

10 AERODROME CATEGORIZATION

The categorization of aerodromes for operational purposes is an essential aspect of Riyadh Air's safety risk management process. For clarity and operational efficiency, aerodromes utilized by Riyadh Air are classified into one of the following three categories:

10.1 CATEGORY A AERODROME

An aerodrome can only be classified as Category A if the aerodrome meets all the following conditions:

1. A straight-in 3D instrument approach procedure with a glide path angle of not more than 3.5 degrees to each runway expected to be used for landing;
2. At least one runway with no performance-limited procedure for take-off and/or landing, such as no requirement to follow a contingency procedure for obstacle clearance in the event of an engine failure on take-off from any runway expected to be used for departure; and night operations capability.

10.2 CATEGORY B AERODROME

An aerodrome is categorized as B, if it does not meet the category A conditions or if the airport requires extra considerations due to:

1. Non-standard approach aids and/or approach patterns, such as restrictions on the availability of straight-in instrument approach procedures;
2. Unusual local weather conditions, such as environmental features that can give rise to turbulence, windshear, or unusual wind conditions;
3. Unusual characteristics or performance limitations, such as unusual runway characteristics in length, width, slope, markings, or lighting that present an atypical visual perspective on approach;
4. Any other relevant considerations, including obstructions, physical layout, lighting, etc., such as restrictions on circling in certain sectors due to obstacles in the circling area;
5. Training or flight crew experience requirements stipulated by the competent authority responsible for the aerodrome that do not include instruction in an FSTD or visiting the aerodrome.

10.3 CATEGORY C AERODROME (SPECIAL AERODROME)

Category C or Special Airports are designated as such based on a determination by Riyadh Air or the GACA, that operations at these airports require pilots to possess specific skills and knowledge. To classify an airport under this category, careful consideration is given to airports that are in areas:

1. With mountainous terrain, including high terrain, rapidly rising terrain, or terrain with steep gradients.
2. With terrain that contributes to the existence of mountain waves, turbulence, high surface winds, sudden wind changes and/or other atmospheric phenomena that could affect the performance of the aircraft;
3. Containing topographical variations such as ridgelines, valleys, ravines, fjords, or other areas where downdrafts on the leeward or downwind side can make traversing the area or accomplishing a crosswind landing hazardous;
4. Where the airport, runway and/or approach environment is difficult to identify at night due to surrounding lights;
5. Where featureless or expansive terrain could contribute to optical illusions during the day or at night;
6. That are devoid of lighting where airport, runway and/or approach area identification is difficult at night due to lack of visible landmarks;
7. That are devoid of lighting and sole reference to external or visual cues is insufficient for the maintenance of proper aircraft attitude control;
8. That require the application of any other specific skills or knowledge, as determined by Riyadh Air and/or GACA.

Note: Each Category C (Special Airport) is identified in the applicable Aerodrome authorization list, refer to Chapter x.

Note: All take-offs and landings at Category C aerodromes shall be performed by the Captain or Captain under training.



RIYADH AIR
طيران الرياض

OPERATIONS MANUAL PART C

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10.4 CREW QUALIFICATION, BRIEFING AND TRAINING REQUIREMENTS

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Refer to OM Part D Section 2.1.3.15.2, "Special Areas and Aerodromes" for specific information on Category C Aerodrome training requirements.

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