**OOMS AD 2.18 - ATS COMMUNICATION FACILITIES**

| Service | Call sign | Frequency | Coordinates | Emission | Hours of operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP/RAD | Muscat Approach | 121.200 MHz<br>121.500 MHz | N233518<br>E0581711 | A3E | H24 | Primary<br>Emergency |
| TWR | Muscat Tower | 118.825 MHz<br>121.500 MHz | N233520<br>E0581723 | | | Primary<br>Emergency |
| SMC | Muscat Ground | 121.800 MHz<br>127.875 MHz | N233520<br>E0581723 | | | Primary<br>Secondary |
| CLD | Muscat Clearance Delivery | 125.575 MHz | N233520<br>E0581723 | | | Primary |
| ATIS | Muscat Information | 126.800 MHz | N233520<br>E0581723 | | | Nil |

**OOMS AD 2.19 - RADIO NAVIGATION AND LANDING AIDS**

| Type of aid MAG VAR Type of supported OPS | ID | Frequency (CH) | Hours of operation | Position of transmitting antenna Coordinates | Emission | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR<br>(VAR 1°E) | MCT | 114.500 MHz | H24 | N233528.04<br>E0581536.48 | P0N | 264°/1.20 NM from ARP.<br>Antenna elevation 74 FT. |
| DME | MCT | CH 92X | H24 | N233528.45<br>E0581536.44 | | Antenna elevation 74 FT. |
| ILS RWY 08L | | | | | | |
| LLZ 08L | IML | 108.900 MHz | H24 | N233633.57<br>E0581802.26 | Nil | ICAO **CAT II** |
| GP 08L | | 329.300 MHz | H24 | N233626.23<br>E0581540.06 | | Angle: 3.0°, RDH 55 FT |
| DME 08L | IML | CH 26X | H24 | N233626.23<br>E0581540.06 | Nil | Co-located with GP 08L.<br>Antenna elevation 20 FT. |
| ILS RWY 26R | | | | | | |
| LLZ 26R | IMR | 110.700 MHz | H24 | N233619.16<br>E0581502.83 | Nil | ICAO **CAT II** |
| GP 26R | | 330.200 MHz | H24 | N233635.20<br>E0581731.71 | | Angle: 3.0°, RDH 57 FT |
| DME 26R | IMR | CH 44X | H24 | N233635.20<br>E0581731.71 | Nil | Co-located with GP 26R.<br>Antenna elevation 14 FT. |

**OOMS AD 2.20 - LOCAL TRAFFIC REGULATIONS**

**20.1** ***Aerodrome regulations***

General:

AD is restricted to aircraft capable of maintaining two-way radio communications with ATC Muscat.

Local flying restrictions:

a) Non-scheduled and private flights PPR 72 hrs.
b) Traffic circuits Rwy 26R - RIGHT, Rwy 08L - LEFT
c) Pilots intending to conduct local flights are required to obtain prior permission from PACA.

Movement areas - Aprons:

Civil Apron handling requirements:

Operators are responsible for ensuring that aircraft which park on the Civil Apron are provided with:

a) Chocks under wheels
b) Fire cover during engine starting.

Wheel chocks are available from handling companies. Fire cover may be provided by the operator, handling company or Airport Fire Department. If the services of the Airport Fire Department are required, the operator should notify the duty officer (Tel.: (968) 24 519718) at least 10 Minutes prior to start-up.Wearing high visibility jacket is required in the apron area.

**20.2** ***Taxiing to and from stands***

See Aerodrome and Parking Chart - ICAO

**20.3** ***Parking area for small aircraft (General aviation)***

Stands are allocated by OAMC and information is relayed to Aircraft by ATC.
See Aerodrome and Parking Chart - ICAO

**20.4** ***Parking area for helicopters***

Helicopters are treated as fixed-wing aircraft.

**20.5** ***Apron - taxiing during winter conditions***

Not applicable.

**20.6** ***Taxiing limitations***

Nil

**20.7** ***School and training flights - technical test flights - use of runways***

No instrument training flights allowed daily between 0300 - 0900 for CAT A and B.

**20.8** ***Helicopter traffic - limitation***

Nil

**20.9** ***Removal of disabled aircraft from runways***

Refer to section 6 subsection 3

## OOMS AD 2.21 - NOISE ABATEMENT PROCEDURES

**21.1** ***Operators procedures***

**21.1.1** To reduce aircraft noise disturbance to residents around the airport without compromising the safety of aircraft operations, it is recommended that aircraft avoid exceeding idle reverse thrust when using engine reverse upon landing on RWY 08L between 1600 and 0200 UTC.

**21.1.2** Unless it is necessary for operational or safety reasons, when using engine reverse, arrivals on RYW 08L between 1600 and 0200 UTC may not exceed idle reverse thrust.

## OOMS AD 2.22 - FLIGHT PROCEDURES

**22.1** ***Special procedures for Muscat CTR***

The arrival, departure and transit routes shown on AD 2.OOMS-87 are mandatory to all VFR flights unless otherwise instructed by ATC.

**22.2** ***Radar services and procedures***

Aircraft will be vectored and sequenced to the appropriate final approach track (ILS, VOR, visual) so as to ensure an expeditious flow of traffic. Radar vectors and flight levels / altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account various factors including aircraft characteristics.

**Radar coverage** - Muscat APP operates:

RAD at Muscat International Airport - Range 100 NM

*Note: Pilots should operate SSR transponder equipment as follows:*

*a) Operation of transponders on apron areas is not permitted, except with ATC approval.*
*b) Departing acft shall squawk standby until take-off clearance is received.*

**22.3** ***Radio Communication failure procedure***

**22.3.1** *At or above 9000 FT QNH:*

a) If in VMC, continue flight in VMC;
b) If in IMC, proceed direct to Muscat DVOR/DME at last assigned level and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.

**22.3.2** *Below 9000 FT QNH:*

a) If in VMC, continue flight in VMC;
b) If in IMC, climb immediately to the applicable minimum safe altitude, proceed direct to the Muscat DVOR/DME and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in the DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.
c) If in IMC, when on a heading to intercept RWY 08L/26R extended centerline and a failure is experienced or suspected, make the shortest turn onto a heading of 020° MAG, climb to 5000 FT QNH, proceed to Muscat DVOR/DME and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in the DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.

***Note:*** *Due to terrain South of RWY 08L/26R extended centerline, pilots must monitor position on DVOR/DME or LLZ when on intercepting heading. Pilots must ensure that they do not proceed through the extended centreline unless positively instructed to by ATC.*

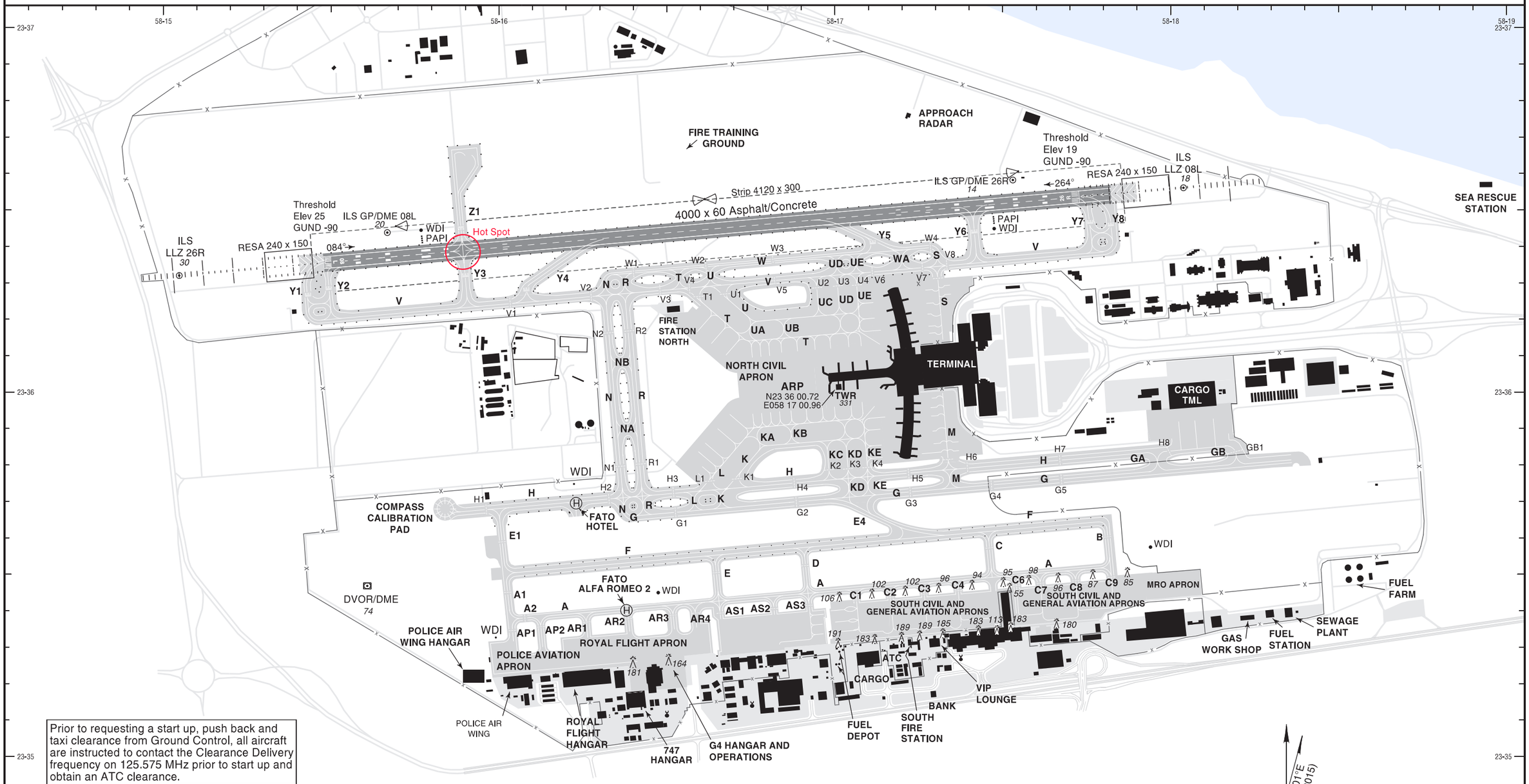
**22.4** ***Helicopter procedure***

Helicopters will be directed from the VFR routes to the appropriate landing area.

AERODROME CHART - ICAO | WGS-84 | **AD ELEV** 25 FT

| | | | |
|---|---|---|---|
| ATIS | 126.800 | Ground | 121.800/127.875 |
| Tower | 118.825 | Clearance Delivery | 125.575 |

**MUSCAT/Muscat Intl**
**OMAN**




Prior to requesting a start up, push back and taxi clearance from Ground Control, all aircraft are instructed to contact the Clearance Delivery frequency on 125.575 MHz prior to start up and obtain an ATC clearance.

| RWY | DIRECTION | THRESHOLD | STRENGTH | DECLARED DISTANCES | | | |
|---|---|---|---|---|---|---|---|
| | | | | TORA | TODA | ASDA | LDA |
| 08L | 085° (T) | N 23 36 21.27<br>E 058 15 28.69 | PCN 91/F/A/W/T | 4000m | 4000m | 4000m | 4000m |
| Intersection Y3 | 085° (T) | | | 3312m | 3312m | 3312m | |
| 26R | 265° (T) | N 23 36 32.11<br>E 058 17 43.65 | PCN 91/F/A/W/T | 4000m | 4000m | 4000m | 3840m |
| Intersection Y6 | 265° (T) | | | 3306m | 3306m | 3306m | |

**AERODROME LIGHTING**

RWY 08L/26R:
ALS LIH (length 900m)
PAPI-L (3.00°)
REDL LIH
RTHL (green)
RTIL (white)
RENL LIH (red)
RTZL LIH (white)
RCLL

TWY:
RETIL; Blue Edge Lights; E1 not lit

01°E (2015)
Annual rate of change 0.05°E

BEARINGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATIONS IN FEET

SCALE 1 : 20 000

100 0 100 200 300 400 500 M
500 0 500 1000 1500 FT

AMENDMENT: Fence.

INTENTIONALLY

LEFT

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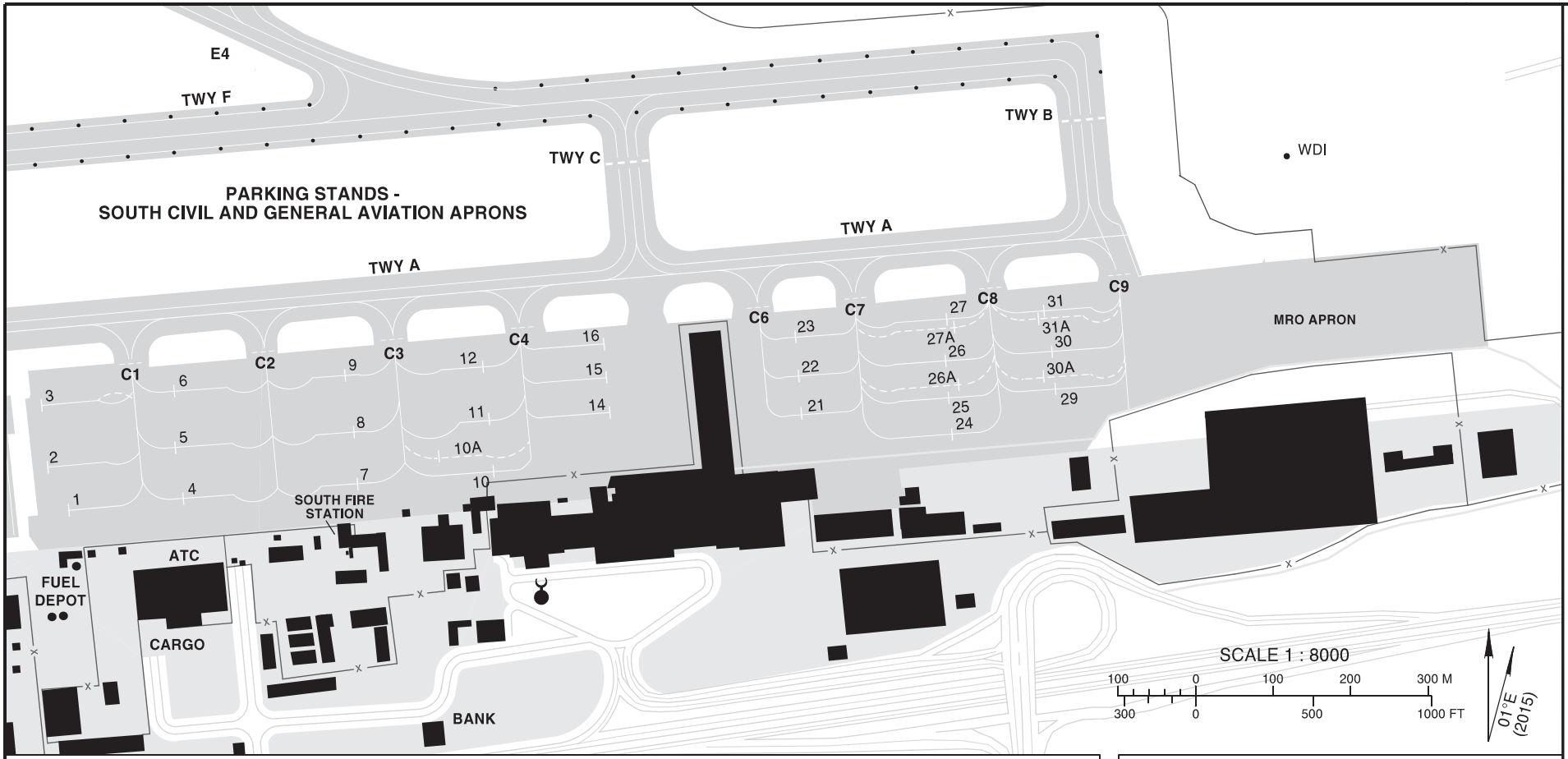
AMENDMENT: Fence.

AIRCRAFT PARKING/ WGS-84
DOCKING CHART - ICAO **AD ELEV** 25 FT

| | |
|---|---|
| ATIS | 126.800 |
| Tower | 118.825 |
| Ground | 121.800/127.875 |
| Clearance Delivery | 125.575 |

**MUSCAT/Muscat Intl**
**OMAN**




## INS CHECKPOINTS CIVIL APRON

| STAND | LAT | LONG | ELEV | STAND | LAT | LONG | ELEV |
|---|---|---|---|---|---|---|---|
| 1 | N23 35 19.43 | E058 17 01.13 | 52 | 21 | N23 35 23.68 | E058 17 34.37 | 39 |
| 2 | N23 35 21.39 | E058 17 00.10 | 51 | 22 | N23 35 25.26 | E058 17 34.22 | 38 |
| 3 | N23 35 24.06 | E058 16 59.86 | 49 | 23 | N23 35 26.84 | E058 17 34.07 | 37 |
| 4 | N23 35 20.11 | E058 17 06.21 | 50 | 24 | N23 35 22.77 | E058 17 41.22 | 39 |
| 5 | N23 35 22.29 | E058 17 05.86 | 49 | 25 | N23 35 24.31 | E058 17 41.07 | 38 |
| 6 | N23 35 24.65 | E058 17 05.85 | 47 | 26A | N23 35 24.88 | E058 17 41.51 | 37 |
| 7 | N23 35 20.72 | E058 17 13.78 | 47 | 26 | N23 35 25.86 | E058 17 40.91 | 36 |
| 8 | N23 35 22.94 | E058 17 13.97 | 46 | 27A | N23 35 27.31 | E058 17 41.27 | 35 |
| 9 | N23 35 25.28 | E058 17 13.62 | 44 | 27 | N23 35 27.63 | E058 17 40.96 | 35 |
| 10 | N23 35 21.31 | E058 17 20.19 | 45 | 29 | N23 35 24.71 | E058 17 45.91 | 36 |
| 10A | N23 35 21.85 | E058 17 17.99 | 46 | 30A | N23 35 25.20 | E058 17 45.36 | 36 |
| 11 | N23 35 23.38 | E058 17 19.99 | 44 | 30 | N23 35 26.26 | E058 17 45.76 | 35 |
| 12 | N23 35 25.65 | E058 17 19.78 | 42 | 31A | N23 35 27.63 | E058 17 45.14 | 34 |
| 14 | N23 35 23.66 | E058 17 25.20 | 42 | 31 | N23 35 27.99 | E058 17 45.39 | 33 |
| 15 | N23 35 25.11 | E058 17 25.07 | 41 | | | | |
| 16 | N23 35 26.56 | E058 17 24.93 | 41 | | | | |

## PARKING RESTRICTIONS

| STAND | WING SPAN (MAX) | REMARKS |
|---|---|---|
| 1 | 35.81 m | PUSH BACK, PULL FORWARD TO C1 HOLD POINT |
| 2,3 | 64.94 m | |
| 4,7 | 51.97 m | Stands 5&8 OK for A380 or B747-800 when 6&4 or 7&9 restricted to code C |
| 5,8,9,11 | 64.94 m | |
| 6,12 | 60.30 m | |
| 10 | 35.81 m | |
| 26A,27A,30A,31A | 64.94 m | |
| 21,22,23,24,25,26 27,28,29,30,31 | 35.81 m | |
| 14, 15, 16 | 27.05 m | PUSH BACK Push back clearance required from tower |

INTENTIONALLY

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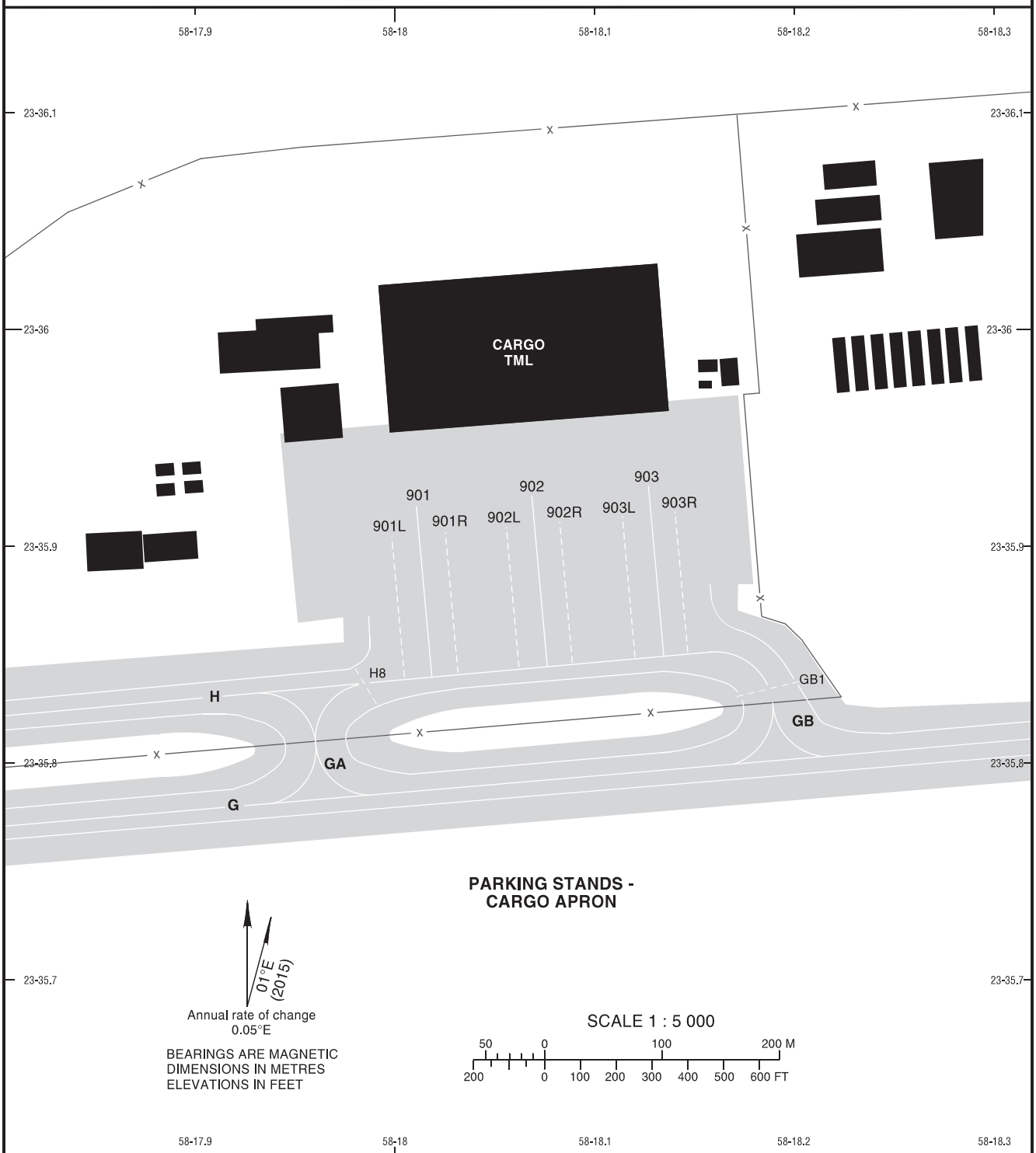
AIRCRAFT PARKING/ WGS-84
DOCKING CHART - ICAO **AD ELEV** 25 FT

| | | | |
|---|---|---|---|
| ATIS | 126.800 | Ground | 121.800/127.875 |
| Tower | 118.825 | Clearance Delivery | 125.575 |

**MUSCAT/Muscat Intl**
**OMAN**




| INS CHECKPOINTS | | | | PARKING RESTRICTIONS | |
|---|---|---|---|---|---|
| STAND | LAT | LONG | ELEV | WING SPAN (MAX) | REMARKS |
| 901L | N23 35 54.33 | E058 18 01.23 | 20 | | Up to code C |
| 901 | N23 35 55.22 | E058 18 01.94 | 21 | | Up to code F only when stand 901L & 901R not occupied. |
| 901R | N23 35 54.46 | E058 18 02.80 | 20 | | Up to code C |
| 902L | N23 35 54.61 | E058 18 04.74 | 20 | | Up to code C |
| 902 | N23 35 55.50 | E058 18 05.45 | 21 | | Up to code F only when stand 902L & 902R not occupied. |
| 902R | N23 35 54.74 | E058 18 06.32 | 20 | | Up to code C |
| 903L | N23 35 54.89 | E058 18 08.26 | 20 | | Up to code C |
| 903 | N23 35 55.78 | E058 18 08.97 | 21 | | Up to code F only when stand 903L & 903R not occupied. |
| 903R | N23 35 55.02 | E058 18 09.84 | 20 | | Up to code C |

AMENDMENT: Fence.

INTENTIONALLY

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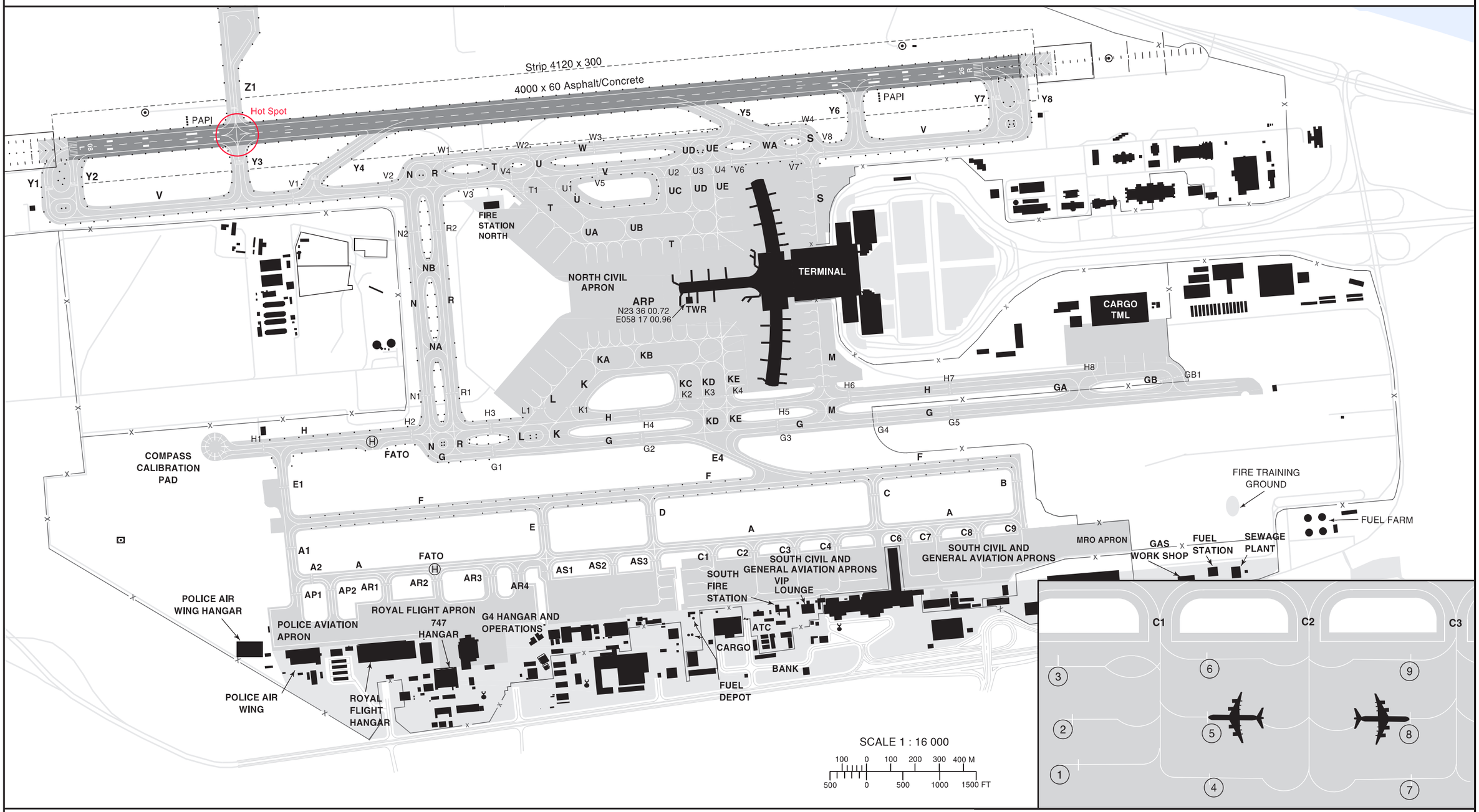
A380/B747-800/AN124
TAXI CHART

WGS-84

**AD ELEV**
25 FT

| | | | |
|---|---|---|---|
| ATIS | 126.800 | Ground | 121.800/127.875 |
| Tower | 118.825 | Clearance Delivery | 125.575 |

**MUSCAT/Muscat Intl**
**OMAN**




NOTES:

1) A380 or B747-800 to taxi on TWY A, TWY B, C & E, E1 & E4 available as alternate but judgemental oversteering must be used on the turn to/from TWY A.
2) On TWY A, exercise caution, use taxi camera and reduced speed with outer engines at idle thrust. OAMC to inspect RWY and TWY A before and after each A380 or B747-800 movement.
3) Aircraft holding on TWY holding on TWY C1-C9, AS1-AS3, AR1-AR4 & AP1-AP2 must be south of the holding position when A380 or B747-800 on TWY A.
4) A380 or B747-800 Max TOW 540,000kg unless approved by OAMC.
5) A380 or B747-800 to use stand 5 with entry via TWY C2 and exit via TWY C1.
6) When A380 or B747-800 on stand 5, stands 4 & 6 must be limited to code C max aircraft size and B773, B747, A345 and A346 not permitted on stand 3.
7) Aircraft to be marshalled on/off stand with wing walker on both sides of in use taxilane (C1, C2 or C3). Pilot to use judgemental oversteering.
8) Stand 8 is alternate for a second A380 or B747-800. When A380 or B747-800 on stand 8, stands 7 & 9 must be limited to code C max aircraft size. Entry is via TWY C2 and exit via C3.
9) Vehicular traffic not permitted on in-use taxilane (C1, C2 & C3) while A380 or B747-800 using it.
10) If necessary, OAMC may allocate other stands for A380 or B747-800.
11) Aircrew to advice Muscat Ground at least ten (10) minutes before start-up that the aircraft will be ready for start-up at time xxxx.

AMENDMENT: Fence.

INTENTIONALLY

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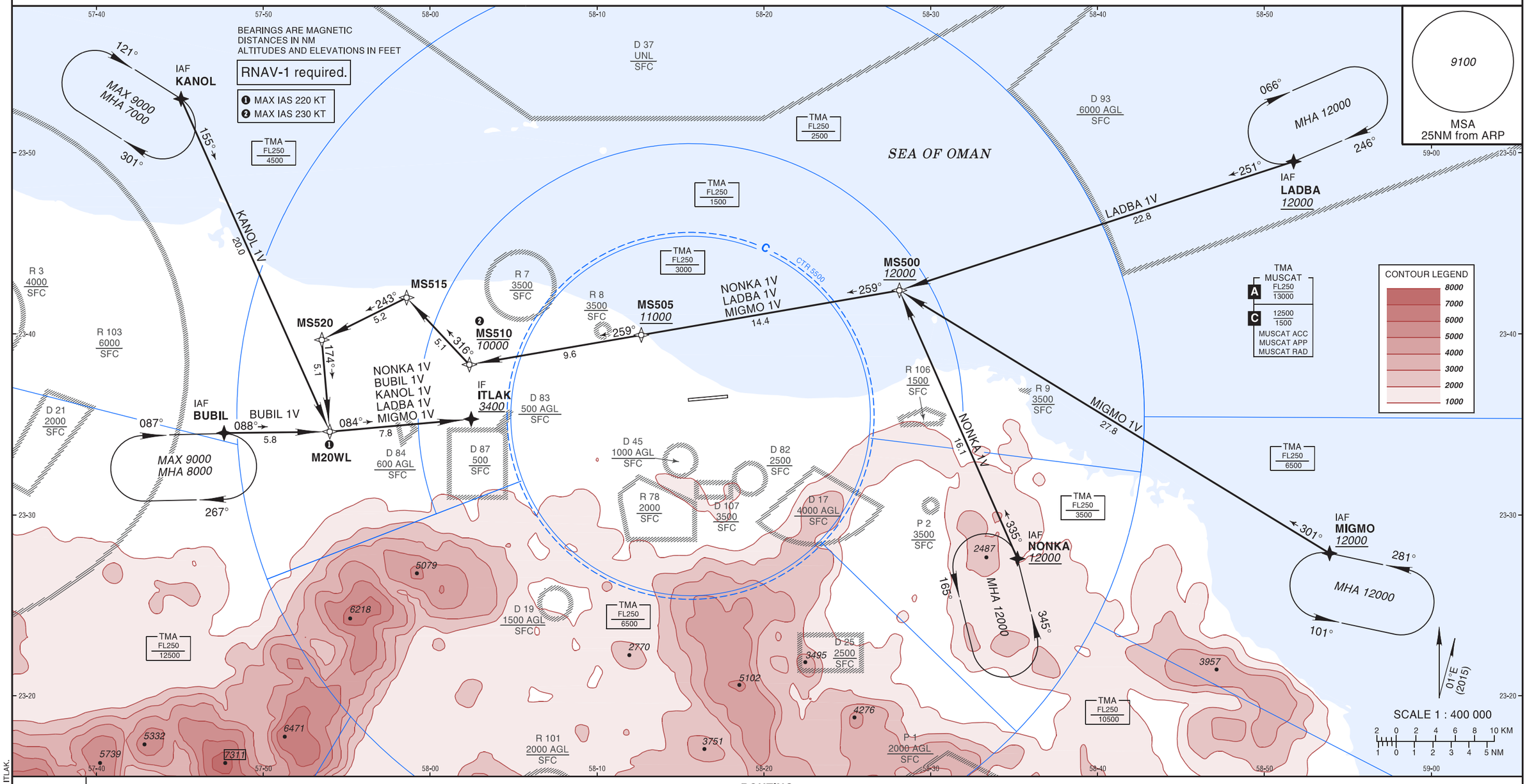
STANDARD ARRIVAL CHART
(TRANSITION) INSTRUMENT
(STAR) - ICAO

AD ELEV 25 FT
Trans Alt *13000*
Trans Level *FL150*

| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
RWY 08L

## LADBA 1V, MIGMO 1V, NONKA 1V, BUBIL 1V, KANOL 1V RNAV (GNSS) TRANSITION




| STAR | ROUTING |
|---|---|
| **LADBA 1V** | LADBA at or above 12000 to MS500 at or above 12000. Turn RIGHT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400. |
| **MIGMO 1V** | MIGMO at or above 12000 to MS500 at or above 12000. Turn LEFT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400. |
| **NONKA 1V** | NONKA at or above 12000 to MS500 at or above 12000. Turn LEFT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400. |
| **BUBIL 1V** | BUBIL between 8000 and 9000 to M20WL. To ITLAK at or above 3400. |
| **KANOL 1V** | KANOL between 7000 and 9000 to M20WL. Turn LEFT to ITLAK at or above 3400. |

AMENDMENT: Rename IF M12WL to ITLAK.

INTENTIONALLY

LEFT

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**Holding Instruction/Areas RNAV (GNSS) ARRIVAL TRANSITION RWY 08L**

| Path descriptor | Fix identifier | Inbound course M (T) | Leg Distance | Turn direction | Minimum altitude | Maximum altitude | Speed | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| Hold | BUBIL | 087° (088.0°) | 1 MIN | R | 8000 | 9000 | 230 KT | 1°E | |
| Hold | KANOL | 121° (122.0°) | 1 MIN | R | 7000 | 9000 | 230 KT | 1°E | |
| Hold | LADBA | 246° (247.0°) | 1 MIN | R | 12000 | | 230 KT | 1°E | |
| Hold | MIGMO | 281° (282.0°) | 1 MIN | L | 12000 | | 230 KT | 1°E | |
| Hold | NONKA | 345° (346.1°) | 1 MIN | L | 12000 | | 230 KT | 1°E | |

**Route Description: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L**

| Path descriptor | Fix identifier | Flyover | Course Magnetic (True) | Turn direction | Altitude | Speed limit | Magnetic variation | Distance | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| **LADBA 1V TRANSITION** | | | | | | | | | |
| IF | LADBA | | | | +12000 | | 1°E | | RNAV 1 |
| TF | MS500 | | 251° (251.9°) | | +12000 | | 1°E | 22.8 | RNAV 1 |
| TF | MS505 | | 259° (260.2°) | R | +11000 | | 1°E | 14.4 | RNAV 1 |
| TF | MS510 | | 259° (260.3°) | | -10000 | 230 KT | 1°E | 9.6 | RNAV 1 |
| TF | MS515 | | 316° (316.9°) | R | | | 1°E | 5.1 | RNAV 1 |
| TF | MS520 | | 243° (243.5°) | L | | | 1°E | 5.2 | RNAV 1 |
| TF | M20WL | | 174° (175.0°) | L | | 220 KT | 1°E | 5.1 | RNAV 1 |
| TF | ITLAK | | 084° (084.9°) | L | +3400 | | 1°E | 7.8 | RNAV 1 |
| **MIGMO 1V TRANSITION** | | | | | | | | | |
| IF | MIGMO | | | | +12000 | | 1°E | | RNAV 1 |
| TF | MS500 | | 301° (301.5°) | | +12000 | | 1°E | 27.8 | RNAV 1 |
| TF | MS505 | | 259° (260.2°) | L | +11000 | | 1°E | 14.4 | RNAV 1 |
| TF | MS510 | | 259° (260.3°) | | -10000 | 230 KT | 1°E | 9.6 | RNAV 1 |
| TF | MS515 | | 316° (316.9°) | R | | | 1°E | 5.1 | RNAV 1 |
| TF | MS520 | | 243° (243.5°) | L | | | 1°E | 5.2 | RNAV 1 |
| TF | M20WL | | 174° (175.0°) | L | | 220 KT | 1°E | 5.1 | RNAV 1 |
| TF | ITLAK | | 084° (084.9°) | L | +3400 | | 1°E | 7.8 | RNAV 1 |
| **NONKA 1V TRANSITION** | | | | | | | | | |
| IF | NONKA | | | | +12000 | | 1°E | | RNAV 1 |
| TF | MS500 | | 335° (336.2°) | | +12000 | | 1°E | 16.1 | RNAV 1 |
| TF | MS505 | | 259° (260.2°) | L | +11000 | | 1°E | 14.4 | RNAV 1 |
| TF | MS510 | | 259° (260.3°) | | -10000 | 230 KT | 1°E | 9.6 | RNAV 1 |
| TF | MS515 | | 316° (316.9°) | R | | | 1°E | 5.1 | RNAV 1 |
| TF | MS520 | | 243° (243.5°) | L | | | 1°E | 5.2 | RNAV 1 |
| TF | M20WL | | 174° (175.0°) | L | | 220 KT | 1°E | 5.1 | RNAV 1 |
| TF | ITLAK | | 084° (084.9°) | L | +3400 | | 1°E | 7.8 | RNAV 1 |
| **BUBIL 1V TRANSITION** | | | | | | | | | |
| IF | BUBIL | | | | -9000<br>+8000 | | 1°E | | RNAV 1 |
| TF | M20WL | | 088° (089.3°) | | | 220 KT | 1°E | 5.8 | RNAV 1 |
| TF | ITLAK | | 084° (084.9°) | | +3400 | | 1°E | 7.8 | RNAV 1 |

**Route Description: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L**

| Path descriptor | Fix identifier | Flyover | Course Magnetic (True) | Turn direction | Altitude | Speed limit | Magnetic variation | Distance | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| **KANOL 1V TRANSITION** | | | | | | | | | |
| IF | KANOL | | | | -9000<br>+7000 | | 1°E | | RNAV 1 |
| TF | M20WL | | 155° (155.9°) | | | 220 KT | 1°E | 20.0 | RNAV 1 |
| TF | ITLAK | | 084° (084.9°) | L | +3400 | | 1°E | 7.8 | RNAV 1 |

**Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L**

| Waypoint / Fix | Latitude | Longitude | Latitude (MIN) | Longitude (MIN) | Notes |
|---|---|---|---|---|---|
| BUBIL | N23°34'31.53'' | E057°47'38.97'' | N23°34.526' | E057°47.650' | |
| KANOL | N23°52'57.87'' | E057°45'04.18'' | N23°52.965' | E057°45.070' | |
| LADBA | N23°49'30.65'' | E058°51'45.04'' | N23°49.511' | E058°51.751' | |
| MIGMO | N23°27'52.76'' | E058°53'54.28'' | N23°27.879' | E058°53.905' | |
| MS500 | N23°42'24.00'' | E058°28'07.00'' | N23°42.400' | E058°28.117' | |
| MS505 | N23°39'56.00'' | E058°12'39.00'' | N23°39.933' | E058°12.650' | |
| MS510 | N23°38'18.00'' | E058°02'21.00'' | N23°38.300' | E058°02.350' | |
| MS515 | N23°42'00.00'' | E057°58'35.00'' | N23°42.000' | E057°58.583' | |
| MS520 | N23°39'40.00'' | E057°53'30.00'' | N23°39.667' | E057°53.500' | |
| M20WL | N23°34'35.91'' | E057°53'58.73'' | N23°34.599' | E057°53.979' | |
| ITLAK | N23°35'17.84'' | E058°02'27.82'' | N23°35.297' | E058°02.464' | |
| NONKA | N23°27'35.00'' | E058°35'12.00'' | N23°27.583' | E058°35.200' | |

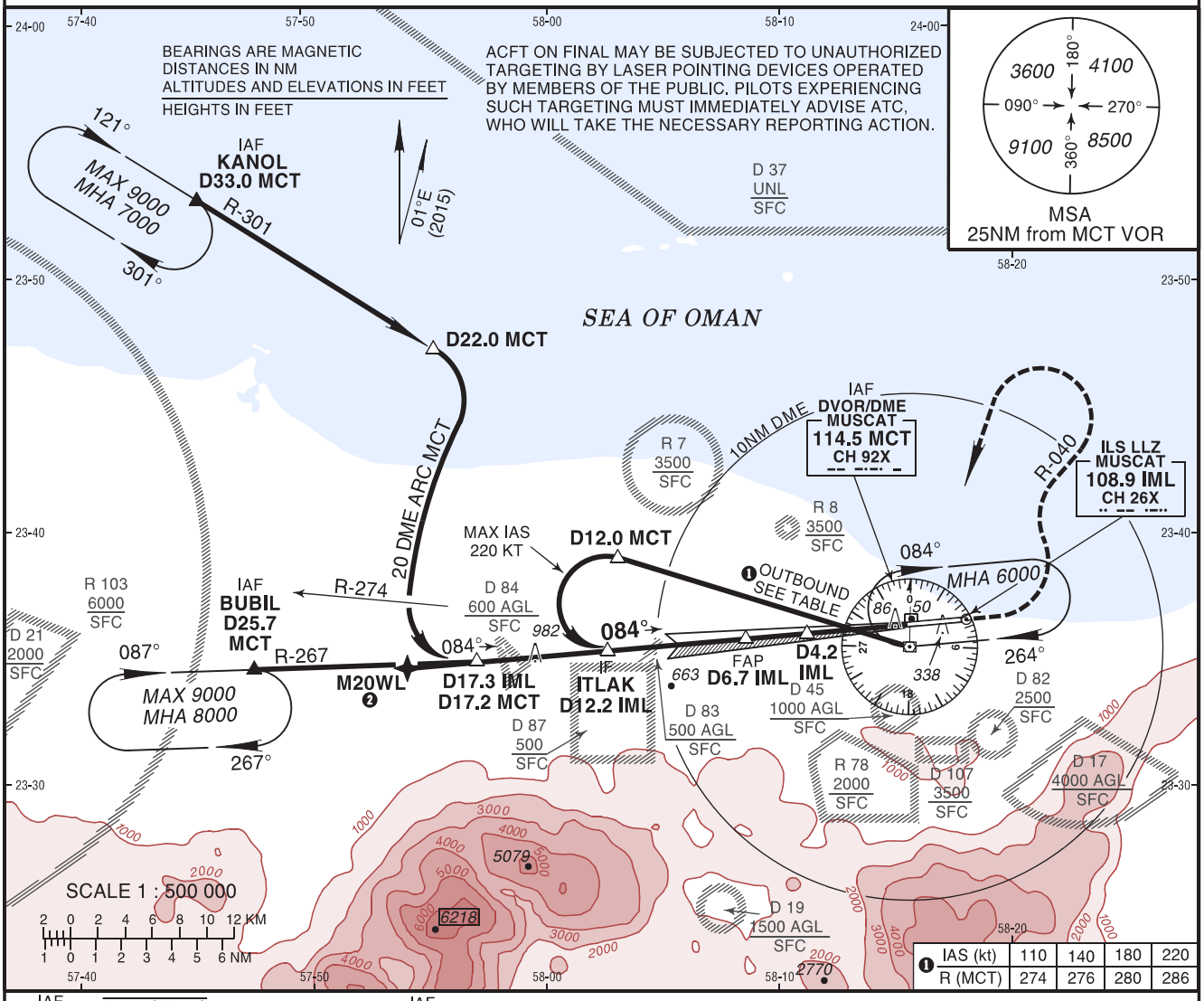
INSTRUMENT APPROACH CHART - ICAO

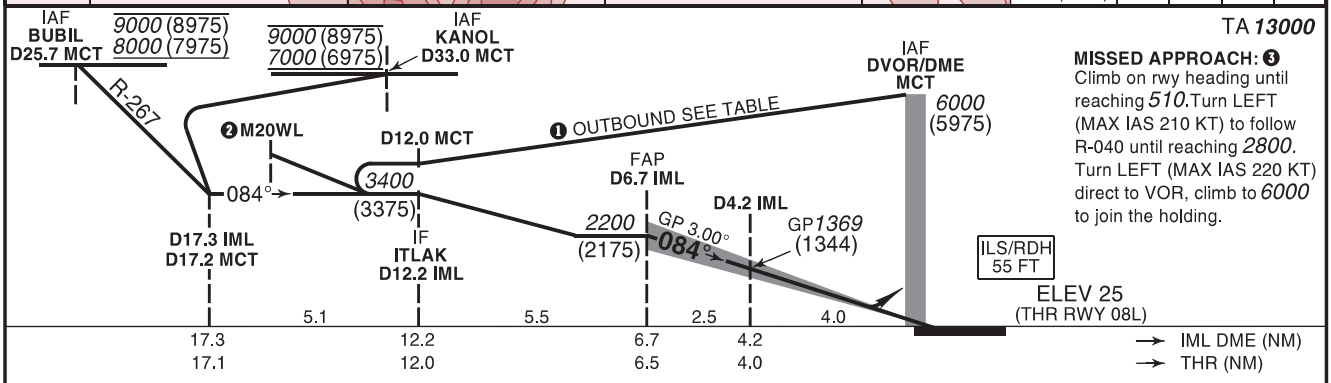
**AD ELEV** 25 FT

HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
ILS RWY 08L




| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| ILS CAT I | OCH | 206 | 218 | 227 | 237 |
| | DA(H) | *240* (210) | *250* (220) | *260* (230) | *270* (240) |
| | RVR | 750m | | | |
| ILS CAT II | OCH | 101 | 118 | 130 | 136 |
| | DA(H) | *140* (110) | *150* (120) | *160* (130) | *170* (140) |
| | RVR | 300m | | 400m | |
| CIRCLING (HAA)* ❹ | | A | B | C | D |
| | | Not Authorized | | | |

| ADVISORY INFORMATION ONLY | | | | | | |
|---|---|---|---|---|---|---|
| IML DME | 6 | 5 | 4 | 3 | 2 | 1 |
| *ALT* (HGT) | *1990* (1960) | *1670* (1640) | *1350* (1330) | *1030* (1010) | *710* (690) | *400* (370) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF-THR | min:s | 4:54 | 3:55 | 3:16 | 2:48 | 2:27 | 2:11 |
| ROD: 5.24% | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

❷ For INITIAL RNAV APPROACH to M20WL see Transition Chart. RNAV 1 REQUIRED.
❸ Turns before MAPt are prohibited.
❹ Circling not authorized.

VOR and DME or RADAR required.

AMENDMENT: Rename IF M12WL to ITLAK; DME distances.

INTENTIONALLY

LEFT

BLANK

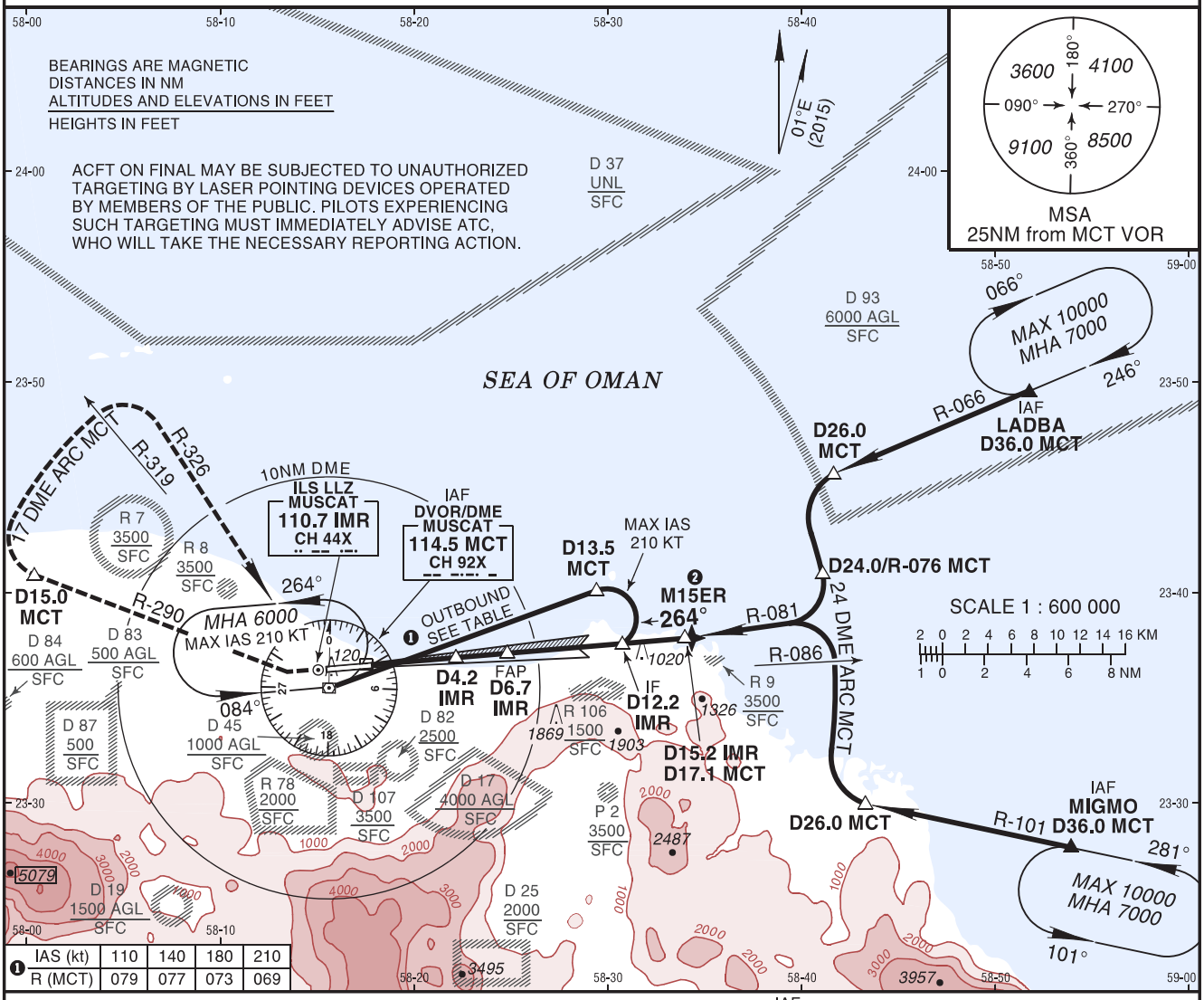
INSTRUMENT APPROACH CHART - ICAO

**AD ELEV** 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

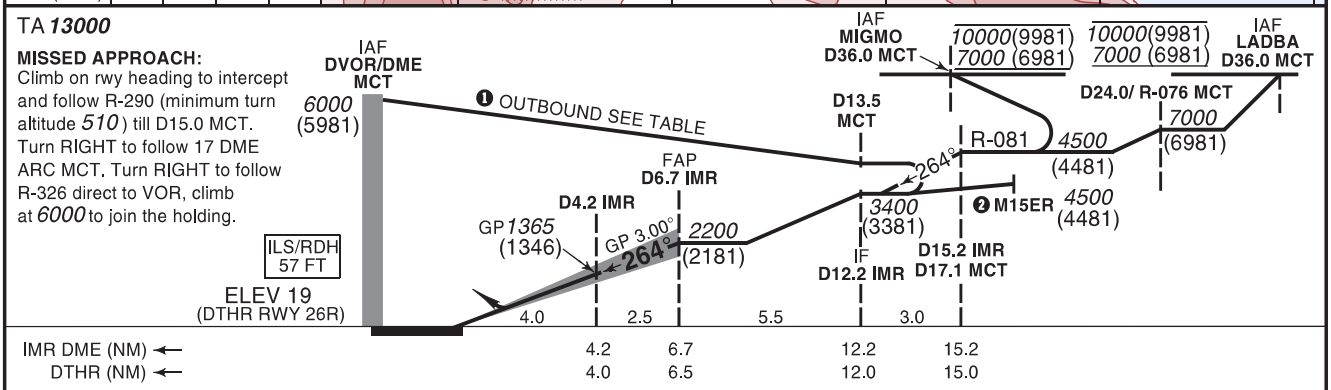
**MUSCAT/Muscat Intl**
**OMAN**
ILS RWY 26R




| IAS (kt) | 110 | 140 | 180 | 210 |
|---|---|---|---|---|
| ❶ R (MCT) | 079 | 077 | 073 | 069 |

TA *13000*

**MISSED APPROACH:**
Climb on rwy heading to intercept and follow R-290 (minimum turn altitude *510*) till D15.0 MCT. Turn RIGHT to follow 17 DME ARC MCT. Turn RIGHT to follow R-326 direct to VOR, climb at *6000* to join the holding.




| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| ILS CAT I | OCH | 189 | 201 | 209 | 220 |
| | DA(H) | *220* (200) | *230* (210) | *230* (210) | *240* (220) |
| | RVR | 750m | | | |
| ILS CAT II | OCH | 101 | 118 | 130 | 136 |
| | DA(H) | *130* (110) | *140* (120) | *150* (130) | *160* (140) |
| | RVR | 300m | | 400m | |
| CIRCLING (HAA)* ❸ | | A | B | C | D |
| | | Not Authorized | | | |

| ADVISORY INFORMATION ONLY | | | | | | | |
|---|---|---|---|---|---|---|---|
| IMR DME | 1 | 2 | 3 | 4 | 5 | 6 | |
| *ALT* (HGT) | *400* (380) | *710* (700) | *1030* (1010) | *1350* (1330) | *1670* (1650) | *1990* (1970) | |
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| FAP-THR | min:s | 4:55 | 3:56 | 3:16 | 2:48 | 2:27 | 2:11 |
| ROD: 5.24% | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

❷ For INITIAL RNAV APPROACH to M15ER see Transition chart. RNAV 1 REQUIRED.
❸ Circling not authorized.
VOR and DME or RADAR required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

BLANK

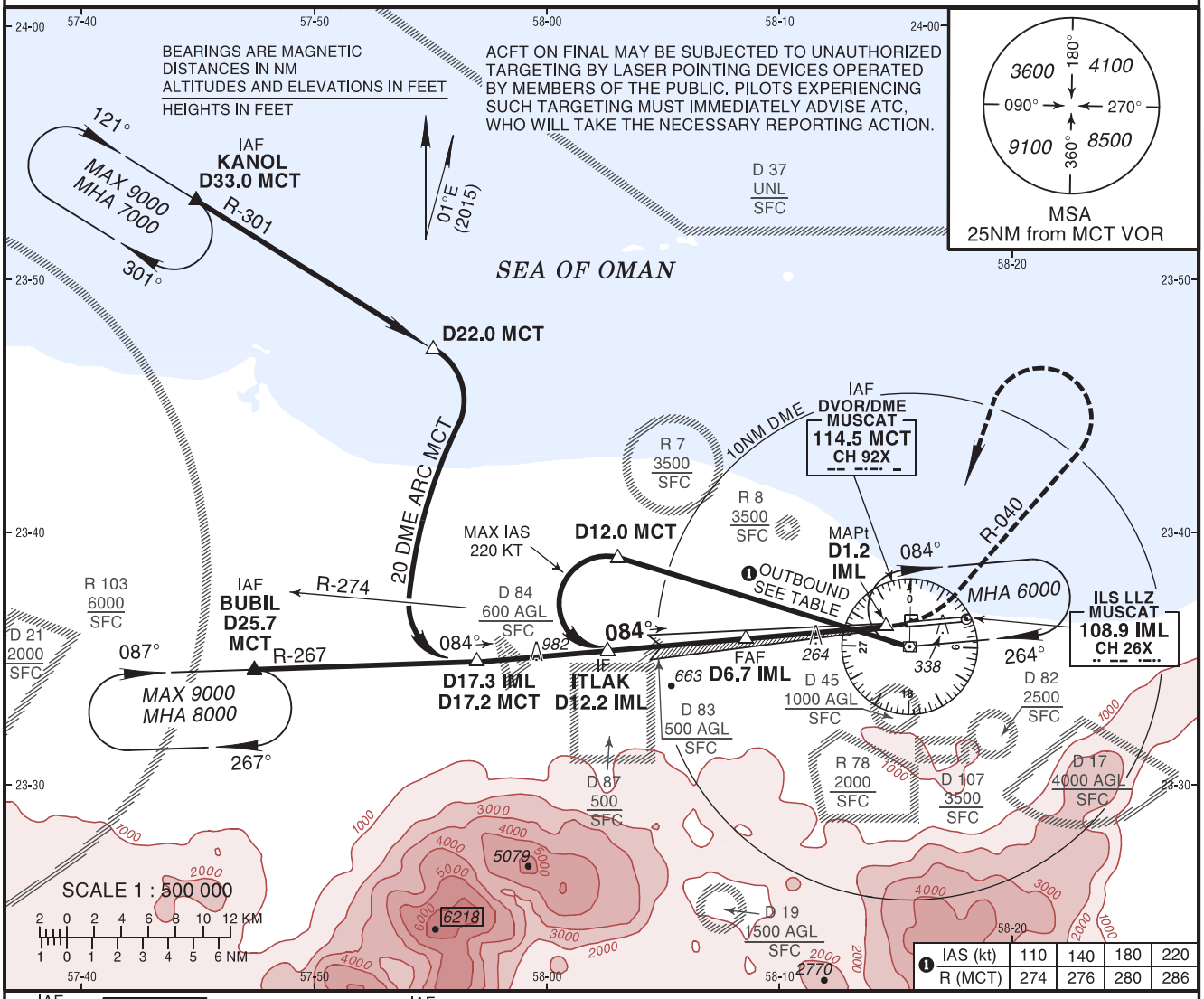
INSTRUMENT APPROACH CHART - ICAO

**AD ELEV** 25 FT

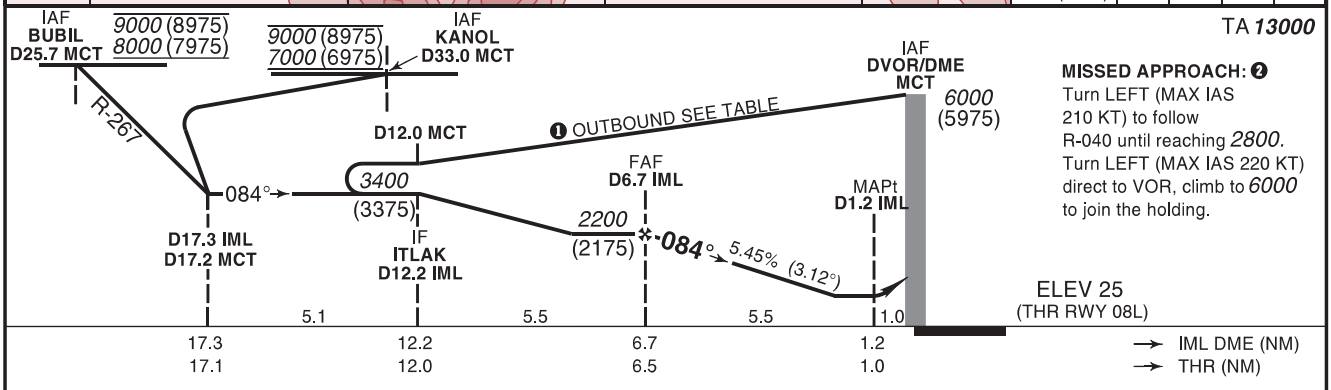
HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
LLZ RWY 08L




| ❶ IAS (kt) | 110 | 140 | 180 | 220 |
|---|---|---|---|---|
| R (MCT) | 274 | 276 | 280 | 286 |




TA **13000**

**MISSED APPROACH:** ❷
Turn LEFT (MAX IAS 210 KT) to follow R-040 until reaching *2800*.
Turn LEFT (MAX IAS 220 KT) direct to VOR, climb to *6000* to join the holding.

| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| LLZ | OCH | 510 | | | |
| | MDA(H) | *530* (510) | | | |
| | RVR | 1500m | | 1600m | |

| CIRCLING (HAA)* ❸ | A | B | C | D |
|---|---|---|---|---|
| | Not Authorized | | | |

| ADVISORY INFORMATION ONLY | | | | | |
|---|---|---|---|---|---|
| IML DME | 6 | 5 | 4 | 3 | 2 |
| *ALT* (HGT) | *1980* (1950) | *1650* (1620) | *1320* (1290) | *990* (960) | *650* (630) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF-MAPt ❹ | min:s | | | | | | |
| ROD: 5.45% | ft/min | 442 | 552 | 663 | 773 | 884 | 994 |

❷ Turns before MAPt are prohibited.
❸ Circling not authorized.
❹ Timing not authorized for defining the MAPt.

VOR and DME or RADAR required.

AMENDMENT: Rename IF M12WL to ITLAK; DME distances.

INTENTIONALLY

LEFT

BLANK

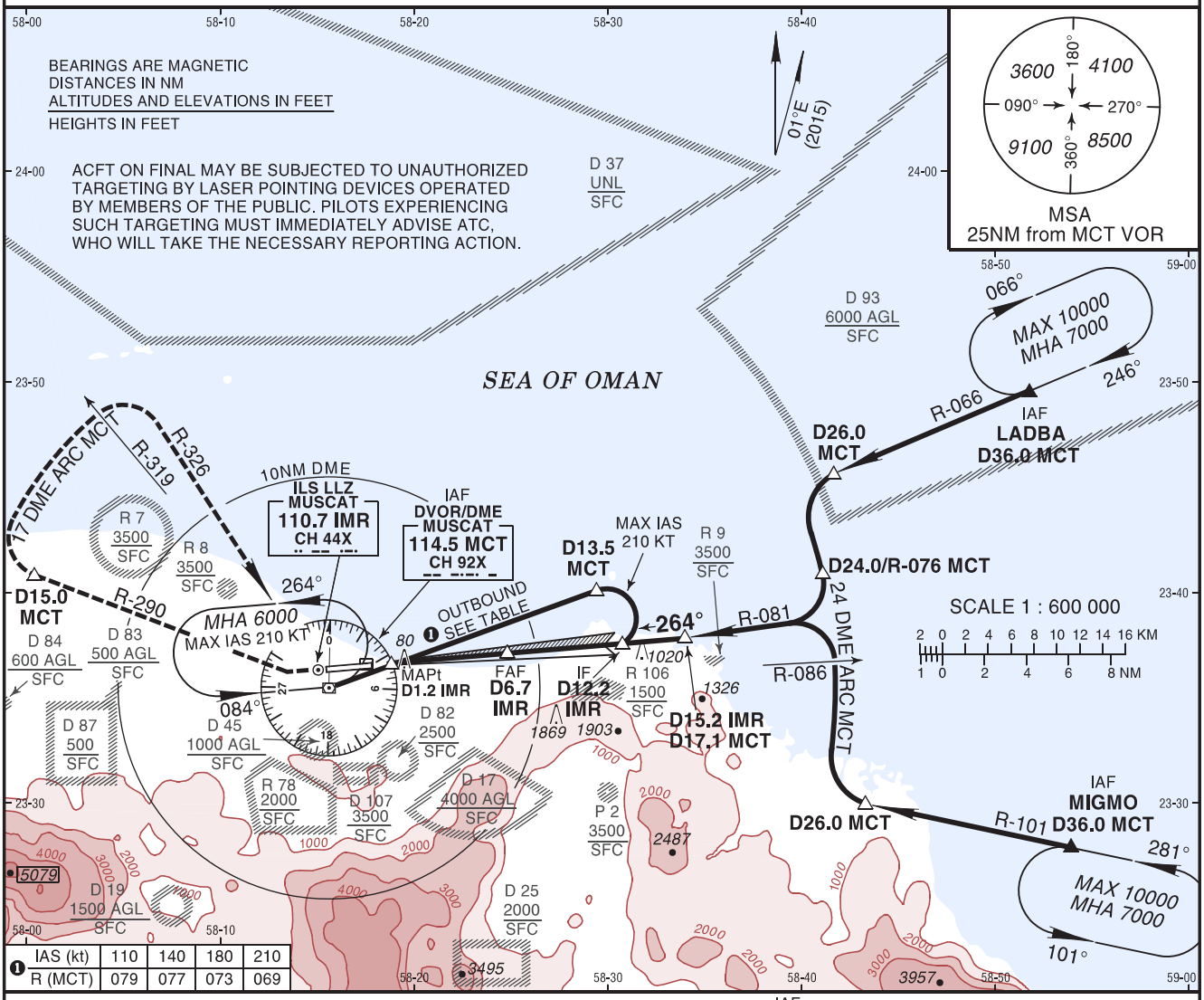
INSTRUMENT APPROACH CHART - ICAO

**AD ELEV** 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

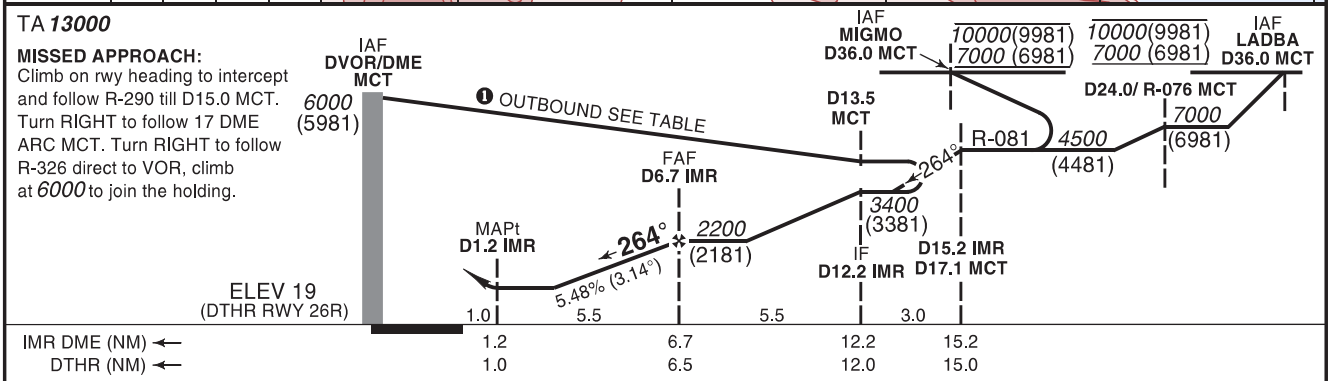
| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
LLZ RWY 26R




TA **13000**

**MISSED APPROACH:**
Climb on rwy heading to intercept and follow R-290 till D15.0 MCT. Turn RIGHT to follow 17 DME ARC MCT. Turn RIGHT to follow R-326 direct to VOR, climb at *6000* to join the holding.




| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| LLZ | OCH | 350 | | | |
| | MDA(H) | *370* (350) | | | |
| | RVR | 900m | | | |

| CIRCLING (HAA)* ❷ | A | B | C | D |
|---|---|---|---|---|
| | Not Authorized | | | |

ADVISORY INFORMATION ONLY

| IMR DME | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| *ALT* (HGT) | *640* (630) | *980* (960) | *1310* (1290) | *1640* (1630) | *1980* (1960) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF-MAPt ❸ | min:s | | | | | | |
| ROD: 5.48% | ft/min | 444 | 555 | 666 | 777 | 888 | 999 |

❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

VOR and DME or RADAR required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

BLANK

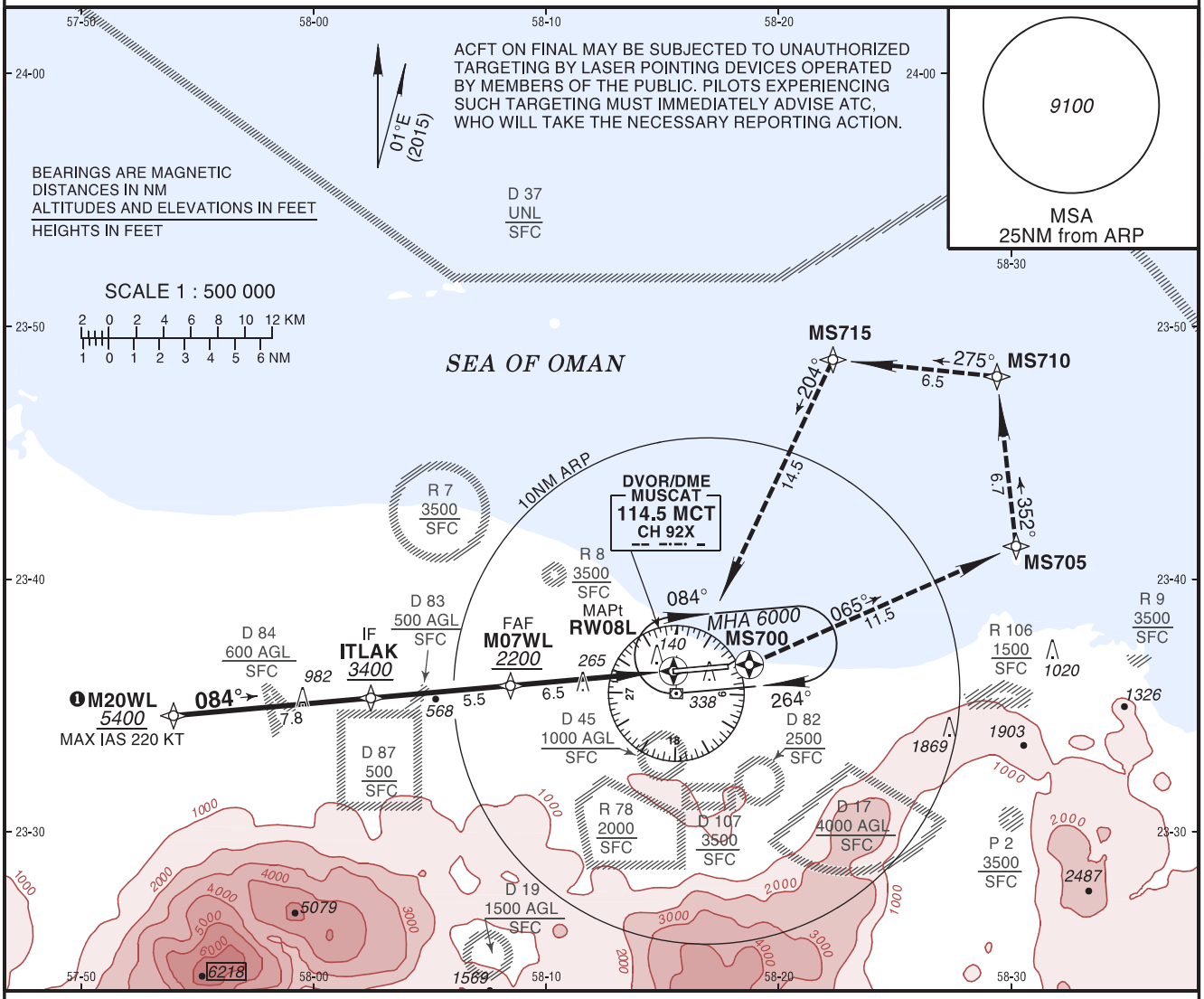
INSTRUMENT APPROACH CHART - ICAO

**AD ELEV** 25 FT

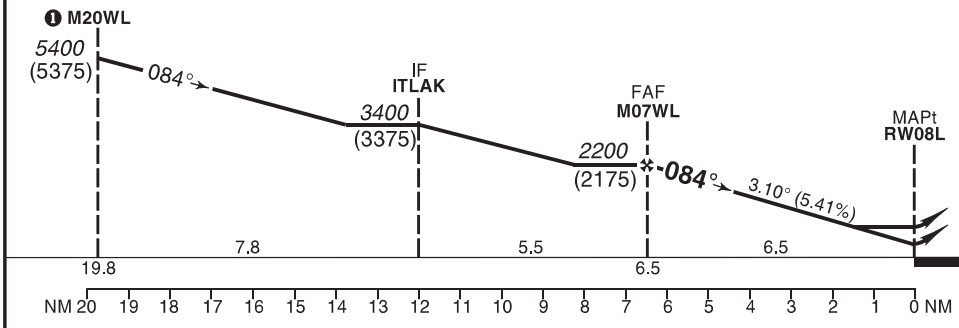
HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
RNP RWY 08L




TA **13000**




**MISSED APPROACH:**
Climb on runway heading to MS700, turn LEFT to MS705, turn LEFT to MS710, turn LEFT to MS715, turn LEFT to MCT VOR and join the holding and wait for ATC instructions. MAX IAS 220 KT.

| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| LNAV/VNAV | OCH | 270 | 280 | 300 | 320 |
| | DA(H) | *290* (270) | *300* (280) | *320* (300) | *340* (320) |
| | RVR | 750m | | | |
| LNAV | OCH | 560 | | | |
| | MDA(H) | *580* (560) | | | |
| | RVR | 1500m | | 1800m | |
| CIRCLING (HAA)* ❷ | | A | B | C | D |
| | | Not Authorized | | | |

| ADVISORY INFORMATION ONLY | | | | | | | |
|---|---|---|---|---|---|---|---|
| NM to RW08L | 6 | 5 | 4 | 3 | 2 | 1 | |
| *ALT* (HGT) | *2050* (2030) | *1720* (1700) | *1390* (1370) | *1070* (1040) | *740* (710) | *410* (380) | |
| | | | | | | | |
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF-MAPt❸ | min:s | | | | | | |
| ROD: 5.41% | ft/min | 438 | 548 | 657 | 767 | 876 | 986 |

❶ For INITIAL APPROACH to M20WL see Transition Chart.
❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

RNP Approach required.

LNAV/VNAV Temperature: Min -15°C
Max 50°C

AMENDMENT: Rename IF M12WL to ITLAK.

**Holding Instruction/Areas RNP RWY 08L**

| Path descriptor | Fix identifier | Inbound course M (T) | Leg Distance | Turn direction | Minimum altitude | Maximum altitude | Speed | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| Hold | MCT VOR | 264° (265.0°) | 1 MIN | R | 6000 | | | 1.4°E | |

**Route Description: RNP RWY 08L**

| Path descriptor | Fix identifier | Flyover | Course Magnetic (True) | Turn direction | Altitude | Speed limit | Magnetic variation | Distance | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| IF | M20WL | | | | +5400 | 220 KT | 1.4°E | | RNP APCH |
| TF | ITLAK | | 084° (084.9°) | | +3400 | | 1.4°E | 7.8 | RNP APCH |
| TF | M07WL | | 084° (084.9°) | | +2200 | | 1.4°E | 5.5 | RNP APCH |
| TF | RW08L | Y | 084° (085.0°) | | +75 | | 1.4°E | 6.5 | RNP APCH |
| **MISSED APPROACH** | | | | | | | | | |
| CF | MS700 | Y | 084° (085.0°) | | | 220 KT | 1.4°E | | RNP APCH |
| TF | MS705 | | 065° (060.0°) | L | | 220 KT | 1.4°E | 11.5 | RNP APCH |
| TF | MS710 | | 352° (353.6°) | L | | 220 KT | 1.4°E | 6.7 | RNP APCH |
| TF | MS715 | | 275° (275.9°) | L | | 220 KT | 1.4°E | 6.5 | RNP APCH |
| TF | MCT VOR | | 204° (205.1°) | L | | 220 KT | 1.4°E | 14.5 | RNP APCH |
| HM | MCT VOR | | 264° (265.0°) | R | +6000 | | 1.4°E | 1 min | RNP APCH |

**Aeronautical Data Tabulation: RNP RWY 08L**

| Waypoint / Fix | Latitude | Longitude | Latitude (MIN) | Longitude (MIN) | Notes |
|---|---|---|---|---|---|
| M20WL | N23°34'35.91'' | E057°53'58.73'' | N23°34.599' | E057°53.979' | |
| ITLAK (IF) | N23°35'17.84'' | E058°02'27.82'' | N23°35.297' | E058°02.464' | |
| M07WL (FAF) | N23°35'47.24'' | E058°08'27.82'' | N23°35.787' | E058°08.464' | |
| RW08L (MAPT) | N23°36'21.27'' | E058°15'28.69'' | N23°36.355' | E058°15.478' | |
| MS700 | N23°36'36.95'' | E058°18'43.93'' | N23°36.616' | E058°18.732' | |
| MS705 | N23°41'18.51'' | E058°30'12.43'' | N23°41.309' | E058°30.207' | |
| MS710 | N23°48'01.27'' | E058°29'23.08'' | N23°48.021' | E058°29.385' | |
| MS715 | N23°48'41.35'' | E058°22'19.98'' | N23°48.689' | E058°22.333' | |
| MCT VOR | N23°35'28.04'' | E058°15'36.48'' | N23°35.474' | E058°15.607' | |

Non precision final approach 3.10° (5.41%).

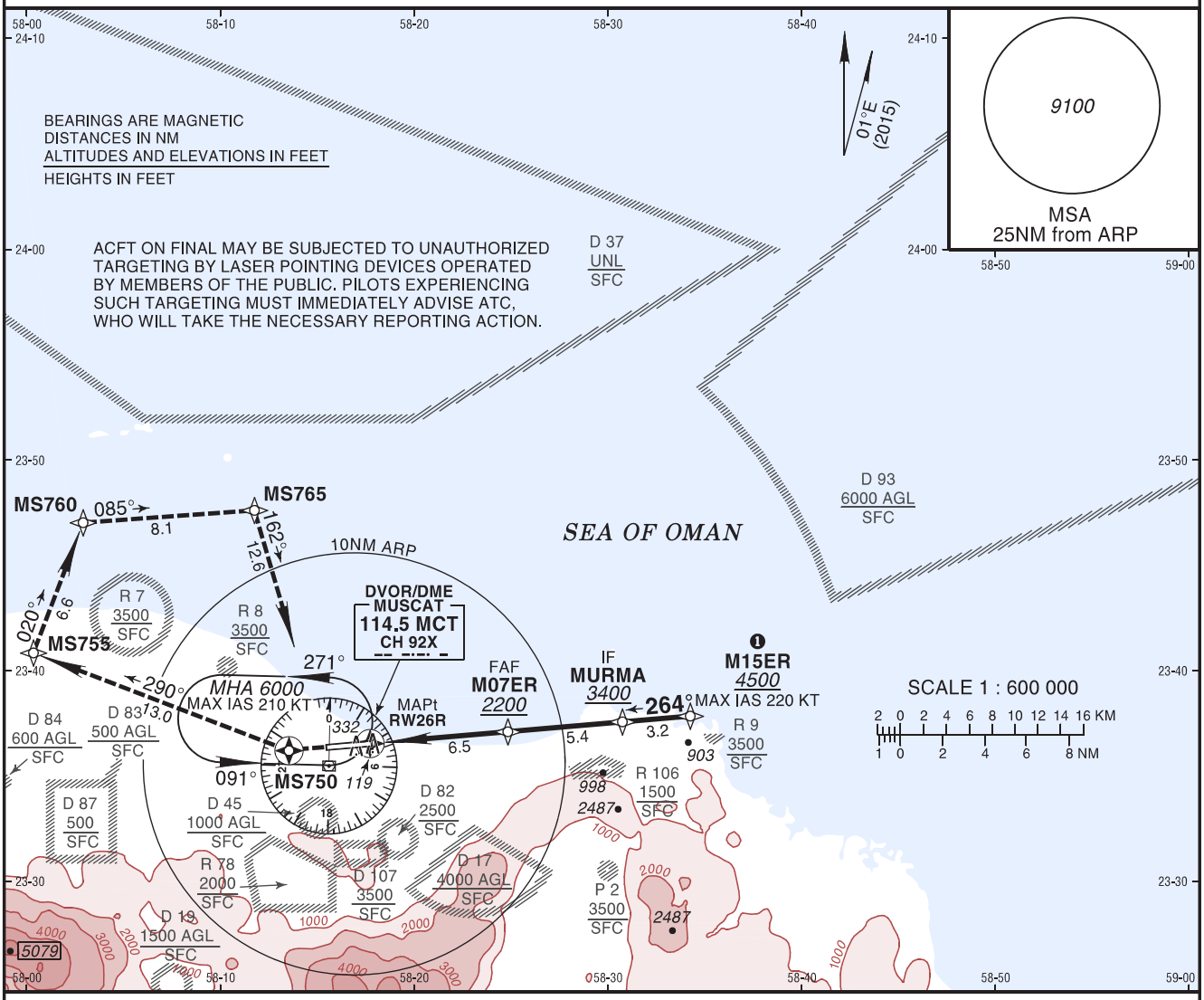
INSTRUMENT APPROACH CHART - ICAO

**AD ELEV** 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

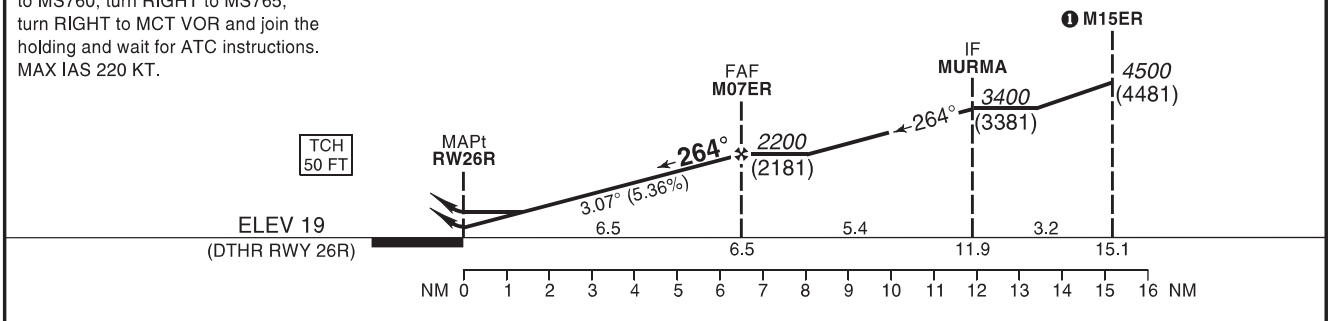
| | |
|---|---|
| ATIS | 126.800 |
| TWR | 118.825 |
| APP/RAD | 121.200 |
| GND | 121.800 |

**MUSCAT/Muscat Intl**
**OMAN**
RNP RWY 26R




**MISSED APPROACH:**
Climb on runway heading to MS750, turn RIGHT to MS755, turn RIGHT to MS760, turn RIGHT to MS765, turn RIGHT to MCT VOR and join the holding and wait for ATC instructions.
MAX IAS 220 KT.

TA ***13000***




| STRAIGHT-IN APPROACH | | A | B | C | D |
|---|---|---|---|---|---|
| LNAV/VNAV | OCH | 390 | 400 | 410 | 480 |
| | DA(H) | *410* (390) | *420* (400) | *430* (410) | *500* (480) |
| | VIS/RVR | 1100m | | 1200m | 1500m |
| LNAV | OCH | 510 | | | |
| | MDA(H) | *530* (510) | | | |
| | VIS | 1500m | | 1600m | |
| CIRCLING (HAA)* ❷ | | A | B | C | D |
| | | Not Authorized | | | |

| ADVISORY INFORMATION ONLY | | | | | | |
|---|---|---|---|---|---|---|
| NM to RW26R | 1 | 2 | 3 | 4 | 5 | |
| *ALT* (HGT) | *720* (700) | *1050* (1030) | *1380* (1360) | *1700* (1680) | *2030* (2010) | |
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF-MAPt❸ | min:s | | | | | | |
| ROD: 5.36% | ft/min | 434 | 542 | 651 | 759 | 868 | 976 |

❶ For INITIAL APPROACH to M15ER see Transition Chart.
❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

RNP Approach required.

LNAV/VNAV Temperature: Min -15°C
Max 50°C

AMENDMENT: Rename IF M12ER to MURMA.

**Holding Instruction/Areas RNP RWY 26R**

| Path descriptor | Fix identifier | Inbound course M (T) | Leg Distance | Turn direction | Minimum altitude | Maximum altitude | Speed | Magnetic variation | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| Hold | MCT VOR | 091° (092.0°) | 1 MIN | L | 6000 | | 210 KT | 1.4°E | |

**Route Description: RNP RWY 26R**

| Path descriptor | Fix identifier | Flyover | Course Magnetic (True) | Turn direction | Altitude | Speed limit | Magnetic variation | Distance | Navigation performance |
|---|---|---|---|---|---|---|---|---|---|
| IF | M15ER | | | | +4500 | 220 KT | 1.4°E | | RNP APCH |
| TF | MURMA | | 264° (265.1°) | | +3400 | | 1.4°E | 3.2 | RNP APCH |
| TF | M07ER | | 264° (265.1°) | | +2200 | | 1.4°E | 5.4 | RNP APCH |
| TF | RW26R | Y | 264° (265.1°) | | +69 | | 1.4°E | 6.5 | RNP APCH |
| **MISSED APPROACH** | | | | | | | | | |
| CF | MS750 | Y | 264° (265.0°) | | | 220 KT | 1.4°E | | RNP APCH |
| TF | MS755 | | 290° (291.0°) | R | | 220 KT | 1.4°E | 13.0 | RNP APCH |
| TF | MS760 | | 020° (020.9°) | R | | 220 KT | 1.4°E | 6.6 | RNP APCH |
| TF | MS765 | | 085° (085.9°) | R | | 220 KT | 1.4°E | 8.1 | RNP APCH |
| TF | MCT VOR | | 162° (163.7°) | R | | 220 KT | 1.4°E | 12.6 | RNP APCH |
| HM | MCT VOR | | 091° (092.0°) | L | +6000 | 210 KT | 1.4°E | 1 min | RNP APCH |

**Aeronautical Data Tabulation: RNP RWY 26R**

| Waypoint / Fix | Latitude | Longitude | Latitude (MIN) | Longitude (MIN) | Notes |
|---|---|---|---|---|---|
| M15ER | N23°37'50.73'' | E058°34'14.98'' | N23°37.846' | E058°34.250' | |
| MURMA (IF) | N23°37'34.20'' | E058°30'44.72'' | N23°37.570' | E058°30.745' | |
| M07ER (FAF) | N23°37'06.15'' | E058°24'49.95'' | N23°37.103' | E058°24.833' | |
| RW26R (MAPT) | N23°36'32.11'' | E058°17'43.65'' | N23°36.535' | E058°17.728' | |
| MS750 | N23°36'11.91'' | E058°13'32.53'' | N23°36.199' | E058°13.542' | |
| MS755 | N23°40'50.95'' | E058°00'20.96'' | N23°40.849' | E058°00.349' | |
| MS760 | N23°47'02.00'' | E058°02'55.00'' | N23°47.033' | E058°02.917' | |
| MS765 | N23°47'36.75'' | E058°11'45.47'' | N23°47.613' | E058°11.758' | |
| MCT VOR | N23°35'28.04'' | E058°15'36.48'' | N23°35.474' | E058°15.607' | |

Non precision final approach 3.07° (5.36%).