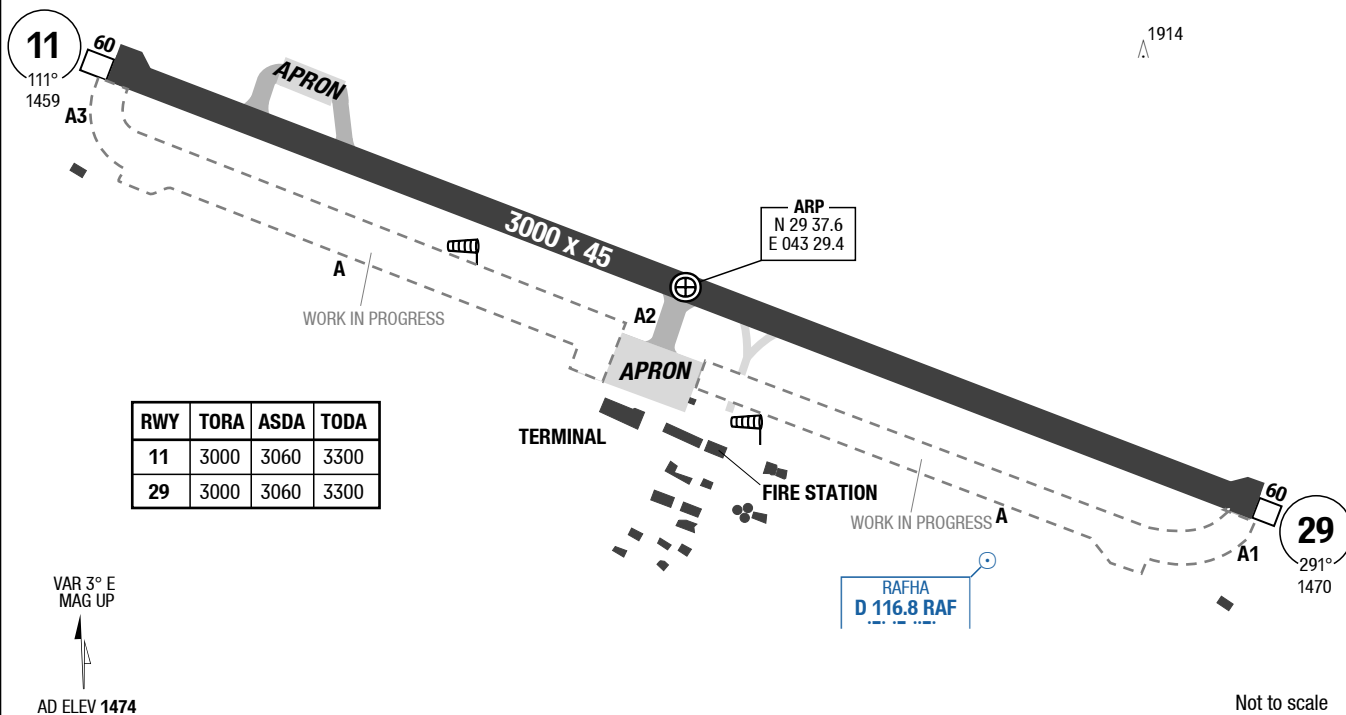
REF AIP SUP 04/17

Note:

For more details about phases of rehabilitation refer to the NOTAMS on the daily bulletin.

TIBA  
FRS

122.800  
133.500

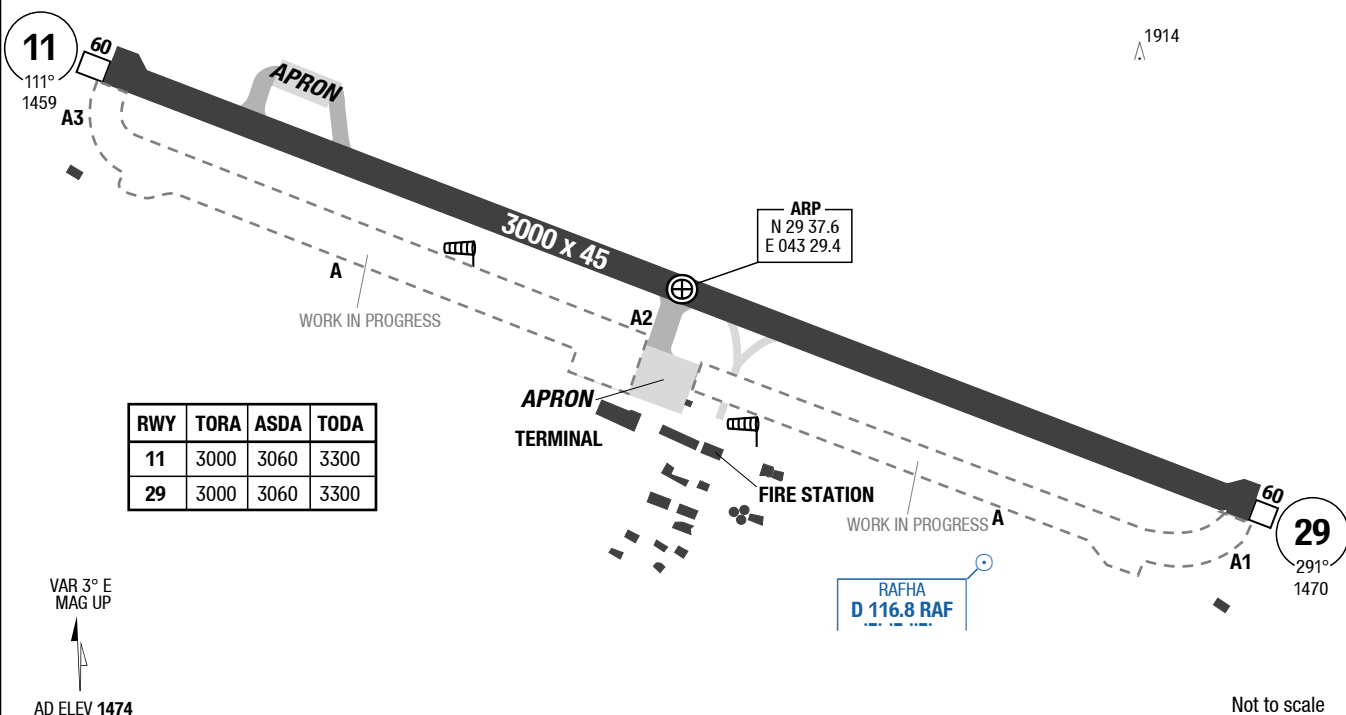


Phase 2

REF AIP SUP 04/17

Note:

For more details about phases of rehabilitation refer to the NOTAMS on the daily bulletin.



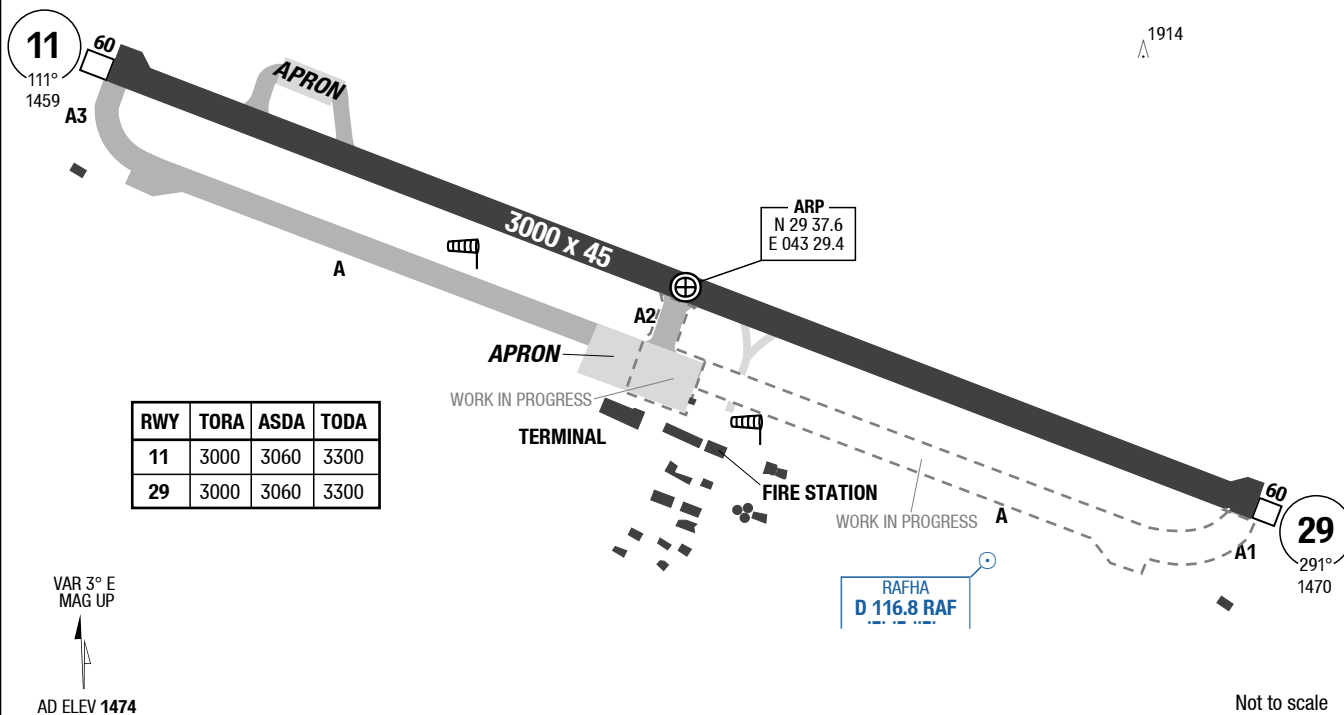
Phase 3

REF AIP SUP 04/17

Note:

For more details about phases of rehabilitation refer to the NOTAMs on the daily bulletin.

TIBA 122.800  
FRS 133.500

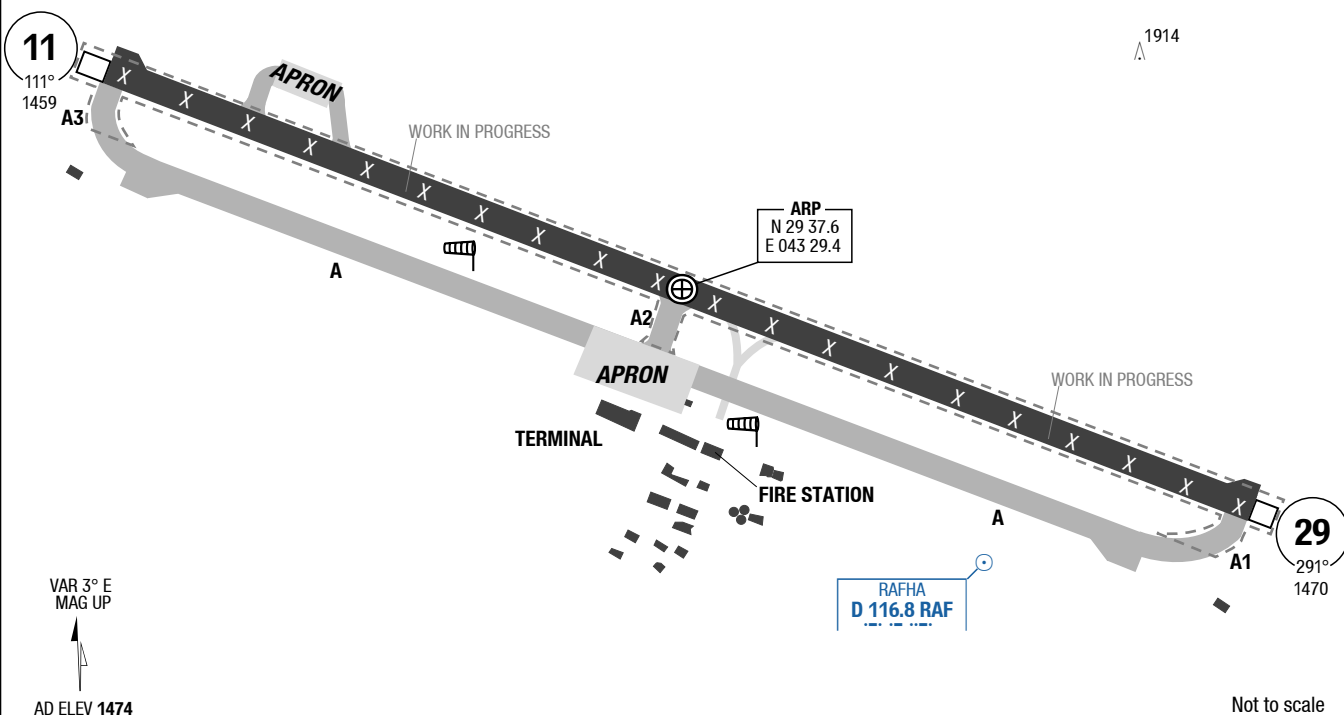


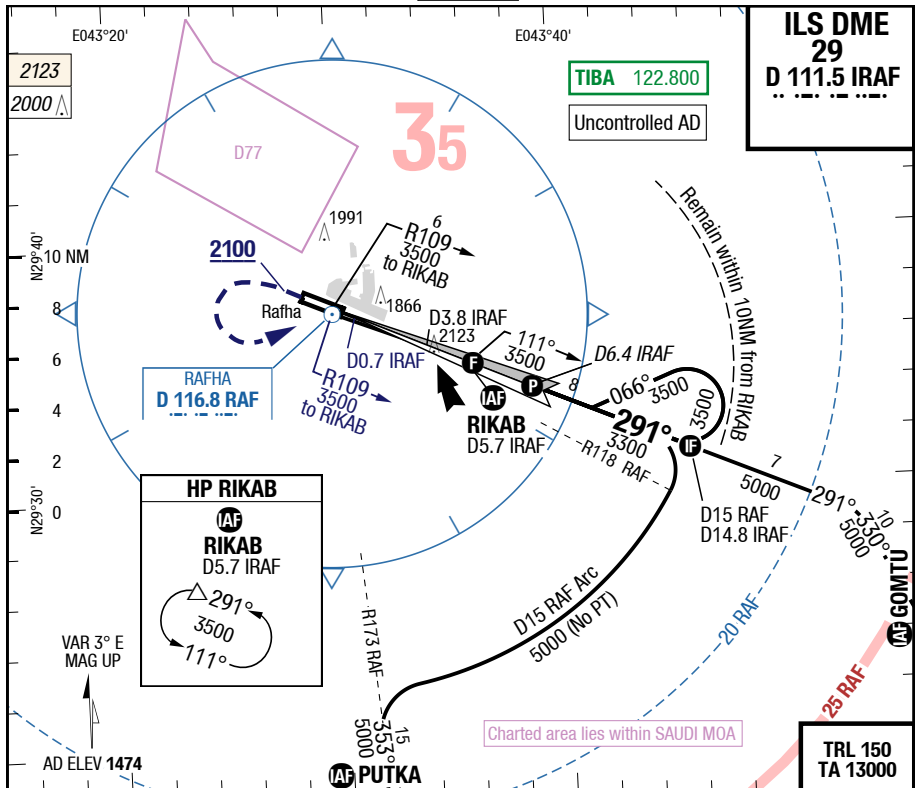
Phase 4

REF AIP SUP 04/17

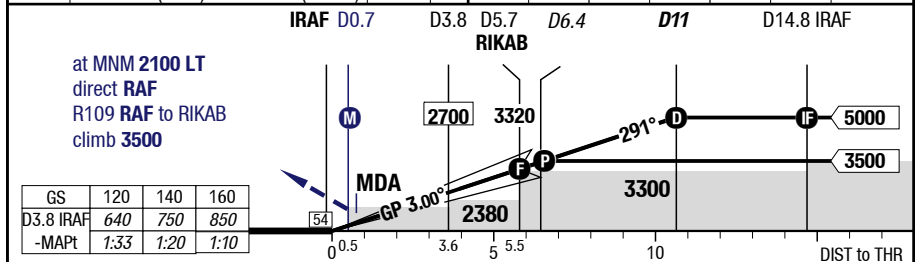
Note:

For more details about phases of rehabilitation refer to the NOTAMs on the daily bulletin.



**RAH-OERF****7-10****ILS DME 29**

60 HL	3.0°	8	2	3	5	7	9	11	LOC 3.02° D IRAF
45 x 3000			2110	2430	3070	3720	4360	5000	
-0.2% TDZ 1474 (---%) / THR 1470 (52hPa)									



29	Cat 1 DME 1) 2)	LOC DME 2)			Circling 3)
C	ft - m/km ft	200 - 1.2V 1680	430 - 2.0V 1900		1070 - 4.8V 2540
D	ft - m/km ft	200 - 1.2V 1680	430 - 2.0V 1900		1070 - 4.8V 2540

1) With EVS VIS 800m, wo EVS use STD

2) PROC NA when RAH QNH not AVBL

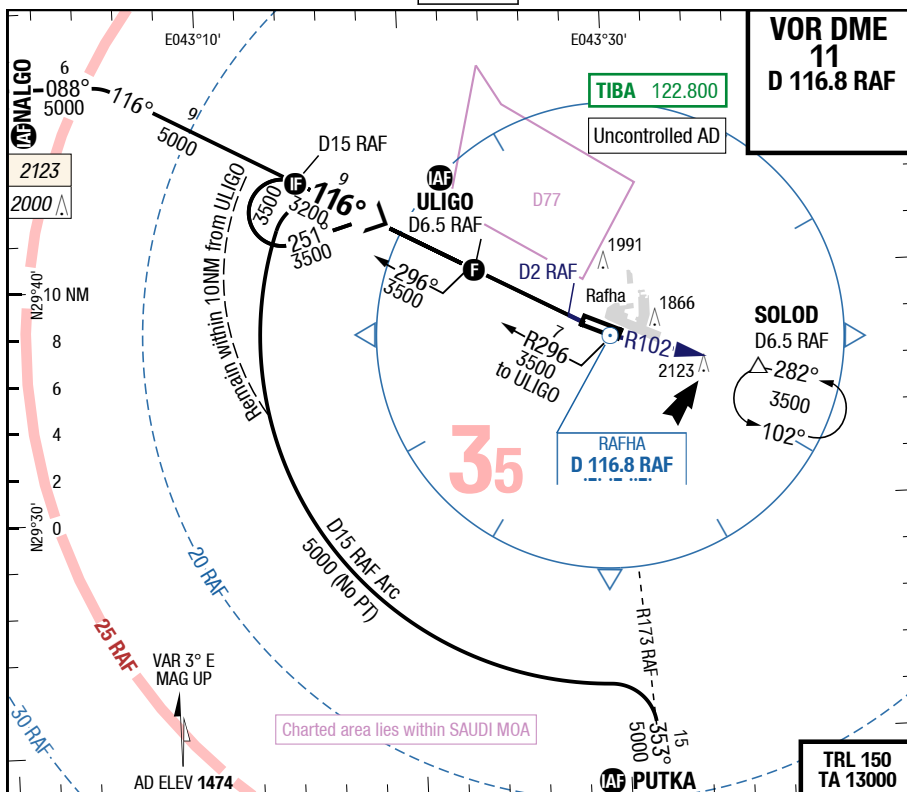
3) S of RWY11/29 only

Changes: APL, ALT, MISAP text

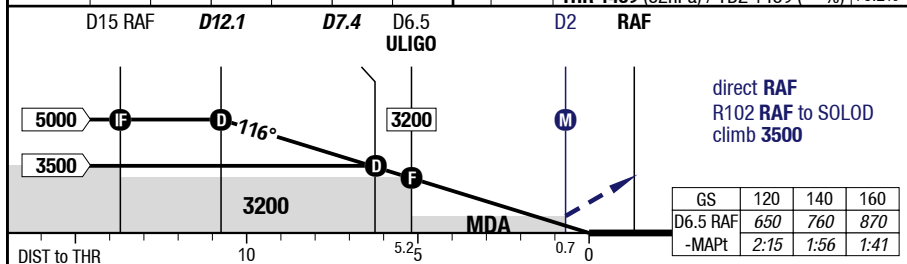
**RAH-OERF**

7-20

## VOR DME 11



3.06° <b>D RAF</b> <b>116°</b> RWY 111°	12.1	11	9	7	5	3	<div>11</div>	<div>83.0° ..... 60 HL</div> <div>3000 x 45</div> <div>83.0°</div>	<div>THR 1459 (52hPa) / IDZ 1459 (---) +0.2%</div>
	5000	4660	4010	3360	2710	2060			



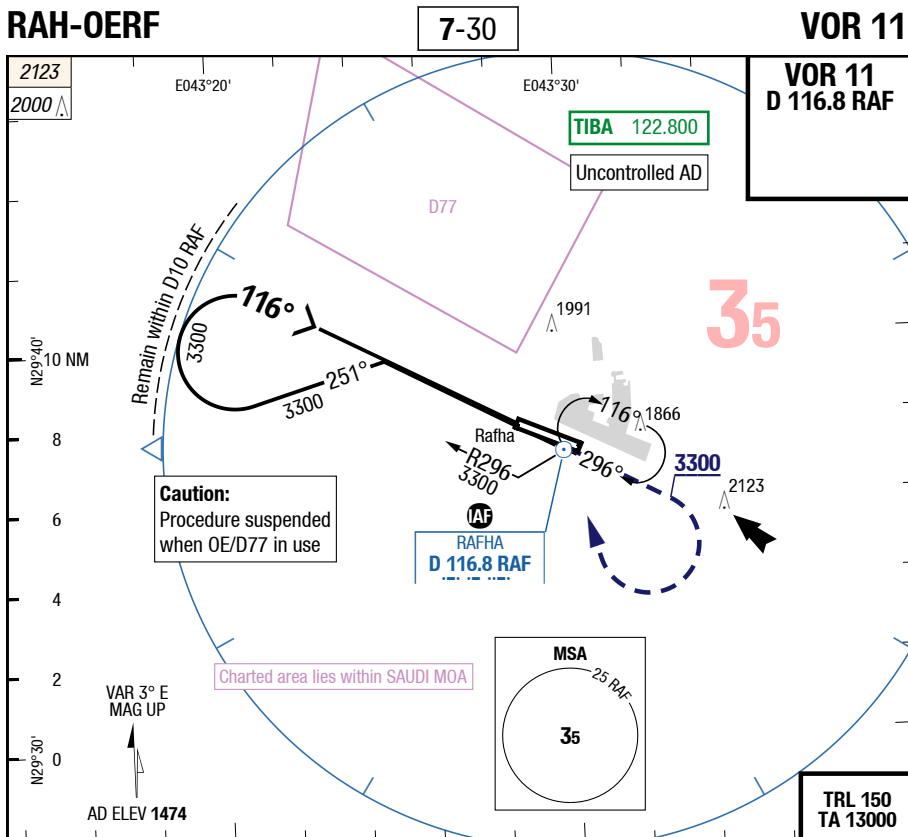
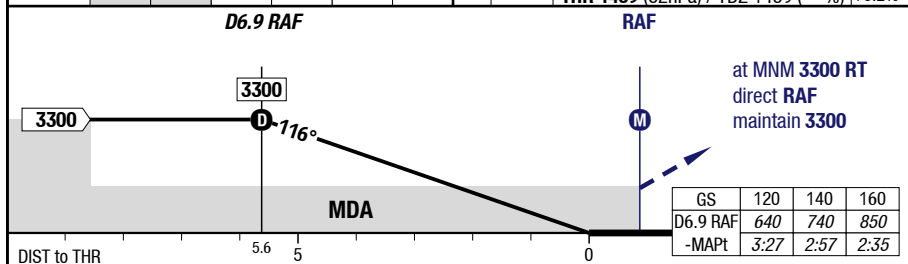
<b>11</b>		<b>VOR DME</b> <sup>1) 2)</sup>				<b>Circling</b> <sup>3)</sup>
C	ft - m/km ft	550 - 2.4V <b>2000</b>				1070 - 4.8V <b>2540</b>
D	ft - m/km ft	550 - 2.8V <b>2000</b>				1070 - 4.8V <b>2540</b>

1) PROC NA when RAH QNH not AVBL

3) S of RWY11/29 only

2) PROC suspended when OE/D77 area in use

Changes: APL

[illegible]

<b>11</b>		<b>VOR 1)</b>					<b>Circling 2)</b>
C	ft - m/km ft	750 - 3.6V <b>2200</b>					1070 - 4.8V <b>2540</b>
D	ft - m/km ft	750 - 4.0V <b>2200</b>					1070 - 4.8V <b>2540</b>

1) PROC NA when RAH QNH not AVBL		
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2) S of RWY11/29 only

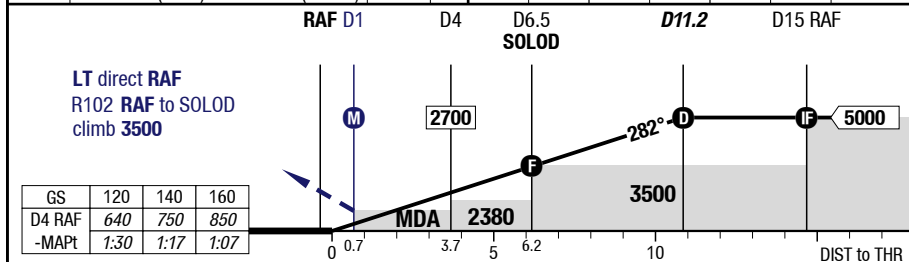
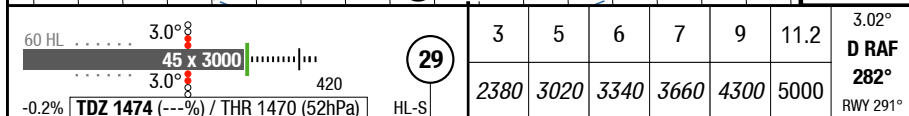
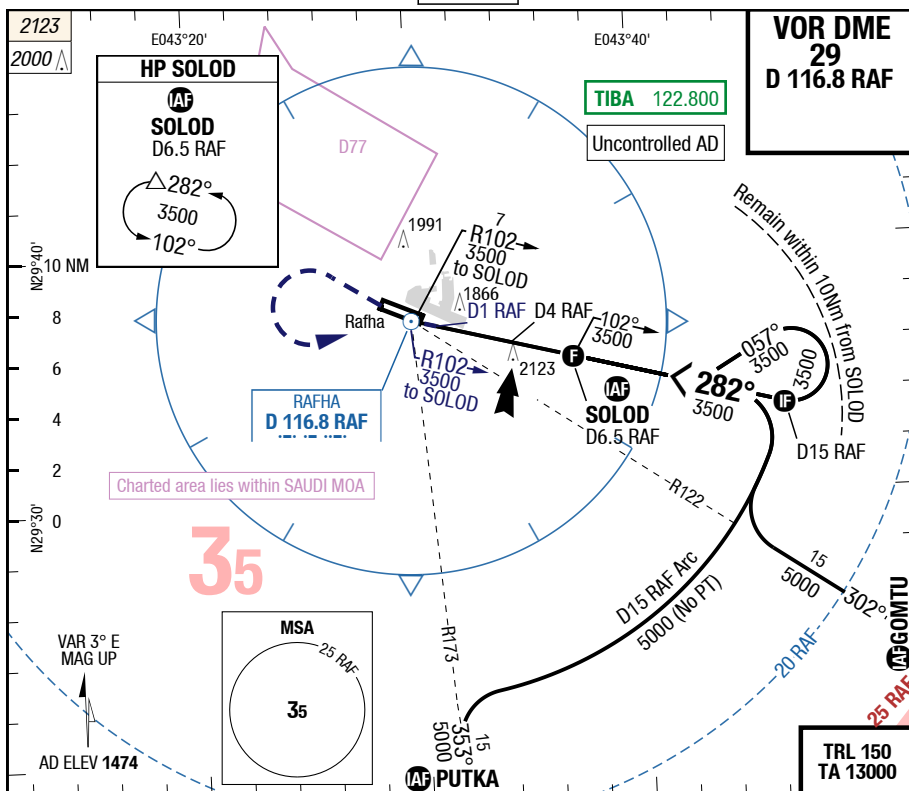
Changes: APL, ALT, MISAP text



**RAH-OERF**

7-40

## VOR DME 29



<b>29</b>		<b>VOR DME <sup>1)</sup></b>					<b>Circling <sup>2)</sup></b>
C	ft - m/km ft	630 - 2.8V <b>2100</b>					1070 - 4.8V <b>2540</b>
D	ft - m/km ft	630 - 3.2V <b>2100</b>					1070 - 4.8V <b>2540</b>

1) PROC NA when RAH QNH not AVBL		
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2) S of RWY11/29 only

Changes: APL