0 FRONT MATTER

0.1 TABLE OF CONTENTS

0 FRONT MATTER 0-3
0.1 TABLE OF CONTENTS 0-3
0.2 REVISION HIGHLIGHTS 0-9
0.3 RECORD OF REVISIONS 0-11
0.4 RECORD OF OPERATIONS MANUAL NOTICE (OMN) 0-13
0.5 LIST OF EFFECTIVE PAGES 0-15
0.6 LIST OF TABLES 0-23
0.7 LIST OF FIGURES 0-25
0.8 LIST OF COMPLIANCE ENTRIES 0-27
0.9 MANAGEMENT APPROVAL 0-29
0.10 GACA APPROVAL 0-31
0.11 INTRODUCTION 0-33
0.11.1 POLICY 0-33
0.11.2 APPLICABILITY 0-33
0.11.3 COMMON LANGUAGE 0-33
0.11.4 USAGE OF TERMS 0-33
0.11.5 HUMAN FACTOR PRINCIPLES 0-33
0.11.6 APPLICABLE REGULATIONS AND STANDARDS 0-34
0.12 ABBREVIATIONS, ACRONYMS AND DEFINITIONS 0-35
0.12.1 ABBREVIATIONS AND ACRONYMS 0-35
0.12.2 DEFINITIONS 0-40
0.13 SYSTEM OF AMENDMENT AND REVISION 0-45
1 MINIMUM FLIGHT LEVEL / ALTITUDE 1-1
1.1 AERONAUTICAL CHARTS 1-1
1.2 OPERATIONAL FLIGHT PLAN 1-2
1.2.1 ENROUTE 1-2
1.2.2 TERMINAL AREA 1-2
1.2.3 TEMPERATURE CORRECTIONS 1-2
1.2.4 ABNORMAL OPERATIONS 1-2

2 OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES 2-1

2.1 OPERATING MINIMA FOR DEPARTURE, DESTINATION AND ALTERNATE AERODROMES 2-1

3 COMMUNICATION FACILITIES AND NAVIGATION AIDS 3-1

3.1 COMMUNICATIONS SERVICE PROVIDER 3-1

3.2 AIRCRAFT EQUIPMENT 3-2

3.3 AIRCRAFT CAPABILITY 3-3

3.4 AIR TRAFFIC SERVICES (ATS) 3-4

3.5 PERFORMANCE BASED COMMUNICATIONS AND SURVEILLANCE (PBCS) 3-5

3.6 AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST (ADS-B) / CONTRACT (ADS-C) 3-6

3.6.1 ADS-B (AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST) 3-6

3.6.2 ADS-C (AUTOMATIC DEPENDENT SURVEILLANCE-CONTRACT) 3-6

3.6.3 FLIGHT PLAN AND OPERATIONAL REQUIREMENTS 3-7

3.7 FUTURE AIR NAVIGATION SYSTEMS (FANS) 3-8

3.8 CONTROLLER PILOT DATALINK COMMUNICATIONS (CPDLC) 3-9

3.8.1 PRE-DEPARTURE CLEARANCES (PDC) 3-9

3.8.2 DEPARTURE CLEARANCE (DCL) 3-9

3.8.3 CPDLC DCL 3-9

3.9 DIGITAL ATIS/ VOLMET 3-10

3.10 COMPANY COMMUNICATIONS 3-11

3.11 SELCAL 3-12

3.11.1 AIRCRAFT SELCAL CODES 3-12

3.12 SURVEILLANCE 3-13

3.12.1 FLIGHT FOLLOWING 3-13

3.12.2 FLIGHT MONITORING 3-13

3.12.3 AIRCRAFT TRACKING 3-13

4 RUNWAY DATA AND AERODROME FACILITIES 4-1

4.1 AERODROME REFERENCE CODE 4-1

4.2 RUNWAY REQUIREMENTS 4-2

4.3 MINIMUM PAVEMENT STRENGTH 4-3

4.4 RUNWAY PERFORMANCE CALCULATION 4-4

4.4.1 GLOBAL REPORTING FORMAT (GRF) 4-4

5 APPROACH, MISSED APPROACH AND DEPARTURE PROCEDURES AND NOISE ABATEMENT 5-1
5.1 CHART LEGENDS AND SYMBOLS 5-1
5.2 CUSTOMIZED CHARTS 5-2
5.3 DUPLICATE PROCEDURE IDENTIFICATION 5-3
5.4 DISPLACED THRESHOLD - GUIDANCE TABLE 5-4
6 COMMUNICATION FAILURE PROCEDURES 6-1
6.1 ENROUTE 6-1
6.2 TERMINAL AREA 6-2
7 SEARCH AND RESCUE FACILITIES 7-1
8 AERONAUTICAL INFORMATION 8-1
8.1 STRUCTURE AND CONTENTS OF THE AIP 8-1
8.2 THE AIRAC CYCLE 8-2
8.2.1 SIGNIFICANT DATES 8-2
8.2.2 EFFECTIVE DATES 8-3
8.3 DISTRIBUTION OF AERONAUTICAL DATA 8-4
8.3.1 LIDO FLIGHT PLANNING SYSTEM 8-4
8.3.2 DIGITAL CHARTS AND MANUALS 8-4
8.3.3 BOEING – ONBOARD PERFORMANCE TOOL (OPT) 8-4
8.4 SPECIAL CREW BRIEFING (SCB) 8-5
8.4.1 SCENARIOS FOR ISSUE OF A SCB 8-5
8.4.2 SCB CONTENTS GUIDANCE 8-5
8.4.3 DISTRIBUTION AND ACCESS 8-6
8.4.4 SPECIAL CREW BRIEF SAMPLE 8-7
8.5 COMPANY AND CREW INFORMATION BRIEFINGS (CCI) 8-9
8.5.1 CCI CONTENTS GUIDANCE 8-9
8.6 OFP FORMAT AND DESCRIPTION 8-10
8.6.1 MAIN OFP 8-10
8.6.2 INFO OFP 8-11
8.6.3 SUMMARY OFP 8-11
9 CHARTS MANUALS AND NAVIGATION DATABASES 9-1
9.1 DIGITAL CHARTS PROVISIONS 9-1
9.1.1 DIGITAL CHARTS AMENDMENT CYCLE 9-1
9.1.2 DIGITAL CHARTS ERRORS 9-1

9.2 PAPER CHARTS PROVISION 9-2
9.3 ROUTE MANUAL 9-3
9.4 JEPPESEN FLITEDECK PRO X 9-4
9.5 MANDATORY USAGE POLICY 9-5
9.6 FLIGHT MANAGEMENT SYSTEM NAVIGATIONS DATABASE 9-6
9.6.1 NAVIGATION DATABASE SELECTION 9-6
9.6.2 EGPWS TERRAIN DATABASE VALIDATION 9-6
9.6.3 NAVIGATION DATABASE ERRORS 9-6
10 AERODROME CATEGORIZATION 10-1
10.1 CATEGORY A AERODROME 10-1
10.2 CATEGORY B AERODROME 10-2
10.3 CATEGORY C AERODROME (SPECIAL AERODROME) 10-3
10.4 CREW QUALIFICATION, BRIEFING AND TRAINING REQUIREMENTS 10-4
11 ROUTE AND AERODROME INFORMATION 11-1
11.1 ROUTE INFORMATION 11-1
11.2 AERODROME CLASSIFICATION 11-2
11.2.1 DESTINATION AERODROMES 11-3
11.2.2 ALTERNATE AERODROMES 11-3
11.2.3 EMERGENCY AERODROMES 11-4
11.3 AERODROME AUTHORIZATION 11-5
11.3.1 CATEGORY C (SPECIAL AERODROME) AUTHORIZATION 11-5
11.3.2 ISOLATED AERODROME AUTHORIZATION 11-5
11.3.3 REQUIRED NAVIGATION PERFORMANCE - (RNP-AR) - AUTHORIZED AERODROMES .. 11-5
11.3.4 AERODROME DATA AND AUTHORIZATION TABLE 11-5
11.4 AREA BRIEFINGS 11-7
11.4.1 AFRICA 11-7
11.4.2 ASIA 11-10
11.4.3 EUROPE 11-16
12 DRIFTDOWN / DEPRESSURIZATION 12-1
12.1 DRIFTDOWN 12-1
12.1.1 DRIFTDOWN PROFILE 12-1
12.2 DEPRESSURIZATION 12-3
12.2.1 DEPRESSURIZATION PROFILE 12-3
12.3 AREA BASED AND NONSTANDARD DRIFTDOWN / DEPRESSURIZATION 12-4

13 COMPANY AIRSPACE RESTRICTIONS 13-1
13.1 AFRICA 13-1
13.2 ASIA 13-3
13.3 EUROPE 13-4
13.4 MIDDLE EAST 13-5
14 ADVERSE WEATHER 14-1
14.1 HIGH DENSITY ALTITUDE OPERATION 14-1
14.1.1 GENERAL INFORMATION 14-1
14.1.2 PRE-DEPARTURE 14-1
14.1.3 CALCULATION OF LANDING LIMITED WEIGHT 14-2
14.2 COLD WEATHER OPERATIONS 14-3
14.2.1 COLD SOAKED FUEL AND UPPER WING ICE 14-3
14.2.2 ALTITUDE CORRECTIONS 14-3
15 EMERGENCY 15-1
15.1 COMMUNICATION FAILURE 15-1
15.2 UNLAWFUL INTERFERENCE 15-2
15.3 EMERGENCY DESCENT 15-3
15.4 DISTRESS AND URGENCY COMMUNICATIONS 15-4
15.5 INTERCEPTION 15-5

INTENTIONALLY LEFT BLANK

0.2 REVISION HIGHLIGHTS

This table summarizes the major changes made to each revision, not all changes. Throughout each review cycle, subsequent entries may change prior entries or proposed changes may be held, disregarded, and/or obsolete. This is a summary of input received throughout the duration. Changes throughout the manual are indicated by vertical revision bars.

Note: *The vertical bar (change bar) in the margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only.*

Issue	0	**Revision**	1	**Date**	
TITLE					
Section	Section Title	Revision Details			Incorporated by

Issue	0	**Revision**	2	**Date**	
TITLE					
Section	Section Title	Revision Details			Incorporated by

INTENTIONALLY LEFT BLANK

0.3 RECORD OF REVISIONS

Issue	Rev	Rev Date	Received via
00	IR/00	18 Feb 2024	

INTENTIONALLY LEFT BLANK

0.4 RECORD OF OPERATIONS MANUAL NOTICE (OMN)

N New	A Add	D Delete	R Replace

Operations Manual Notice No.	Section No.	Change Highlights	Effective Date

INTENTIONALLY LEFT BLANK

0.5 LIST OF EFFECTIVE PAGES

Issue	Revision	Section	Page	Eff. Date
00	00	0	0-1	18-FEB-24
00	00	0	0-2	18-FEB-24
00	00	0	0-3	18-FEB-24
00	00	0	0-4	18-FEB-24
00	00	0	0-5	18-FEB-24
00	00	0	0-6	18-FEB-24
00	00	0	0-7	18-FEB-24
00	00	0	0-8	18-FEB-24
00	00	0	0-9	18-FEB-24
00	00	0	0-10	18-FEB-24
00	00	0	0-11	18-FEB-24
00	00	0	0-12	18-FEB-24
00	00	0	0-13	18-FEB-24
00	00	0	0-14	18-FEB-24
00	00	0	0-15	18-FEB-24
00	00	0	0-16	18-FEB-24
00	00	0	0-17	18-FEB-24
00	00	0	0-18	18-FEB-24
00	00	0	0-19	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	0	0-20	18-FEB-24
00	00	0	0-21	18-FEB-24
00	00	0	0-22	18-FEB-24
00	00	0	0-23	18-FEB-24
00	00	0	0-24	18-FEB-24
00	00	0	0-25	18-FEB-24
00	00	0	0-26	18-FEB-24
00	00	0	0-27	18-FEB-24
00	00	0	0-28	18-FEB-24
00	00	0	0-29	18-FEB-24
00	00	0	0-30	18-FEB-24
00	00	0	0-31	18-FEB-24
00	00	0	0-32	18-FEB-24
00	00	0	0-33	18-FEB-24
00	00	0	0-34	18-FEB-24
00	00	0	0-35	18-FEB-24
00	00	0	0-36	18-FEB-24
00	00	0	0-37	18-FEB-24
00	00	0	0-38	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	0	0-39	18-FEB-24
00	00	0	0-40	18-FEB-24
00	00	0	0-41	18-FEB-24
00	00	0	0-42	18-FEB-24
00	00	0	0-43	18-FEB-24
00	00	0	0-44	18-FEB-24
00	00	0	0-45	18-FEB-24
00	00	0	0-46	18-FEB-24
00	00	1	1-1	18-FEB-24
00	00	1	1-2	18-FEB-24
00	00	2	2-1	18-FEB-24
00	00	2	2-2	18-FEB-24
00	00	3	3-1	18-FEB-24
00	00	3	3-2	18-FEB-24
00	00	3	3-3	18-FEB-24
00	00	3	3-4	18-FEB-24
00	00	3	3-5	18-FEB-24
00	00	3	3-6	18-FEB-24
00	00	3	3-7	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	3	3-8	18-FEB-24
00	00	3	3-9	18-FEB-24
00	00	3	3-10	18-FEB-24
00	00	3	3-11	18-FEB-24
00	00	3	3-12	18-FEB-24
00	00	3	3-13	18-FEB-24
00	00	3	3-14	18-FEB-24
00	00	4	4-1	18-FEB-24
00	00	4	4-2	18-FEB-24
00	00	4	4-3	18-FEB-24
00	00	4	4-4	18-FEB-24
00	00	5	5-1	18-FEB-24
00	00	5	5-2	18-FEB-24
00	00	5	5-3	18-FEB-24
00	00	5	5-4	18-FEB-24
00	00	6	6-1	18-FEB-24
00	00	6	6-2	18-FEB-24
00	00	7	7-1	18-FEB-24
00	00	7	7-2	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	8	8-1	18-FEB-24
00	00	8	8-2	18-FEB-24
00	00	8	8-3	18-FEB-24
00	00	8	8-4	18-FEB-24
00	00	8	8-5	18-FEB-24
00	00	8	8-6	18-FEB-24
00	00	8	8-7	18-FEB-24
00	00	8	8-8	18-FEB-24
00	00	8	8-9	18-FEB-24
00	00	8	8-10	18-FEB-24
00	00	8	8-11	18-FEB-24
00	00	8	8-12	18-FEB-24
00	00	9	9-1	18-FEB-24
00	00	9	9-2	18-FEB-24
00	00	9	9-3	18-FEB-24
00	00	9	9-4	18-FEB-24
00	00	9	9-5	18-FEB-24
00	00	9	9-6	18-FEB-24
00	00	10	10-1	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	10	10-2	18-FEB-24
00	00	10	10-3	18-FEB-24
00	00	10	10-4	18-FEB-24
00	00	11	11-1	18-FEB-24
00	00	11	11-2	18-FEB-24
00	00	11	11-3	18-FEB-24
00	00	11	11-4	18-FEB-24
00	00	11	11-5	18-FEB-24
00	00	11	11-6	18-FEB-24
00	00	11	11-7	18-FEB-24
00	00	11	11-8	18-FEB-24
00	00	11	11-9	18-FEB-24
00	00	11	11-10	18-FEB-24
00	00	11	11-11	18-FEB-24
00	00	11	11-12	18-FEB-24
00	00	11	11-13	18-FEB-24
00	00	11	11-14	18-FEB-24
00	00	11	11-15	18-FEB-24
00	00	11	11-16	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	11	11-17	18-FEB-24
00	00	11	11-18	18-FEB-24
00	00	12	12-1	18-FEB-24
00	00	12	12-2	18-FEB-24
00	00	12	12-3	18-FEB-24
00	00	12	12-4	18-FEB-24
00	00	13	13-1	18-FEB-24
00	00	13	13-2	18-FEB-24
00	00	13	13-3	18-FEB-24
00	00	13	13-4	18-FEB-24
00	00	13	13-5	18-FEB-24
00	00	13	13-6	18-FEB-24
00	00	14	14-1	18-FEB-24
00	00	14	14-2	18-FEB-24
00	00	14	14-3	18-FEB-24
00	00	14	14-4	18-FEB-24
00	00	15	15-1	18-FEB-24
00	00	15	15-2	18-FEB-24
00	00	15	15-3	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	15	15-4	18-FEB-24
00	00	15	15-5	18-FEB-24
00	00	15	15-6	18-FEB-24
00	00	16	16-1	18-FEB-24
00	00	16	16-2	18-FEB-24
00	00	16	16-3	18-FEB-24
00	00	16	16-4	18-FEB-24
00	00	16	16-5	18-FEB-24
00	00	16	16-6	18-FEB-24
00	00	16	16-7	18-FEB-24
00	00	16	16-8	18-FEB-24
00	00	16	16-9	18-FEB-24
00	00	16	16-10	18-FEB-24
00	00	16	16-11	18-FEB-24
00	00	16	16-12	18-FEB-24
00	00	16	16-1	18-FEB-24
00	00	16	16-13	18-FEB-24
00	00	16	16-14	18-FEB-24
00	00	16	16-15	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-16	18-FEB-24
00	00	16	16-17	18-FEB-24
00	00	16	16-18	18-FEB-24
00	00	16	16-19	18-FEB-24
00	00	16	16-20	18-FEB-24
00	00	16	16-21	18-FEB-24
00	00	16	16-22	18-FEB-24
00	00	16	16-23	18-FEB-24
00	00	16	16-24	18-FEB-24
00	00	16	16-25	18-FEB-24
00	00	16	16-26	18-FEB-24
00	00	16	16-27	18-FEB-24
00	00	16	16-28	18-FEB-24
00	00	16	16-29	18-FEB-24
00	00	16	16-30	18-FEB-24
00	00	16	16-31	18-FEB-24
00	00	16	16-32	18-FEB-24
00	00	16	16-33	18-FEB-24
00	00	16	16-34	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-35	18-FEB-24
00	00	16	16-36	18-FEB-24
00	00	16	16-37	18-FEB-24
00	00	16	16-38	18-FEB-24
00	00	16	16-39	18-FEB-24
00	00	16	16-40	18-FEB-24
00	00	16	16-41	18-FEB-24
00	00	16	16-42	18-FEB-24
00	00	16	16-43	18-FEB-24
00	00	16	16-44	18-FEB-24
00	00	16	16-45	18-FEB-24
00	00	16	16-46	18-FEB-24
00	00	16	16-47	18-FEB-24
00	00	16	16-48	18-FEB-24
00	00	16	16-49	18-FEB-24
00	00	16	16-50	18-FEB-24
00	00	16	16-51	18-FEB-24
00	00	16	16-52	18-FEB-24
00	00	16	16-53	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-54	18-FEB-24
00	00	16	16-55	18-FEB-24
00	00	16	16-56	18-FEB-24
00	00	16	16-57	18-FEB-24
00	00	16	16-58	18-FEB-24
00	00	16	16-59	18-FEB-24
00	00	16	16-60	18-FEB-24
00	00	16	16-61	18-FEB-24
00	00	16	16-62	18-FEB-24
00	00	16	16-63	18-FEB-24
00	00	16	16-64	18-FEB-24
00	00	16	16-65	18-FEB-24
00	00	16	16-66	18-FEB-24
00	00	16	16-67	18-FEB-24
00	00	16	16-68	18-FEB-24
00	00	16	16-69	18-FEB-24
00	00	16	16-70	18-FEB-24
00	00	16	16-71	18-FEB-24
00	00	16	16-72	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-73	18-FEB-24
00	00	16	16-74	18-FEB-24
00	00	16	16-75	18-FEB-24
00	00	16	16-76	18-FEB-24
00	00	16	16-77	18-FEB-24
00	00	16	16-78	18-FEB-24
00	00	16	16-79	18-FEB-24
00	00	16	16-80	18-FEB-24
00	00	16	16-81	18-FEB-24
00	00	16	16-82	18-FEB-24
00	00	16	16-83	18-FEB-24
00	00	16	16-84	18-FEB-24
00	00	16	16-85	18-FEB-24
00	00	16	16-86	18-FEB-24
00	00	16	16-87	18-FEB-24
00	00	16	16-88	18-FEB-24
00	00	16	16-89	18-FEB-24
00	00	16	16-90	18-FEB-24
00	00	16	16-91	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-92	18-FEB-24
00	00	16	16-93	18-FEB-24
00	00	16	16-94	18-FEB-24
00	00	16	16-95	18-FEB-24
00	00	16	16-96	18-FEB-24
00	00	16	16-97	18-FEB-24
00	00	16	16-98	18-FEB-24
00	00	16	16-99	18-FEB-24
00	00	16	16-100	18-FEB-24
00	00	16	16-101	18-FEB-24
00	00	16	16-102	18-FEB-24
00	00	16	16-103	18-FEB-24
00	00	16	16-104	18-FEB-24
00	00	16	16-105	18-FEB-24
00	00	16	16-106	18-FEB-24
00	00	16	16-107	18-FEB-24
00	00	16	16-108	18-FEB-24
00	00	16	16-109	18-FEB-24
00	00	16	16-110	18-FEB-24

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-111	18-FEB-24
00	00	16	16-112	18-FEB-24
00	00	16	16-113	18-FEB-24
00	00	16	16-114	18-FEB-24
00	00	16	16-115	18-FEB-24
00	00	16	16-116	18-FEB-24
00	00	16	16-117	18-FEB-24
00	00	16	16-118	18-FEB-24
00	00	16	16-119	18-FEB-24
00	00	16	16-120	18-FEB-24
00	00	16	16-121	18-FEB-24
00	00	16	16-122	18-FEB-24
00	00	16	16-123	18-FEB-24
00	00	16	16-124	18-FEB-24
00	00	16	16-125	18-FEB-24
00	00	16	16-126	18-FEB-24
00	00	16	16-127	18-FEB-24
00	00	16	16-128	18-FEB-24
00	00	16	16-129	18-FEB-24

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

Issue	Revision	Section	Page	Eff. Date
00	00	16	16-130	18-FEB-24
00	00	16	16-131	18-FEB-24
00	00	16	16-132	18-FEB-24
00	00	16	16-133	18-FEB-24
00	00	16	16-134	18-FEB-24
00	00	16	16-135	18-FEB-24
00	00	16	16-136	18-FEB-24
00	00	16	16-137	18-FEB-24
00	00	16	16-138	18-FEB-24
00	00	16	16-139	18-FEB-24
00	00	16	16-140	18-FEB-24
00	00	16	16-141	18-FEB-24
00	00	16	16-142	18-FEB-24
00	00	16	16-143	18-FEB-24
00	00	16	16-144	18-FEB-24
00	00	16	16-145	18-FEB-24
00	00	16	16-146	18-FEB-24
00	00	16	16-147	18-FEB-24
00	00	16	16-148	18-FEB-24

Issue	Revision	Section	Page	Eff. Date

Riyadh Air		**GACA Approved by:**	
Name:		Name:	
Title:		Title:	
Sign and Date:		Sign & Date:	
		Stamp:	

0.6 LIST OF TABLES

Table 1 - Aircraft Equipment....3-2
Table 2 - Aircraft Capability....3-3
Table 3 - Aircraft SELCAL codes....3-12
Table 4 - Aerodrome Reference Codes....4-1
Table 5 - Runway Requirements....4-2
Table 6 - Displaced Threshold Guidance Table....5-4
Table 7 - Special Crew Brief....8-8
Table 8 - Aerodrome Classification....11-3
Table 9 - Special Aerodrome Authorization....11-5
Table 10 - Isolated Aerodrome Authorization....11-5
Table 11 - RNP AR Authorization....11-5
Table 12 - Aerodrome Data and Authorization Table....11-6
Table 13 - Airport Authorizations Africa....11-7
Table 14 - Airport Authorizations Asia....11-10
Table 15 - China Metric FL above Transition Level....11-14
Table 16 - Metric FL below Transition Level....11-15
Table 17 - Airport Authorizations Europe....11-16
Table 18 - Restricted Airspaces Africa....13-2
Table 19 - Restricted Airspaces Asia....13-3
Table 20 - Restricted Airspaces Europe....13-4
Table 21 - Restricted Airspaces Middle East....13-5
Table 22 Maximum Planned Fuel Quantity when destination OAT is less than 20°C....14-3
Table 23 - Altitude Correction....14-4

INTENTIONALLY LEFT BLANK

0.7 LIST OF FIGURES

Figure 1 - AIRAC Cycle 8-2
Figure 2 - Summary OFP 8-11
Figure 3 – Drift down and Terrain Clearance Profile 12-2
Figure 4 - Depressurization and Terrain Clearance Profile 12-3

INTENTIONALLY LEFT BLANK

0.8 LIST OF COMPLIANCE ENTRIES

SECTION	TITLE	TYPE	REGULATION | STANDARD
0.11.3	COMMON LANGUAGE	IOSA	FLT 3.1.1
0.11.5	HUMAN FACTOR PRINCIPLES	GACAR	121.139 121.533
		IOSA	FLT 1.7.4
0.11.6	APPLICABLE REGULATIONS AND STANDARDS	GACAR	121.123
0.13.3	DISTRIBUTION LIST AND AVAILABILITY	GACAR	121.151 / 121.155
0.13.4	PUBLICATION HIERARCHY	IOSA	ORG2.5.3
0.13.8	FORMAT AND DOCUMENTATION CONTROL REQUIREMENTS	IOSA	ORG-2.5.1, 2.5.3

INTENTIONALLY LEFT BLANK

0.9 MANAGEMENT APPROVAL

Manual Number:	**RXI/OPS-FLT-M03**
Title:	**OPERATIONS MANUAL PART C**
Issue:	00
Revision:	00

Recommended by:		Date:
Title:		
Signature:		

Quality Review by:		Date:
Title:		
Signature:		

Approved by:		Date:
Title:		
Signature:		

INTENTIONALLY LEFT BLANK

0.10 GACA APPROVAL

This manual is a controlled document, prepared to meet the requirements of the General Authority of Civil Aviation Regulations (GACAR) and is herewith approved by the General Authority of Civil Aviation (GACA) exclusively for the use of Riyadh Air.

If any conflict exists between the contents of this manual and GACA requirements, GACA requirements shall take precedence, and the manual will be revised without delay in accordance with GACA eBook Vol.4 Ch.12, section 4.

All contents of this manual are current, as listed in the List of Effective Pages (LEP) Revision 0. 18 Feb 2024.

This manual becomes 'uncontrolled' when printed.

Name:		Date:
Title:		
Signature:		
Stamp:		

INTENTIONALLY LEFT BLANK

0.11 INTRODUCTION

0.11.1 Policy

This Operations Manual Part C (Areas, routes, and aerodromes) is approved by the General Authority of Civil Aviation (GACA) and it is compliant with all relevant GACA regulations and applicable international standards. It is the method by which Riyadh Air undertakes all operations.

The Operations Manual Part C (OM Part C) contains Areas, routes, and aerodromes procedures, instructions, and guidance for operational personnel to execute their duties. It serves as a crucial guide for all employees to ensure that the planning and execution of every flight is conducted in accordance with the highest levels of safety, efficiency and effectiveness.

0.11.2 Applicability

The Operations Manual Part C (OM Part C), serves as an essential guide for all operational personnel in our organization, and it is incumbent upon every employee, regardless of their role, to adhere to the policies, procedures, regulations, guidance, and instructions detailed within Riyadh Air's operational manuals.

0.11.3 Common Language

IOSA FLT 3.1.1

For general Common Language please refer to Corporate Policy Manual, Section 0.11.2.

0.11.4 Usage Of Terms

Operations Manual Part C applies to both male and female crew members, operations personnel, passengers and other persons, for simplification a gender-neutral text is used in this manual. Throughout this manual, specific terms (e.g., shall, should, may etc.) are used to provide precise instructions and expectations within the context of Riyadh Air's operations. These terms serve distinct purposes and outline the level of obligation or permission associated with each action. It is crucial that all operational personnel understand the nuances of these terms.

For general Use of Terms please refer to Corporate Policy Manual Section 0.11.2.

0.11.5 Human Factor Principles

GACAR § 121.139 / GACAR § 121.533 / IOSA FLT 1.7.4

For Human Factor Principles applicable to FLT OPS refer to OM-A, Section 0.11.4.

For general Human Factor Principles refer to Corporate Policy Manual, Section 0.11.5.

0.11.6 Applicable Regulations And Standards

Refer to OM-A, Section 0.11.5.

0.12 ABBREVIATIONS, ACRONYMS AND DEFINITIONS

0.12.1 Abbreviations And Acronyms

This manual contains a list of abbreviations and acronyms for easy reference. The Table below explains frequently used abbreviations and acronyms, while less common ones are defined in the relevant sections where they are used.

A	
AC	Advisory Circular
ADAM	Aircraft De-Icing and Anti-Icing Manual
AEO	All Engine Operating
AFM	Aircraft Flight Manual
AGL	Above Ground Level
AIBR	Aviation Investigation Bureau Regulations
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
ALD	Actual Landing Distance
ALS	Approach Lighting System
AMM	Airport Moving Map
AOC	The Air Operator Certificate
AOI	Aerodrome Operating Instructions
AOM	Aerodrome Operating Minima
APG	Aircraft Performance Group
APV	Approach procedure with vertical guidance
ASDA	Accelerate-Stop Distance Available
ATC	Air Traffic Control
ATS	Air Traffic Services
B	
BALS	Basic approach light system
C	
CAT	Category

CDL	Configuration Deviation List
COM	Communication
D	
DA(H)	Decision Altitude(Height)
DFO	Director of Flight Operations
EGSS	London Stansted Airport
E	
EASA	European Aviation Safety Agency
ECL	Electronic Checklist
EFB	Electronic Flight Bag
EOEP	Engine-out Escape Procedure
EVS	Enhanced Vision Systems
F	
FAA	Federal Aviation Administration
FAF	Final approach fix
FALS	Full approach light system
FCOM	Flight Crew Operations Manual
FCTM	Flight Crew Training Manual
F/D	Flight Deck
FIR	Flight Information Region
FMC	Flight Management Computer
FMS	Flight Management System
ft	Feet
G	
GACA	The General Authority of Civil Aviation
GACAR	General Authority of Civil Aviation Regulations
GNSS	Global Navigation Satellite System
GOM	Ground Operations Manual
GPS	Global Positioning System

H	
HAA	Height Above Airport
HIALS	High Intensity Approach Lighting System
HUD	Head-Up Display
I	
IATA	International Air Transport Association
IALS	Intermediate approach light system
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ISA	International Standard Atmosphere
ISARPS	IOSA standards and Recommended Practice
ISM	IOSA Standards Manual
IOSA	The IATA Operational Safety Audit
L	
LDA	Landing Distance Available
LDG	Landing
M	
m	Meters
MAPt	Missed Approach Point
MBM	Mass and Balance Manual
MDA	Minimum Descent Altitude
MEL	Minimum Equipment List
MIALS	Medium Intensity Approach Light System
MID	Mid runway
MLW	Maximum Landing Weight
MSA	Minimum Sector Altitude
MTOM	Maximum Take off Mass
MTOW	Maximum Take off Weight

MZFW	Maximum Zero Fuel Weight
N	
NADPs	Noise Abatement Departure Procedures
NALS	No approach light system
NAV	Navigation
NAVDATA	Navigation Data
NDB	Non-Directional Beacon
nm	Nautical miles
NOTAM	Notice To Air Mission
NPA	Non-precision approach
O	
OAT	Operational Air Traffic
OCC	Operational Control Center
OEI	one engine inoperative
OFP	Operational Flight Plan
OM	Operations Manual
OpSpecs	Operational Specifications
OPT	Onboard performance Tool
ORG	ORGANIZATION
P	
PA	Precision approach
PCN	Pavement Classification Number
PEM	Performance Engineers Manual
PIC	Person In Charge
PRM	Passenger with Reduced Mobility
Q	
QNH	Q-Code altimeter setting Atmospheric Pressure at Nautical height
QRH	Quick Reference Handbook
R	

RAR	Rules and Regulations
RESA	Runway End Safety Area
RFF	Rescue and Fire fighting
RFFS	Rescue and Firefighting Services
RLD	Required Landing Distance
RNAV	Area Navigation
RTOW	Regulated Take-off Weight
RTOWPERF	Regulated Take-off Weight Performance
RVR	Runway visual range
S	
SID	Standard Instrument Departures
SM	Statute miles
SOIA	Simultaneous Offset Instrument Approach
STAR	Standard Terminal Arrival Routes
STN	Station
T	
TAS	True Airspeed
TDZ	Touchdown zone
TMP	Traffic Management Process
TO	Take Off
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TPC	Terminal Procedure Charts
TWY	Taxiway
V	
VMC	Visual Meteorological Conditions
VOR/DME	VHF Omnidirectional Range/ Distance -measuring Equipment
VPFO	The Vice President Flight Operations

W	
WBM	Weight and Balance Manual
WIP	Work in Progress

0.12.2 Definitions

GACAR PART 1 – Definitions, Abbreviations and Editorial Conventions, contains a full list of aviation definition. For ease of reference the following GACAR and Company definitions commonly used throughout this manual are noted below:

A	
Approach procedure with vertical guidance (APV)	An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
D	
DA(H) Concept	The DA(H) concept is the foundation for CAT I and CAT II approach and landing operations. It is also an essential concept in certain CAT III operations. This concept evolved after the introduction of turbojets in 1958. It was established to resolve problems created by use of a ceiling as an element of operating minima, especially during rapidly changing weather conditions. The use of the DA(H) concept also enhances safety of operations in degraded seeing conditions. A DA(H) is established to require that the pilot, decide whether adequate visual references are available for accomplishing the following actions, before passing the specified height: • Verifying that the aircraft is in a position which will permit a safe landing in the touchdown zone • Determining that sufficient external visual references are available to manually maneuver the aircraft (or assess autopilot maneuvering in CAT II and III operations) into alignment with the runway centerline • Determining that the aircraft can be maneuvered to touchdown within the touchdown zone, that directional control can be maintained on the runway, and that the aircraft can be stopped within the available runway length

I	
Instrument Approaches	Instrument approach procedures are provided to permit descent in instrument conditions from the en route environment to a point where a safe landing can be made at a specific aerodrome. Instrument approach procedures are defined by International Civil Aviation Organization (ICAO) as "a series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding, or en-route obstacle clearance criteria apply.
Instrumentally Derived Value	RVR is an instrumentally derived value that reflects an artificially created seeing condition on or near the portion of the runway associated with the RVR report. This artificially created seeing condition is achieved by using high intensity runway edge, touchdown zone, and centerline lights. These lights increase the conspicuousness of the landing surface and "reach out" to the pilot thereby creating a seeing condition which is significantly better than the reported ground visibility or tower visibility. For any particular fog density, RVR will be significantly greater than reported visibility because RVR is based on the use of high intensity lights. Since RVR is based on high intensity lights, an RVR report only has meaning when associated with the seeing conditions on or near the portion of the runway where the report was obtained (TDZ, MID, or Rollout). An RVR report has no meaning unless a pilot is also seeing the high intensity lights on which the report is based Concept of Controlling RVR. Controlling RVR means that RVR reports are used to determine operating minima whenever operating minima are specified in terms of RVR, and RVR reports are available for the runway being used. All CAT I operating minima are below 1/2 statute mile (800m) visibility and all CAT II and III operating minima are based on RVR. The use of visibility is prohibited because the reported visibility may not represent the seeing conditions on the runway. All takeoff minima below 1/4 statute mile (400m) visibility are predicated on RVR and use of visibility is prohibited. For example,

	if the takeoff minimum published for a particular operation is TDZ RVR 350m, Rollout RVR 300m, RVR reports are controlling, and a takeoff is prohibited unless the TDZ RVR report is at or above RVR 350m and the rollout RVR report is at or above RVR 300m. In this example, a takeoff cannot be based on visibility if the RVR system is operative, even if the reported visibility is greater than 1 statute mile (1600m).
M	
Minimum Descent Altitude (MDA)	An MDA is the lowest permissible height (for a non-precision approach procedure) at which an aircraft can be controlled by reference only to instrument information. After passing the final approach fix (FAF), a pilot should descend on a vertical path that will enable a stabilized approach and, if the visual conditions are adequate, a descent to the runway without any intermediate level-off at the MDA. If the visual conditions are not adequate, the pilot must level-off at the MDA until sufficient visual references are available to safely complete the approach and landing.
Missed Approach Point (MAPt)	For an approach that does not have vertical guidance, it is necessary to define a point on or near the aerodrome where a missed approach must be executed, if adequate external visual references for safely continuing the approach are not available. This point is specified as the MAP. An MAP is a three-dimensional airborne position where the MDA passes over a specified geographic fix (the MAPt).
Missed Approach Procedure	The traditional published missed approach procedure does not guarantee obstacle clearance during the initial phases of a missed approach, if initiated during a circling maneuver after descending below MDA or after MAP. Therefore, when a missed approach from a circling maneuver is executed, the direction of the initial turn must always be toward the airport to ensure obstacle clearance and to keep the aircraft within the maneuvering area until it is above MDA and can safely proceed on the missed approach course

N	
Non-precision approach (NPA) procedure	An instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.
O	
Operating Minima	Operating minima are specified in terms of visibility, and runway visual range (RVR). As operating minima were reduced due to improvements in airborne and ground-based equipment, it became more likely that pilots would not see the full length of the runway upon arrival at the specified decision point. Positions established for taking visibility observations were often several miles from the approach end of many runways. This resulted in reported visibility values that frequently did not represent the seeing conditions encountered during the final stages of approach and landing. This deficiency was particularly critical when rapidly changing weather conditions within the terminal area occurred. These factors generated a need for systems such as RVR, which could rapidly and reliably provide reports of the seeing conditions, which a pilot could expect to encounter in the touchdown zone and along the runway.
P	
Precision approach (PA) procedure:	An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation.
R	
RVR Measurements	RVR measurements are taken by a system of calibrated transmissometers and account for the effects of ambient background light and the runway light intensity. Transmissometer systems are strategically located to provide RVR measurement associated with one or more of the three basic portions of a runway: the touchdown zone (TDZ) portion, the mid runway (MID) portion, and the rollout (Rollout) portion.

R	
Visual Approaches	A visual approach may be authorized by ATS if the aircraft is being operated under IFR in visual meteorological conditions (VMC) conditions. Although a pilot conducting a visual approach is expected to proceed to the destination aerodrome by pilotage or by visual reference to another aircraft, the flight remains under an instrument flight plan. ATS retains responsibility for both traffic separation and wake/vortex separation unless the pilot is following another aircraft and has established visual contact with it. ATS will provide flight-following and traffic information until the aircraft is instructed to contact the control tower. Either ATS or the pilot may initiate a request for a visual approach.

0.13 SYSTEM OF AMENDMENT AND REVISION

Refer to OM-A, Section 0.13.