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9 JUN 00

20-3

Eff 15 Jun

RIYADH, SAUDI ARABIA

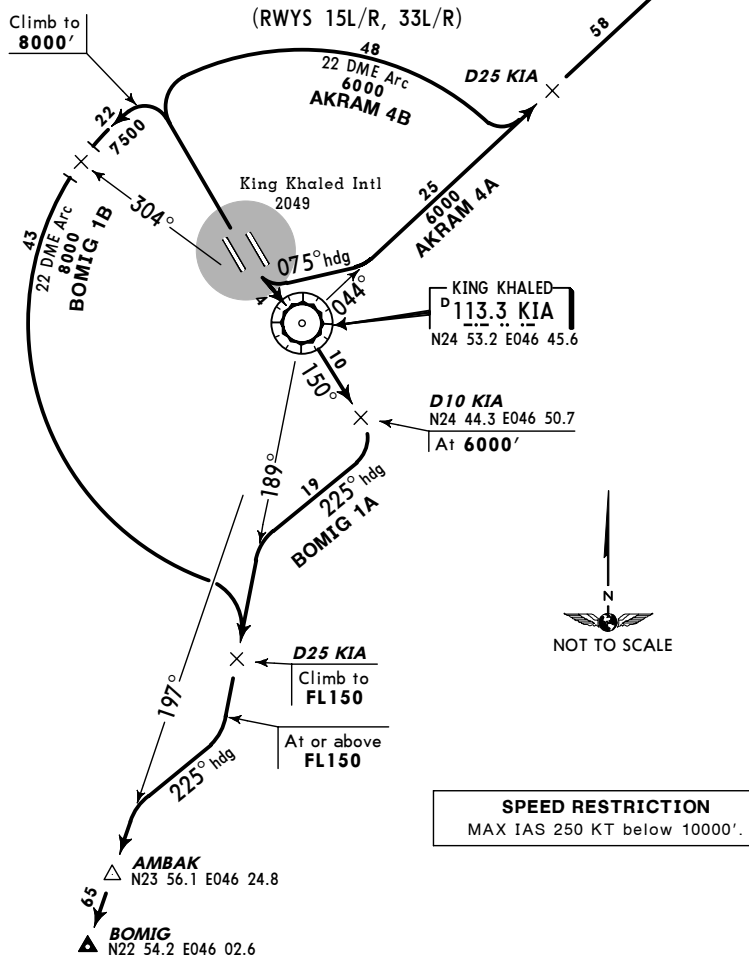
KING KHALED INTL

TRANS LEVEL: FL150
TRANS ALT: 13000'

AKRAM FOUR ALFA (AKRAM 4A)
AKRAM FOUR BRAVO (AKRAM 4B)
BOMIG ONE ALFA (BOMIG 1A)
BOMIG ONE BRAVO (BOMIG 1B)

DEPARTURES

(RWYS 15L/R, 33L/R)



SID	RWY	ROUTING	CLIMB INSTRUCTION/ ALTITUDE
AKRAM 4A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to Akram Int.	Climb to 6000' , <u>EXPECT</u> higher altitude after passing D25 KIA.
AKRAM 4B	33L/R	On runway heading, turn RIGHT, proceed along KIA 22 DME arc, intercept KIA R-044 to Akram Int.	
BOMIG 1A	15L/R	To KIA VORTAC, intercept KIA R-150 to D10 KIA, turn RIGHT, 225° heading, intercept KIA R-189, at or above FL150 turn RIGHT, 225° heading, intercept KIA R-197 via Ambak Int to Bomig Int.	Cross D10 KIA at 6000' , at D25 KIA climb to FL150 , <u>EXPECT</u> higher altitude after passing Ambak Int.
BOMIG 1B	33L/R	On runway heading, turn LEFT, proceed along KIA 22 DME arc, intercept KIA R-189, at or above FL150 turn RIGHT, 225° heading, intercept KIA R-197 via Ambak Int to Bomig Int.	Climb to 7500' , on KIA 22 DME arc climb to 8000' , at D25 KIA climb to FL150 , <u>EXPECT</u> higher altitude after passing Ambak Int.

CHANGES: BOMIG SIDs establ; DARTO SIDs transf to 20-3A.

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SID

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9 JUN 00

20-3A

Eff 15 Jun

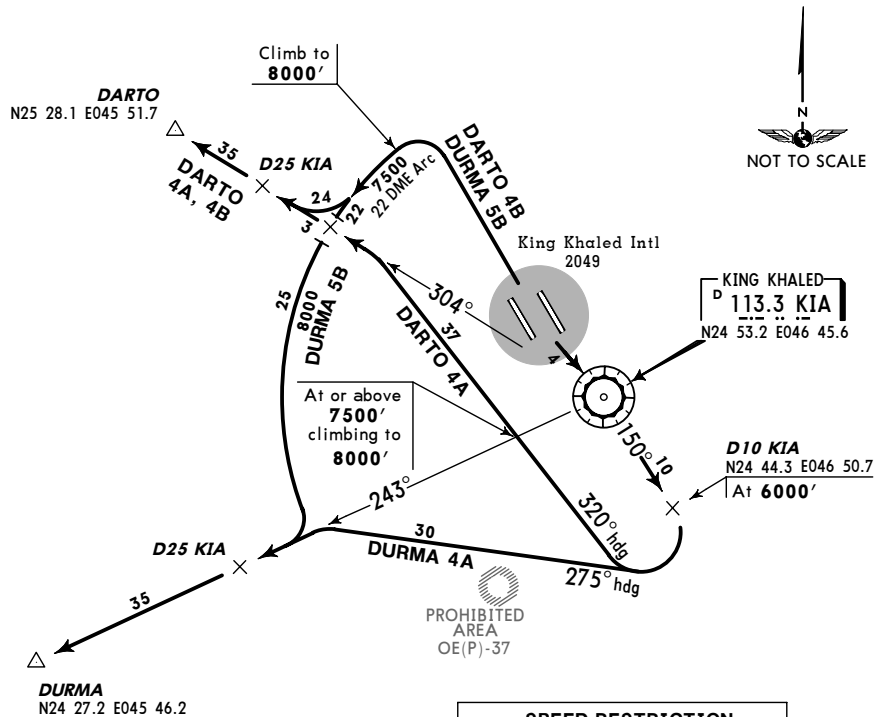
RIYADH, SAUDI ARABIA

KING KHALED INTL

TRANS LEVEL: FL150
TRANS ALT: 13000'

**DARTO FOUR ALFA (DARTO 4A)
DARTO FOUR BRAVO (DARTO 4B)
DURMA FOUR ALFA (DURMA 4A)
DURMA FIVE BRAVO (DURMA 5B)**

DEPARTURES
(RWYS 15L/R, 33L/R)



SPEED RESTRICTION

MAX IAS 250 KT below 10000'.

SID	RWY	ROUTING	CLIMB INSTRUCTION/ ALTITUDE
DARTO 4A	15L/R	To KIA VORTAC, intercept KIA R-150 to D10 KIA, turn RIGHT, 320° heading, intercept KIA R-304 to Darto Int.	Cross D10 KIA at 6000' , KIA R-243 at or above 7500' climbing to 8000' , EXPECT higher altitude after passing D25 KIA.
DARTO 4B	33L/R	On runway heading, turn LEFT, proceed along KIA 22 DME arc, intercept KIA R-304 to Darto Int.	Climb to 7500' . On KIA 22 DME arc climb to 8000' , EXPECT higher altitude after passing D25 KIA.
DURMA 4A	15L/R	To KIA VORTAC, intercept KIA R-150 to D10 KIA, turn RIGHT, 275° heading, intercept KIA R-243 to Durma Int.	Cross D10 KIA at 6000' , EXPECT higher altitude after passing D25 KIA.
DURMA 5B	33L/R	On runway heading, turn LEFT, proceed along KIA 22 DME arc, intercept KIA R-243 to Durma Int.	Climb to 7500' . On KIA 22 DME arc climb to 8000' , EXPECT higher altitude after passing D25 KIA.

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9 JUN 00

(20-3B)

Eff 15 Jun

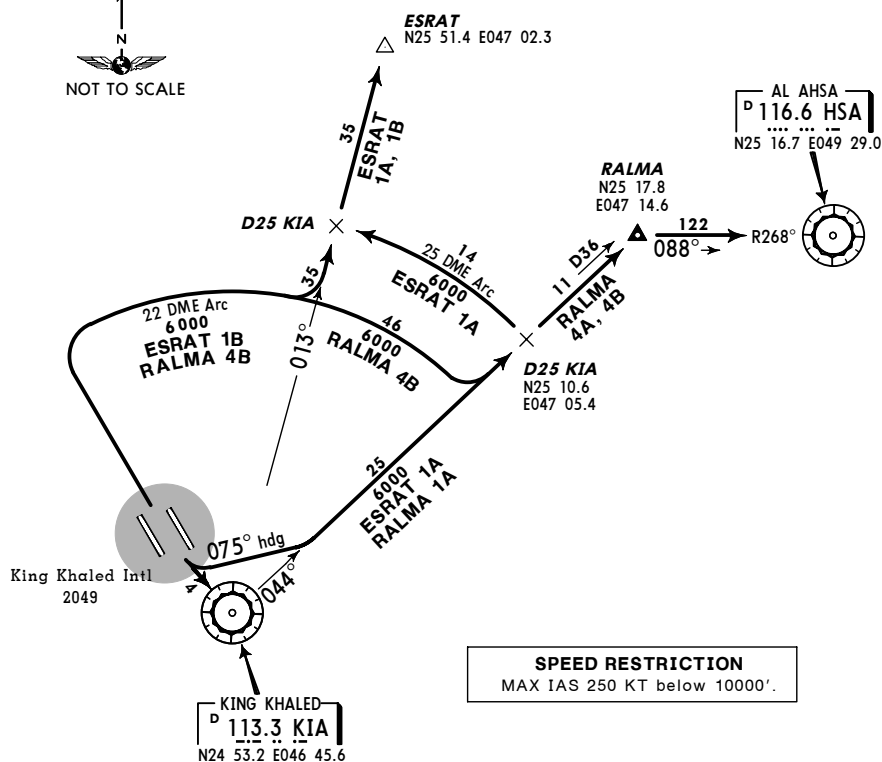
RIYADH, SAUDI ARABIA

KING KHALED INTL

SID

TRANS LEVEL: FL150
TRANS ALT: 13000'

ESRAT ONE ALFA (ESRAT 1A)
ESRAT ONE BRAVO (ESRAT 1B)
RALMA FOUR ALFA (RALMA 4A)
RALMA FOUR BRAVO (RALMA 4B)
DEPARTURES
(RWYS 15L/R, 33L/R)



SPEED RESTRICTION
MAX IAS 250 KT below 10000'.

SID	RWY	ROUTING	CLIMB INSTRUCTION/ ALTITUDE
ESRAT 1A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to D25 KIA, turn LEFT, proceed along KIA 25 DME arc, intercept KIA R-013 to Esrat Int.	Climb to 6000' , EXPECT higher altitude after passing D25 KIA.
ESRAT 1B	33L/R	On runway heading, turn RIGHT, proceed along KIA 22 DME arc, intercept KIA R-013 to Esrat Int.	
RALMA 4A	15L/R	Turn LEFT immediately , 075° heading, intercept KIA R-044 to Ralma Int, turn RIGHT to HSA VORTAC.	
RALMA 4B	33L/R	On runway heading, turn RIGHT, proceed along KIA 22 DME arc, intercept KIA R-044 to Ralma Int, turn RIGHT to HSA VORTAC.	

CHANGES: ORBAR SIDs withdrawn.

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9 JUN 00

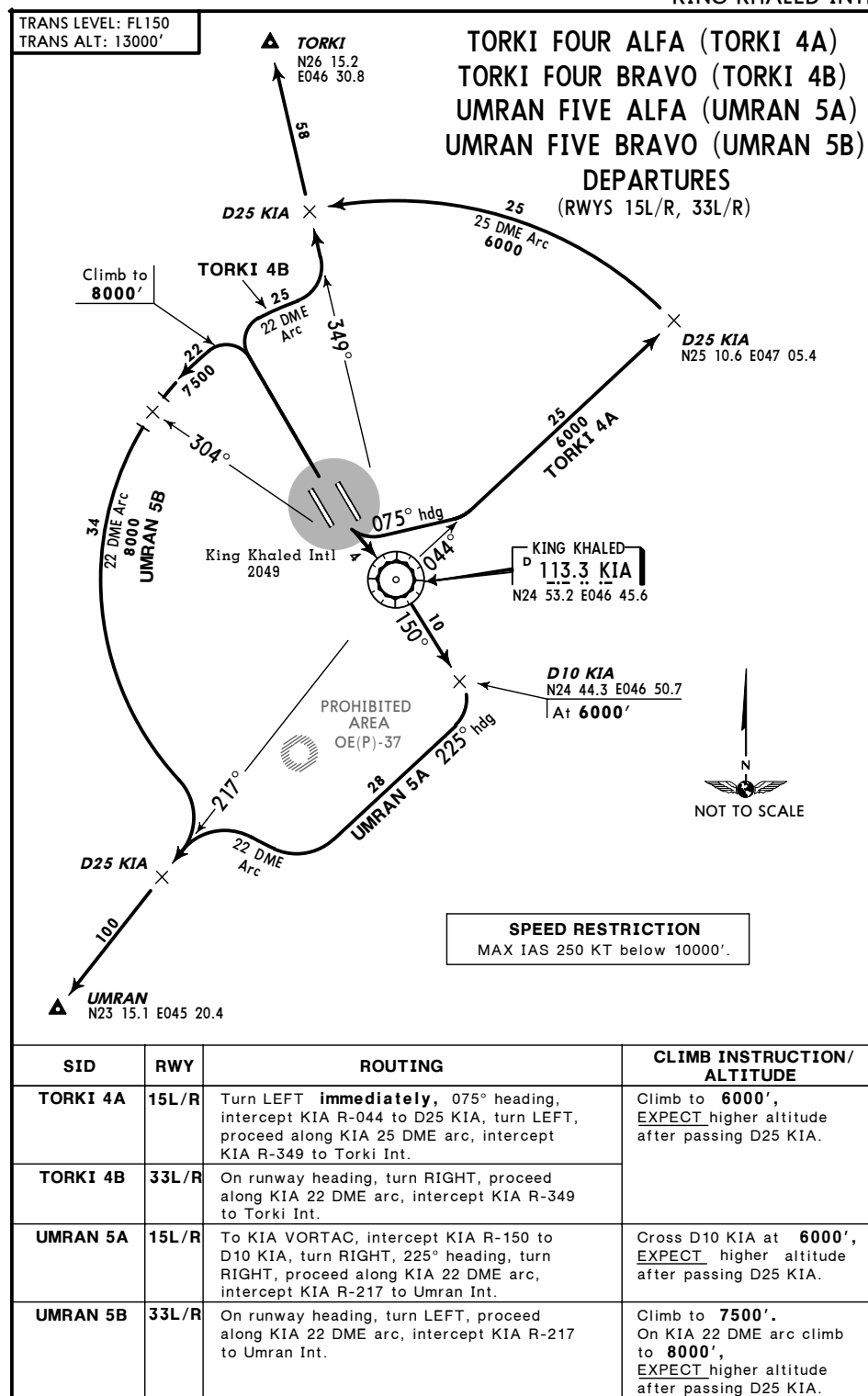
20-3C

Eff 15 Jun

RIYADH, SAUDI ARABIA

KING KHALED INTL

SID



CHANGES: See other side.

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OERK

Apt Elev **2049'**
326.5°/5.4 from KIA 113.3

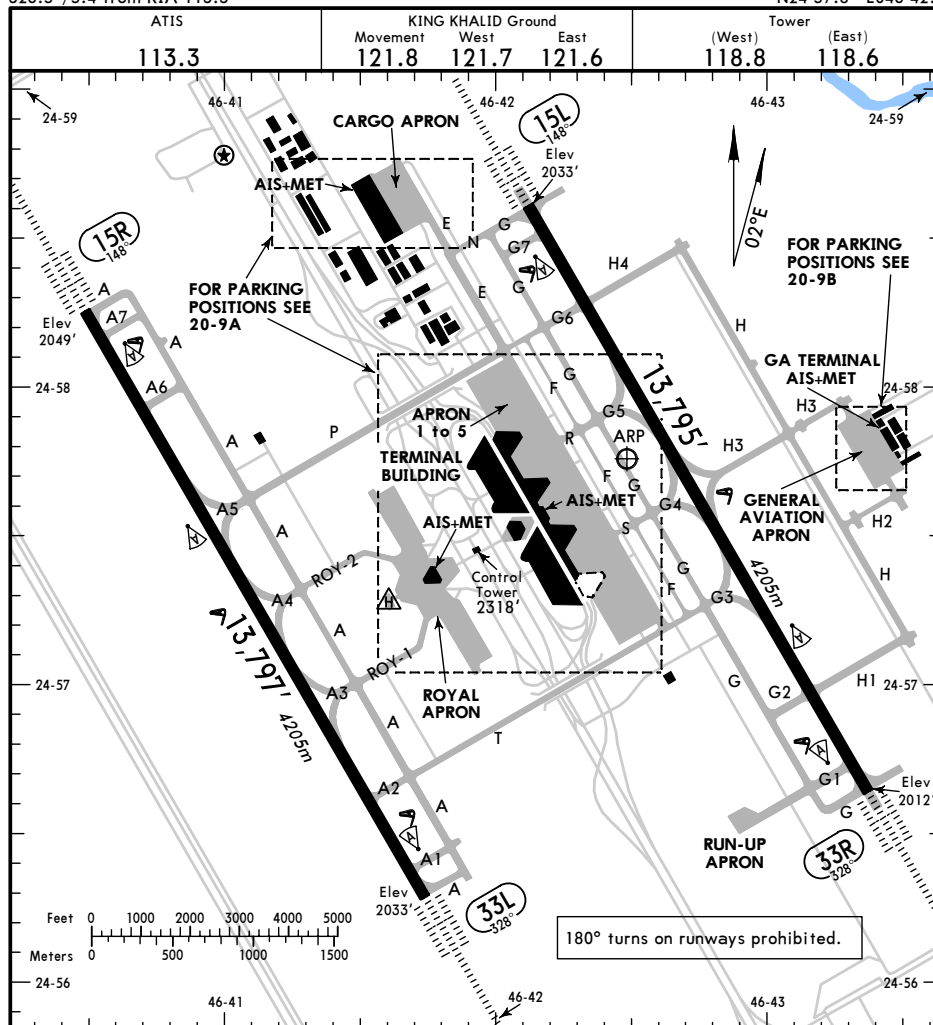
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5 OCT 01

(20-9)

RIYADH, SAUDI ARABIA

KING KHALED INTL
N24 57.8 E046 42.5



GENERAL: Rwy 15R & 33R right hand circuit.

Obstacle inside safety area of twy H3, pilots exercise caution while taxiing.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
15L 33R	HIRL CL ALSF-II TDZ ① VASI (3 bar) ② RVR				12,658' 3858m		197' 60m	
					12,742' 3884m			

① Upwind angle 3.15°, downwind angle 3.0°. ② HST-G3, G4, H3.

15R						12,728' 3880m		197'
33L						12,785' 3897m		60m

③ Upwind angle 3.15°, downwind angle 3.0°. ④ HST-A3, A4, A5.

TAKE-OFF					FOR FILING AS ALTERNATE		
All Rwys							
	CL, RCLM & two RVR operating	Adequate Vis Ref	STD		Precision	Non-Precision	
1 Eng	NOT AUTHORIZED		1600m	A	600'- 3200m	1 800'- 3200m	
2 Eng				B			
3 & 4 Eng	RVR 200m	RVR 500m VIS 400m	800m	C			
				D			

① VOR DME 15R/33L: NOT AUTHORIZED.

CHANGES: Rwy lengths. Twy P reopend. High speed twys. Notes.

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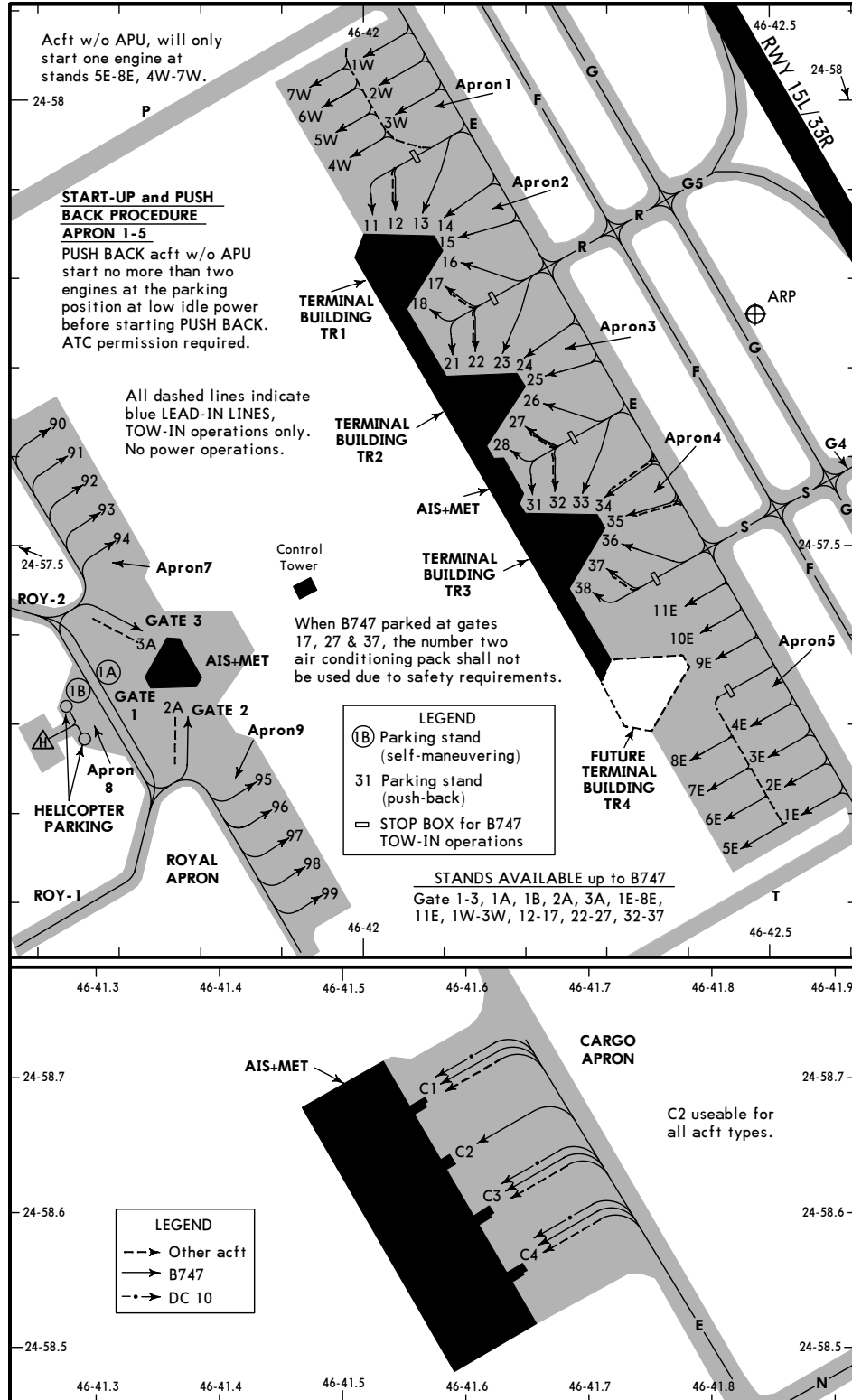
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JEPPesen

5 OCT 01

20-9A

RIYADH, SAUDI ARABIA
KING KHALED INTL



CHANGES: Twy P reopened. New stands 2A & 3A.

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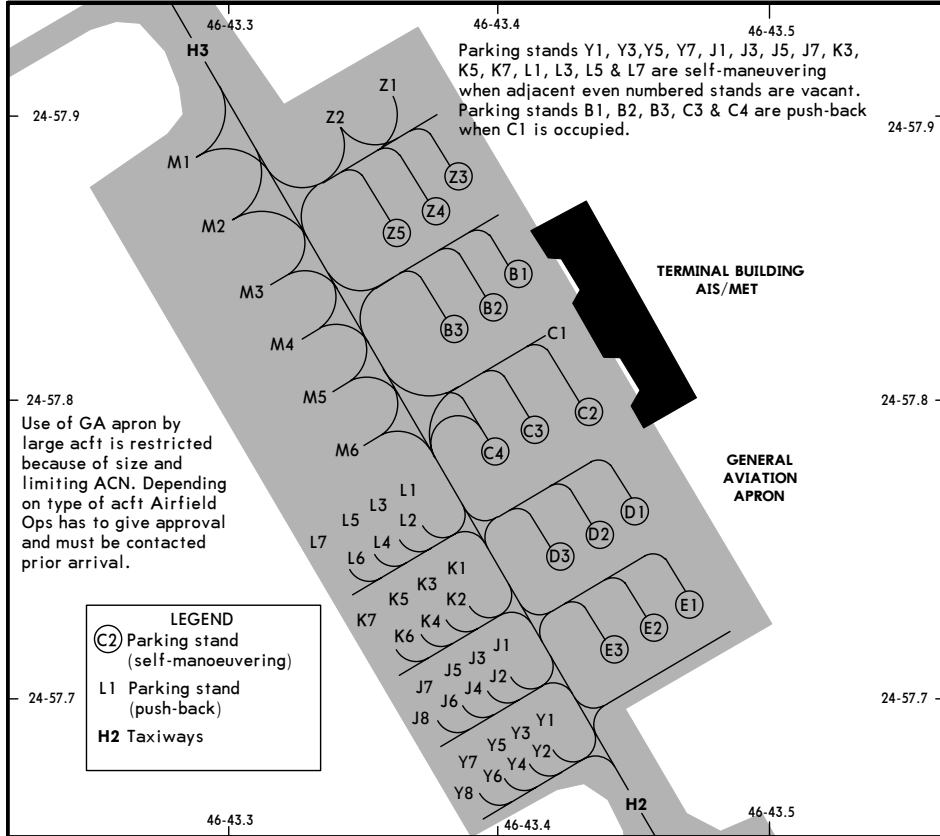
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4 JUN 99 (20-9B)

RIYADH, SAUDI ARABIA
KING KHALID INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
ROYAL APRON		35-38	N24 57.5 E046 42.3	Y1-Y8	N24 57.7 E046 43.4
Gate 1	N24 57.3 E046 41.7	1E, 2E	N24 57.2 E046 42.5	J1-J8	N24 57.7 E046 43.4
Gate 2	N24 57.3 E046 41.8	3E, 4E	N24 57.3 E046 42.5	K1-K7	N24 57.7 E046 43.4
Gate 3	N24 57.4 E046 41.7	5E, 6E	N24 57.1 E046 42.4	L1-L4	N24 57.8 E046 43.4
90, 91	N24 57.6 E046 41.6	7E	N24 57.2 E046 42.1	L5-L7	N24 57.8 E046 43.3
92	N24 57.6 E046 41.7				
93, 94	N24 57.5 E046 41.7	8E	N24 57.3 E046 42.3	M1, M2	N24 57.9 E046 43.3
95-98	N24 57.2 E046 41.9	9E	N24 57.3 E046 42.4	M3-M6	N24 57.8 E046 43.3
99	N24 57.1 E046 42.0	10E, 11E	N24 57.4 E046 42.4		
APRON 1 to 5		C1, C2	CARGO APRON		
1W	N24 58.1 E046 42.0	C3	N24 58.7 E046 41.6		
2W, 3W	N24 58.0 E046 42.0	C4	N24 58.6 E046 41.6		
4W	N24 58.0 E046 42.1		N24 58.6 E046 41.7		
5W-7W	N24 57.9 E046 42.1		GENERAL AVIATION APRON		
11-14	N24 57.8 E046 42.0	Z1-Z5	N24 57.9 E046 43.4		
15	N24 57.8 E046 42.1	B1-B3	N24 57.9 E046 43.4		
16-18	N24 57.8 E046 42.0	C1-C4	N24 57.8 E046 43.4		
21, 22	N24 57.7 E046 42.1	D1	N24 57.8 E046 43.5		
23-26	N24 57.7 E046 42.2	D2	N24 57.8 E046 43.4		
27, 28	N24 57.6 E046 42.2	D3	N24 57.7 E046 43.4		
31, 32	N24 57.6 E046 42.2	E1, E2	N24 57.7 E046 43.5		
33, 34	N24 57.6 E046 42.3	E3	N24 57.7 E046 43.4		

CHANGES: New chart format.

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RIYADH, SAUDI ARABIA

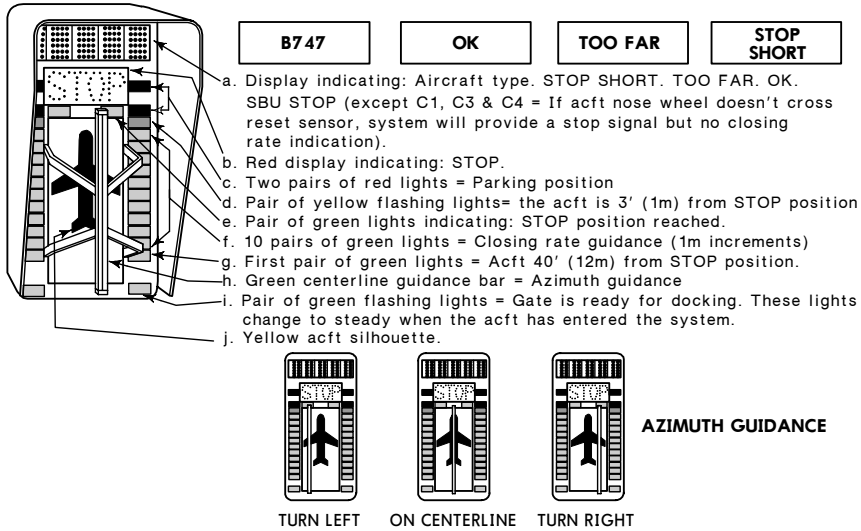
4 JUN 99 (20-9C)

KING KHALID INTL

STAND ENTRY GUIDANCE SYSTEMS

A. GENERAL

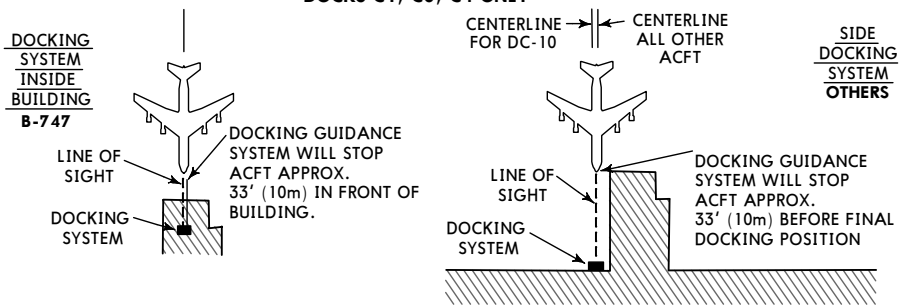
Pilot interpreted guidance system is aligned for use from left hand pilot seat. Display units are on the wall of the building for side loading and inside the door for nose loading (C1, C3 & C4 only) or free standing supports in front of the terminals and to the right of the passenger jetties (gate 2,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



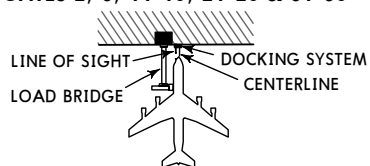
B. DOCKING

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, 11-18, 21-28 & 31-38



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

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20-9X1

12 JUN 95

Eff 18 Jun

JEPPesen



JAA MINIMUMS

RIYADH, SAUDI ARABIA

KING KHALID INTL

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

Take-off RWY 15L/R, 33L/R

LVP must be in Force				
RL, CL & mult. RVR req.		RL, CL & mult. RVR req.	Adequate Vis Ref (Day only)	STD
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	1600m
2 Eng	200m	400m	500m	800m
3 or more Eng				

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

CHANGES: See other side.

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20-9X

12 JUN 95
Eff 18 Jun

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JAA MINIMUMS

RIYADH, SAUDI ARABIA

KING KHALID INTL

STRAIGHT-IN RWY	A	B	C	D
15L ILSDME	2233' (200')	2233' (200')	2233' (200')	2233' (200')
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL or MM 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
VORDME	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 ILSDME	2249' (200')	2249' (200')	2249' (200')	2249' (200')
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL or MM 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
VORDME	2460' (411')	2460' (411')	2460' (411')	2460' (411')
	R900m V800m	R1000m V800m	1200m	R1500m V1600m
ALS out	R1500m V1600m	R1500m V1600m	R1800m V2000m	2000m
33L ILSDME	2247' (200')	2247' (200')	2247' (200')	2247' (200')
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL or MM 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
VORDME	2500' (453')	2500' (453')	2500' (453')	2500' (453')
	R1000m V800m	R1200m V800m	1200m	1600m
ALS out	R1500m V1600m	R1500m V1600m	2000m	2400m
33R ILSDME	2223' (200')	2223' (200')	2223' (200')	2223' (200')
	R550m V800m	R550m V800m	R550m V800m	R550m V800m
TDZ or CL or MM 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 or MM 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
VORDME	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

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ILS DME Rwy 15L

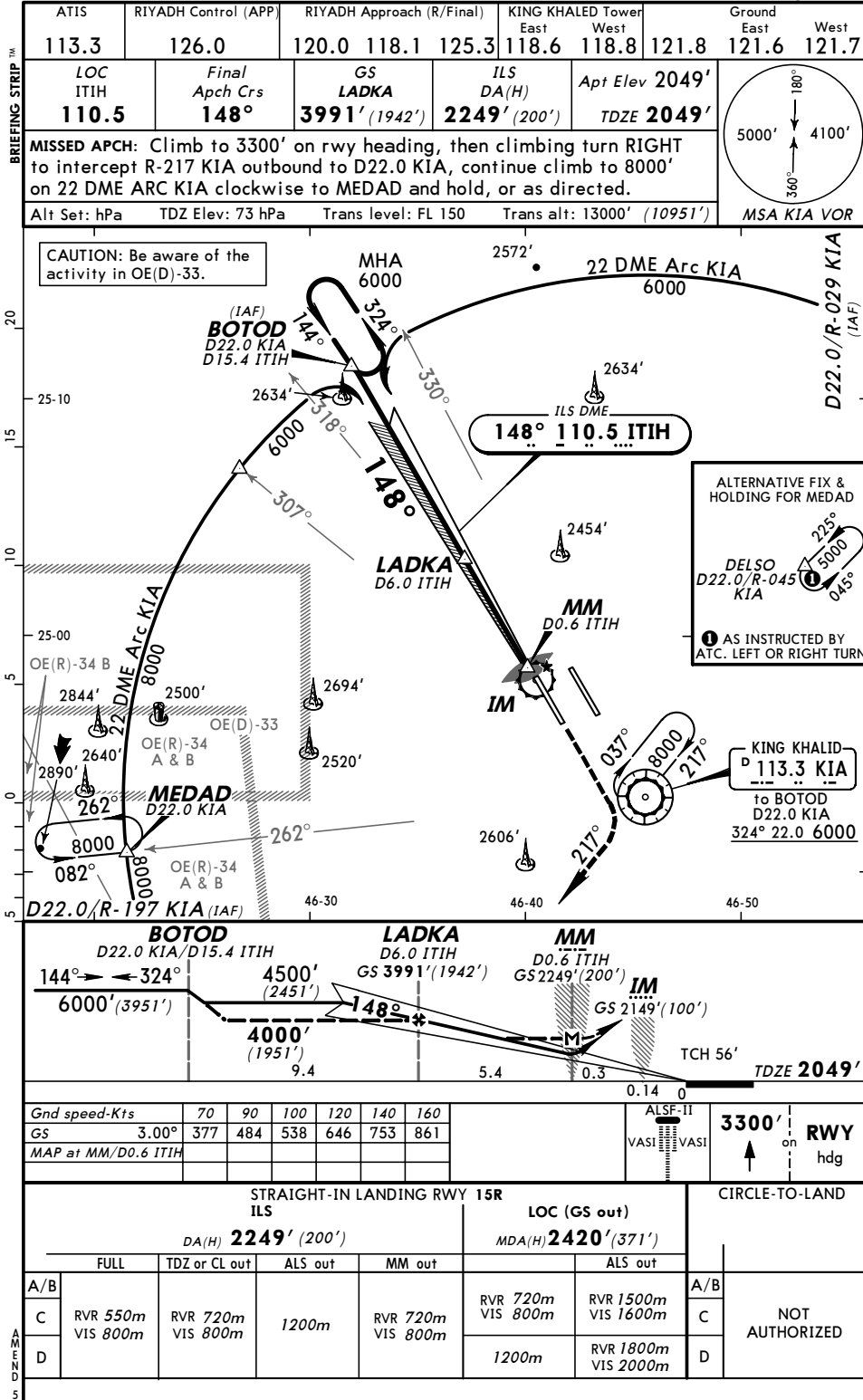
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OERK**KING KHALED INTL****JEPPESSEN****RIYADH, SAUDI ARABIA**

2 JUN 00

(21-2)

Eff 15 Jun

ILS DME Rwy 15R

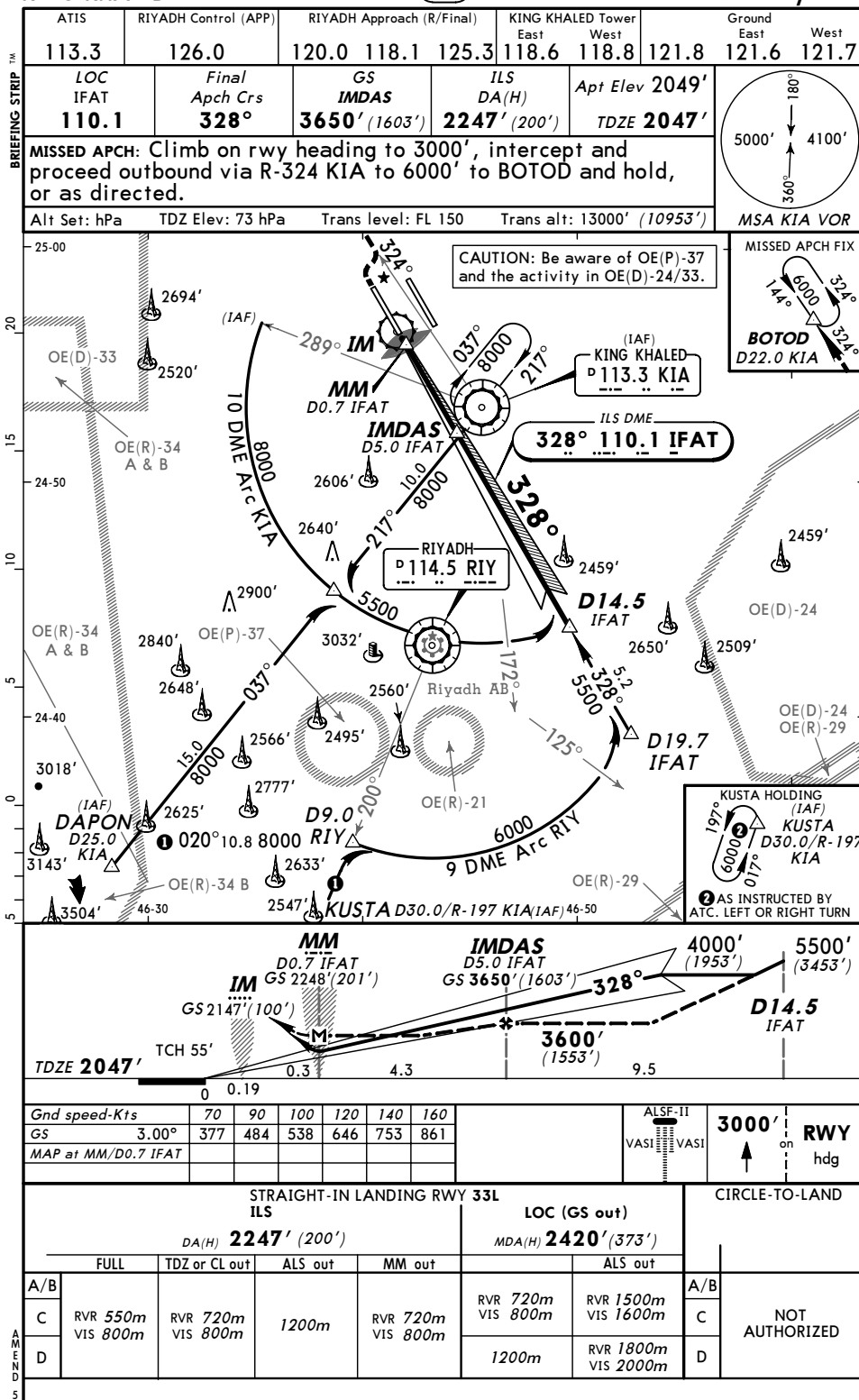
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KING KHALED INTL**JEPPesen****RIYADH, SAUDI ARABIA**

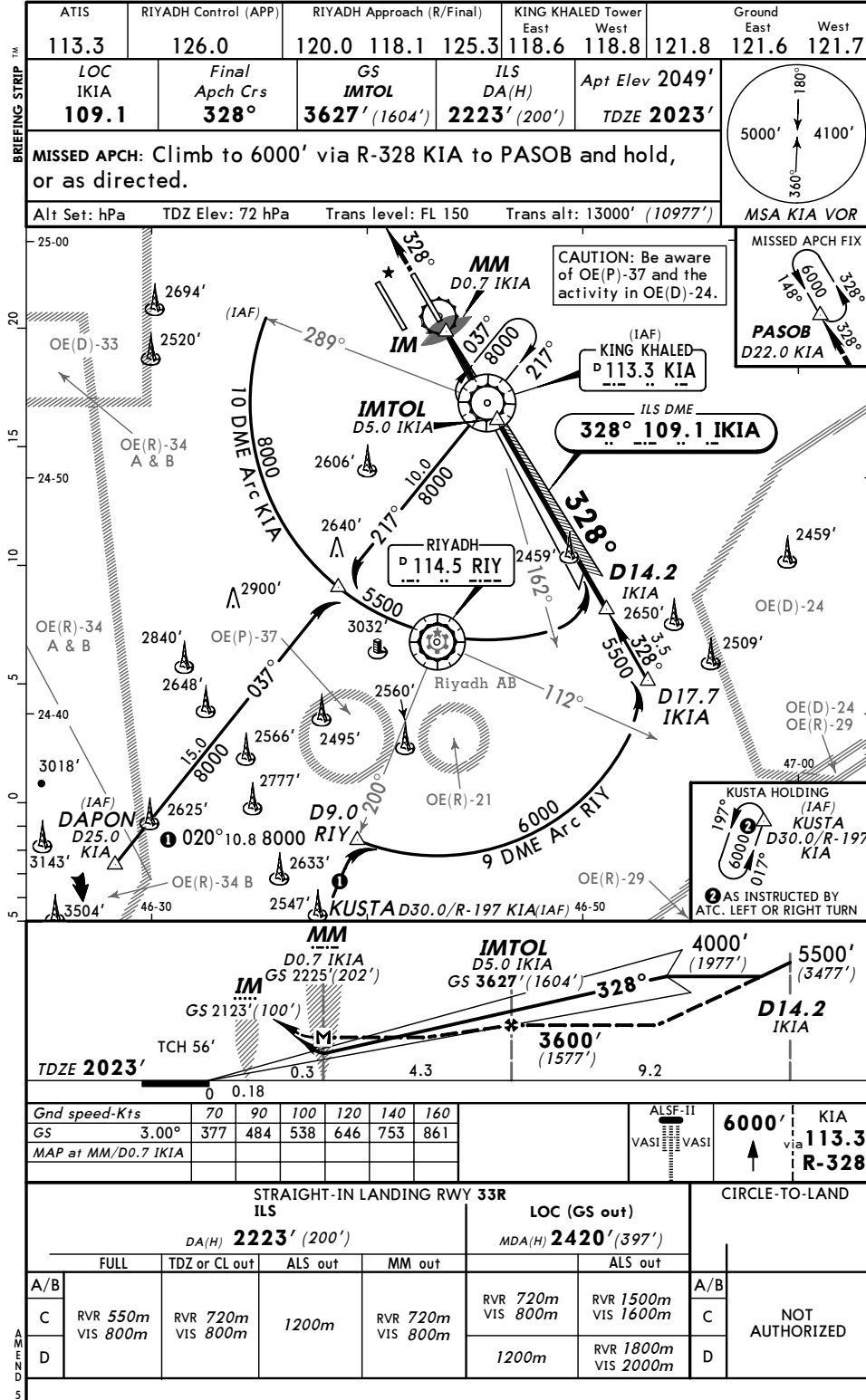
2 JUN 00

21-3

Eff 15 Jun

ILS DME Rwy 33L

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KING KHALED INTL**JEPPesen****RIYADH, SAUDI ARABIA**2 JUN 00 **21-4****Eff 15 Jun****ILS DME Rwy 33R**

CHANGES: Airport name. MSA. Arrival route. TCH. New chart format.

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2 JUN 00 (21-5)

Eff 15 Jun

ILS Rwy 33R

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	MM out	MM out		ALS out		
A/B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 720m VIS 800m		RVR 1500m VIS 1600m	A/B	NOT AUTHORIZED
C								C	
D					1200m		RVR 1800m VIS 2000m	D	

CHANGES: Airport name, MSA, New chart format.

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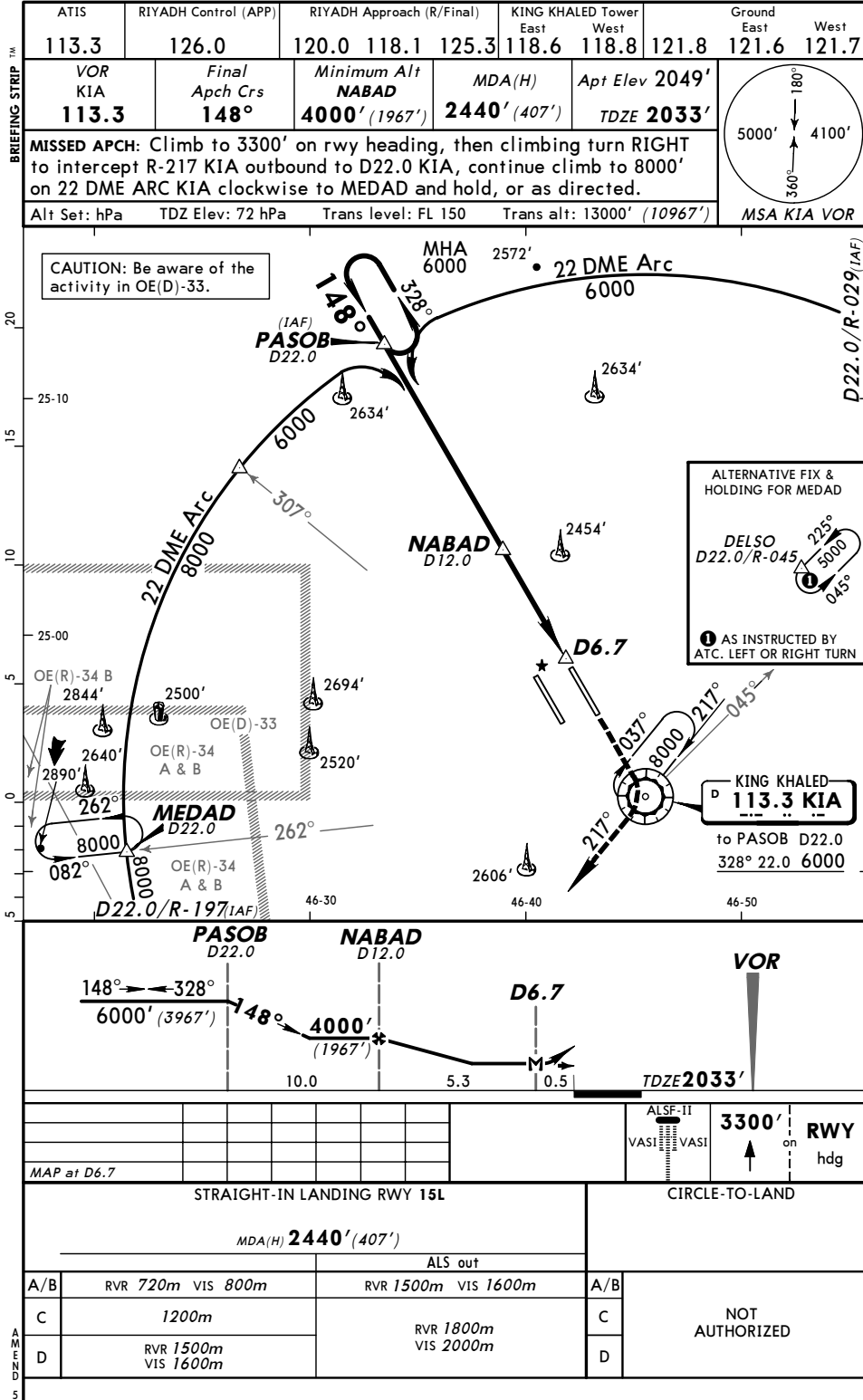
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RIYADH, SAUDI ARABIA

2 JUN 00 (23-1)

Eff 15 Jun

VOR DME Rwy 15L



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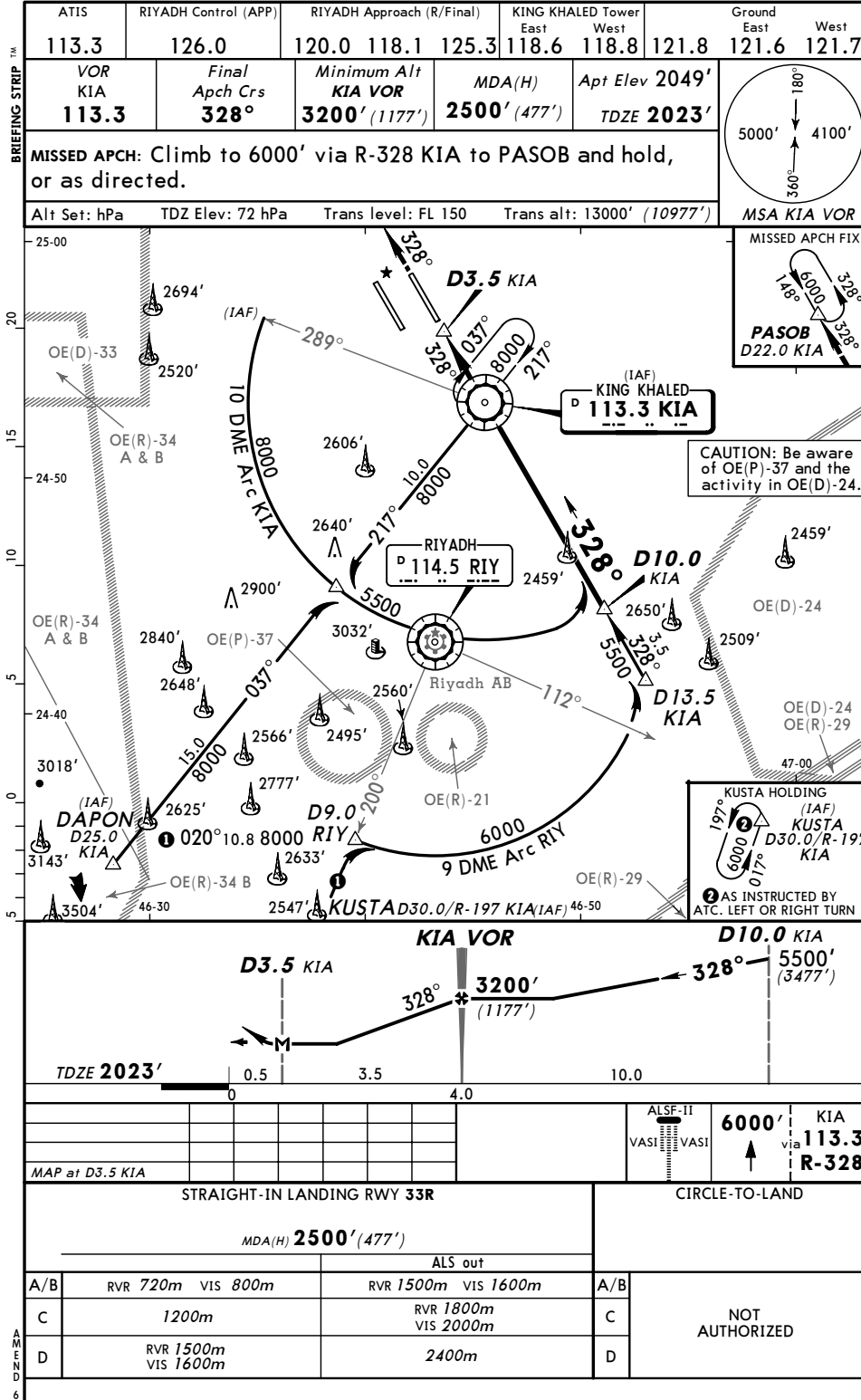
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RIYADH, SAUDI ARABIA

2 JUN 00 **23-2**

Eff 15 Jun

VOR DME Rwy 33R



OERK
KING KHALED INTL**JEPPesen****RIYADH, SAUDI ARABIA**
VOR Rwy 33R

2 JUN 00

(23-3)

Eff 15 Jun

