

5	APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT
5.1	CHART LEGENDS AND SYMBOLS

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## 5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT

For information regarding departure, approach, and missed approach, refer to the aerodrome specific:

1. **Standard Instrument Departure (SID)** charts, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Departure Procedures
2. **Standard Terminal Arrival Routes (STAR)** charts, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Arrival Procedures
3. **Instrument Approach Charts**, and Route Manual / Introduction / Chart Legend / Approach Chart Legend
4. **Noise Abatement Procedures charts**, and Route Manual / Air Traffic Control / International Civil Aviation Organization – Flight Procedures / Flight Procedures (Doc 8168) – Noise Abatement Procedures
5. **Route Manual** / Air Traffic Control / International Civil Aviation Organization – Flight Procedures

### 5.1 CHART LEGENDS AND SYMBOLS

For information on Chart Legends and Symbols used on Enroute, SID, STAR, Approach and Airport Charts refer to Route Manual / Chart Legend.



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# OPERATIONS MANUAL PART C

- 5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT
- 5.2 CUSTOMIZED CHARTS

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## 5.2 CUSTOMIZED CHARTS

On request, the charting provider issues customized charts specifically tailored to the requirements of Riyadh Air based on aerodrome maneuvering restrictions, special engine out standard instrument departures (EOSID) and decompression procedures. This customization may include elements such as taxiway restrictions and recommended altitude descent tables. A distinguishing feature of these customized charts is the use of the Riyadh Air logo, which replaces the air carrier name. This ensures easy identification and reinforces the charts' specific applicability to Riyadh Air operations.

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# OPERATIONS MANUAL PART C

- 5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT
- 5.3 DUPLICATE PROCEDURE IDENTIFICATION

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## 5.3 DUPLICATE PROCEDURE IDENTIFICATION

When charts display multiple similar approaches for a single runway, each is assigned a unique identifier (e.g., "ILS Z" and "ILS Y") to help flight crews distinguish between approaches based on their paths, procedures, minimums, or DME requirements. Pilots are required to adhere to the approach specifically assigned by Air Traffic Control (ATC). In cases where ATC has not specified an approach and multiple options are available, flight crew must seek clarification from ATC on which procedure to follow. This ensures the chosen approach is suitable for the prevailing conditions, maintaining adherence to safety and regulatory standards.

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# OPERATIONS MANUAL PART C

- 5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT
- 5.4 DISPLACED THRESHOLD - GUIDANCE TABLE

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## 5.4 DISPLACED THRESHOLD - GUIDANCE TABLE

The below table shall be used when conducting an approach other than ILS to a temporary displaced threshold. The following points must be considered by the flight crew prior to commencing the approach:

1. The Commander shall ensure that the remaining LDA meets the requirements for the prevailing conditions on arrival.
2. The approach shall be flown in Selected/Basic (VS/FPA) vertical modes. Automatic lateral modes (LNAV/LOC) may be used unless prohibited by CONOTAM, in which case selected (HDG/TRK) lateral modes shall be used.
3. The addition to altitude in feet is for all crossing/ recommended altitudes after the FAF.
4. The Geometric Descent Angle published on the original chart shall be followed.
5. An approach shall not be continued beyond the published MAP without the required visual references.

Displacement of Threshold	Delay to descent initiation point - NM	Addition to all crossing altitudes in feet (except MDA)
<300m (984ft)	No restriction -	Use normal guidance
301-400m (987-1313ft)	0.2	60'
401-500m (1314-1641ft)	0.2	80'
501-600m (1642-1969ft)	0.3	100'
601-700m (1970-2297ft)	0.4	110'
701-800m (2298-2625ft)	0.4	130'
801-900m (2626-2953ft)	0.5	150'
901-1000m (2954-3280ft)	0.5	170'

Table 6 - Displaced Threshold Guidance Table