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AIP SUP
AIP SUP 33/25
01 SEP 2025

Simultaneous Operations on Parallel Instrument Runways in Riyadh / King Khaled International Airport (Trial Operation)

1. Purpose

The purpose of this AIP SUP is to provide information on the Simultaneous Operations on Parallel Instrument Runways in Riyadh/King Khaled International Airport.

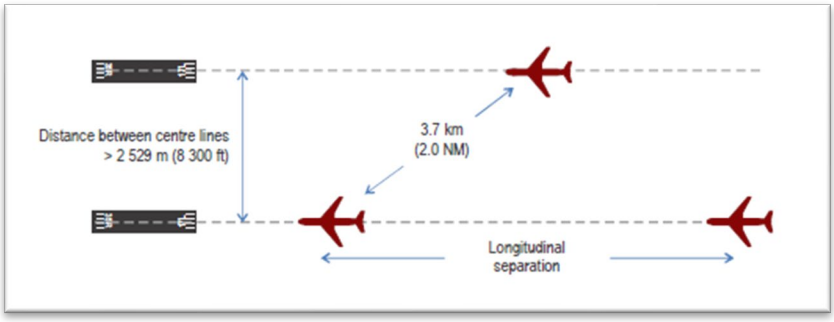
The SOIR will be used to minimize the workload of controllers during peak operational hours, increase the airport capacity under visual meteorological conditions (VMC) for aircraft under instrument flight rules (IFR), reduce potential delays and maintain a safe, orderly and expeditious flow of traffic.

2. Independent Parallel Runway Operations Procedures

At OERK, simultaneous parallel runway operations are in use, both for departures and for arrivals. Simultaneous Parallel Departures can be conducted from any of the two parallel instrument runways. Simultaneous parallel approaches according to the traffic imbalance or to mode of operations, can be conducted as Dependent Parallel Approaches or Independent Parallel Approaches.

3. Dependent Parallel Approaches (Mode 2)

Dependent Parallel Approaches are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are prescribed.



During Dependent Parallel Approaches operations (Mode 2), in the final Approach Sector, the minimum surveillance separation of 1,000 ft vertical or 5.0 NM horizontal is required until aircraft are established on the final approach tracks.

During Dependent Parallel Approaches operations, a 2 NM diagonal shall be provided between inbound aircraft established on the final approach tracks.

The applicable instrument approach procedures for Simultaneous Dependent Parallel Approaches at Riyadh king Khaled International Airport are as follows:

OERK ILS Z RWY 33L	OERK ILS Z RWY 33R
OERK ILS Y RWY 33L	OERK ILS Y RWY 33R
OERK ILS Z RWY 15L	OERK ILS Z RWY 15R
OERK ILS Y RWY 15L	OERK ILS Y RWY 15R

Note: RNP approaches are not applicable to be operated simultaneously during Mode 2.

Each pair of parallel approaches has a "high side" and a "low side" to provide vertical separation until the aircraft are both established inbound on their respective instrument approach procedures. The flights need to be established at the "high side"/"low side" altitude before receiving vectors for the ILS localizer course.

The operational trial may be suspended subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Dependent Parallel Approaches.

Dependent Parallel Approaches operations will be notified to pilots via ATIS during an active period.

4. Independent Parallel Approaches (Mode 1)

Independent parallel approaches are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are not prescribed.

During Independent Parallel Approaches operations (Mode 1), in the final Approach Sector, the minimum surveillance separation of 1,000 ft vertical or 5.0 NM horizontal is required until aircraft are established on the final approach tracks

When Independent Parallel Approaches are in operation, pilots must advise in the initial contact with Riyadh Approach Control, if they are unable to participate.

When Independent Parallel Approaches are in operation, all arrival traffic within 25 NM from KIA DVORTAC must select the final approach monitoring controller frequency 125.600MHz, until landed.

The applicable instrument approach procedures for Simultaneous Independent Parallel Approaches at Riyadh king Khaled International Airport are as follows:

OERK ILS Z RWY 33L	OERK ILS Z RWY 33R
OERK ILS Y RWY 33L	OERK ILS Y RWY 33R
OERK ILS Z RWY 15L	OERK ILS Z RWY 15R
OERK ILS Y RWY 15L	OERK ILS Y RWY 15R

Note: RNP approaches are not applicable to be operated simultaneously during Mode 1.

Each pair of parallel approaches has a "high side" and a "low side" to provide vertical separation until the aircraft are both established inbound on their respective instrument approach procedures. The flights need to be established at the "high side"/"low side" altitude before receiving vectors for the ILS localizer course.

The operational trial may be suspended subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Independent Parallel Approaches.

Independent Parallel Approaches operations will be notified to pilots via ATIS during an active period.

5. Normal Operating Zone (NOZ)

An airspace of defined dimensions extending to either side of a published instrument approach procedure final approach course or track. Only half of the normal operating zone adjacent to a no transgression zone (NTZ) is taken into account in independent parallel approaches.

6. No Transgression Zone (NTZ)

In the context of independent parallel approaches, a corridor of airspace of defined dimensions is located centrally between the two extended runway center lines, where a penetration by an aircraft requires an ATCO intervention to maneuver any threatened aircraft on the adjacent approach.

7. Break-Out Maneuvers

If the ATC surveillance system display indicates that an aircraft will penetrate the NTZ, an advisory broadcast will be issued to the aircraft, the phraseology will be: “(call sign), radar indicates you are deviating (left/right) of the final approach path”.

If any aircraft is committing an NTZ infringement, the final Approach monitoring controller will provide a break-out instruction to the aircraft under their responsibility to protect it from the threat. Break-out maneuvers consist of heading and altitude instructions.

The final approach monitoring controller will issue a break-out maneuver on the monitor control frequency of 125.600 MHZ or will override the relevant tower frequency when issuing a break-out maneuver because of the infringement of the NTZ from the adjacent approach path.

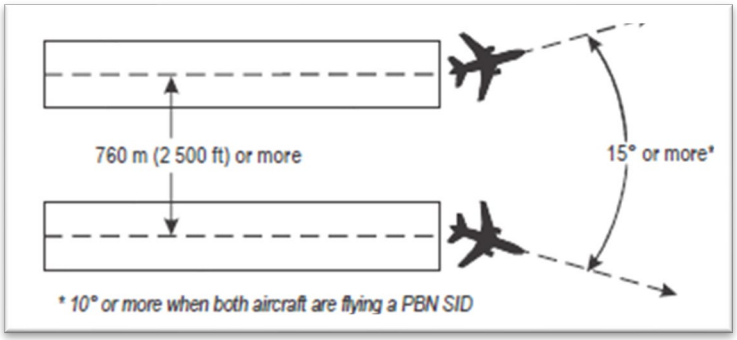
BREAK-OUT phraseology will be:

BREAK-OUT Alert, (callsign), turn (Left or Right), Immediately Heading (3 digits), Climb (or descend) to (altitude).

No break-out maneuvers will be issued when aircraft is below 400ft AGL.

8. Independent Parallel Departures (Mode 3)

The design of RNAV SIDs permits Simultaneous Independent Parallel Departures in compliance with DOC 9613 requirements.



During the activating of Simultaneous Independent Parallel Departures, Mode 3 will be conducted via RNAV SIDs from runways 33R & 33L, or 15R & 15L as follows:

RWY 33L	RWY 33R
GOBMO 1C	TORKI 1D
IVONU 1C	ALTAV 1D
KUNLO 1C	TAKTI 1D
UMASU 1C	OTALI 1D
MERVI 1C	RAPMA 1D
MUNTO 1C	AMBAG 1D

RWY 15R	RWY 15L
RESAL 1B	OTALI 1E
MUNTO 1B	TAKTI 1E
MERVI 1B	ALTAV 1E
DURMA 1B	TORKI 1E
IVONU 1B	GOBMO 1E

Pilots must adhere strictly to the published RNAV SIDs initial segments.

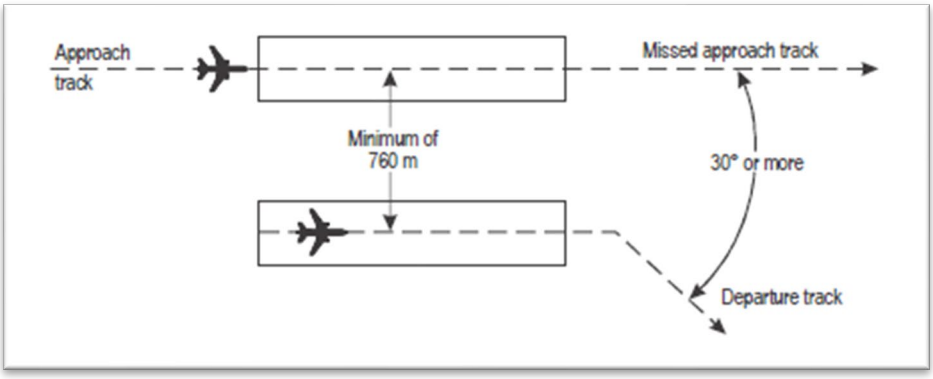
The operational trial may be suspended subject to operational needs, or any other conditions that affect the safe conduct of Simultaneous Independent Parallel Departures.

Independent Parallel Departures operations will be notified to pilots via ATIS during an active period.

9. Segregated Operations on Parallel Runways (Mode 4)

Segregated Operations on Parallel Runways (Mode 4) is utilized 24 hours at OERK as follows:

#	RWY 15R/33L	RWY 15L/33R
1	All arrival traffic	All departure traffic
2	Royal departure traffic	General Aviation Arrival traffic



The following SIDs and ILS approaches are to be utilized for segregated operations (Mode4) at King Khaled International Airport:

- SID RNAV RWY 33R & ILS Z RWY 33L
- SID RNAV RWY 33R & ILS Y RWY 33L
- SID RNAV RWY 33L & ILS Z RWY 33R
- SID RNAV RWY 33L & ILS Y RWY 33R
- SID RNAV RWY 15R & ILS Z RWY 15L
- SID RNAV RWY 15R & ILS Y RWY 15L
- SID RNAV RWY 15L & ILS Z RWY 15R
- SID RNAV RWY 15L & ILS Y RWY 15R

RNAV SIDs RWY 33R with two approach procedures ILS Z 33L and ILS Y 33L:

The followings are the restricted list of SIDs and approach procedures on both RWYs to be used simultaneously and authorized as segregated operations.

Arrival RWY	Type of Approach	Departure RWY	RNAV SIDs	Remarks
RWY 33L	ILS Z RWY 33L	RWY 33R	TORKI 1D	All departures and approaches are separated. Segregated operations are applicable.
			ALTAV 1D	
			TAKTI 1D	
	ILS Y RWY 33L		OTALI 1D	
			RAPMA 1D	
			AMBAG 1D	

RNAV SIDs RWY 33L with two approach procedures ILS Z 33R and ILS Y 33R:

The followings are the restricted list of SIDs and approach procedures on both RWYs to be used simultaneously and authorized as segregated operations.

Arrival RWY	Type of Approach	Departure RWY	RNAV SIDs	Remarks
RWY 33R	ILS Z RWY 33R	RWY 33L	AMBAG1C	All departures and approaches are separated. Segregated operations are applicable.
			RAPMA1C	
			OTALI 1C	
			TAKTI1C	
			ALTAV1C	
			TORKI1C	
			GOBMO1C	
	ILS Y RWY 33R		IVONU1C	
			KUNLO1C	
			UMASU1C	
			MERVI1C	
			MUNTO1C	

RNAV SIDs RWY 15L with two approach procedures ILS Z 15R and ILS Y 15R:

The followings are the restricted list of SIDs and approach procedures on both RWYs to be used simultaneously and authorized as segregated operations.

Arrival RWY	Type of Approach	Departure RWY	RNAV SIDs	Remarks
RWY 15R	ILS Z RWY 15R	RWY 15L	GOBMO 1E	All departures and approaches are separated. Segregated operations are applicable.
			TORKI 1E	
			ALTAV 1E	
			TAKTI 1E	
			OTALI 1E	
	ILS Y RWY 15R		RESAL 1E	
			MUNTO 1E	
			MERVI 1E	
			DURMA 1E	
			IVONU 1E	

RNAV SIDs RWY 15R with two approach procedures ILS Z 15L and ILS Y 15L:

The followings are the restricted list of SIDs and approach procedures on both RWYs to be used simultaneously and authorized as segregated operations.

Arrival RWY	Type of Approach	Departure RWY	RNAV SIDs	Remarks
RWY 15L	ILS Z RWY 15L	RWY 15R	RESAL 1B	All departures and approaches are separated. Segregated operations are applicable.
			MUNTO 1B	
			MERVI 1B	
	ILS Y RWY 15L		DURMA 1B	
			IVONU 1B	

However, during the segregated operations on parallel runways (Mode 4), TWR controllers will ensure that minimum separation exists between all departures and missed approach flights from the same RWY or from different RWYs and will not transfer to Riyadh APP until clear of all conflicts.

10. ATS Communication Facilities

Service Designation	Call Sign	Frequency	Hours Of Operation	SATVOICE	Logon Address	Remarks
APP	Riyadh Control	124.100 MHZ DOC 150 NM/60000 FT	H24	NIL	NIL	Riyadh Control Area South/Primary VHF
		126.000 MHZ DOC 150 NM/60000 FT	H24			Riyadh Control Area North/Primary VHF
		128.500 MHZ DOC 150 NM/60000 FT	H24			Riyadh Control Area North& South /Secondary VHF
		385.100 MHZ DOC 150 NM/60000 FT	H24			Riyadh Control Area North& South /Primary UHF
		342.600 MHZ DOC 150 NM/60000 FT	H24			Riyadh Control Area North& South /Secondary UHF
		121.500 MHZ	H24			Emergency VHF
		243.000 MHZ	H24			Emergency UHF
	Riyadh Approach	120.000 MHZ DOC 75 NM/28000 FT	H24	NIL	NIL	Riyadh Terminal Control Area/Primary VHF
		120.600 MHZ DOC 75 NM/28000 FT	H24			Riyadh Terminal Control Area/Secondary VHF
		340.600 MHZ / DOC 75 NM/28000 FT	H24			Riyadh Terminal Control Area/Primary UHF
		277.150 MHZ DOC 75 NM/28000 FT	H24			Riyadh Terminal Control Area/Secondary UHF
		121.500 MHZ	H24			Emergency VHF
		243.000 MHZ	H24			Emergency UHF
	Riyadh Final East	119.750 MHZ DOC 60 NM/28000FT As directed by ATC	H24	NIL	NIL	Riyadh Final approach East Sector/Primary VHF
	Riyadh Final West	120.450 MHZ DOC 60 NM/28000 FT As directed by ATC	H24			Riyadh Final approach West Sector/Primary VHF
	Riyadh Monitor Control	125.600 MHZ DOC 60 NM/28000 FT As directed by ATC	H24			NIL
	Riyadh Final	120.600 MHZ DOC 75 NM/28000 FT As directed by ATC	H24			Riyadh Final approach West & East Sector/Secondary VHF
		343.400 MHZ DOC 60 NM/28000 FT	H24			Riyadh Final approach West & East Sector/ Primary UHF
		121.500 MHZ	H24			Emergency VHF
		243.000 MHZ	H24			Emergency UHF

11. Timescales for Operational Trial

The purpose of the operational trial is to ensure smooth and efficient operations before going live operation. Its primary goal is to minimize disruptions, maintain continuity, and ensure that all aspects of the operation are carefully managed and executed.

Simultaneous Operations on Parallel Instrument Runways in Riyadh for Mode 1, Mode 2, Mode 3 and Mode 4 are in use from 01 SEP 2025 to 26 NOV 2025.

12. Riyadh Approach Final Director (APF)

The Riyadh Approach Final Director (APF) vertical and lateral dimensions are as follows.

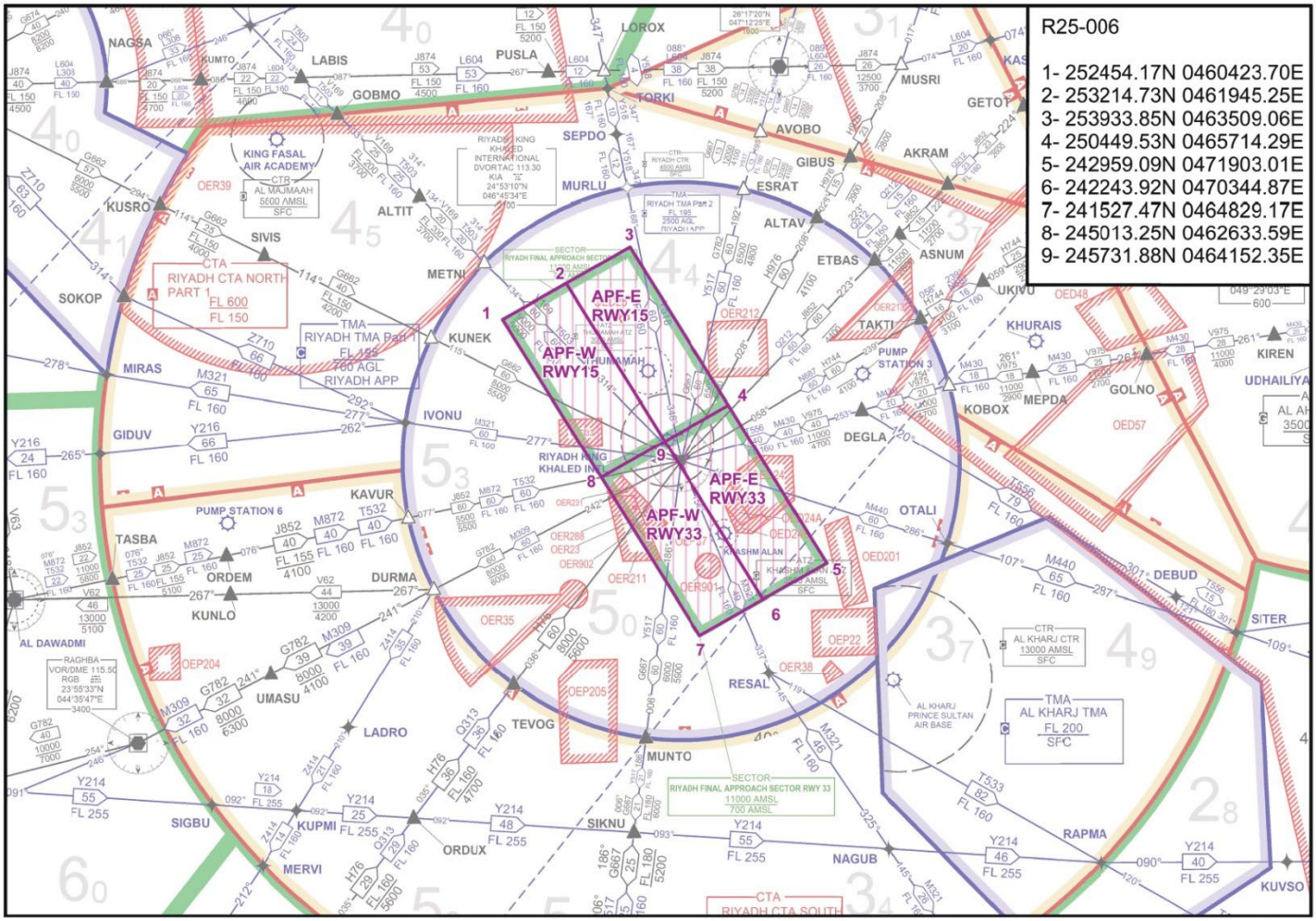
Riyadh Final Director East (APF-E):
RWY 33R in use:
250449.53N 0465714.29E
245731.88N 0464152.35E
242243.92N 0470344.87E
242959.09N 0471903.01E
Vertical limit from ALT 700 FT AGL to 11000FT AMSL excluding Riyadh CTR
RWY 15L in use:
253933.85N 0463509.06E
253214.73N 0461945.25E
245731.88N 0464152.35E
250449.53N 0465714.29E
Vertical limit from ALT 700 FT AGL to 11000FT AMSL excluding Riyadh CTR
Riyadh Final Director West (APF-W):
RWY 33L in use:
245731.88N 0464152.35E
245013.25N 0462633.59E
241527.47N 0464829.17E
242243.92N 0470344.87E
Vertical limit from ALT 700 FT AGL to 11000FT AMSL excluding Riyadh CTR
RWY 15R in use:
253214.73N 0461945.25E
252454.17N 0460423.70E
245013.25N 0462633.59E
245731.88N 0464152.35E
Vertical limit from ALT 700 FT AGL to 11000FT AMSL excluding Riyadh CTR

13. CONTACTS

For further information or to send your feedback, please contact Airspace Management via E-mail: asm@sans.com.sa

AIP SUP 32/25 hereby replaced

Final Director Shape



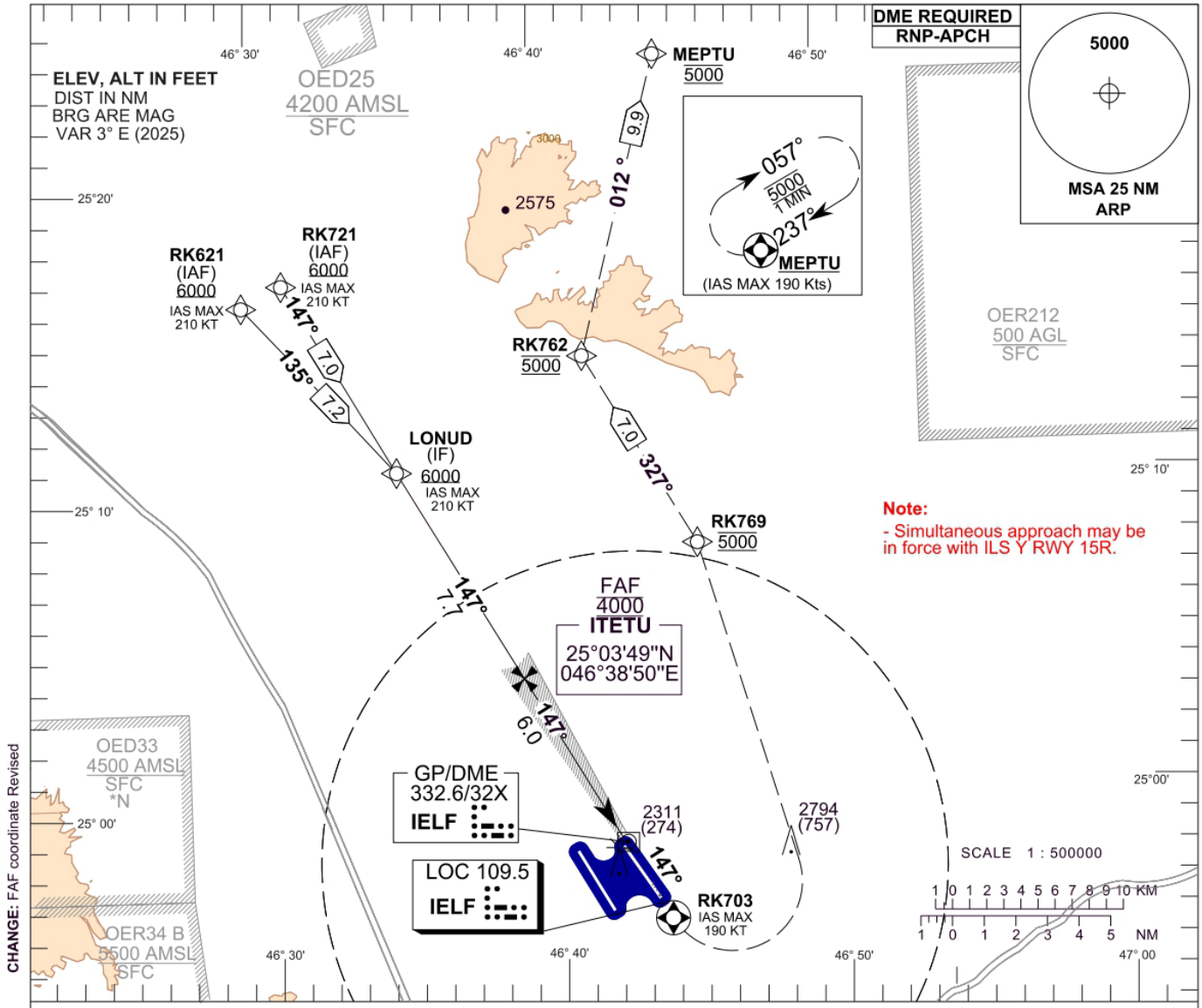
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 2037 ft

APP	120.0		128.5
Final	120.6		119.75
TWR	118.6(E)		118.8(W)
	118.3		
ATIS	127.15		

RIYADH/King Khaled Intl (OERK)

ILS Y RWY 15L

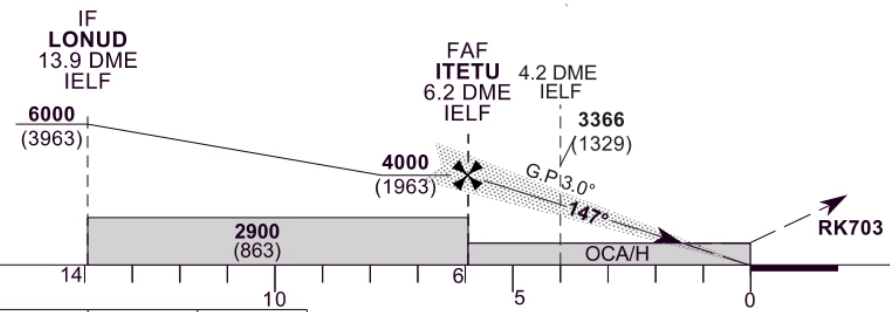


CHANGE: FAF coordinate Revised

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH:

Climb on course **147°** to **RK703,** turn left direct to **RK769** at **5000 FT**, continue on track **327°** to **RK762** then on track **012°** to **MEPTU** and hold at **5000 FT** or as instructed by ATC
(IAS MAX 190 Kts during missed approach)



ILS RDH 55
THR ELEV 2037
NM to/from THR RWY 15L

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2237**(200)	**2295**(258)	**2363**(326)	**2376**(339)
		RVR(m)	550	600	800	
Circling		OCA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
FAF - THR 6.0NM	min:s	**5:08**	**4:00**	**3:16**	**2:46**	**2:24**	**2:07**	**1:54**

DME IELF NM	6	5	4	3	2	1
ALT (HGT) 5.24% APCH	**3943** (1906)	**3625** (1588)	**3306** (1269)	**2988** (951)	**2669** (632)	**2351** (314)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR Related to DA(H)/MDA(H)=OCA(H)

Amdt : Original, 28 Nov 24

ICAO PANS OPS

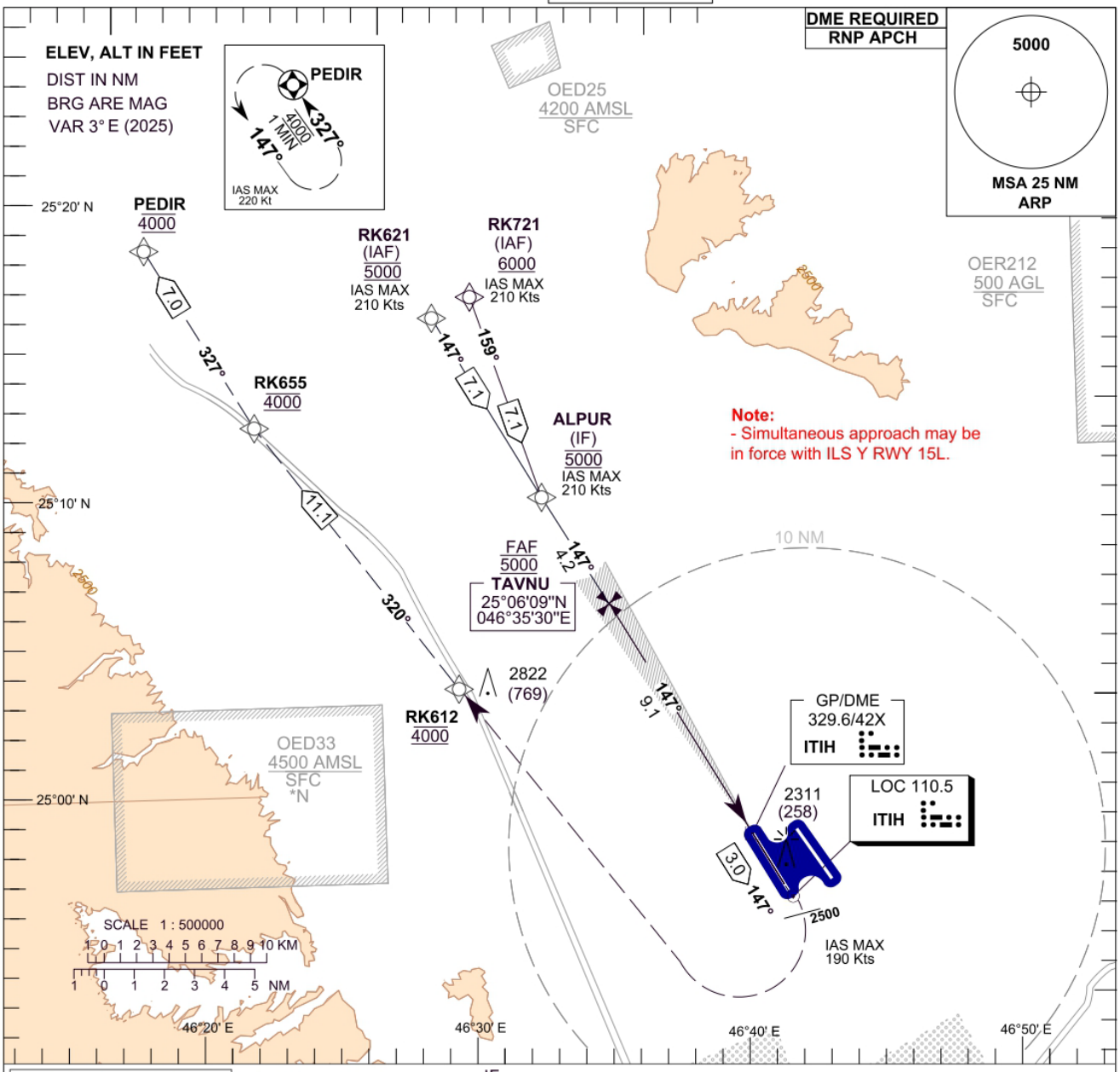
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 2053 ft

APP :120.0		128.5
Final :120.6		119.75
TWR :118.6(E)		118.8(W)
	118.3	
ATIS :127.15		

RIYADH/King Khaled Intl (OERK)

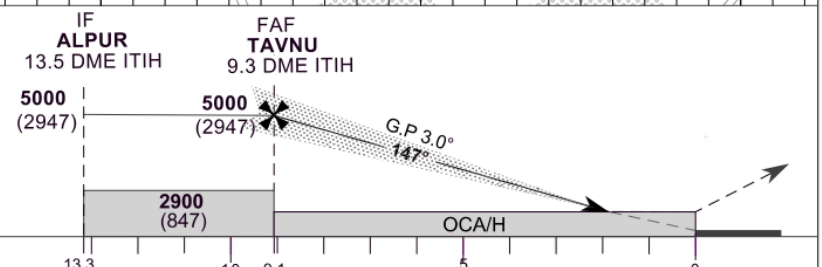
ILS Y RWY 15R



TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH:
Climb on course **147°** to **2500FT**, turn right direct to **RK612** at **4000 FT,** continue on track **320°** to **RK655** then on track **327°** to **PEDIR** and hold at **4000FT** or as instructed by ATC (IAS Max 190 Kts during missed approach).

ILS RDH 55



		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	2257(204)			
		RVR(m)	550			
Circling		OCA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
FAF - THR 9.1 NM	min:s	7:47	6:03	4:57	4:12	3:38	3:12	2:52
Rate of Descent	ft/min	370	480	580	690	800	900	1010

DME ITIH NM	9	8	7	6	5	4	3	2	1
ALT (HGT) 5.24% APCH	4918 (2865)	4600 (2547)	4281 (2228)	3963 (1910)	3644 (1591)	3326 (1273)	3007 (954)	2689 (636)	2370 (317)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR/VIS RELATED TO MDA(H) = OCA(H)

CHANGE:Circling VIS text

Amdt : Original, 28 Nov 24

ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV 2037 ft

APP :120.0		128.5	
Final :120.6		119.75	
TWR :118.6(E)		118.8(W)	
	118.3		
ATIS :127.15			

RIYADH/King Khaled Intl (OERK)

ILS Y RWY 33L

CHANGE: New Chart

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 3 E (2025)

Note:
- Simultaneous approach may be in force with ILS Y RWY 33R.

DME REQUIRED
RNP-APCH

MSA 25 NM ARP
5000

10 NM ARP

237°
6000
1 MIN
057°
ORLUD
(IAS MAX 220 Kt)

OER212
500 AGL
SFC

OED33
4500 AMSL
SFC
*N

LOC 110.1
IFAT

GP/DME
334.4/38X
IFAT

RK503
IAS MAX
220 kt

2311
(274)

3.0°
327°

FAF
3500
SODUT
24°52'26"N
046°44'10"E

4.4
327°

RK526
IAS MAX
220 kt

13.9
243°
2431

OER902
5000 AMSL
SFC

OER231
5000 AMSL
SFC

5.1
327°

188°
9.3

OER23
4000 AMSL
SFC

ORNET
9.7 DME IFAT
(IF)
5000
IAS MAX
190 KT

301°
3.3

RK413
(IAF)
5000
IAS MAX
190 KT

7.0
327°

RK517
(IAF)
7000
IAS MAX
190 KT

OED24
FL 200
SFC

OED24A
6000 AMSL
SFC

ORLUD
6000

OER288
4000 AMSL
SFC

OEP37
FL 150
SFC

OED24B
FL 180
SFC

3360

SCALE 1:500000
10 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM

OER211
500 AGL
SFC

25°10'
25°00'
24°50'
24°40'
46°20'
46°30'
46°40'
46°50'
47°00'

TRANSITION ALT 13000
TRANSITION LEVEL FL150

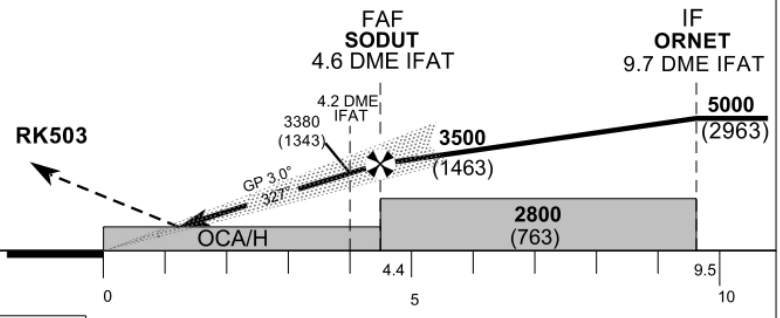
MISSED APPROACH

Climb on course **327°** to **RK503,**
turn left on **track 243°** to **RK526** then turn
left on track **188°** to **ORLUD** at **6000FT** and hold
or as instructed by ATC.
(MAX IAS 220 Kts during missed approach)

ILS RDH 55

THR ELEV 2037

NM to/from THR RWY 33L



		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2243** (206)			
		RVR(m)	550			
Circling		OCA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
Time	Min:sec	3:47	2:57	2:25	2:02	1:46	1:34	1:24

DME IFAT NM	4	3	2	1
ALT (HGT) 3° APCH	**3313** (1276)	**2995** (958)	**2676** (639)	**2357** (320)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR Related to DA(H)/MDA(H)=OCA(H)

Amdt:Original, 28 Nov 24

ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

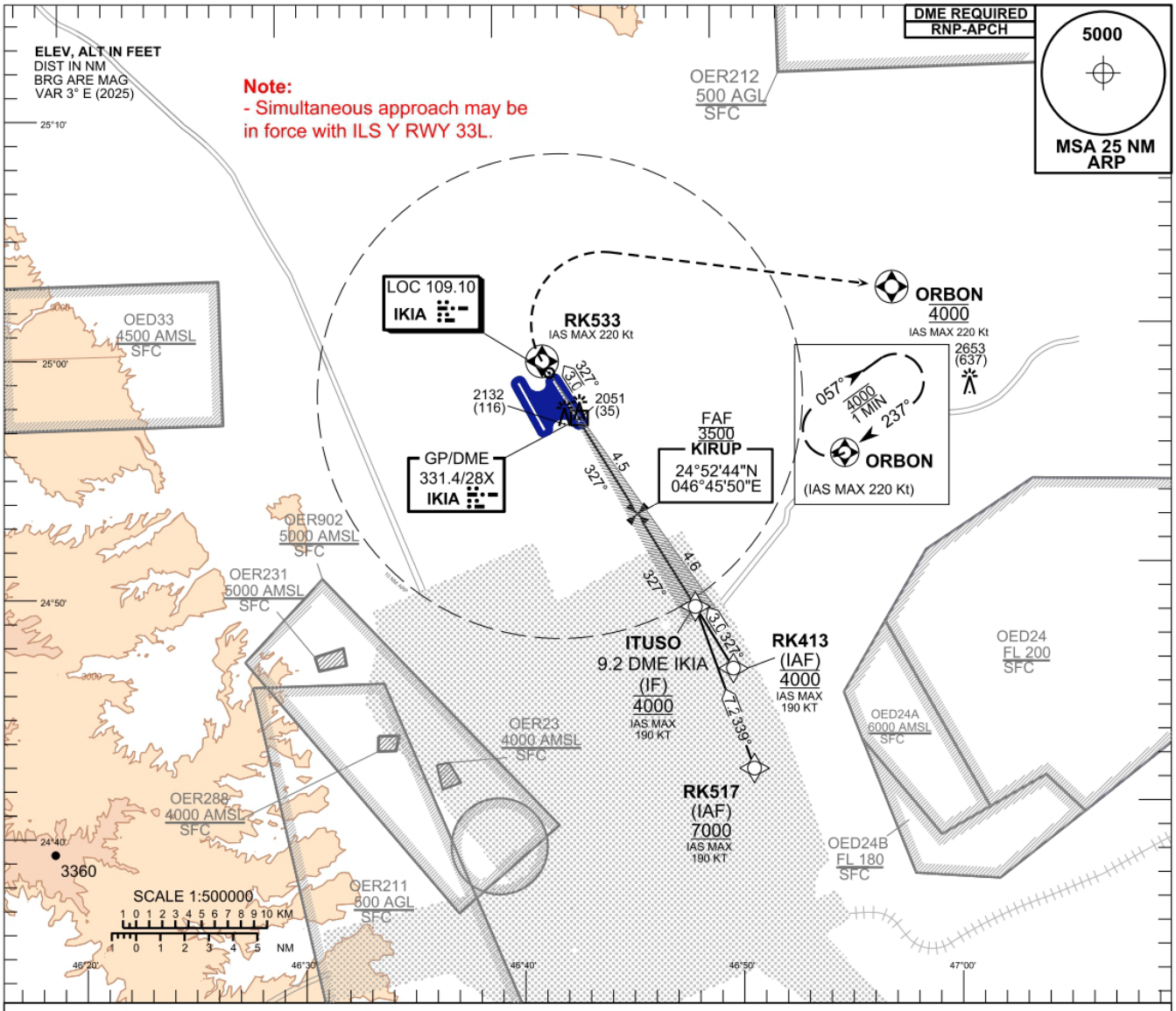
AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 2016 ft

APP :120.0		128.5
Final :120.6		119.75
TWR :118.6(E)	118.3	118.8(W)
ATIS :127.15		

RIYADH/King Khaled Intl (OERK)

ILS Y RWY 33R

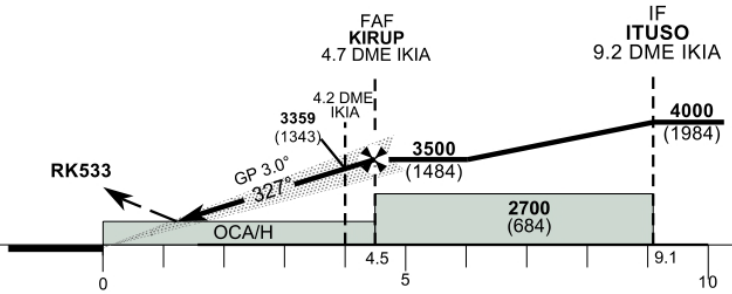
CHANGE: Circling VIS text



TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH

Climb on course **327°** to **RK533,** then
turn riught direct to **ORBON** at **4000FT** and hold.
(MAX IAS 220 Kts during missed approach)



ILS RDH 55
THR ELEV 2016
NM to/from THR RWY 33R

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**231**0(294)			
		RVR(m)	650			
Circling		OCA(H)				
		VIS (m)	N/A			

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
Time	Min:sec	3:51	3:00	2:27	2:04	1:48	1:35	1:25

DME IKIA NM	4	3	2	1
ALT (HGT) 3° APCH	**3290** (1274)	**2972** (956)	**2652** (636)	**2334** (318)

- CIRCLING NOT AUTHORISED
- RVR/VIS Related to MDA(H)=OCA(H)

Admt: Original. 28 Nov 24

ICAO PANS OPS

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 2037 ft

APP	120.0	128.5
Final	120.6	119.75
TWR	118.6(E)	118.8(W)
	118.3	
ATIS	127.15	

RIYADH/King Khaled Intl (OERK)

ILS Z or LOC RWY 15L

DME REQUIRED
VOR REQUIRED

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 3° E (2025)

OED25
4200 AMSL
SFC

OER212
500 AGL
SFC

OED33
4500 AMSL
SFC

Note:
- Simultaneous approach may be in force with ILS Z RWY 15R.

SISIR
194°
5000
1 MIN
014°
(IAS MAX 200 Kts)

MSA 25 NM
KIA DVORTAC
5000

IF
LONUD
6000
IAS MAX
190 KT

SISIR
5000

FAF
ITETU
25°03'49"N
046°38'50"E

147°
014°
R 014 KIA

GP/DME
332.6/32X
IELF

0.2 DME IELF

LOC 109.5
IELF

3.3 DME KIA
IAS MAX 190 kt

RIYADH
DVORTAC 113.3
KIA

2674
2205
2126 (89)
2311 (274)
2068 (31)
2375 (338)
2794 (757)
2148 (111)

SCALE 1 : 500000
1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM

46° 30' 46° 40' 46° 50' 47° 00'
25° 20' 25° 10' 25° 00'

TRANSITION ALT 13000
TRANSITION LEVEL FL150

IF
LONUD
13.9 DME IELF

FAF
ITETU
6.2 DME IELF

MAPt
GP INOP
0.2 DME IELF

6000
(3963)
4000
(1963)
2900
(863)
GP 3.0° (5.24%)
147°
OCA(H)
3.3 DME KIA

13.8 10 6 5 0
NM to/from **THR RWY 15L**

MISSED APPROACH:
Climb on RWY HDG to **3.3 DME KIA,** then turn left to intercept and follow **RDL014 KIA** to **SISIR** at **5000 FT** and hold .
(IAS MAX 190 kts during missed approach)

ILS RDH 55
THR ELEV 2037

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2248** (211)	**2266** (229)	**2279** (242)	**2295** (258)
		RVR(m)	550			600
	GP INOP	OCA(H)	**2480 (443)**			
		RVR(m)	1400			
Circling		OCA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
FAF - THR 6.0NM	Min:sec	**5:08**	**4:00**	**3:16**	**2:46**	**2:24**	**2:07**	**1:54**

DME IELF NM	5	4	3	2	1
ALT (HGT) 5.24% APCH	**3625** (1588)	**3306** (1269)	**2988** (951)	**2669** (632)	**2351** (314)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR Related to DA(H)/MDA(H)=OCA(H)

CHANGE: *FAF Coordinate and IF Distance in profile view Revised*

Amdt: Original. 28 Nov 24

ICAO PANS OPS

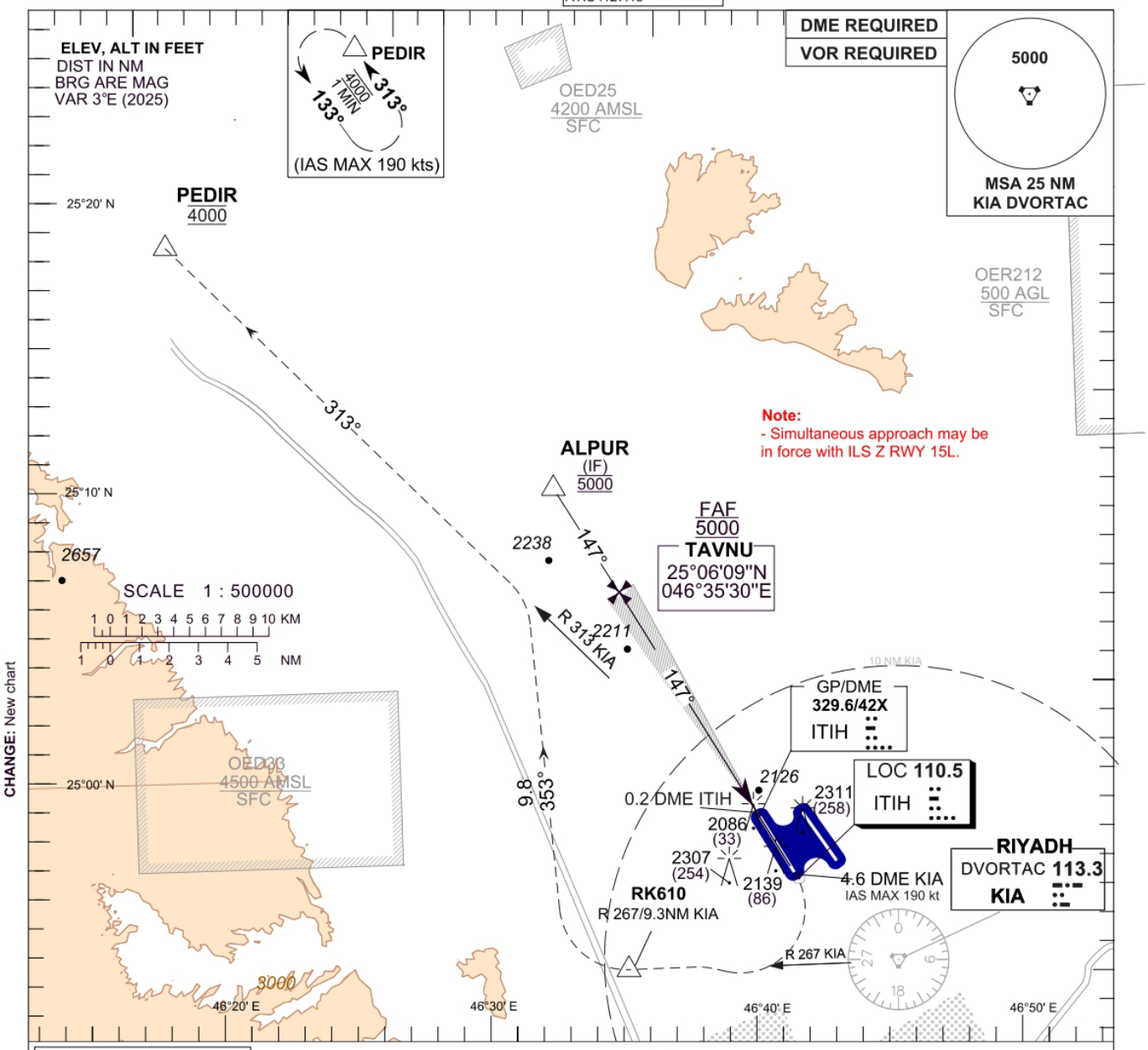
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV 2053 ft

APP :120.0		128.5
Final :120.6		119.75
TWR :118.6(E)	118.3	118.8(W)
ATIS :127.15		

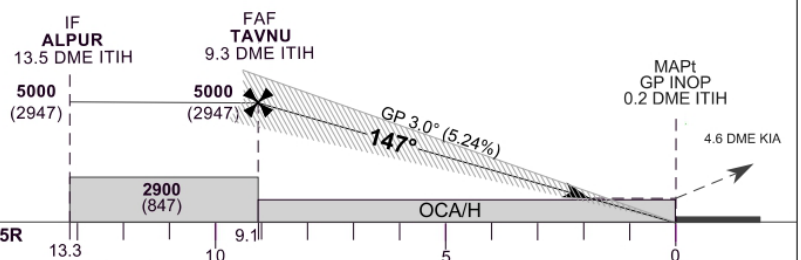
RIYADH/King Khaled Intl (OERK)

ILS Z or LOC RWY 15R



TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH:
Climb on RWY HDG to **4.6 DME KIA**, turn RIGHT to intercept and follow **RDL 267 KIA** to **RK610.** Turn right on **HDG 353°** to intercept and follow **RDL313 KIA** to **PEDIR** at 4000ft and hold.
(MAX IAS 190 kts during missed approach)



ILS RDH 55
THR ELEV 2053

NM to/from **THR RWY 15R**

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2257**(204)			
		RVR(m)	550			
	GP INOP	OCA(H)	**2560**(507)			
		RVR(m)	1600			
Circling		OCA(H)	NA			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
Time	Min:sec	**7:47**	**6:03**	**4:57**	**4:12**	**3:38**	**3:12**	**2:52**

DME ITIH NM	9	8	7	6	5	4	3	2
ALT (HGT) 5.24% APCH	**4918** (2865)	**4600** (2547)	**4281** (2228)	**3963** (1910)	**3326** (1273)	**3326** (1273)	**3007** (954)	**2689** (636)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR Related to DA(H)/MDA(H)=OCA(H)

CHANGE: New chart

Amdt : Original, 28 Nov 24

ICAO PANS OPS

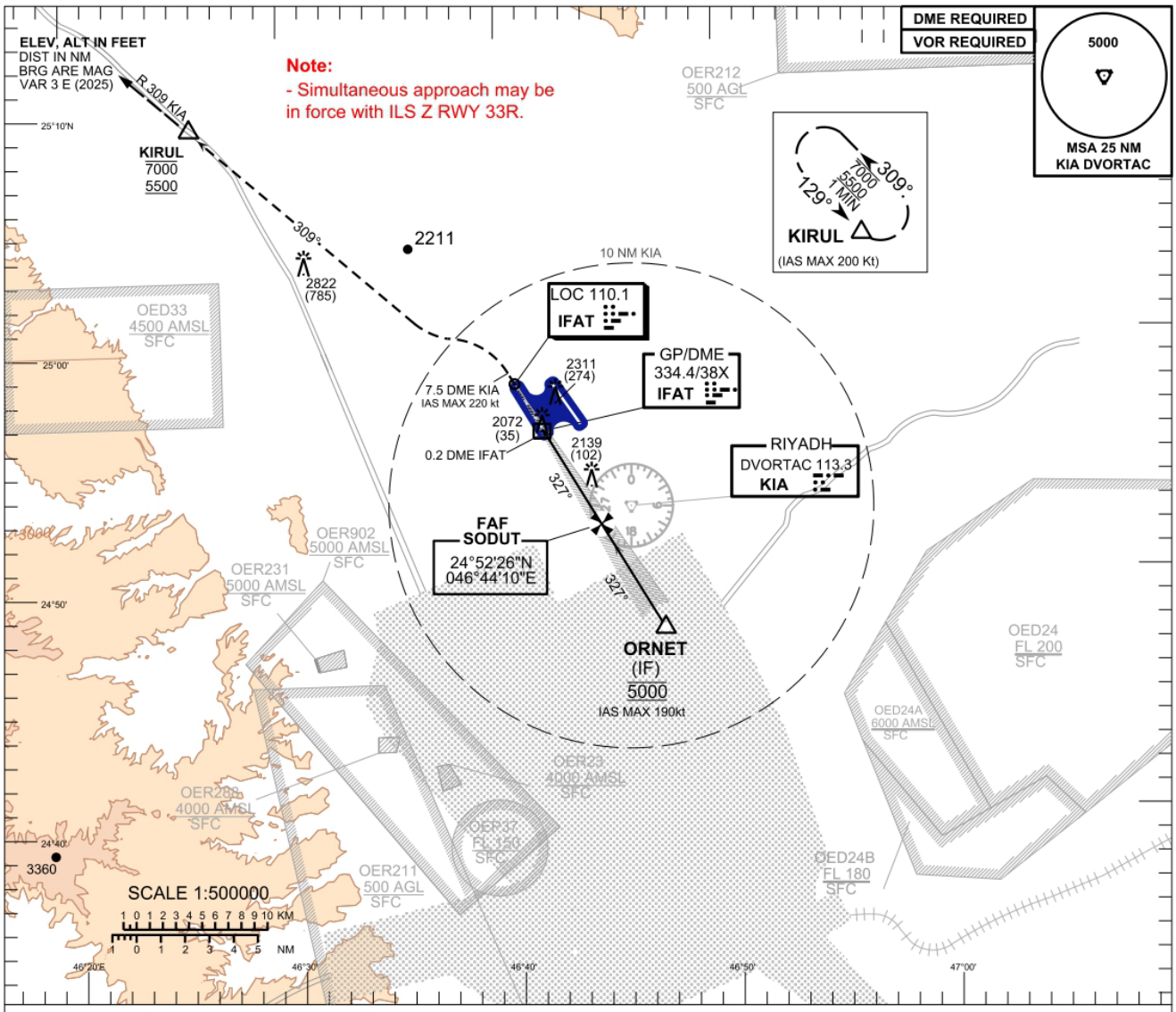
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV 2037 ft

APP :120.0		128.5
Final :120.6		119.75
TWR :118.6(E)	118.8(W)	118.3
ATIS :127.15		

RIYADH/King Khaled Intl (OERK)

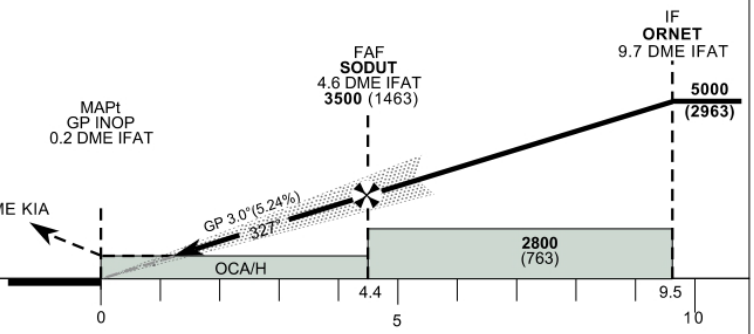
ILS Z or LOC RWY 33L



CHANGE: GP INOP changed to RVR

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH
Climb on RWY HDG to **7.5 DME KIA**, turn left to intercept and follow **RDL309 KIA** to **KIRUL** between **5500** and **7000** and hold.
(MAX IAS 220 Kts during missed approach)



ILS RDH 55
THR ELEV 2037

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2243**(206)			
		RVR(m)	550			
	GP INOP	OCA(H)	**2370** (333)			
		RVR (m)	800			
Circling		OCA(H)	N/A			
		VIS(m)				

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	**370**	**480**	**580**	**690**	**800**	**900**	**1010**
Time	Min:sec	3:47	2:57	2:25	2:02	1:46	1:34	1:24

DME IFAT NM	4	3	2	1
ALT (HGT) 3°(5.24%) APCH	**3313** (1276)	**2995** (958)	**2676** (639)	**2357** (320)

NO CIRCLING

- CIRCLING NOT AUTHORISED
- RVR RELATED to DA(H)/MDA(H)=OCA(H)

Amdt:Original, 28 Nov 24

ICAO PANS OPS

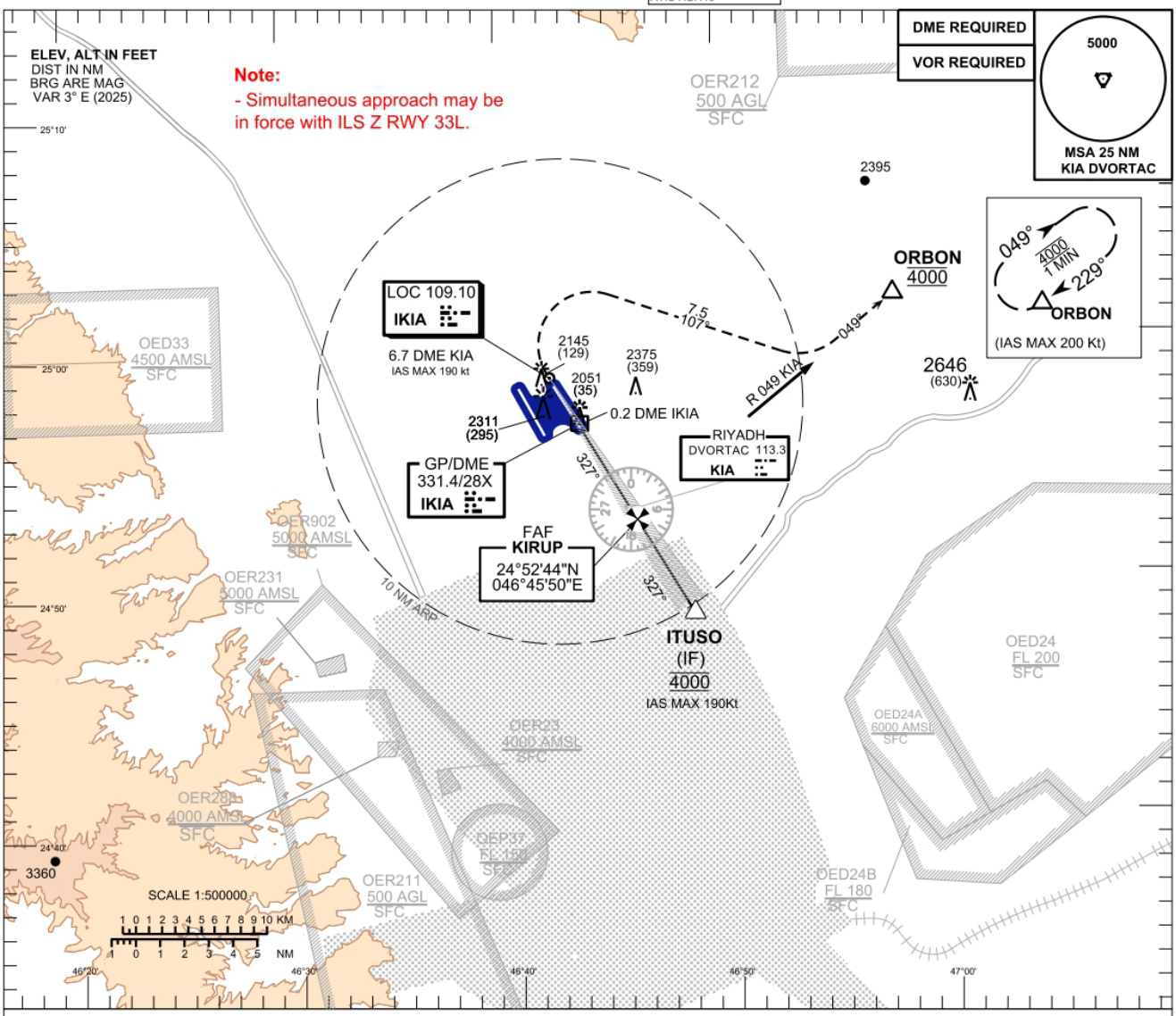
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2053 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV 2016 ft

APP :120.0	128.5
Final :120.6	119.75
TWR :118.6(E)	118.8(W)
118.3	
ATIS :127.15	

RIYADH/King Khaled Intl (OERK)

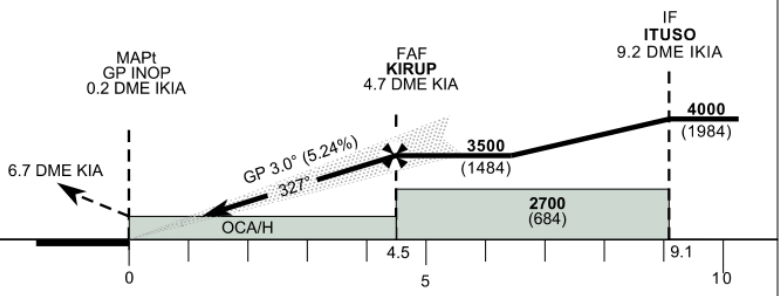
ILS Z or LOC RWY 33R



CHANGE: NEW CHART

TRANSITION ALT 13000
TRANSITION LEVEL FL150

MISSED APPROACH
Climb on RWY HDG to **6.7 DME KIA**, turn right on track **107°** and intercept and follow **RDL 049 KIA** to **ORBON** at **4000** and hold.
(MAX IAS 190 Kts during missed approach)



ILS RDH 55

THR ELEV 2016

NM to/from THR RWY 33R

		ACFT CAT	A	B	C	D/DL
Straight-in Approach	CAT I	OCA(H)	**2222**(206)			
		RVR(m)	550			
	GP INOP	OCA(H)	**2350**(334)			
		RVR(m)	800			
Circling		OCA(H)				
		VIS(m)	N/A			

GND SPEED	Knots	70	90	110	130	150	170	190
Rate of Descent	ft/min	370	480	580	690	800	900	1010
Time	Min:sec	3:51	3:00	2:27	2:04	1:48	1:35	1:25

DME IKIA NM	4	3	2	1
ALT (HGT) 3° APCH	**3290** (1274)	**2972** (956)	**2653** (637)	**2334** (318)

- CIRCLING NOT AUTHORISED
- RVR RELATED TO DA(H)/MDA(H)=OCA(H)

Amdt:Original, 28 Nov 24

ICAO PANS OPS