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Revision Letter For Cycle 21-2020

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## General Information

Location: DAMMAM SAU  
ICAO/IATA: OEDF / DMM  
Lat/Long: N26° 28.3', E049° 47.9'  
Elevation: 72 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -3:00 = UTC  
Magnetic Variation: 3.0° E

Fuel Types: 100-130 Octane, Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 0241 Z  
Sunset: 1412 Z

## Runway Information

Runway: 16L  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 65 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 394 ft

Runway: 16R  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 53 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 394 ft

Runway: 34L  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 56 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 394 ft

Runway: 34R  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt

TDZ-Elev: 72 ft

Lighting: Edge, ALS, Centerline, TDZ

Stopway: 394 ft

## Communication Information

ATIS: 128.050

Dammam Tower: 124.350

Dammam Tower: 118.200

Dammam Ground: 121.750

Dammam Ground: 125.400 Secondary

Dammam Ground: 121.650

Dhahran Approach: 124.650

Dammam Approach: 126.100

Dammam Approach: 125.000

Dammam Approach: 126.300

## 1. GENERAL

### 1.1. ATIS

D-ATIS 128.05

### 1.2. NOISE ABATEMENT PROCEDURE

ACFT operating below 10000', anywhere, must not exceed the following values of IAS, except that the minimum safe operating speed for a particular ACFT shall always be the determining factor when it is greater than the maximum speeds prescribed below unless otherwise authorized or required by an ATC unit.

#### Within an aerodrome traffic circuit

Turbine engine ACFT - 200 KT, unless otherwise authorized or required by an ATC unit.

#### Elsewhere

250 KT.

### 1.3. OTHER INFORMATION

RWY 34L is designated as the preferential and primary instrument RWY.

RWYs 34L and 34R are to be used in calm conditions.

Pilots requesting a compass swing must be directed to use apron 4 or apron 11.

RWYs 34R and 16R right-hand circuit.

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.4.1. ADVANCED MULTILATERAL SYSTEM

Carriage and operation of Mode-S transponder is required for all civil ACFT operating at APT.

For the Multilateration System to work effectively, all ACFT Mode S transponders need to transmit Mode S squitters at all times when moving on the airfield, starting immediately prior to push-back, and for arrival ACFT until they are stationary at the ACFT stands. The Mode S transponders should not respond to All-Call interrogations, but should respond to addressed interrogations.

#### 1.4.2. PROCEDURES/ACTIONS REQUIRED BY PILOTS

##### Pre-Push-back/Taxi:

- Pilots will be required to enter an assigned Mode A code at start-up. This code will be either a discrete or non-discrete code (a conspicuity code, e.g. 1000).
- Pilots shall ensure that the ACFT transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) and the assigned Mode A code is selected prior to the request for push-back or taxi, whichever is earlier.
- Whenever the ACFT is capable of reporting ACFT identification, the ACFT identification must also be entered prior to the request for push-back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator, followed by flight identification number (for example, SVA871, AFR147).

##### After Landing:

- Pilots shall ensure that the ACFT transponder is operating after landing (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY), and continuously until the ACFT is stationary at the ACFT stand.
- Pilots shall ensure that the assigned Mode A code is not changed until the ACFT is stationary at the ACFT stand. (The system requires it for identification of the ACFT).

OEDF/DMM

JEPPesen

DAMMAM, SAUDI ARABIA

KING FAHD INTL

9 AUG 19

10-1P1

Eff 15 Aug

AIRPORT BRIEFING

---

## 1. GENERAL

---

### 1.4.3. GROUND MOVEMENT OPERATIONS TRANSPONDER PROCEDURES

Advanced Surface Movement Guidance and Control System (A-SMGCS) using Mode S Multi-lateration had been commissioned at APT. ACFT Taxi and Transponder Operating Procedures on the movement area are listed below:

#### Departures

While on the apron including push-back operations:

- Enter the discrete SSR code received from Clearance Delivery/TWR.
- Enter the three letter ICAO designator followed by the flight number (e.g.SVA786) through the FMS or the Transponder.
- ATC will verify the data and use it for identification.

#### Arrivals

- Landing ACFT to maintain their transponder switched-on until they are fully parked on the stand.
  - No ACFT shall be permitted to make an approach to land when the RVR is less than 350 meters.
- 

## 2. DEPARTURE

---

### 2.1. START-UP AND PUSH-BACK PROCEDURES

Engine run-up is permissible on aprons 4 and 11 by clearance from ATC.

Apron 1: Push-back from all stands. All stands are nose-in stands.

Apron 2: Push-back from all stands. All stands are nose-in stands.

Push back from stand 1 has to be facing South to TWY P1.

Push-back from stand 3 has to be facing North to TWY P2.

Apron 5: All stands are nose-in stands.

Apron 8: Push-back from stands 2 thru 4A/B and 6 thru 10. Power out from positions 5A/B. Stands 2 and 7 thru 10 are nose-in stands.

### 2.2. TAXI PROCEDURES

Red stop bars are placed at the main holding points of all RWYs. Use of the stop bars is mandatory whenever the aerodrome is active. ACFT and vehicles crossing a red stop bar to enter the RWY, even when in receipt of a clearance will be treated as a RWY incursion.

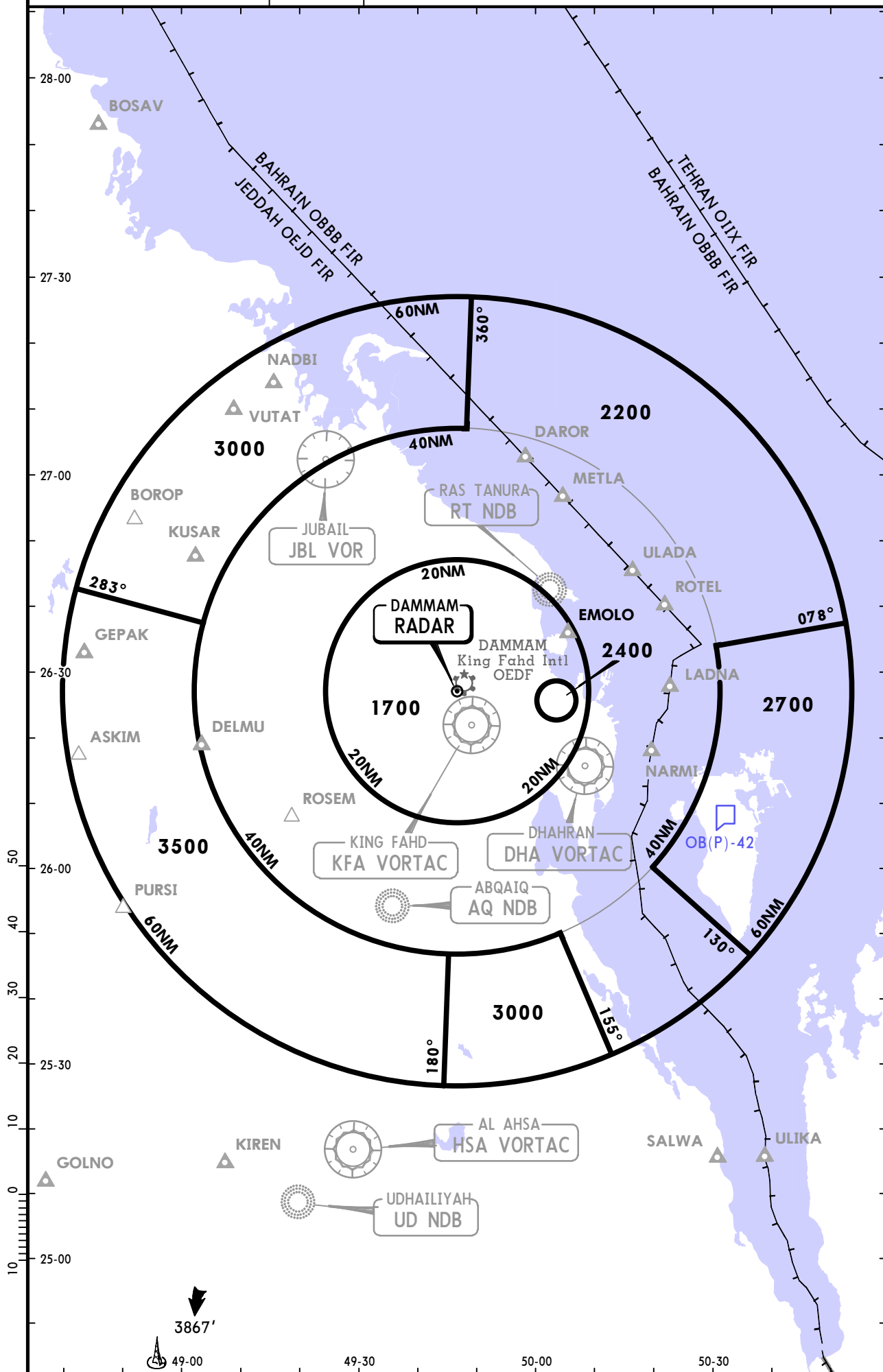
# OEDF/DMM KING FAHD INTL

30 JUN 17 (10-1R)

# DAMMAM, SAUDI ARABIA

**RADAR MINIMUM ALTITUDES**

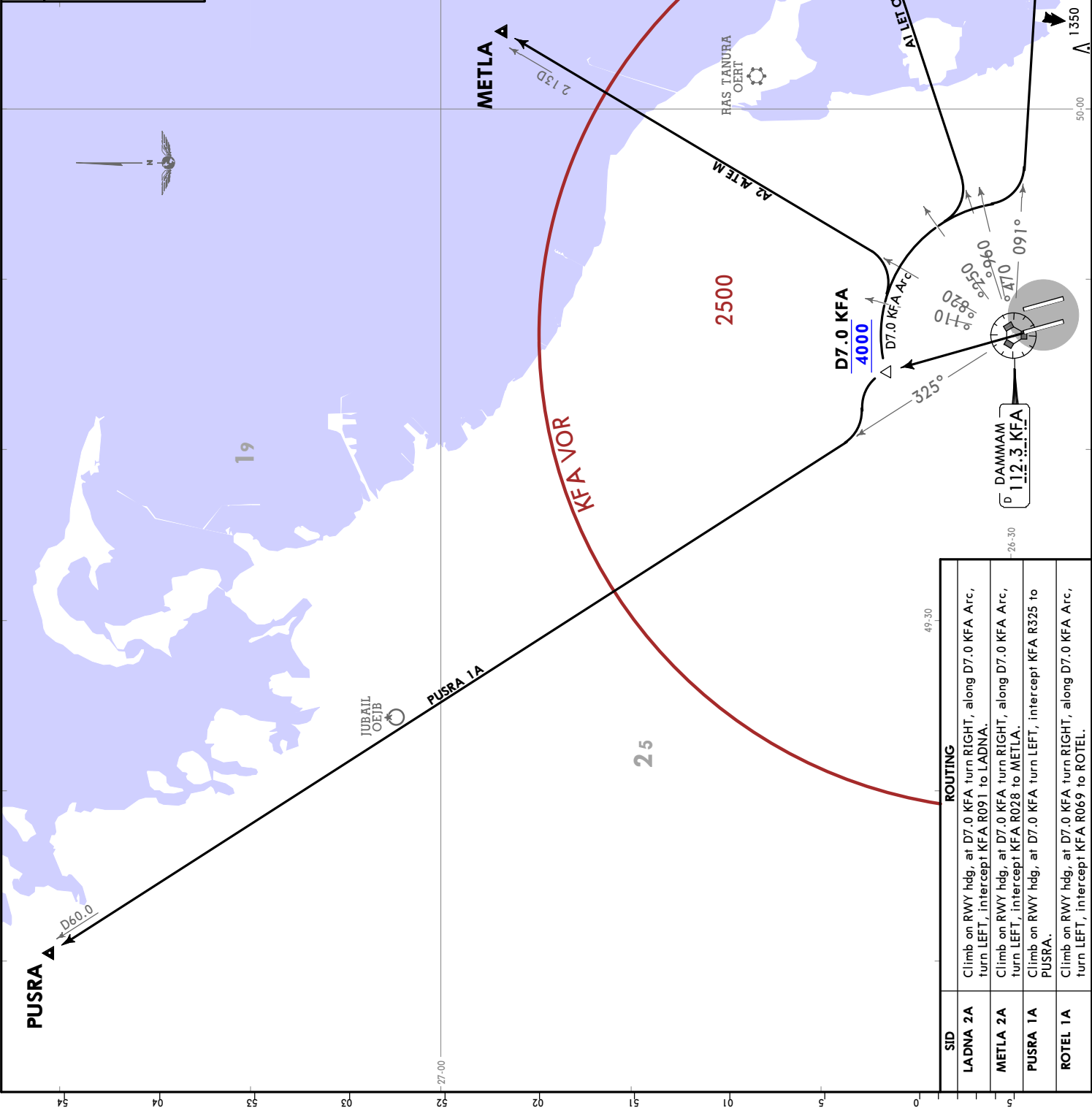
DAMMAM Approach  
126.3 126.1 125.0  
Apt Elev 72'  
Alt Set: hPa Trans level: FL150 Trans alt: 13000'



**DAMMAM, SAUDI ARABIA**

**SID**

|   |                  |
|---|------------------|
| Apt Elev<br>72  | Trans alt: 13000 |
| <b>LADNA 2A [LADN2A]</b><br><b>METLA 2A [METL2A]</b><br><b>PUSRA 1A [PUSR1A]</b><br><b>ROTEL 1A [ROTE1A]</b><br><b>RWY 34L DEPARTURES</b> |                  |



| SID      | ROUTING   |
|----------|---|
| LADNA 2A | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Atc, turn LEFT, intercept KFA R091 to LADNA. |
| METLA 2A | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Atc, turn LEFT, intercept KFA R028 to METLA. |
| PUSRA 1A | Climb on RWY hdg, at D7.0 KFA turn LEFT, intercept KFA R325 to PUSRA.                                 |
| ROTEL 1A | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Atc, turn LEFT, intercept KFA R069 to ROTEL. |

**OEDF/DMM**  
**KING FAHD INTL**  
**10-3**  
**JEPPesen**  
 25 JAN 19  
**Eff 31 Jan**

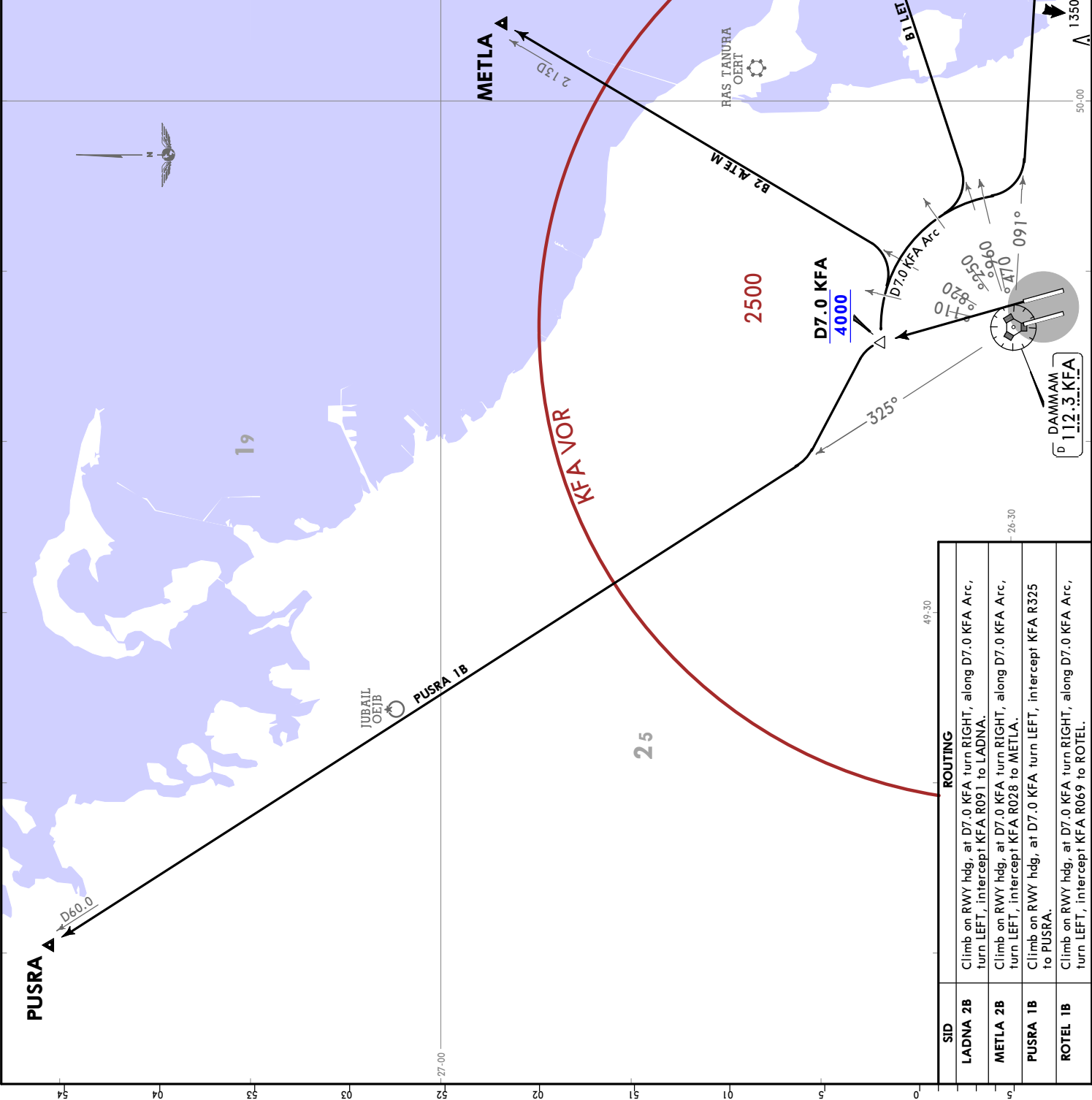
**JEPPESEN**  
 25 JAN 19 (10-3A) Eff 31 Jan

**OEDF/DMM**  
 KING FAHD INTL

**DAMMAM, SAUDI ARABIA**

**SID**

|  |                  |
|--|------------------|
| Apt Elev<br>72   | Trans alt: 13000 |
| LADNA 2B [LADN2B]<br>METLA 2B [METL2B]<br>PUSRA 1B [PUSR1B]<br>ROTEL 1B [ROTE1B]<br>RWY 34R DEPARTURES |                  |

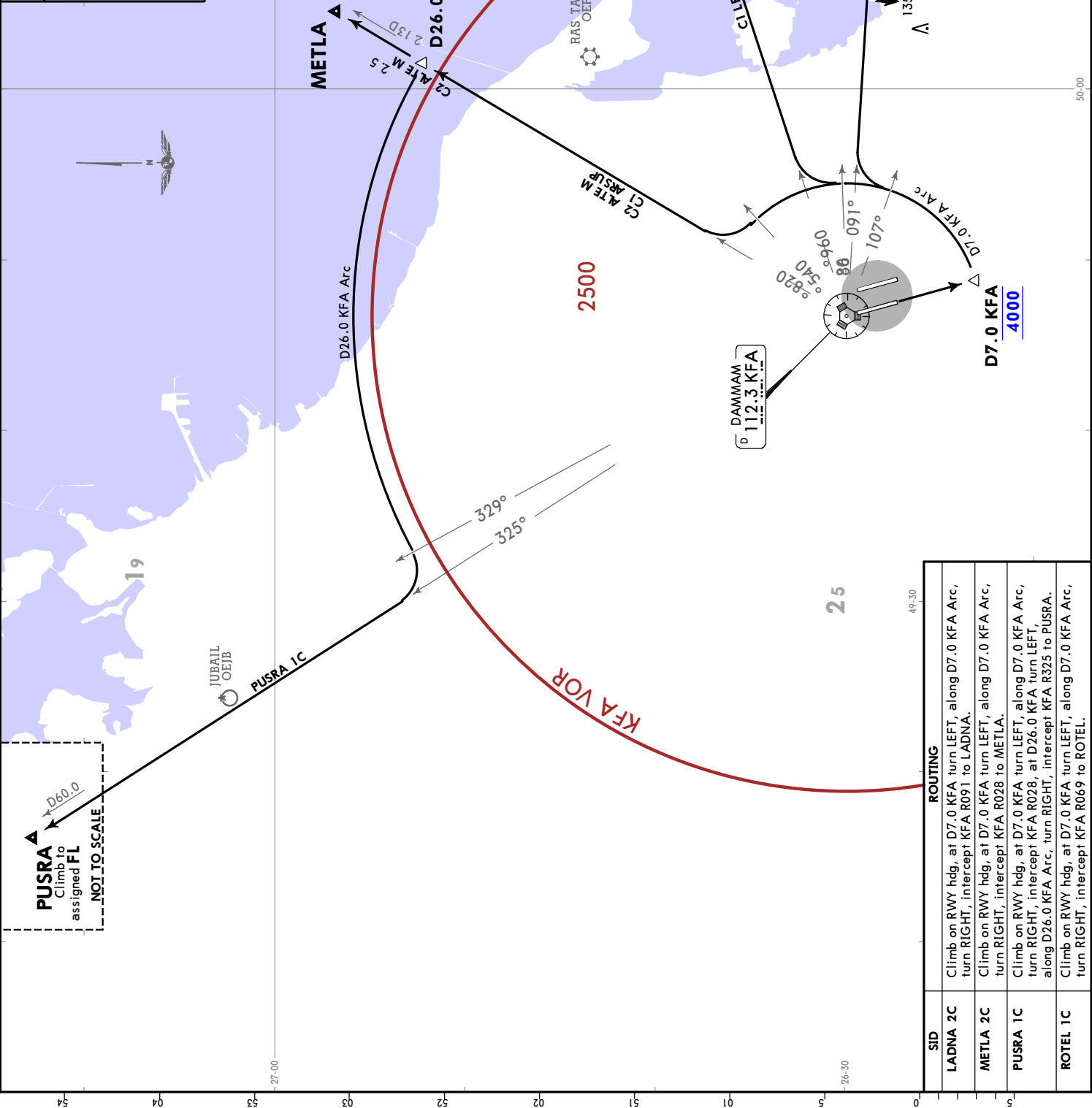


| SID      | ROUTING   |
|----------|---|
| LADNA 2B | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Arc, turn LEFT, intercept KFA R091 to LADNA. |
| METLA 2B | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Arc, turn LEFT, intercept KFA R028 to METLA. |
| PUSRA 1B | Climb on RWY hdg, at D7.0 KFA turn LEFT, intercept KFA R325 to PUSRA.                                 |
| ROTEL 1B | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Arc, turn LEFT, intercept KFA R069 to ROTEL. |

**DAMMAM, SAUDI ARABIA**

**SID**

|   |                  |
|---|------------------|
| Apt Elev<br>72  | Trans alt: 13000 |
| <b>LADNA 2C [LADN2C]</b><br><b>METLA 2C [METL2C]</b><br><b>PUSRA 1C [PUSR1C]</b><br><b>ROTEL 1C [ROTE1C]</b><br><b>RWY 16R DEPARTURES</b> |                  |



**OEDF/DMM**  
**KING FAHD INTL**  
**10-3B**  
**JEPPesen**  
 25 JAN 19  
**Eff 31 Jan**

**PUSRA**  
 Climb to assigned FL  
 NOT TO SCALE

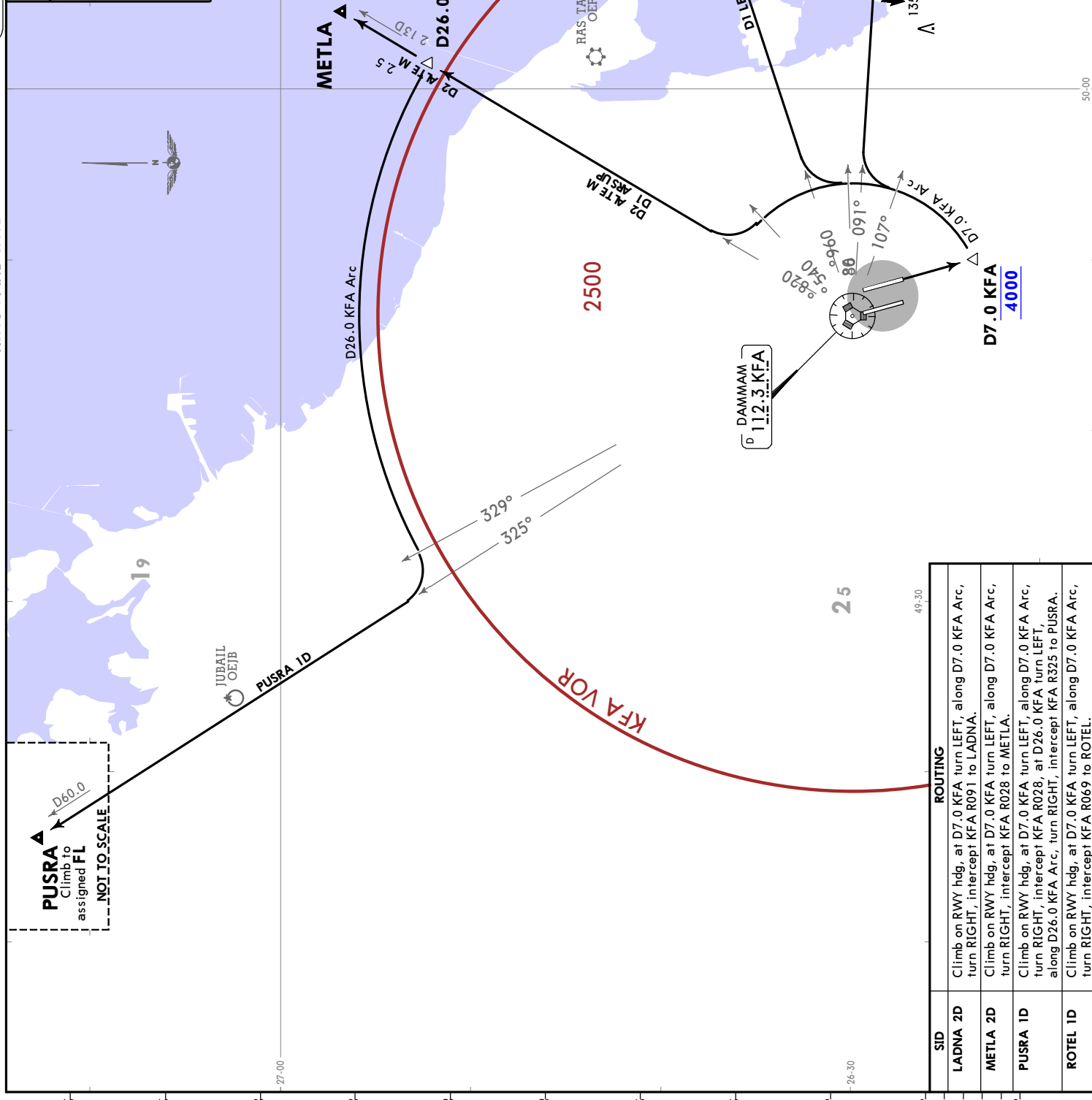
| SID             | ROUTING  |
|-----------------|--|
| <b>LADNA 2C</b> | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R091 to LADNA.  |
| <b>METLA 2C</b> | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R028 to METLA.  |
| <b>PUSRA 1C</b> | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R028, at D26.0 KFA turn LEFT, along D26.0 KFA Arc, turn RIGHT, intercept KFA R325 to PUSRA. |
| <b>ROTEL 1C</b> | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R069 to ROTEL.  |

**JEPPESEN DAMMAM, SAUDI ARABIA**  
**OEDF/DMM**  
**KING FAHD INTL**

25 JAN 19 10-3C Eff 31 Jan

**SID**

|   |                  |
|---|------------------|
| Apt Elev<br>72  | Trans alt: 13000 |
| <b>LADNA 2D [LADN2D]</b><br><b>METLA 2D [METL2D]</b><br><b>PUSRA 1D [PUSR1D]</b><br><b>ROTEL 1D [ROTE1D]</b><br><b>RWY 16L DEPARTURES</b> |                  |



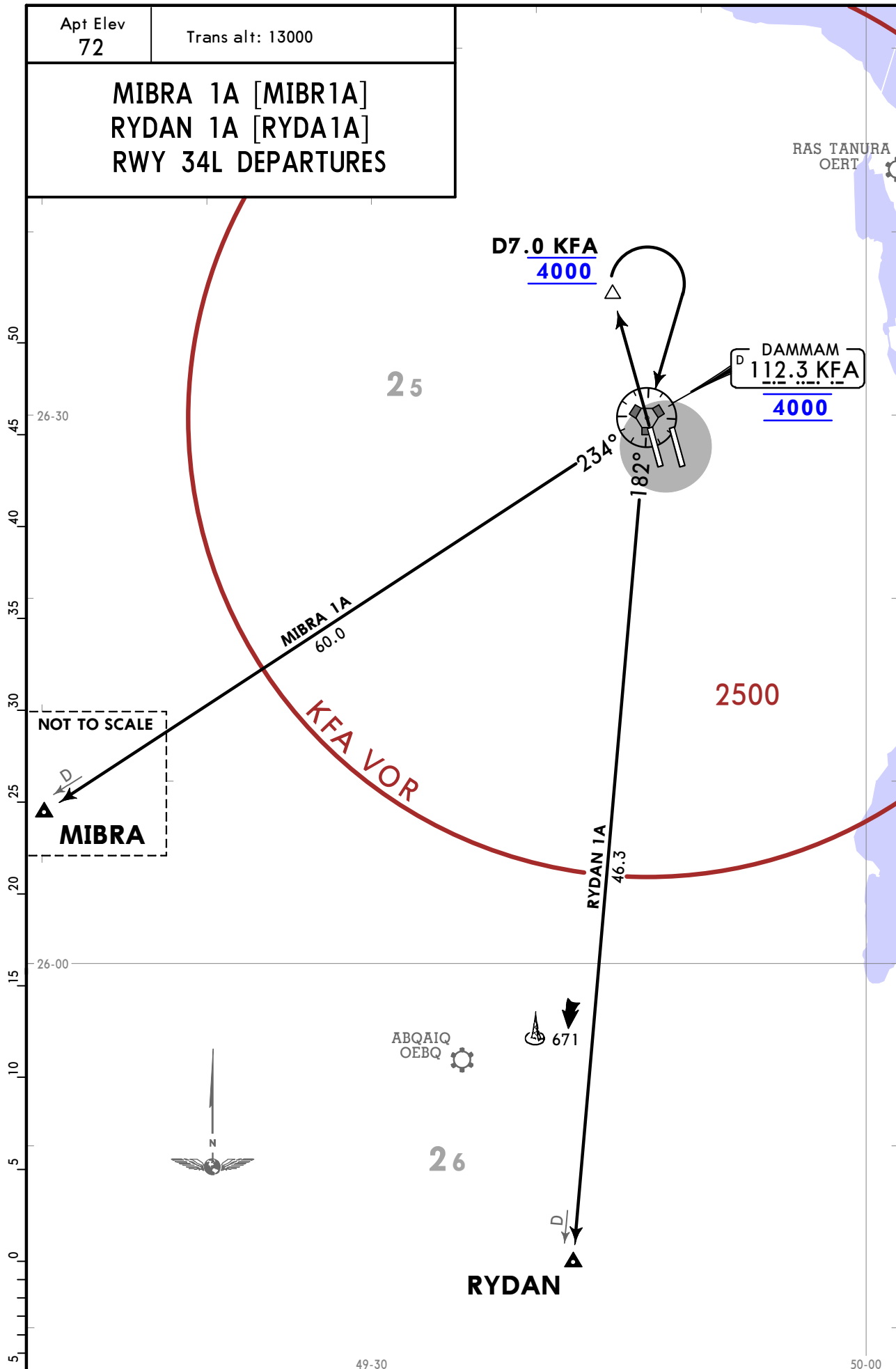
**PUSRA**  
 Climb to assigned FL  
 NOT TO SCALE

| SID      | ROUTING  |
|----------|--|
| LADNA 2D | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R091 to LADNA.  |
| METLA 2D | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R028 to METLA.  |
| PUSRA 1D | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R028, at D26.0 KFA turn LEFT, along D26.0 KFA Arc, turn RIGHT, intercept KFA R325 to PUSRA. |
| ROTEL 1D | Climb on RWY hdg, at D7.0 KFA turn LEFT, along D7.0 KFA Arc, turn RIGHT, intercept KFA R069 to ROTEL.  |

**OEDF/DMM**  
**KING FAHD INTL**

**JEPPESEN DAMMAM, SAUDI ARABIA**  
 25 JAN 19 **(10-3D)** **Eff 31 Jan** **SID**

|   |                  |
|---|------------------|
| Apt Elev<br><b>72</b>   | Trans alt: 13000 |
| <b>MIBRA 1A [MIBR1A]</b><br><b>RYDAN 1A [RYDA1A]</b><br><b>RWY 34L DEPARTURES</b> |                  |



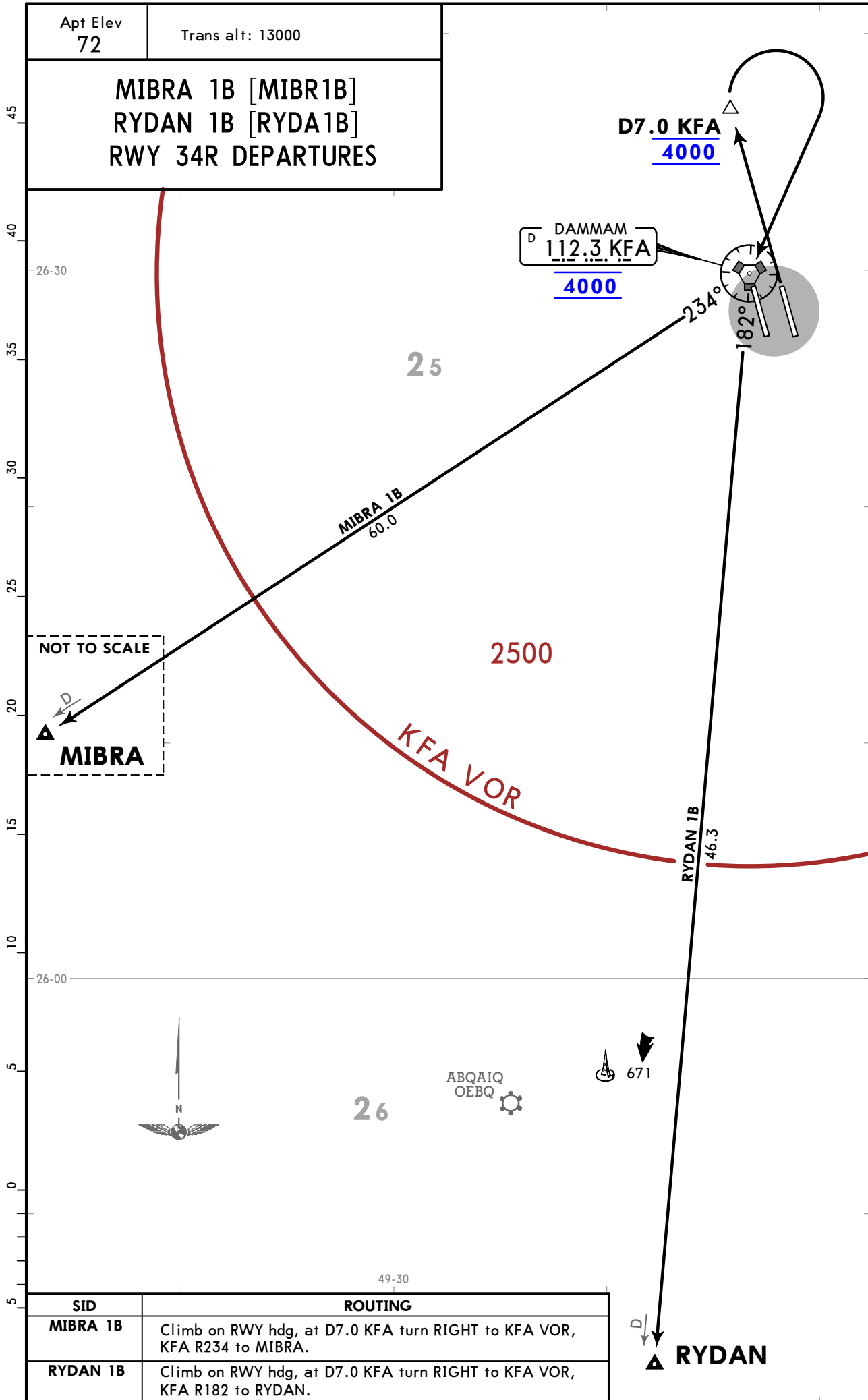
| SID             | ROUTING   |
|-----------------|---|
| <b>MIBRA 1A</b> | Climb on RWY hdg, at D7.0 KFA turn RIGHT to KFA VOR, KFA R234 to MIBRA. |
| <b>RYDAN 1A</b> | Climb on RWY hdg, at D7.0 KFA turn RIGHT to KFA VOR, KFA R182 to RYDAN. |

CHANGES: New SIDs established (procedures transferred).

OEDF/DMM  
KING FAHD INTL

JEPPESEN DAMMAM, SAUDI ARABIA  
25 JAN 19 10-3E Eff 31 Jan SID

|  |                  |
|--|------------------|
| Apt Elev<br>72   | Trans alt: 13000 |
| MIBRA 1B [MIBR1B]<br>RYDAN 1B [RYDA1B]<br>RWY 34R DEPARTURES |                  |



| SID      | ROUTING   |
|----------|---|
| MIBRA 1B | Climb on RWY hdg, at D7.0 KFA turn RIGHT to KFA VOR, KFA R234 to MIBRA. |
| RYDAN 1B | Climb on RWY hdg, at D7.0 KFA turn RIGHT to KFA VOR, KFA R182 to RYDAN. |

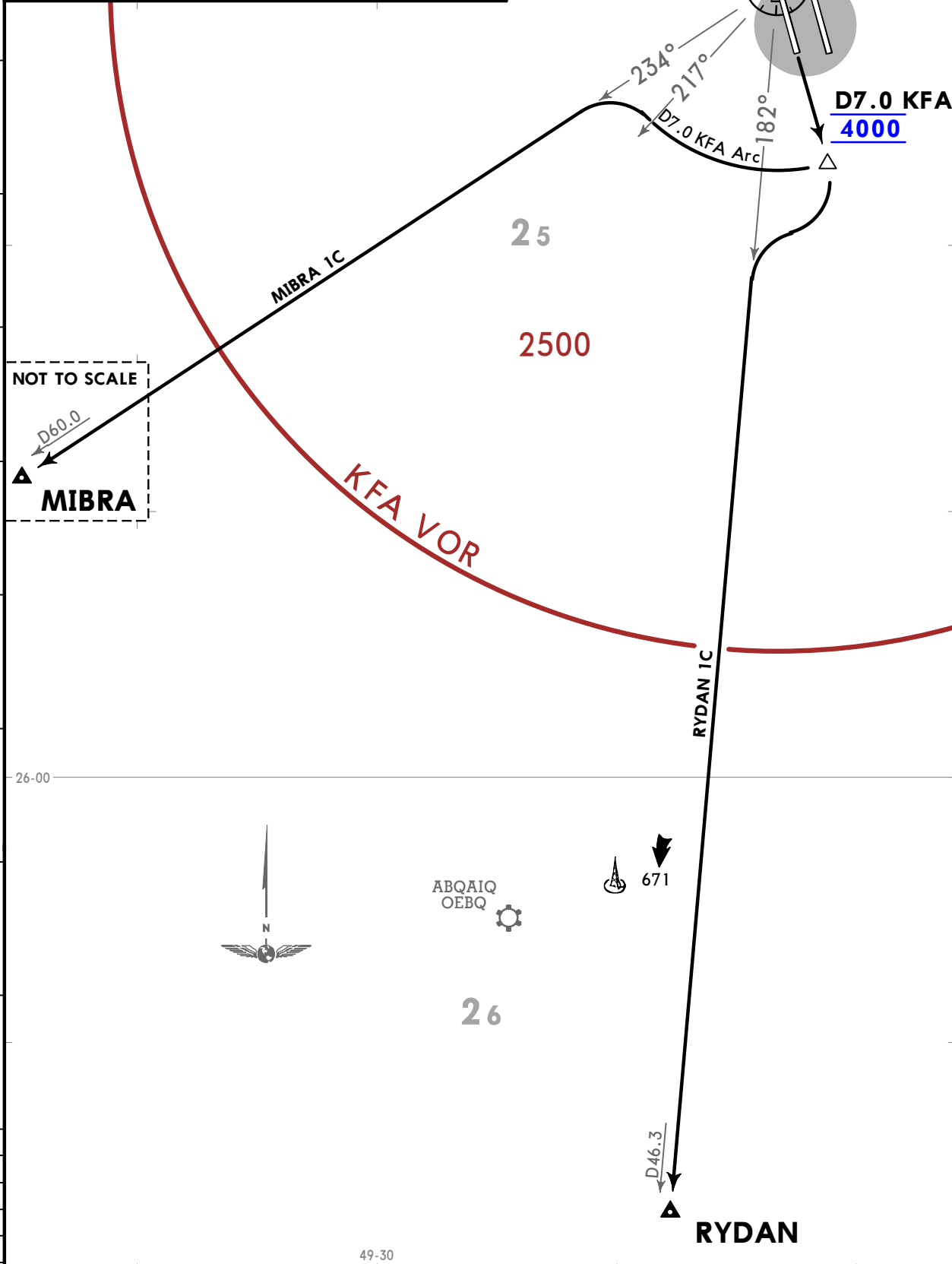
CHANGES: New chart.

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OEDF/DMM  
KING FAHD INTL

|  |                  |
|--|------------------|
| Apt Elev<br>72   | Trans alt: 13000 |
| MIBRA 1C [MIBR1C]<br>RYDAN 1C [RYDA1C]<br>RWY 16R DEPARTURES |                  |

45  
40  
35  
30  
25  
20  
15  
10  
5  
0  
5

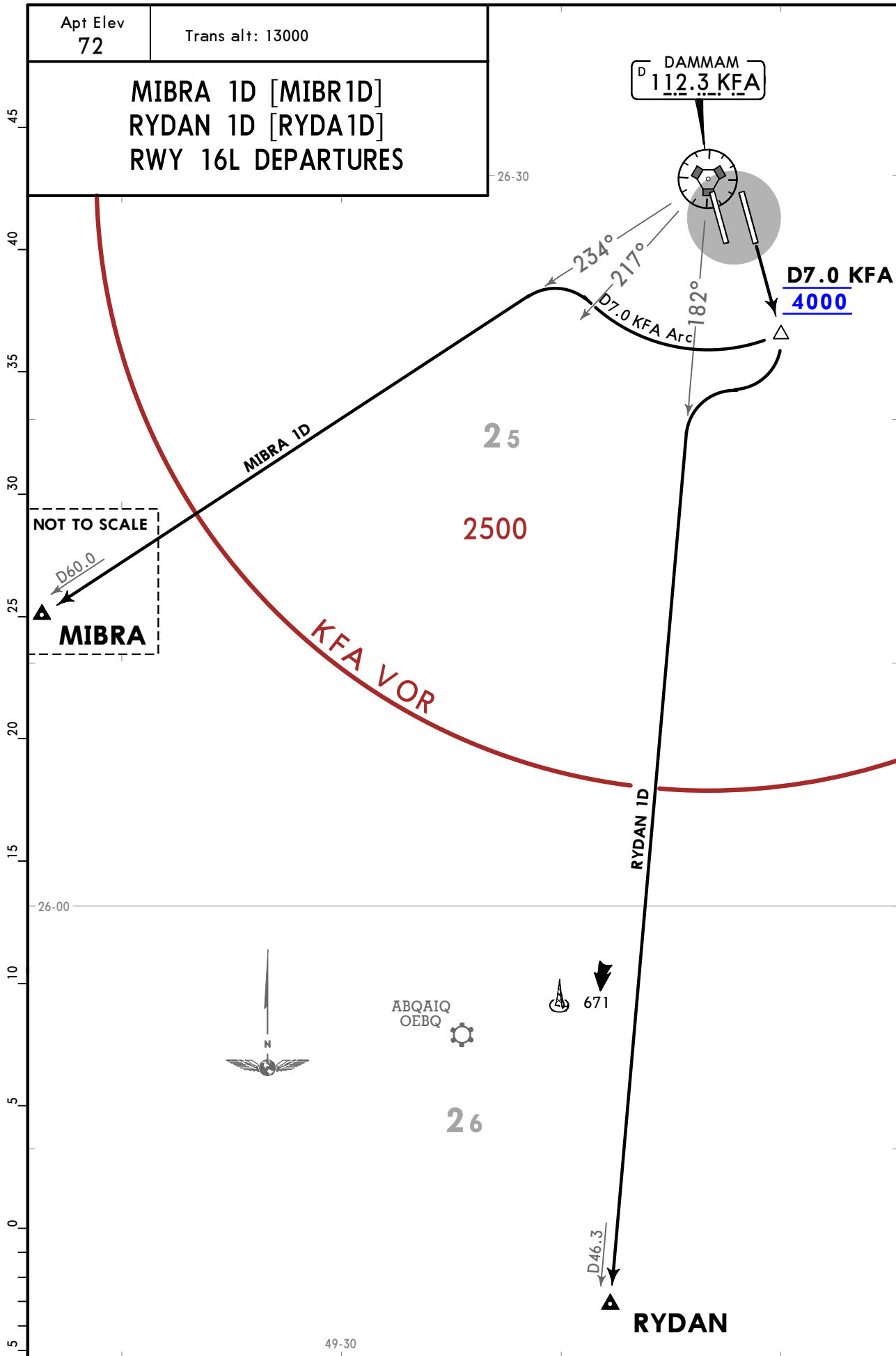


| SID      | ROUTING   |
|----------|---|
| MIBRA 1C | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Arc, turn LEFT, intercept KFA R234 to MIBRA. |
| RYDAN 1C | Climb on RWY hdg, at D7.0 KFA turn RIGHT, turn LEFT, intercept KFA R182 to RYDAN.                     |

OEDF/DMM  
KING FAHD INTL

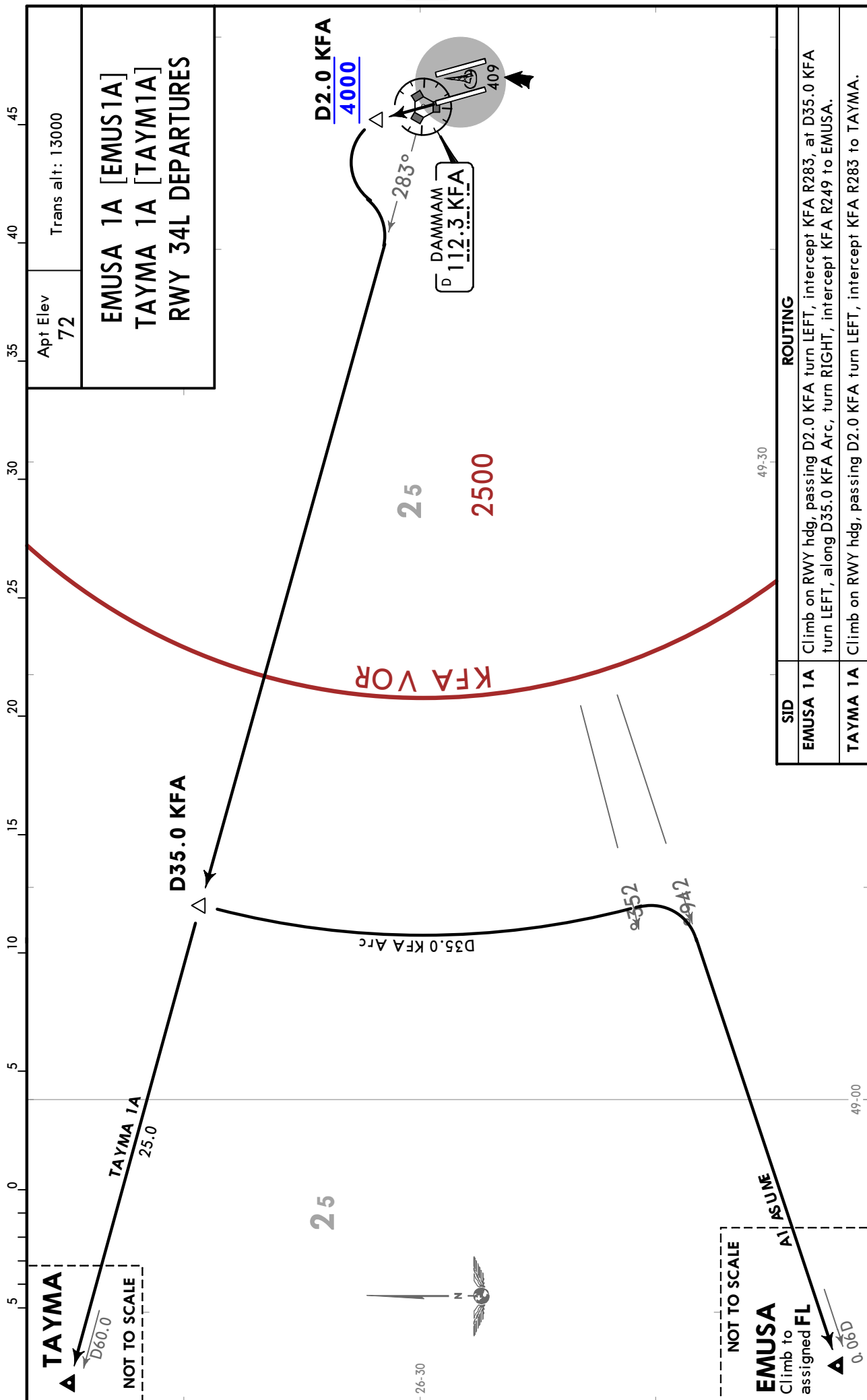
JEPPESEN DAMMAM, SAUDI ARABIA  
25 JAN 19 10-3G Eff 31 Jan SID

|  |                  |
|--|------------------|
| Apt Elev<br>72   | Trans alt: 13000 |
| MIBRA 1D [MIBR1D]<br>RYDAN 1D [RYDA1D]<br>RWY 16L DEPARTURES |                  |



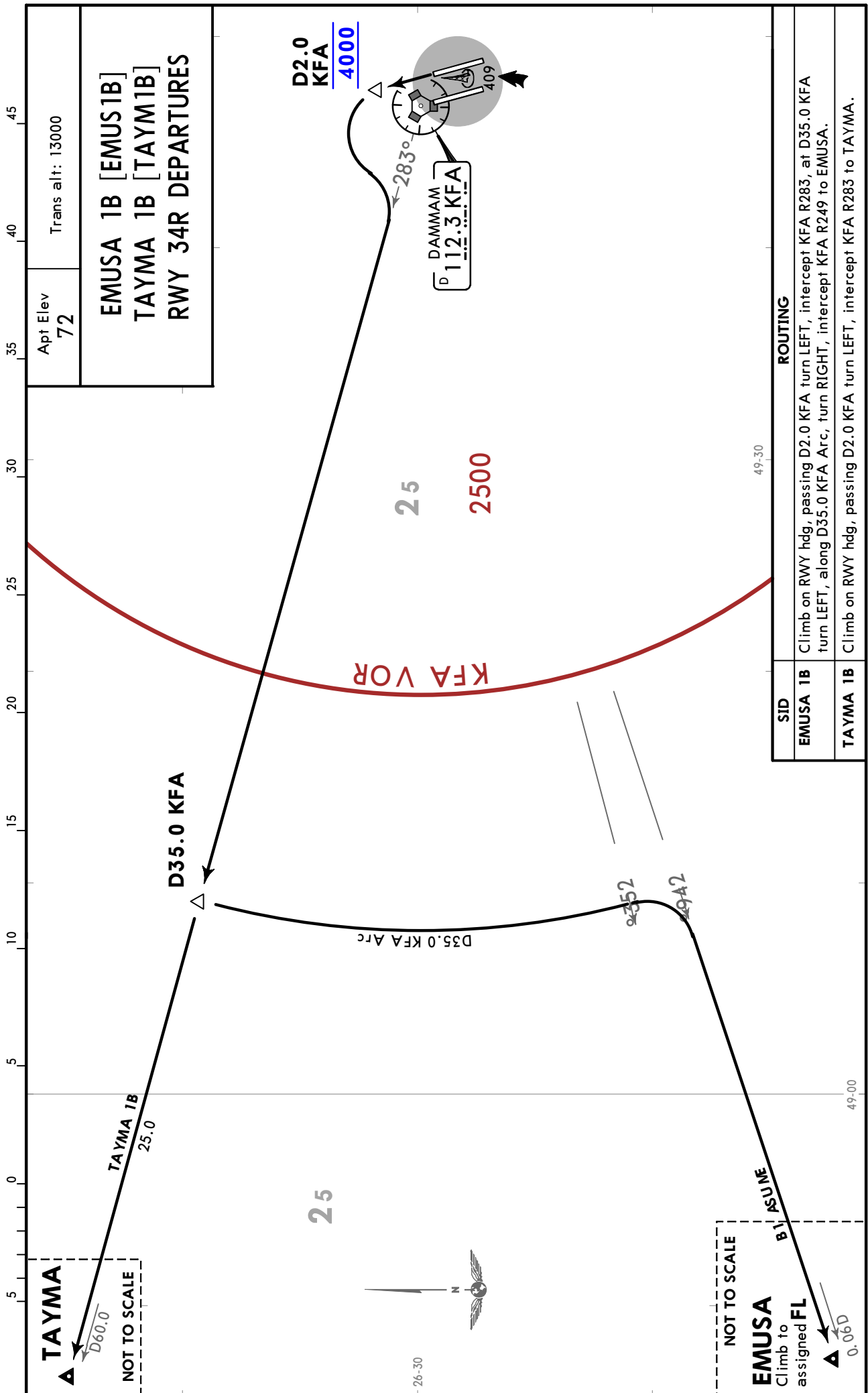
| SID      | ROUTING   |
|----------|---|
| MIBRA 1D | Climb on RWY hdg, at D7.0 KFA turn RIGHT, along D7.0 KFA Arc, turn LEFT, intercept KFA R234 to MIBRA. |
| RYDAN 1D | Climb on RWY hdg, at D7.0 KFA turn RIGHT, turn LEFT, intercept KFA R182 to RYDAN.                     |

OEDF/DMM  
KING FAHD INTL



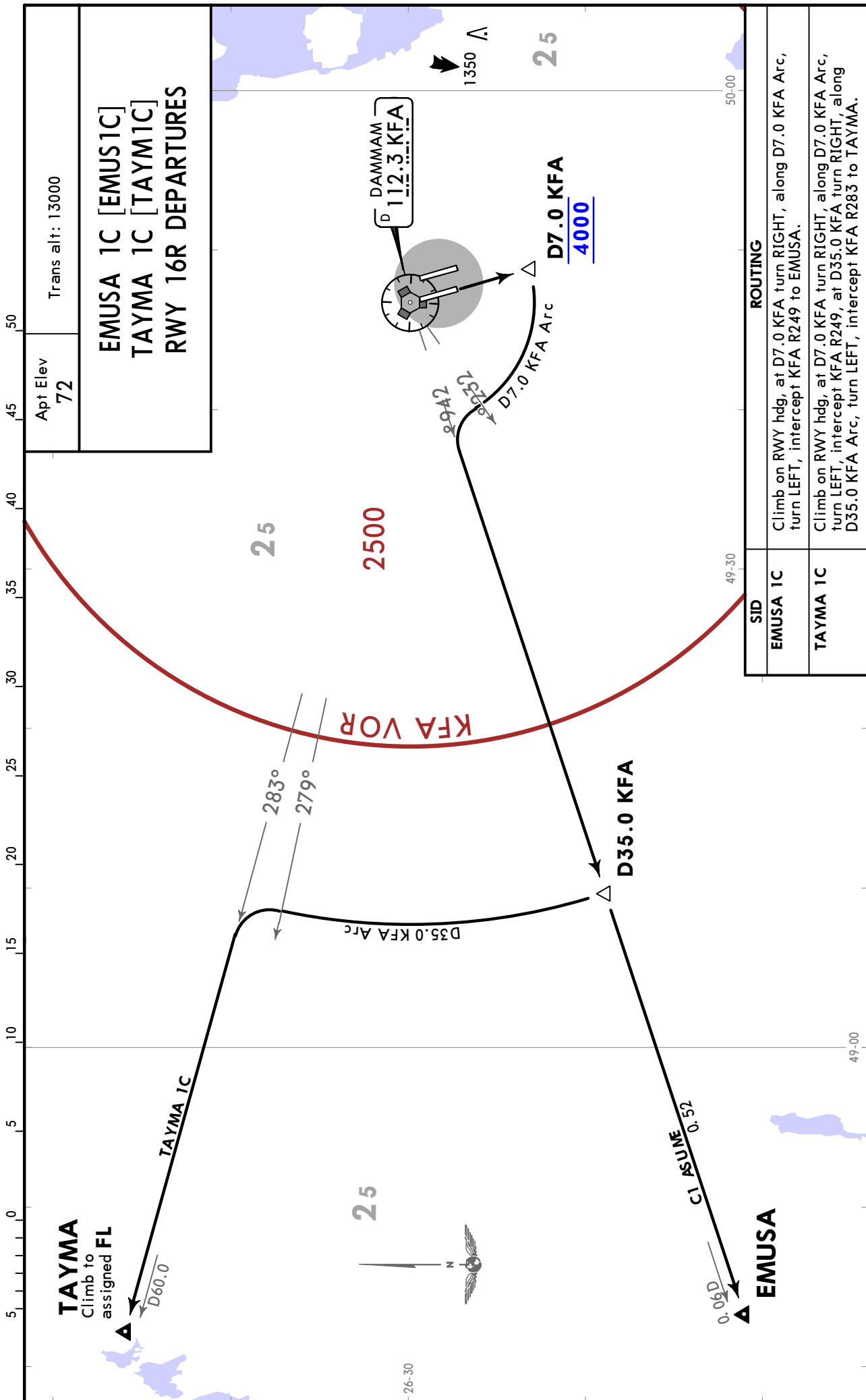
CHANGES: New chart.

OEDF/DMM  
KING FAHD INTL



CHANGES: New chart.

OEDF/DMM  
KING FAHD INTL



OEDF/DMM  
KING FAHD INTL

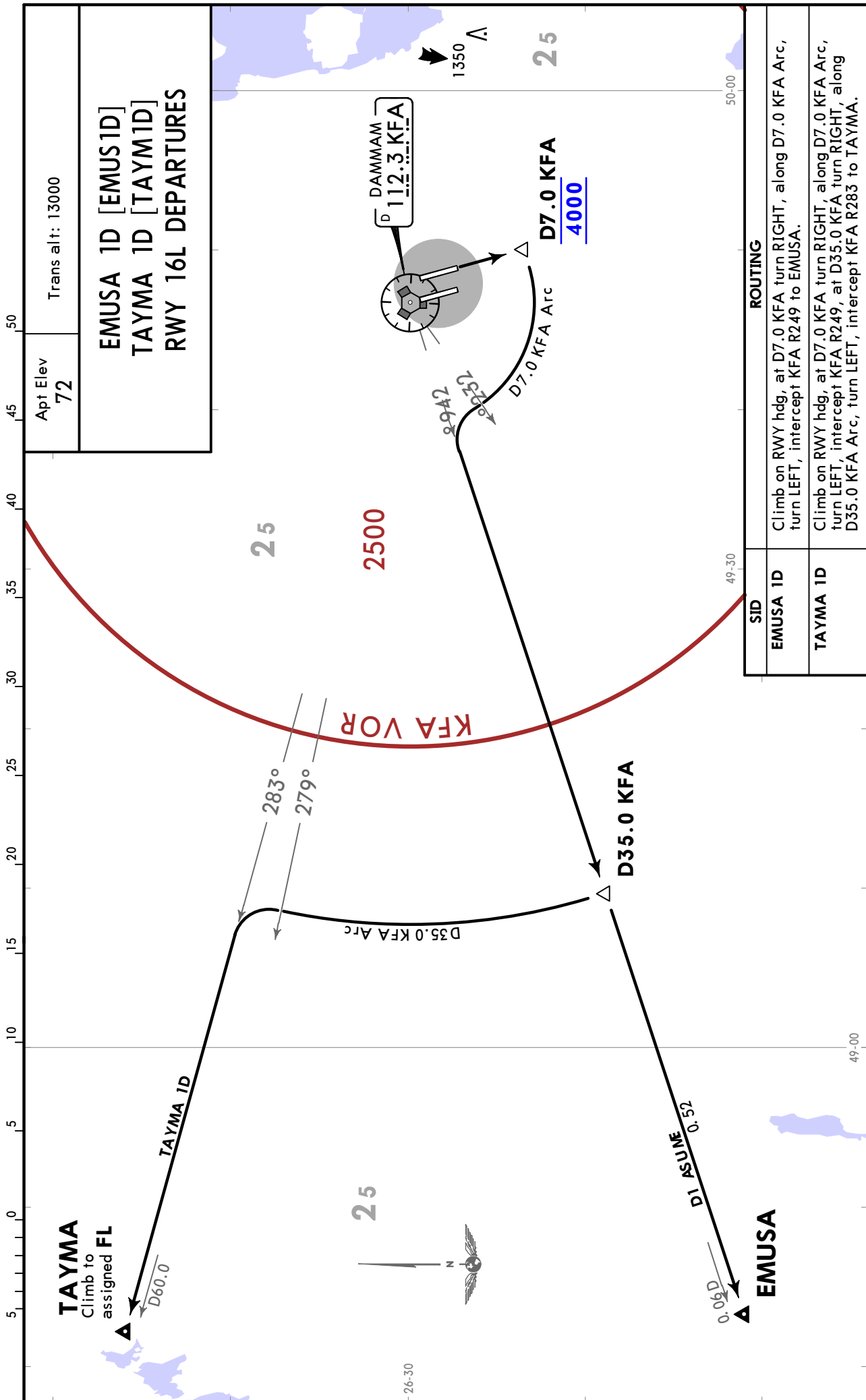
JEPPESEN DAMMAM, SAUDI ARABIA

25 JAN 19

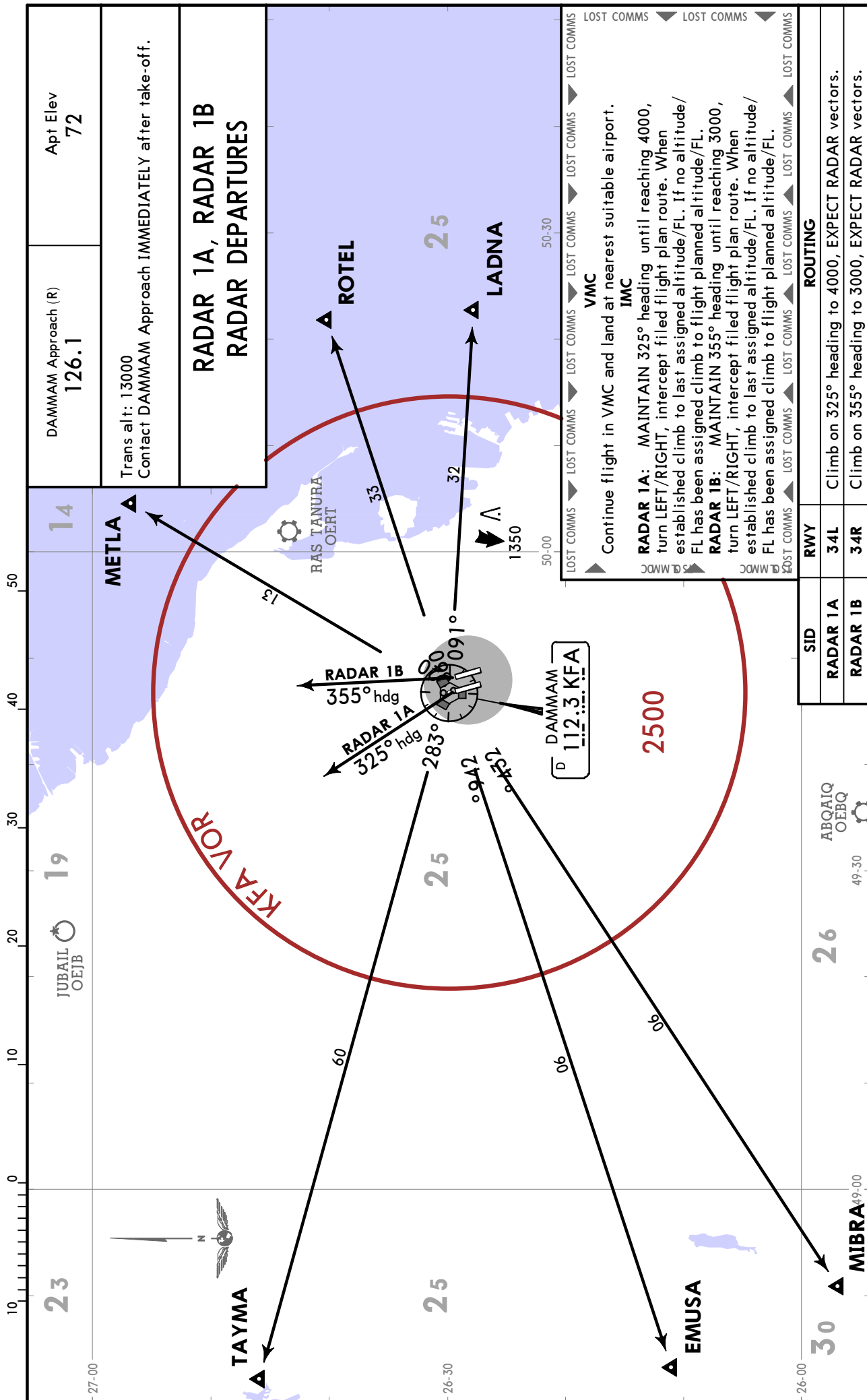
10-3L

Eff 31 Jan

SID



# OEDF/DMM KING FAHD INTL



DAMMAM Approach (R)  
**126.1**

Apt Elev  
**72**

Trans alt: 13000  
Contact DAMMAM Approach IMMEDIATELY after take-off.

**RADAR 1A, RADAR 1B  
RADAR DEPARTURES**

Continue flight in VMC and land at nearest suitable airport.

**VMC**  
**IMC**

**RADAR 1A:** MAINTAIN 325° heading until reaching 4000, turn LEFT/RIGHT, intercept filed flight plan route. When established climb to last assigned altitude/FL. If no altitude/FL has been assigned climb to flight planned altitude/FL.

**RADAR 1B:** MAINTAIN 355° heading until reaching 3000, turn LEFT/RIGHT, intercept filed flight plan route. When established climb to last assigned altitude/FL. If no altitude/FL has been assigned climb to flight planned altitude/FL.

| SID      | RWY | ROUTING  |
|----------|-----|--|
| RADAR 1A | 34L | Climb on 325° heading to 4000, EXPECT RADAR vectors. |
| RADAR 1B | 34R | Climb on 355° heading to 3000, EXPECT RADAR vectors. |

CHANGES: New chart (chart reindexed and revised).



OEDF/DMM

**JEPPESEN DAMMAM, SAUDI ARABIA**  
 3 JAN 20 10-9A KING FAHD INTL

| INS COORDINATES |                    |      |                      |                    |      |
|-----------------|--------------------|------|----------------------|--------------------|------|
| STAND No.       | COORDINATES        | ELEV | STAND No.            | COORDINATES        | ELEV |
| <b>APRON 1</b>  |                    |      | <b>APRON 2 CARGO</b> |                    |      |
| 6               | N26 27.7 E049 47.8 | 61   | 1, 2                 | N26 28.7 E049 47.4 | 62   |
| 7, 8            | N26 27.7 E049 47.8 | 62   | 3                    | N26 28.8 E049 47.4 | 62   |
| 9 thru 11       | N26 27.8 E049 47.8 | 62   | <b>APRON 5</b>       |                    |      |
| 12, 13          | N26 27.9 E049 47.8 | 62   | 2                    | N26 28.7 E049 48.7 | 66   |
| 13A             | N26 27.9 E049 47.7 | 62   | 3                    | N26 28.7 E049 48.7 | 65   |
| 14, 15          | N26 27.9 E049 47.8 | 62   | 4                    | N26 28.7 E049 48.8 | 66   |
| 15A             | N26 27.9 E049 47.7 | 62   | 5                    | N26 28.6 E049 48.7 | 65   |
| 16              | N26 28.0 E049 47.8 | 62   | 6                    | N26 28.6 E049 48.8 | 66   |
| 17, 18          | N26 28.0 E049 47.7 | 62   | <b>APRON 8</b>       |                    |      |
| 19 thru 21      | N26 28.1 E049 47.7 | 62   | 7 thru 9             | N26 28.8 E049 48.7 | 65   |
| 22 thru 24      | N26 28.2 E049 47.7 | 62   | 10, 11               | N26 28.8 E049 48.7 | 66   |
| 25              | N26 28.2 E049 47.6 | 62   | <b>APRON 8</b>       |                    |      |
| 25A             | N26 28.2 E049 47.7 | 62   | 2                    | N26 27.2 E049 49.1 | 77   |
| 26 thru 28A     | N26 28.3 E049 47.6 | 62   | 3 thru 5B            | N26 27.3 E049 49.2 | 77   |
| 29, 30          | N26 28.4 E049 47.6 | 62   | 6, 7                 | N26 27.3 E049 49.3 | 77   |
| 31              | N26 28.4 E049 47.6 | 61   | 8, 9                 | N26 27.3 E049 49.4 | 77   |
| 32              | N26 28.5 E049 47.5 | 60   | 10                   | N26 27.3 E049 49.5 | 77   |
| 201             | N26 27.6 E049 47.7 | 63   |                      |                    |      |
| 202             | N26 27.7 E049 47.7 | 63   |                      |                    |      |
| 203, 204        | N26 27.7 E049 47.6 | 63   |                      |                    |      |
| 205, 206        | N26 27.8 E049 47.6 | 63   |                      |                    |      |

|  |  |
|--|--|
|  |  |
|--|--|

| ADDITIONAL RUNWAY INFORMATION |                                   |     |                |                                |          |             |  |
|-------------------------------|-----------------------------------|-----|----------------|--------------------------------|----------|-------------|--|
| RWY                           | HIRL (60m) CL (15m) ALSF-II TDZ   | RVR | USABLE LENGTHS |                                | TAKE-OFF | WIDTH       |  |
|                               |                                   |     | Threshold      | Glide Slope                    |          |             |  |
| 16L<br>34R                    | HIRL (60m) CL (15m) ALSF-II TDZ ① | RVR |                | 12,090' 3685m<br>12,029' 3666m |          | 197'<br>60m |  |
| ① PAPI-L (angle 3.0°)         |                                   |     |                |                                |          |             |  |
| 16R<br>34L                    | HIRL (60m) CL (15m) ALSF-II TDZ ② | RVR |                | 12,090' 3685m                  |          | 197'<br>60m |  |
| ② PAPI-L (angle 3.0°)         |                                   |     |                |                                |          |             |  |

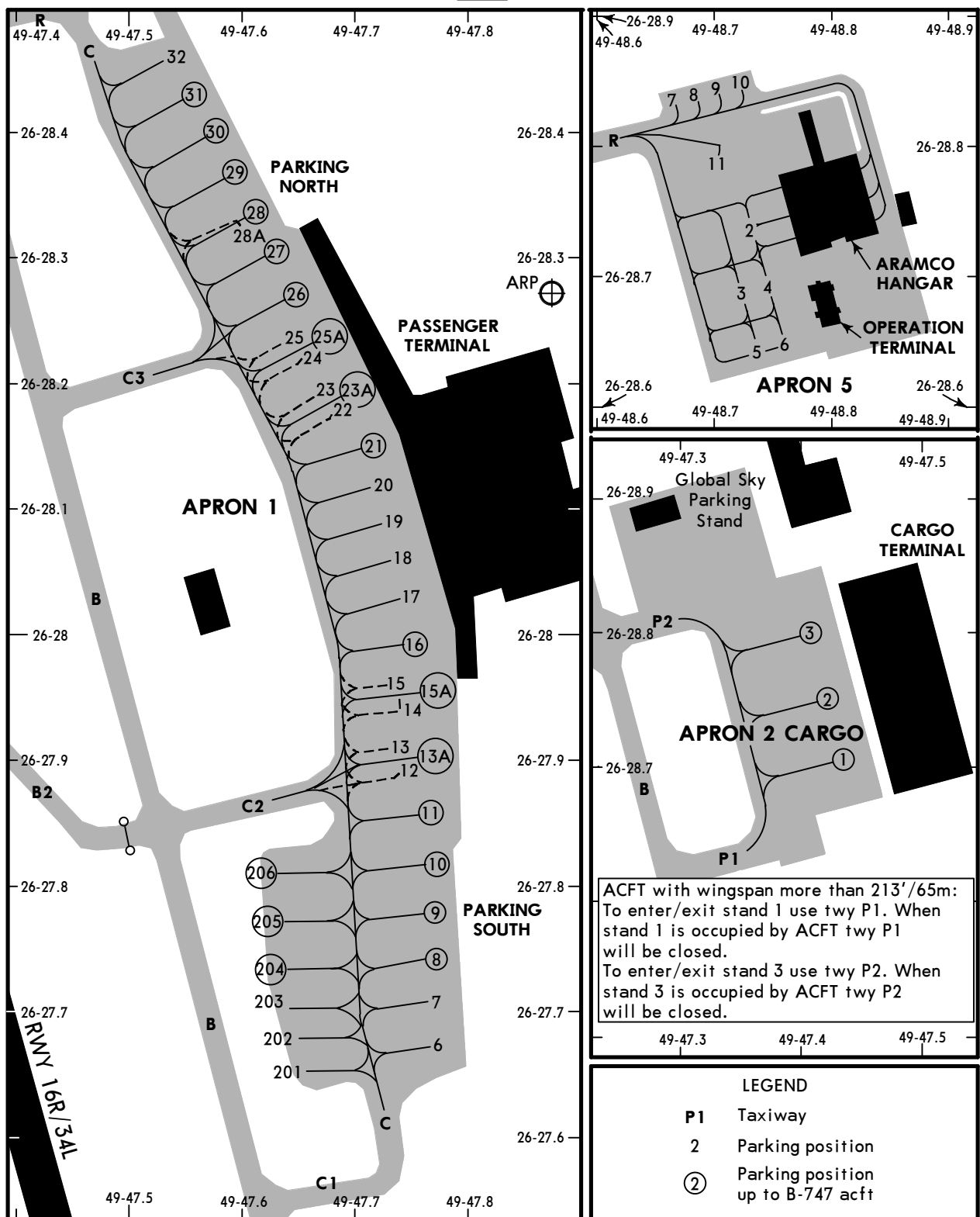
| TAKE-OFF        |           | FOR FILING AS ALTERNATE |               |
|-----------------|-----------|-------------------------|---------------|
| <b>All Rwys</b> |           |                         |               |
| STD             |           | Precision               | Non-Precision |
| 1 & 2<br>Eng    | VIS 1600m | A                       | 600'-         |
|                 |           | B                       | 800'-         |
| 3 & 4<br>Eng    | VIS 800m  | C                       | VIS 3200m     |
|                 |           | D                       | VIS 3200m     |

# OEDF/DMM

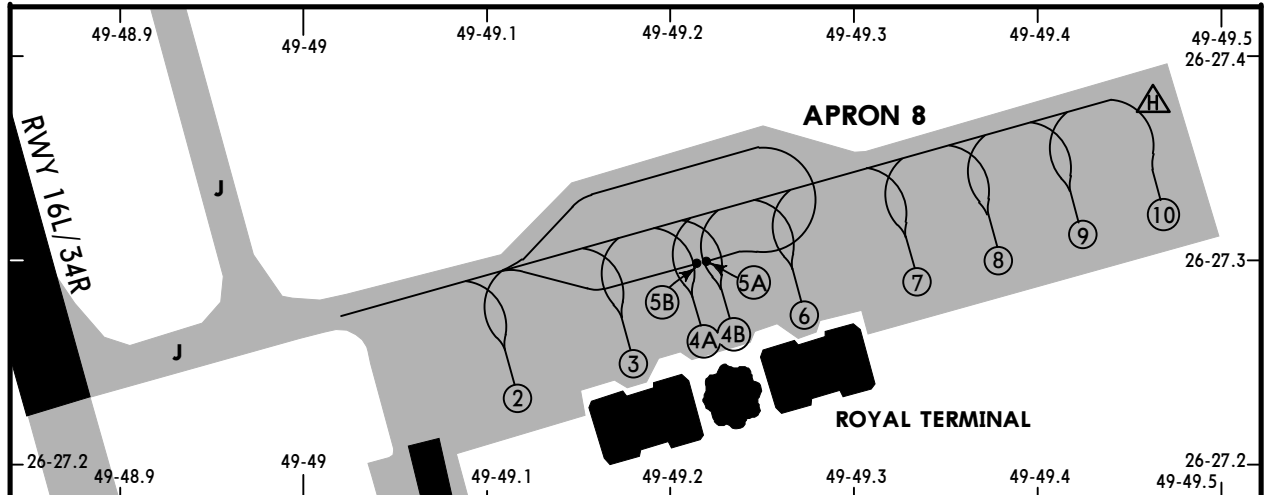
# JEPPesen DAMMAM, SAUDI ARABIA

3 JAN 20 (10-9B)

KING FAHD INTL



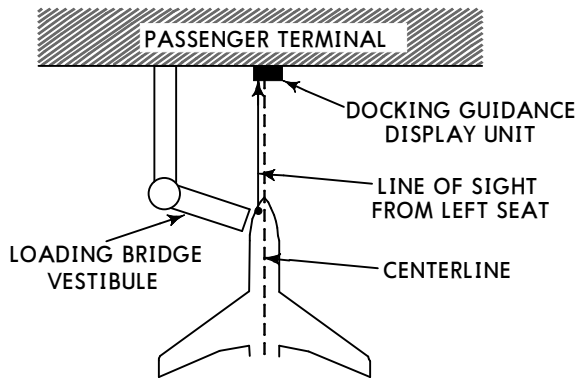
ACFT with wingspan more than 213'/65m:  
 To enter/exit stand 1 use twy P1. When stand 1 is occupied by ACFT twy P1 will be closed.  
 To enter/exit stand 3 use twy P2. When stand 3 is occupied by ACFT twy P2 will be closed.



CHANGES: Stopbar on Twy B2.

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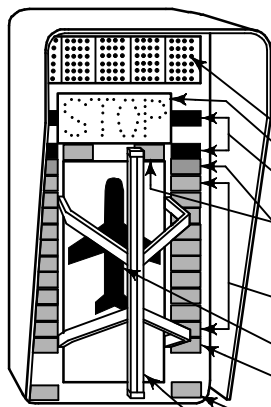
**STAND ENTRY GUIDANCE SYSTEM  
 AT PARKING POSITIONS 14 THRU 27 ON APRON 1**



**DESCRIPTION**

Pilot Interpreted Guidance System is aligned for use from left hand pilot seat. Display units are on free standing supports in front of the terminal to the right of the passenger jetties.

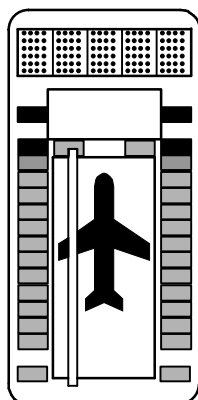
Configuration of acft position and loading bridge is different at each gate.



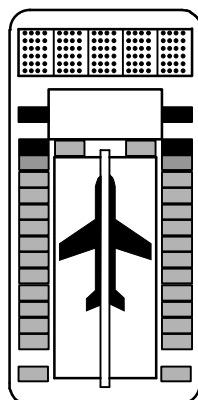
- a. Display indicating: Aircraft type, OK, TOO FAR, STOP SHORT.
- b. Red STOP is displayed (together with c.).
- c. Two pairs of red lights indicate that the parking posn is reached.
- d. A pair of green lights indicates stop position.
- e. A pair of flashing yellow lights indicates that the aircraft is 3' (1m) from the stopping point.
- f. 10 pairs of green lights show the closing rate of the acft. Each pair represents 3' (1m).
- g. Yellow aircraft silhouette.
- h. The first pair of green closing rate lamps are lit when the acft is 39' (12m) from stopping point.
- j. A pair of flashing green lights indicates that the gate is ready for docking. When the same pair stops flashing and shows steady light, it indicates that the acft entered the system.
- k. Green centerline guidance bar.

**DOCKING INSTRUCTIONS**

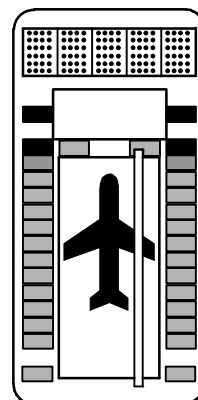
1. Follow taxi-in line and watch for centerline guidance on display unit. Keep the green bar over the yellow acft silhouette (g. & k.).
2. Check correct acft type is lit (a.).
3. Check pair of flashing green lights are lit - ready for docking (j.).
4. The nose wheel will activate a sensor every 3' (1m) the last 39' (12m) to stop and light corresponding pair of green lights (d. & e.) showing acft position in dock (f. & h.).  
 When yellow lights are lit the acft is 3' (1m) from stopping position (e.).
5. Four red lights are simultaneously lit and display indicates 'STOP' (a. & c.).
6. If stop position is passed, the display indicates 'TOO FAR' (a.). Push back might be necessary.
7. Display indicates 'STOP SHORT' if acft needs to be stopped during its approach to the gate prior to reaching docking position.
8. 20 seconds after correct parking the system is switched off.



TURN LEFT



ON CENTERLINE



TURN RIGHT

OEDF/DMM

**JEPPESEN**

**Standard**

26 JUL 19 **10-9S**

**DAMMAM, SAUDI ARABIA**  
KING FAHD INTL

| STRAIGHT-IN RWY |               | A                 | B                 | C                 | D                 |
|-----------------|---------------|-------------------|-------------------|-------------------|-------------------|
| <b>16L</b>      | ILS           | <b>259'(200')</b> | <b>259'(200')</b> | <b>259'(200')</b> | <b>259'(200')</b> |
|                 | FULL          | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      |
|                 | TDZ or CL out | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     |
|                 | ALS out       | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | <b>②LOC</b>   | <b>420'(361')</b> | <b>420'(361')</b> | <b>420'(361')</b> | <b>420'(361')</b> |
|                 |               | <b>R1000m</b>     | <b>R1000m</b>     | <b>R1000m</b>     | <b>R1000m</b>     |
|                 | ALS out       | <b>R1500m</b>     | <b>R1500m</b>     | <b>R1700m</b>     | <b>R1700m</b>     |
| <b>16R</b>      | ILS           | <b>248'(200')</b> | <b>248'(200')</b> | <b>248'(200')</b> | <b>248'(200')</b> |
|                 | FULL          | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      |
|                 | TDZ or CL out | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     |
|                 | ALS out       | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | <b>②LOC</b>   | <b>340'(292')</b> | <b>340'(292')</b> | <b>340'(292')</b> | <b>340'(292')</b> |
|                 |               | <b>R750m</b>      | <b>R750m</b>      | <b>R750m</b>      | <b>R750m</b>      |
|                 | ALS out       | <b>R1400m</b>     | <b>R1400m</b>     | <b>R1400m</b>     | <b>R1400m</b>     |
|                 | <b>②VOR</b>   | <b>460'(412')</b> | <b>460'(412')</b> | <b>460'(412')</b> | <b>460'(412')</b> |
|                 |               | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | ALS out       | <b>R1500m</b>     | <b>R1500m</b>     | <b>R1900m</b>     | <b>R1900m</b>     |
| <b>34L</b>      | ILS           | <b>256'(200')</b> | <b>256'(200')</b> | <b>263'(207')</b> | <b>273'(217')</b> |
|                 | FULL          | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      |
|                 | TDZ or CL out | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     |
|                 | ALS out       | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | <b>②LOC</b>   | <b>420'(364')</b> | <b>420'(364')</b> | <b>420'(364')</b> | <b>420'(364')</b> |
|                 |               | <b>R1000m</b>     | <b>R1000m</b>     | <b>R1000m</b>     | <b>R1000m</b>     |
|                 | ALS out       | <b>R1500m</b>     | <b>R1500m</b>     | <b>R1700m</b>     | <b>R1700m</b>     |
|                 | <b>②VOR</b>   | <b>490'(434')</b> | <b>490'(434')</b> | <b>490'(434')</b> | <b>490'(434')</b> |
|                 |               | <b>R1300m</b>     | <b>R1300m</b>     | <b>R1300m</b>     | <b>R1300m</b>     |
|                 | ALS out       | <b>R1500m</b>     | <b>R1500m</b>     | <b>R2000m</b>     | <b>R2000m</b>     |
| <b>34R</b>      | ILS           | <b>272'(200')</b> | <b>272'(200')</b> | <b>272'(200')</b> | <b>272'(200')</b> |
|                 | FULL          | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      | <b>R550m</b>      |
|                 | TDZ or CL out | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     | <b>①R550m</b>     |
|                 | ALS out       | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | <b>②LOC</b>   | <b>480'(408')</b> | <b>480'(408')</b> | <b>480'(408')</b> | <b>480'(408')</b> |
|                 |               | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     | <b>R1200m</b>     |
|                 | ALS out       | <b>R1500m</b>     | <b>R1500m</b>     | <b>R1900m</b>     | <b>R1900m</b>     |
|                 | <b>②VOR</b>   | <b>510'(438')</b> | <b>510'(438')</b> | <b>510'(438')</b> | <b>510'(438')</b> |
|                 |               | <b>R1300m</b>     | <b>R1300m</b>     | <b>R1300m</b>     | <b>R1300m</b>     |
|                 | ALS out       | <b>R2000m</b>     | <b>R2000m</b>     | <b>R2000m</b>     | <b>R2000m</b>     |

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

② Continuous Descent Final Approach.

| CIRCLE-TO-LAND | 100 KT            | 135 KT            | 180 KT            | 205 KT            |
|----------------|-------------------|-------------------|-------------------|-------------------|
|                | <b>710'(638')</b> | <b>710'(638')</b> | <b>810'(738')</b> | <b>810'(738')</b> |
|                | <b>V2900m</b>     | <b>V2900m</b>     | <b>V3400m</b>     | <b>V3600m</b>     |

OEDF/DMM

 **JEPPESEN**

**Standard**

26 JUL 19 (10-9S1)

**DAMMAM, SAUDI ARABIA**  
KING FAHD INTL

**TAKE-OFF**

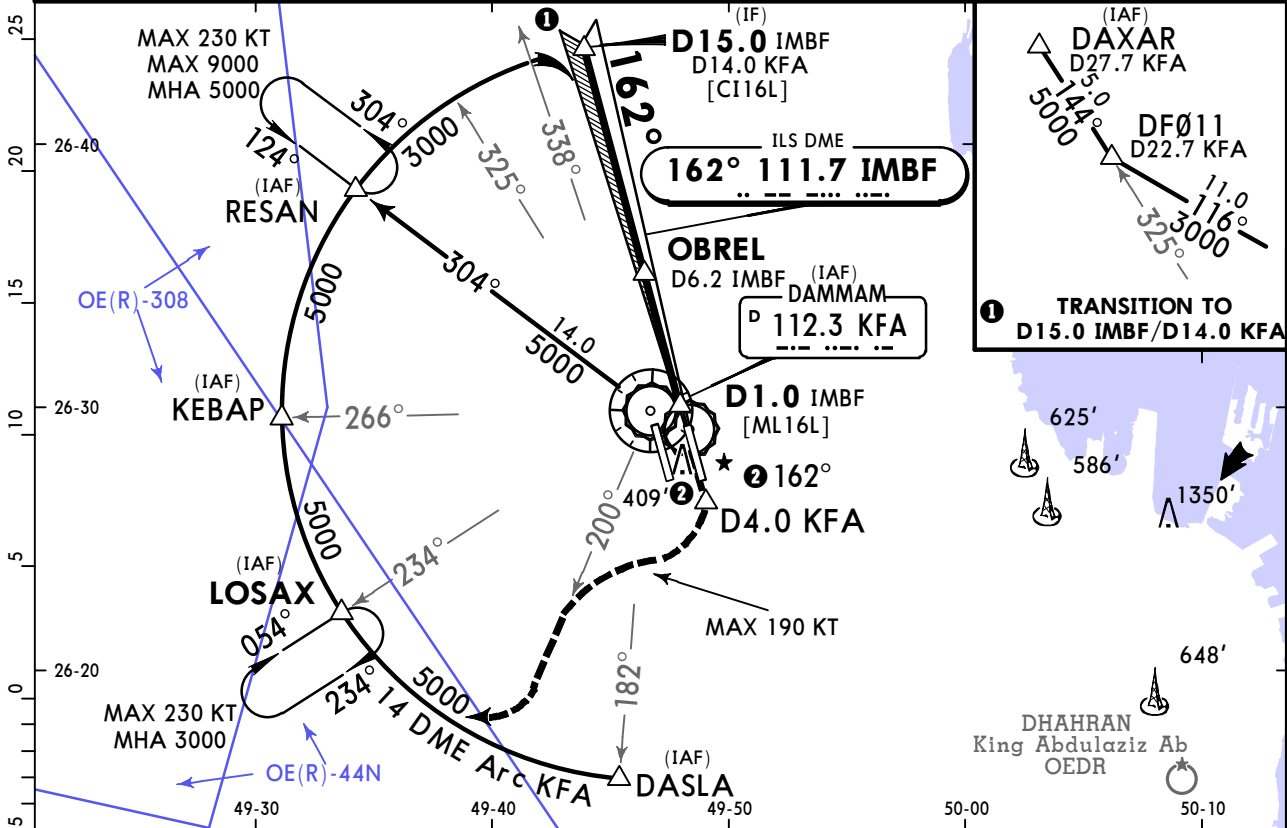
|              |           |
|--------------|-----------|
|              | STD       |
| 1 & 2<br>Eng | VIS 1600m |
| 3 & 4<br>Eng | VIS 800m  |

# OEDF/DMM KING FAHD INTL

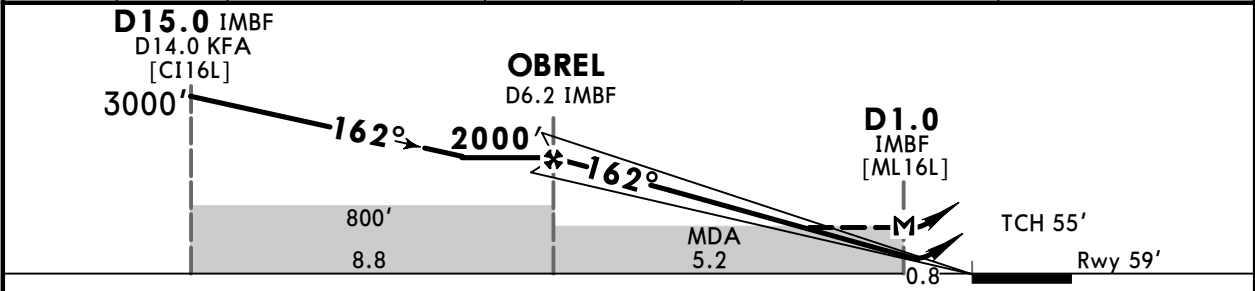
# JEPPESEN DAMMAM, SAUDI ARABIA

25 JAN 19 (11-1) Eff 31 Jan ILS or LOC Rwy 16L

|   |                     |               |             |              |            |                        |             |
|---|---------------------|---------------|-------------|--------------|------------|------------------------|-------------|
| D-ATIS  | DAMMAM Approach (R) |               |             | DAMMAM Tower |            | Ground                 |             |
| 128.05  | 126.3               | 126.1         | 125.0       | West 124.35  | East 118.2 | West 121.75            | East 121.65 |
| LOC IMBF  | Final Apch Crs      | GS OBREL      | ILS DA(H)   | Apt Elev 72' |            | 2500<br>MSA<br>KFA VOR |             |
| 111.7   | 162°                | 2000' (1941') | 259' (200') | Rwy 59'      |            |                        |             |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D4.0 KFA turn RIGHT (MAX 190 KT) to establish R-200 KFA, then turn RIGHT to join 14 DME Arc KFA to LOSAX and hold at 3000', then follow ATC instruction.</b> |                     |               |             |              |            |                        |             |
| Alt Set: hPa    Rwy Elev: 2 hPa    Trans level: FL 150    Trans alt: 13000'   |                     |               |             |              |            |                        |             |
| 1. DME required. 2. If DME IMBF not available, procedure not authorized.  |                     |               |             |              |            |                        |             |



|              |          |       |       |       |      |      |
|--------------|----------|-------|-------|-------|------|------|
| LOC (GS out) | IMBF DME | 5.0   | 4.0   | 3.0   | 2.0  | 1.0  |
|              | ALTITUDE | 1660' | 1340' | 1020' | 700' | 380' |
| LOC (GS out) | KFA DME  | 5.0   | 4.0   | 3.0   | 2.0  | 1.0  |
|              | ALTITUDE | 1640' | 1330' | 1010' | 690' | 690' |



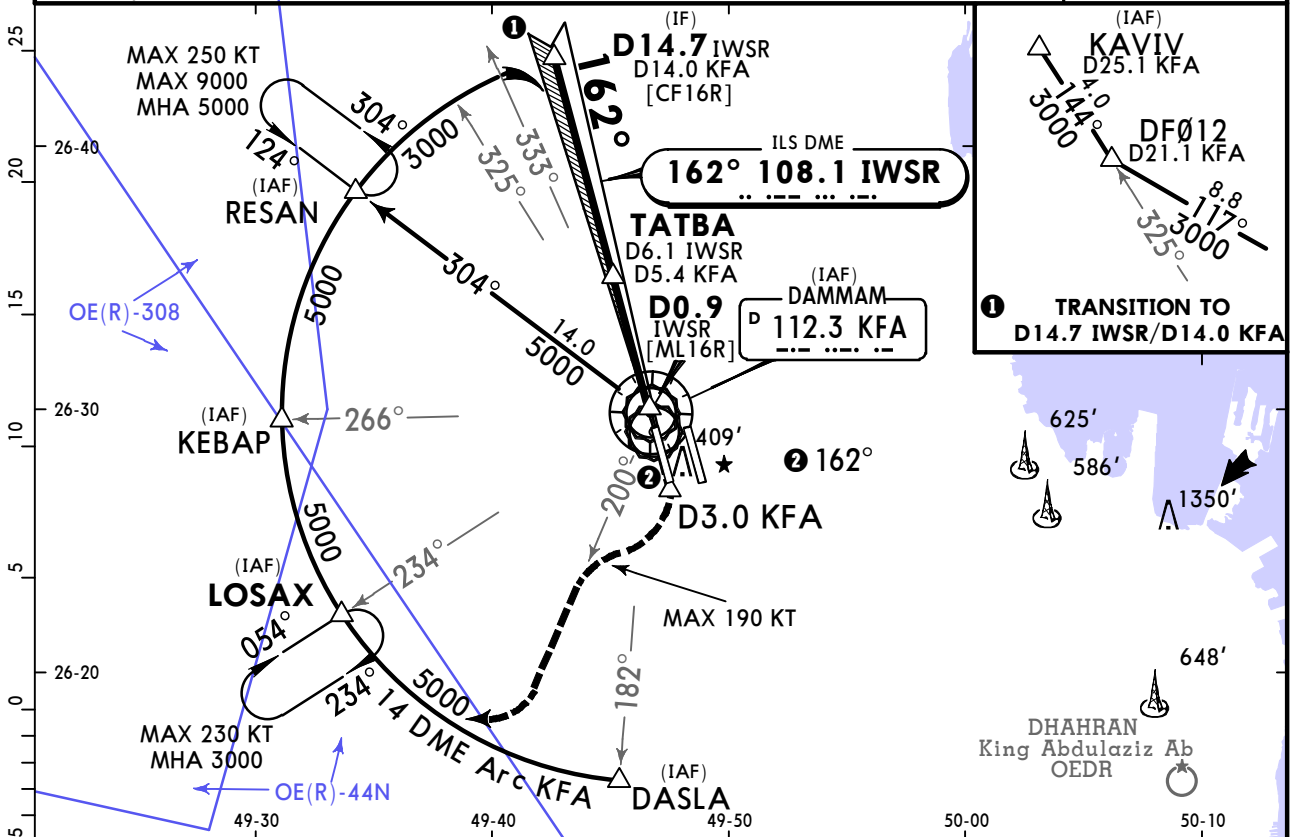
|                             |       |     |     |     |     |     |                  |       |                   |
|-----------------------------|-------|-----|-----|-----|-----|-----|------------------|-------|-------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II<br>PAPI | 3000' | D4.0 KFA on R-200 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |       |                   |
| MAP at D1.0 IMBF            |       |     |     |     |     |     |                  |       |                   |

|                             |                      |                      |                                 |         |                           |         |                   |
|-----------------------------|----------------------|----------------------|---------------------------------|---------|---------------------------|---------|-------------------|
| STRAIGHT-IN LANDING RWY 16L |                      |                      |                                 |         | CIRCLE-TO-LAND (PANS OPS) |         |                   |
| ILS DA(H) 259' (200')       |                      |                      | LOC (GS out) MDA(H) 420' (361') |         |                           | Max Kts | MDA(H)            |
| FULL                        | TDZ or CL out        | ALS out              |                                 | ALS out |                           |         |                   |
| A                           | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m                           | 1000m   | RVR 1500m<br>VIS 1600m    | 100     | 710' (638') 2900m |
| B                           |                      |                      |                                 |         |                           | 135     | 710' (638') 2900m |
| C                           |                      |                      |                                 |         |                           | 180     | 810' (738') 3400m |
| D                           |                      |                      |                                 |         |                           | 205     | 810' (738') 3600m |

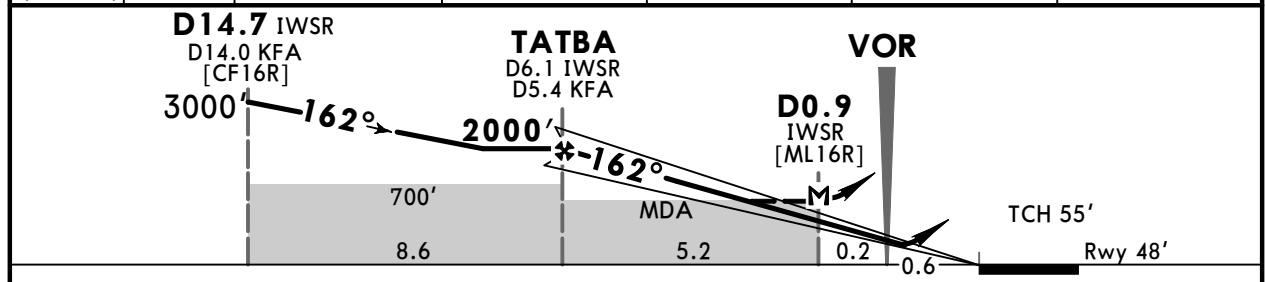
# OEDF/DMM KING FAHD INTL

**JEPPesen DAMMAM, SAUDI ARABIA**  
25 JAN 19 **(11-2) Eff 31 Jan** ILS or LOC Rwy 16R

|   |   |  |                                 |  |  |   |  |
|---|---|--|---------------------------------|--|--|---|--|
| D-ATIS<br><b>128.05</b>   | DAMMAM Approach (R)<br><b>126.3 126.1 125.0</b> |  |                                 | DAMMAM Tower<br>West <b>124.35</b> East <b>118.2</b> |  | Ground<br>West <b>121.75</b> East <b>121.65</b> |  |
| LOC IWSR<br><b>108.1</b>  | Final Apch Crs<br><b>162°</b>                   | GS<br><b>TATBA</b><br><b>2000'</b> (1952') | ILS DA(H)<br><b>248'</b> (200') | Apt Elev 72'<br>Rwy 48'                              |  |   |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D3.0 KFA turn RIGHT to establish R-200 KFA (MAX 190 KT), then turn RIGHT to join 14 DME Arc KFA to LOSAX and hold at 3000', then follow ATC instruction.</b> |   |  |                                 |  |  |   |  |
| Alt Set: hPa  |   | Rwy Elev: 2 hPa                            |                                 | Trans level: FL 150                                  |  | Trans alt: 13000'                               |  |
| DME required.   |   |  |                                 |  |  |   |  |



|              |          |       |       |       |      |      |
|--------------|----------|-------|-------|-------|------|------|
| LOC (GS out) | IWSR DME | 5.0   | 4.0   | 3.0   | 2.0  | 1.0  |
|              | ALTITUDE | 1638' | 1320' | 1001' | 683' | 364' |
| LOC (GS out) | KFA DME  | 5.0   | 4.0   | 3.0   | 2.0  | 1.0  |
|              | ALTITUDE | 1620' | 1310' | 990'  | 680' | 360' |



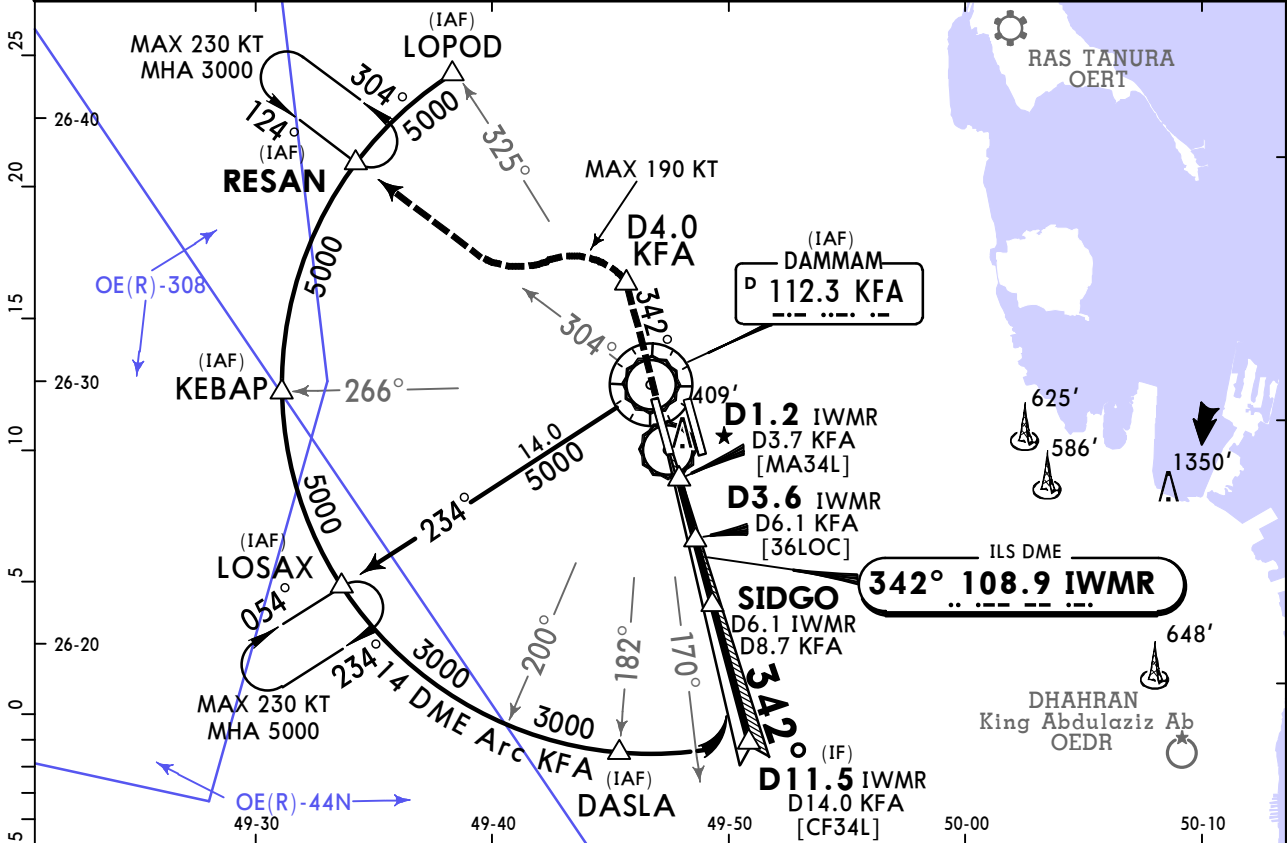
|                             |       |     |     |     |     |     |                     |     |
|-----------------------------|-------|-----|-----|-----|-----|-----|---------------------|-----|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI<br> |     |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                     | 849 |
| MAP at D0.9 IWSR            |       |     |     |     |     |     |                     |     |

|                                 |                      |                      |   |                        |                           |             |       |
|---------------------------------|----------------------|----------------------|---|------------------------|---------------------------|-------------|-------|
| STRAIGHT-IN LANDING RWY 16R     |                      |                      |   |                        | CIRCLE-TO-LAND (PANS OPS) |             |       |
| ILS<br>DA(H) <b>248'</b> (200') |                      |                      | LOC (GS out)<br>MDA(H) <b>340'</b> (292') |                        |                           |             |       |
| FULL                            | TDZ or CL out        | ALS out              |   | ALS out                | Max Kts                   | MDA(H)      |       |
| A                               |                      |                      |   |                        | 100                       | 710' (638') | 2900m |
| B                               |                      |                      |   |                        | 135                       | 710' (638') | 2900m |
| C                               | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m                                     | RVR 1500m<br>VIS 1600m | 180                       | 810' (738') | 3400m |
| D                               |                      |                      | 1200m                                     |                        | 205                       | 810' (738') | 3600m |

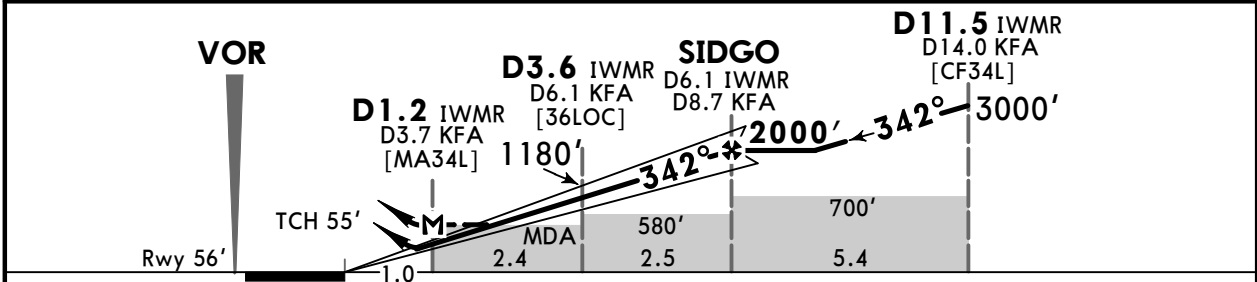
# OEDF/DMM KING FAHD INTL

**JEPPesen DAMMAM, SAUDI ARABIA**  
25 JAN 19 (11-3) Eff 31 Jan ILS or LOC Rwy 34L

|   |                             |                                  |                                     |                                      |                         |               |                        |                |
|---|-----------------------------|----------------------------------|-------------------------------------|--------------------------------------|-------------------------|---------------|------------------------|----------------|
| BRIEFING STRIP™   | D-ATIS                      | DAMMAM Approach (R)              |                                     |                                      | DAMMAM Tower            |               | Ground                 |                |
|   | 128.05                      | 126.3                            | 126.1                               | 125.0                                | West<br>124.35          | East<br>118.2 | West<br>121.75         | East<br>121.65 |
|   | LOC<br>IWMR<br><b>108.9</b> | Final<br>Apch Crs<br><b>342°</b> | GS<br>SIDGO<br><b>2000'</b> (1944') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 72'<br>Rwy 56' |               | 2500<br>MSA<br>KFA VOR |                |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D4.0 KFA turn LEFT (MAX 190 KT) establish R-304 KFA to D14.0 KFA RESAN and hold at 3000', then follow ATC instruction.</b> |                             |                                  |                                     |                                      |                         |               |                        |                |
| Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: FL 150      Trans alt: 13000'<br>DME required.  |                             |                                  |                                     |                                      |                         |               |                        |                |



|              |          |      |       |       |       |       |
|--------------|----------|------|-------|-------|-------|-------|
| LOC (GS out) | IWMR DME | 1.0  | 2.0   | 3.0   | 4.0   | 5.0   |
|              | ALTITUDE | 373' | 691'  | 1009' | 1328' | 1646' |
| LOC (GS out) | KFA DME  | 5.0  | 6.0   | 7.0   | 8.0   |       |
|              | ALTITUDE | 830' | 1150' | 1470' | 1780' |       |



|                             |       |     |     |     |     |     |                  |       |                   |
|-----------------------------|-------|-----|-----|-----|-----|-----|------------------|-------|-------------------|
| Gnd speed-Kts               | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II<br>PAPI | 3000' | D4.0 KFA on R-304 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |       |                   |
| MAP at D1.2 IWMR/D3.7 KFA   |       |     |     |     |     |     |                  |       |                   |

|  |                      |                      |       |         |   |                        |                           |         |                   |
|--|----------------------|----------------------|-------|---------|---|------------------------|---------------------------|---------|-------------------|
| ILS STRAIGHT-IN LANDING RWY 34L<br>DA(H) AB: <b>256'</b> (200') D: <b>273'</b> (217')<br>C: <b>263'</b> (207') |                      |                      |       |         | LOC (GS out)<br>MDA(H) <b>420'</b> (364') |                        | CIRCLE-TO-LAND (PANS OPS) |         |                   |
| FULL   |                      | TDZ or CL out        |       | ALS out |   | ALS out                |                           | Max Kts | MDA(H)            |
| A  |                      |                      |       |         |   |                        |                           | 100     | 710' (638') 2900m |
| B  |                      |                      |       |         | 1000m                                     |                        |                           | 135     | 710' (638') 2900m |
| C  | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m |         |   | RVR 1500m<br>VIS 1600m |                           | 180     | 810' (738') 3400m |
| D  |                      |                      |       | 1200m   |   |                        |                           | 205     | 810' (738') 3600m |

TERPS

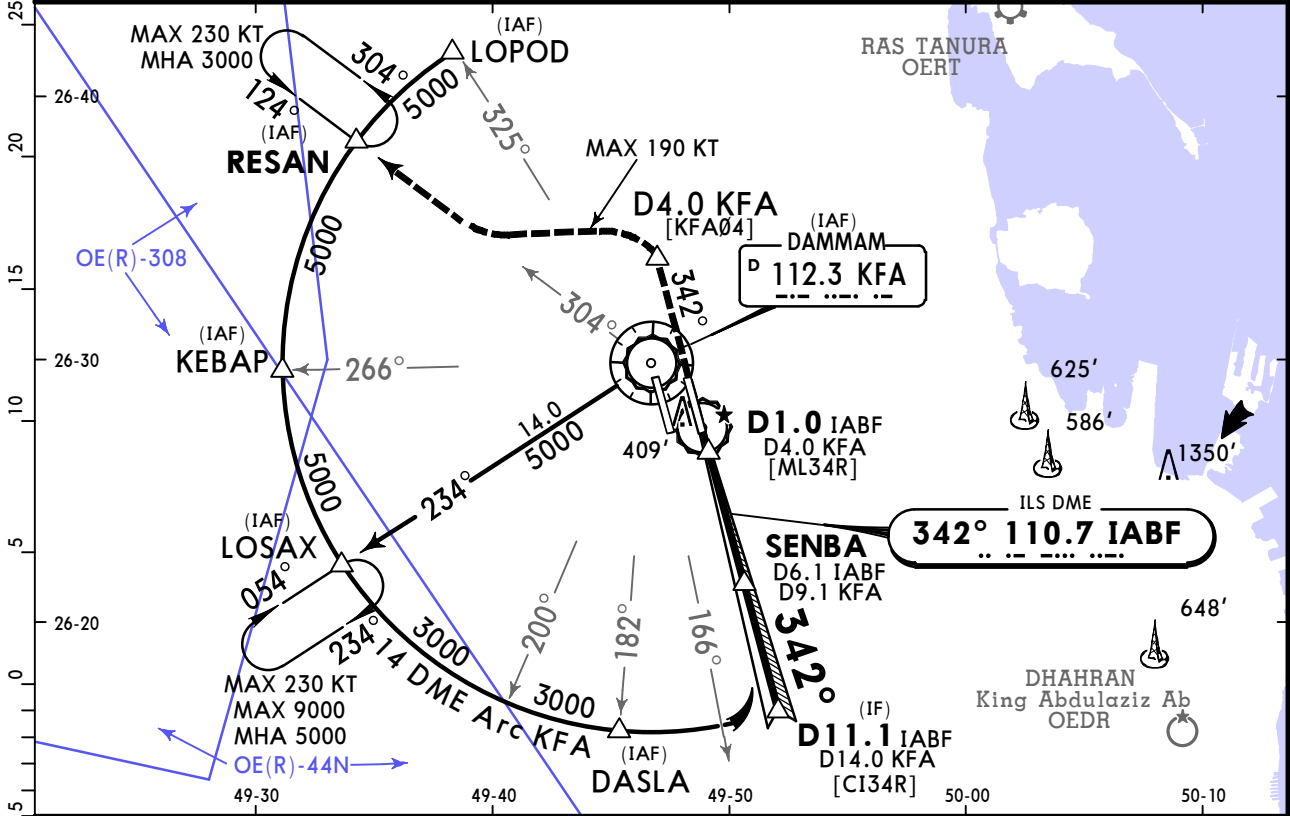
CHANGES: New procedure.

# OEDF/DMM KING FAHD INTL

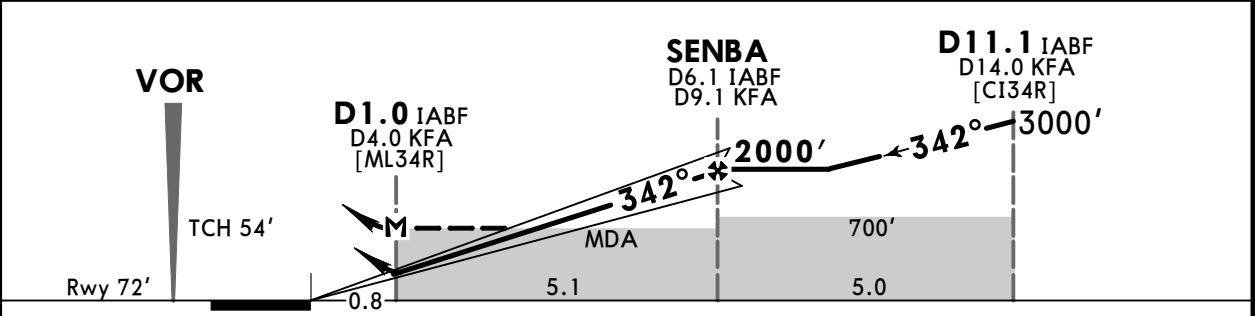
# JEPPESEN DAMMAM, SAUDI ARABIA

25 JAN 19 **11-4** Eff 31 Jan ILS or LOC Rwy 34R

|  |                               |                    |               |                     |                                 |                         |                                    |  |
|--|-------------------------------|--------------------|---------------|---------------------|---------------------------------|-------------------------|------------------------------------|--|
| D-ATIS   | DAMMAM Approach (R)           |                    |               | DAMMAM Tower        |                                 | Ground                  |                                    |  |
| 128.05   | 126.3                         | 126.1              | 125.0         | West 124.35         | East 118.2                      | West 121.75             | East 121.65                        |  |
| LOC IABF<br><b>110.7</b>   | Final Apch Crs<br><b>342°</b> | GS<br><b>SENBA</b> | 2000' (1928') |                     | ILS DA(H)<br><b>272' (200')</b> | Apt Elev 72'<br>Rwy 72' |                                    |  |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D4.0 KFA turn LEFT (MAX 190 KT) to establish R-304 KFA to D14.0 KFA RESAN and hold at 3000', then follow ATC instruction.</b> |                               |                    |               |                     |                                 |                         | <p>2500</p> <p>MSA<br/>KFA VOR</p> |  |
| Alt Set: hPa   |                               | Rwy Elev: 3 hPa    |               | Trans level: FL 150 |                                 | Trans alt: 13000'       |                                    |  |
| DME required.  |                               |                    |               |                     |                                 |                         |                                    |  |



|              |          |      |       |       |       |       |
|--------------|----------|------|-------|-------|-------|-------|
| LOC (GS out) | IABF DME | 1.0  | 2.0   | 3.0   | 4.0   | 5.0   |
|              | ALTITUDE | 380' | 700'  | 1020' | 1340' | 1660' |
| LOC (GS out) | KFA DME  | 5.0  | 6.0   | 7.0   | 8.0   |       |
|              | ALTITUDE | 690' | 1010' | 1320' | 1640' |       |



|                             |       |    |     |     |     |     |                     |                                       |     |     |     |     |     |     |
|-----------------------------|-------|----|-----|-----|-----|-----|---------------------|---------------------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts               | 70    | 90 | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI<br> | 3000'<br>↑<br>D4.0 KFA on R-304<br>LT |     |     |     |     |     |     |
| ILS GS or LOC Descent Angle | 3.00° |    |     |     |     |     |                     |                                       | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 IABF/D4.0 KFA   |       |    |     |     |     |     |                     |                                       |     |     |     |     |     |     |

|                              |                      |                      |  |       |                           |         |                   |
|------------------------------|----------------------|----------------------|--|-------|---------------------------|---------|-------------------|
| STRAIGHT-IN LANDING RWY 34R  |                      |                      |  |       | CIRCLE-TO-LAND (PANS OPS) |         |                   |
| ILS DA(H) <b>272' (200')</b> |                      |                      | LOC (GS out) MDA(H) <b>480' (408')</b> |       |                           | Max Kts | MDA(H)            |
| FULL                         | TDZ or CL out        | ALS out              |  |       | ALS out                   |         |                   |
| A                            |                      |                      |  |       |                           | 100     | 710' (638') 2900m |
| B                            |                      |                      |  |       |                           | 135     | 710' (638') 2900m |
| C                            | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m                                  | 1200m | RVR 1500m<br>VIS 1600m    | 180     | 810' (738') 3400m |
| D                            |                      |                      |  |       |                           | 205     | 810' (738') 3600m |

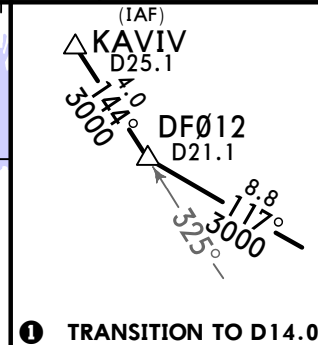
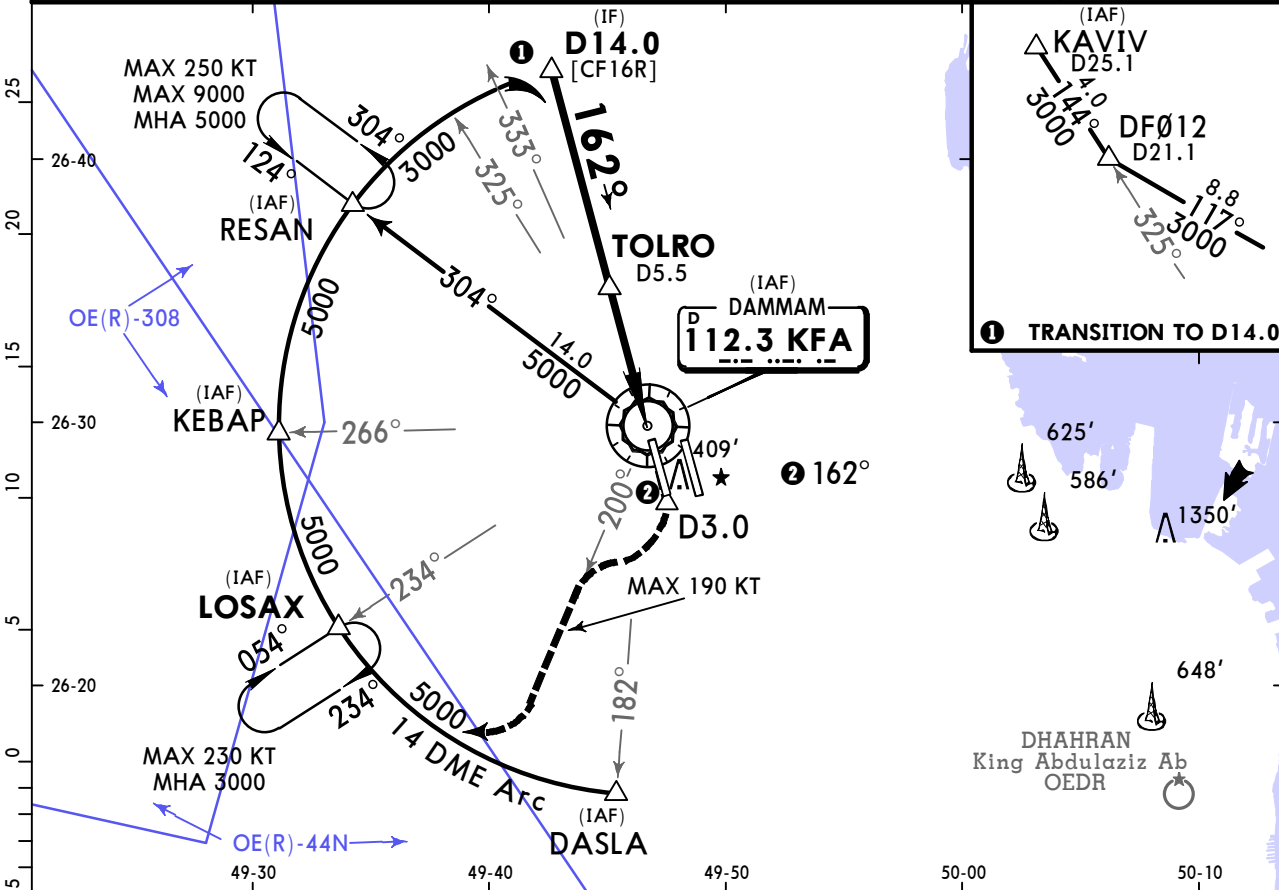
CHANGES: New procedure.

# OEDF/DMM KING FAHD INTL

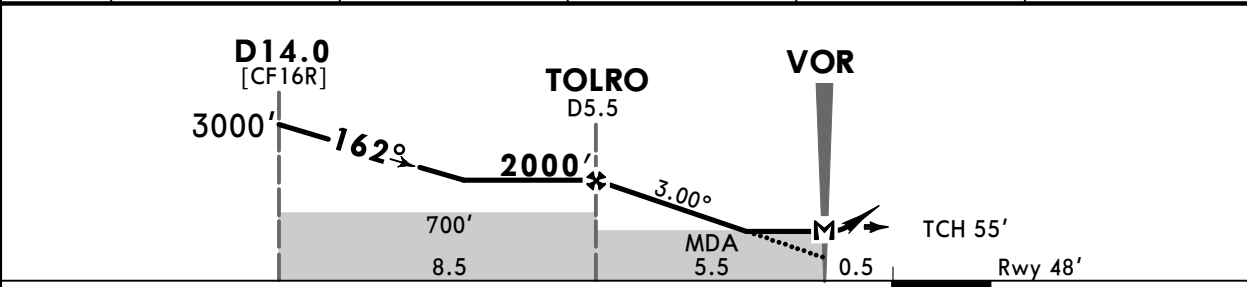
25 JAN 19 **(13-1)** Eff 31 Jan

# JEPPESSEN DAMMAM, SAUDI ARABIA VOR Rwy 16R

|  |                            |                                  |  |                     |                              |                         |                |                            |
|--|----------------------------|----------------------------------|--|---------------------|------------------------------|-------------------------|----------------|----------------------------|
| BRIEFING STRIP™  | D-ATIS                     | DAMMAM Approach (R)              |  |                     | DAMMAM Tower                 |                         | Ground         |                            |
|  | 128.05                     | 126.3                            | 126.1  | 125.0               | West<br>124.35               | East<br>118.2           | West<br>121.75 | East<br>121.65             |
|  | VOR<br>KFA<br><b>112.3</b> | Final<br>Apch Crs<br><b>162°</b> | Minimum Alt<br><b>TOLRO</b><br>2000' (1952') |                     | MDA(H)<br><b>460'</b> (412') | Apt Elev 72'<br>Rwy 48' |                | 2500<br><br>MSA<br>KFA VOR |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D3.0 turn RIGHT (MAX 190 KT) to establish R-200, then turn RIGHT to join 14 DME Arc to LOSAX and hold, then follow ATC instruction.</b> |                            |                                  |  |                     |                              |                         |                |                            |
| Alt Set: hPa   |                            | Rwy Elev: 2 hPa                  |  | Trans level: FL 150 |                              | Trans alt: 13000'       |                |                            |
| DME required.  |                            |                                  |  |                     |                              |                         |                |                            |



|          |       |       |       |      |      |
|----------|-------|-------|-------|------|------|
| KFA DME  | 5.0   | 4.0   | 3.0   | 2.0  | 1.0  |
| ALTITUDE | 1860' | 1540' | 1220' | 910' | 590' |



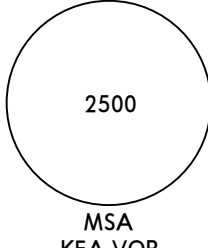
|               |       |     |     |     |     |     |                 |       |                     |              |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|-------|---------------------|--------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI | 3000' | D3.0<br>on<br>R-200 | KFA<br>112.3 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |                 |       |                     |              |
| MAP at VOR    |       |     |     |     |     |     |                 |       |                     |              |

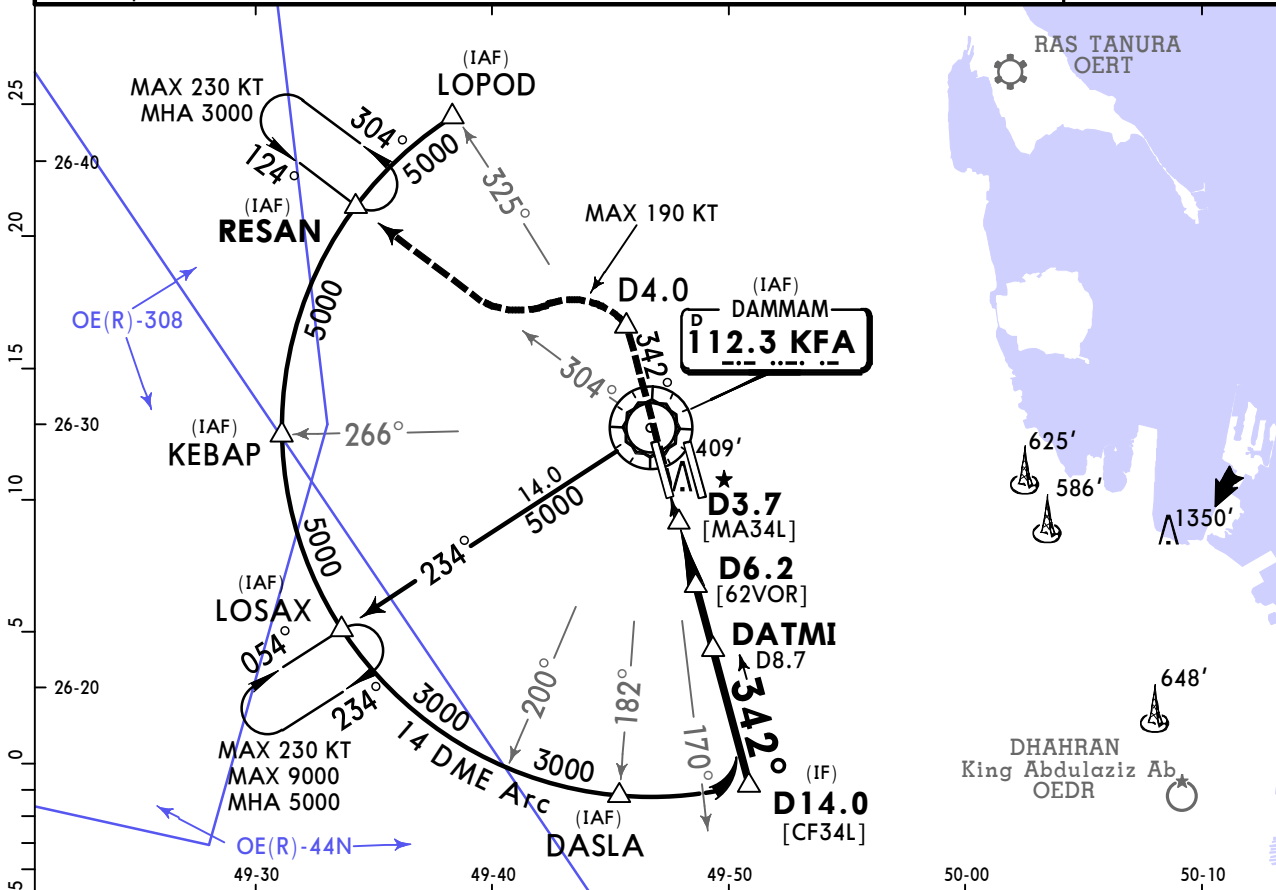
|                             |   |                        |  |                           |             |             |       |
|-----------------------------|---|------------------------|--|---------------------------|-------------|-------------|-------|
| STRAIGHT-IN LANDING RWY 16R |   |                        |  | CIRCLE-TO-LAND (PANS OPS) |             |             |       |
| MDA(H) <b>460'</b> (412')   |   |                        |  | ALS out                   |             |             |       |
| TERPS                       | A |                        |  | RVR 1500m<br>VIS 1600m    | Max Kts     | MDA(H)      |       |
|                             | B | 1200m                  |  |                           | 100         | 710' (638') | 2900m |
|                             | C |                        |  |                           | 135         | 710' (638') | 2900m |
|                             | D | RVR 1500m<br>VIS 1600m |  |                           | 180         | 810' (738') | 3400m |
|                             |   |                        |  | 205                       | 810' (738') | 3600m       |       |

# OEDF/DMM KING FAHD INTL

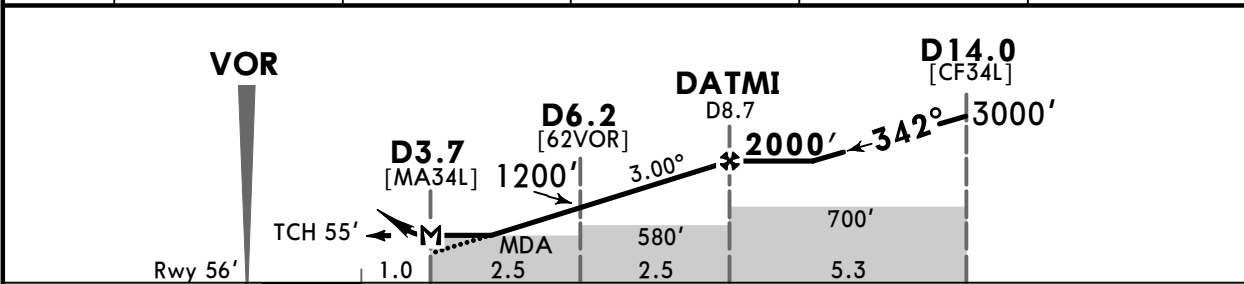
25 JAN 19 **(13-2)** Eff 31 Jan

# JEPPESSEN DAMMAM, SAUDI ARABIA VOR Rwy 34L

|  |                            |                                  |  |                     |                              |                   |                         |   |
|--|----------------------------|----------------------------------|--|---------------------|------------------------------|-------------------|-------------------------|---|
| BRIEFING STRIP™  | D-ATIS                     | DAMMAM Approach (R)              |  |                     | DAMMAM Tower                 |                   | Ground                  |   |
|  | 128.05                     | 126.3                            | 126.1  | 125.0               | West<br>124.35               | East<br>118.2     | West<br>121.75          | East<br>121.65  |
|  | VOR<br>KFA<br><b>112.3</b> | Final<br>Apch Crs<br><b>342°</b> | Minimum Alt<br>DATMI<br><b>2000'</b> (1944') |                     | MDA(H)<br><b>490'</b> (434') |                   | Apt Elev 72'<br>Rwy 56' |   |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D4.0 turn LEFT (MAX 190 KT) to establish R-304 to D14.0 RESAN and hold at 3000', then follow ATC instruction.</b> |                            |                                  |  |                     |                              |                   |                         |  |
| Alt Set: hPa   |                            | Rwy Elev: 2 hPa                  |  | Trans level: FL 150 |                              | Trans alt: 13000' |                         |   |
| DME required.  |                            |                                  |  |                     |                              |                   |                         |   |



|          |      |      |       |       |       |
|----------|------|------|-------|-------|-------|
| KFA DME  | 4.0  | 5.0  | 6.0   | 7.0   | 8.0   |
| ALTITUDE | 520' | 830' | 1150' | 1470' | 1780' |



|               |       |     |     |     |     |     |                 |       |      |                             |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|-------|------|-----------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI | 3000' | D4.0 | KFA<br>on<br>112.3<br>R-304 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |                 |       |      |                             |
| MAP at D3.7   |       |     |     |     |     |     |                 |       |      |                             |

|                             |                        |  |                        |                           |     |      |        |       |
|-----------------------------|------------------------|--|------------------------|---------------------------|-----|------|--------|-------|
| STRAIGHT-IN LANDING RWY 34L |                        |  |                        | CIRCLE-TO-LAND (PANS OPS) |     |      |        |       |
| MDA(H) <b>490'</b> (434')   |                        |  |                        | Max Kts                   |     |      |        |       |
| ALS out                     |                        |  |                        | MDA(H)                    |     |      |        |       |
| A                           | 1300m                  |  | RVR 1500m<br>VIS 1600m |                           | 100 | 710' | (638') | 2900m |
| B                           | 1300m                  |  | RVR 1500m<br>VIS 1600m |                           | 135 | 710' | (638') | 2900m |
| C                           | RVR 1500m<br>VIS 1600m |  | RVR 1500m<br>VIS 1600m |                           | 180 | 810' | (738') | 3400m |
| D                           | RVR 1500m<br>VIS 1600m |  | RVR 1500m<br>VIS 1600m |                           | 205 | 810' | (738') | 3600m |

TERPS

# OEDF/DMM KING FAHD INTL

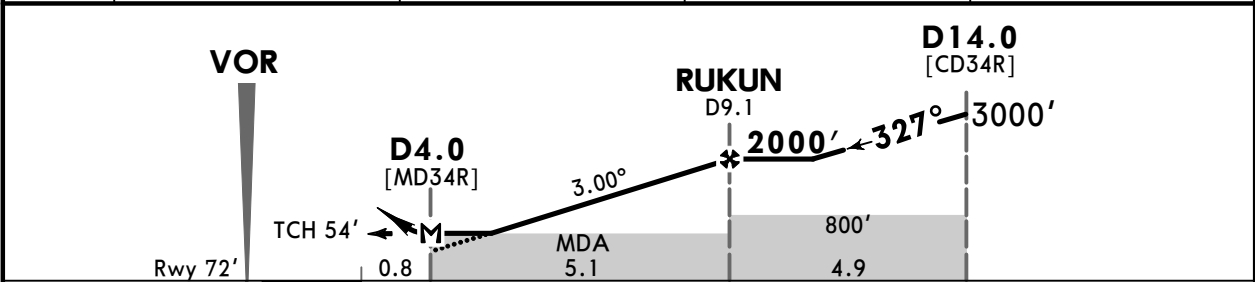
25 JAN 19 **(13-3) Eff 31 Jan**

# JEPPESEN DAMMAM, SAUDI ARABIA VOR Rwy 34R

|  |                            |                                  |                                     |                     |                              |                   |                         |                |
|--|----------------------------|----------------------------------|-------------------------------------|---------------------|------------------------------|-------------------|-------------------------|----------------|
| BRIEFING STRIP™  | D-ATIS                     | DAMMAM Approach (R)              |                                     |                     | DAMMAM Tower                 |                   | Ground                  |                |
|  | 128.05                     | 126.3                            | 126.1                               | 125.0               | West<br>124.35               | East<br>118.2     | West<br>121.75          | East<br>121.65 |
|  | VOR<br>KFA<br><b>112.3</b> | Final<br>Apch Crs<br><b>327°</b> | Minimum Alt<br><b>2000'</b> (1928') |                     | MDA(H)<br><b>510'</b> (438') |                   | Apt Elev 72'<br>Rwy 72' |                |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', passing D4.0 turn LEFT (MAX 190 KT) to establish R-304 to D14.0 RESAN and hold at 3000', then follow ATC instruction.</b> |                            |                                  |                                     |                     |                              |                   |                         |                |
| Alt Set: hPa   |                            | Rwy Elev: 3 hPa                  |                                     | Trans level: FL 150 |                              | Trans alt: 13000' |                         |                |
| DME required.  |                            |                                  |                                     |                     |                              |                   |                         |                |



|          |      |       |       |       |
|----------|------|-------|-------|-------|
| KFA DME  | 5.0  | 6.0   | 7.0   | 8.0   |
| ALTITUDE | 690' | 1010' | 1330' | 1640' |



|               |       |     |     |     |     |     |                 |       |               |              |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|-------|---------------|--------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI | 3000' | D4.0 on R-304 | KFA<br>112.3 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |                 |       |               |              |
| MAP at D4.0   |       |     |     |     |     |     |                 |       |               |              |

|                             |       |                        |                           |             |       |
|-----------------------------|-------|------------------------|---------------------------|-------------|-------|
| STRAIGHT-IN LANDING RWY 34R |       |                        | CIRCLE-TO-LAND (PANS OPS) |             |       |
| MDA(H) <b>510'</b> (438')   |       |                        | Max Kts                   |             |       |
| ALS out                     |       |                        | MDA(H)                    |             |       |
| A                           | 1300m | RVR 1500m<br>VIS 1600m | 100                       | 710' (638') | 2900m |
| B                           |       |                        | 135                       | 710' (638') | 2900m |
| C                           |       |                        | 180                       | 810' (738') | 3400m |
| D                           |       |                        | 205                       | 810' (738') | 3600m |

## Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                                    | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|--|-----------------|-------|----------|----------|
| <b>DAMMAM, (KING FAHD INTL - OEDF)</b> |                 |       |          |          |

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OEDF