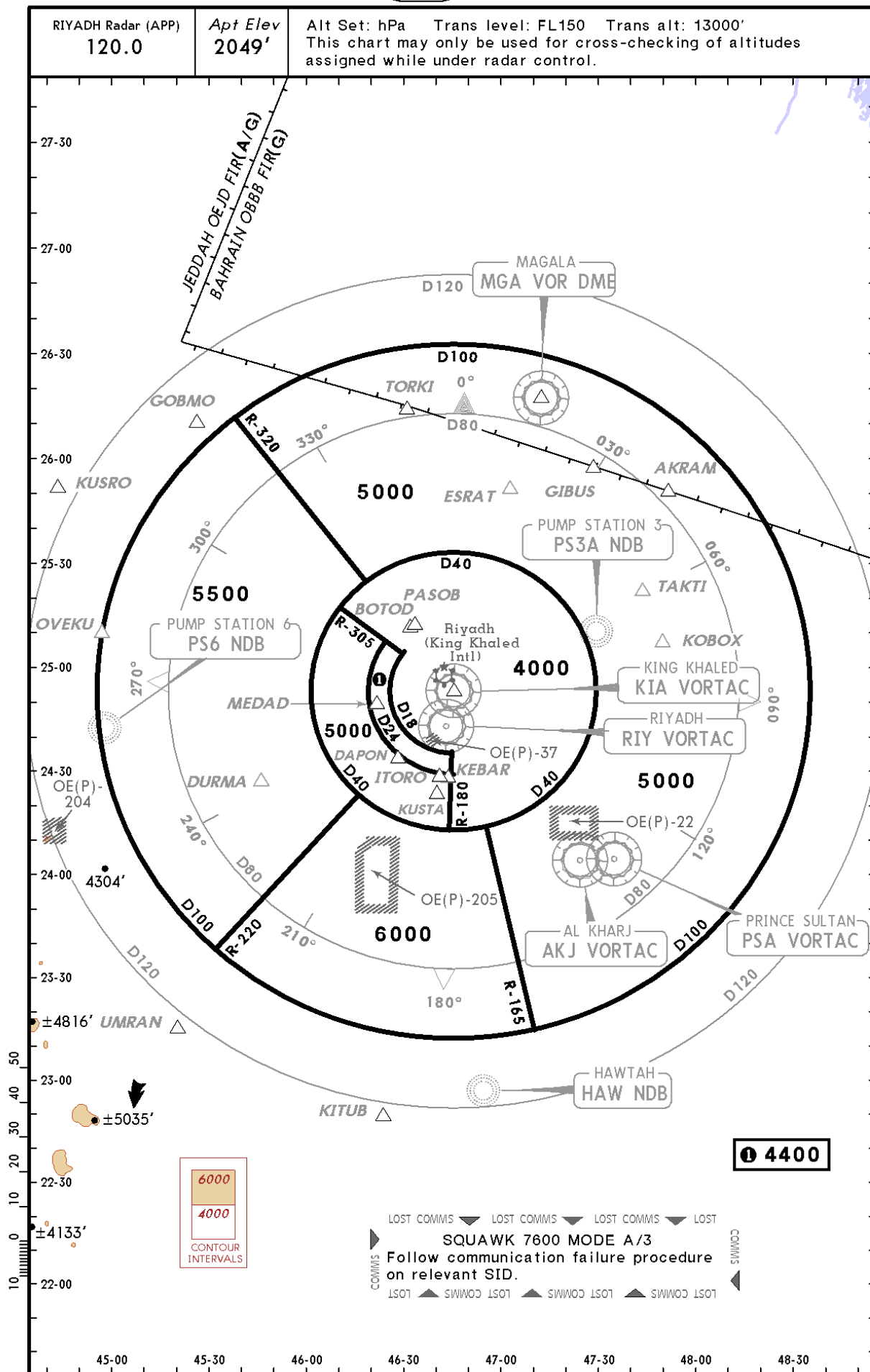


OERK/RUH
KING KHALED INTL

JEPPESEN
23 NOV 07 **(20-1R)**

RIYADH, SAUDI ARABIA
RADAR MINIMUM ALTITUDES



OERK/RUH
KING KHALED INTL

JEPPESEN RIYADH, SAUDI ARABIA

9 NOV 07

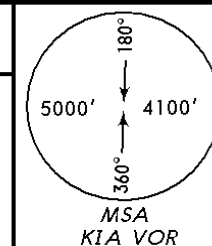
20-3

Eff 22 Nov

SID

Apt Elev
2049'

Trans level: FL150 Trans alt: 13000'

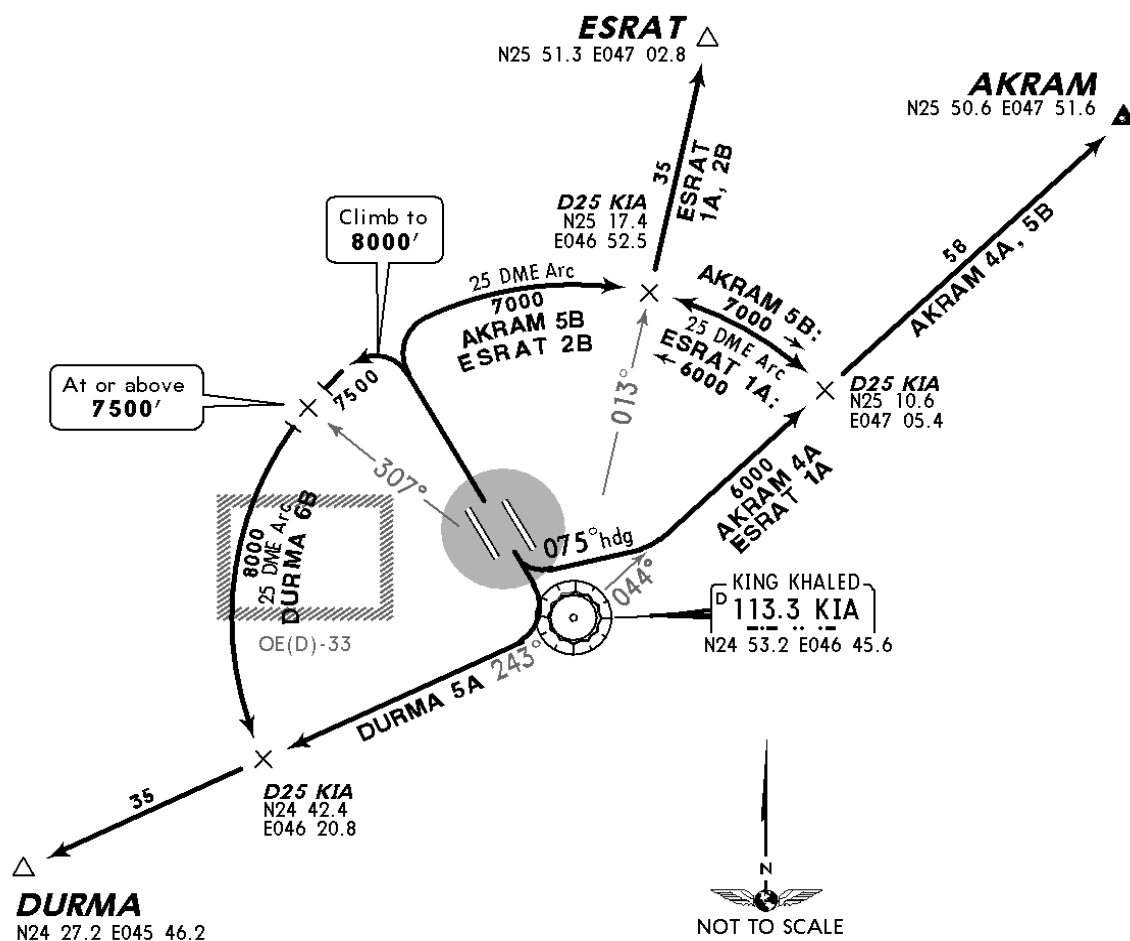


AKRAM FOUR ALFA (AKRAM 4A) [AKRA4A]
AKRAM FIVE BRAVO (AKRAM 5B) [AKRA5B]
DURMA FIVE ALFA (DURMA 5A) [DURM5A]
DURMA SIX BRAVO (DURMA 6B) [DURM6B]
ESRAT ONE ALFA (ESRAT 1A) [ESRA1A]
ESRAT TWO BRAVO (ESRAT 2B) [ESRA2B]

RWYS 15L/R, 33L/R DEPARTURES

CAUTION: BE AWARE OF OE(D)-33 ACTIVITY

~~SPEED~~ MAX 250 KT BELOW 10000'



Initial climb clearance
AKRAM 4A, ESRAT 1A: 6000' / AKRAM 5B, DURMA 5A, 6B, ESRAT 2B: 7000'
All SIDs: EXPECT higher altitude after passing D25 KIA.

SID	RWY	ROUTING
AKRAM 4A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to AKRAM.
AKRAM 5B	33L/R	Climb on runway heading, turn RIGHT , along KIA 25 DME arc, intercept KIA R-044 to AKRAM.
DURMA 5A	15L/R	Turn RIGHT , intercept KIA R-243 to DURMA.
DURMA 6B	33L/R	Climb on runway heading, turn LEFT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-243 to DURMA.
ESRAT 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT , along KIA 25 DME arc, intercept KIA R-013 to ESRAT.
ESRAT 2B	33L/R	Climb on runway heading, turn RIGHT , along KIA 25 DME arc, intercept KIA R-013 to ESRAT.

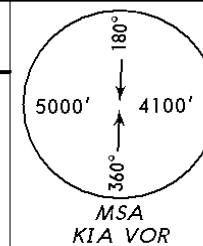
OERK/RUH
KING KHALED INTL

JEPPESEN **RIYADH, SAUDI ARABIA**
 9 NOV 07 **(20-3A)** **Eff 22 Nov**

SID

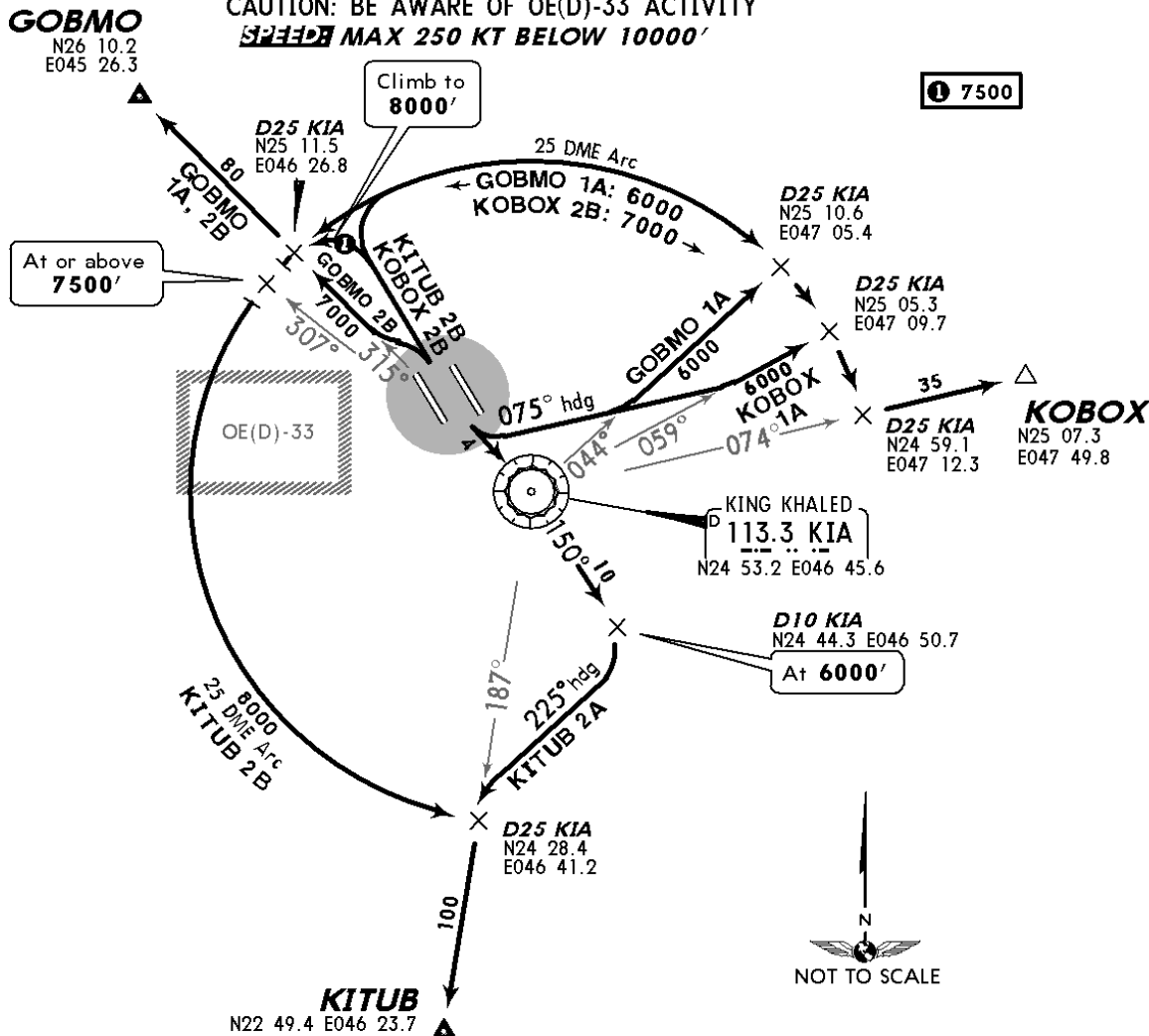
Apt Elev
 2049'

Trans level: FL150 Trans alt: 13000'



GOBMO ONE ALFA (GOBMO 1A) [GOBM1A]
 GOBMO TWO BRAVO (GOBMO 2B) [GOBM2B]
 KITUB TWO ALFA (KITUB 2A) [KITU2A]
 KITUB TWO BRAVO (KITUB 2B) [KITU2B]
 KOBOX ONE ALFA (KOBOX 1A) [KOBO1A]
 KOBOX TWO BRAVO (KOBOX 2B) [KOBO2B]

RWYS 15L/R, 33L/R DEPARTURES
 CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
~~SPEED~~ MAX 250 KT BELOW 10000'



Initial climb clearance
GOBMO 1A, KOBOX 1A: 6000'/GOBMO 2B, KITUB 2A, 2B, KOBOX 2B: 7000'
All SIDs: EXPECT higher altitude after passing D25 KIA.

SID	RWY	ROUTING
GOBMO 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-315 to GOBMO.
GOBMO 2B	33L/R	Turn LEFT, intercept KIA R-315 to GOBMO.
KITUB 2A	15L/R	Climb to KIA, KIA R-150 to D10 KIA, turn RIGHT, 225° heading, intercept KIA R-187 to KITUB.
KITUB 2B	33L/R	Climb on runway heading, turn LEFT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-187 to KITUB.
KOBOX 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-059 to D25 KIA, turn RIGHT, along KIA 25 DME arc, intercept KIA R-074 to KOBOX.
KOBOX 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-074 to KOBOX.

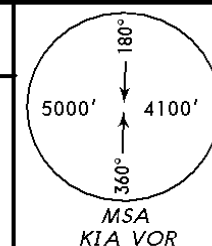
OERK/RUH
 KING KHALED INTL

JEPPESEN RIYADH, SAUDI ARABIA

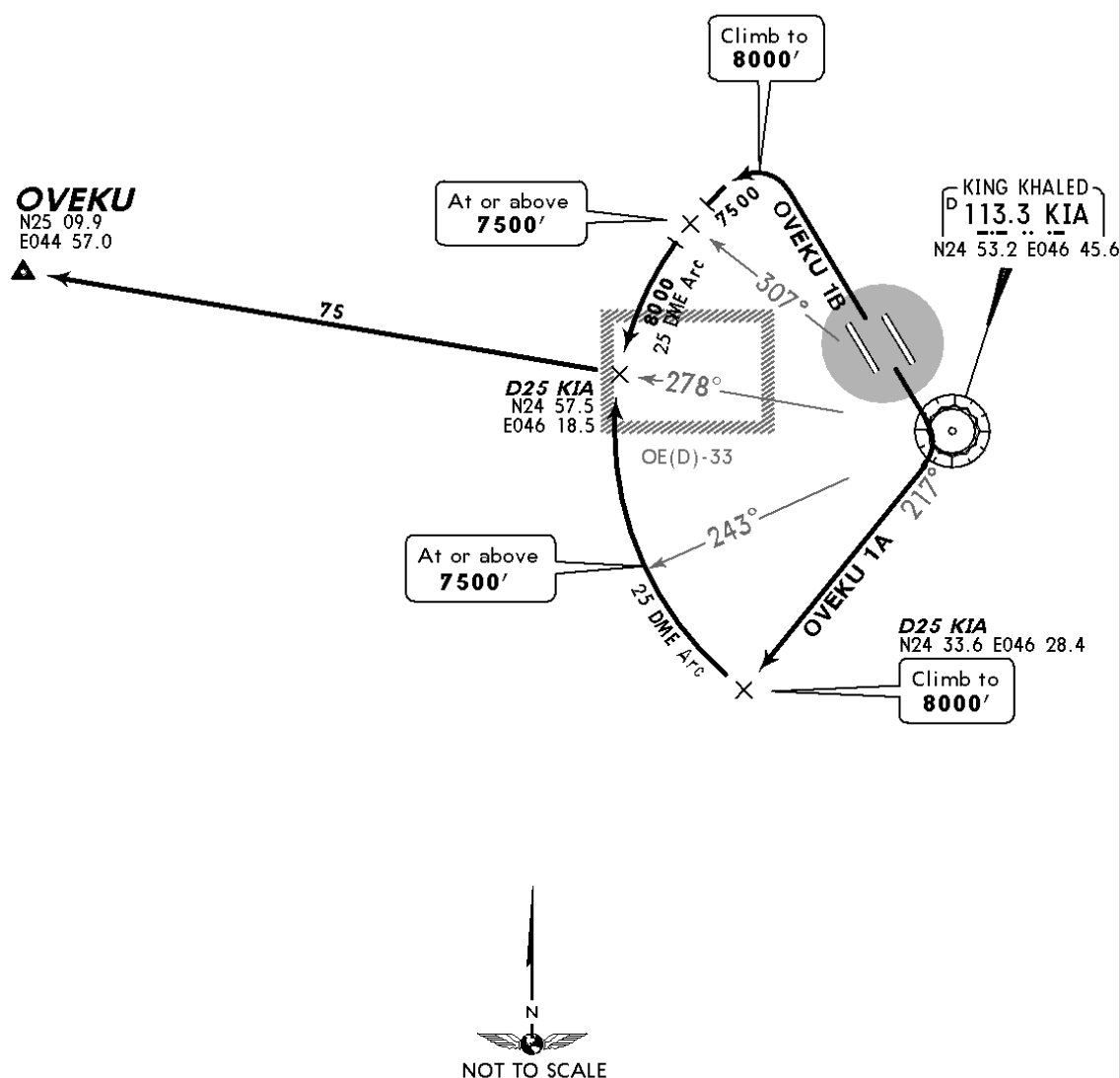
9 NOV 07 **(20-3B)** **Eff 22 Nov**

SID

Apt Elev
2049' Trans level: FL150 Trans alt: 13000'



OVEKU ONE ALFA (OVEKU 1A) [OVEK1A]
OVEKU ONE BRAVO (OVEKU 1B) [OVEK1B]
RWYS 15L/R, 33L/R DEPARTURES
 CAUTION: BE AWARE OF OE(D)-33 ACTIVITY
~~SPEED~~ MAX 250 KT BELOW 10000'



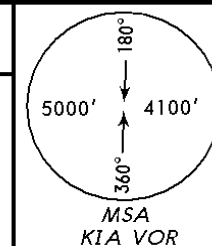
Initial climb clearance **7000'**
 EXPECT higher altitude after passing D25 KIA.

SID	RWY	ROUTING
OVEKU 1A	15L/R	Turn RIGHT, intercept KIA R-217 to D25 KIA, turn RIGHT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-278 to OVEKU.
OVEKU 1B	33L/R	Climb on runway heading, turn LEFT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-278 to OVEKU.

OERK/RUH
 KING KHALED INTL

JEPPESEN RIYADH, SAUDI ARABIA
 9 NOV 07 **(20-3C)** **Eff 22 Nov** **SID**

Apt Elev
 2049' Trans level: FL150 Trans alt: 13000'

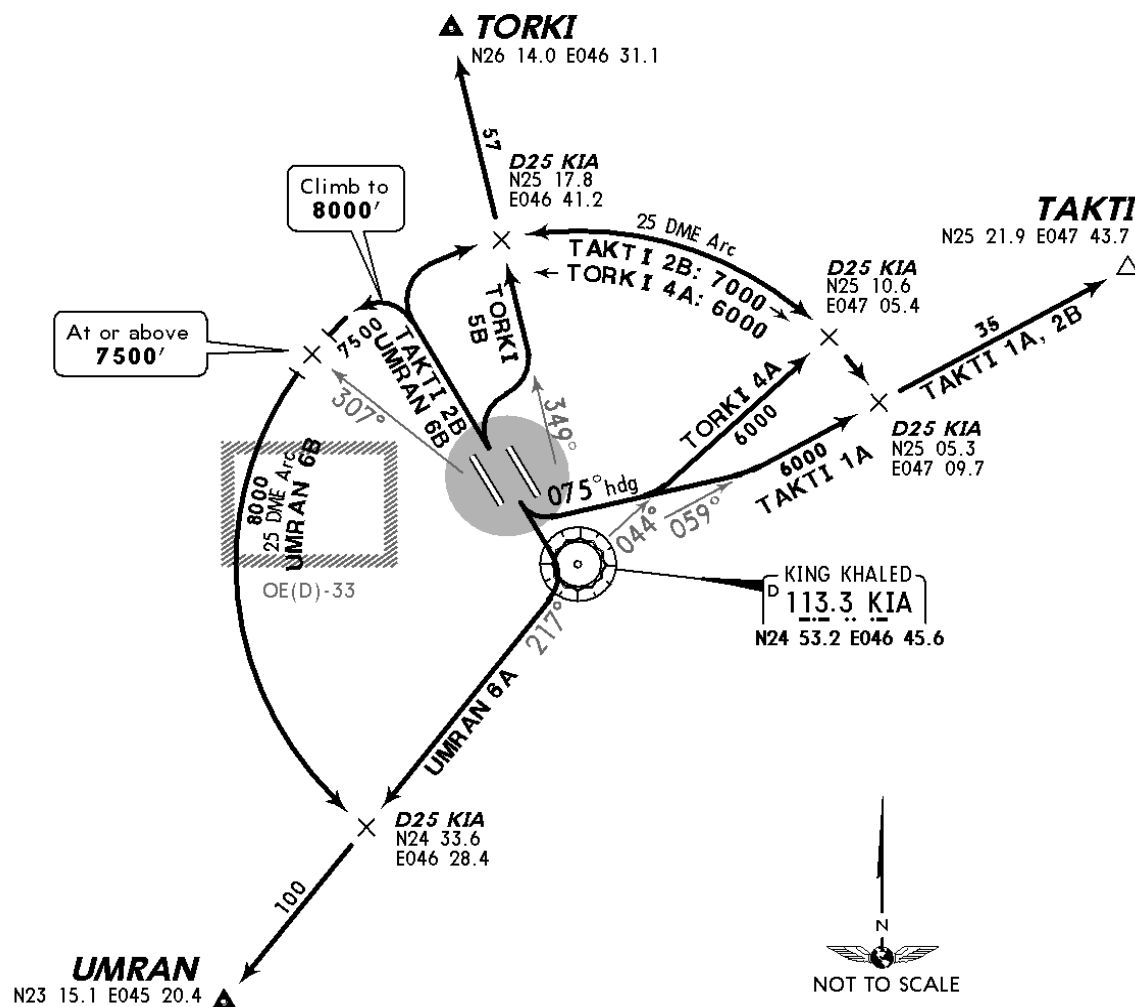


TAKTI ONE ALFA (TAKTI 1A) [TAKT1A]
TAKTI TWO BRAVO (TAKTI 2B) [TAKT2B]
TORKI FOUR ALFA (TORKI 4A) [TORK4A]
TORKI FIVE BRAVO (TORKI 5B) [TORK5B]
UMRAN SIX ALFA (UMRAN 6A) [UMRA6A]
UMRAN SIX BRAVO (UMRAN 6B) [UMRA6B]

RWYS 15L/R, 33L/R DEPARTURES

CAUTION: BE AWARE OF OE(D)-33 ACTIVITY

~~SPEED~~ MAX 250 KT BELOW 10000'



Initial climb clearance
TAKTI 1A, TORKI 4A: 6000' / TAKTI 2B, TORKI 5B, UMRAN 6A, 6B: 7000'
All SIDs: EXPECT higher altitude after passing D25 KIA.

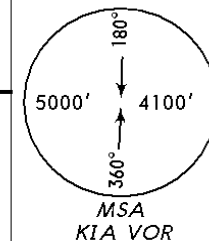
SID	RWY	ROUTING
TAKTI 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-059 to TAKTI.
TAKTI 2B	33L/R	Climb on runway heading, turn RIGHT, along KIA 25 DME arc, intercept KIA R-059 to TAKTI.
TORKI 4A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, along KIA 25 DME arc, intercept KIA R-349 to TORKI.
TORKI 5B	33L/R	Turn RIGHT, intercept KIA R-349 to TORKI.
UMRAN 6A	15L/R	Turn RIGHT, intercept KIA R-217 to UMRAN.
UMRAN 6B	33L/R	Climb on runway heading, turn LEFT climbing to 8000' , along KIA 25 DME arc, intercept KIA R-217 to UMRAN.

OERK/RUH
KING KHALED INTL

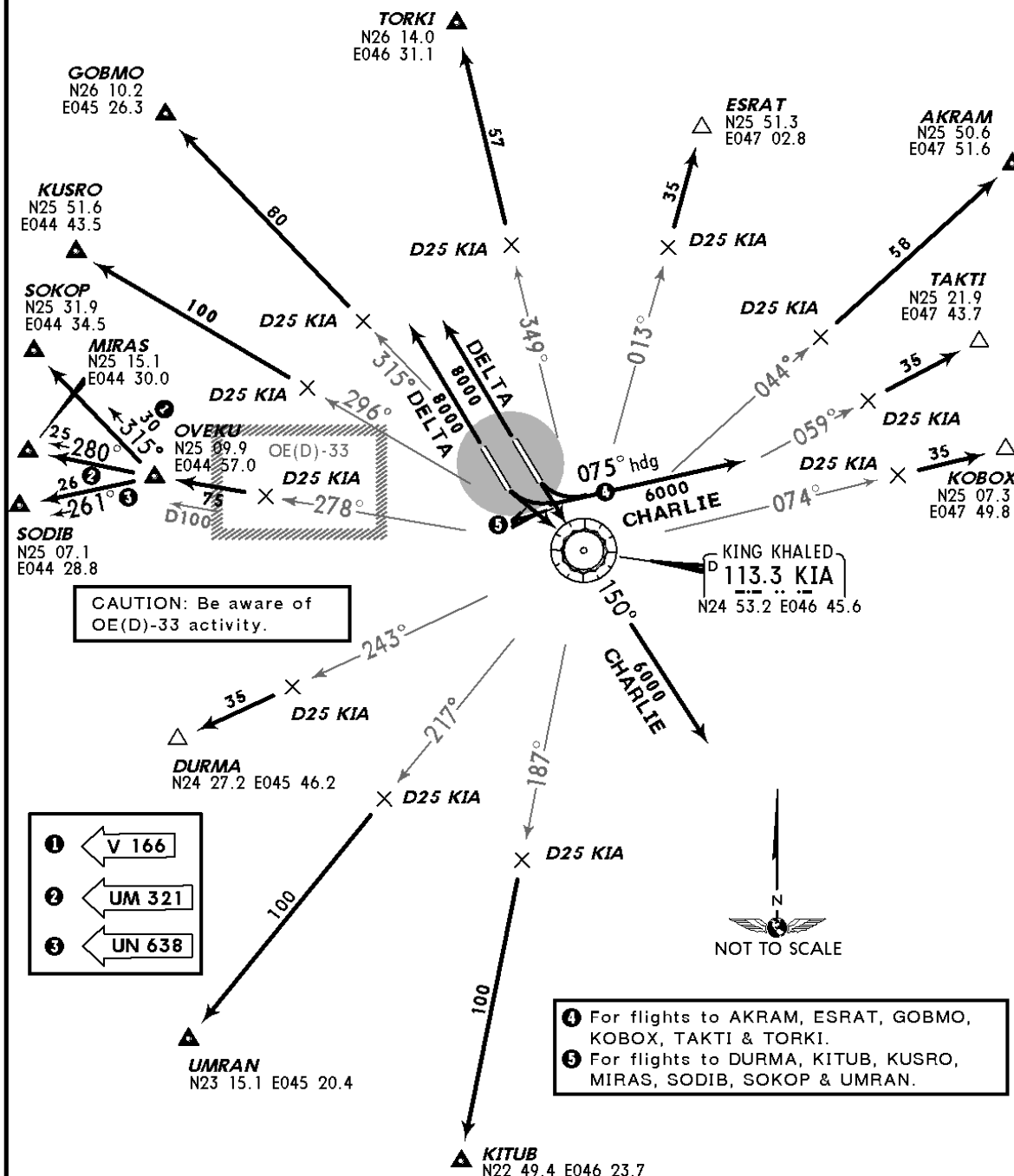
JEPPESEN RIYADH, SAUDI ARABIA
9 NOV 07 (20-3D) Eff 22 Nov RADAR DEPARTURE

Apt Elev
2049'

Trans level: FL150 Trans alt: 13000'
ATC may issue a revised initial heading and/or altitude as a part of the SID procedure.



CHARLIE, DELTA
RWYS 15R/L, 33R/L RADAR DEPARTURES
~~SPEED~~ MAX 250 KT BELOW 10000'



OERK/RUH

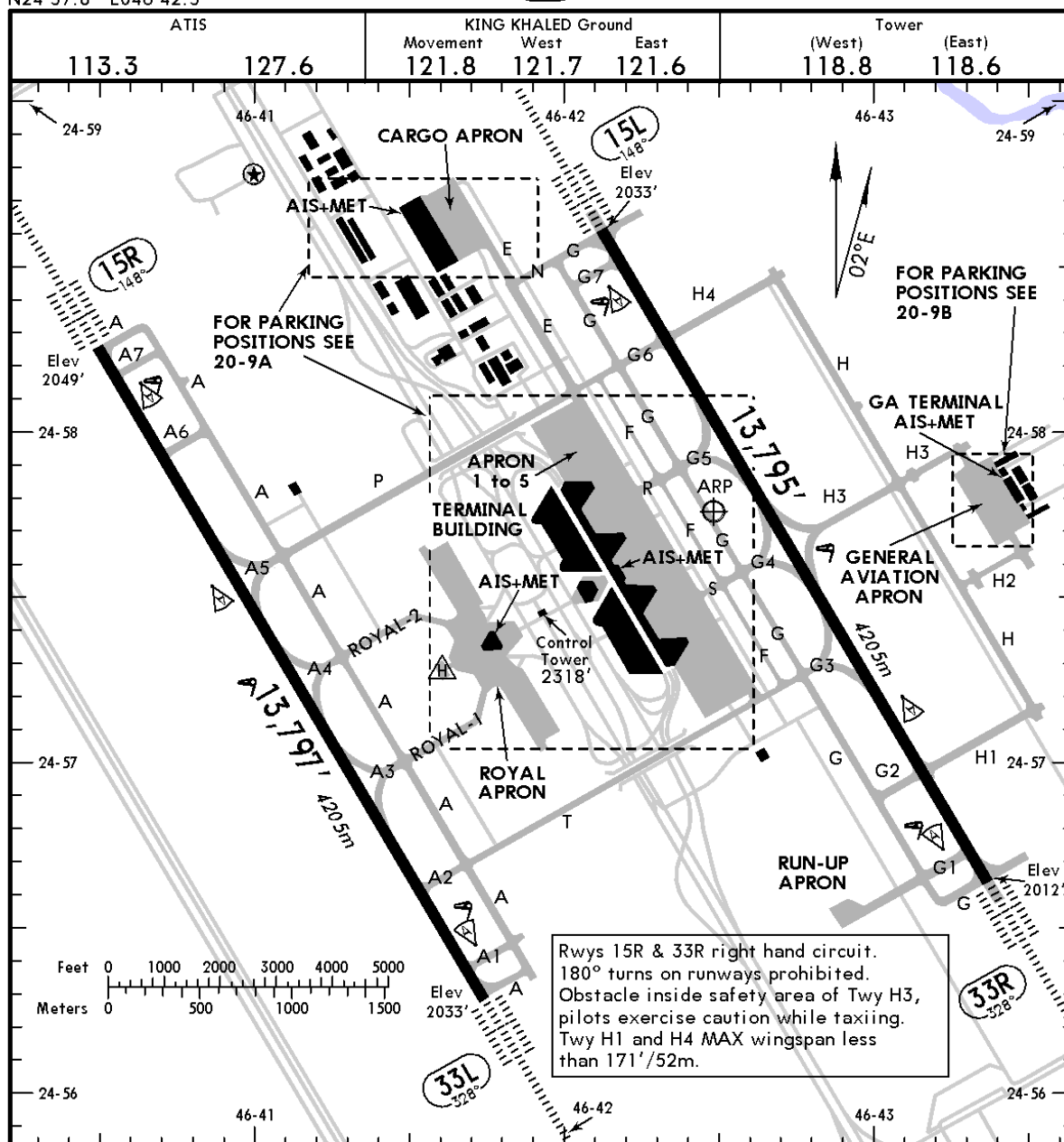
Apt Elev 2049'
N24 57.8 E046 42.5

JEPPESEN

RIYADH, SAUDI ARABIA

14 MAR 08 (20-9)

KING KHALED INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND	TAKE-OFF	WIDTH
		Threshold	Glide Slope	
15L	HIRL CL ALSF-II TDZ ① VASI (3 bar) ② RVR		12,642' 3853m	197'
33R			12,763' 3890m	60m
① Upwind angle 3.15°, downwind angle 3.0°. ② HST-G3, G4, G5, H3.				
15R	HIRL CL ALSF-II TDZ ③ VASI (3 bar) ④ RVR		12,763' 3890m	197'
33L			12,824' 3909m	60m
③ Upwind angle 3.15°, downwind angle 3.0°. ④ HST-A3, A4, A5.				

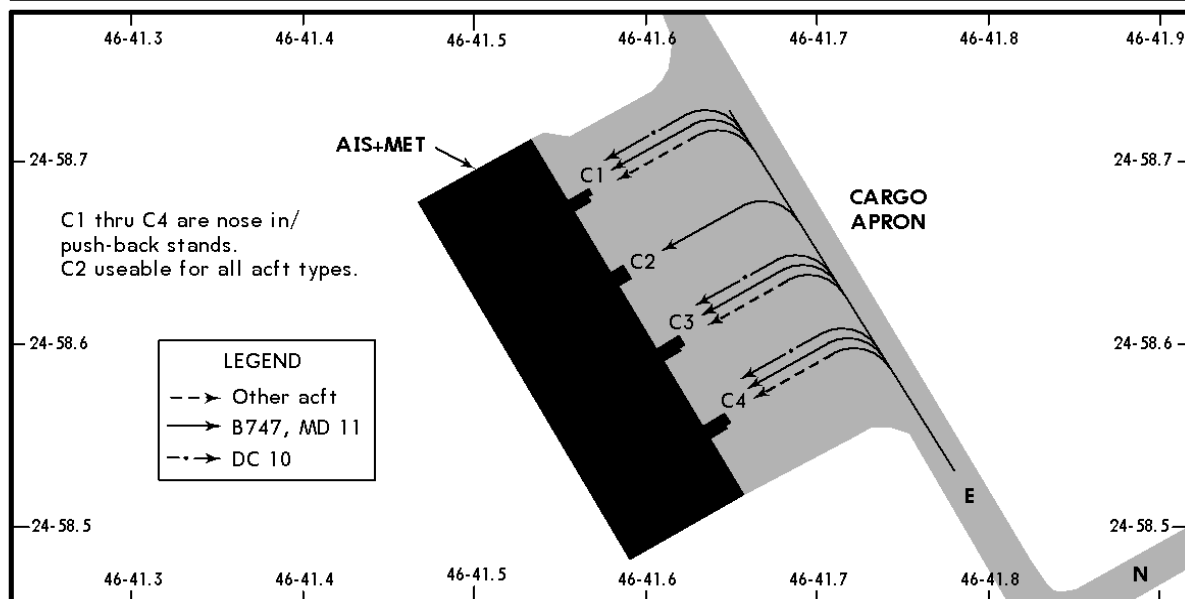
TAKE-OFF				FOR FILING AS ALTERNATE	
All Rwy's					
CL, RCLM & two RVR operating		Adequate Vis Ref	STD	Precision	Non-Precision
1 Eng	NOT AUTHORIZED		1600m	A	①
2 Eng				B	800'-3200m
3 & 4 Eng	RVR 200m	RVR 500m VIS 400m	800m	C	
				D	

① VOR DME 15R/33L: NOT AUTHORIZED.

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KING KHALED INTL

14 MAR 08 (20-9A)



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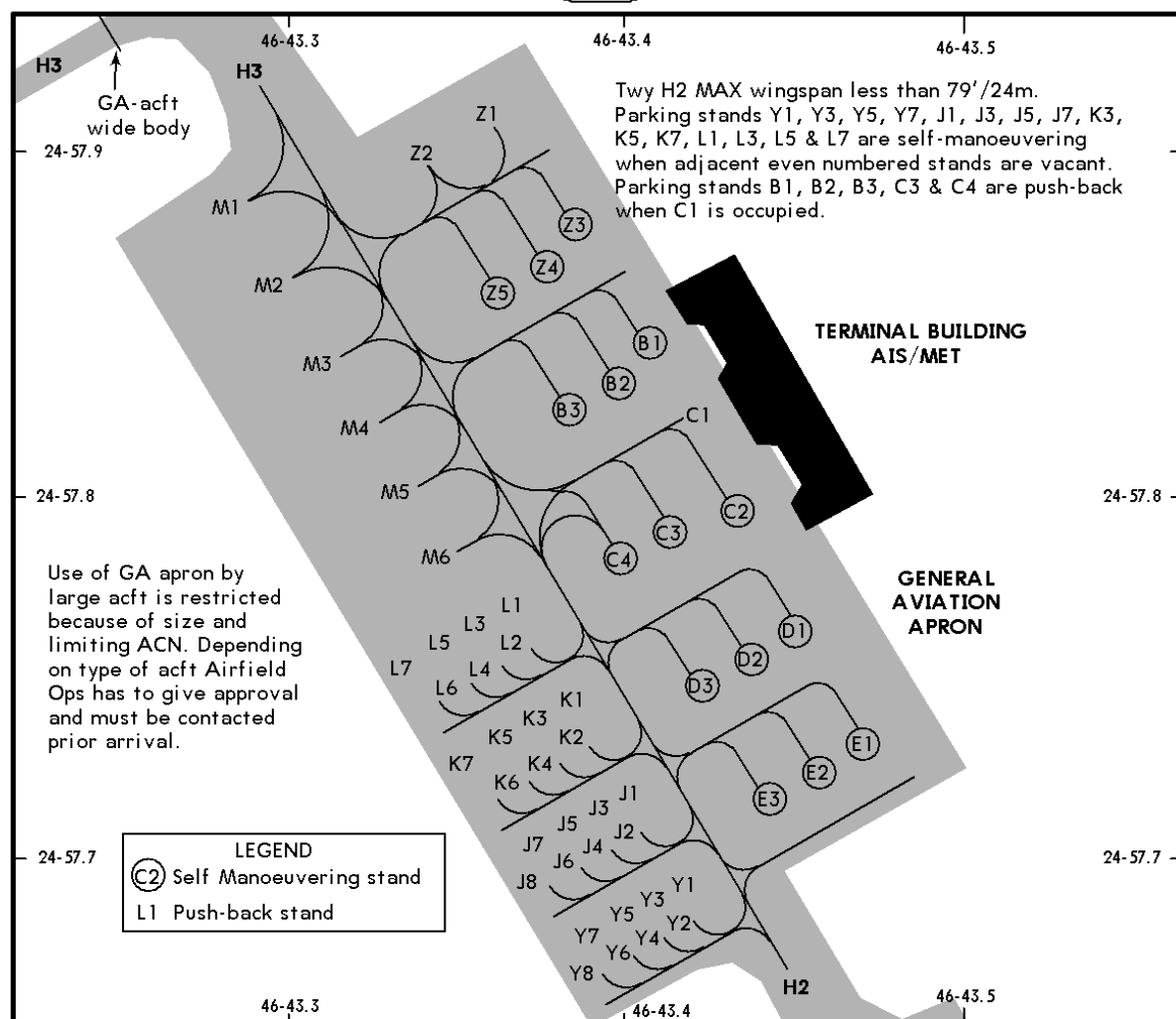
RIYADH, SAUDI ARABIA

16 NOV 07

20-9B

Eff 22 Nov

KING KHALED INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
ROYAL APRON		APRON 3		GENERAL AVIATION APRON	
Gate 1	N24 57.3 E046 41.7	21,22	N24 57.7 E046 42.1	Z1	N24 57.9 E046 43.4
Gate 2	N24 57.3 E046 41.8	23-26	N24 57.7 E046 42.2	Z2	N24 57.9 E046 43.3
Gate 3	N24 57.4 E046 41.7	27,28	N24 57.6 E046 42.2	Z3-Z5	N24 57.9 E046 43.4
1A,1B	N24 57.3 E046 41.7			B1-B3	N24 57.8 E046 43.4
2A	N24 57.3 E046 41.8			C1-C4	N24 57.8 E046 43.4
		31,32	N24 57.6 E046 42.2		
3A	N24 57.4 E046 41.7	33,34	N24 57.6 E046 42.3	D1	N24 57.8 E046 43.5
90	N24 57.6 E046 41.6	35-38	N24 57.5 E046 42.3	D2	N24 57.8 E046 43.4
91,92	N24 57.6 E046 41.7			D3	N24 57.7 E046 43.4
93,94	N24 57.5 E046 41.7			E1,E2	N24 57.7 E046 43.5
95-97	N24 57.2 E046 41.9	1E,2E	N24 57.2 E046 42.5	E3	N24 57.7 E046 43.4
		3E,4E	N24 57.3 E046 42.5		
98	N24 57.1 E046 41.9	5A,5B	N24 57.2 E046 42.4	Y1-Y8	N24 57.7 E046 43.4
99	N24 57.1 E046 42.0	5E	N24 57.2 E046 42.5	J1-J8	N24 57.7 E046 43.4
		6E,7E	N24 57.2 E046 42.4	K1-K7	N24 57.7 E046 43.4
APRON 1				L1-L3	N24 57.8 E046 43.4
1W-3W	N24 58.0 E046 42.0	8E	N24 57.3 E046 42.4	L4	N24 57.7 E046 43.4
4W	N24 57.9 E046 42.0	9E	N24 57.4 E046 42.3		
5W,6W	N24 58.0 E046 42.0	10E-13E	N24 57.4 E046 42.4	L5	N24 57.8 E046 43.3
7W	N24 58.0 E046 41.9	41-43	N24 57.4 E046 42.3	L6	N24 57.7 E046 43.3
				L7	N24 57.8 E046 43.3
APRON 2				M1,M2	N24 57.9 E046 43.3
11,12	N24 57.9 E046 42.0	C1	N24 58.7 E046 41.6	M3-M5	N24 57.8 E046 43.3
13,14	N24 57.9 E046 42.1	C2,C3	N24 58.6 E046 41.6		
15-18	N24 57.8 E046 42.1	C4	N24 58.6 E046 41.7	M6	N24 57.8 E046 43.4
CARGO APRON					

CHANGES: Coordinates.

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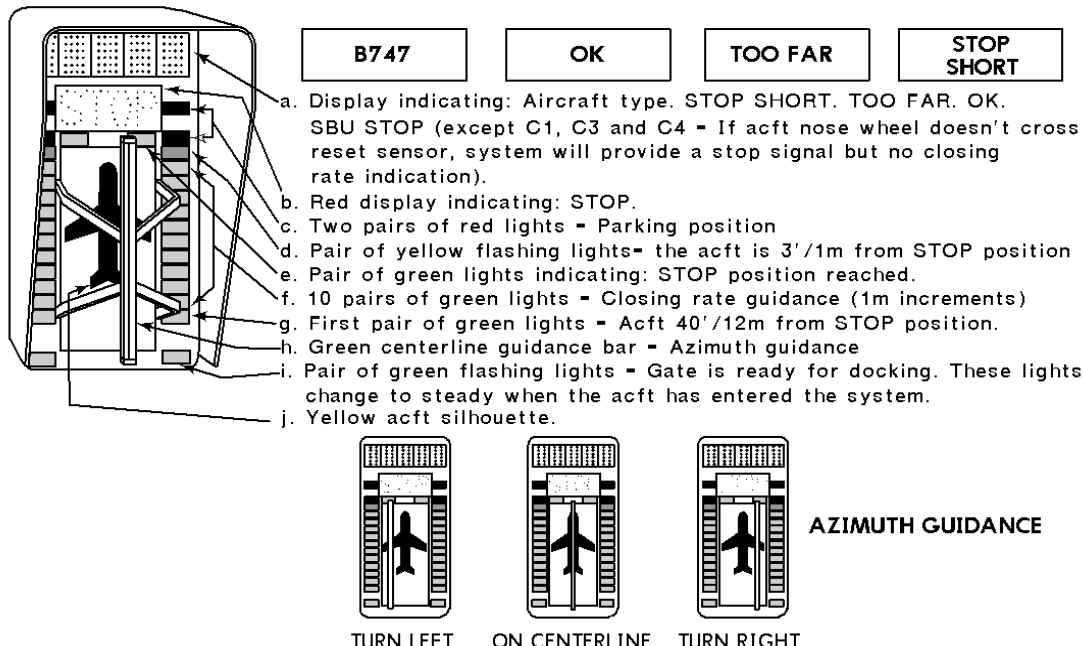
OERK/RUH

JEPPESEN RIYADH, SAUDI ARABIA
16 NOV 07 20-9C Eff 22 Nov KING KHALED INTL

STAND ENTRY GUIDANCE SYSTEMS

A. GENERAL

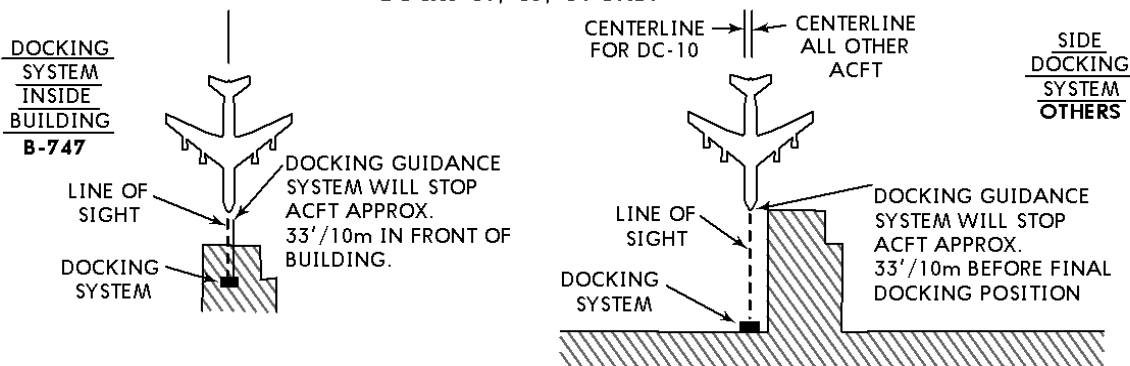
Pilot interpreted guidance system is aligned for use from left hand pilot seat. Display units are on the wall of the building for side loading and inside the door for nose loading (C1, C3 and C4 only) or free standing supports in front of the terminals and to the right of the passenger jetties (gate 2, 3, 11 thru 18, 21 thru 28 and 31 thru 38 only).



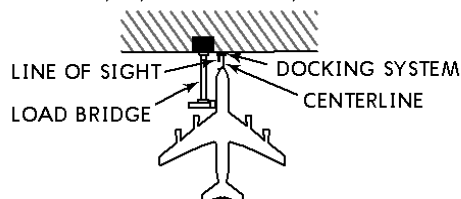
B. DOCKING

1. Do not enter parking area if ground airline maintenance personnel are not in attendance.
2. Follow the taxi-in line and watch for centerline guidance. Keep the green CL guidance bar centered over the yellow acft silhouette.
3. Check correct aircraft type is lit, if not - STOP.
4. Check pair of flashing green lights are lit - ready for docking.
5. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light a corresponding pair of green lights showing the aircraft position in dock. When flashing yellow lights are lit, acft is 3'/1m from STOP position.
6. At STOP position the two pairs of red lights are lit and the display indicates STOP.
7. If correctly parked OK shows on the display.
8. If coming too far the display indicates TOO FAR. Push-back is necessary.

DOCKS C1, C3, C4 ONLY



GATES 2, 3, 11 thru 18, 21 thru 28 and 31 thru 38



At passenger Terminal building configuration of acft position and loading bridge is different at each gate.

OERK/RUH

JEPPESEN

14 MAY 04

(20-9X)

JAA MINIMUMS

RIYADH, SAUDI ARABIA
KING KHALED INTL

STRAIGHT-IN RWY		A	B	C	D
15L	ILS DME	2233'(200')	2233'(200')	2233'(200')	2233'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420'(387')	2420'(387')	2420'(387')	2420'(387')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
	VOR DME	2440'(407')	2440'(407')	2440'(407')	2440'(407')
		R900m V800m	R1000m V800m	1200m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
15R	ILS DME	2249'(200')	2249'(200')	2249'(200')	2249'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420'(371')	2420'(371')	2420'(371')	2420'(371')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
33L	ILS DME	2247'(200')	2247'(200')	2247'(200')	2247'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420'(373')	2420'(373')	2420'(373')	2420'(373')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
33R	ILS DME	2223'(200')	2223'(200')	2223'(200')	2223'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	2223'(200')	2223'(200')	2223'(200')	2223'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	R720m V800m	R720m V800m	R720m V800m	R720m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	2420'(397')	2420'(397')	2420'(397')	2420'(397')
		R900m V800m	R1000m V800m	R1000m V800m	R1400m V1200m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V1600m	2000m
	VOR DME	2500'(477')	2500'(477')	2500'(477')	2500'(477')
		R1000m V800m	R1200m V800m	1200m	1600m
	ALS out	R1500m V1600m	R1500m V1600m	2000m	2400m
	VOR	2500'(477')	2500'(477')	2500'(477')	2500'(477')
		1200m	1200m	R1500m V1600m	R1800m V2000m
	ALS out	R1500m V1600m	R1500m V1600m	2000m	2400m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTHORIZED			

OERK/RUH

JEPPESEN
 14 MAY 04 **(20-9X1)**

JAA MINIMUMS
 RIYADH, SAUDI ARABIA
 KING KHALED INTL

TAKE-OFF RWY 15L/R, 33L/R

LVP must be in Force			
RL, CL & mult. RVR req.		Adequate Vis Ref (DAY only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng			
3 or more Eng	200m	400m	500m

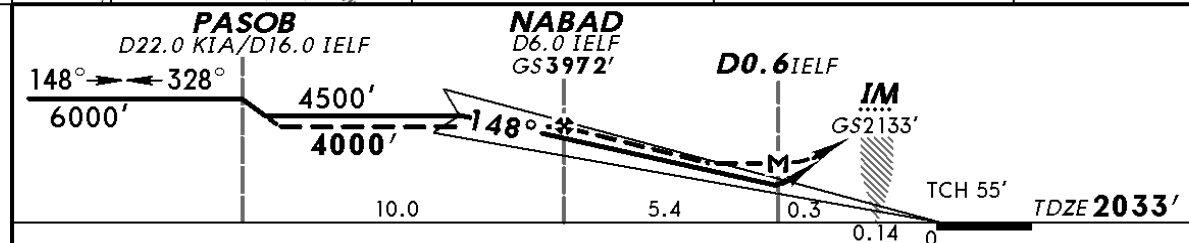
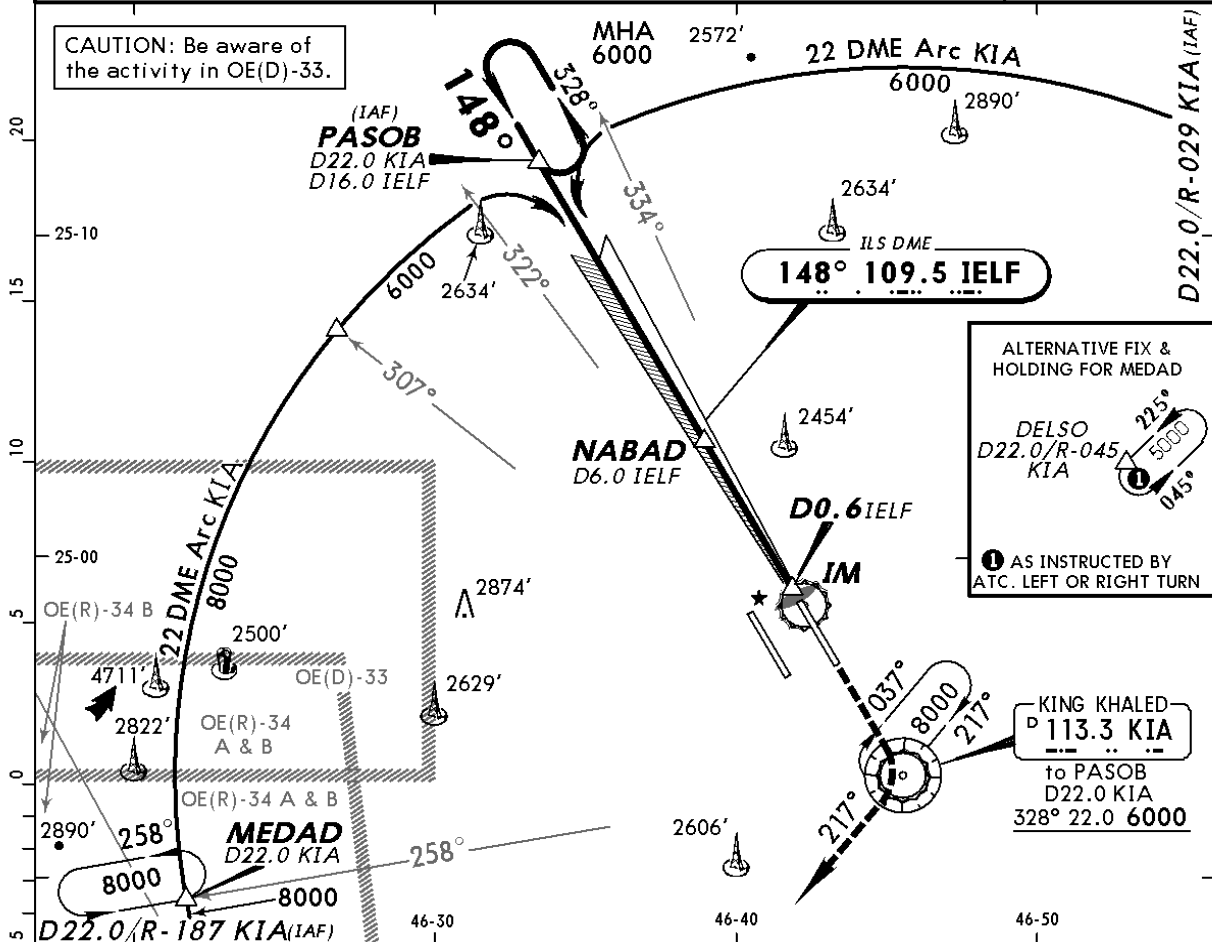
For SAUDI ARABIA State Alternate minimums which are always higher than JAR-OPS 1 refer to apt chart.

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KING KHALED INTL

JEPPESEN
14 MAR 08 (21-1)

RIYADH, SAUDI ARABIA
ILS DME Rwy 15L

ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East West	Ground East West
113.3 127.6	126.0	120.0	118.6 118.8	121.8 121.6 121.7
LOC IELF 109.5	Final Appch Crs 148°	GS NABAD 3972' (1939')	ILS DA(H) 2233' (200')	Apt Elev 2049' TDZE 2033'
MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KIA VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753
MAP at D0.6 IELF						

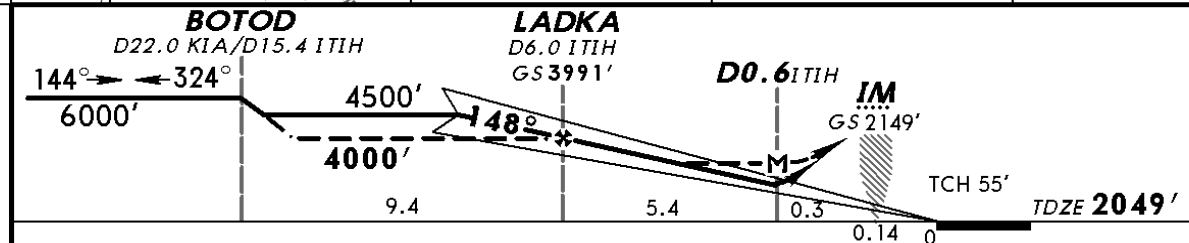
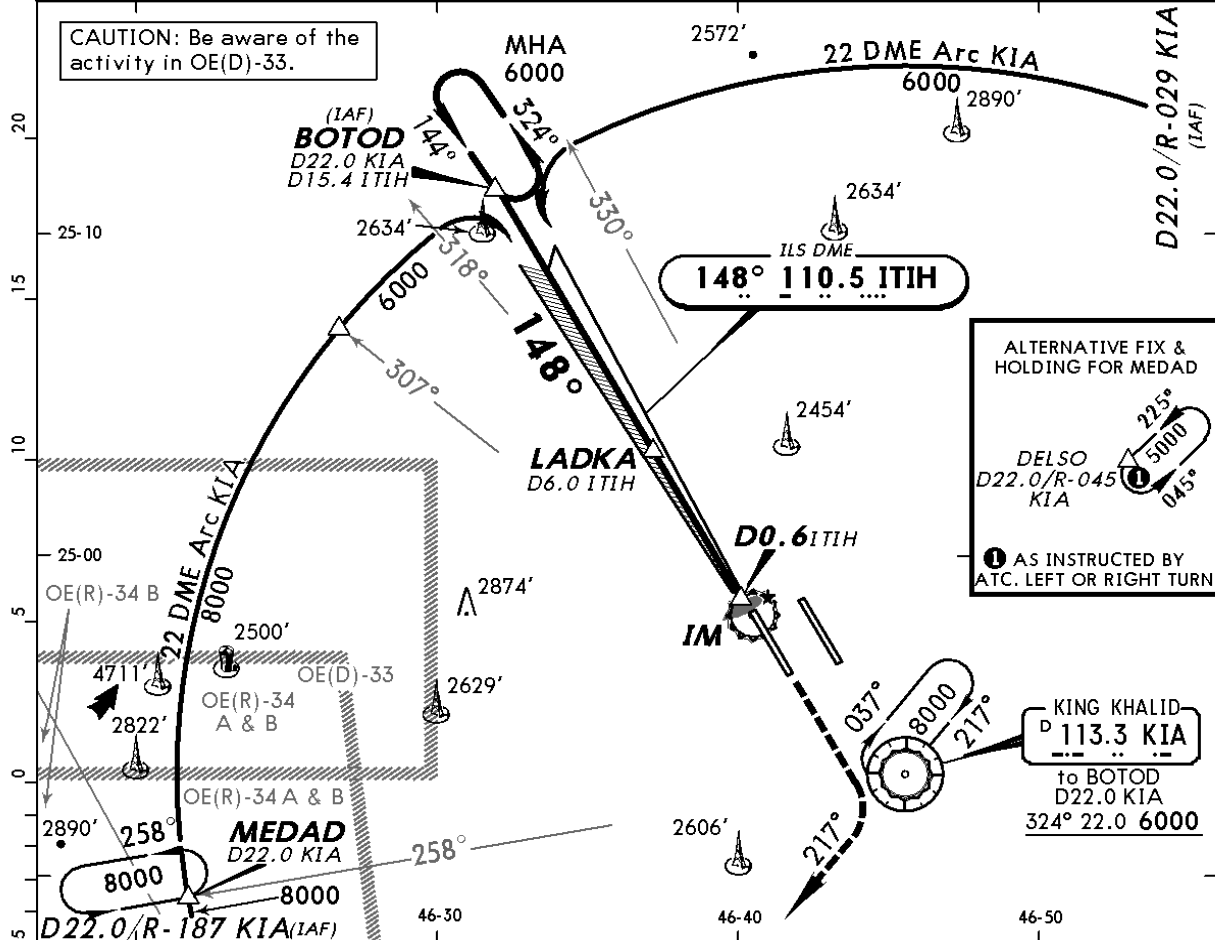
STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 2233' (200')		MDA(H) 2420' (387')			
FULL		ALS out			
A/B				A/B	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	C	NOT AUTHORIZED
D				D	

OERK/RUH
KING KHALED INTL

JEPPESEN
14 MAR 08 (21-2)

RIYADH, SAUDI ARABIA
ILS DME Rwy 15R

BRIEFING STRIP™	ATIS		RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower		Ground	
	113.3	127.6	126.0	120.0	East 118.6	West 118.8	121.8	East 121.6 West 121.7
	LOC ITIH	Final Aptch Crs	GS LADKA	ILS DA(H)	Apt Elev 2049'			
	110.5	148°	3991' (1942')	2249' (200')	TDZE 2049'			
	<p>MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.</p>							
Alt Set: hPa		TDZ Elev: 73 hPa	Trans level: FL 150		Trans alt: 13000'		MSA KIA VOR	



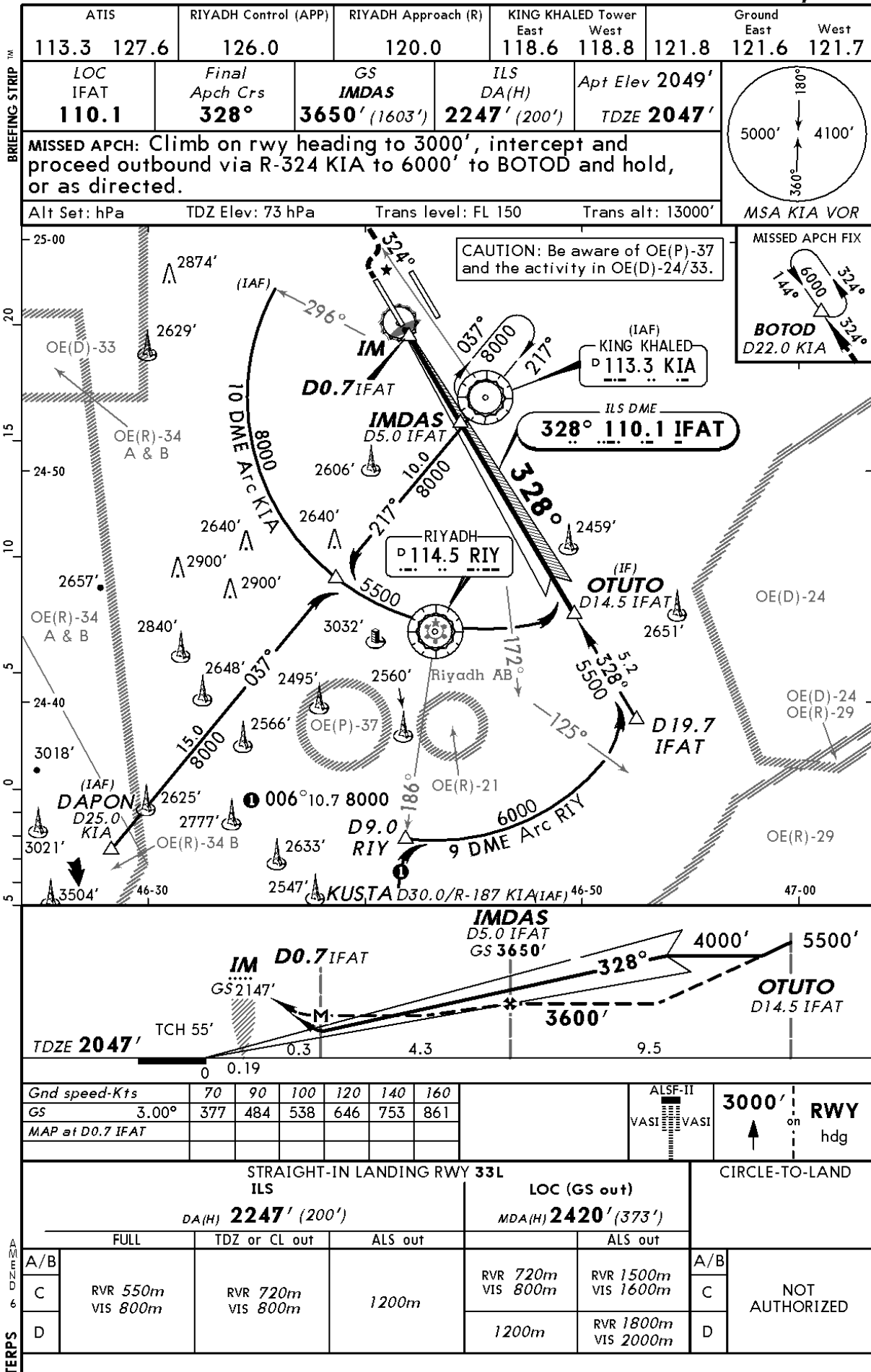
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>GS</i> 3.00°	377	484	538	646	753	861	
<i>MAP at D0.6 ITIH</i>							

STRAIGHT-IN LANDING RWY 15R						CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) 2249' (200')				MDA(H) 2420' (371')			
FULL		TDZ or CL out	ALS out				
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A/B	NOT AUTHORIZED
C						C	
D				1200m	RVR 1800m VIS 2000m	D	

OERK/RUH
KING KHALED INTL

JEPPESEN
14 MAR 08 (21-3)

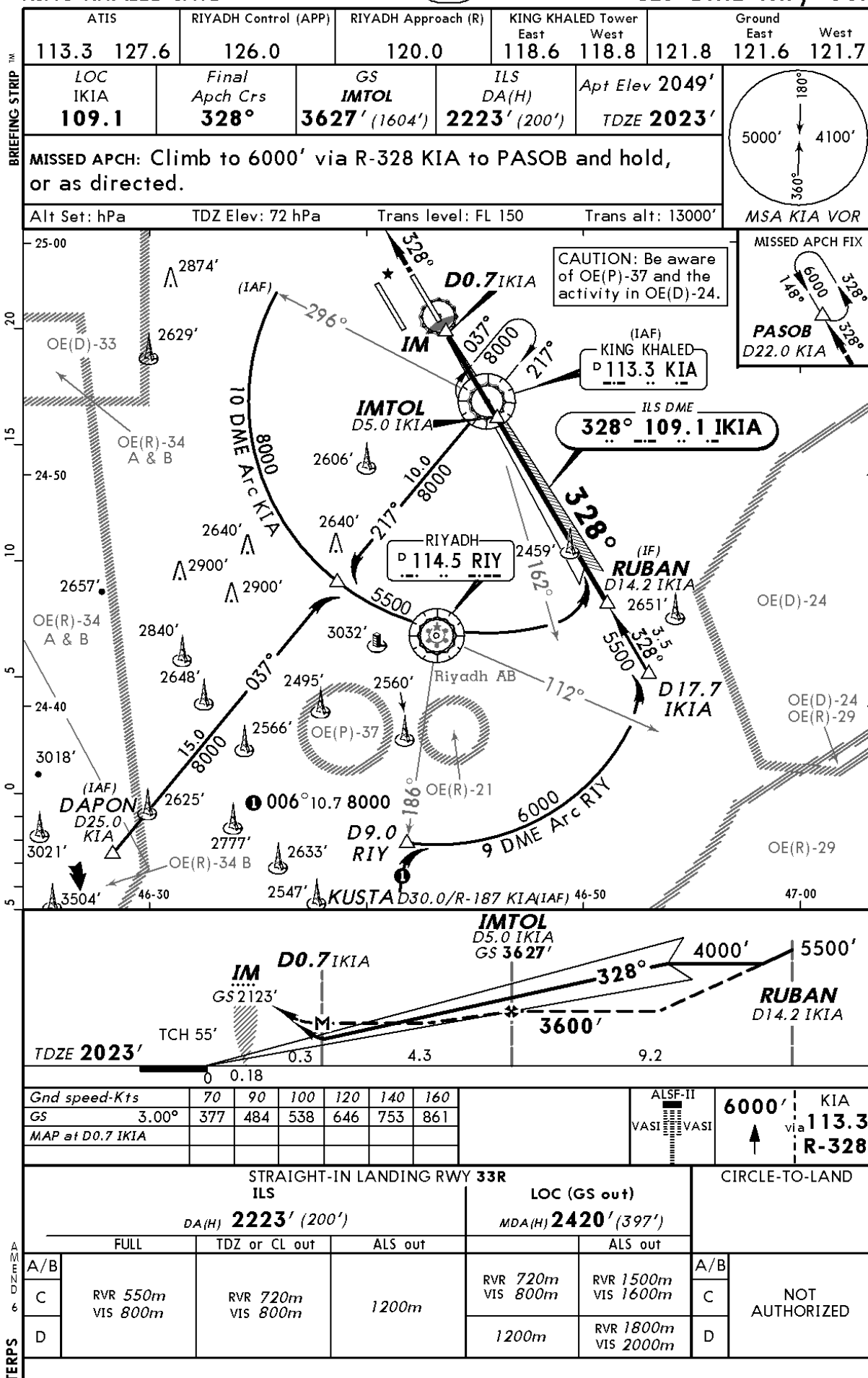
RIYADH, SAUDI ARABIA
ILS DME Rwy 33L



OERK/RUH
KING KHALED INTL

JEPPESSEN
14 MAR 08 **(21-4)**

RIYADH, SAUDI ARABIA
ILS DME Rwy 33R

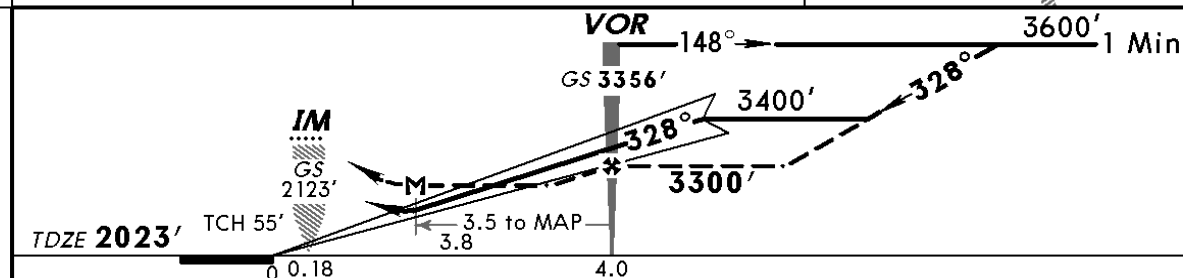
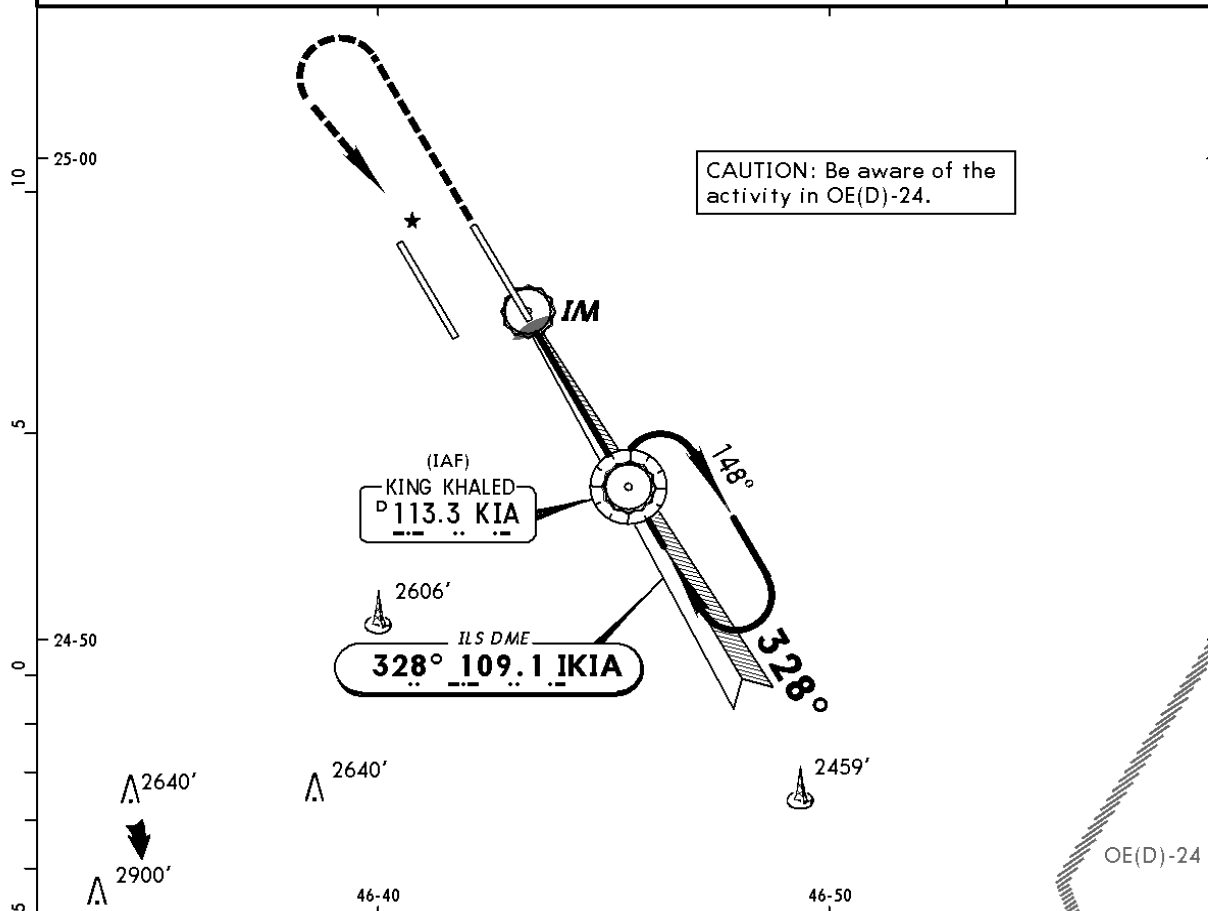
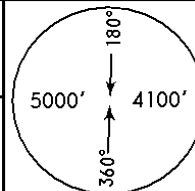


OERK/RUH
KING KHALED INTL

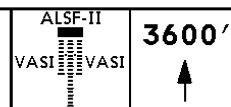
JEPPESEN
14 MAR 08 (21-5)

RIYADH, SAUDI ARABIA
ILS Rwy 33R

BRIEFING STRIP™	ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East West	Ground East West
	113.3 127.6	126.0	120.0	118.6 118.8	121.8 121.6 121.7
	LOC IKIA 109.1	Final Apch Crs 328°	GS VOR 3356' (1333')	ILS DA(H) 2223' (200')	Apt Elev 2049' TDZE 2023'
	<p>MISSED APCH: Climb to 3600', then turn LEFT to VOR and hold, or as directed.</p> <p>Alt Set: hPa TDZ Elev: 72 hPa Trans level: FL 150 Trans alt: 13000'</p>				



<i>Gnd speed-Kts</i>	70	90	100	120	140	160			ALSF-II	
<i>GS</i>	3.00°	377	484	538	646	753	861			VASI
<i>VOR to MAP</i>	3.5	3:00	2:20	2:06	1:45	1:30	1:19			VASI



STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
ILS				LOC (GS out)	
DA(H) 2223' (200')				MDA(H) 2420' (397')	
FULL		TDZ or CL out	ALS out	ALS out	
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C				1200m	RVR 1800m VIS 2000m
D					

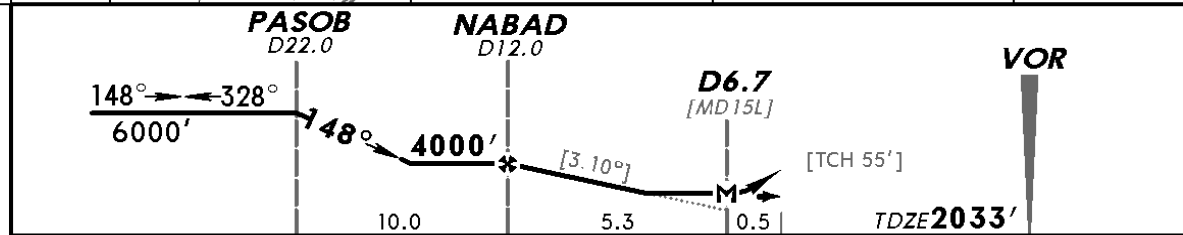
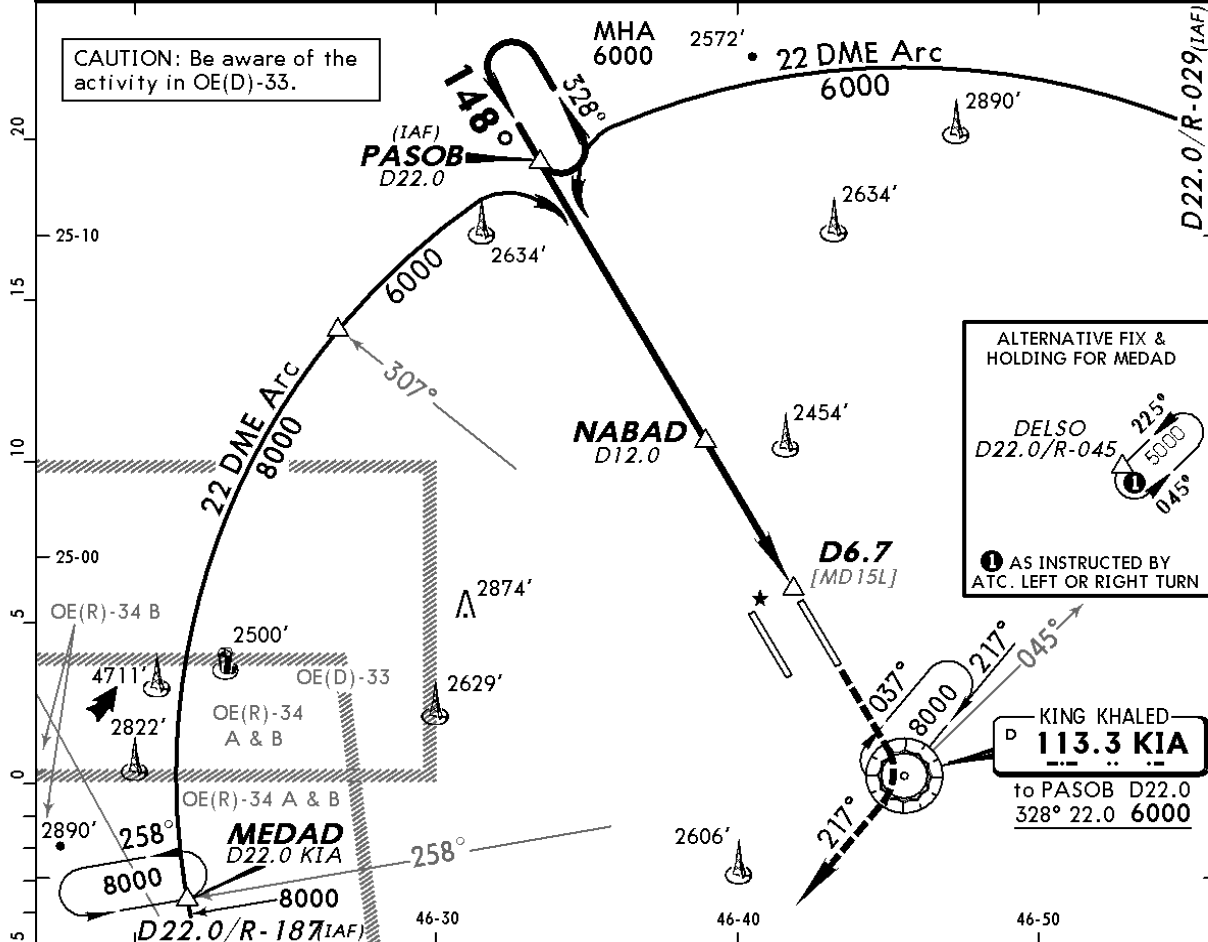
TERPS

OERK/RUH
KING KHALED INTL

JEPPESEN
14 MAR 08 (23-1)

RIYADH, SAUDI ARABIA
VOR DME Rwy 15L

ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East West	Ground East West
113.3 127.6	126.0	120.0	118.6 118.8	121.8 121.6 121.7
VOR KIA 113.3	Final Apch Crs 148°	Minimum Alt NABAD 4000' (1967')	MDA(H) 2440' (407')	Apt Elev 2049' TDZE 2033'
MISSED APCH: Climb to 3300' on rwy heading, then climbing turn RIGHT to intercept R-217 KIA outbound to D22.0 KIA, continue climb to 8000' on 22 DME ARC KIA clockwise to MEDAD and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KIA VOR



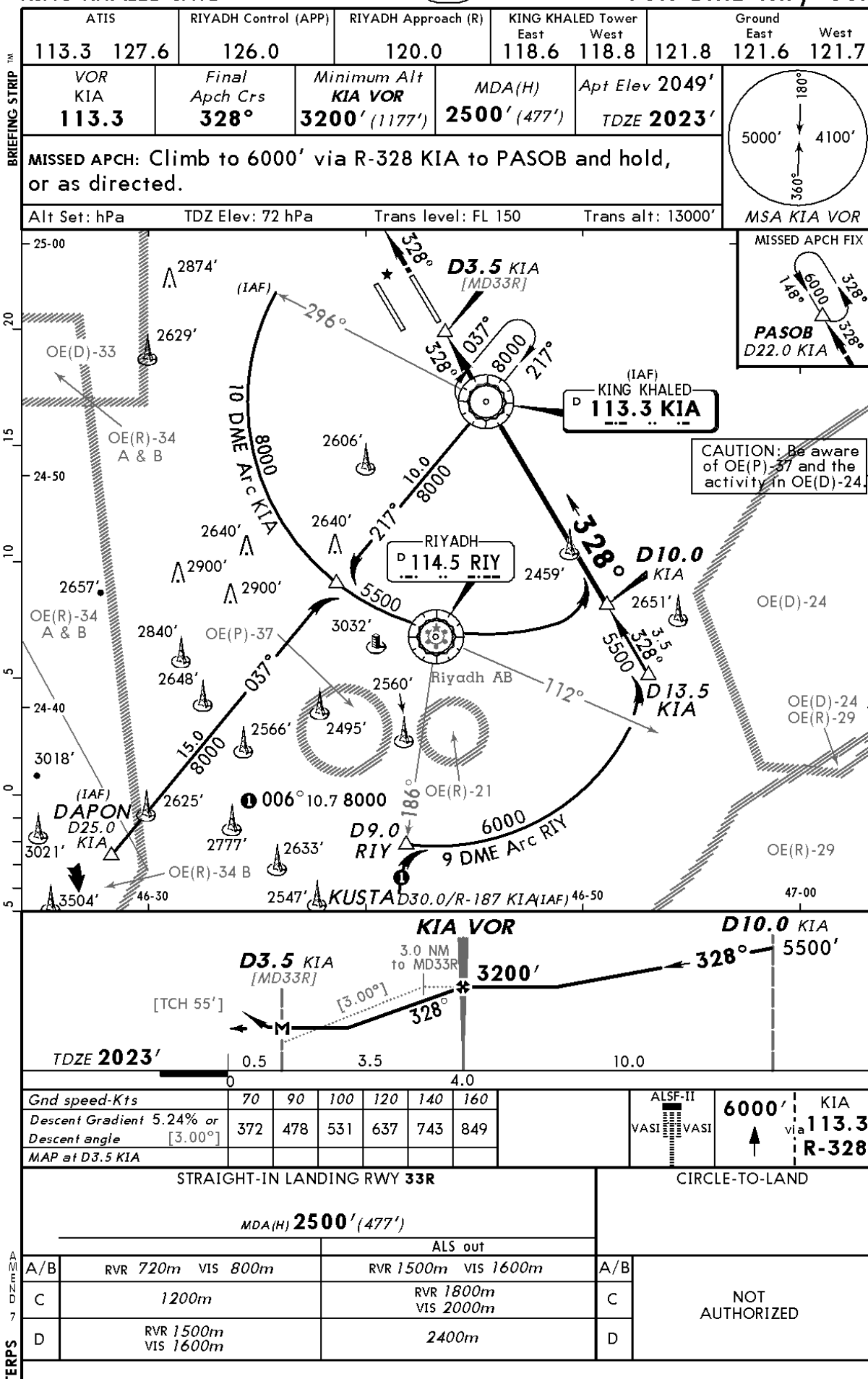
Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.40% or Descent angle [3.10°]	384	494	548	658	768	878
MAP at D6.7						

STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND	
MDA(H) 2440' (407')					
A/B	RVR 720m VIS 800m	ALS out		A/B	NOT AUTHORIZED
C	1200m	RVR 1500m VIS 1600m		C	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		D	

OERK/RUH KING KHALED INTL

14 MAR 08 **(23-2)**

RIYADH, SAUDI ARABIA
VOR DME Rwy 33R

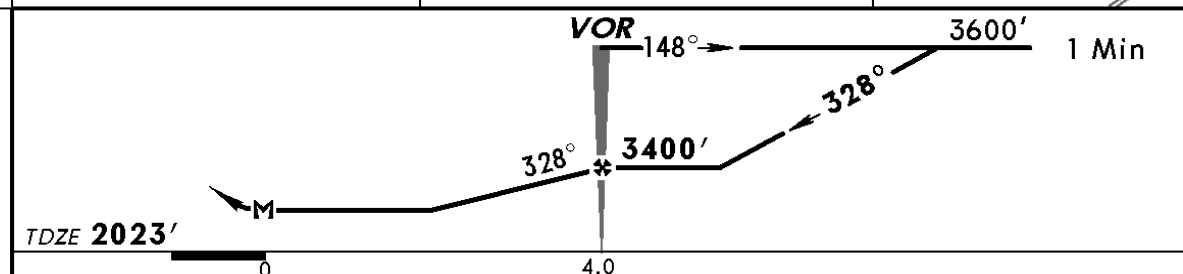
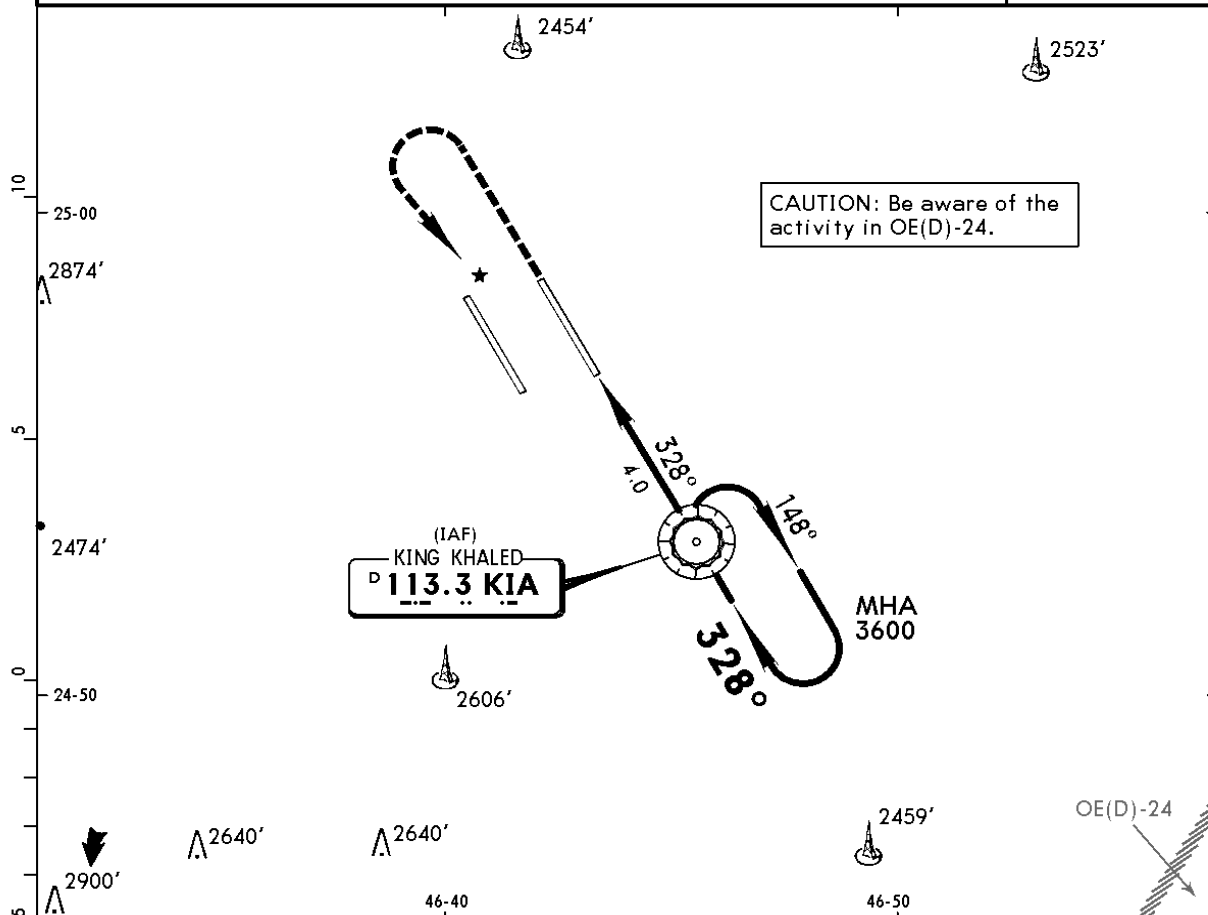


OERK/RUH
KING KHALED INTL

JEPPESEN
14 MAR 08 (23-3)

RIYADH, SAUDI ARABIA
VOR Rwy 33R

ATIS	RIYADH Control (APP)	RIYADH Approach (R)	KING KHALED Tower East West	Ground East West
113.3 127.6	126.0	120.0	118.6 118.8	121.8 121.6 121.7
VOR KIA 113.3	Final Apch Crs 328°	Minimum Alt VOR 3400' (1377')	MDA(H) 2500' (477')	Apt Elev 2049' TDZE 2023'
MISSED APCH: Climb to 3600', then turn LEFT to VOR and hold, or as directed.				
Alt Set: hPa	TDZ Elev: 72 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KIA VOR



Gnd speed-Kts	70	90	100	120	140	160
VOR to MAP	4.0	3:26	2:40	2:24	2:00	1:43

STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
MDA(H) 2500' (477')					
A/B	1200m	ALS out		A/B	NOT AUTHORIZED
C	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m		C	
D	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m		D	
		2400m			