

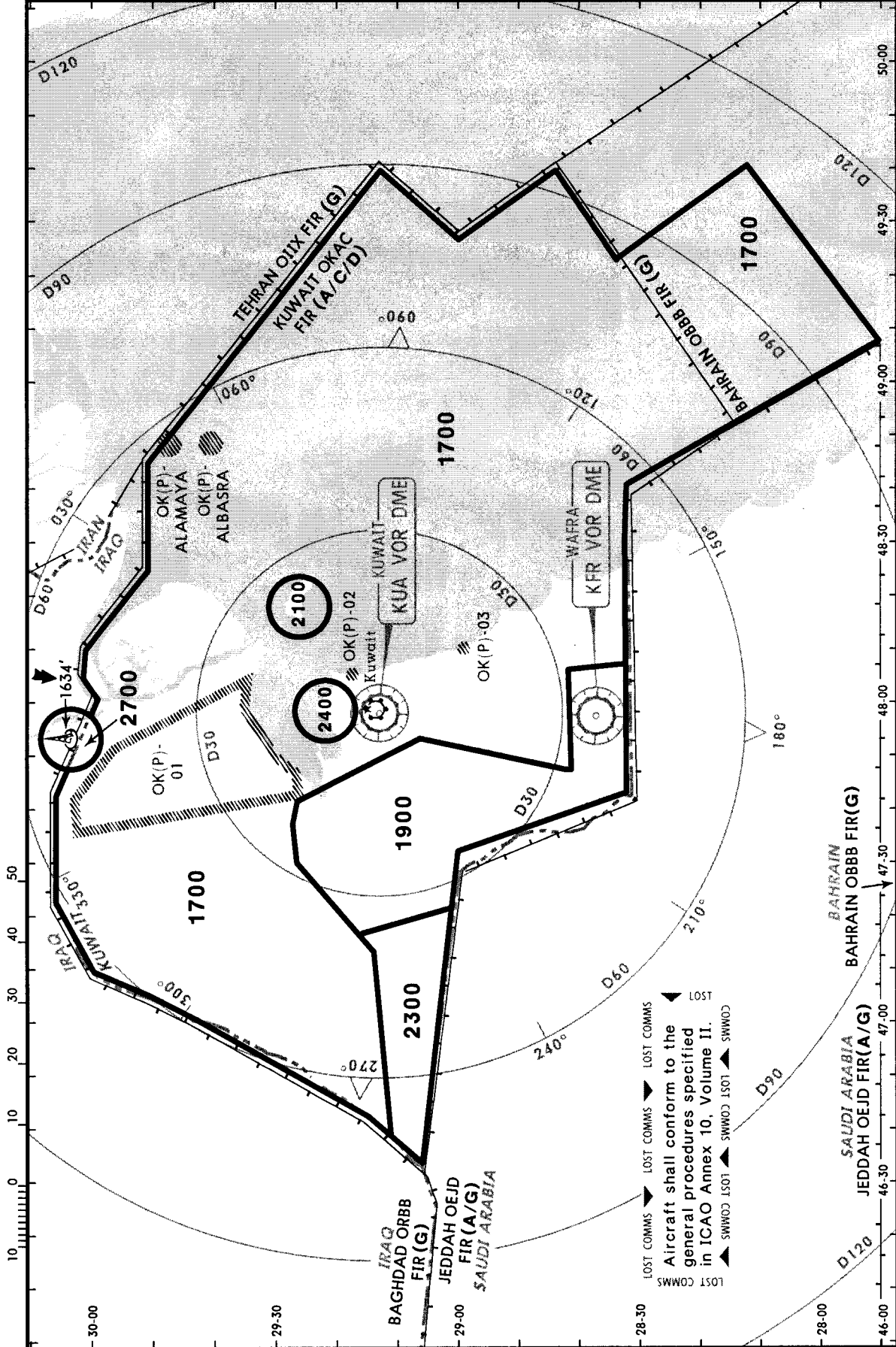
OKBK/KWI
KUWAIT INTL

JEPPESEN

KUWAIT, KUWAIT

14 SEP 07 10-1R Eff 27 Sep RADAR MINIMUM ALTITUDES

KUWAIT Radar 125.3	KUWAIT Radar (APP) 121.3	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' This chart may only be used for cross-checking of altitudes assigned while under radar control.
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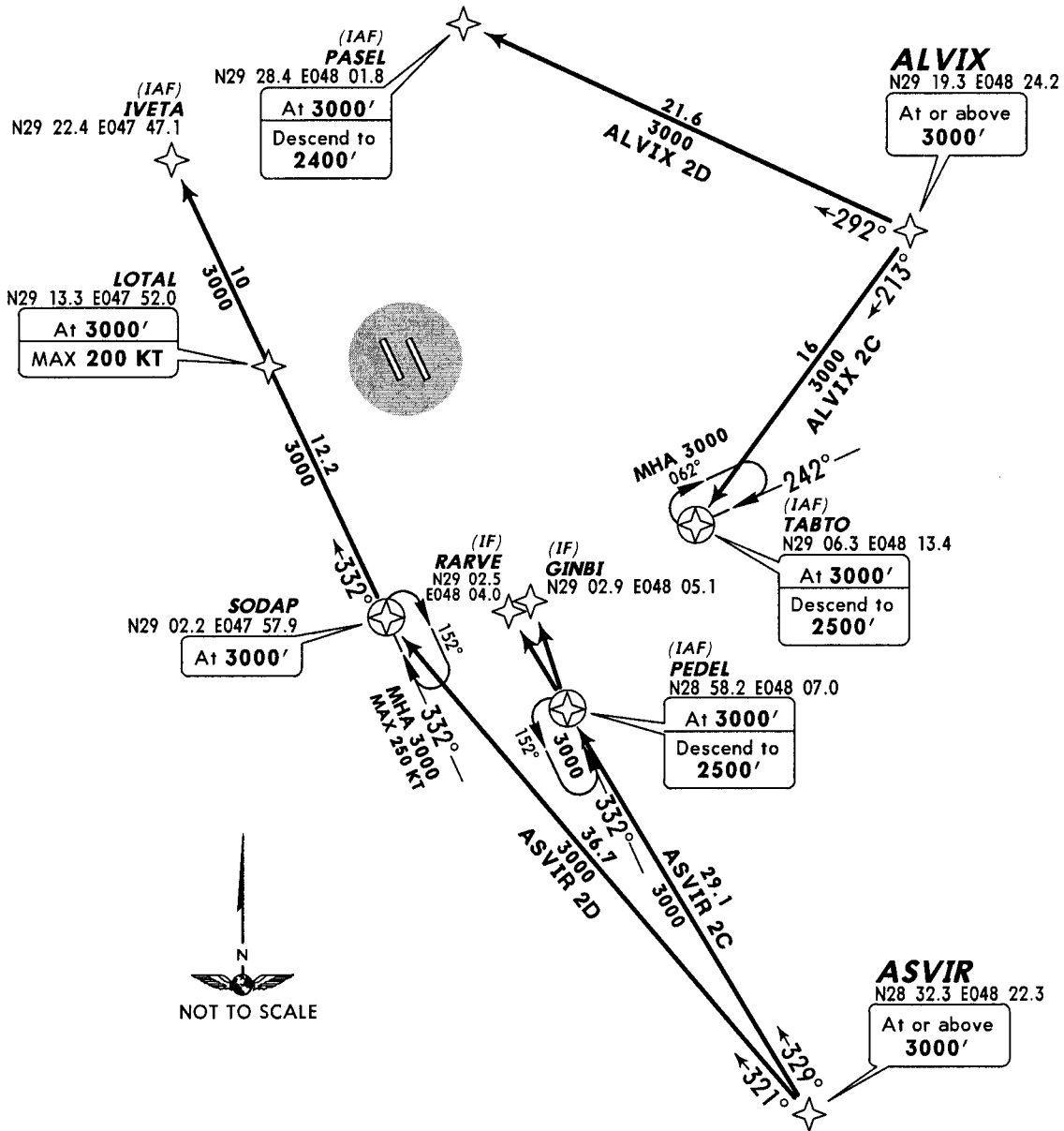


CHANGES: New chart.

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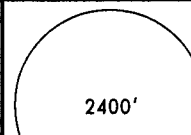
D-ATIS 126.22	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Operator/pilots who are not approved to fly the RNAV (GNSS) STARs shall fly the alternate conventional procedures.	2400' MSA ARP
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ALVIX TWO CHARLIE (ALVIX 2C) [ALVI2C]
ALVIX TWO DELTA (ALVIX 2D) [ALVI2D]
ASVIR TWO CHARLIE (ASVIR 2C) [ASVI2C]
ASVIR TWO DELTA (ASVIR 2D) [ASVI2D]
RWYS 33L/R, 15L/R RNAV ARRIVALS
RNAV (GNSS)

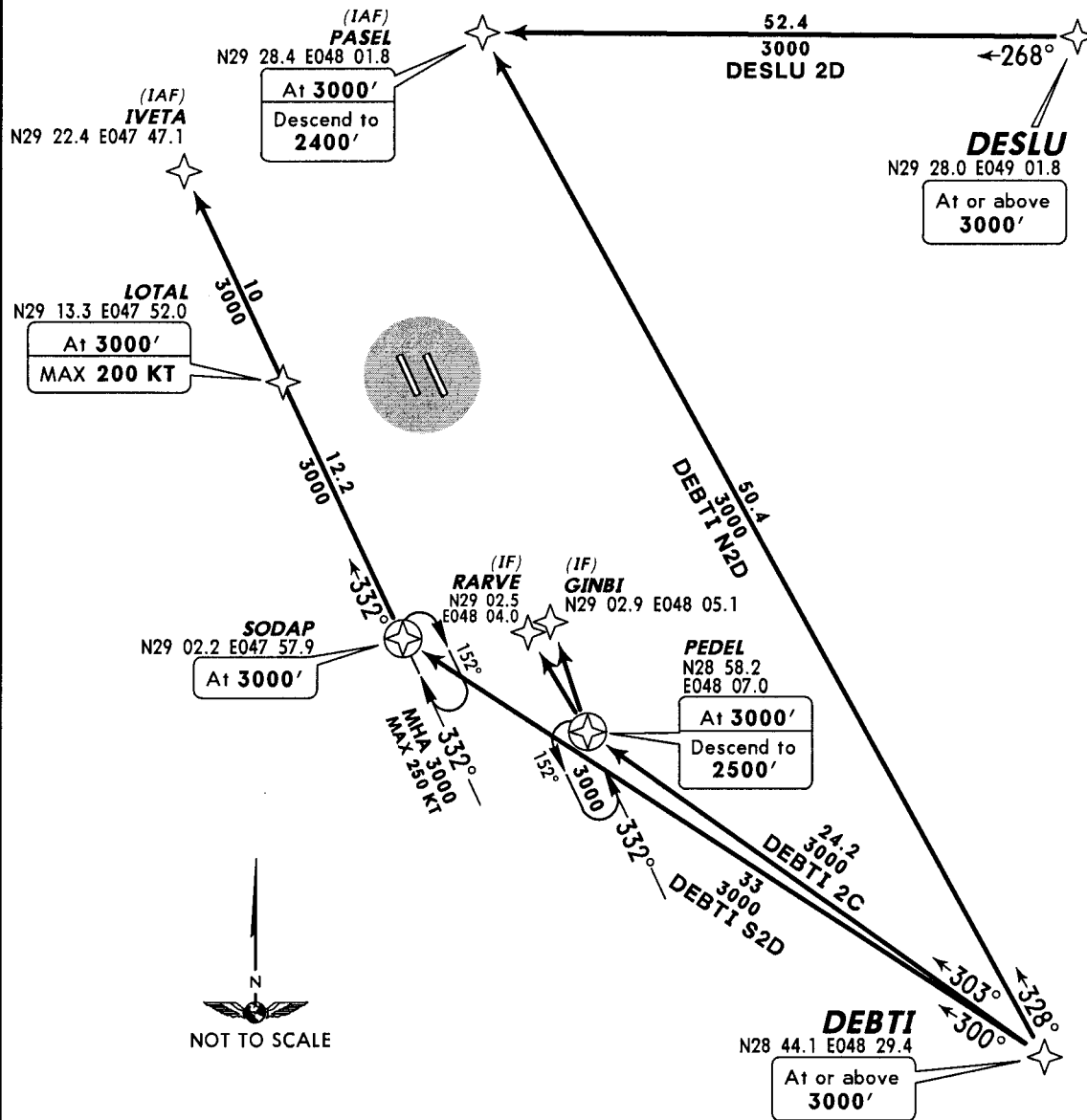


STAR	RWY	ROUTING
ALVIX 2C	33L/R	On 213° track to TABTO, then descend to 2500' for ILS approach or as instructed by ATC.
ALVIX 2D	15L/R	On 292° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.
ASVIR 2C	33L/R	On 329° track to PEDEL, then descend to 2500' for ILS approach or as instructed by ATC.
ASVIR 2D	15L/R	On 321° track to SODAP, direct to TOTAL, direct to IVETA, establish on the ILS approach or as instructed by ATC.

CHANGES: STARs replaced by RNAV STARs.

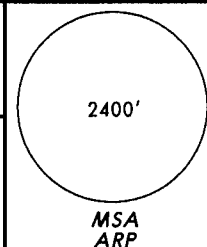
D-ATIS 126.22	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Operator/pilots who are not approved to fly the RNAV (GNSS) STARs shall fly the alternate conventional procedures.	
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**DEBTI TWO CHARLIE (DEBTI 2C) [DEBT2C]
DEBTI NORTH TWO DELTA (DEBTI N2D) [DEBN2D]
DEBTI SOUTH TWO DELTA (DEBTI S2D) [DEBS2D]
DESLU TWO DELTA (DESLU 2D) [DESL2D]
RWYS 33L/R, 15L/R RNAV ARRIVALS
RNAV (GNSS)**

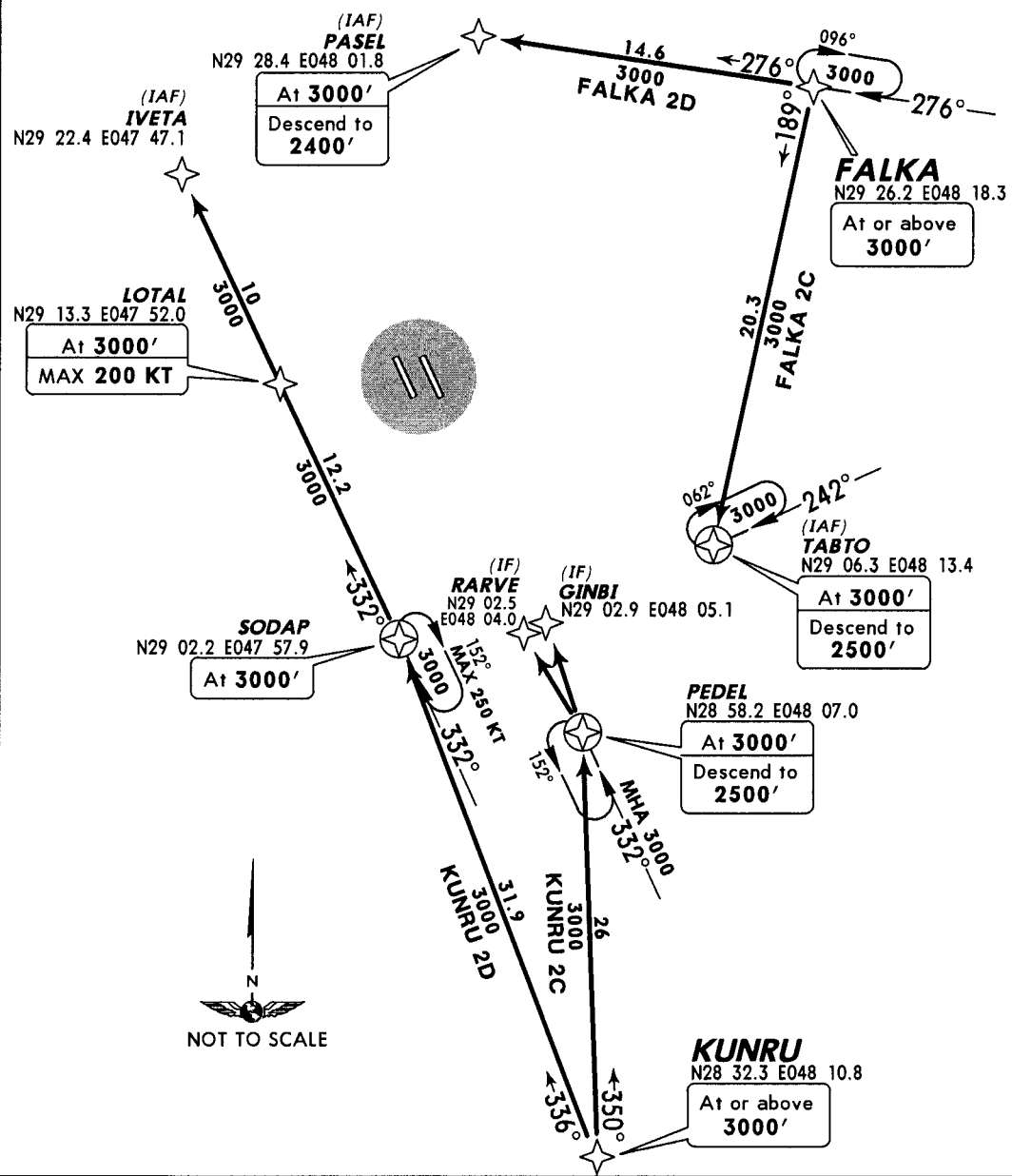


STAR	RWY	ROUTING
DEBTI 2C	33L/R	On 303° track to PEDEL, then descend to 2500' for ILS approach or as instructed by ATC.
DEBTI NORTH 2D	15L/R	On 328° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.
DEBTI SOUTH 2D	33L/R	On 300° track to SODAP, direct to LOTAL, direct to IVETA, establish on the ILS approach or as instructed by ATC.
DESLU 2D	15L/R	On 268° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.

CHANGES: STARs replaced by RNAV STARs.

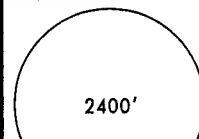
D-ATIS 126.22	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Operator/pilots who are not approved to fly the RNAV (GNSS) STARs shall fly the alternate conventional procedures.	
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FALKA TWO CHARLIE (FALKA 2C) [FALK2C]
 FALKA TWO DELTA (FALKA 2D) [FALK2D]
 KUNRU TWO CHARLIE (KUNRU 2C) [KUNR2C]
 KUNRU TWO DELTA (KUNRU 2D) [KUNR2D]
 RWYS 33L/R, 15L/R RNAV ARRIVALS
 RNAV (GNSS)

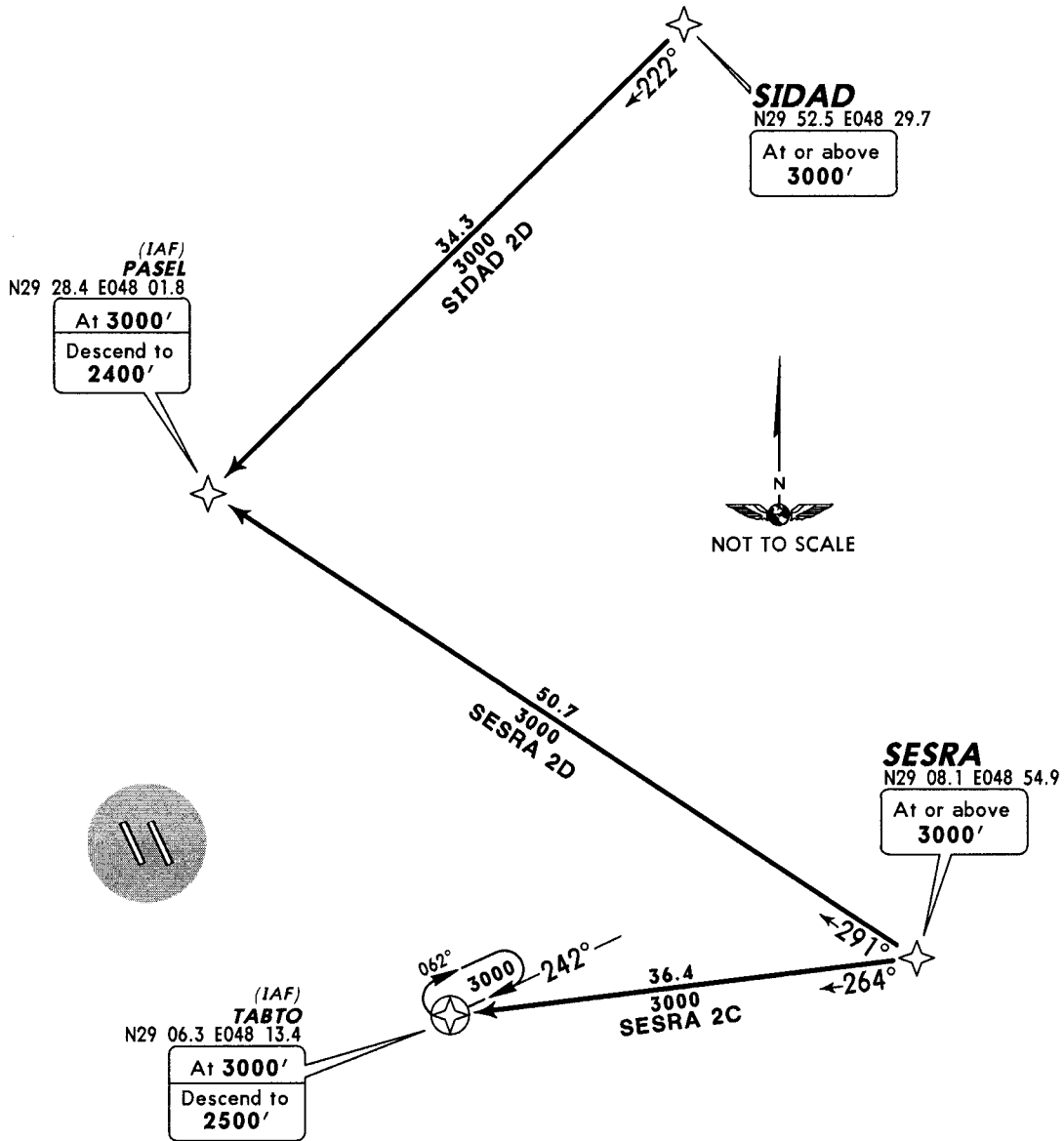


STAR	RWY	ROUTING
FALKA 2C	33L/R	On 189° track to TABTO, then descend to 2500' for ILS approach or as instructed by ATC.
FALKA 2D	15L/R	On 276° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.
KUNRU 2C	33L/R	On 350° track to PEDEL, then descend to 2500' for ILS approach or as instructed by ATC.
KUNRU 2D	15L/R	On 336° track to SODAP, direct to LOTAL, direct to IVETA, establish on the ILS approach or as instructed by ATC.

CHANGES: STARs replaced by RNAV STARs.

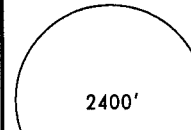
D-ATIS 126.22	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Operator/pilots who are not approved to fly the RNAV (GNSS) STARs shall fly the alternate conventional procedures.	 <p>2400' MSA ARP</p>
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**SESRA TWO CHARLIE (SESRA 2C) [SESR2C]
SESRA TWO DELTA (SESRA 2D) [SESR2D]
SIDAD TWO DELTA (SIDAD 2D) [SIDA2D]
RWYS 33L/R, 15L/R RNAV ARRIVALS
RNAV (GNSS)**

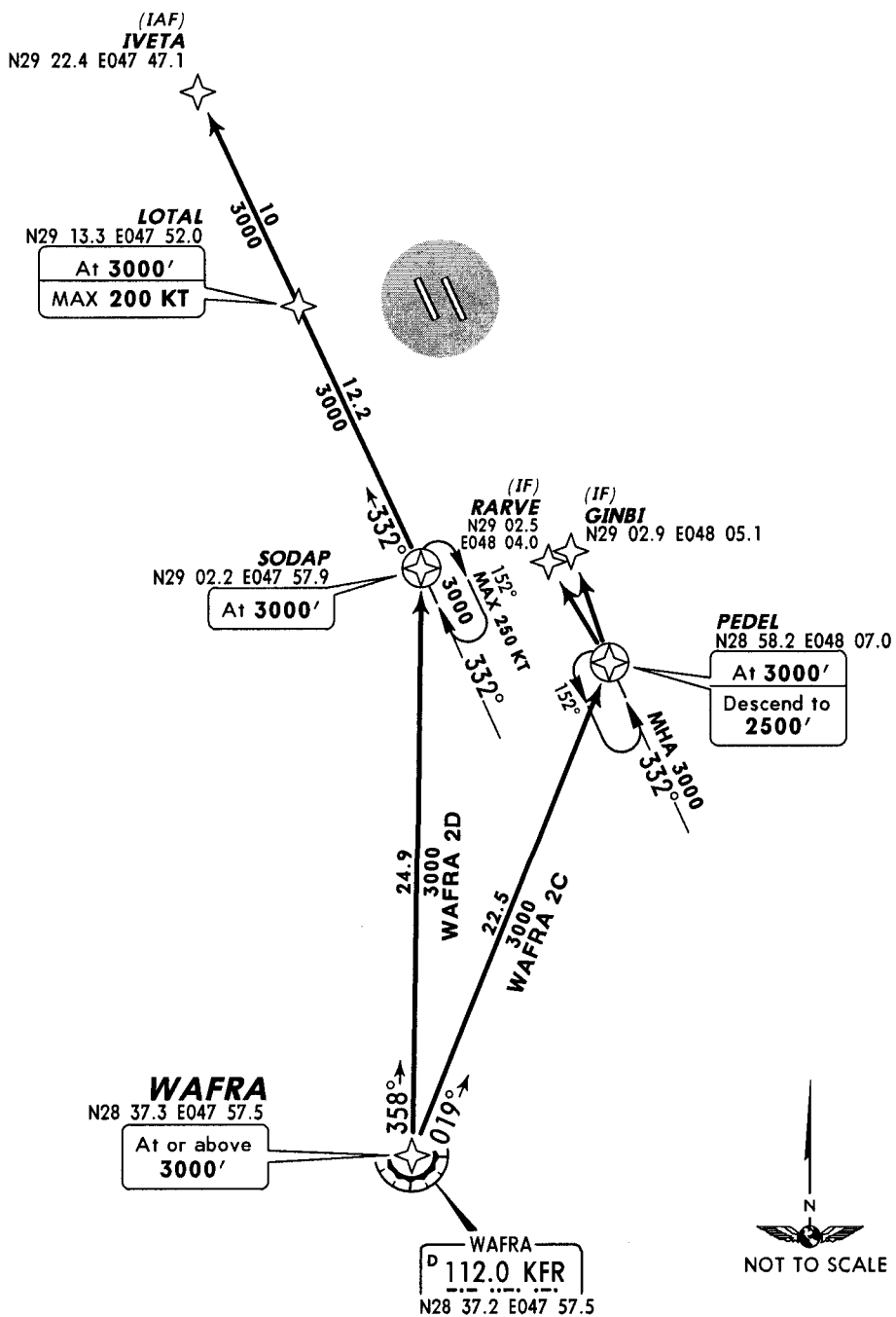


STAR	RWY	ROUTING
SESRA 2C	33L/R	On 264° track to TABTO, then descend to 2500' for ILS approach or as instructed by ATC.
SESRA 2D	15L/R	On 291° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.
SIDAD 2D		On 222° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.

CHANGES: STARs replaced by RNAV STARs.

D-ATIS 126.22	Apt Elev 205'	Alt Set: hPa Trans level: FL150 Trans alt: 13000' Operator/pilots who are not approved to fly the RNAV (GNSS) STARs shall fly the alternate conventional procedures.	
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**WAFRA TWO CHARLIE (WAFRA 2C) [KFR2C]
WAFRA TWO DELTA (WAFRA 2D) [KFR2D]
RWYS 33L/R, 15L/R RNAV ARRIVALS
RNAV (GNSS)**



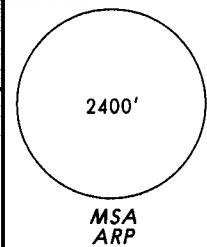
STAR	RWY	ROUTING
WAFRA 2C	33L/R	On 019° track to PEDEL, then descend to 2500' for ILS approach or as instructed by ATC.
WAFRA 2D	15L/R	On 358° track to SODAP, direct to LOTAL, direct to IVETA, establish on the ILS approach or as instructed by ATC.

CHANGES: New chart.

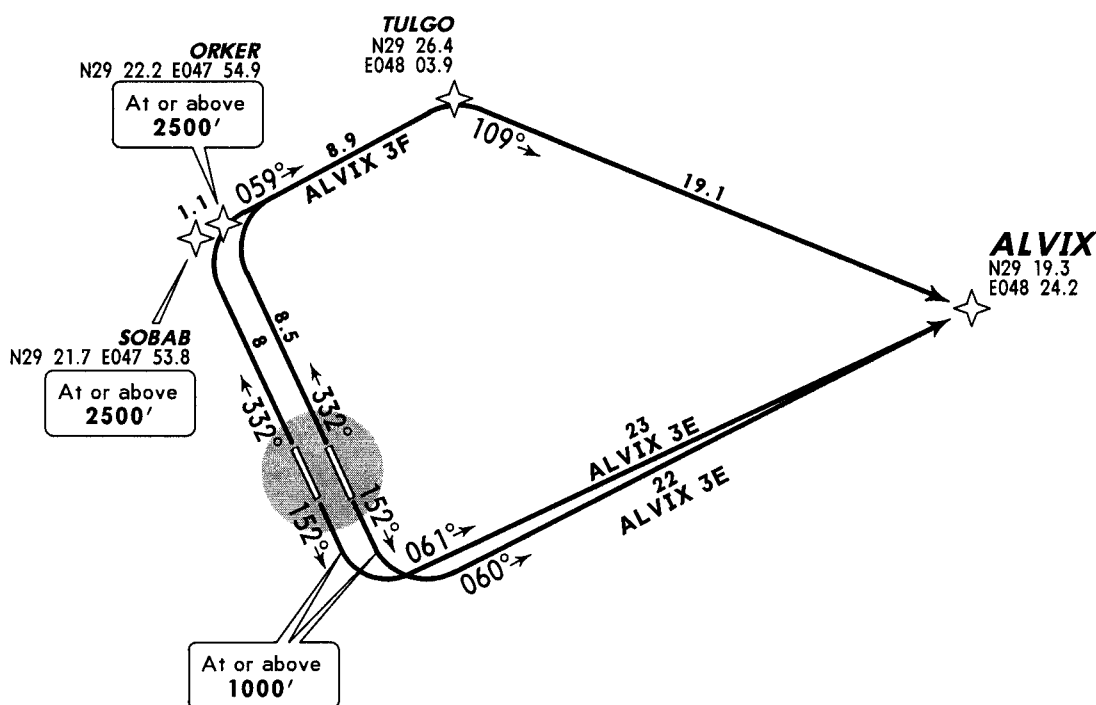
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Apt Elev
205'

Trans level: FL150 Trans alt: 13000'
Operator/pilots who are not approved to fly the RNAV (GNSS)
SIDs shall fly the alternate conventional procedures.



**ALVIX THREE ECHO (ALVIX 3E) [ALVI3E]
ALVIX THREE FOXTROT (ALVIX 3F) [ALVI3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)**

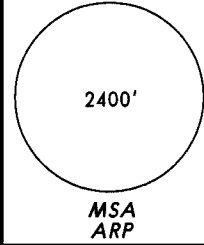


SID	RWY	ROUTING
ALVIX 3E	15L	Climb on 152° track to at or above 1000', then 060° track to ALVIX, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 061° track to ALVIX, then as directed by ATC.
ALVIX 3F	33L	Climb on 332° track to SOBAB, then 059° track to TULGO, then 109° track to ALVIX, then as directed by ATC.
	33R	Climb on 332° track to ORKER, then 059° track to TULGO, then 109° track to ALVIX, then as directed by ATC.

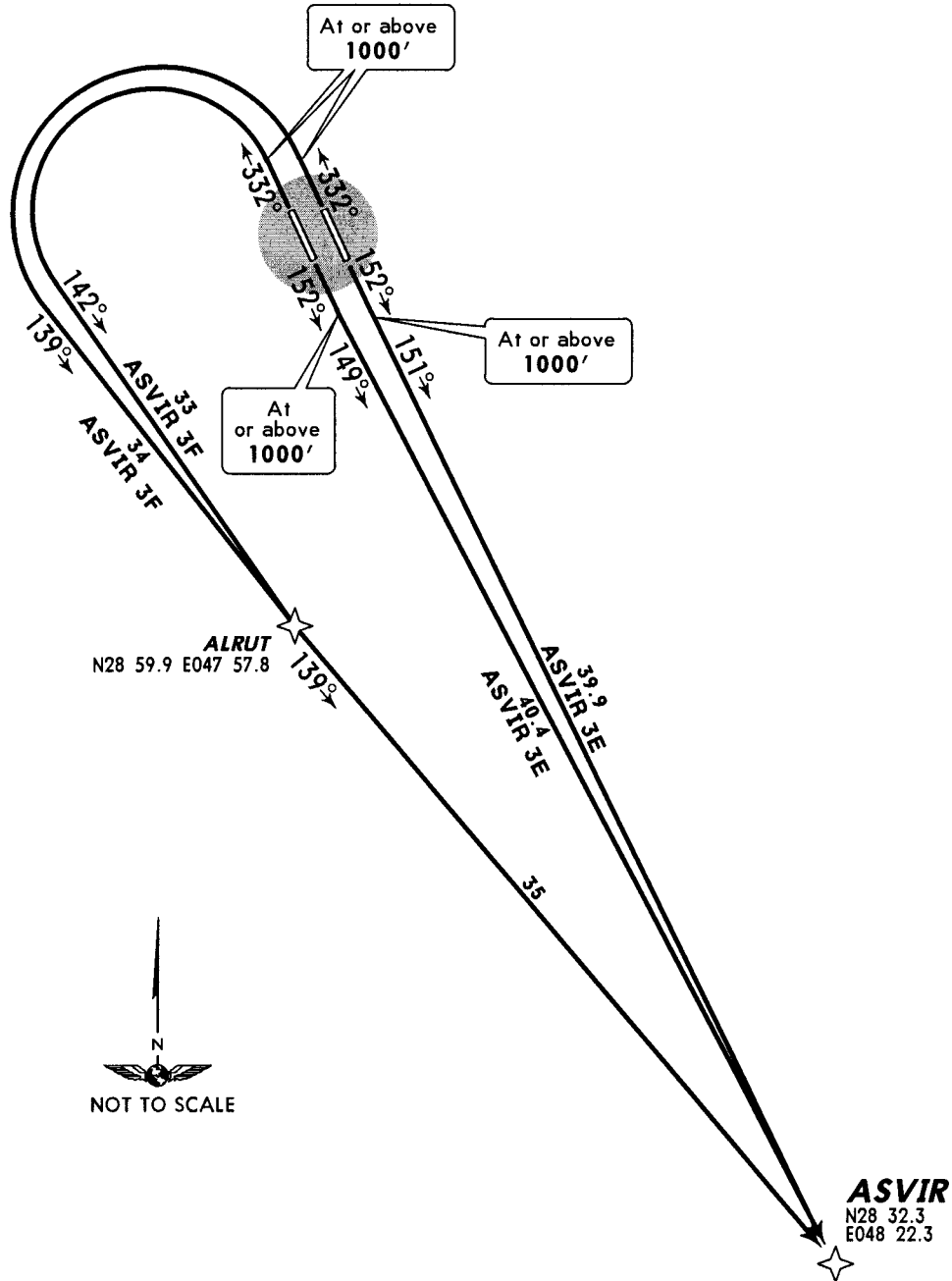
CHANGES: SIDs replaced by RNAV SIDs.

Apt Elev
205'

Trans level: FL150 Trans alt: 13000'
Operator/pilots who are not approved to fly the RNAV (GNSS)
SIDs shall fly the alternate conventional procedures.



**ASVIR THREE ECHO (ASVIR 3E) [ASVI3E]
ASVIR THREE FOXTROT (ASVIR 3F) [ASVI3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)**

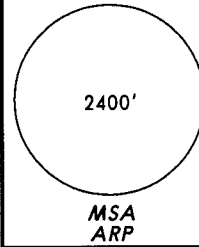


SID	RWY	ROUTING
ASVIR 3E	15L	Climb on 152° track to at or above 1000', then 151° track to ASVIR, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 149° track to ASVIR, then as directed by ATC.
ASVIR 3F	33L	Climb on 332° track to at or above 1000', then 142° track to ALRUT, then 139° track to ASVIR, then as directed by ATC.
	33R	Climb on 332° track to at or above 1000', then 139° track via ALRUT to ASVIR, then as directed by ATC.

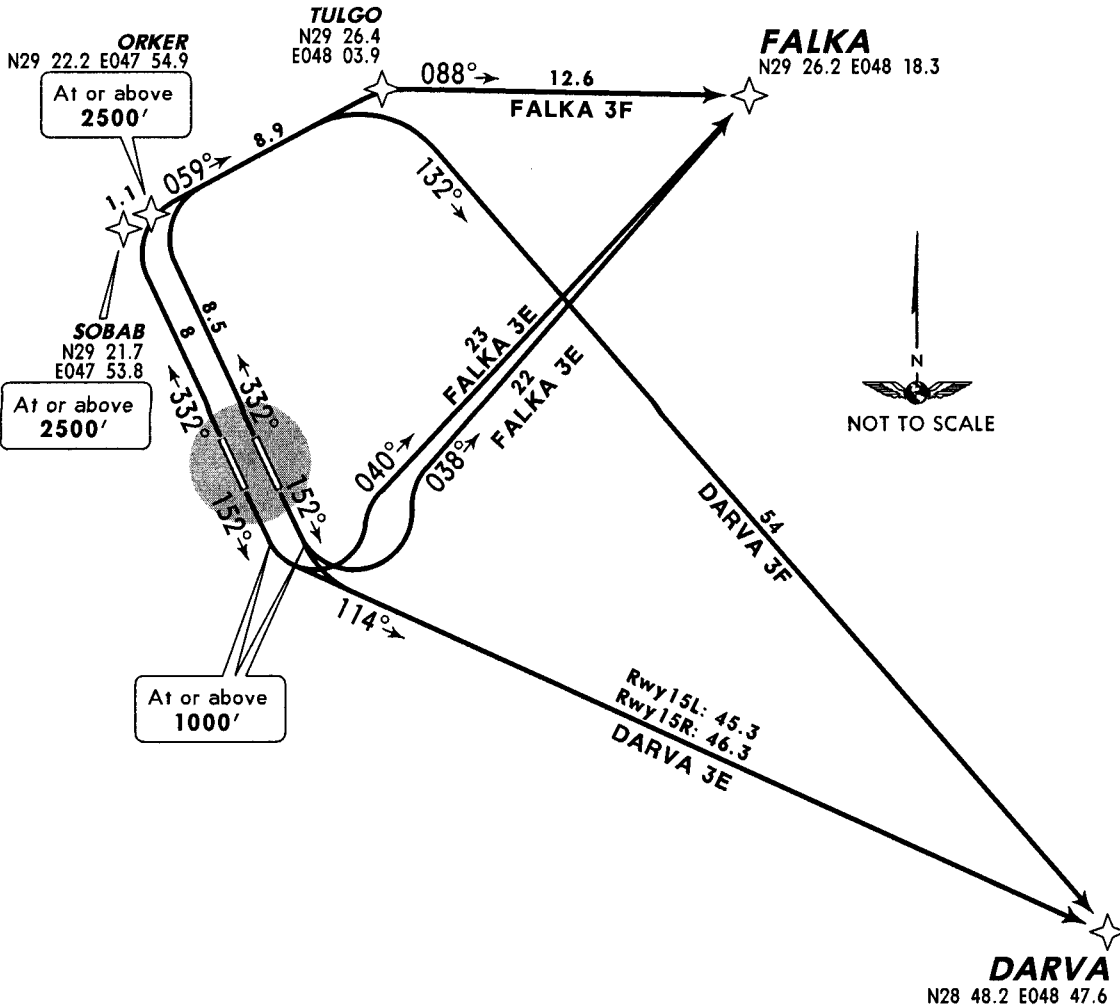
CHANGES: SIDs replaced by RNAV SIDs.

Apt Elev
205'

Trans level: FL150 Trans alt: 13000'
Operator/pilots who are not approved to fly the RNAV (GNSS)
SIDs shall fly the alternate conventional procedures.



DARVA THREE ECHO (DARVA 3E) [DARV3E]
DARVA THREE FOXTROT (DARVA 3F) [DARV3F]
FALKA THREE ECHO (FALKA 3E) [FALK3E]
FALKA THREE FOXTROT (FALKA 3F) [FALK3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)

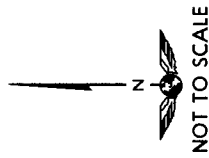
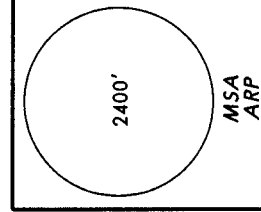


SID	RWY	ROUTING
DARVA 3E	15L	Climb on 152° track to at or above 1000', then 114° track to DARVA, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 114° track to DARVA, then as directed by ATC.
DARVA 3F	33L	Climb on 332° track to SOBAB, then 059° track to TULGO, then 132° track to DARVA, then as directed by ATC.
	33R	Climb on 332° track to ORKER, then 059° track to TULGO, then 132° track to DARVA, then as directed by ATC.
FALKA 3E	15L	Climb on 152° track to at or above 1000', then 038° track to FALKA, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 040° track to FALKA, then as directed by ATC.
FALKA 3F	33L	Climb on 332° track to SOBAB, then 059° track to TULGO, then 088° track to FALKA, then as directed by ATC.
	33R	Climb on 332° track to ORKER, then 059° track to TULGO, then 088° track to FALKA, then as directed by ATC.

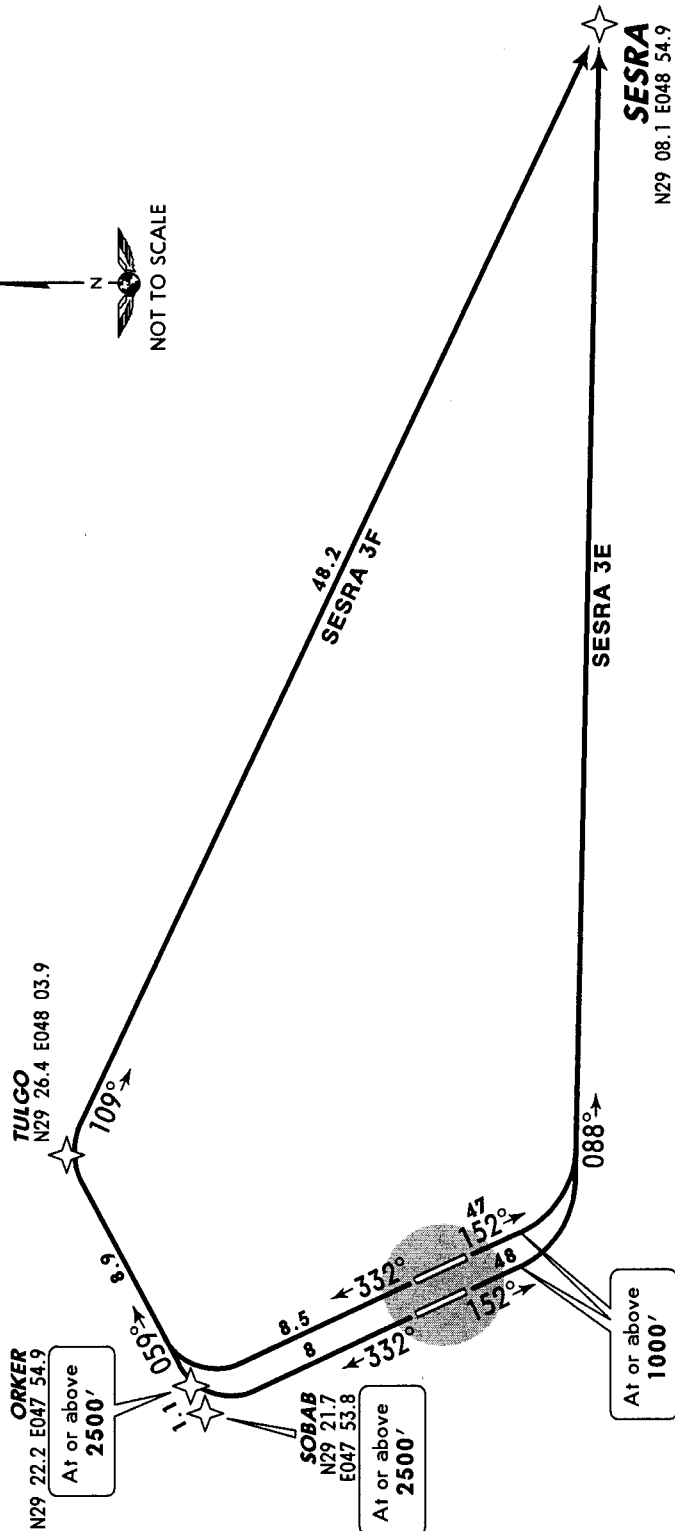
Apt Elev
205'

Trans level: FL150 Trans alt: 13000'
Operator/pilots who are not approved to fly the RNAV (GNSS)
SIDs shall fly the alternate conventional procedures.

SESRA THREE ECHO (SESRA 3E) [SESR3E]
SESRA THREE FOXTROT (SESRA 3F) [SESR3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)

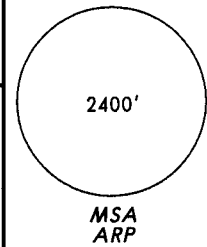


SID	RWY	ROUTING
SESRA 3E	15L	Climb on 152° track to at or above 1000', then 088° track to SESRA, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 088° track to SESRA, then as directed by ATC.
SESRA 3F	33L	Climb on 332° track to SOBAB, then 059° track to TULGO, then 109° track to SESRA, then as directed by ATC.
	33R	Climb on 332° track to ORKER, then 059° track to TULGO, then 109° track to SESRA, then as directed by ATC.



Apt Elev
205'

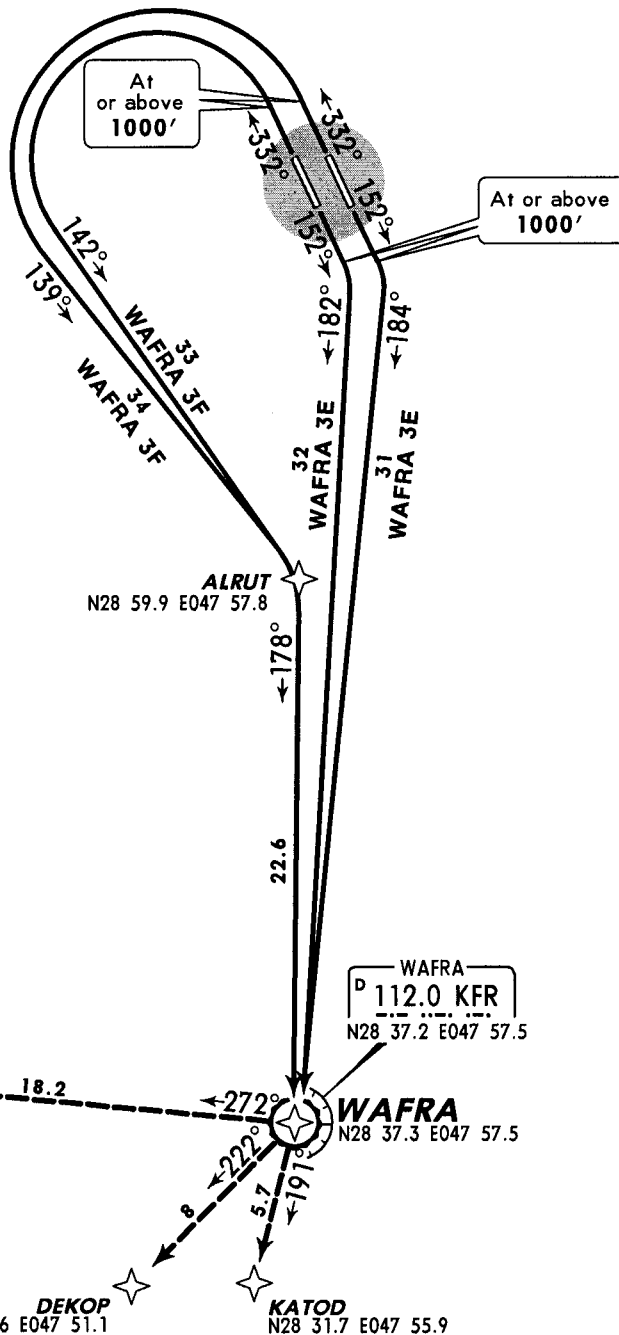
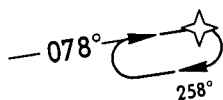
Trans level: FL150 Trans alt: 13000'
Operator/pilots who are not approved to fly the RNAV (GNSS)
SIDs shall fly the alternate conventional procedures.



**WAFRA THREE ECHO (WAFRA 3E) [KFR3E]
WAFRA THREE FOXTROT (WAFRA 3F) [KFR3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)**



**HOLDING OVER
WAFRA**



SID	RWY	ROUTING
WAFRA 3E	15L	Climb on 152° track to at or above 1000', then 184° track to WAFRA, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', then 182° track to WAFRA, then as directed by ATC.
WAFRA 3F	33L	Climb on 332° track to at or above 1000', then 142° track to ALRUT, then 178° track to WAFRA, then as directed by ATC, then via transition.
	33R	Climb on 332° track to at or above 1000', then 139° track to ALRUT, then 178° track to WAFRA, then as directed by ATC, then via transition.

CHANGES: New chart.

TRANS LEVEL: FL 150
TRANS ALT: 13000'

SPECIAL ENGINE FAILURE PROCEDURE

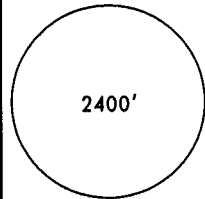
"Advise ATC of Intentions"

RWY

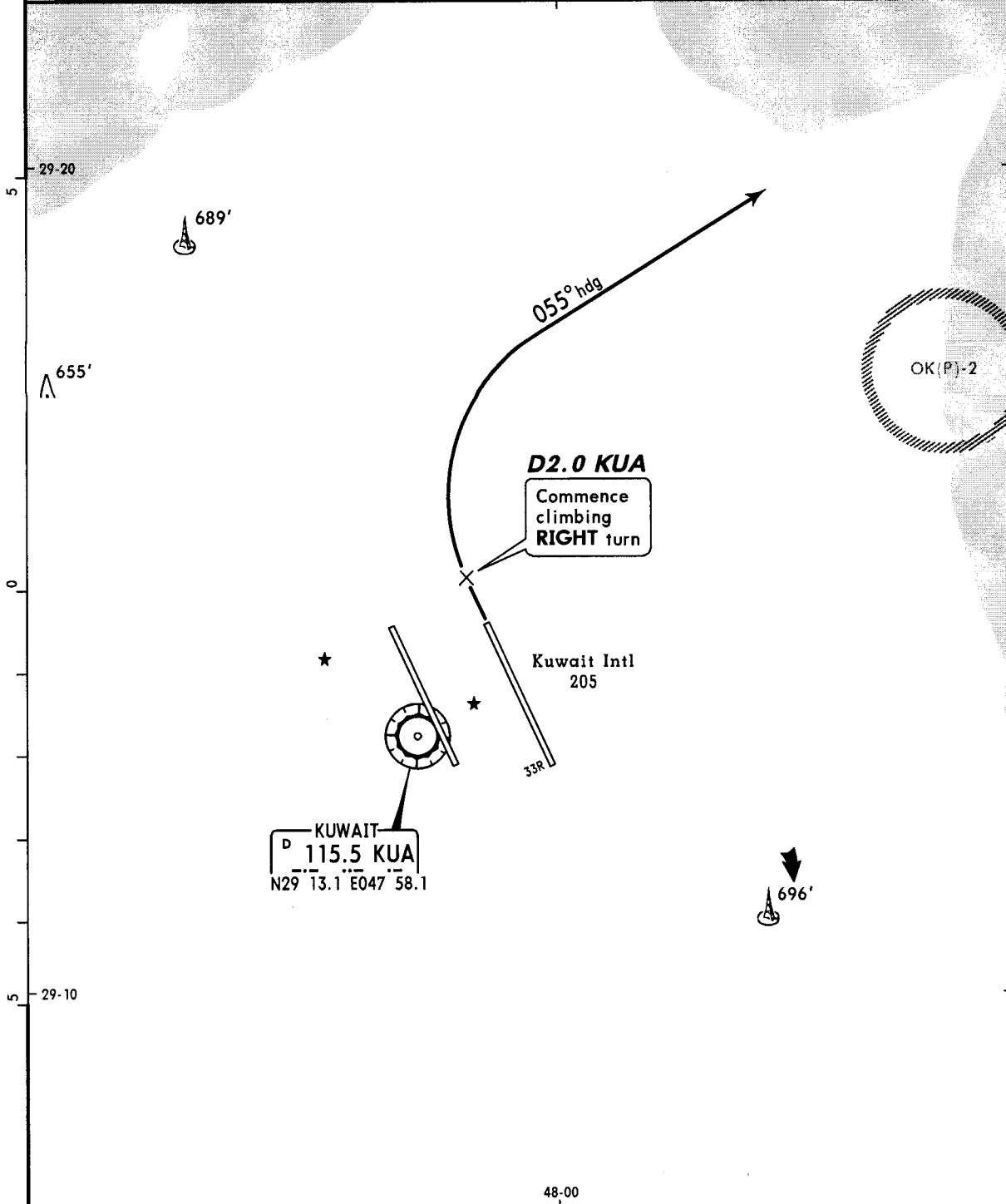
PROCEDURE

33R

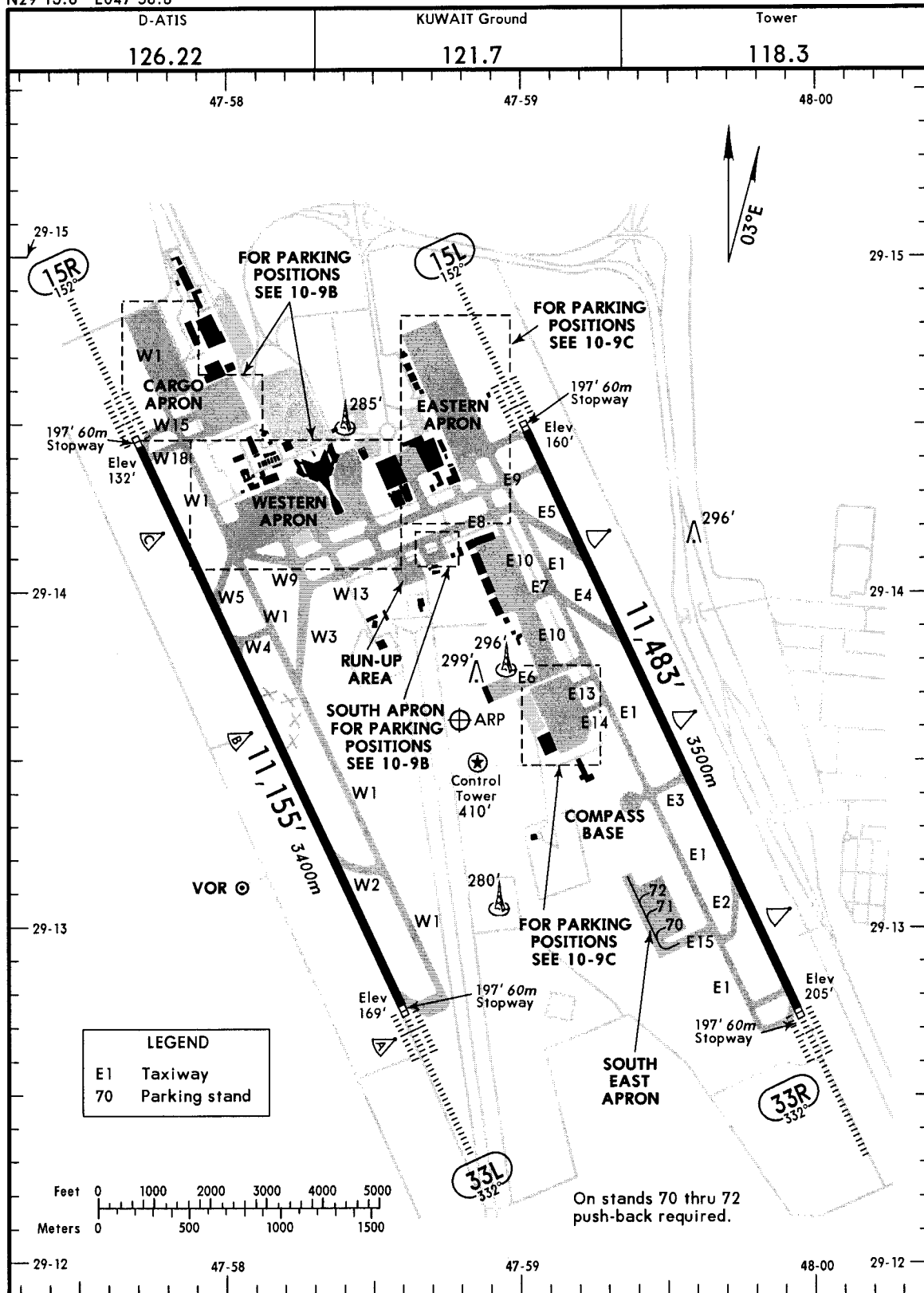
Allowable takeoff weights for rwy 33R based on a 15 degree banked climbing RIGHT turn, commenced at D2.0 KUA DME to a mag heading of 055 degrees.



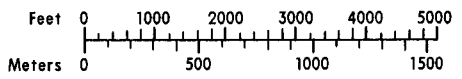
MSA KUA VOR



CHANGES: MSA. Apt elev.



LEGEND
 E1 Taxiway
 70 Parking stand



On stands 70 thru 72 push-back required.

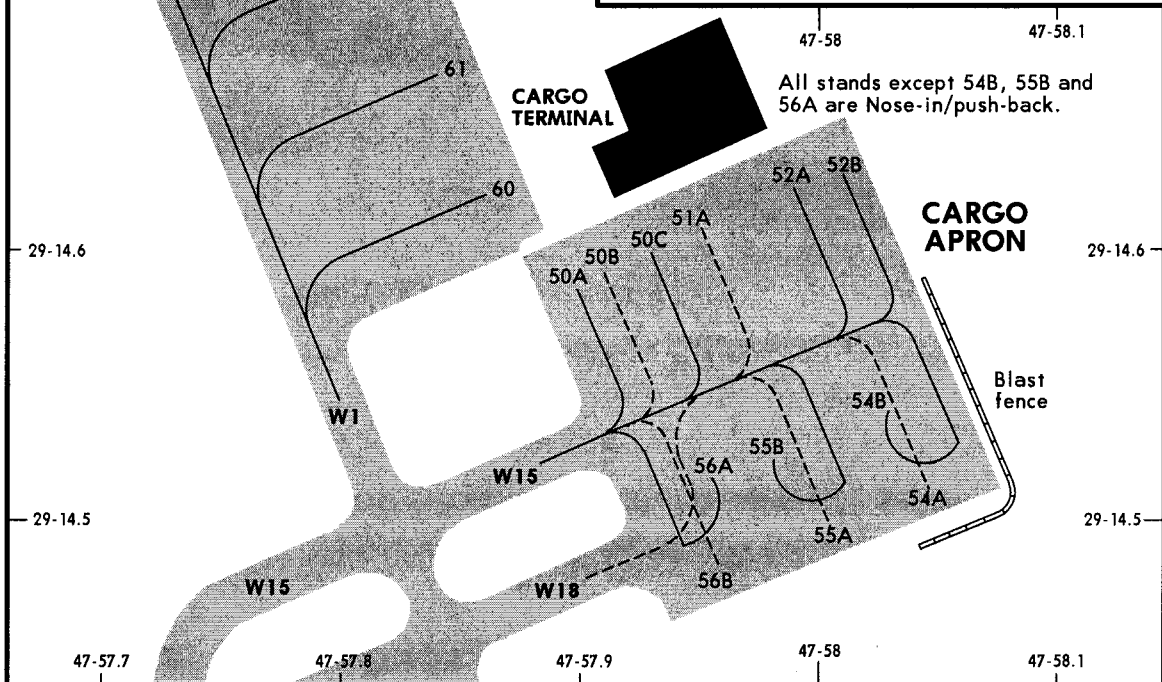
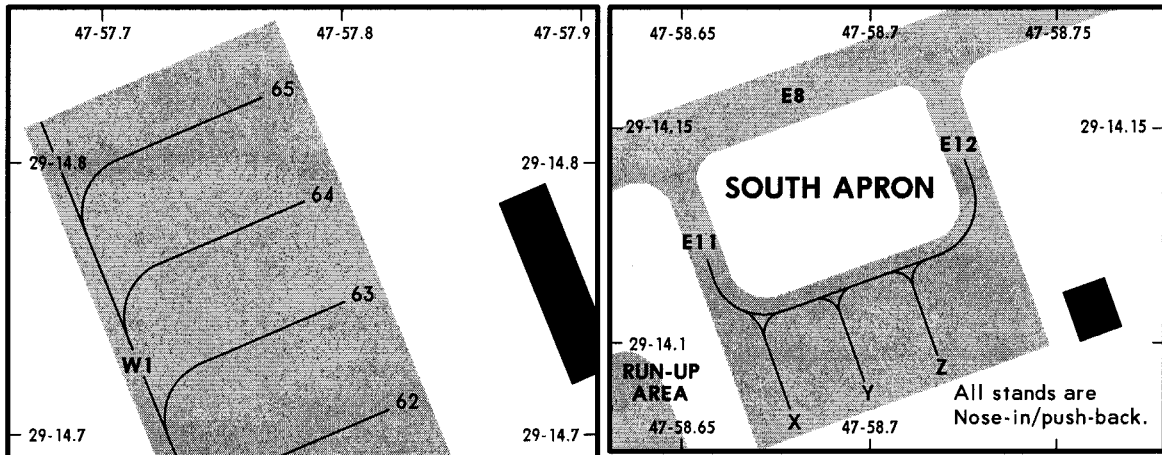
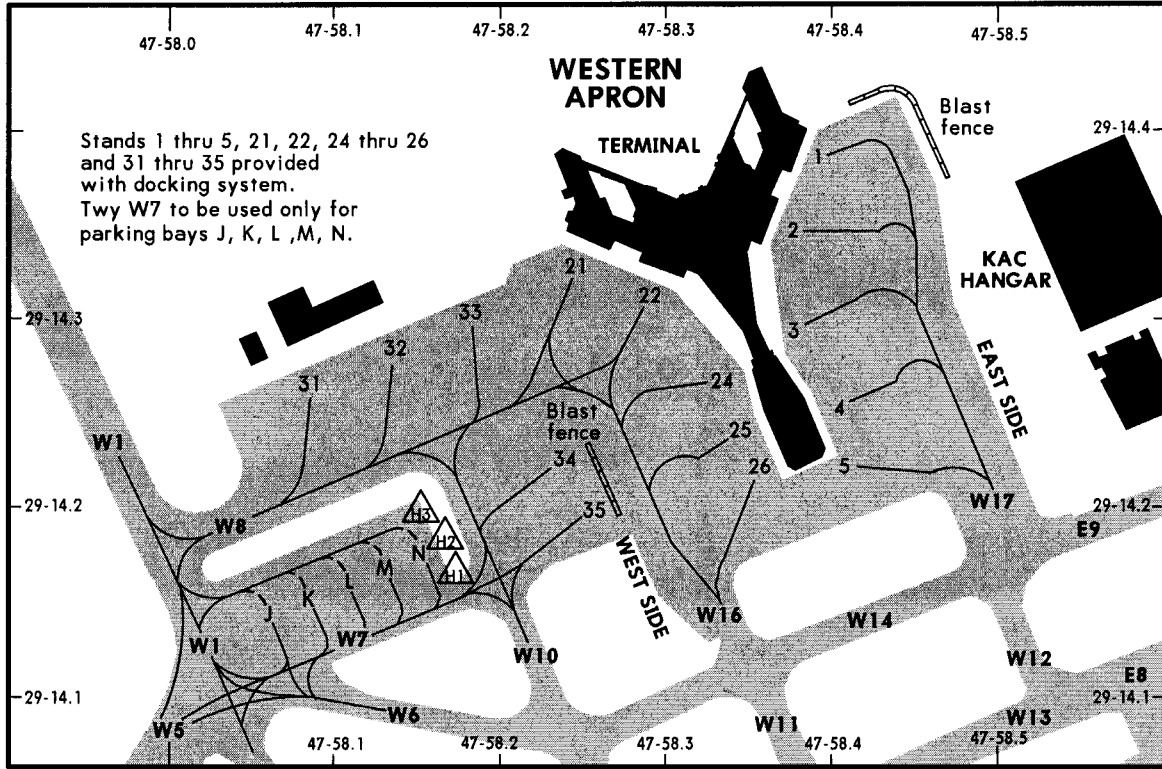
PARALLEL RWYS OPERATIONS

- Rwy 15L: Normal departure rwy. However military acft, parking at mil apron and VIP acft, parking at Eastern apron, are normally cleared for landing on rwy 15L.
- Rwy 15R: Normal arriving rwy. However GA acft, parking at stands J, K, L, M & N and Cargo acft, parking at Cargo apron, are normally cleared for take off from rwy 15R.
- Rwy 33L: Normal departure rwy. However GA acft parking at stands J, K, L, M & N and Cargo acft, parking at Cargo apron, are normally positioned to land on rwy 33L.
- Rwy 33R: Normal arriving rwy. However military transport acft, parking at mil apron and VIP acft, parking at Eastern apron, are normally cleared for take off from rwy 33R.

CHANGES: South East apron & stands.

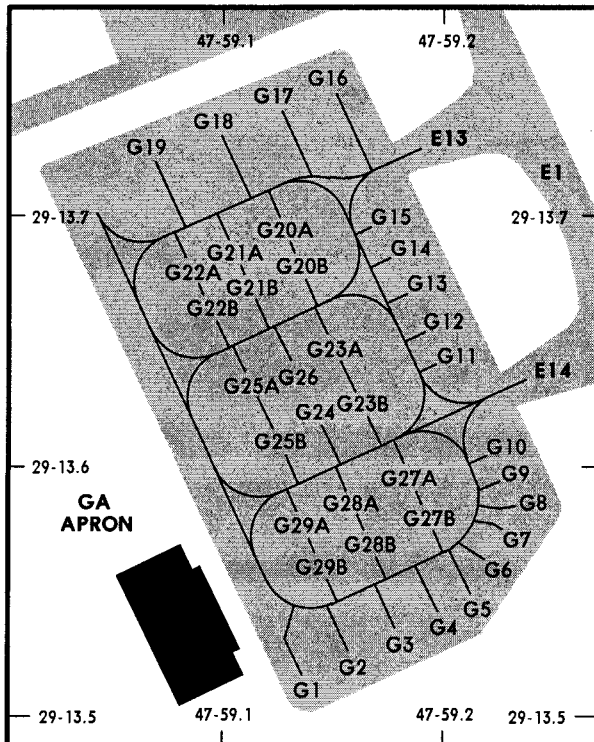
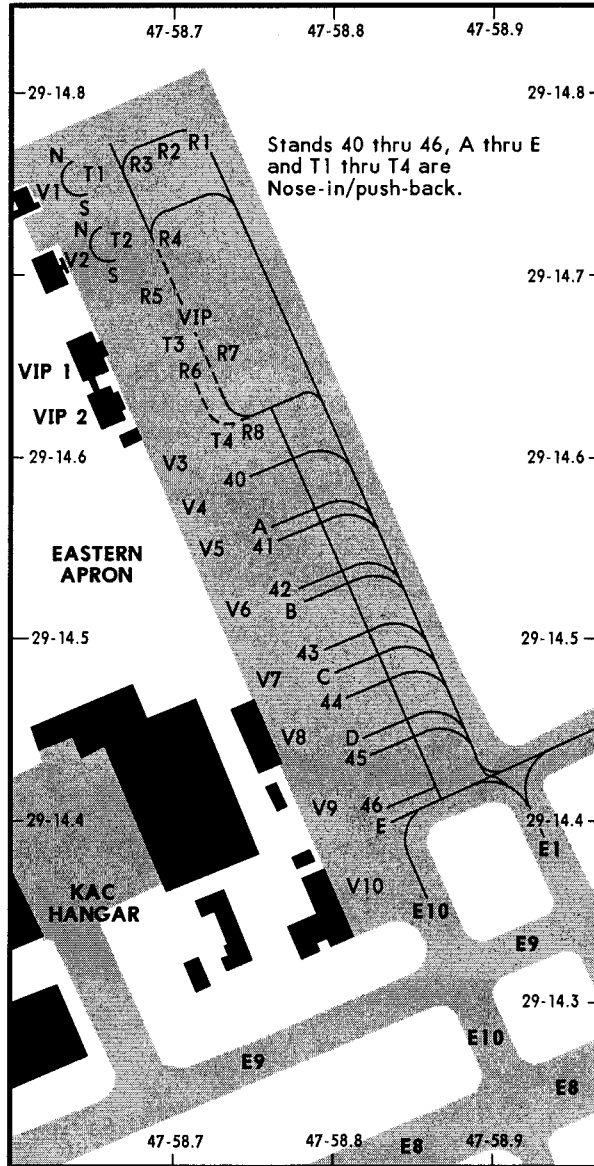
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GENERAL All rwys approved for CAT II operations, special aircrew and aircraft certification required. Rwys 15R and 33R right-hand circuit.							
ADDITIONAL RUNWAY INFORMATION							
				USABLE LENGTHS LANDING BEYOND			
RWY				Threshold	Glide Slope	TAKE-OFF	WIDTH
15L	HIRL (60m) CL(30m) ALSF-II TDZ ① HST-E2	RVR			10,511' 3204m	②	148'
33R	HIRL (60m) CL(30m) ALSF-II TDZ ① HST-E4, E5	RVR			10,389' 3167m		45m
① PAPI (3.0°).							
② TAKE-OFF RUN AVAILABLE							
<u>RWY 15L</u>				<u>RWY 33R</u>			
From rwy head	11,483' (3500m)		From rwy head	11,483' (3500m)			
twy E5 int	8858' (2700m)		twy E2 int	8858' (2700m)			
twy E4 int	7054' (2150m)		twy E3 int	6562' (2000m)			
15R					10,183' 3104m	③	148'
33L	HIRL (60m) CL(30m) ALSF-II TDZ PAPI (3.0°)	RVR			10,001' 3048m		45m
③ TAKE-OFF RUN AVAILABLE							
<u>RWY 15R</u>				<u>RWY 33L</u>			
From rwy head	11,155' (3400m)		From rwy head	11,155' (3400m)			
twy W5 int	7874' (2400m)		twy W2 int	8202' (2500m)			
twy W4 int	7054' (2150m)						
CAT II OPERATIONS							
GENERAL							
Low Visibility Procedures becomes effective when RVR falls below 550m, VIS falls below 400m and/or ceiling below 200'.							
Pilots shall be informed when:							
- MET reports preclude CAT II operations							
- LVP are in force							
- there is any unservicability in a promulgated facility so that they may amend their minimums.							
Pilots who wish to practice CAT II ILS must inform Approach Control on initial contact.							
ARRIVING ACFT							
Arriving acft preferably have to vacate the runways via the following exits:							
Rwy 15L via Twy E2		Rwy 33L via Twy W5					
Rwy 15R via Twy W2		Rwy 33R via Twy E5					
Pilots are required to make a runway vacated call given due allowance for the size of the aircraft to ensure that the entire aircraft has vacated the ILS sensitive area.							
DEPARTING ACFT							
Departing acft shall only enter the runway via the following exits:							
Rwy 15L via loop rwy 15L		Rwy 33L via loop rwy 33L					
Rwy 15R via Twy W15 & W18		Rwy 33R via loop rwy 33R					
RWY UTILIZATIONS							
To ensure the maximum rwy utilization, pilots are expected to comply with the following rwy operating procedures:							
- Departing flights, when given clearance to enter the rwy and cleared for take-off shall commence the manoeuvre without delay. Pilots must notify ATC immediately if they anticipate not being able to comply with this clearance.							
- On completion of the landing roll, flights are expected to vacate at the first available twy or as instructed by ATC. The rapid exit twys are designated to permit acft to leave the rwy expeditiously under normal circumstances, acft vacating the rwy should not stop on exit twys until they are fully cleared at stop bar of the rwy. Wide body acft when using rwy 33R for landing and parking at mil base, should be instructed by ATC before landing to vacate from the end of the rwy, to avoid tight turn to the parallel twy. Wide body military acft (C-5) when landing on Rwy 15R should roll to the end and clear Rwy from the loop.							
JAR-OPS TAKE-OFF ①							
All Rwys							
LVP must be in force							
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A							
B	150m	200m	250m	400m	500m		
C							
D	200m	250m	300m				
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.							



CHANGES: None.

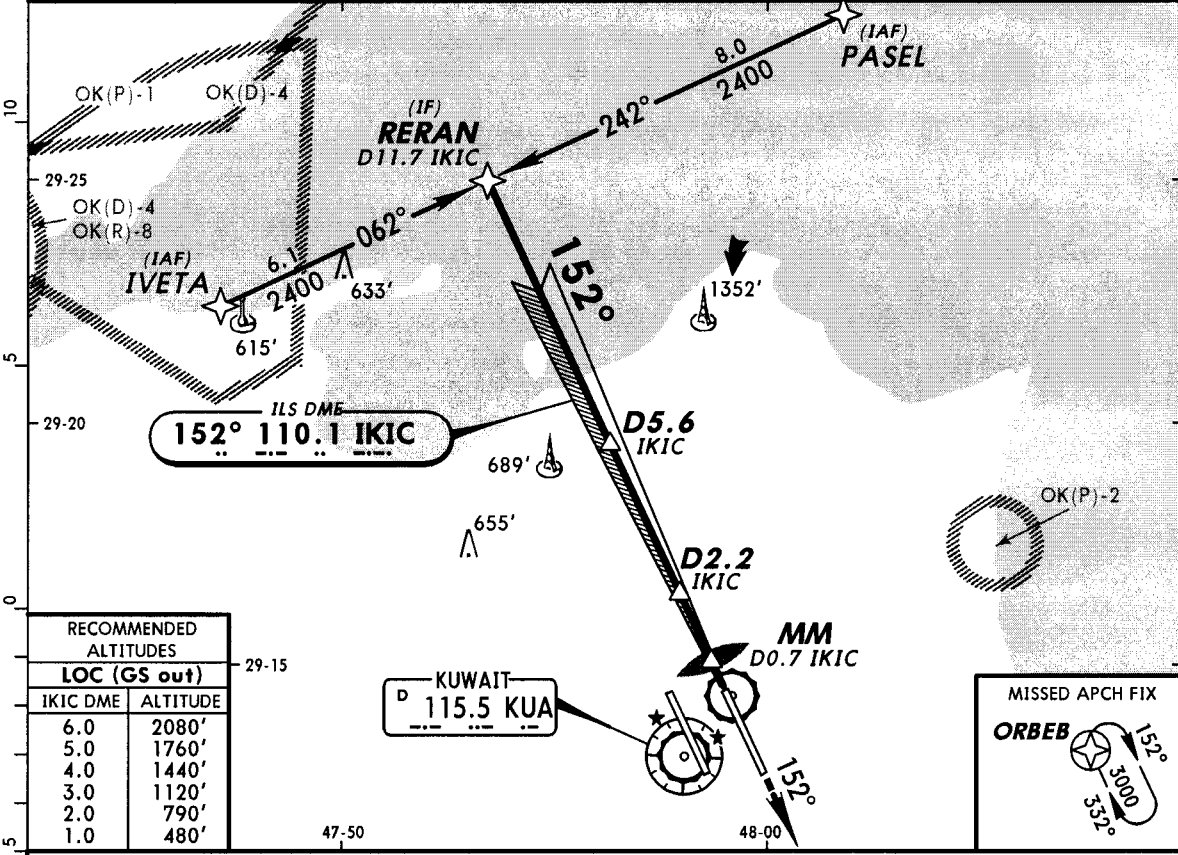
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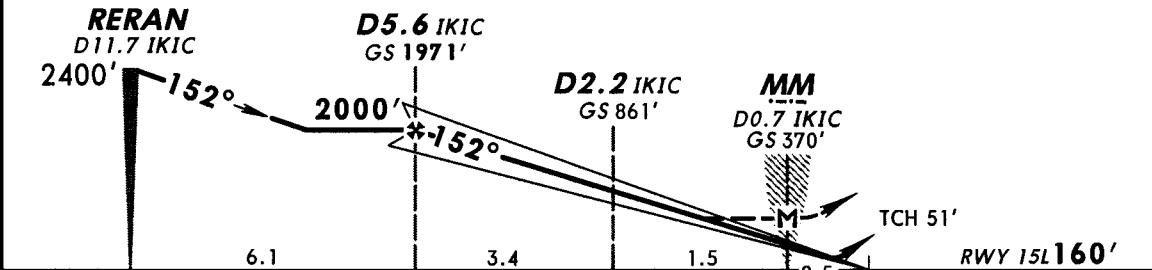
INS COORDINATES	
STAND No.	COORDINATES
1	N29 14.4 E047 58.4
2	N29 14.4 E047 58.3
3, 4	N29 14.3 E047 58.4
5	N29 14.2 E047 58.4
21	N29 14.3 E047 58.2
22, 24, 25	N29 14.3 E047 58.3
26	N29 14.2 E047 58.3
31	N29 14.3 E047 58.0
32	N29 14.3 E047 58.1
33	N29 14.3 E047 58.2
34, 35	N29 14.2 E047 58.2
40, 41	N29 14.6 E047 58.7
42 thru 44	N29 14.5 E047 58.7
45, 46	N29 14.4 E047 58.8
50A thru 51A	N29 14.6 E047 57.9
52A, 52B	N29 14.6 E047 58.0
54A	N29 14.5 E047 58.0
54B	N29 14.6 E047 58.0
55A, 55B	N29 14.5 E047 58.0
56A, 56B	N29 14.5 E047 57.9
60	N29 14.6 E047 57.8
61, 62	N29 14.7 E047 57.8
63	N29 14.8 E047 57.8
64, 65	N29 14.8 E047 57.7
A	N29 14.6 E047 58.7
B, C	N29 14.5 E047 58.7
D, E	N29 14.4 E047 58.8
G1	N29 13.5 E047 59.1
G2, G3	N29 13.5 E047 59.2
G4 thru G10	N29 13.6 E047 59.2
G11 thru G15	N29 13.7 E047 59.2
G16	N29 13.8 E047 59.1
G17 thru G23A	N29 13.7 E047 59.1
G23B	N29 13.6 E047 59.2
G24 thru G26	N29 13.6 E047 59.1
G27A thru G28B	N29 13.6 E047 59.2
G29A, G29B	N29 13.6 E047 59.1
J	N29 14.2 E047 58.0
K, L, M, N	N29 14.2 E047 58.1
R1, R2	N29 14.8 E047 58.7
R3	N29 14.8 E047 58.6
R4	N29 14.7 E047 58.7
R5	N29 14.7 E047 58.6
R6, R7	N29 14.7 E047 58.7
R8	N29 14.6 E047 58.7
T1	N29 14.8 E047 58.6
T2, T3	N29 14.7 E047 58.6
T4	N29 14.6 E047 58.7
VIP	N29 14.7 E047 58.7
V1(N)	N29 14.8 E047 58.6
V1(S), V2(N/S)	N29 14.7 E047 58.6
V3, V4	N29 14.6 E047 58.7
V5 thru V7	N29 14.5 E047 58.7
V8	N29 14.4 E047 58.7
V9, V10	N29 14.4 E047 58.8
X, Y, Z	N29 14.1 E047 58.7

CHANGES: GA apron. Stands. Coordinates.

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIC 110.1	Final Apch Crs 152°	GS D5.6 IKIC 1971' (1811')	ILS DA(H) 360' (200')	Apt Elev 205'	RWY 160'		
MISSED APCH: Climb to 3000' direct ORBEB and hold, or as directed.							
Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 15L touchdown.							



RECOMMENDED ALTITUDES	
LOC (GS out)	
IKIC DME	ALTITUDE
6.0	2080'
5.0	1760'
4.0	1440'
3.0	1120'
2.0	790'
1.0	480'



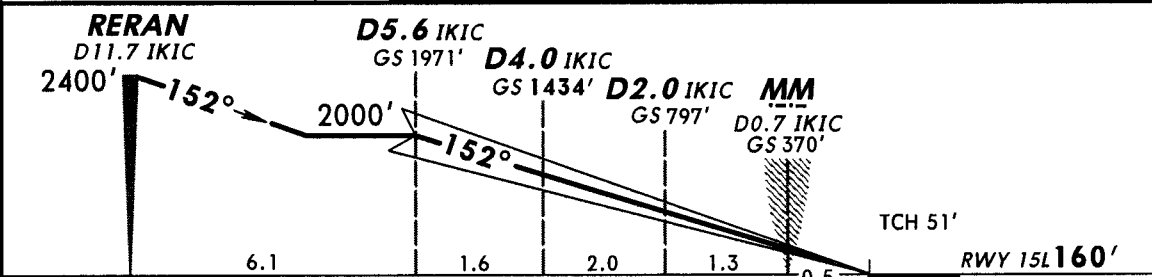
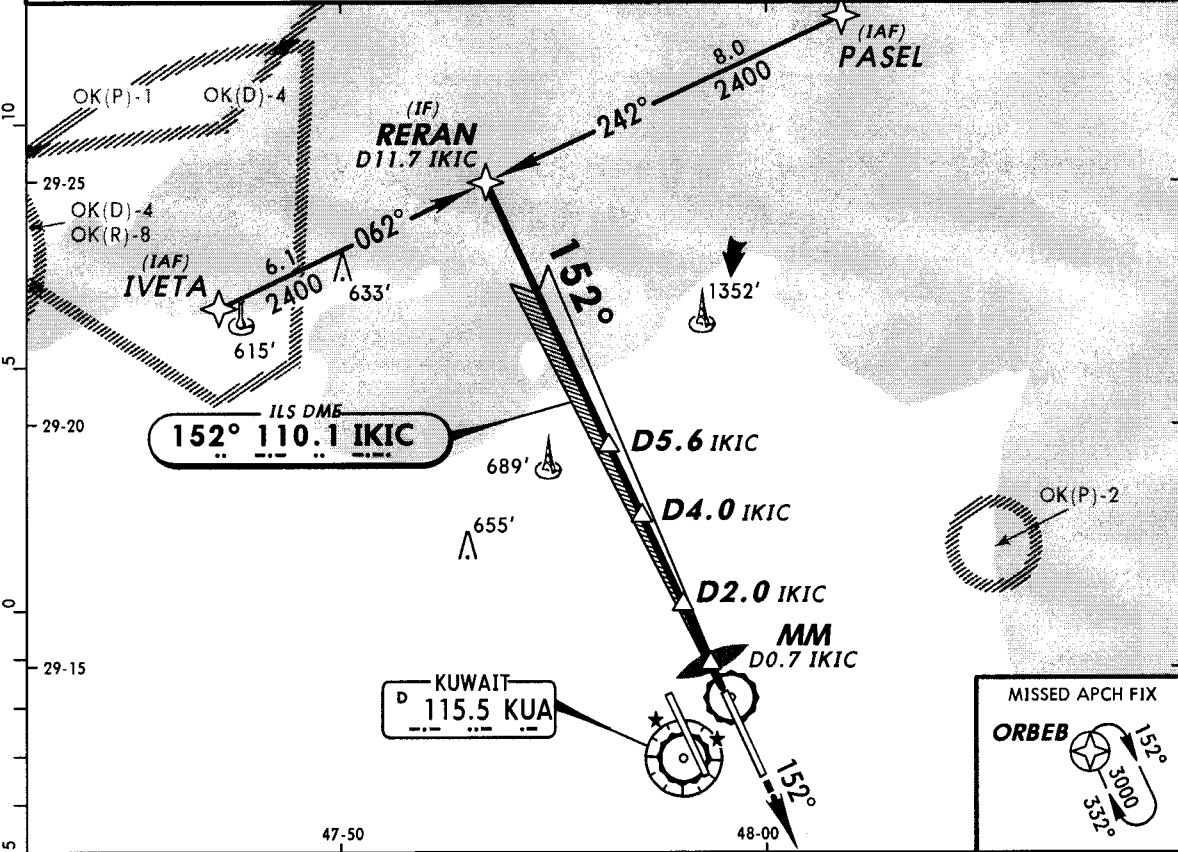
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3000'
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							

PANS OPS 3	JAR-OPS				STRAIGHT-IN LANDING RWY 15L		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS	
	DA(H) 360' (200')		MDA(H) 550' (390')					
	FULL		ALS out		ALS out			
	A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B	RVR 1200m			RVR 2000m	135	840' (635')	1600m	
C	RVR 1200m		RVR 1200m		180	1090' (885')	2400m	
D			RVR 1600m		205	1090' (885')	3600m	

CHANGES: Missed apch holding.

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D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIC 110.1	Final Apch Crs 152°	GS D4.0 IKIC 1434' (1274')	CAT II ILS RA 102' DA(H) 260'(100')		Apt Elev 205' RWY 160'		
MISSED APCH: Climb to 3000' direct ORBEB and hold, or as directed.							
Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 15L touchdown. 3. Special Aircrew & Acft Certification Required.							

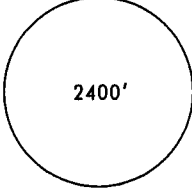


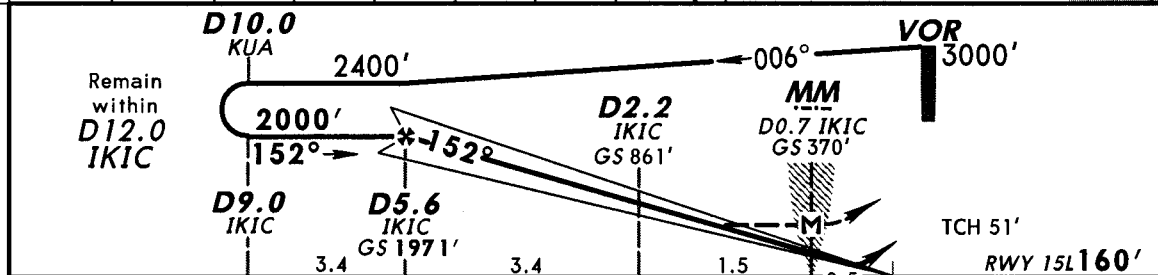
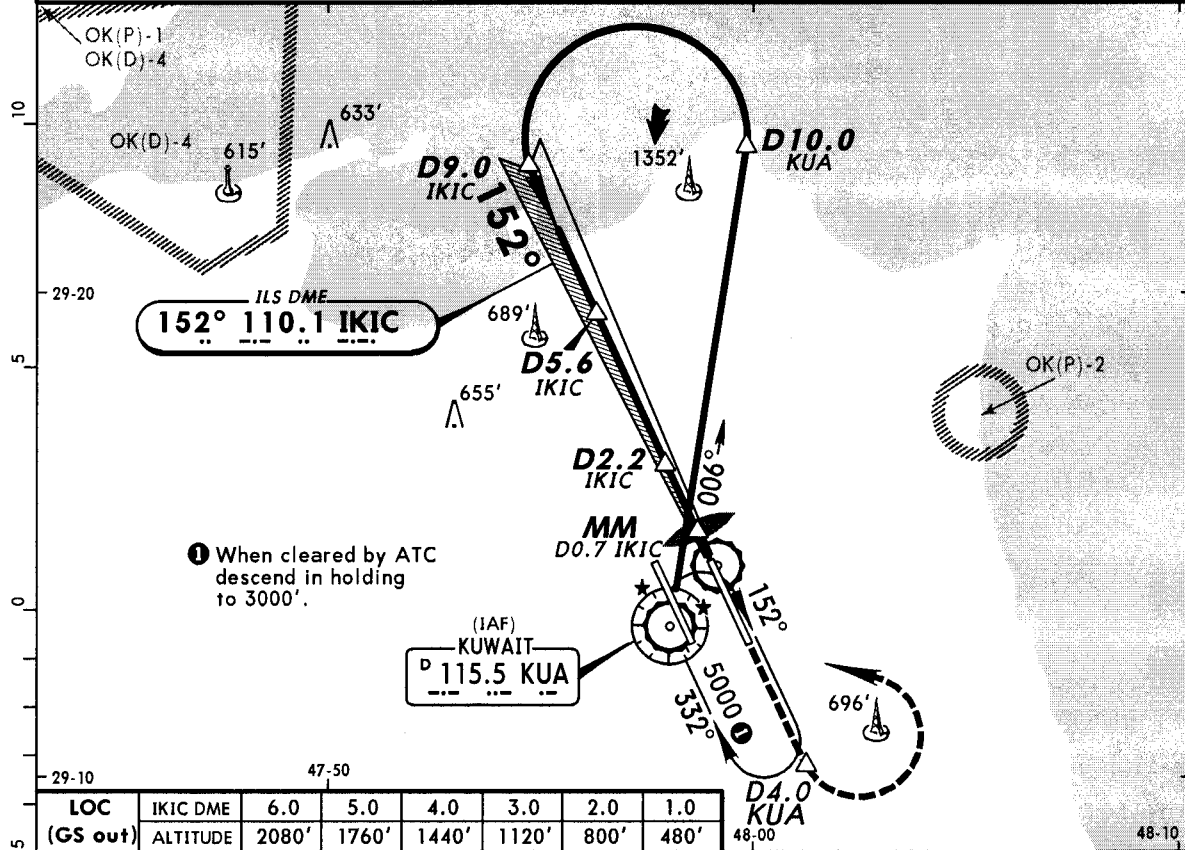
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3000'
GS	3.00°	377	485	539	647	755	


JAR-OPS STRAIGHT-IN LANDING RWY 15L
 CAT II ILS
 ABCD
RA 102'
 DA(H) **260'(100')**

RVR **300m**

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Missed apch holding. © JEPPESEN, 2008. ALL RIGHTS RESERVED.

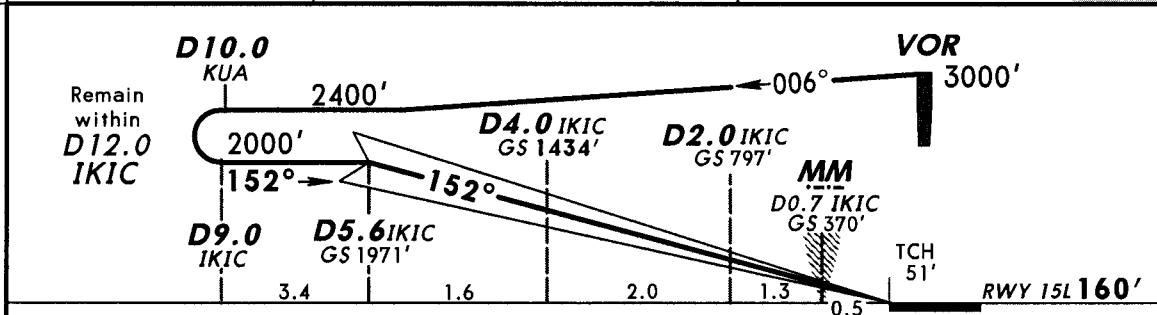
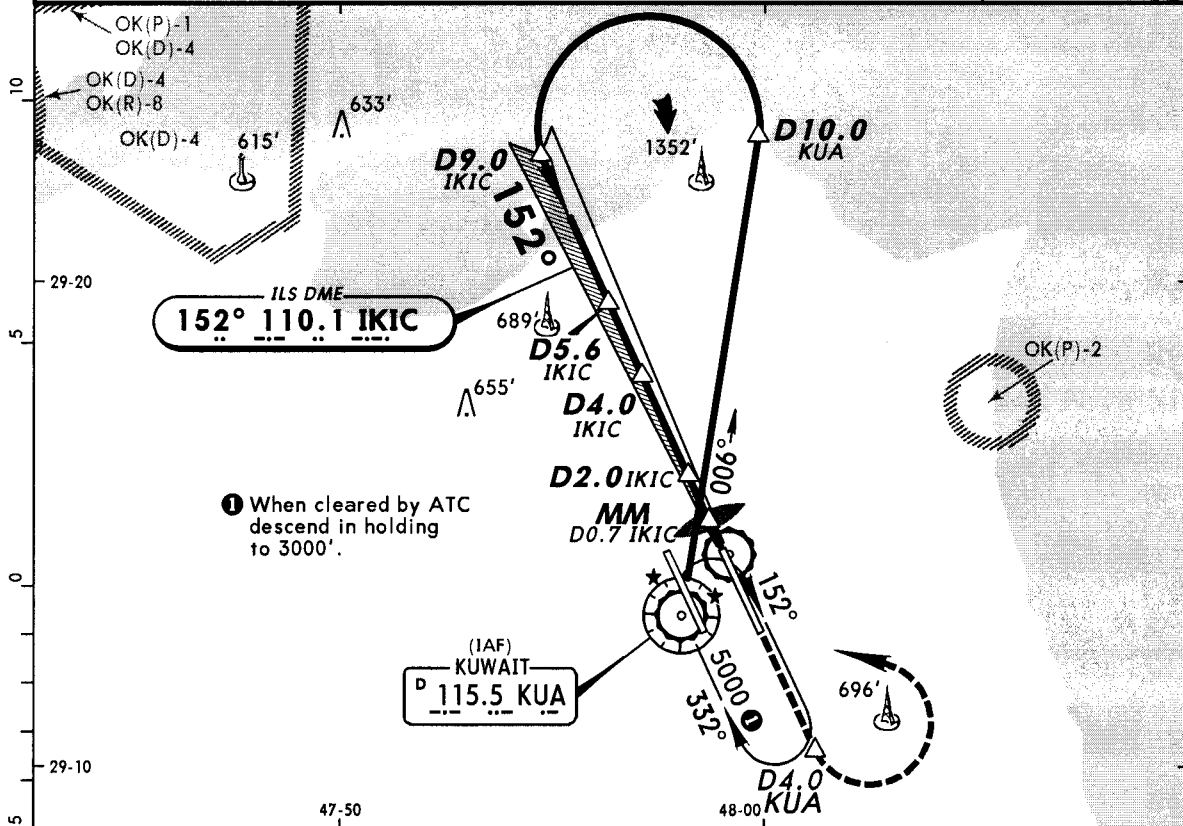
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIC 110.1	Final Aptch Crs 152°	GS D5.6 IKIC 1971' (1811')	ILS DA(H) 360' (200')	Apt Elev 205' RWY 160'		 2400' MSA KUA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 15L touchdown.							



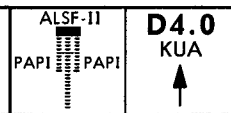
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II  D4.0 KUA
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							

PANS OPS 3	JAR-OPS				STRAIGHT-IN LANDING RWY 15L		CIRCLE-TO-LAND	
	ILS		LOC (GS out)					
	DA(H) 360' (200')		MDA(H) 550' (390')					
	FULL		ALS out		ALS out		Max Kts	
	A		RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B		RVR 550m	RVR 1200m	RVR 2000m	135	840' (635')	1600m	
C		RVR 1200m	RVR 1600m		180	1090' (885')	2400m	
D					205	1090' (885')	3600m	

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIC 110.1	Final Apch Crs 152°	GS D4.0 IKIC 1434' (1274')	CAT II ILS RA 102' DA(H) 260' (100')		Apt Elev 205' RWY 160'		2400' MSA KUA VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 15L touchdown. 3. Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862



JAR-OPS STRAIGHT-IN LANDING RWY 15L
 CAT II ILS
 ABCD
 RA 102'
 DA(H) 260' (100')

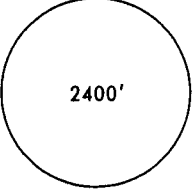
RVR 300m

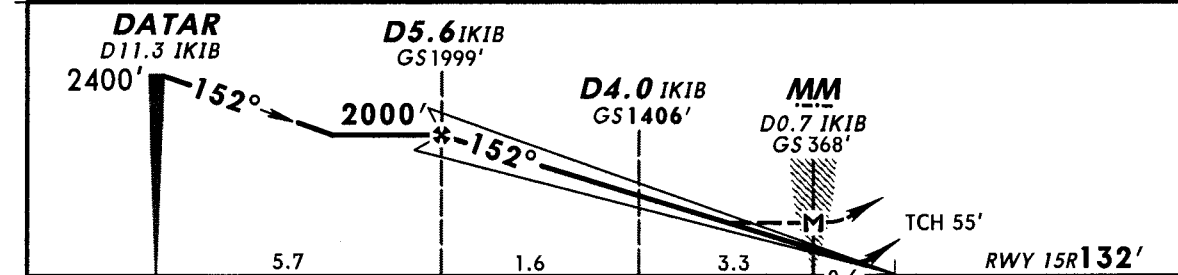
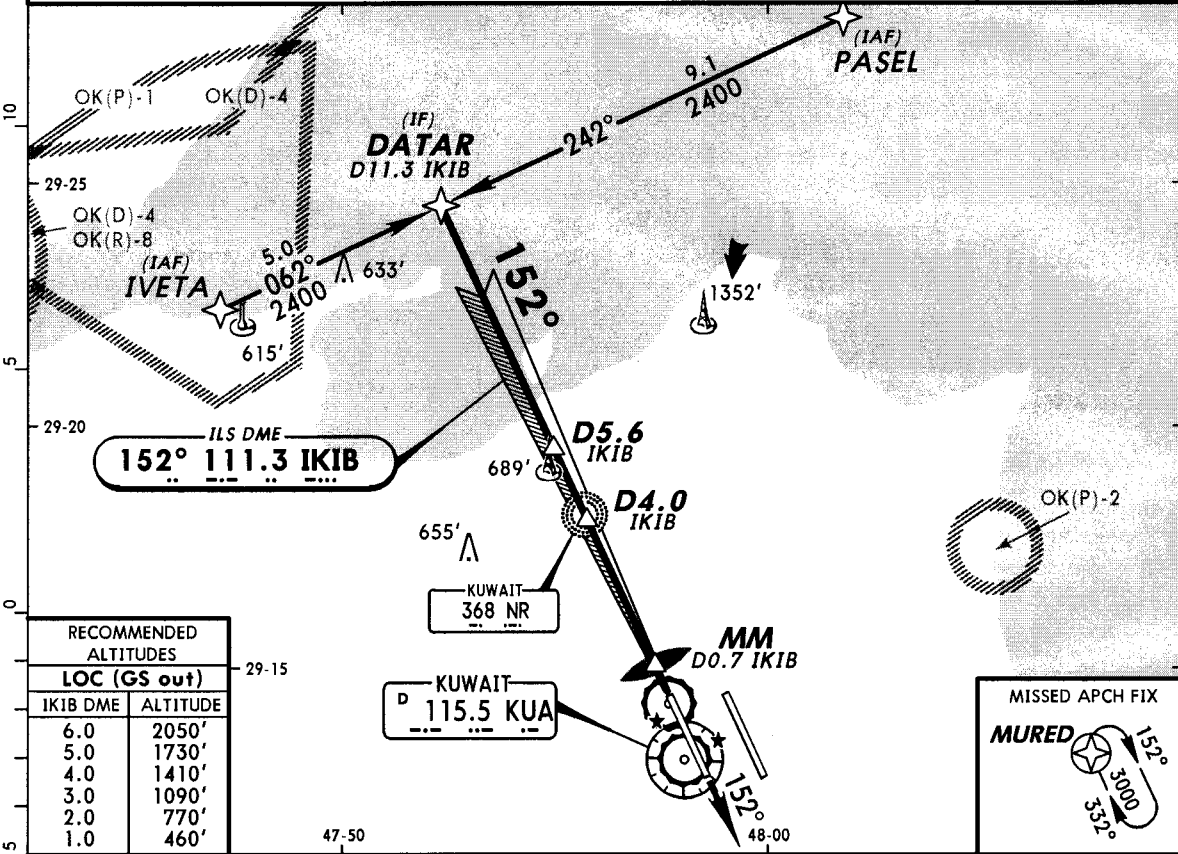
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.


CHANGES: Chart reindexed. Communications.

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PANS OPS 3

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIB 111.3	Final Apch Crs 152°	GS D4.0 IKIB 1406' (1274')	ILS DA(H) 332' (200')	Apt Elev 205'	RWY 132'		
MISSED APCH: Climb to 3000' direct MURED and hold, or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 150		Trans alt: 13000'	
ILS DME reads zero at rwy 15R touchdown.						MSA KUA VOR	



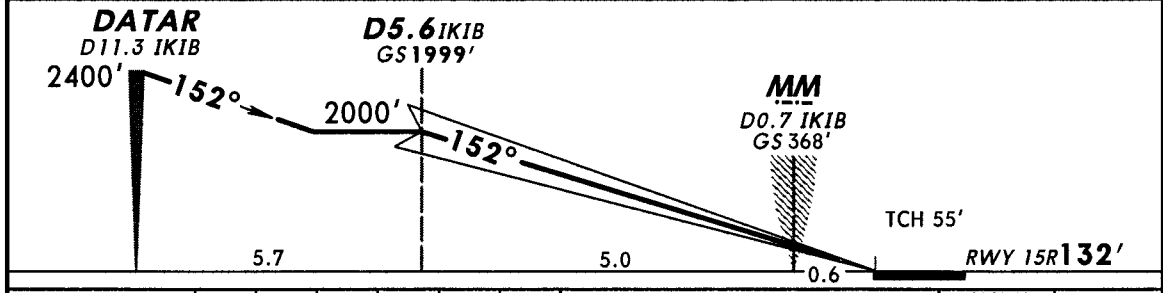
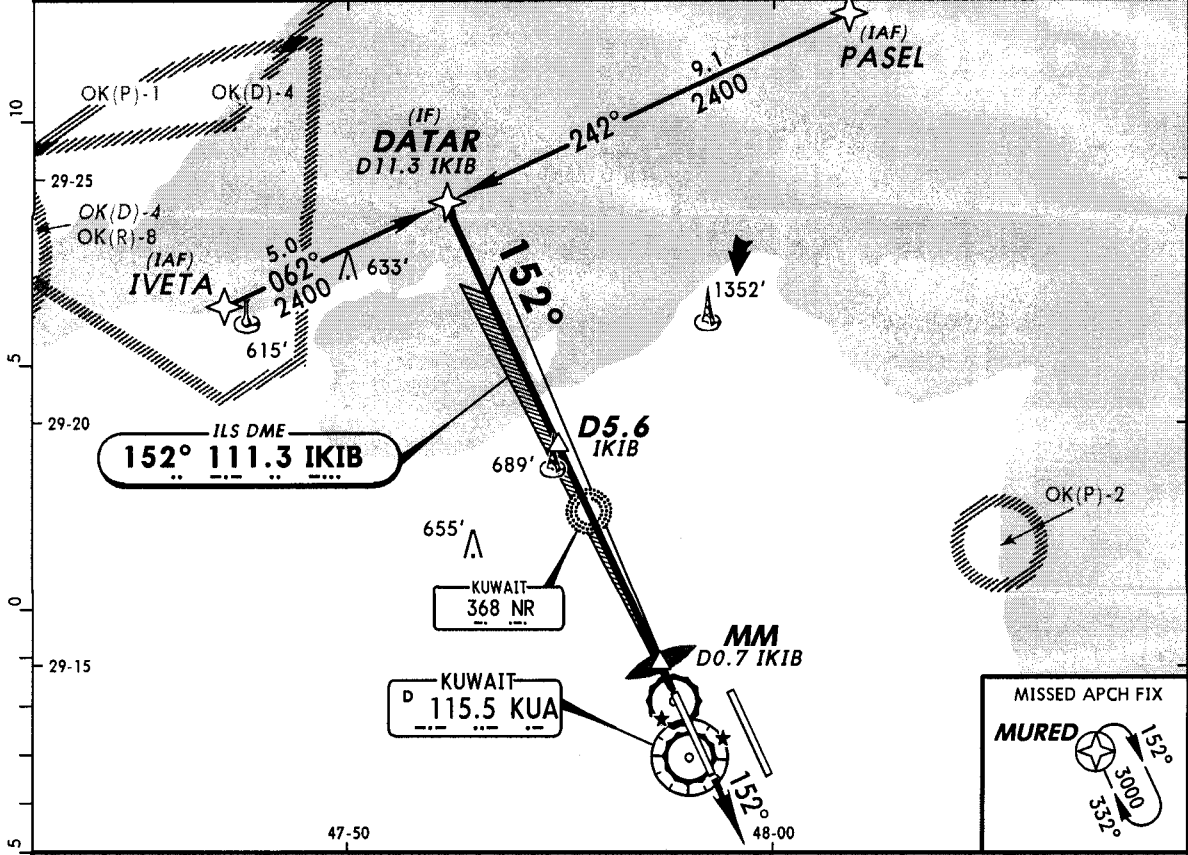
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II  3000'
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at MM/D0.7 IKIB							

PANS OPS 3	JAR-OPS				STRAIGHT-IN LANDING RWY 15R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)					
	DA(H) 332' (200')		MDA(H) 440' (308')					
	FULL		ALS out		ALS out		Max Kts	
	A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B			RVR 1200m		135	840' (635')	1600m	
C				RVR 2000m	180	1090' (885')	2400m	
D	RVR 650m	RVR 1200m	RVR 1600m		205	1090' (885')	3600m	

CHANGES: Procedure. Missed apch holding.

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D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7		
LOC IKIB 111.3	Final Apch Crs 152°	GS D5.8 IKIB 1999' (1867')	CAT II ILS RA 100' DA(H) 232'(100')		Apt Elev 205'	RWY 132'		
MISSED APCH: Climb to 3000' direct MURED and hold, or as directed.								
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 150		Trans alt: 13000'		
1. ILS DME reads zero at rwy 15R touchdown. 2. Special Aircrew & Acft Certification Required.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3000' ↑
GS	3.00°	377	485	539	647	755	

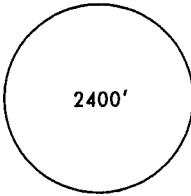
JAR-OPS STRAIGHT-IN LANDING RWY 15R
CAT II ILS
ABCD
RA 100'
DA(H) **232'(100')**

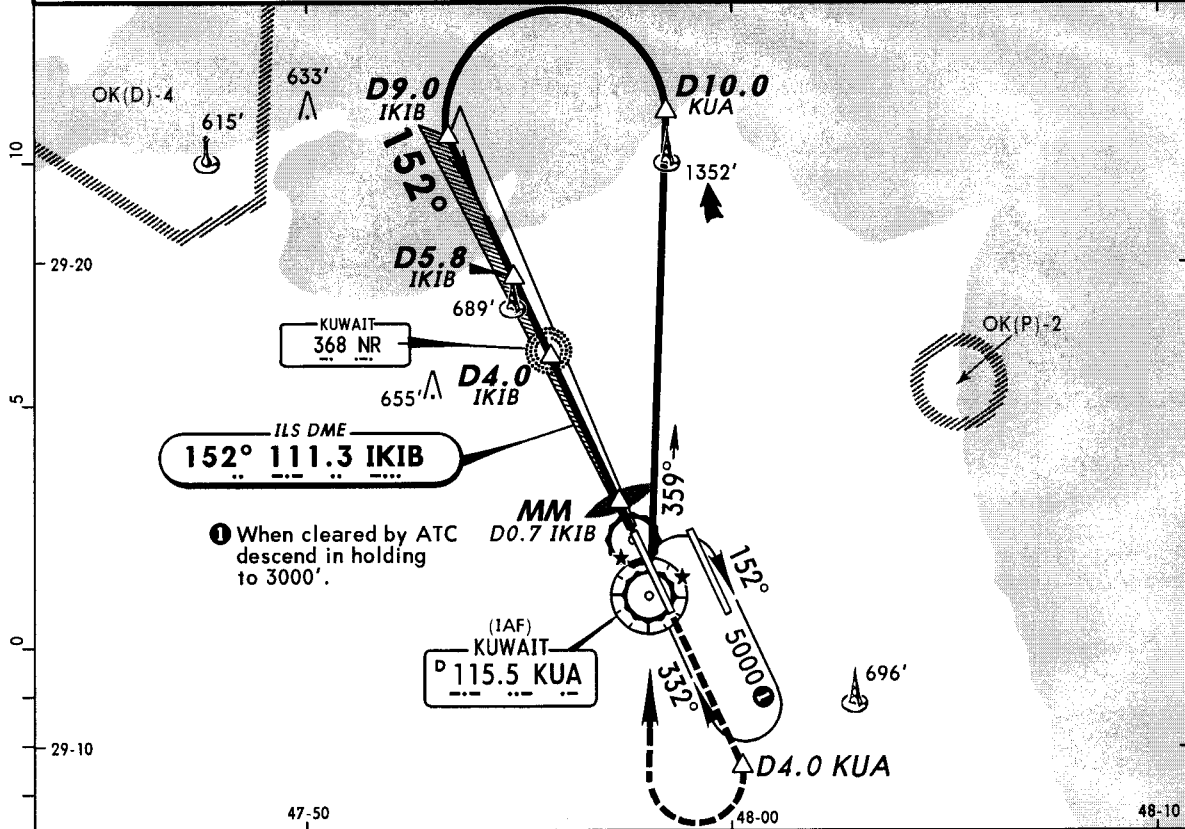
RVR **300m** ■

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

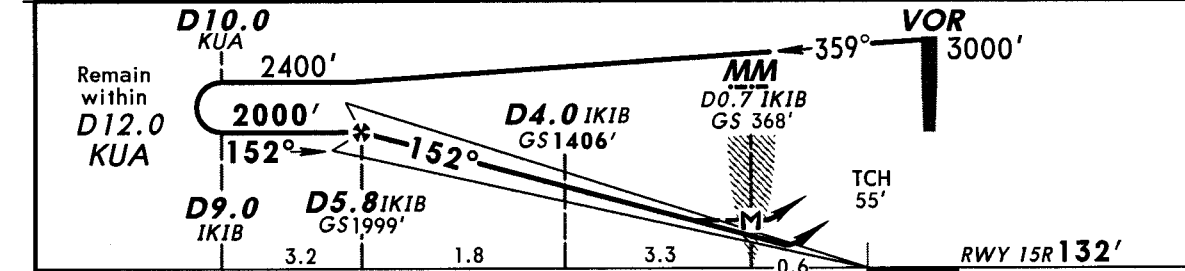
PANS OPS 3

BRIEFING STRIP™

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIB 111.3	Final Apch Crs 152°	GS D4.0 IKIB 1406' (1274')	ILS DA(H) 332' (200')	Apt Elev 205' RWY 132'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn RIGHT to VOR climbing to 3000', or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 150		Trans alt: 13000'	
ILS DME reads zero at rwy 15R touchdown.							MSA KUA VOR



LOC (GS out)	IKIB DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2050'	1730'	1410'	1090'	770'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI D4.0 KUA
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at MM/D0.7 IKIB							

PANS OPS 3	JAR-OPS				STRAIGHT-IN LANDING RWY 15R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)					
	DA(H) 332' (200')		MDA(H) 440' (308')					
	FULL		ALS out		ALS out		Max Kts	
	A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B			RVR 1200m		135	840' (635')	1600m	
C				RVR 2000m	180	1090' (885')	2400m	
D	RVR 650m	RVR 1200m	RVR 1600m		205	1090' (885')	3600m	

CHANGES: Chart reindexed. Communications.

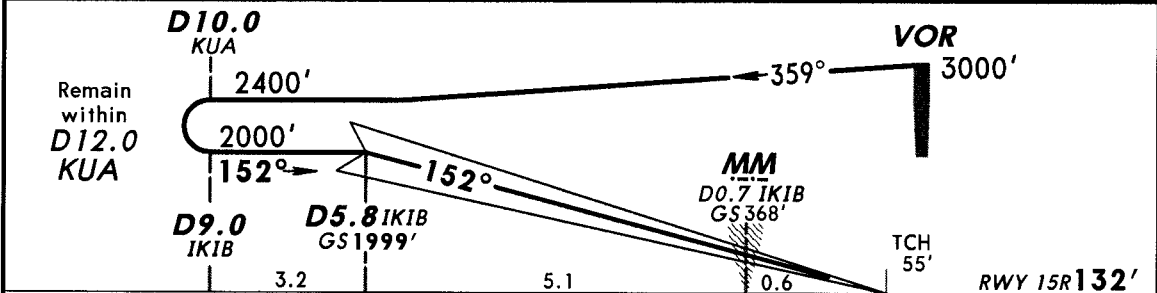
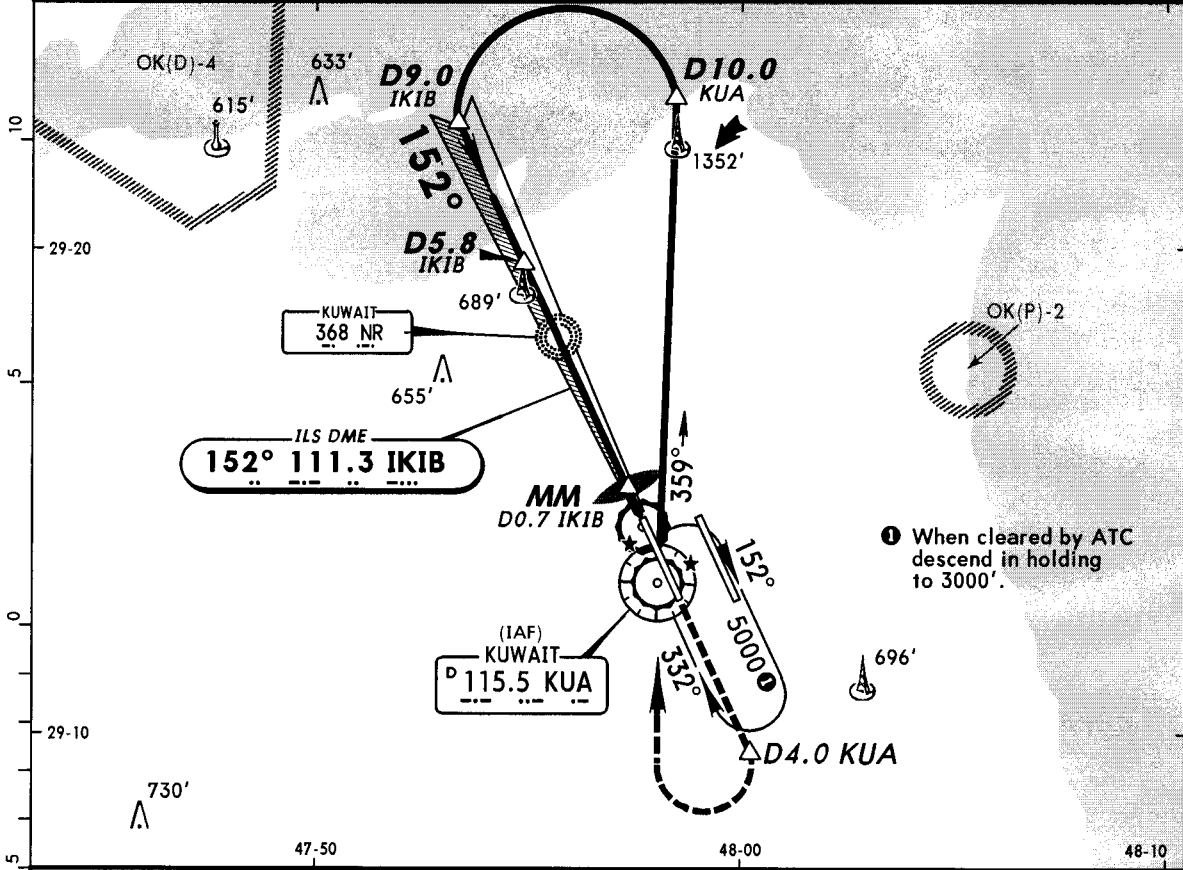
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OKBK/KWI
KUWAIT INTL

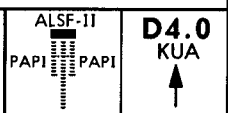
JEPPESEN
8 FEB 08
Eff 14 Feb (11-4A)

KUWAIT, KUWAIT
CAT II ILS DME Rwy 15R

D-ATIS 126.22	KUWAIT Approach/Radar 121.3	KUWAIT Tower 118.3	Ground 121.7
LOC IKIB 111.3	Final Apch Crs 152°	GS D5.8 IKIB 1999' (1867')	CAT II ILS RA 100' DA(H) 232'(100')
Apt Elev 205' RWY 132'			2400' MSA KUA VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn RIGHT to VOR climbing to 3000', or as directed.			
Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 150 Trans alt: 13000'			
1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 15R touchdown.			



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862



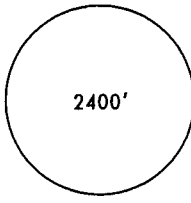
JAR-OPS STRAIGHT-IN LANDING RWY 15R
CAT II ILS
ABCD
RA 100'
DA(H) 232'(100')

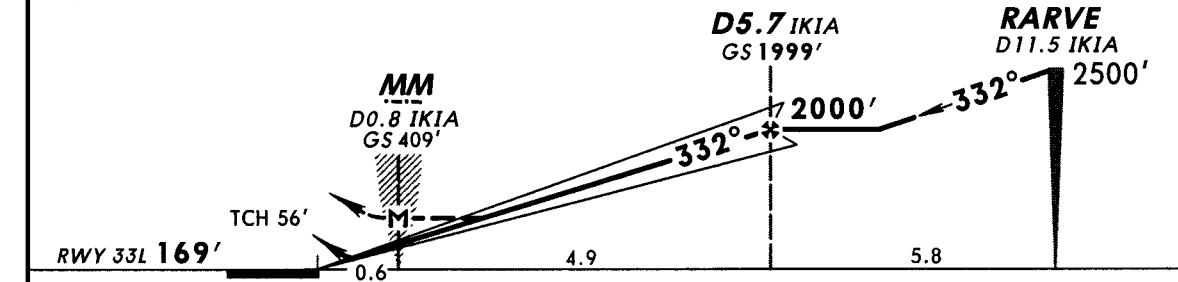
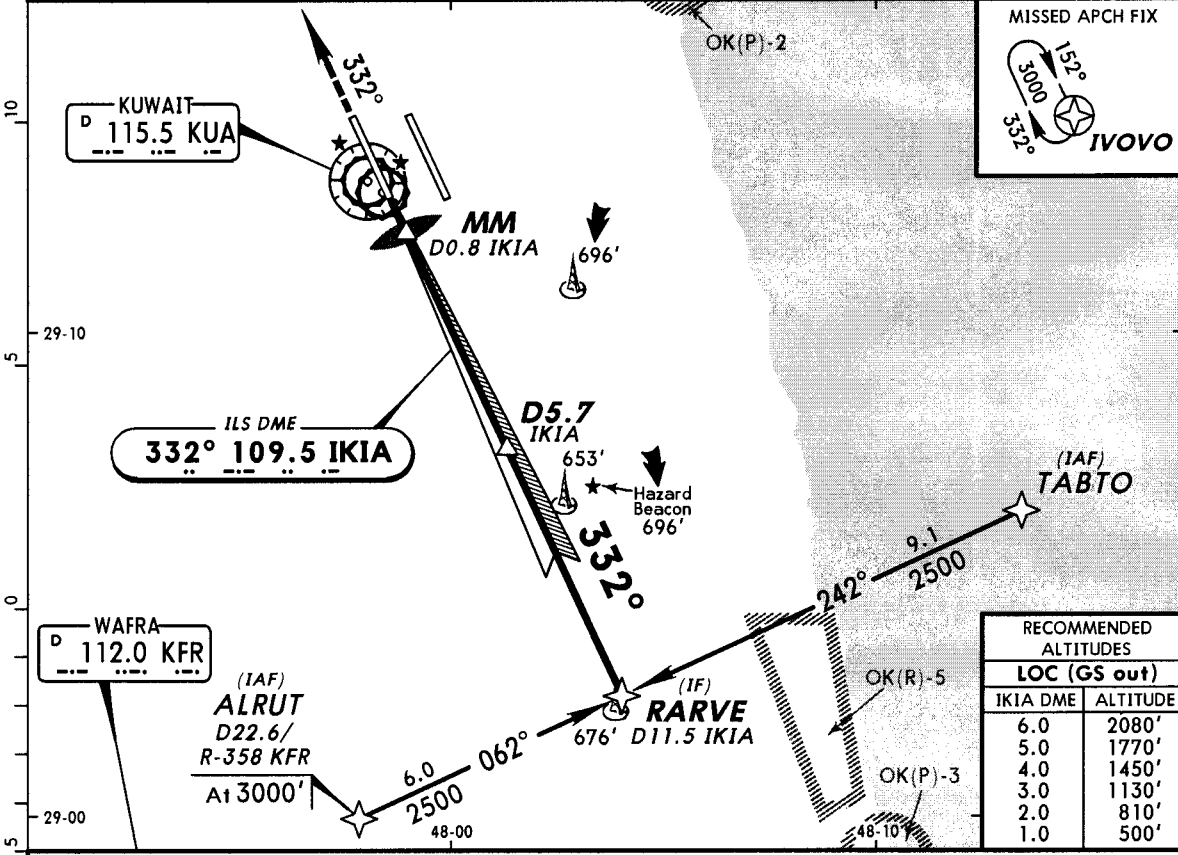
PANS OPS 3 RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Chart reindexed. Communications.

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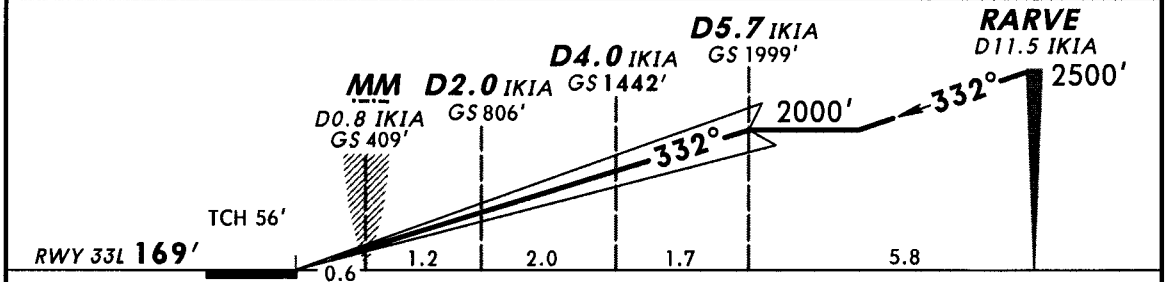
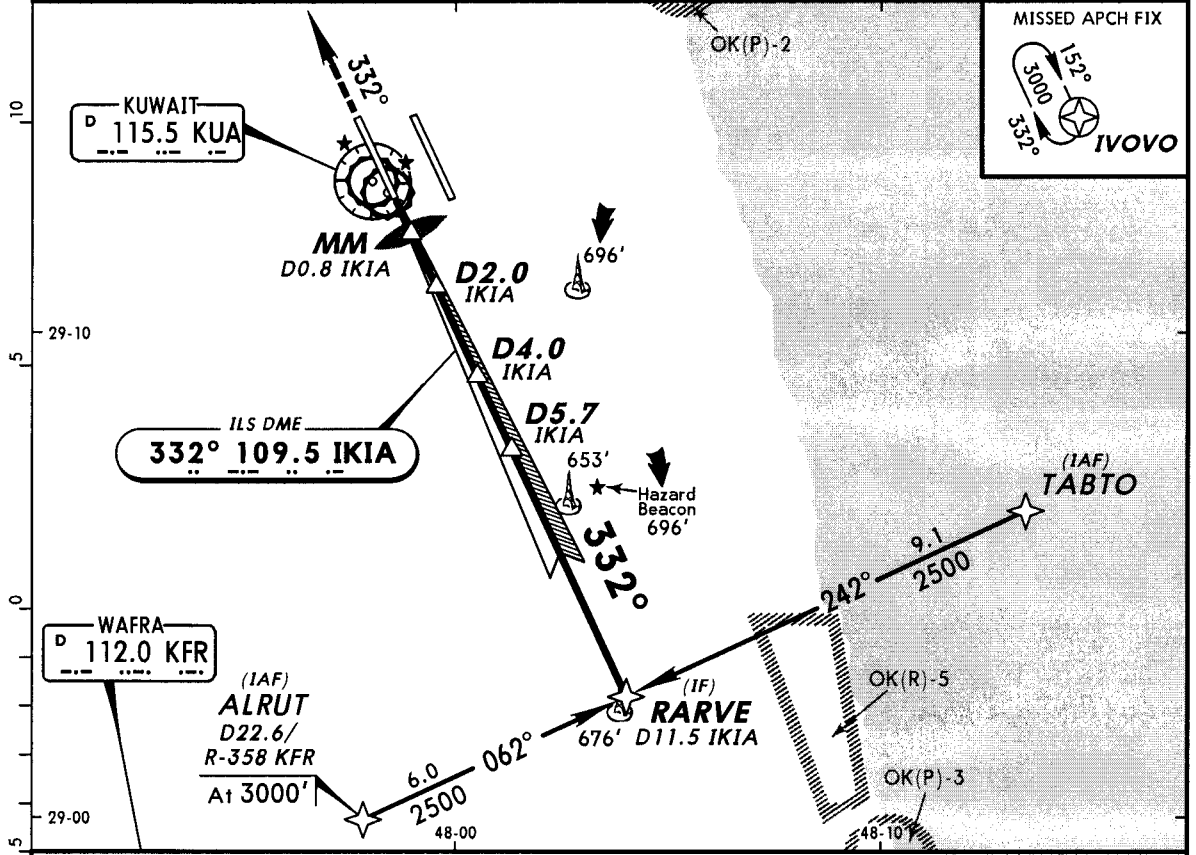
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIA 109.5	Final Apch Crs 332°	GS D5.7 IKIA 1999' (1830')	ILS DA(H) 369' (200')	Apt Elev 205' RWY 169'		 2400' MSA KUA VOR	
MISSED APCH: Climb to 3000' direct IVOVO and hold, or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
ILS DME reads zero at rwy 33L touchdown.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000'
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at MM/D0.8 IKIA							

JAR-OPS	STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS
	FULL	ALS out	DA(H) 369' (200')	MDA(H) 490' (321')		
A			RVR 1000m		100	710' (505') 1500m
B	RVR 550m		RVR 1200m	RVR 1500m	135	840' (635') 1600m
C		RVR 1000m	RVR 1600m	RVR 2000m	180	1090' (885') 2400m
D					205	1090' (885') 3600m

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIA 109.5	Final Apch Crs 332°	GS D4.0 IKIA 1442' (1273')	CAT II ILS RA 102' DA(H) 269'(100')		Apt Elev 205' RWY 169'		2400' MSA KUA VOR
MISSED APCH: Climb to 3000' direct IVOVO and hold, or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
1. ILS DME reads zero at rwy 33L touchdown. 2. Special Aircrew & Acft Certification Required.							MISSED APCH FIX

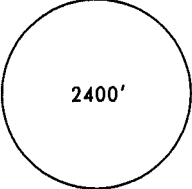


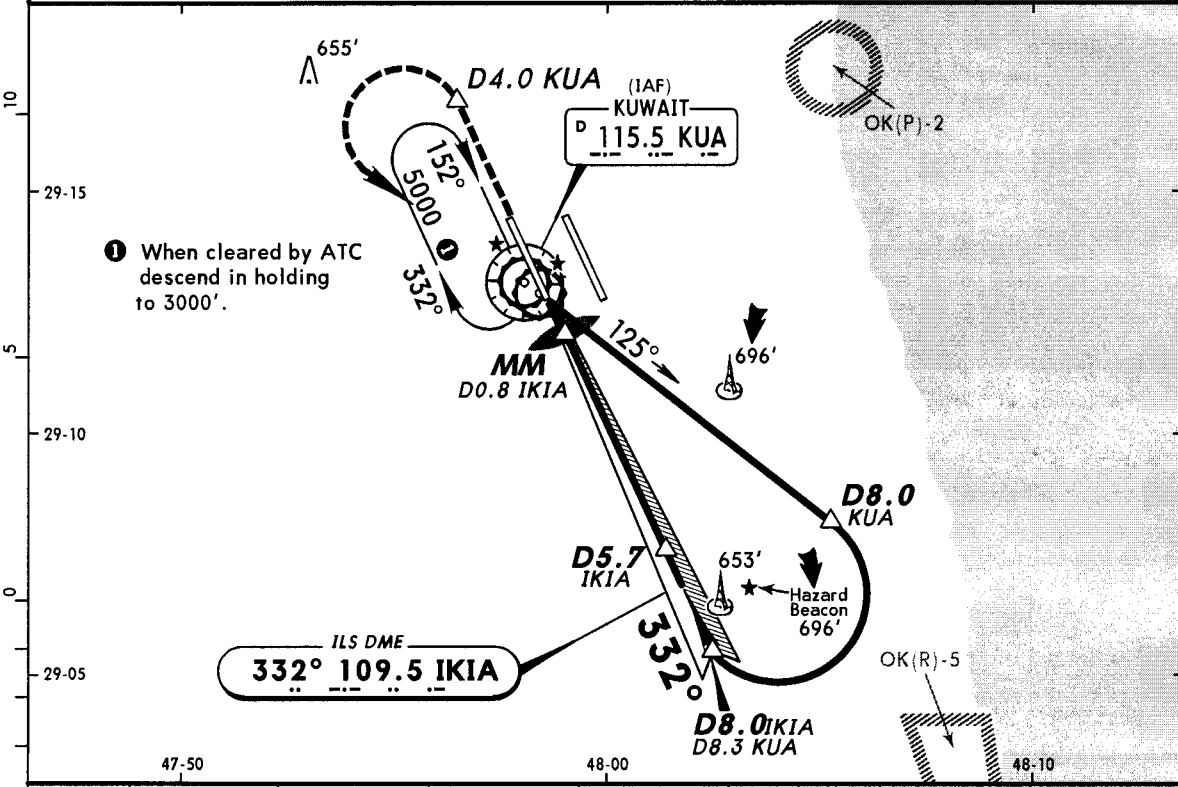
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000' ↑
GS	3.00°	377	485	539	647	755	

JAR-OPS STRAIGHT-IN LANDING RWY 33L
CAT II ILS
ABCD
RA 102'
DA(H) 269'(100')

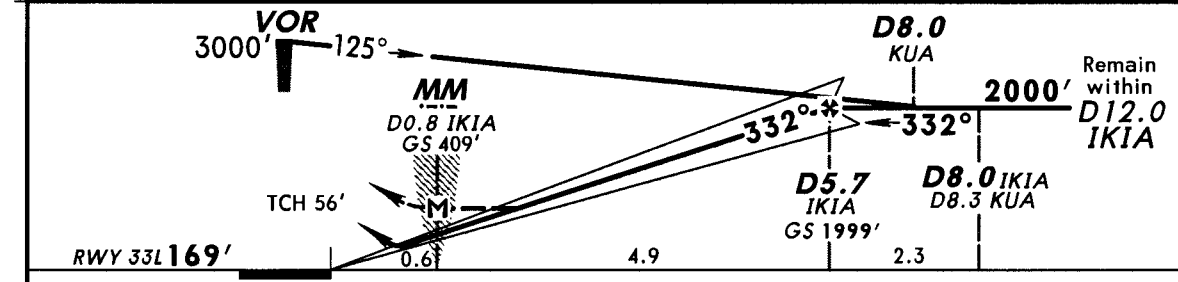
RVR 300m


Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Missed apch holding. © JEPPESEN, 2008. ALL RIGHTS RESERVED.

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIA 109.5	Final Apch Crs 332°	GS D5.7 IKIA 1999' (1830')	ILS DA(H) 369' (200')	Apt Elev 205' RWY 169'		 2400' MSA KUA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
ILS DME reads zero at rwy 33L touchdown.							MSA KUA VOR



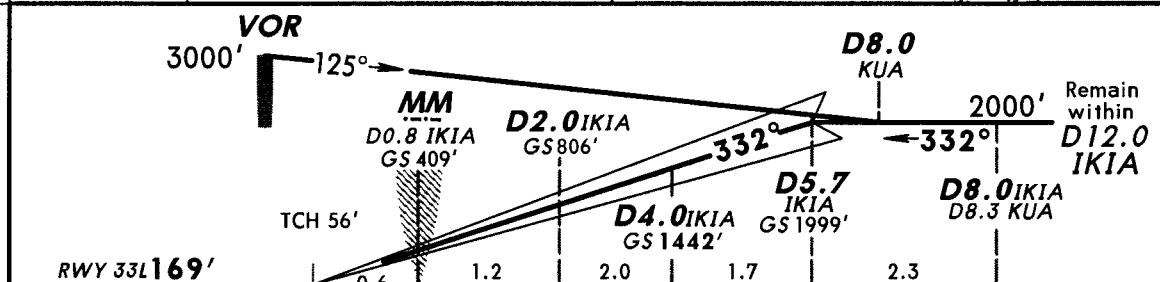
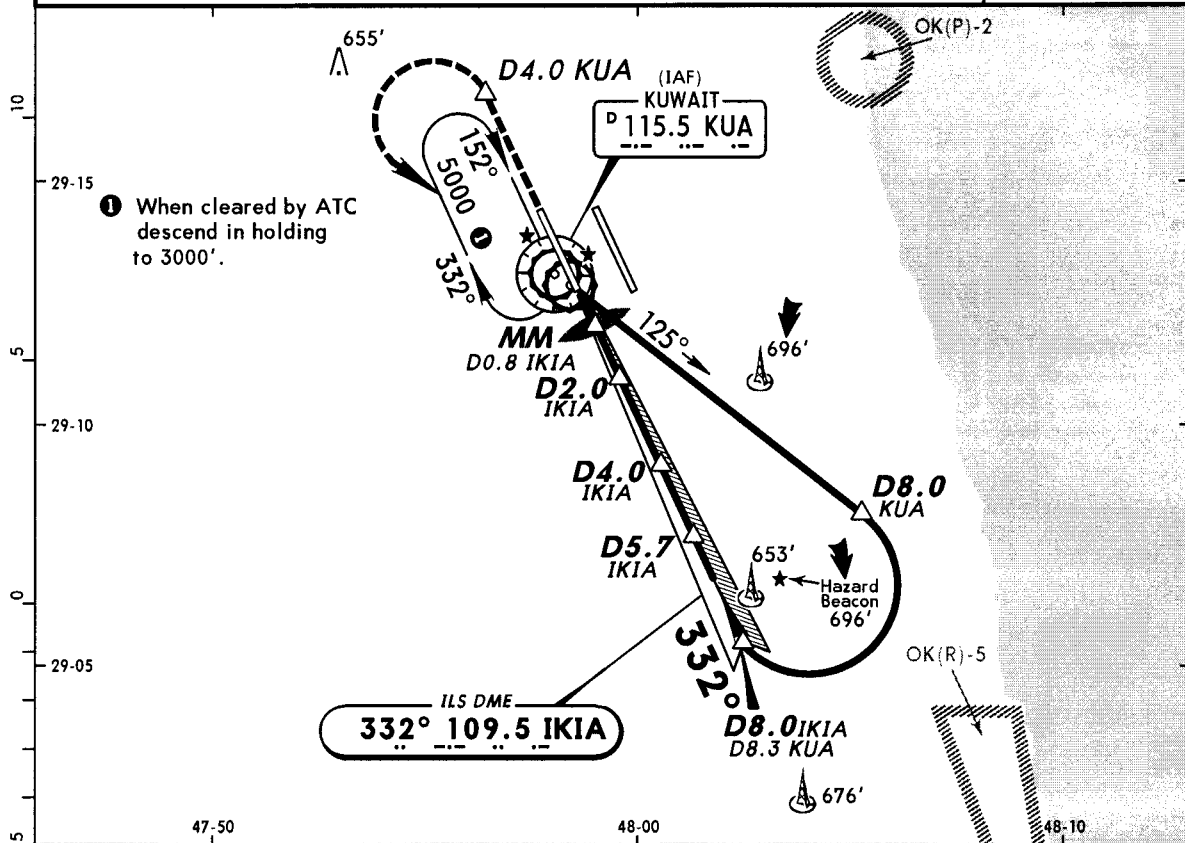
LOC (GS out)	IKIA DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	500'	810'	1130'	1450'	1770'	2080'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II  D4.0 KUA
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							

JAR-OPS		STRAIGHT-IN LANDING RWY 33L		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 369' (200')		MDA(H) 490' (321')			
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A		RVR 1000m	RVR 1500m	100	710' (505') 1500m
B	RVR 550m	RVR 1200m	RVR 2000m	135	840' (635') 1600m
C	RVR 1000m	RVR 1600m		180	1090' (885') 2400m
D				205	1090' (885') 3600m

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKIA 109.5	Final Apch Crs 332°	GS D4.0 IKIA 1442' (1273')	CAT II ILS RA 102' DA(H) 269'(100')		Apt Elev 205' RWY 169'		2400' MSA KUA VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: FL 150		Trans alt: 13000'	
1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 33L touchdown.							



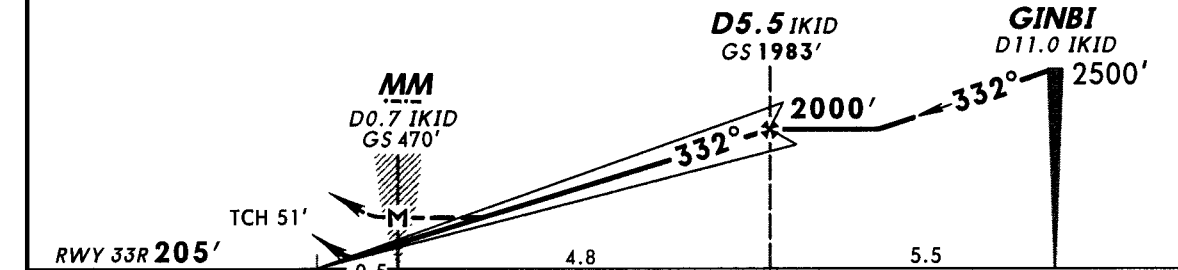
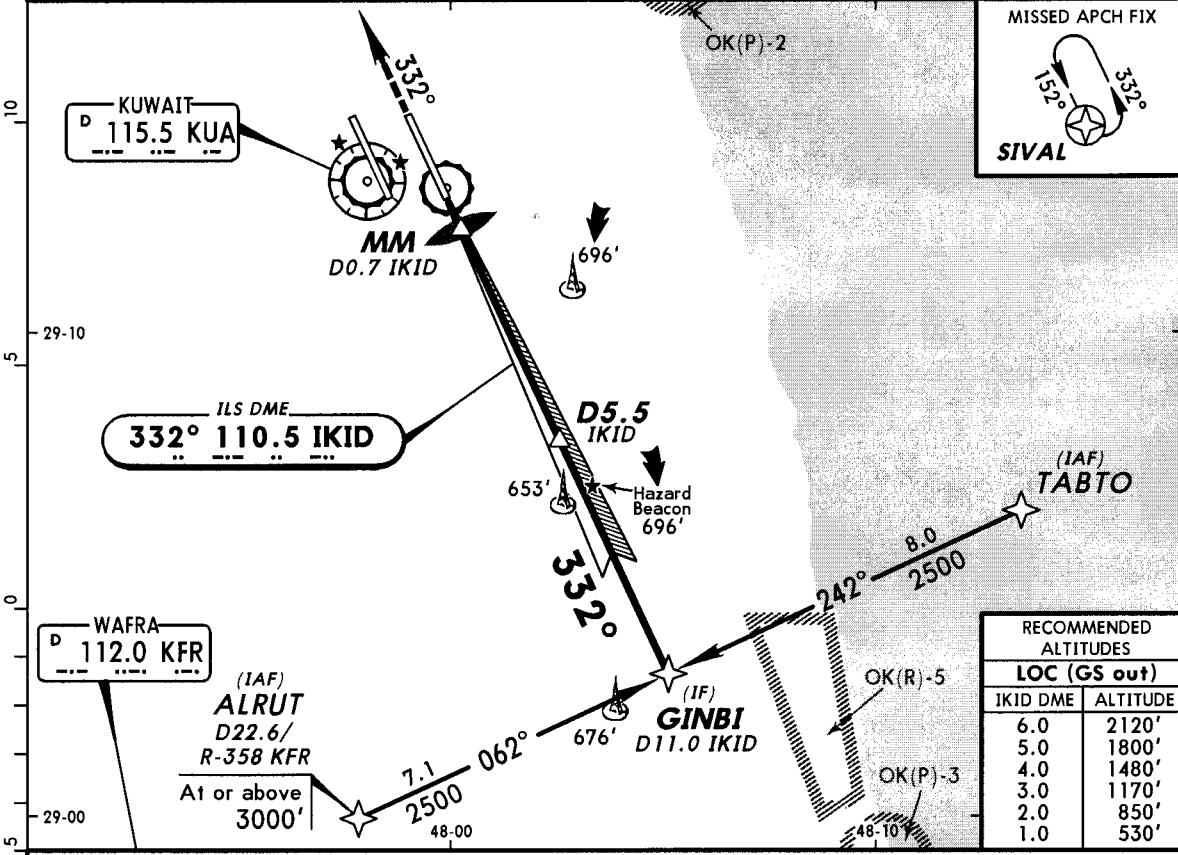
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	D4.0 KUA ↑
GS	3.00°	377	485	539	647	755		

JAR-OPS STRAIGHT-IN LANDING RWY 33L
CAT II ILS
ABCD
RA 102'
DA(H) 269' (100')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

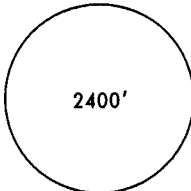
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKID 110.5	Final Apch Crs 332°	GS D5.5 IKID 1983' (1778')	ILS DA(H) 405' (200')	Apt Elev 205' RWY 205'		2400' MSA KUA VOR	
MISSED APCH: Climb to 3000' direct SIVAL and hold, or as directed.							
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 33R touchdown.							

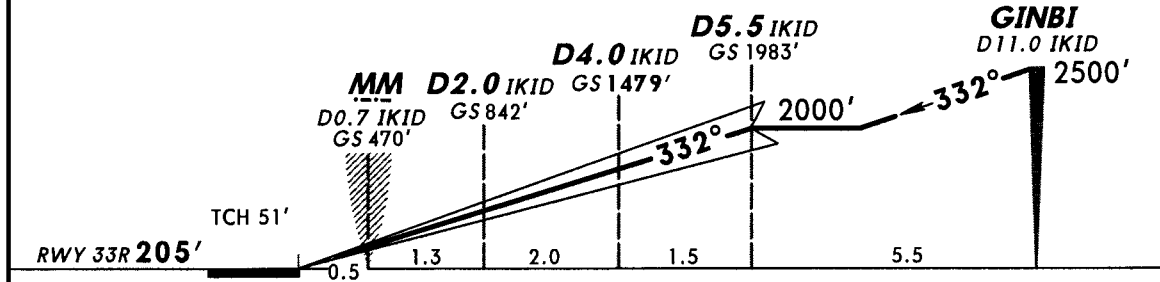
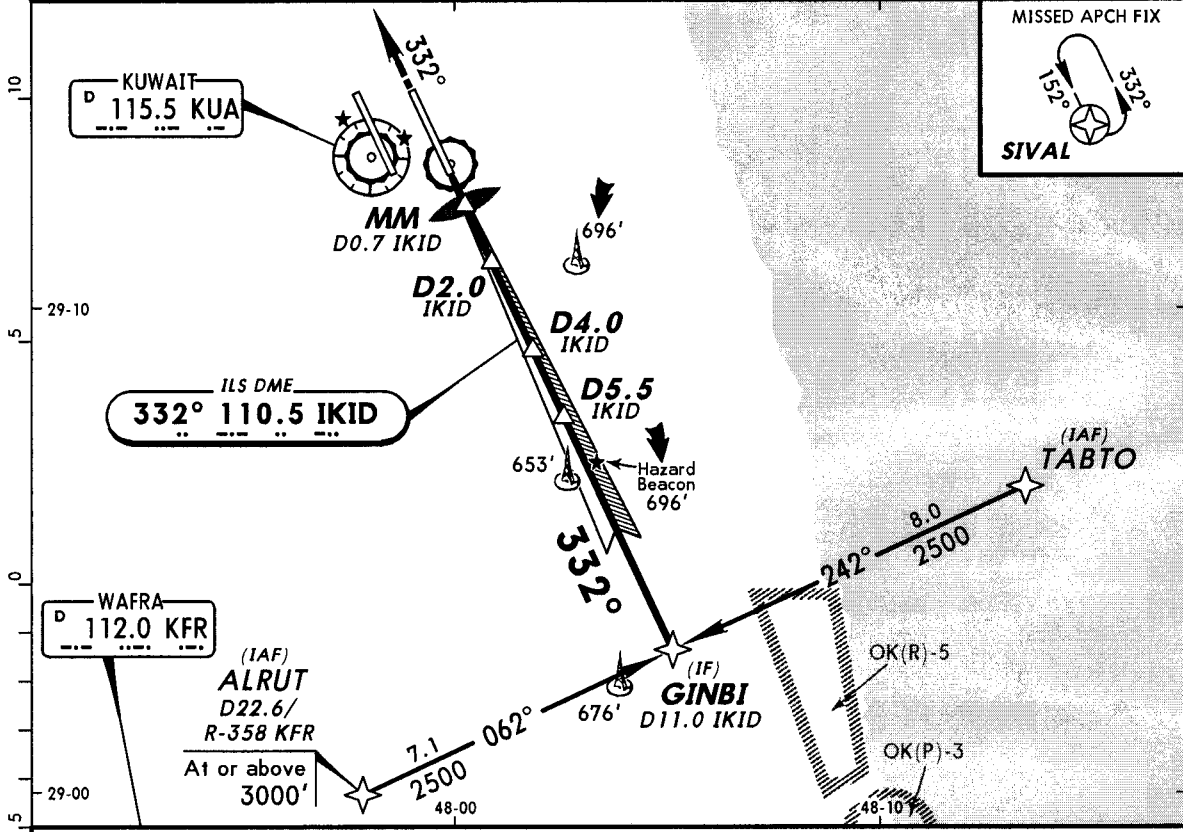


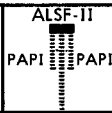
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000'
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at MM/D0.7 IKID							

PANS OPS 3	JAR-OPS				STRAIGHT-IN LANDING RWY 33R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 405' (200')		MDA(H) 500' (295')		MDA(H) 500' (295')		CIRCLE-TO-LAND	
	FULL	ALS out			ALS out	Max Kts	MDA(H)	VIS
A				RVR 1000m	RVR 1500m	100	710' (505')	1500m
B				RVR 1200m		135	840' (635')	1600m
C	RVR 550m	RVR 1000m			RVR 2000m	180	1090' (885')	2400m
D				RVR 1600m		205	1090' (885')	3600m

CHANGES: New procedure.

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
LOC IKID 110.5	Final Apch Crs 332°	GS DA.0 IKID 1479' (1274')	CAT II ILS RA 96' DA(H) 305'(100')	Apt Elev 205' RWY 205'		 <p>2400'</p> <p>MSA KUA VOR</p>	
<p>MISSED APCH: Climb to 3000' direct SIVAL and hold, or as directed.</p> <p>Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 33R touchdown. 3. Special Aircrew & Acft Certification Required.</p>							



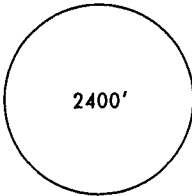
Gnd speed-Kts	70	90	100	120	140	160	 <p>ALSFI-II PAPI PAPI</p>	<p>3000'</p> <p>↑</p>
GS	3.00°	377	485	539	647	755		

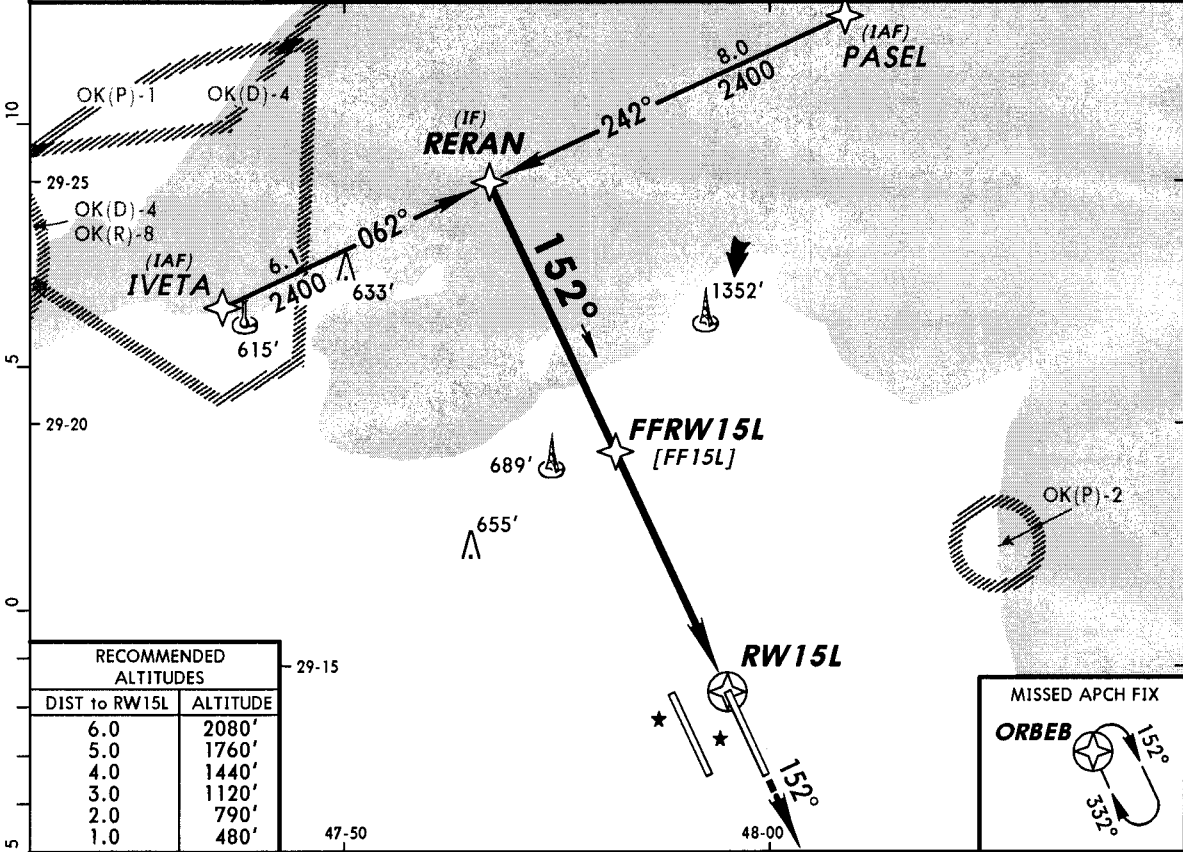
JAR-OPS STRAIGHT-IN LANDING RWY 33R
CAT II ILS
ABCD
RA 96'
DA(H) **305'(100')**

RVR **300m** 

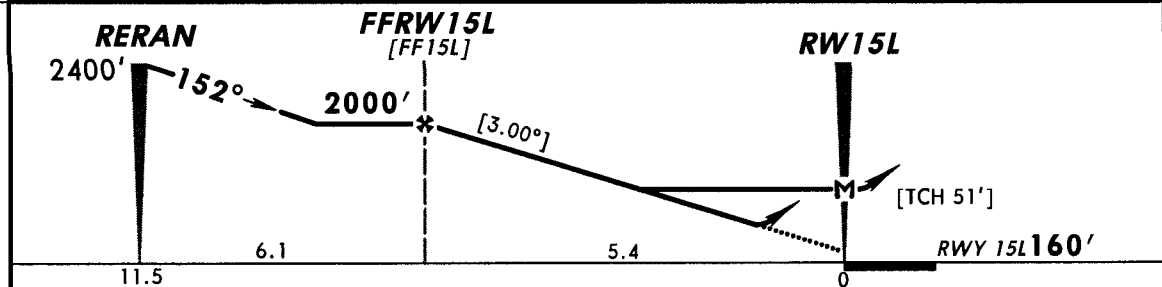
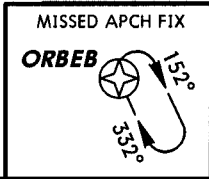
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 3

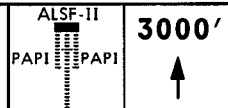
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
RNAV	Final Aptch Crs 152°	Minimum Alt FFRW15L 2000' (1840')	LNAV/VNAV DA(H) 410' (250')	Apt Elev 205'	RWY 160'		
MISSED APCH: Climb to 3000' direct ORBEB and hold, or as directed.						 2400' MSA ARP	
Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000' CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy.							



RECOMMENDED ALTITUDES	
DIST to RW15L	ALTITUDE
6.0	2080'
5.0	1760'
4.0	1440'
3.0	1120'
2.0	790'
1.0	480'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743
MAP at RW15L						



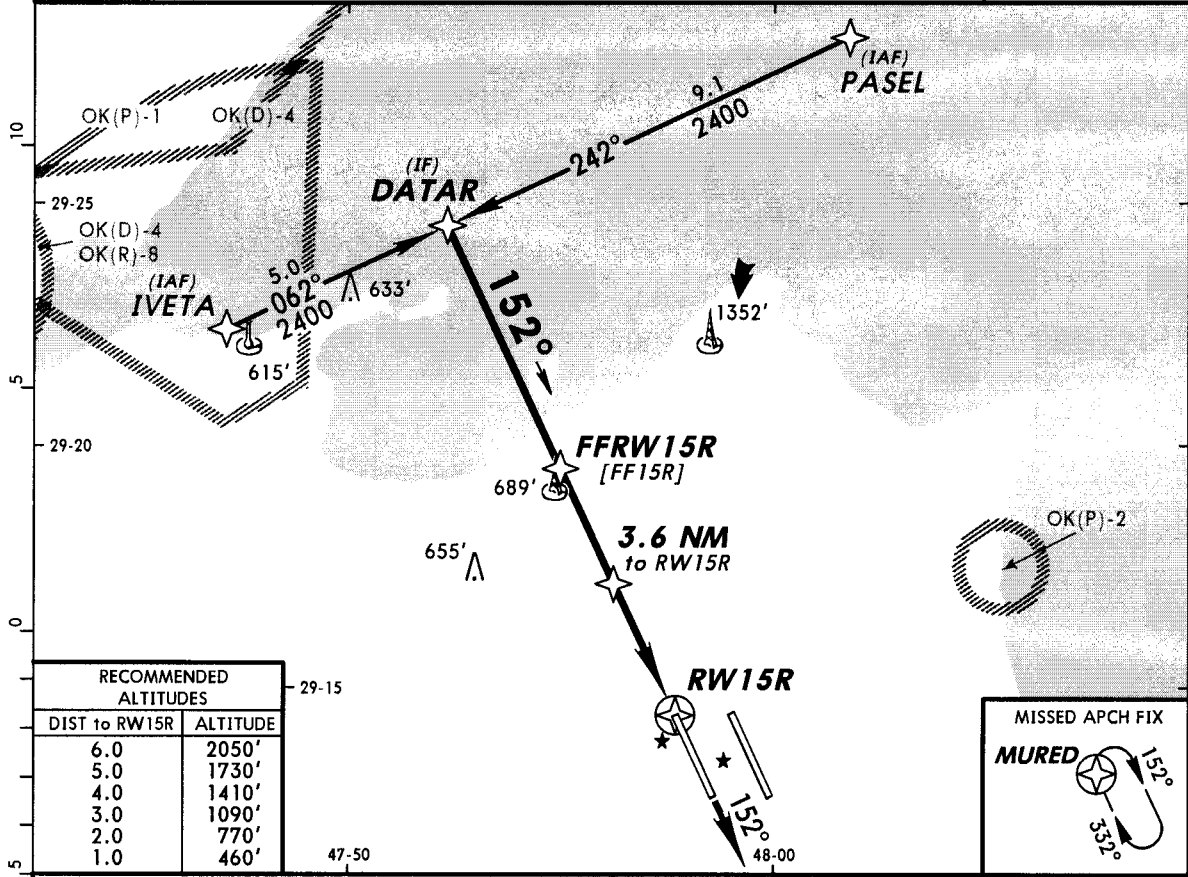
	STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV		Max Kts	MDA(H)	VIS
	DA(H) 410' (250')		MDA(H) 620' (460')				
	ALS out		ALS out				
A		RVR 1500m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B	RVR 800m	RVR 1500m	RVR 1200m	RVR 1500m	135	840' (635')	1600m
C		RVR 1600m		RVR 2000m	180	1090' (885')	2400m
D	RVR 1200m	RVR 1800m	RVR 1600m		205	1090' (885')	3600m

PANS OPS 3

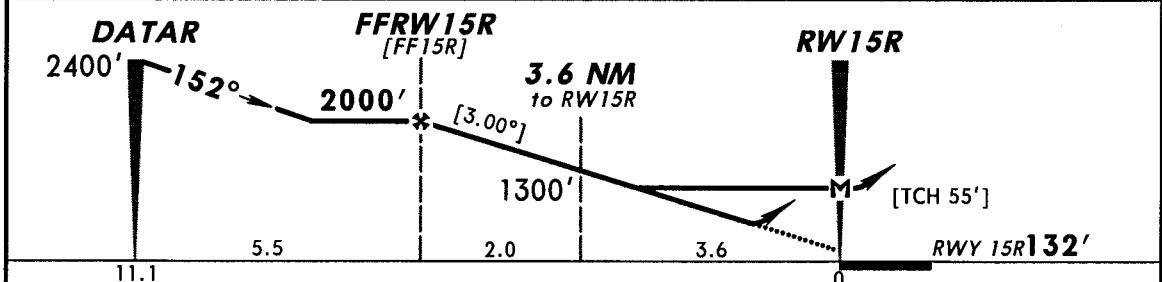
CHANGES: Missed apch holding.

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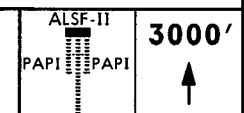
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
RNAV	Final Apch Crs 152°	Minimum Alt FFRW15R 2000' (1868')	LNAV/VNAV DA(H) 390' (258')	Apt Elev 205'	RWY 132'		
MISSED APCH: Climb to 3000' direct MURED and hold, or as directed.						2400'	
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 150			
						MSA ARP	



RECOMMENDED ALTITUDES	
DIST to RW15R	ALTITUDE
6.0	2050'
5.0	1730'
4.0	1410'
3.0	1090'
2.0	770'
1.0	460'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743
MAP at RW15R						

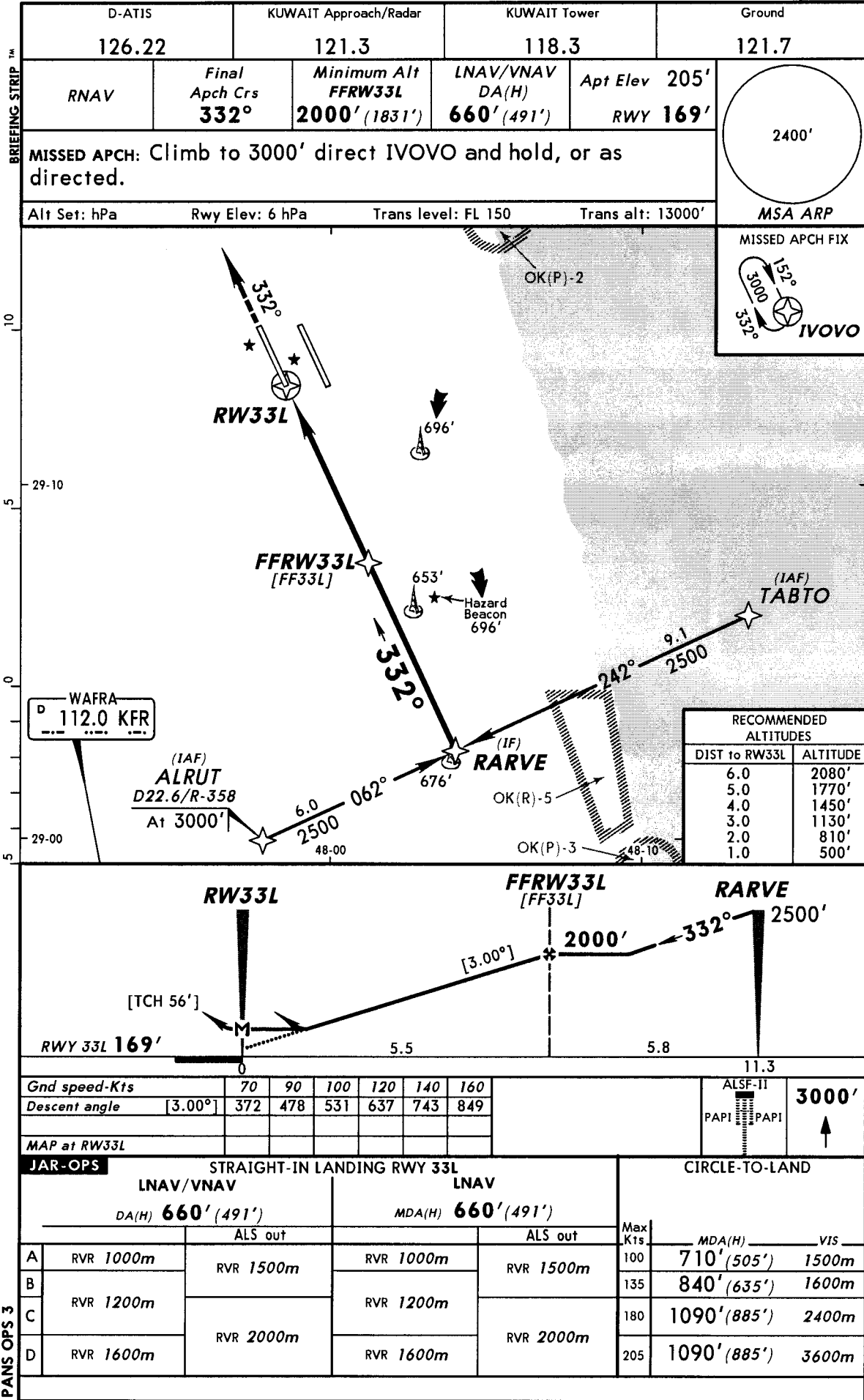


JAR-OPS	STRAIGHT-IN LANDING RWY 15R				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Max Kts	VIS
	DA(H) 390' (258')		MDA(H) 550' (418')			
	ALS out		ALS out			
A		RVR 1500m	RVR 900m	RVR 1500m	100	710' (505') 1500m
B	RVR 800m		RVR 1000m		135	840' (635') 1600m
C		RVR 1600m		RVR 1800m	180	1090' (885') 2400m
D	RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m	205	1090' (885') 3600m

PANS OPS 3

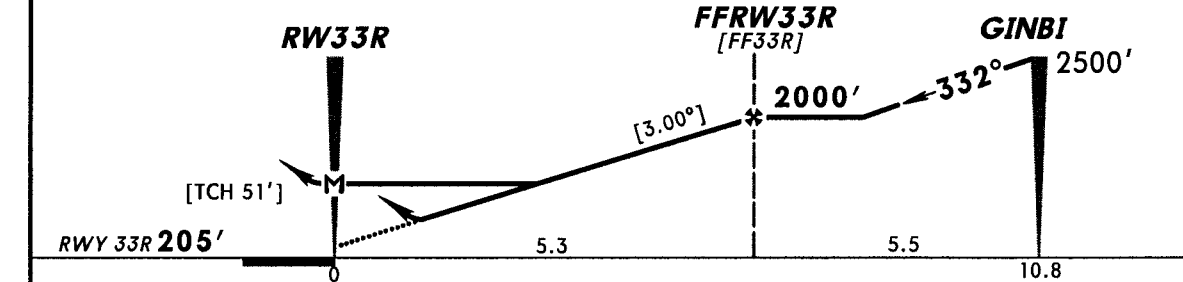
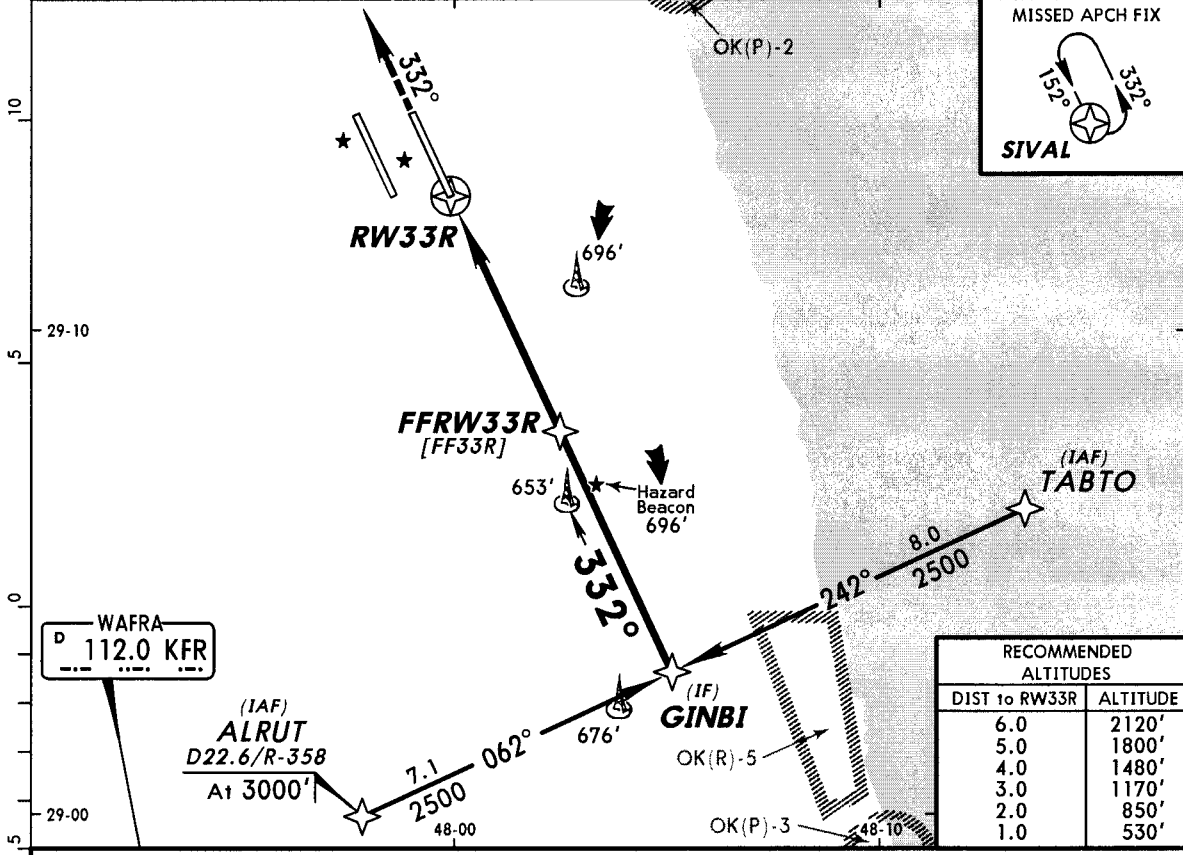
CHANGES: Missed apch holding.

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CHANGES: Missed apch holding.

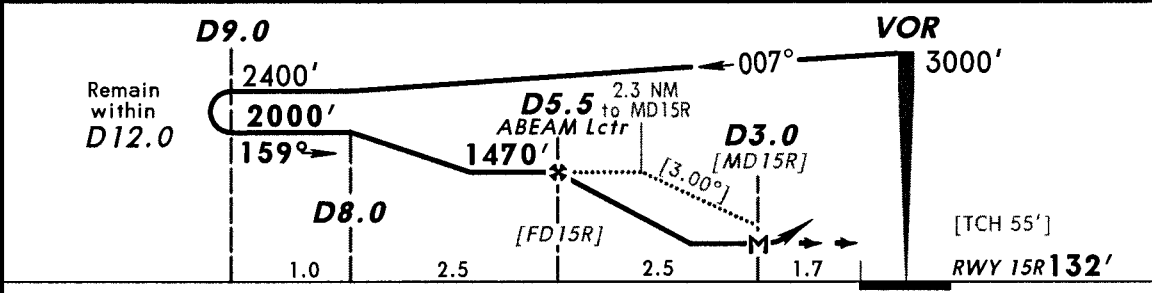
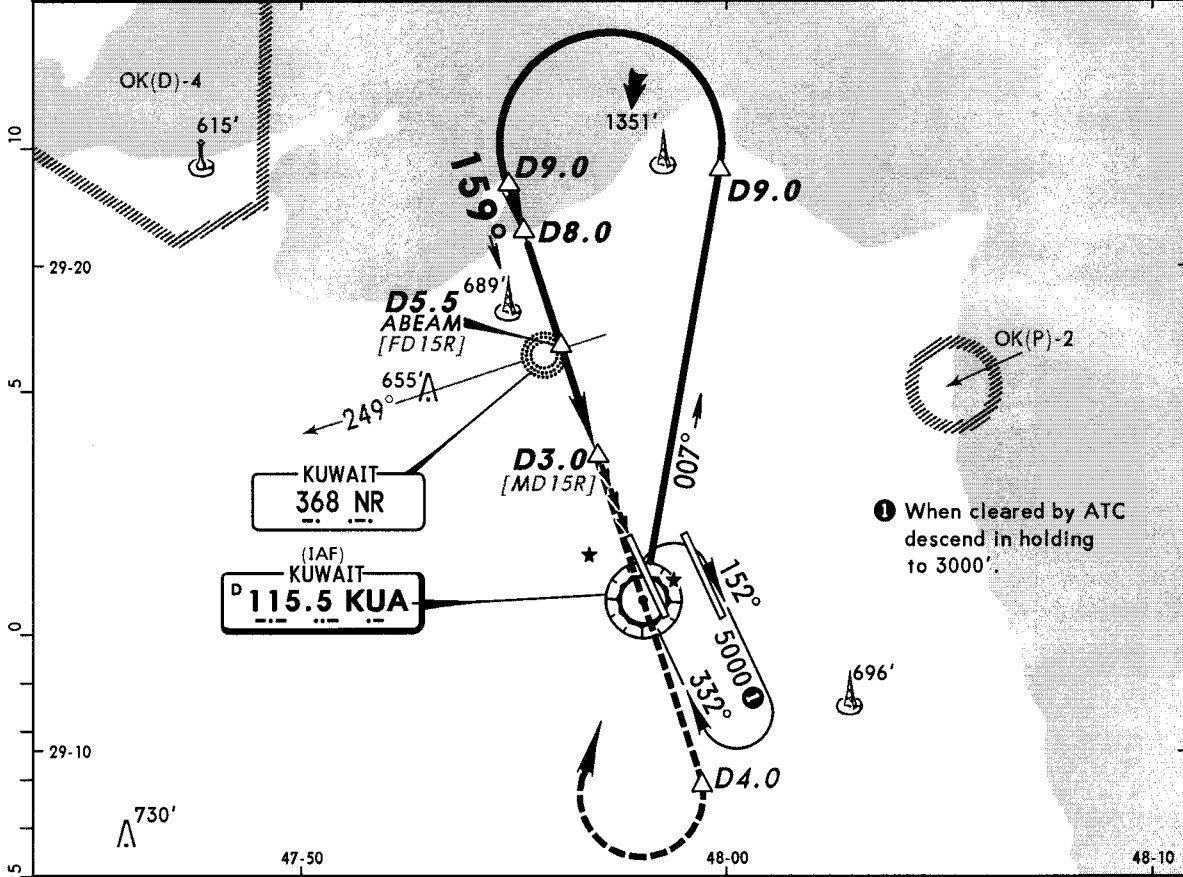
D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
RNAV	Final Apch Crs 332°	Minimum Alt FFRW33R 2000' (1795')	LNAV/VNAV DA(H) 460' (255')	Apt Elev 205'	RWY 205'		
MISSED APCH: Climb to 3000' direct SIVAL and hold, or as directed.							<p>2400'</p> <p>MSA ARP</p>
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 150 Trans alt: 13000' CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 3000'
Descent angle	[3.00°]	372	478	531	637	849	

JAR-OPS		STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
		LNAV/VNAV DA(H) 460' (255')		LNAV MDA(H) 580' (375')			
		ALS out		ALS out		Max Kts	
A		RVR 1500m	RVR 900m	RVR 1500m	100	710' (505')	1500m
B	RVR 800m	RVR 1500m	RVR 1000m	RVR 1800m	135	840' (635')	1600m
C		RVR 1600m	RVR 1400m	RVR 2000m	180	1090' (885')	2400m
D	RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m	205	1090' (885')	3600m

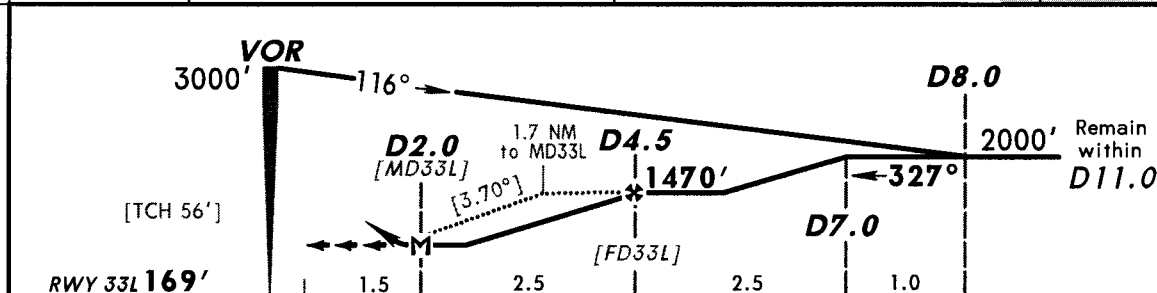
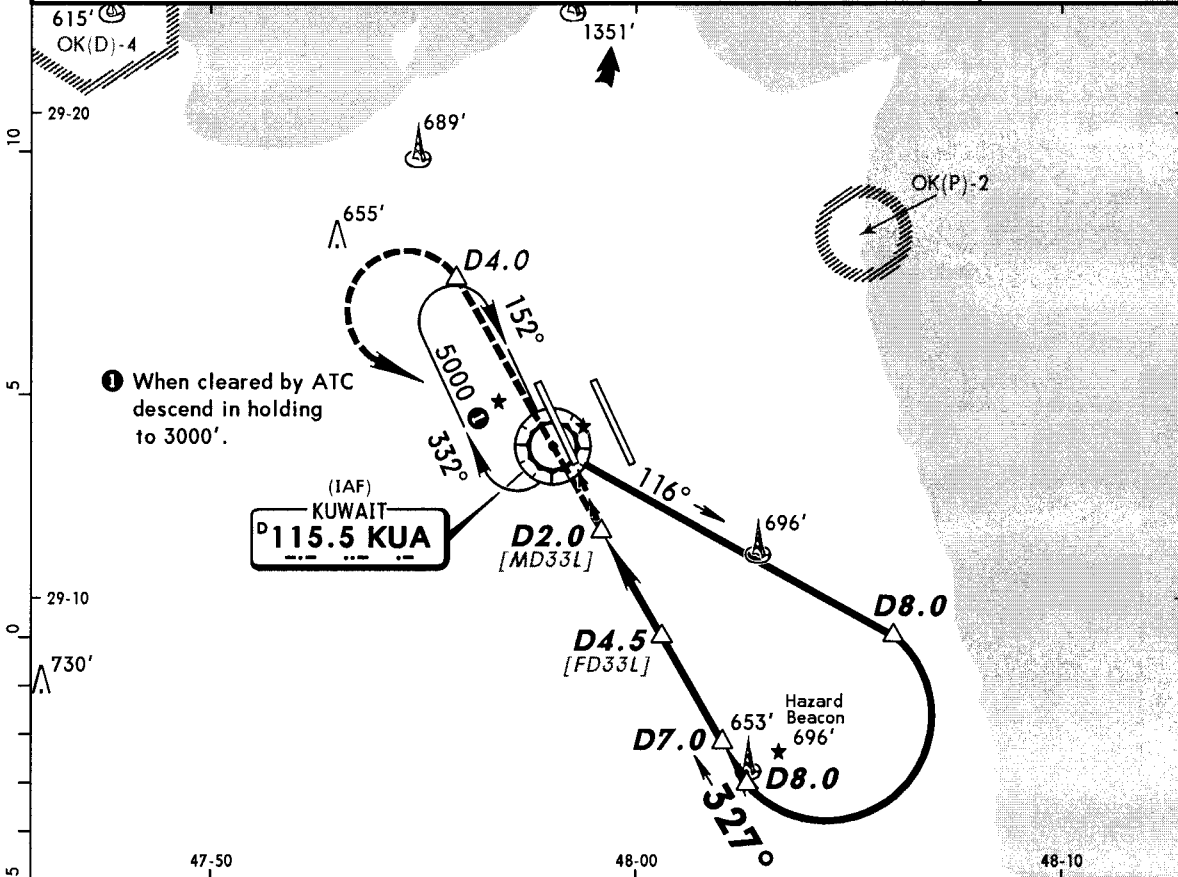
ATIS 126.22		KUWAIT Approach/Radar 121.3 124.8		KUWAIT Tower 118.3	Ground 121.7 121.9
VOR KUA 115.5	Final Apch Crs 159°	Minimum Alt D5.5 1470' (1338')	MDA(H) 600' (468')	Apt Elev 205' RWY132'	2400' MSA KUA VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0, then turn RIGHT to VOR climbing to 3000', or as directed.					
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KUA VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI D4.0
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	
MAP at D3.0							

PANS OPS 3	JAR-OPS STRAIGHT-IN LANDING RWY 15R			CIRCLE-TO-LAND		
	MDA(H) 600' (468')					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1000m	RVR 1500m	100	710' (505')	1500m
	B	RVR 1200m	RVR 2000m	135	840' (635')	1600m
C	RVR 1600m		180	1090' (885')	2400m	
D	RVR 1600m		205	1090' (885')	3600m	

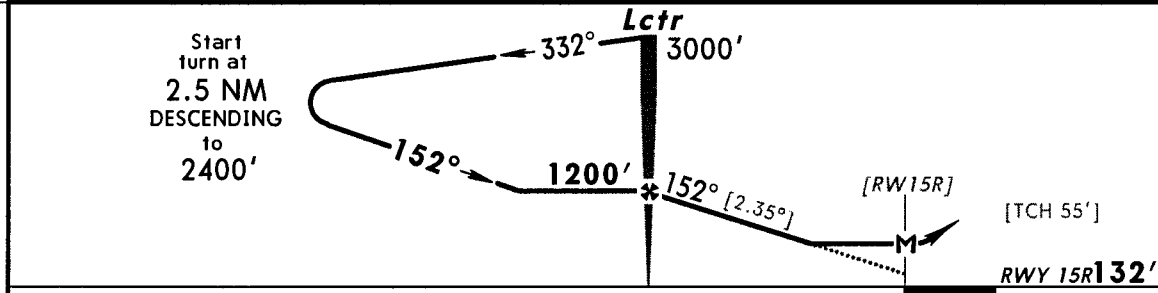
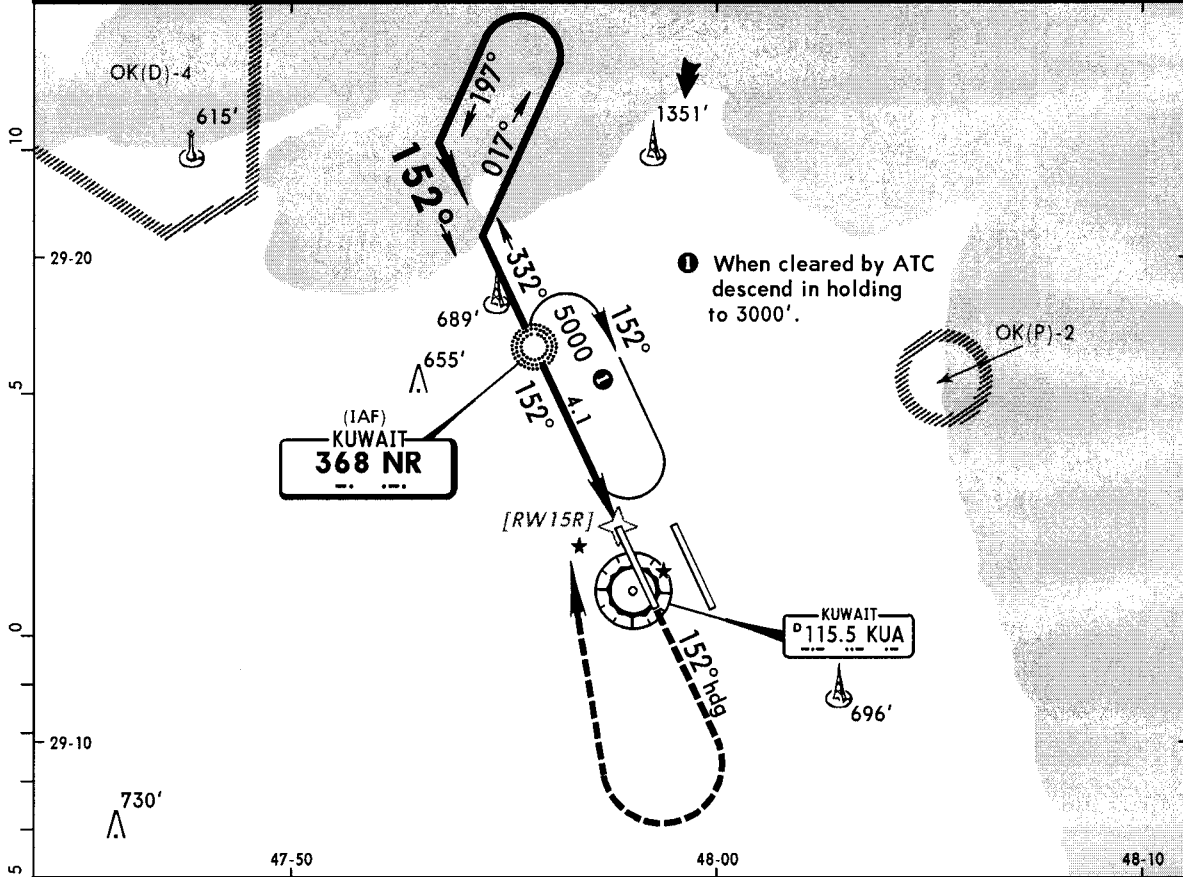
ATIS 126.22		KUWAIT Approach/Radar 121.3 124.8		KUWAIT Tower 118.3	Ground 121.7 121.9
VOR KUA 115.5	Final Apch Crs 327°	Minimum Alt D4.5 1470' (1301')	MDA(H) 490' (321')	Apt Elev 205' RWY 169'	2400'
MISSED APCH: Climb STRAIGHT AHEAD to D4.0, then turn LEFT to VOR climbing to 3000', or as directed.					
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KUA VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	D4.0 ↑
Descent Gradient 6.47% or Descent angle [3.70°]	458	589	655	786	917	1048		
MAP at D2.0								

PANS OPS 3	JAR-OPS STRAIGHT-IN LANDING RWY 33L			CIRCLE-TO-LAND		
	MDA(H) 490' (321')					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1000m	RVR 1500m	100	710' (505')	1500m
	B	RVR 1200m		135	840' (635')	1600m
C		RVR 2000m	180	1090' (885')	2400m	
D	RVR 1600m		205	1090' (885')	3600m	

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7
Lctr NR 368	Final Apch Crs 152°	Minimum Alt Lctr 1200' (1068')	MDA(H) 630' (498')	Apt Elev 205' RWY132'		2400' MSA NR Lctr
MISSED APCH: Climb STRAIGHT AHEAD on heading 152° to 2500', then turn RIGHT to Lctr and hold, or as directed.						
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL 150		Trans alt: 13000'		



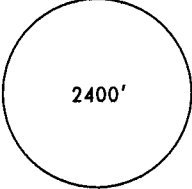
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	2500' on 152° ↑ hdg
Descent Gradient 4.10% or Descent angle [2.35°]	291	374	416	499	582	665		
Lctr to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32	

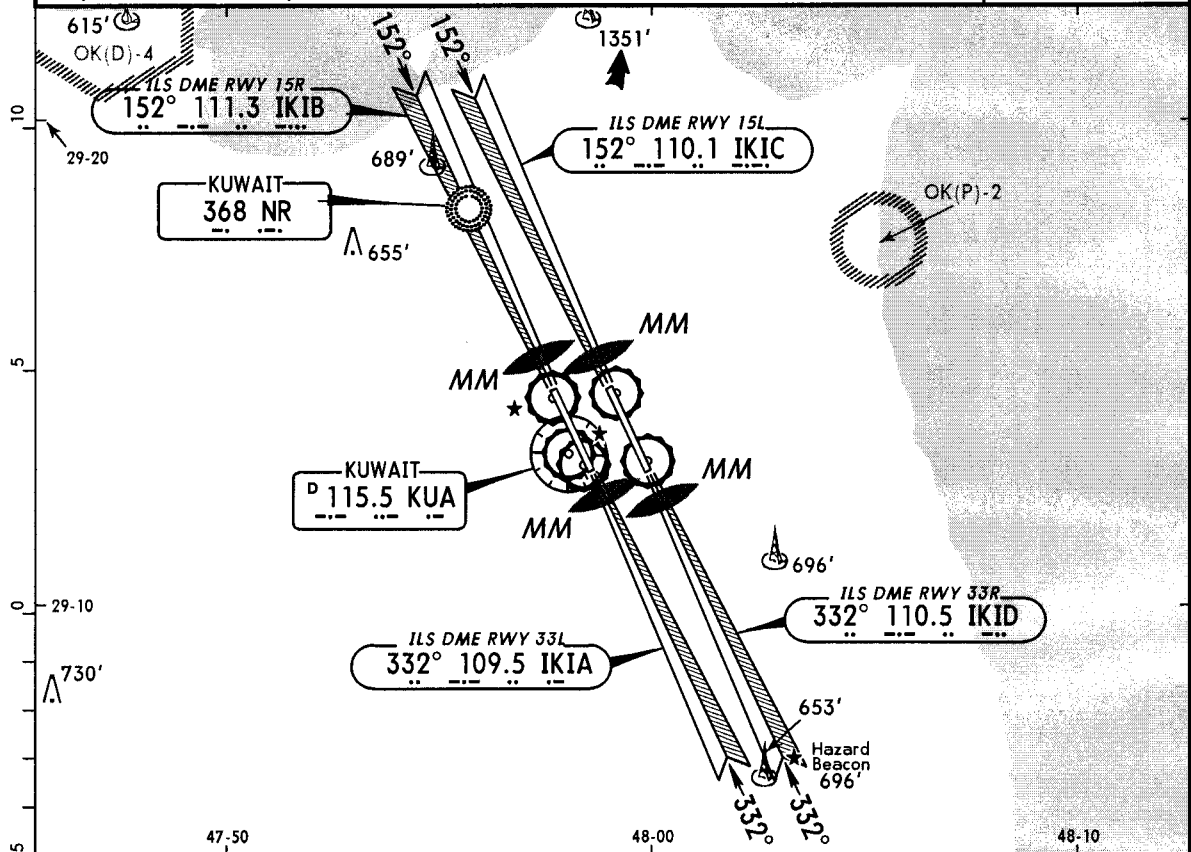
JAR-OPS				STRAIGHT-IN LANDING RWY 15R				CIRCLE-TO-LAND				
MDA(H) 630' (498')												
ALS out								Max Kts	MDA(H)		VIS	
A	RVR 1000m		RVR 1500m		RVR 2000m		100	710' (505')		1500m		
B	RVR 1200m		RVR 1500m		RVR 2000m		135	840' (635')		1600m		
C	RVR 1200m		RVR 1500m		RVR 2000m		180	1090' (885')		2400m		
D	RVR 1600m		RVR 1500m		RVR 2000m		205	1090' (885')		3600m		

PANS OPS 3


CHANGES: Communications.

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D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 205'	RWY - See below	
MISSED APCH: Climb on rwy heading to 3000' or as directed. Contact KUWAIT Approach.						 2400' MSA KUA VOR
Alt Set: hPa Apt Elev: 8 hPa Trans level: FL 150 Trans alt: 13000'						
1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy15L/33R. 2. ILS DME reads zero at touchdown.						



RADAR FIX	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1850'	1550'	1250'	950'	650'	350'
RWY	15L	15R	33L	33R		
ELEV	160'	132'	169'	205'		
SRA 15L, 15R, 33L, 33R TMN 2.0 NM						

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II  3000' on Rwy hdg
Descent Gradient	5.2%	369	474	527	632	737	

JAR-OPS		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
SRA 15L		SRA 15R		SRA 33L		SRA 33R	
MDA(H) 650'(490')		MDA(H) 650'(518')		MDA(H) 700'(531')		MDA(H) 700'(495')	
	ALS out		ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	100	710'(505') 1500m
B	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m	135	840'(635') 1600m
C	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	180	1090'(885') 2400m
D	RVR 1600m	RVR 1600m	RVR 1600m	RVR 1600m	RVR 1600m	205	1090'(885') 3600m

CHANGES: New chart.