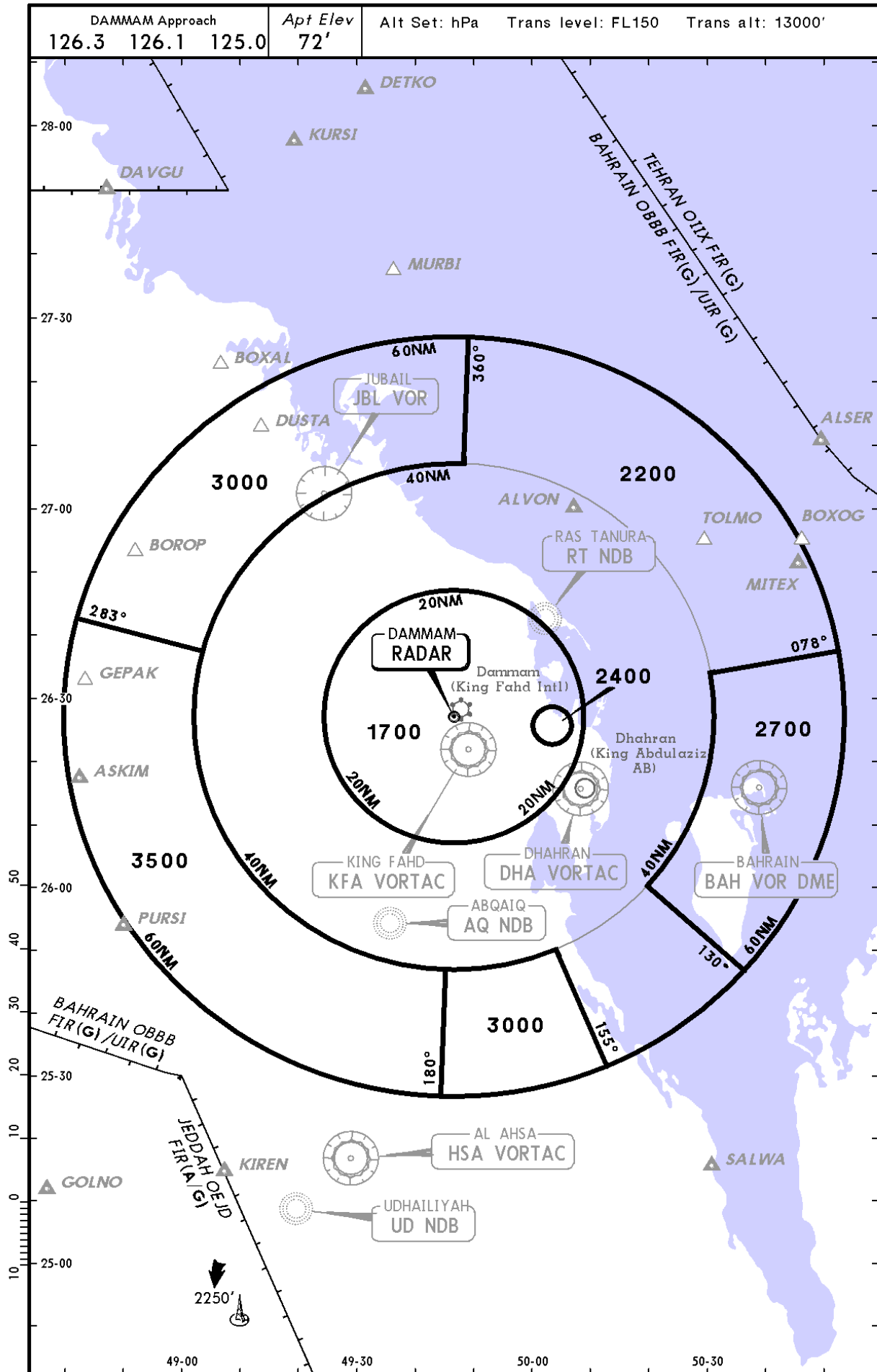


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KING FAHD INTL

JEPPesen
30 NOV 07 10-1R

DAMMAM, SAUDI ARABIA
RADAR MINIMUM ALTITUDES



SID

JEPPESEN

9 AUG 02

10-3

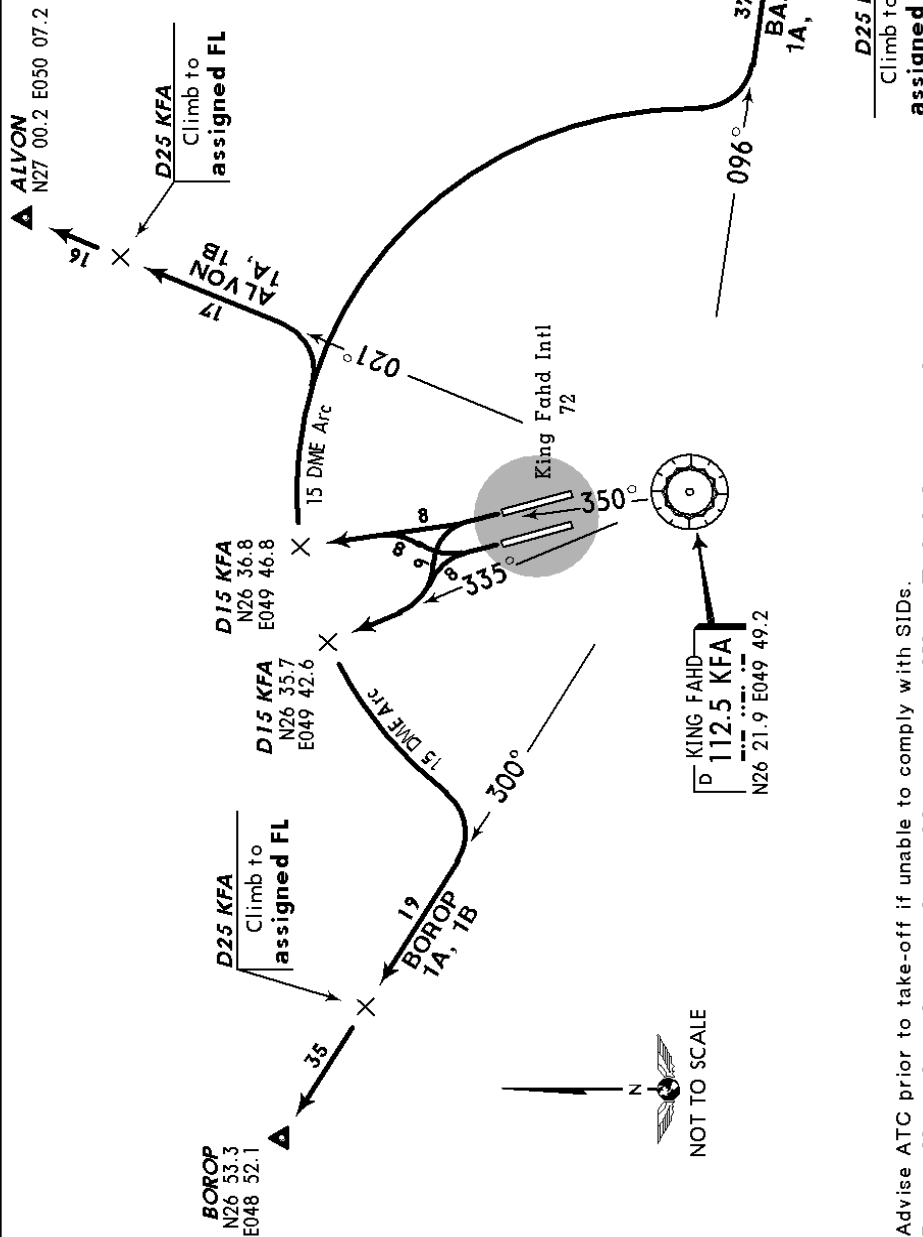
DAMMAM, SAUDI ARABIA

KING FAHD INTL

KING FAHD Approach (R) 126.1

TRANS LEVEL: FL150
TRANS ALT: 13000'

ALVON ONE ALFA (ALVON 1A) [ALVO1A]
ALVON ONE BRAVO (ALVON 1B) [ALVO1B]
BAHRAIN ONE ALFA (BAH 1A)
BAHRAIN ONE BRAVO (BAH 1B)
BOROP ONE ALFA (BOROP 1A) [BORO1A]
BOROP ONE BRAVO (BOROP 1B) [BORO1B]
DEPARTURES
(RWYS 34L/R)



BAHRAIN
D 115.3 BAH
N26 15.5 E050 39.3

SID	ROUTING	CLIMB INSTRUCTION
ALVON 1A, 1B	Turn RIGHT, intercept KFA R-350 to D15 KFA, turn RIGHT, proceed along KFA 15 DME arc, turn LEFT, intercept KFA R-021 to Alvon Int.	Climb to 6000', at D25 KFA climb to assigned FL.
BAH 1A, 1B	Turn RIGHT, intercept KFA R-350 to D15 KFA, turn RIGHT, proceed along KFA 15 DME arc, turn LEFT, intercept KFA R-098 to BAH VORDME.	
BOROP 1A, 1B	Turn LEFT, intercept KFA R-335 to D15 KFA, turn LEFT, proceed along KFA 15 DME arc, turn RIGHT, intercept KFA R-300 to Borop Int.	

Advise ATC prior to take-off if unable to comply with SIDs.
Immediately after take-off contact King Fahd Approach.

SID

JEPPESEN

9 AUG 02

10-3A

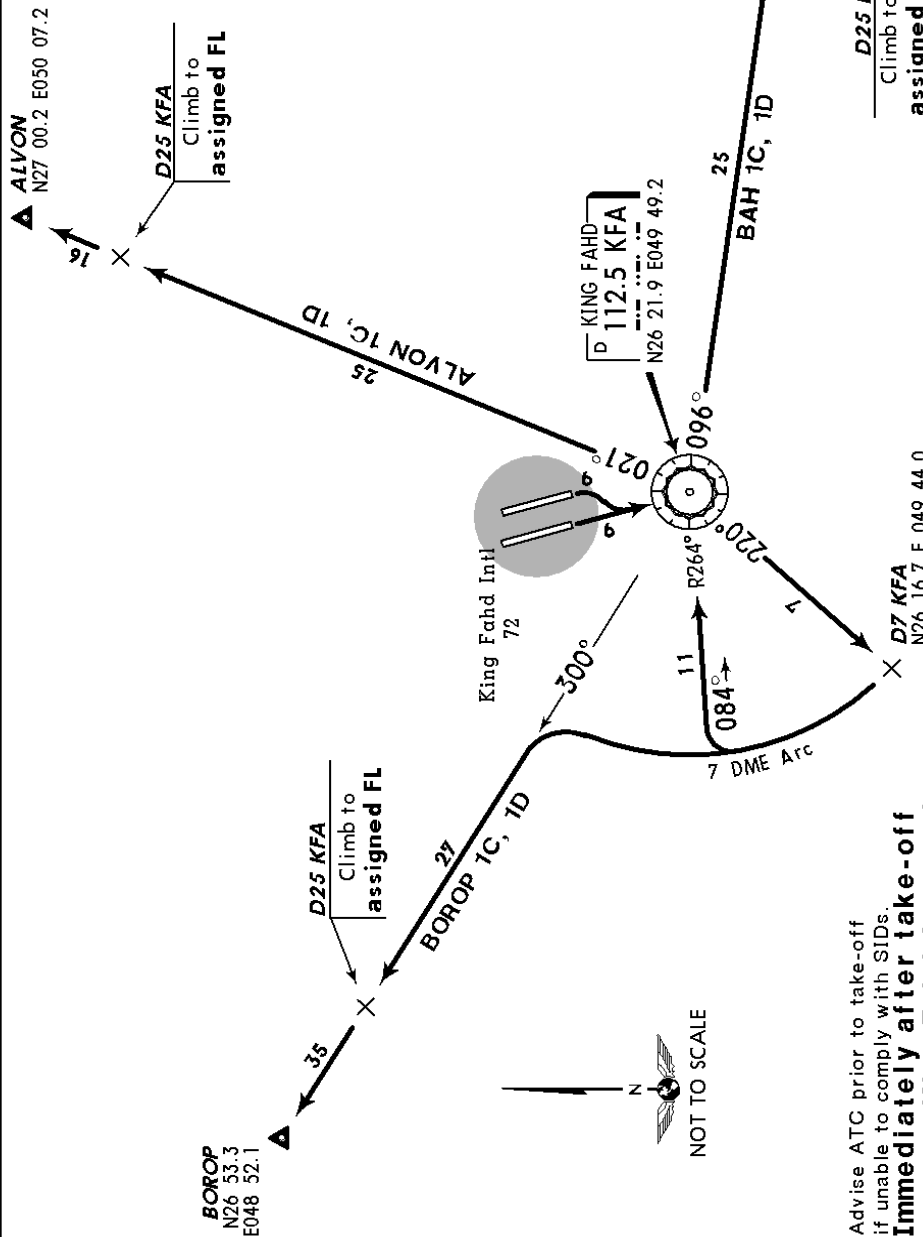
DAMMAM, SAUDI ARABIA

KING FAHD INTL

KING FAHD Approach (R) 126.1

TRANS LEVEL: FL150
TRANS ALT: 13000'

ALVON ONE CHARLIE (ALVON 1C) [ALVO1C]
ALVON ONE DELTA (ALVON 1D) [ALVO1D]
BAHRAIN ONE CHARLIE (BAH 1C)
BAHRAIN ONE DELTA (BAH 1D)
BOROP ONE CHARLIE (BOROP 1C) [BORO1C]
BOROP ONE DELTA (BOROP 1D) [BORO1D]
DEPARTURES
(RWYS 16R/L)



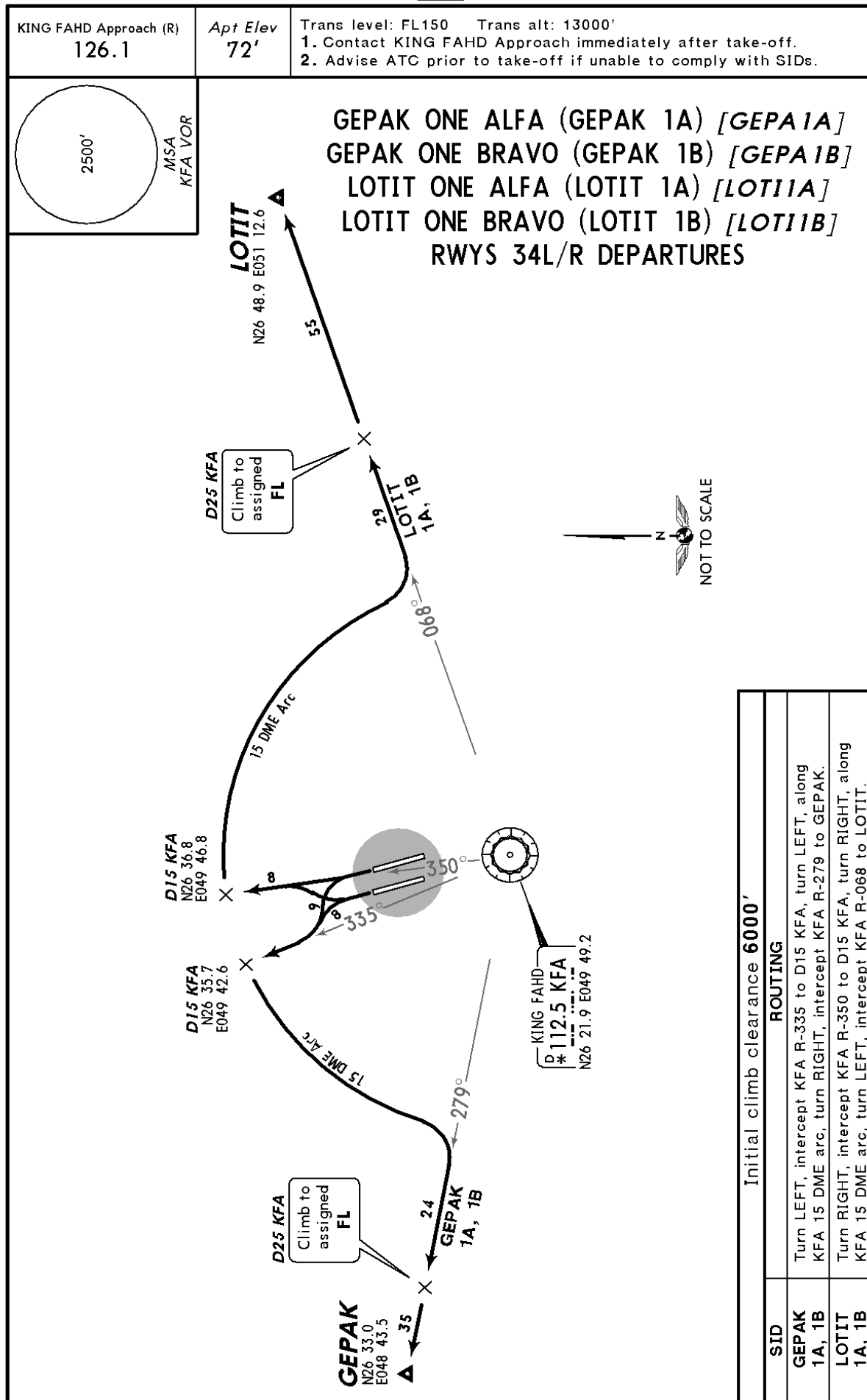
Advise ATC prior to take-off if unable to comply with SIDs.
Immediately after take-off contact King Fahd Approach.

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KING FAHD INTL

JEPPesen DAMMAM, SAUDI ARABIA

13 OCT 06 **10-3B** Eff 26 Oct

SID



OEDF/DMM
KING FAHD INTL

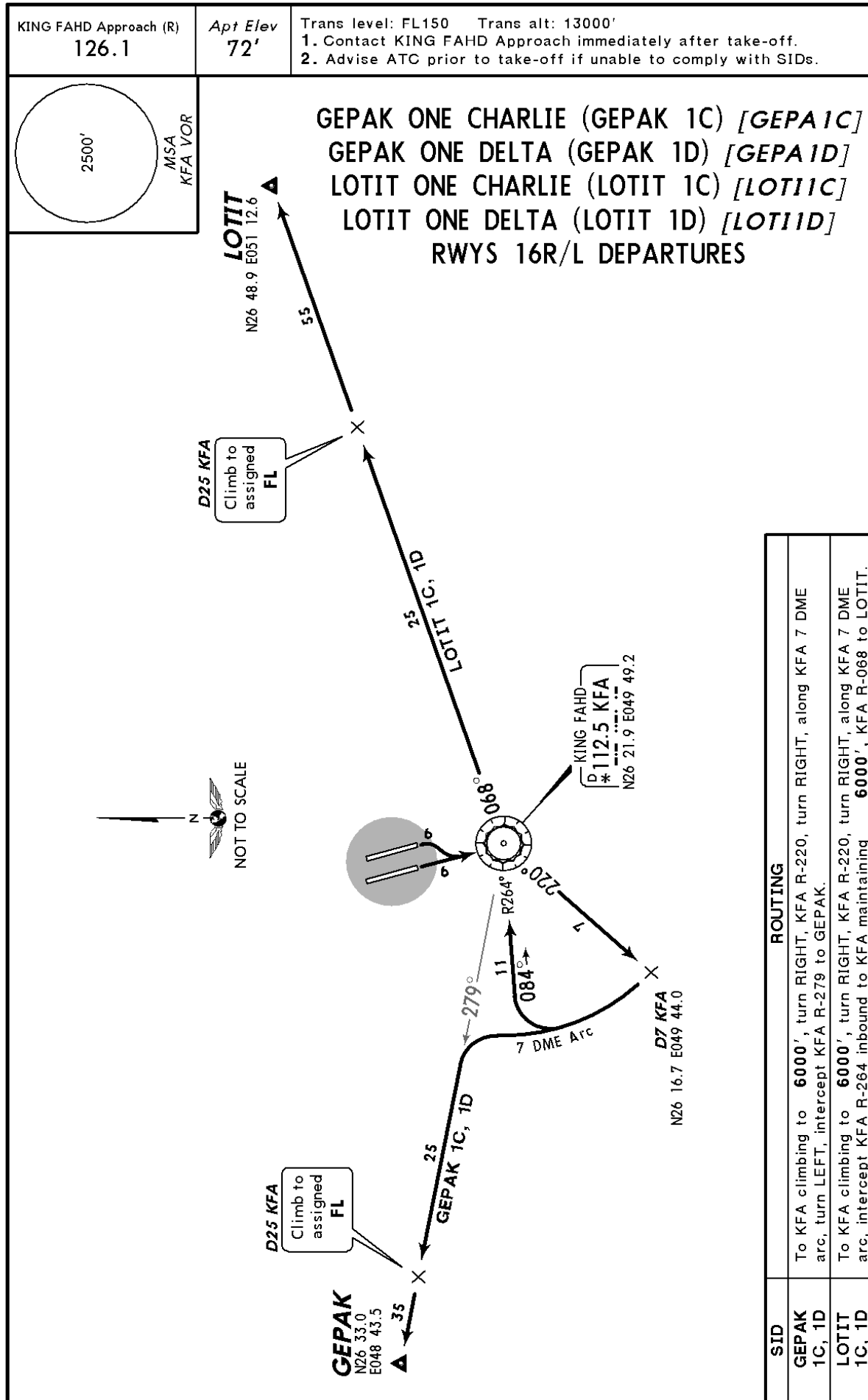
JEPPesen DAMMAM, SAUDI ARABIA

13 OCT 06

10-3C

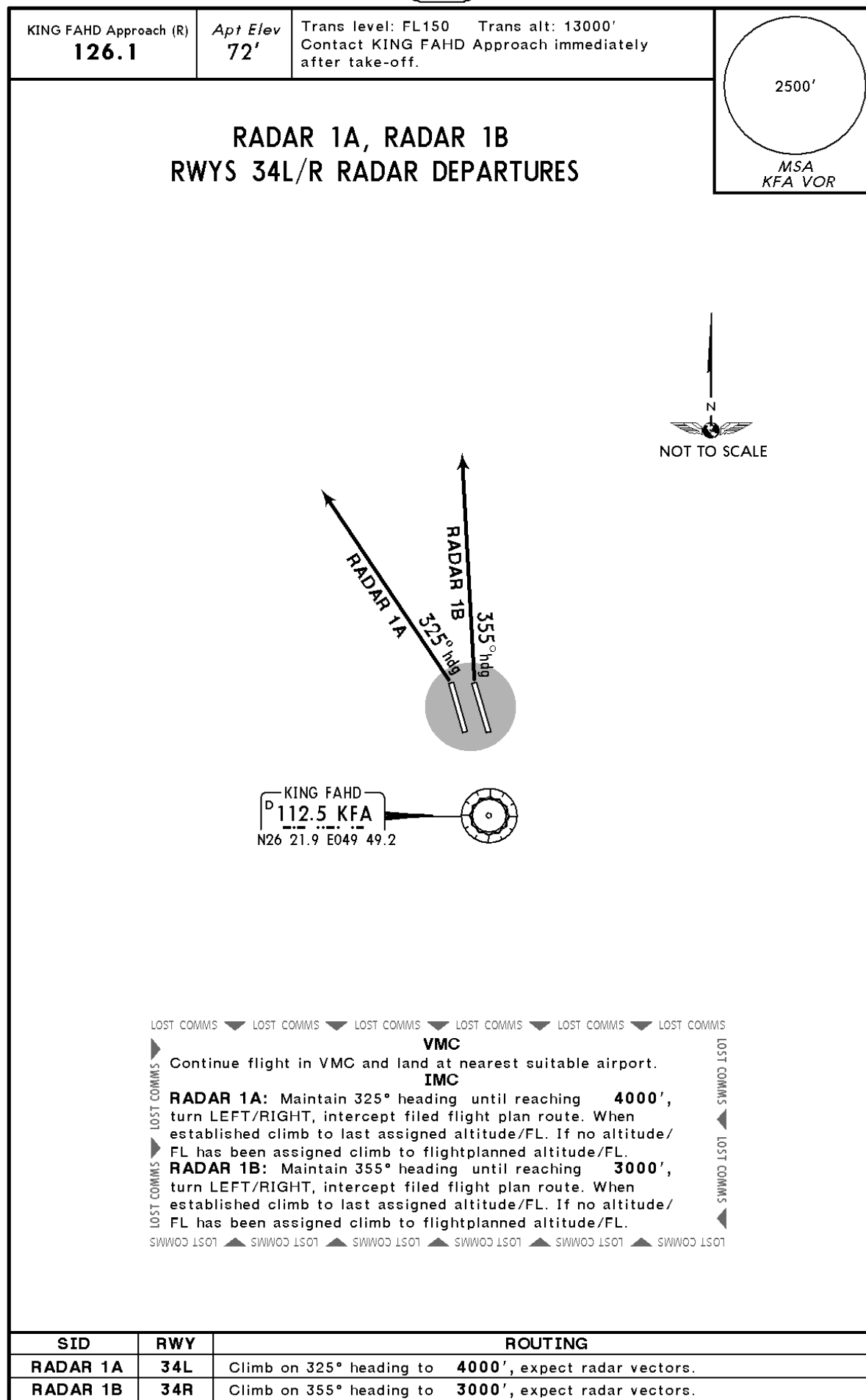
Eff 26 Oct

SID



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KING FAHD INTL

JEPPESEN DAMMAM, SAUDI ARABIA
 13 AUG 04 **(10-3D)** **RADAR DEPARTURE**



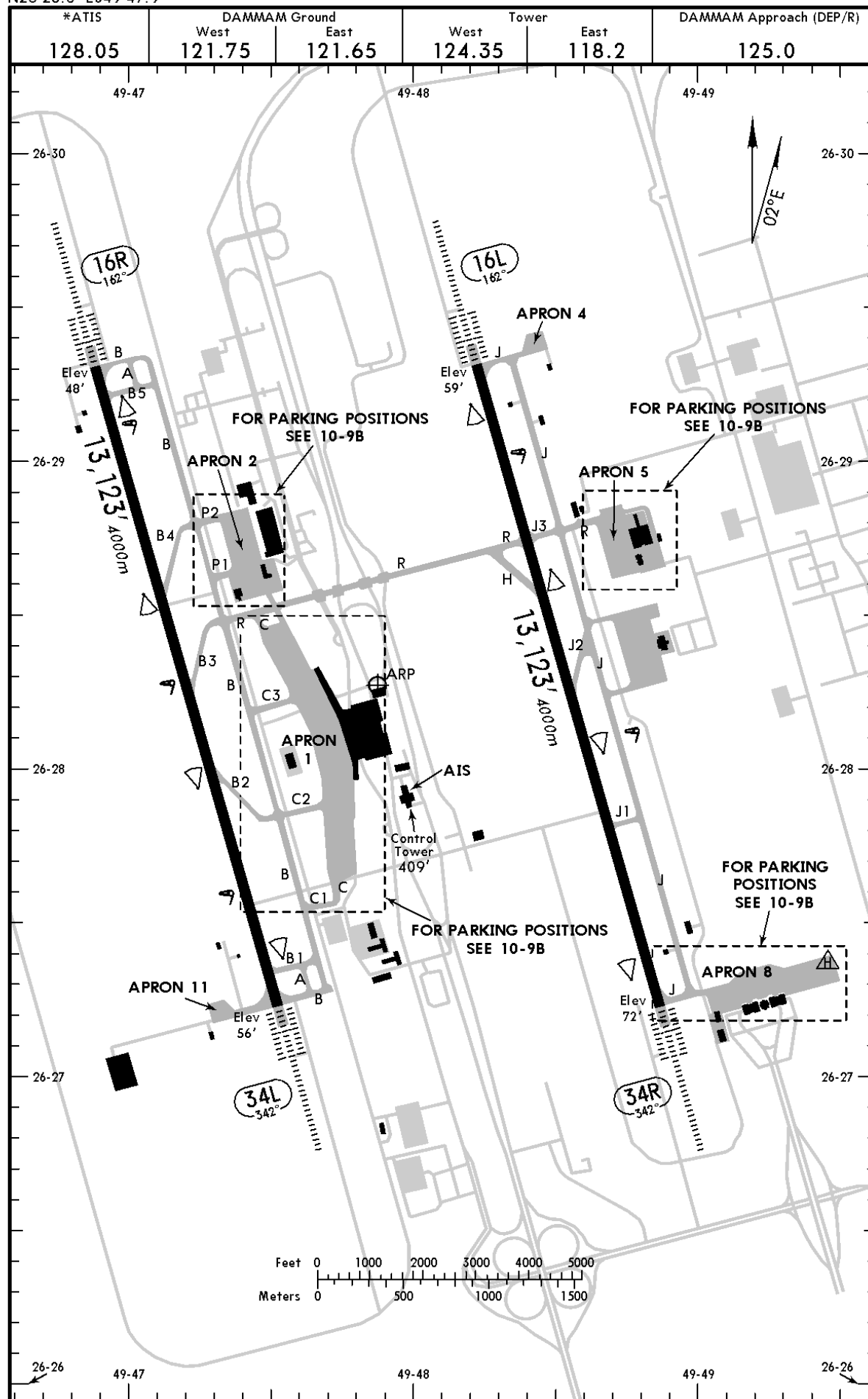
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Apt Elev **72'**
N26 28.3 E049 47.9

JEPPESEN DAMMAM, SAUDI ARABIA

25 APR 08 **(10-9)** Eff 8 May

KING FAHD INTL



CHANGES: None.

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OEDF/DMM

JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 **10-9A** **Eff 8 May** KING FAHD INTL

INS COORDINATES					
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
APRON 1			APRON 5		
6	N26 27.7 E049 47.8	61	2	N26 28.7 E049 48.7	66
7, 8	N26 27.7 E049 47.8	62	3	N26 28.7 E049 48.7	65
9 thru 11	N26 27.8 E049 47.8	62	4	N26 28.7 E049 48.8	66
12, 13	N26 27.9 E049 47.8	62	5	N26 28.6 E049 48.7	65
13A	N26 27.9 E049 47.7	62	6	N26 28.6 E049 48.8	66
14, 15	N26 27.9 E049 47.8	62	7 thru 9 10, 11	N26 28.8 E049 48.7	65
15A	N26 27.9 E049 47.7	62		N26 28.8 E049 48.7	66
16	N26 28.0 E049 47.8	62	APRON 8		
17, 18	N26 28.0 E049 47.7	62	2	N26 27.2 E049 49.1	77
19 thru 21	N26 28.1 E049 47.7	62	3 thru 5B 6, 7 8, 9 10	N26 27.3 E049 49.2	77
22 thru 24	N26 28.2 E049 47.7	62		N26 27.3 E049 49.3	77
25	N26 28.2 E049 47.6	62		N26 27.3 E049 49.4	77
25A	N26 28.2 E049 47.7	62		N26 27.3 E049 49.5	77
26 thru 28A	N26 28.3 E049 47.6	62			
29, 30	N26 28.4 E049 47.6	62			
31	N26 28.4 E049 47.6	61			
32	N26 28.5 E049 47.5	60			
APRON 2					
2, 3	N26 28.7 E049 47.4	55			
4	N26 28.8 E049 47.4	55			

GENERAL

Rwy 16L/34R is approved for CAT II operations, special aircrew and ACFT certification required.
ABN.

ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS			
RWY				LANDING BEYOND		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
16L 34R	HIRL (60m) CL (15m) ALSF-II TDZ ①		RVR		12,102' 3689m		197' 60m
					12,040' 3670m		

① PAPI-L (angle 3.0°)

16R	HIRL (60m) CL (15m) ALSF-II TDZ ②	RVR			12,129' 3697m		197'
34L					12,097' 3687m		60m

② PAPI-L (angle 3.0°)

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys				
	Adequate Vis Ref	STD	Precision	Non-Precision
1 Eng	NOT AUTHORIZED	1600m	A	
2 Eng			B	600'- 3200m
3 & 4 Eng	RVR 500m VIS 400m	800m	C	800'- 3200m
			D	

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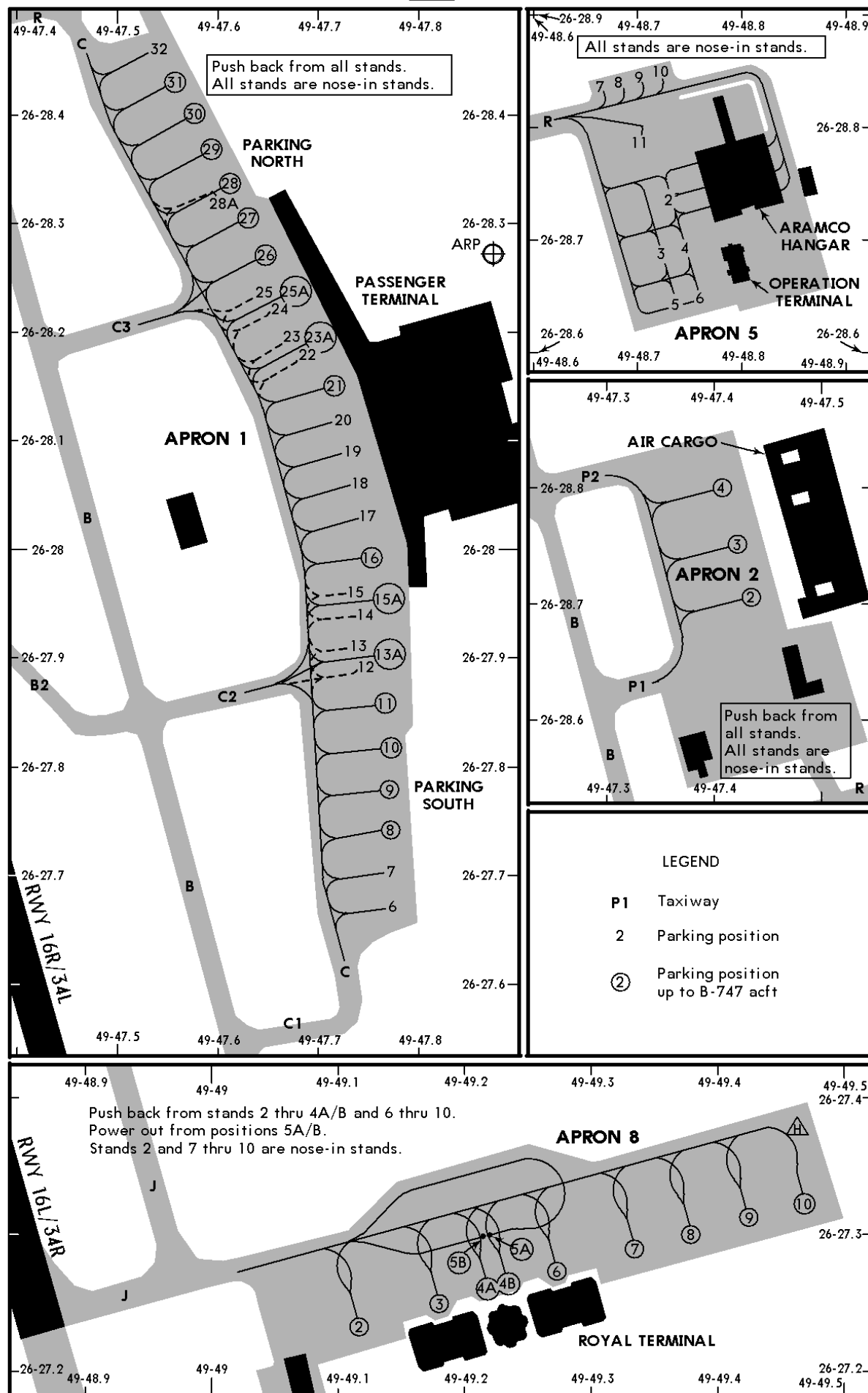
JEPPESEN DAMMAM, SAUDI ARABIA

7 JAN 05

10-9B

Eff 20 Jan

KING FAHD INTL



OEDF/DMM



JEPPESEN DAMMAM, SAUDI ARABIA

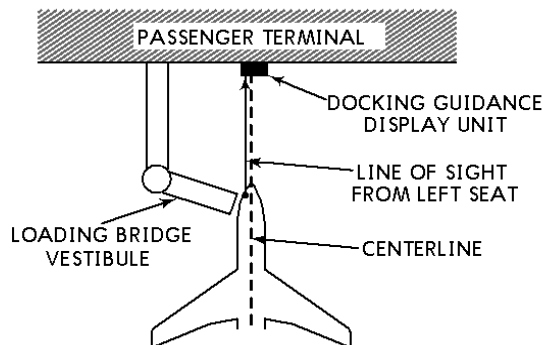
7 JAN 05

10-9C

Eff 20 Jan

KING FAHD INTL

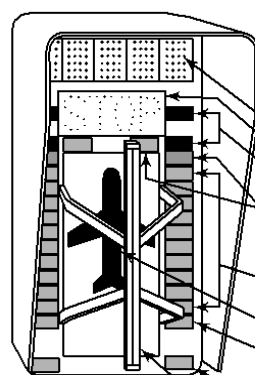
STAND ENTRY GUIDANCE SYSTEM AT PARKING POSITIONS 14 THRU 27 ON APRON 1



DESCRIPTION

Pilot Interpreted Guidance System is aligned for use from left hand pilot seat. Display units are on free standing supports in front of the terminal to the right of the passenger jetties.

Configuration of acft position and loading bridge is different at each gate.



OK

B 747

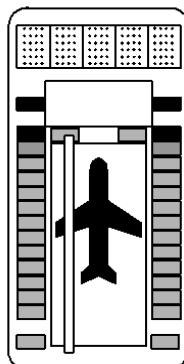
TOO FAR

STOP SHORT

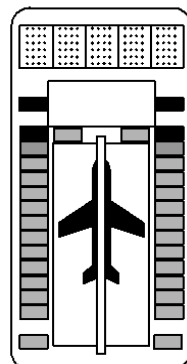
- Display indicating: Aircraft type, OK, TOO FAR, STOP SHORT.
- Red STOP is displayed (together with c.).
- Two pairs of red lights indicate that the parking posn is reached.
- A pair of green lights indicates stop position.
- A pair of flashing yellow lights indicates that the aircraft is 3' (1m) from the stopping point.
- 10 pairs of green lights show the closing rate of the acft. Each pair represents 3' (1m).
- Yellow aircraft silhouette.
- The first pair of green closing rate lamps are lit when the acft is 39' (12m) from stopping point.
- A pair of flashing green lights indicates that the gate is ready for docking. When the same pair stops flashing and shows steady light, it indicates that the acft entered the system.
- Green centerline guidance bar.

DOCKING INSTRUCTIONS

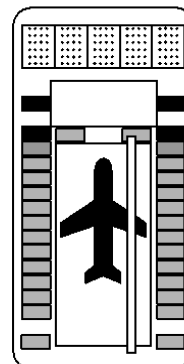
- Follow taxi-in line and watch for centerline guidance on display unit. Keep the green bar over the yellow acft silhouette (g. & k.).
- Check correct acft type is lit (a.).
- Check pair of flashing green lights are lit - ready for docking (j.).
- The nose wheel will activate a sensor every 3' (1m) the last 39' (12m) to stop and light corresponding pair of green lights showing acft position in dock (f. & h.).
When yellow lights are lit the acft is 3' (1m) from stopping position (e.).
- Four red lights are simultaneously lit and display indicates 'STOP' (a. & c.).
- If stop position is passed, the display indicates 'TOO FAR' (a.).
Push back might be necessary.
- Display indicates 'STOP SHORT' if acft needs to be stopped during its approach to the gate prior to reaching docking position.
- 20 seconds after correct parking the system is switched off.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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JEPPesen
25 APR 08
Eff 8 May **10-9X**

JAA MINIMUMS
DAMMAM, SAUDI ARABIA
KING FAHD INTL

STRAIGHT-IN RWY		A	B	C	D
16L	CAT 2 ILS DME	165'(100')	165'(100')	165'(100')	165'(100')
		RA108' R350m	RA108' R350m	RA108' R350m	RA108' R350m
		215'(150')	215'(150')	215'(150')	215'(150')
		RA172' R500m	RA172' R500m	RA172' R500m	RA172' R500m
	ILS DME	265'(200')	265'(200')	265'(200')	265'(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	400'(335')	400'(335')	400'(335')	400'(335')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR DME	460'(395')	460'(395')	460'(395')	460'(395')
16R	ILS DME	253'(200')	253'(200')	253'(200')	253'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
		1200m	1200m	1200m	1200m
	LOC	400'(347')	400'(347')	400'(347')	400'(347')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR DME	400'(347')	400'(347')	400'(347')	400'(347')
		900m	1000m	1000m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
34L	ILS DME	256'(200')	256'(200')	256'(200')	256'(200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
		R720m V800m	R720m V800m	R720m V800m	R720m V800m
		1200m	1200m	1200m	1200m
	LOC	400'(344')	400'(344')	400'(344')	400'(344')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR DME	560'(504')	560'(504')	560'(504')	560'(504')
		1000m	1200m	R1500m V1600m	1600m
	ALS out	R1500m V1600m	R1500m V1600m	2400m	2400m
34R	CAT 2 ILS DME	172'(100')	172'(100')	172'(100')	172'(100')
		RA106' R350m	RA106' R350m	RA106' R350m	RA106' R350m
		222'(150')	222'(150')	222'(150')	222'(150')
		RA172' R500m	RA172' R500m	RA172' R500m	RA172' R500m
	ILS DME	272'(200')	272'(200')	272'(200')	272'(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	400'(328')	400'(328')	400'(328')	400'(328')
		900m	1000m	1000m	1400m
	ALS out	R1500m V1600m	R1500m V1600m	1800m	2000m
	VOR DME	520'(448')	520'(448')	520'(448')	520'(448')
34R		900m	1000m	1200m	R1500m V1600m
	ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2400m

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JEPPESEN
 25 APR 08
 Eff 8 May **(10-9X1)**

JAA MINIMUMS
DAMMAM, SAUDI ARABIA
 KING FAHD INTL

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	720' (648') V1600m	720' (648') V1600m	820' (748') V3600m	820' (748') V4000m

TAKE-OFF RWY 16L/R, 34L/R

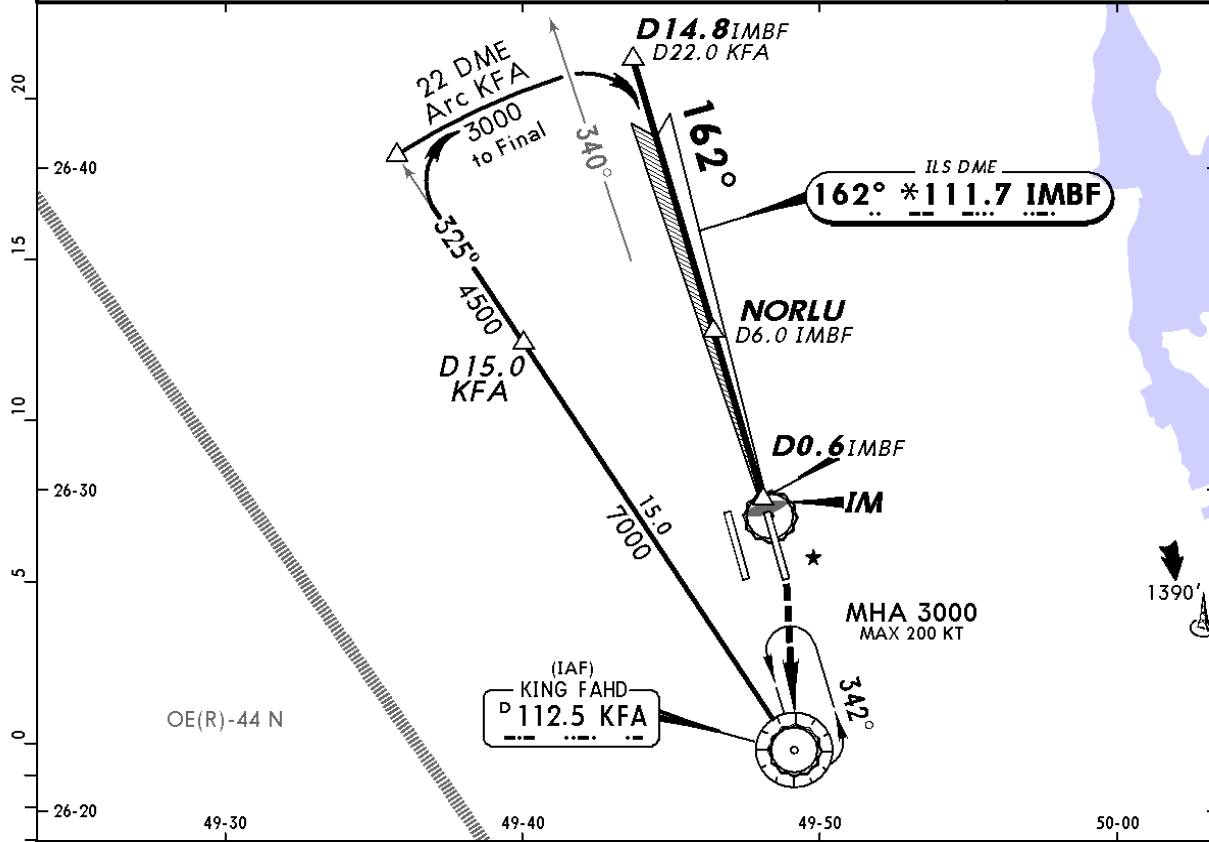
	Adequate Vis Ref	STD
1 Eng	NOT AUTHORIZED	1600m
2 Eng		
3 & 4 Eng	400m	800m

OEDF/DMM
KING FAHD INTL

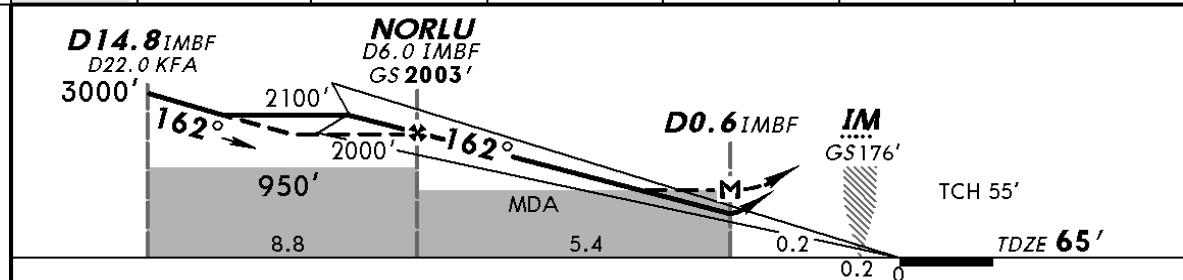
JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 11-1 Eff 8 May ILS DME Rwy 16L

BRIEFING STRIP TM

*ATIS	DAMMAM Approach (R)			DAMMAM Tower		Ground	
128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65
LOC IMBF *111.7	Final Apch Crs 162°	GS NORLU 2003' (1938')	ILS DA(H) 265' (200')	Apt Elev 72'		TDZE 65'	
MISSED APCH: Climb to 800', then turn RIGHT climbing to 3000' direct VOR and hold.							2500'
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 150		Trans alt: 13000'	
							MSA KFA VOR



LOC (GS out)	IMBF DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1660'	1340'	1020'	700'	390'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	3000'	KFA
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	↑	RT	112.5
LOC Descent Gradient 5.2%										
MAP at D0.6 IMBF										

STRAIGHT-IN LANDING RWY16L					CIRCLE-TO-LAND(PANS OPS)	
ILS			LOC (GS out)			
DA(H) 265' (200')			MDA(H) 400' (335')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					100	720' (648') 1600m
B					135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	820' (748') 3600m
D			1200m	RVR 1500m VIS 1600m	205	820' (748') 4000m

OEDF/DMM
KING FAHD INTL

25 APR 08
Eff 8 May



JEPPESEN

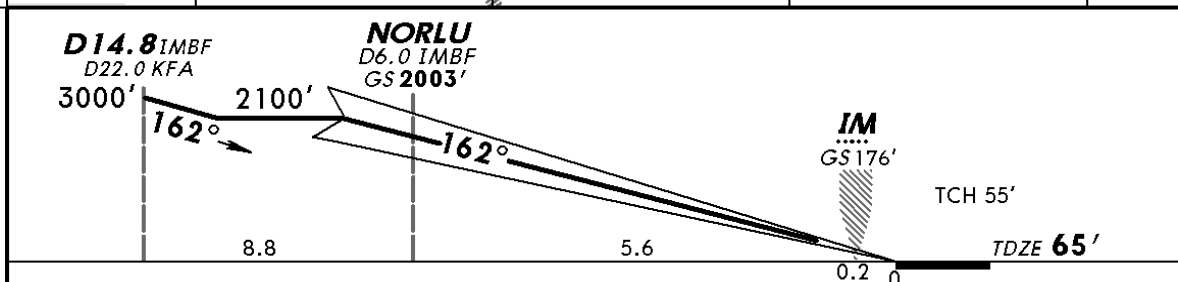
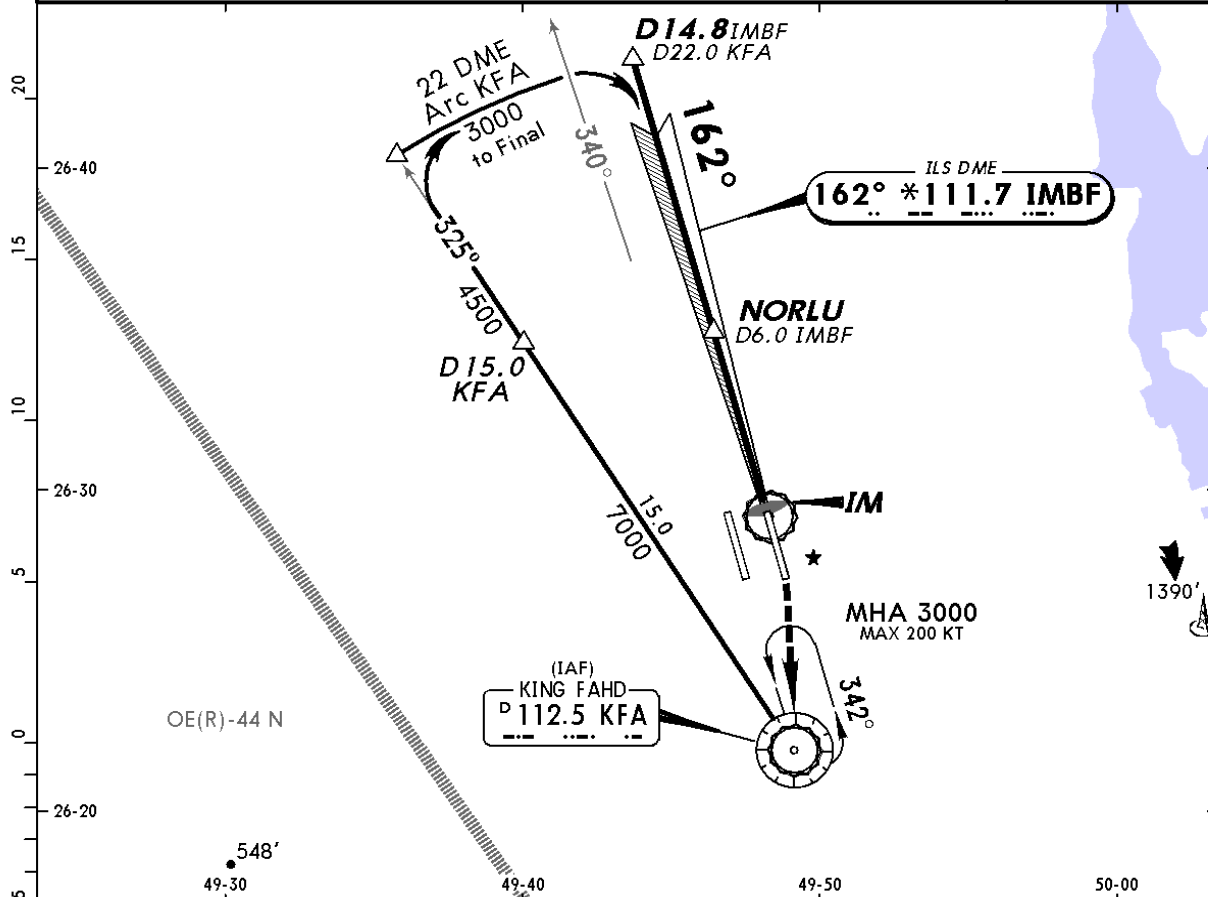
DAMMAM, SAUDI ARABIA

11-1A

CAT II ILS DME Rwy 16L

BRIEFING STRIP

*ATIS	DAMMAM Approach (R)				DAMMAM Tower		Ground	
128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65	
LOC IMBF *111.7	Final Apch Crs 162°	GS NORLU 2003' (1938')	CAT II ILS RA 108' DA(H) 165' (100')		Apt Elev 72' TDZE 65'		<div>2500'</div> <div>MSA KFA VOR</div>	
MISSED APCH: Climb to 800', then turn RIGHT climbing to 3000' direct VOR and hold.								
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 150		Trans alt: 13000'		
Special Aircrew and Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	<div>ALSF-II</div> <div>PAPI</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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STRAIGHT-IN LANDING RWY 16L CAT II ILS	
RA 108' DA(H) 165' (100')	RA 172' DA(H) 215' (150')
RVR 350m	RVR 500m

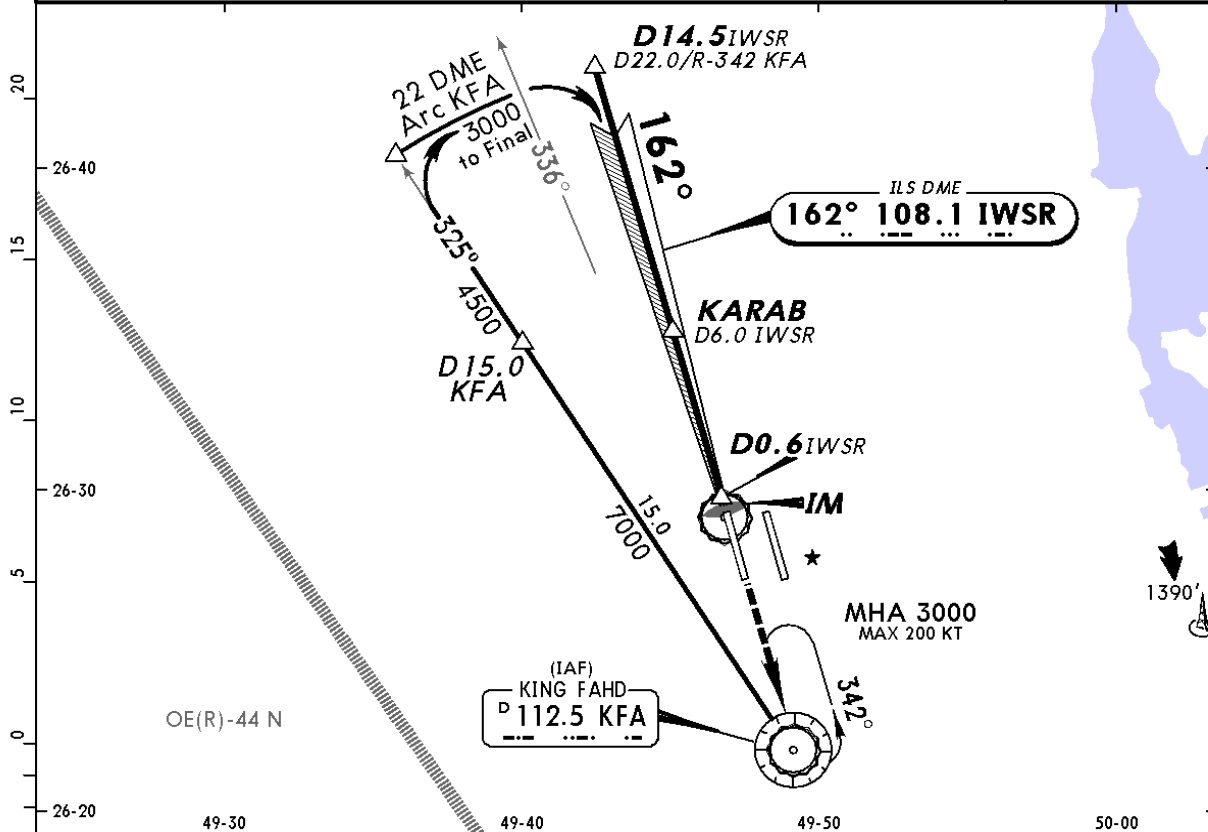
TERPS

OEDF/DMM
KING FAHD INTL

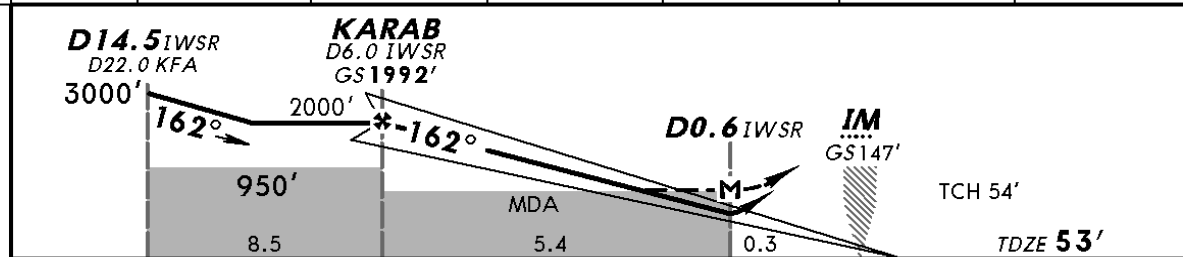
JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 **11-2** **Eff 8 May** **ILS DME Rwy 16R**

BRIEFING STRIP

*ATIS	DAMMAM Approach (R)			DAMMAM Tower		Ground	
128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65
LOC IWSR 108.1	Final Apch Crs 162°	GS KARAB 1992' (1939')	ILS DA(H) 253' (200')	Apt Elev 72' TDZE 53'		<div>2500'</div> <div>MSA KFA VOR</div>	
MISSED APCH: Climb to 3000' direct VOR and hold.							
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 150			



LOC (GS out)	IWSR DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE		1650'	1330'	1010'	690'	370'

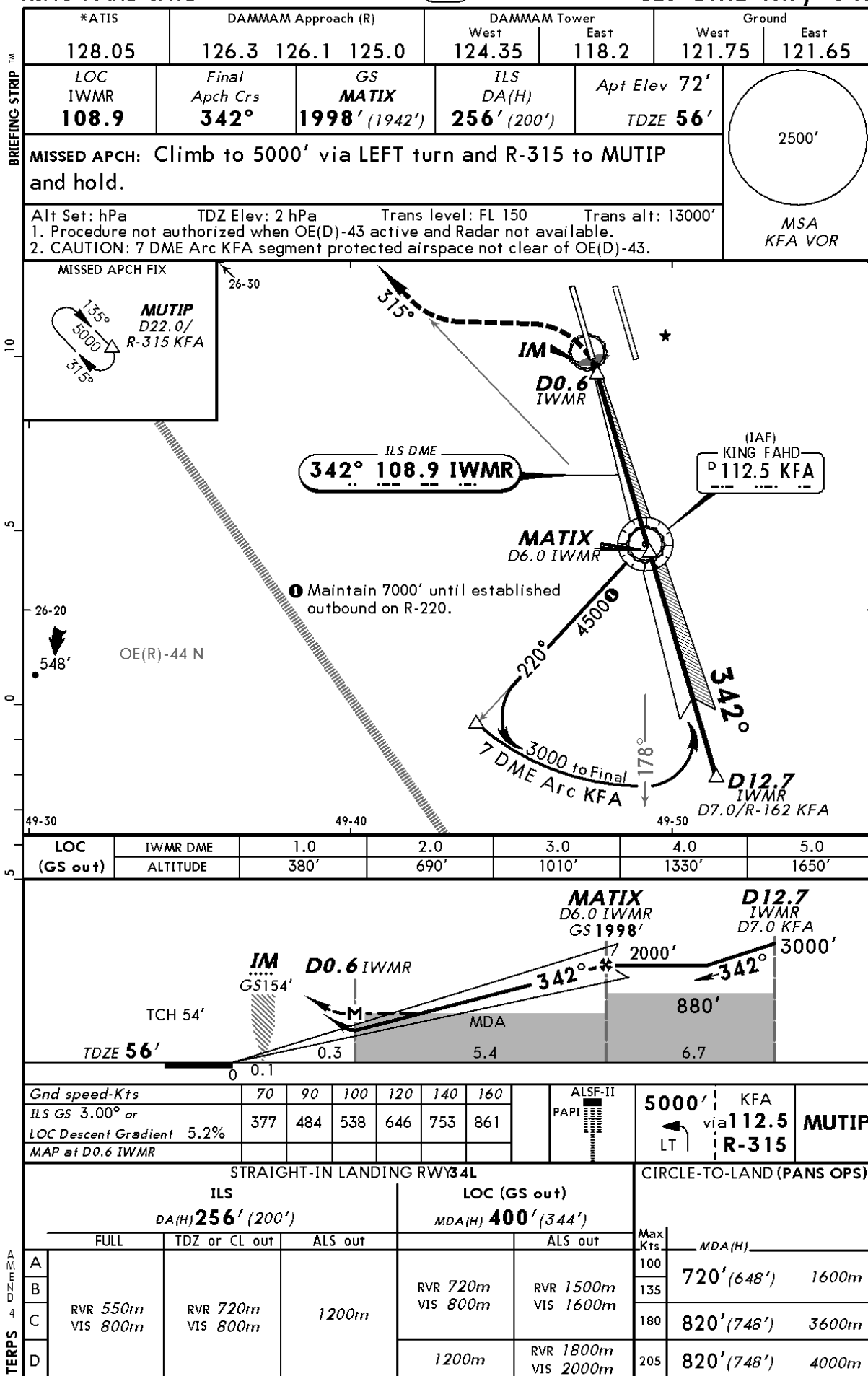


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI		3000' KFA 112.5	
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861				
MAP at D0.6 IWSR										

STRAIGHT-IN LANDING RWY 16R					CIRCLE-TO-LAND (PANS OPS)		
ILS DA(H) 253' (200')			LOC (GS out) MDA(H) 400' (347')			Max Kts	
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out		
A						100	720' (648') 1600m
B						135	820' (748') 3600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	180	820' (748') 4000m
D				1200m	RVR 1800m VIS 2000m	205	820' (748') 4000m

OEDF/DMM KING FAHD INTL

JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 **11-3** Eff 8 May ILS DME Rwy 34L

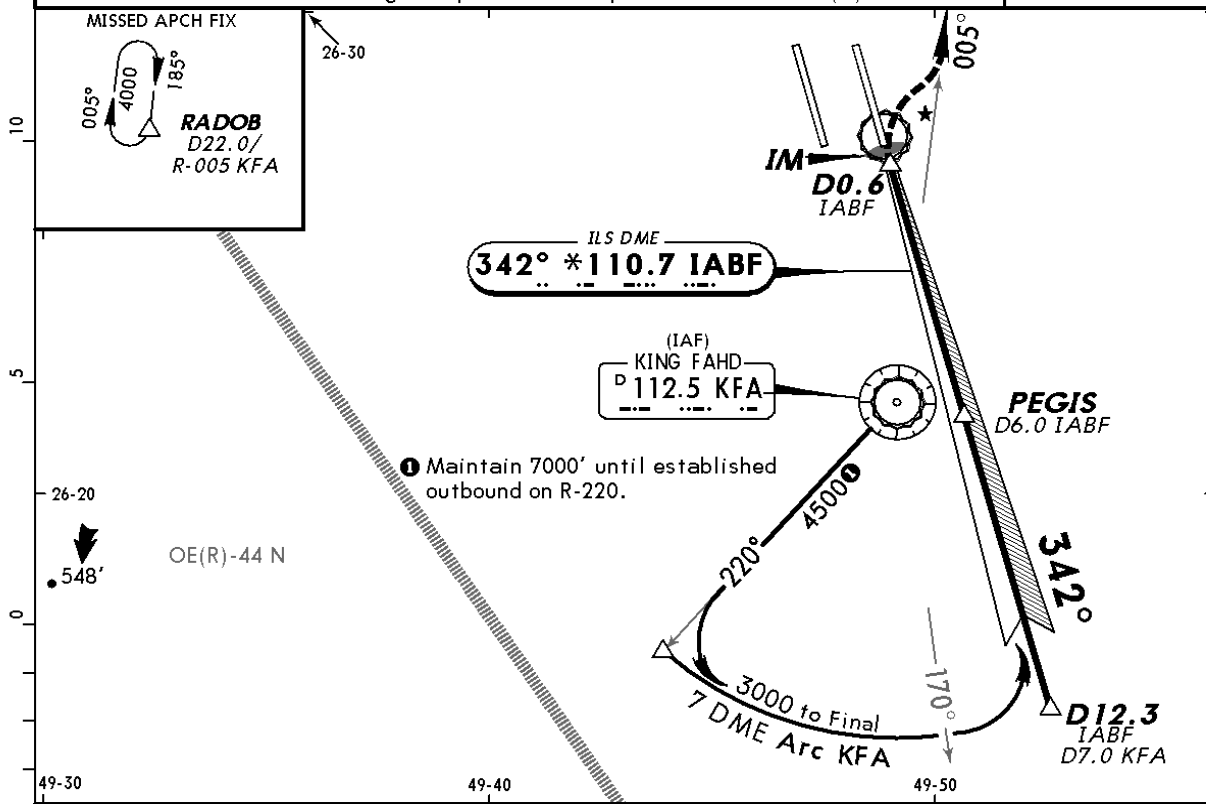


OEDF/DMM KING FAHD INTL

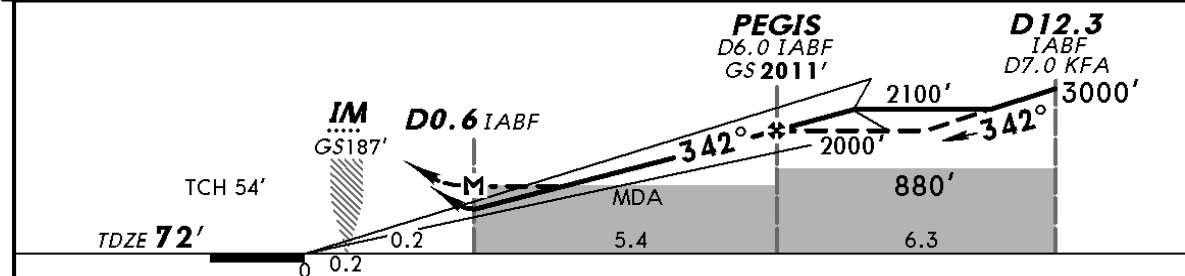
JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 **11-4** Eff 8 May ILS DME Rwy 34R

BRIEFING STRIP

*ATIS	DAMMAM Approach (R)			DAMMAM Tower		Ground	
128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65
LOC IABF *110.7	Final Apch Crs 342°	GS PEGIS 2011' (1939')	ILS DA(H) 272' (200')	Apt Elev 72' TDZE 72'		<div>2500'</div> <div>MSA KFA VOR</div>	
MISSED APCH: Climb to 4000' via RIGHT turn and R-005 to RADOB and hold.							
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'							
1. Procedure not authorized when OE(D)-43 active and Radar not available. 2. CAUTION: 7 DME Arc KFA segment protected airspace not clear of OE(D)-43.							



LOC (GS out)	IABF DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	390'	710'	1030'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000' KFA via 112.5 RT R-005 RADOB
ILS GS 3.00° or	377	484	538	646	753	861		
LOC Descent Gradient 5.2%								
MAP at D0.6 IABF								

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND (PANS OPS)	
ILS DA(H) 272' (200')		LOC (GS out) MDA(H) 400' (328')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				100	720' (648') 1600m
B				135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	820' (748') 3600m
D			1200m	205	820' (748') 4000m

OEDF/DMM
KING FAHD INTL

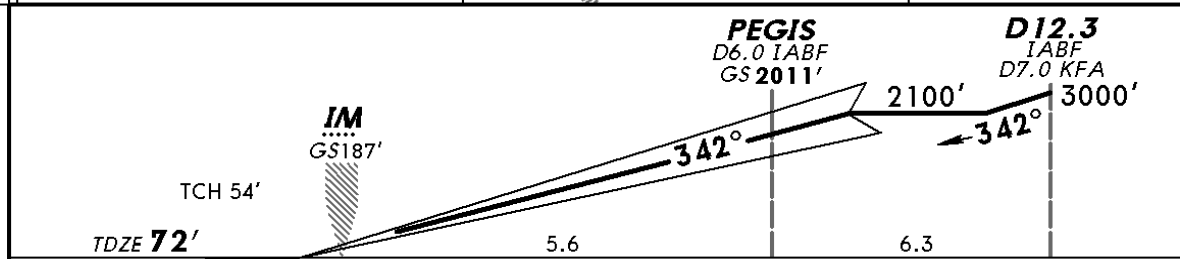
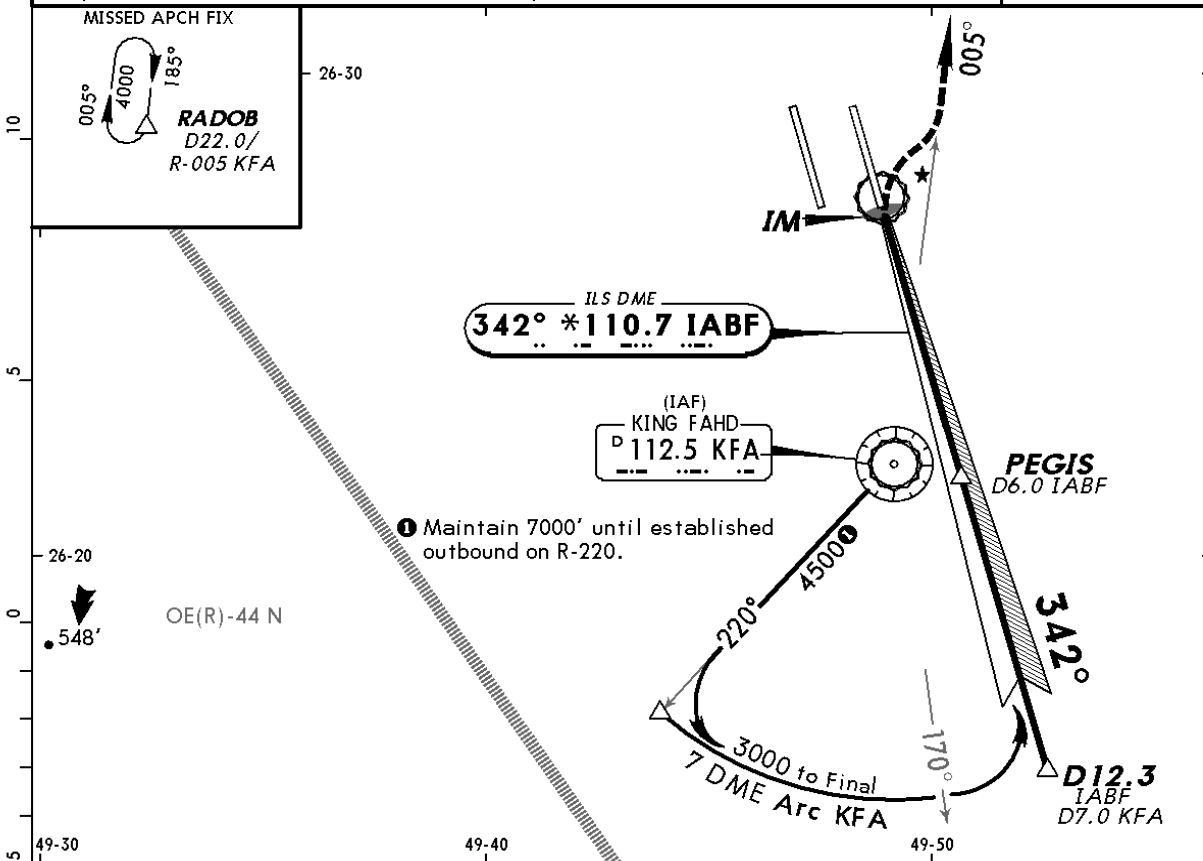
25 APR 08
Eff 8 May

JEPPESEN
11-4A

DAMMAM, SAUDI ARABIA
CAT II ILS DME Rwy 34R

BRIEFING STRIP

*ATIS		DAMMAM Approach (R)		DAMMAM Tower		Ground	
128.05		126.3 126.1 125.0		West 124.35	East 118.2	West 121.75	East 121.65
LOC IABF *110.7	Final Apch Crs 342°	GS PEGIS 2011' (1939')	CAT II ILS RA 106' DA(H) 172' (100')		Apt Elev 72' TDZE 72'		<div>2500'</div> <div>MSA KFA VOR</div>
MISSED APCH: Climb to 4000' via RIGHT turn and R-005 to RADOB and hold.							
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'							
1. Procedure not authorized when OE(D)-43 active and Radar not available. 2. CAUTION: 7 DME Arc KFA segment protected airspace not clear of OE(D)-43. 3. Special Aircrew and Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		4000' KFA		RADOB
GS	3.00°	377	484	538	646	753	861	PAPI	RT	via 112.5 R-005	

STRAIGHT-IN LANDING RWY 34R CAT II ILS	
RA 106' DA(H) 172' (100')	RA 172' DA(H) 222' (150')
RVR 350m	RVR 500m

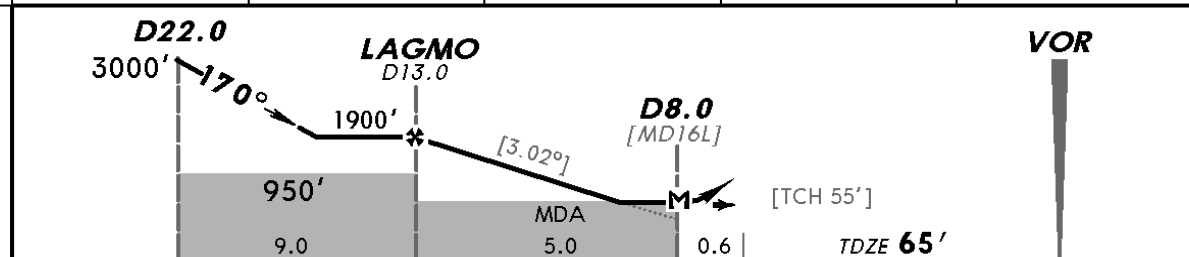
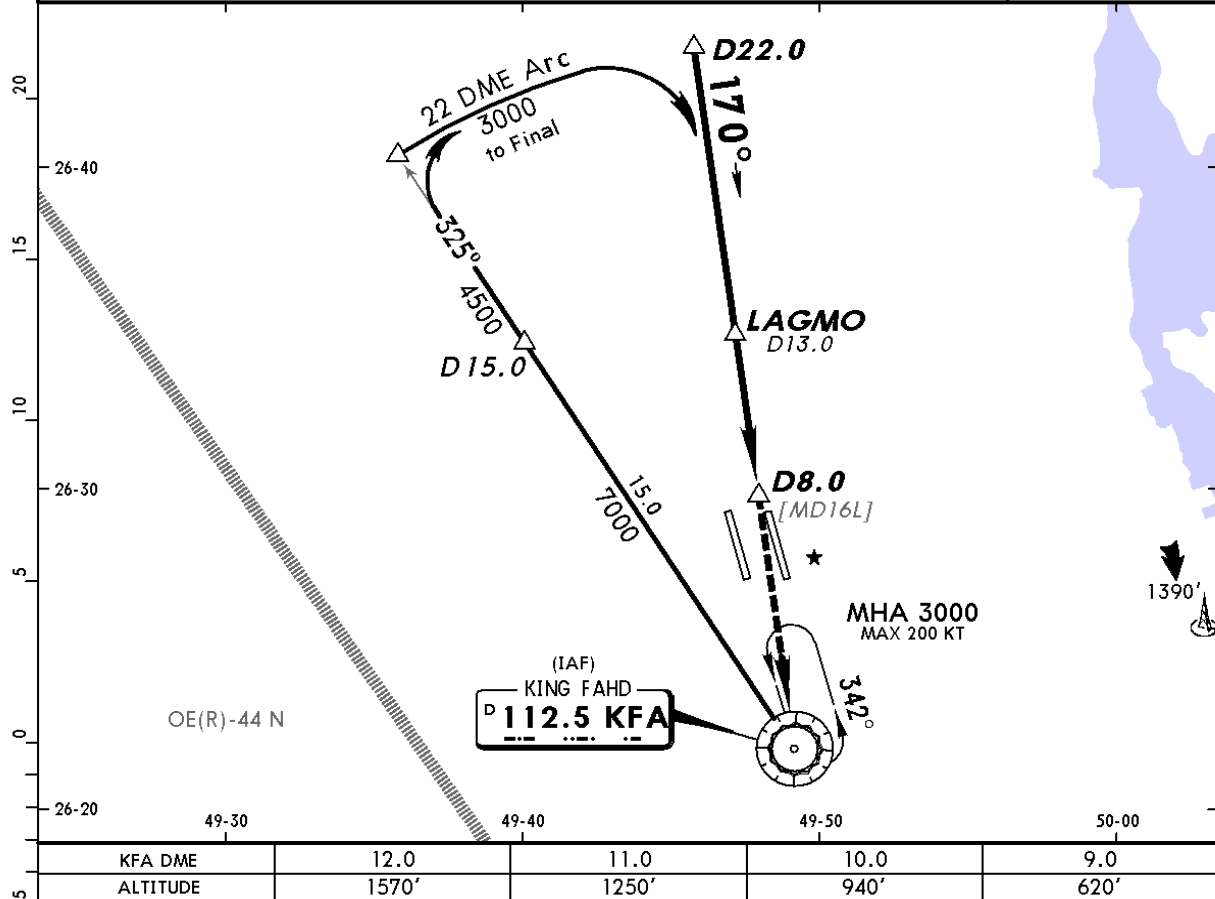
TERPS

OEDF/DMM
KING FAHD INTL

JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 (13-1) Eff 8 May VOR DME Rwy 16L

BRIEFING STRIP TM

*ATIS	DAMMAM Approach (R)			DAMMAM Tower		Ground	
128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65
VOR KFA 112.5	Final Apch Crs 170°	Procedure Alt LAGMO 1900' (1835')	MDA(H) 460' (395')		Apt Elev 72' TDZE 65'		<div>2500'</div> <div>MSA KFA VOR</div>
MISSED APCH: Climb to 3000' direct VOR and hold.							
Alt Set: hPa	TDZ Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'				




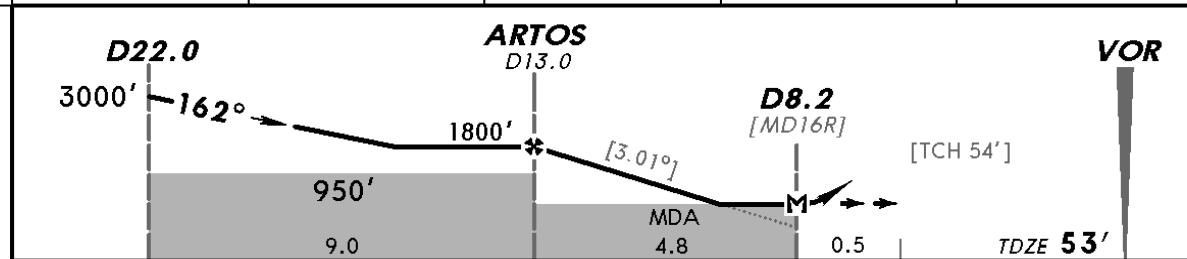
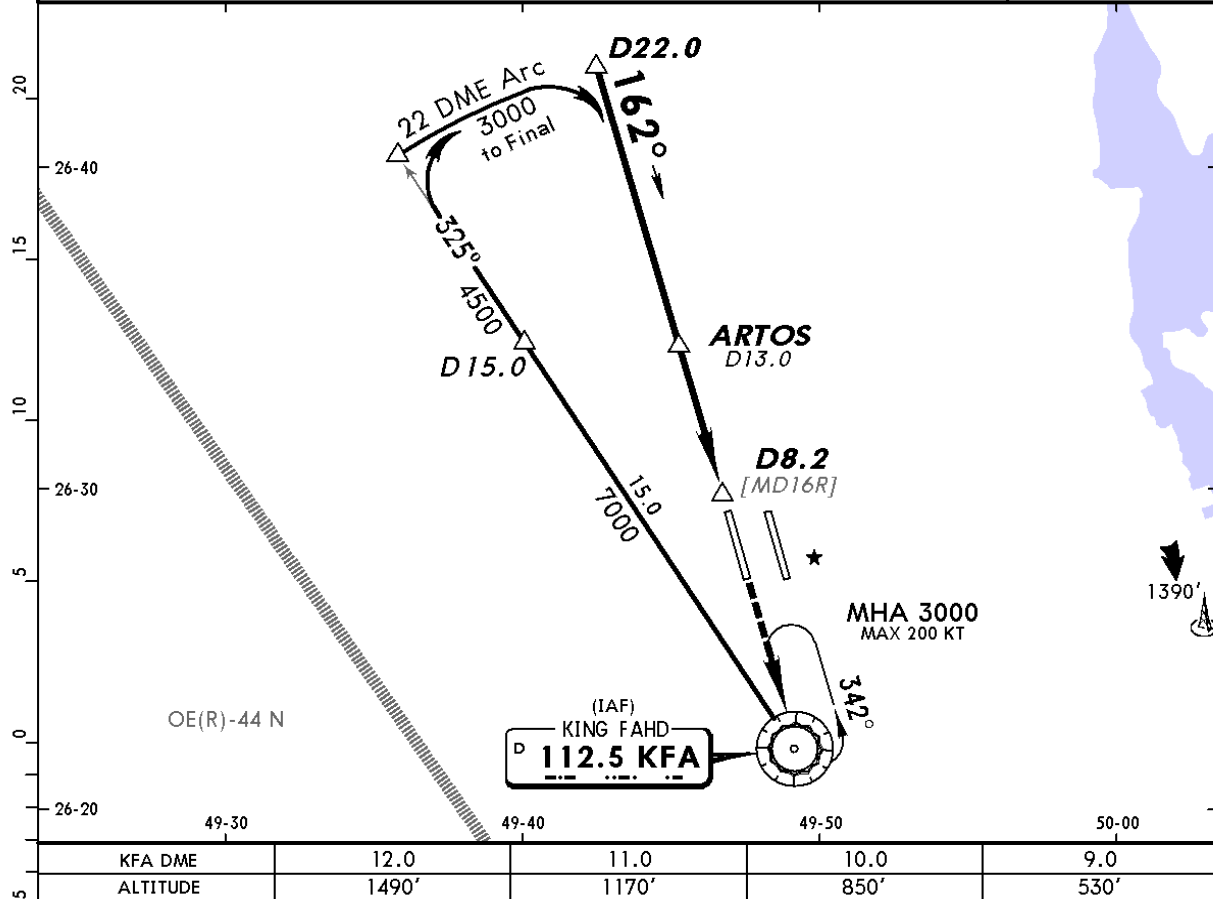
Gnd speed-Kts	70	90	100	120	140	160	ALS-II PAPI		3000'	KFA 112.5
Descent Gradient 5.28% or Descent angle [3.02°]	374	481	534	641	748	855				
MAP at D8.0										

STRAIGHT-IN LANDING RWY16L				CIRCLE-TO-LAND (PANS OPS)			
MDA(H) 460' (395')							
ALS out				Max Kts	MDA(H)		
A				100	720' (648')		1600m
B	RVR 720m VIS 800m			135			
C				180	820' (748')		3600m
D	RVR 1500m VIS 1600m			205	820' (748')		4000m

OEDF/DMM
KING FAHD INTL

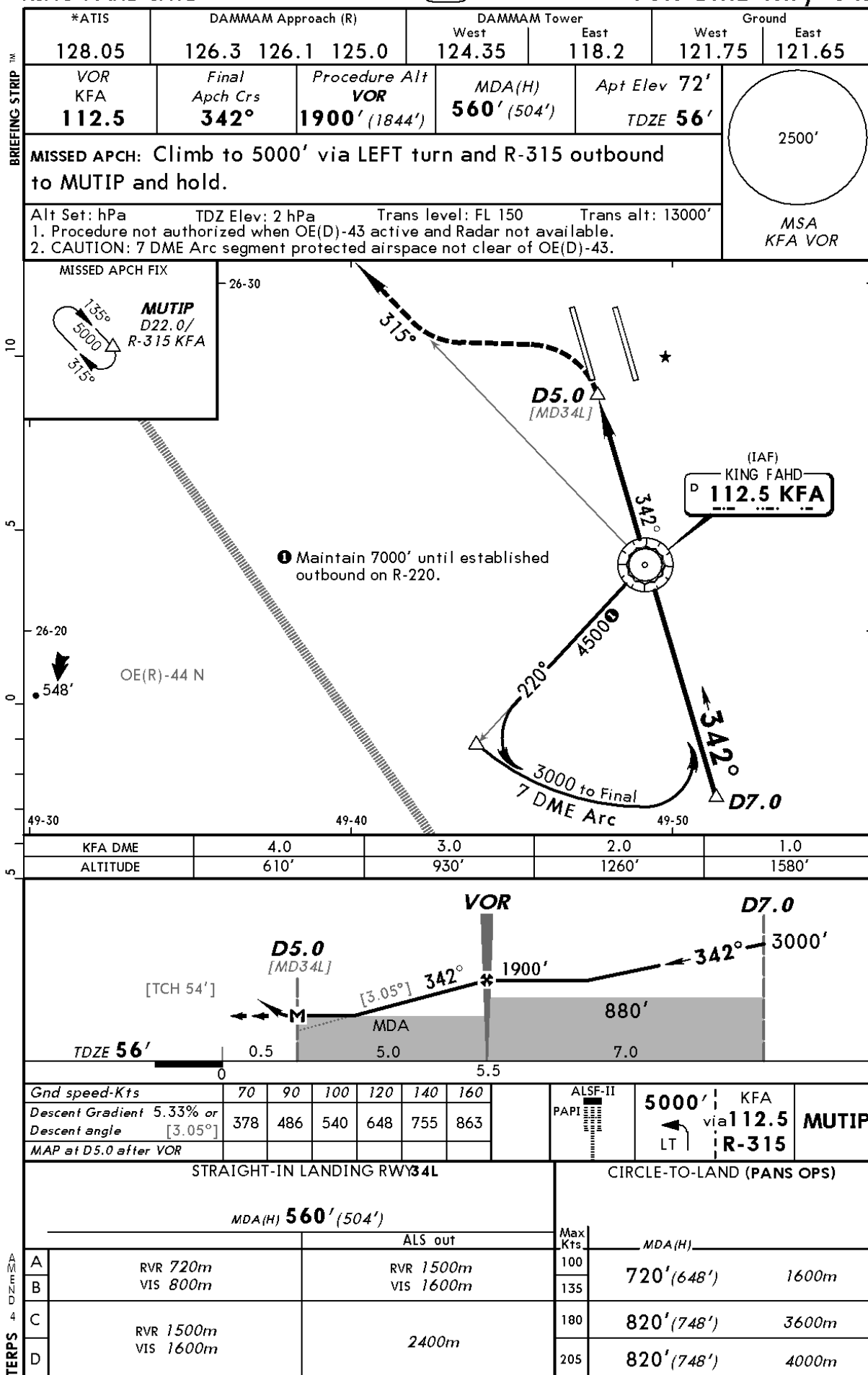
JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 13-2 Eff 8 May VOR DME Rwy 16R

BRIEFING STRIP TM	*ATIS	DAMMM Approach (R)			DAMMM Tower		Ground	
	128.05	126.3	126.1	125.0	West 124.35	East 118.2	West 121.75	East 121.65
	VOR KFA 112.5	Final Apch Crs 162°	Procedure Alt ARTOS 1800' (1747')	MDA(H) 400' (347')	Apt Elev 72' TDZE 53'		 2500'	
	MISSED APCH: Climb to 3000' direct VOR and hold.							
	Alt Set: hPa	TDZ Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'		MSA KFA VOR		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI		3000' KFA 112.5	
Descent Gradient 5.26% or Descent angle [3.01°]	373	479	532	639	745	852				
MAP at D8.2										

STRAIGHT-IN LANDING RWY16R				CIRCLE-TO-LAND(PANS OPS)			
MDA(H) 400' (347')				MDA(H)			
ALS out				Max Kts			
				100	720' (648')		
				135	1600m		
				180	820' (748')		
				205	3600m		
					820' (748')		
					4000m		

OEDF/DMM
KING FAHD INTLJEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 13-3 Eff 8 May VOR DME Rwy 34L

OEDF/DMM KING FAHD INTL

JEPPESEN DAMMAM, SAUDI ARABIA
25 APR 08 **13-4** **Eff 8 May** VOR DME Rwy 34R

