

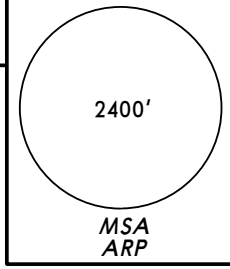
OKBK/KWI
KUWAIT INTL

15 JAN 10 2

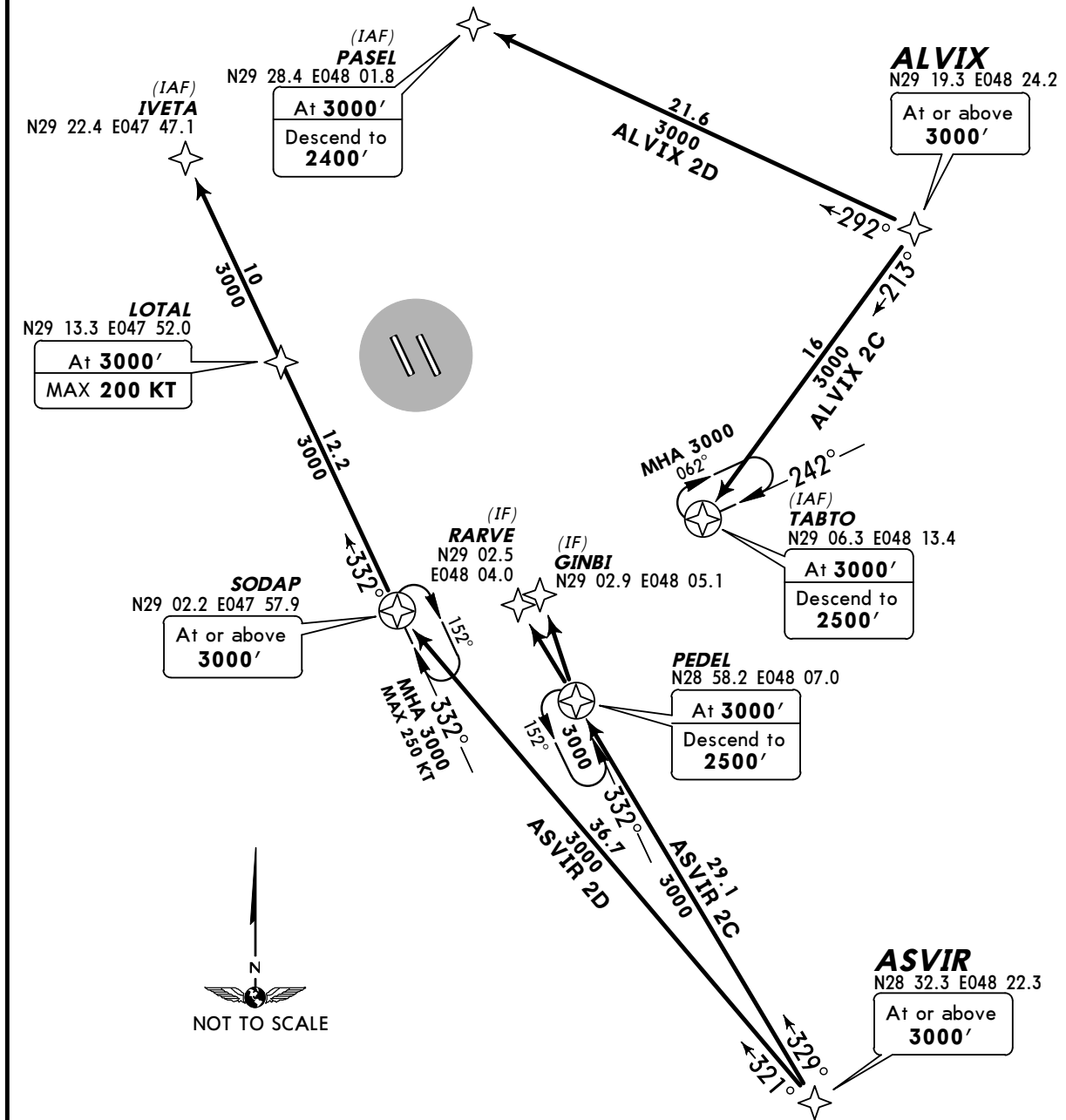
KUWAIT, KUWAIT

RNAV STAR

Apt Elev 205'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



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)
RNP 5



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, then to LOTAL, then to IVETA, establish on the ILS approach or as instructed by ATC.

OKBK/KWI
KUWAIT INTL

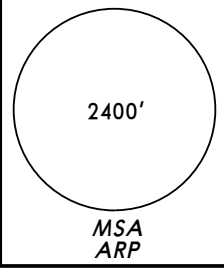
15 JAN 10

3

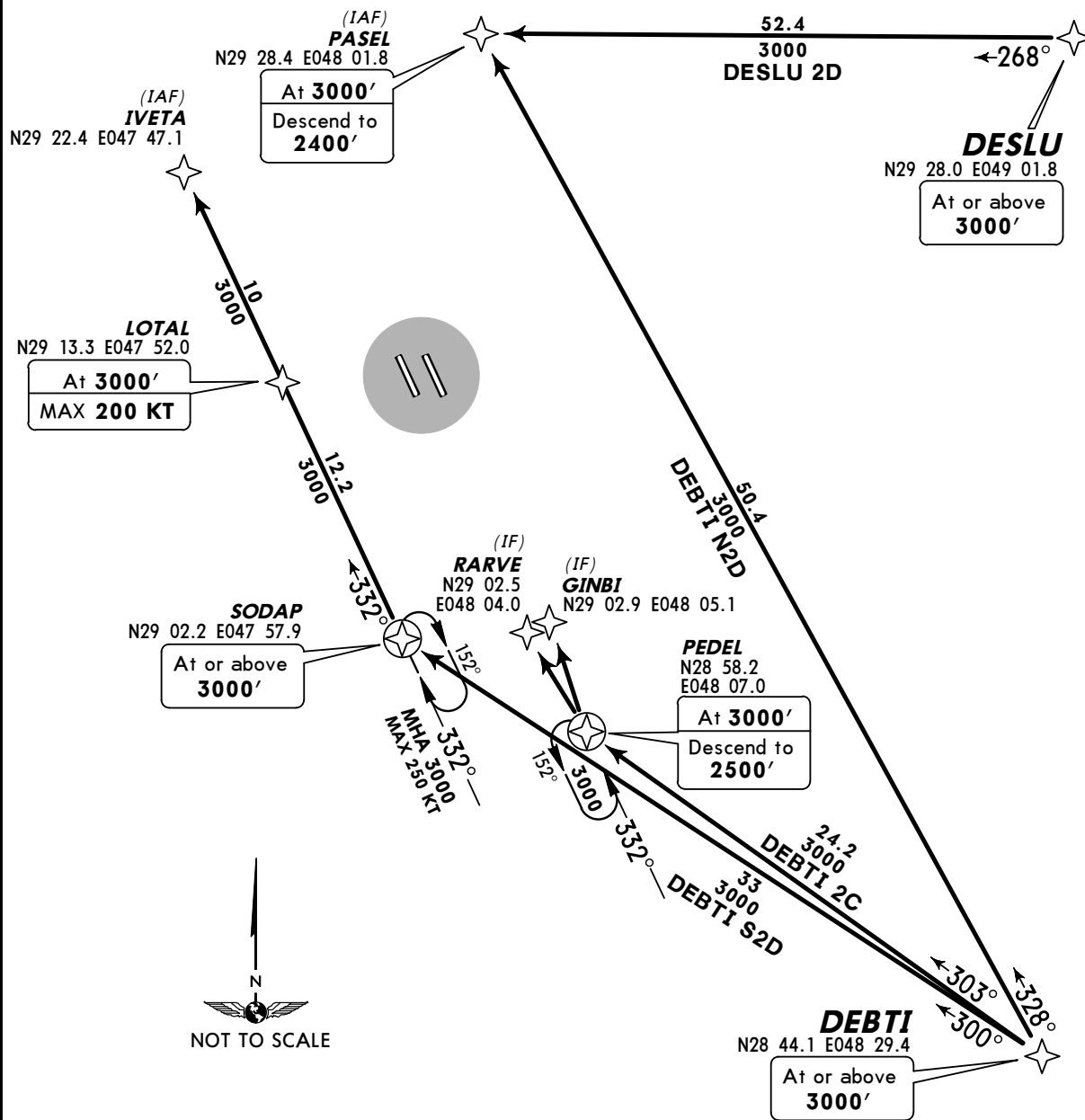
KUWAIT, KUWAIT

RNAV STAR

Apt Elev 205'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



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)
RNP 5



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		On 300° track to SODAP, then to LOTAL, then to IVETA, establish on the ILS approach or as instructed by ATC.
DESLU 2D		On 268° track to PASEL, then descend to 2400' for ILS approach or as instructed by ATC.

OKBK/KWI
KUWAIT INTL

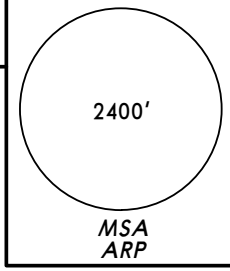
17 JUL 09

4

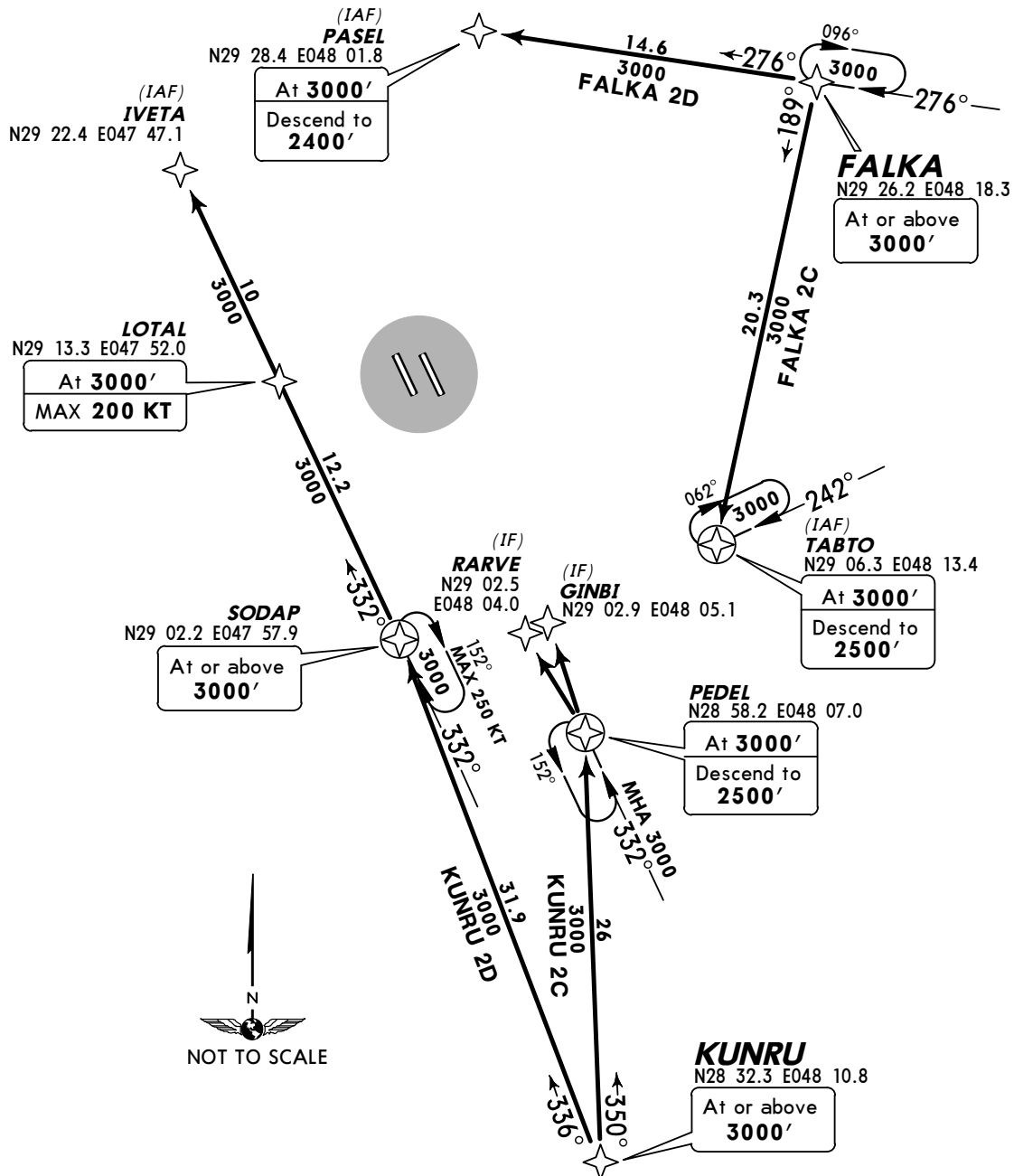
KUWAIT, KUWAIT

RNAV STAR

Apt Elev 205'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



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)
RNP 5



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, then to LOTAL, then to IVETA, establish on the ILS approach or as instructed by ATC.

OKBK/KWI
KUWAIT INTL

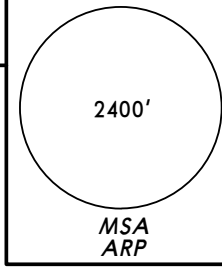
17 JUL 09

5

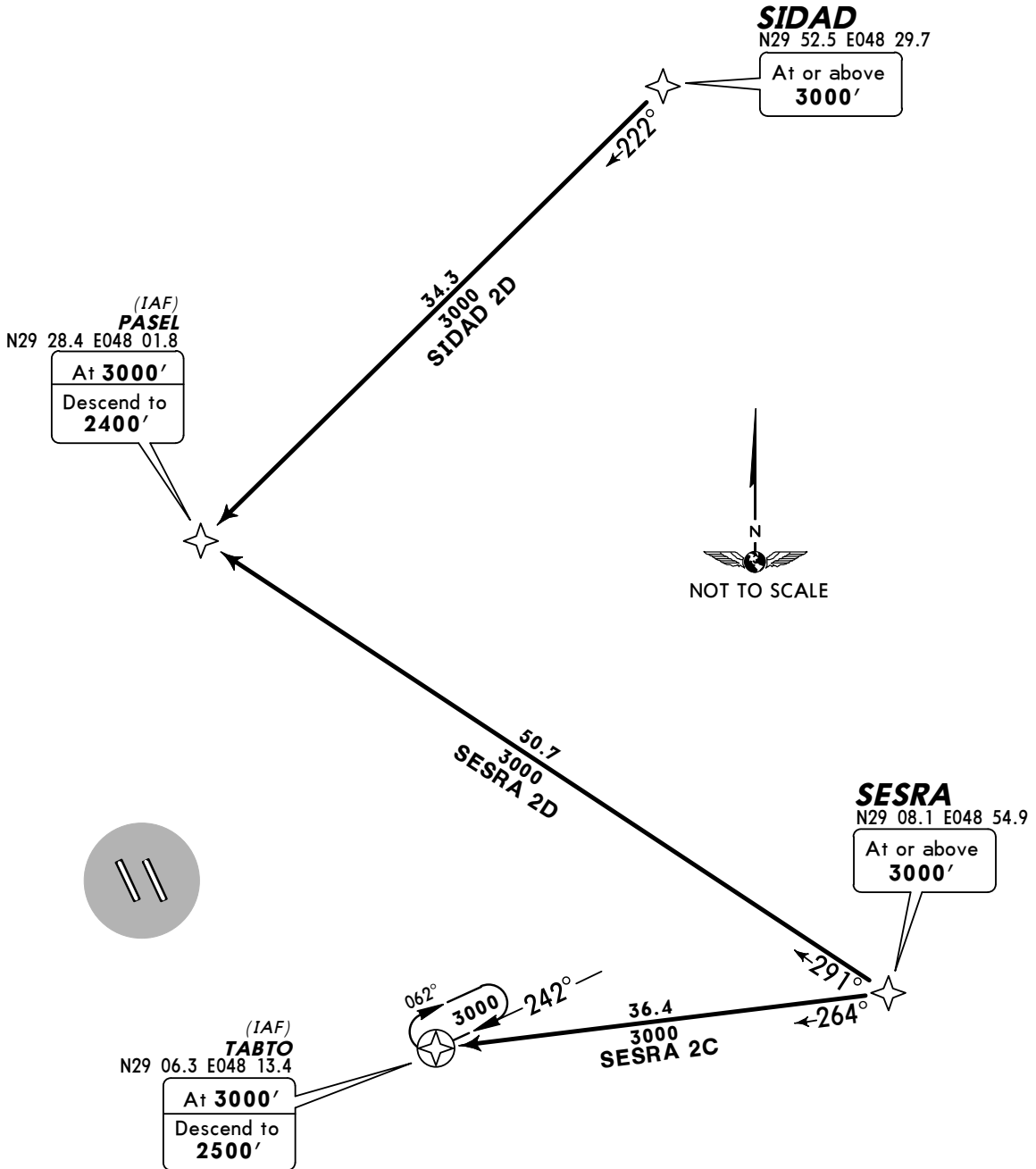
KUWAIT, KUWAIT

RNAV STAR

Apt Elev 205'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



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)
RNP 5



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.

OKBK/KWI
KUWAIT INTL

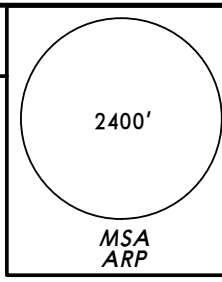
17 JUL 09

6

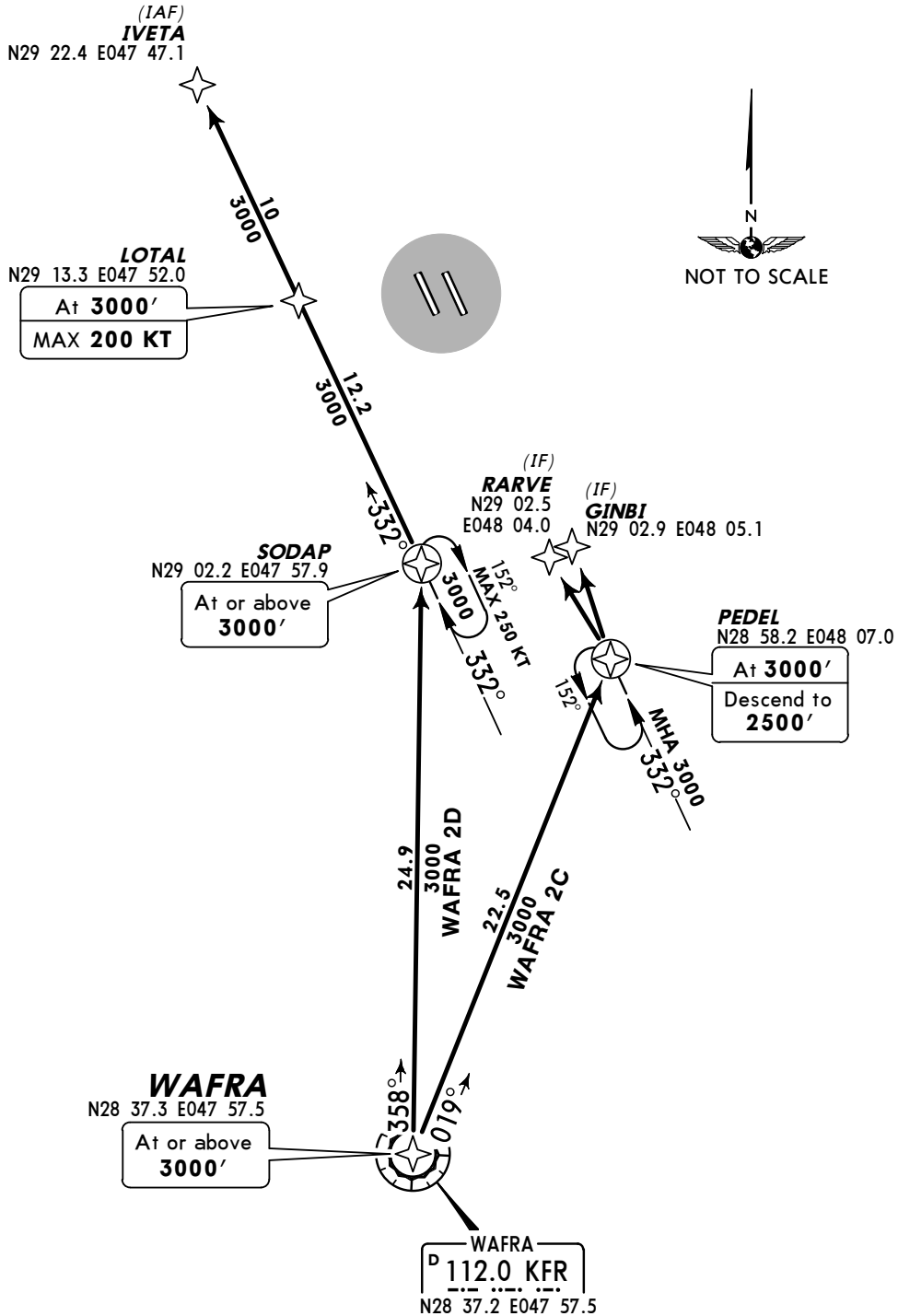
KUWAIT, KUWAIT

RNAV STAR

Apt Elev 205'
Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



**WAFRA TWO CHARLIE (WAFRA 2C) [KFR2C]
WAFRA TWO DELTA (WAFRA 2D) [KFR2D]
RWYS 33L/R, 15L/R RNAV ARRIVALS**
RNAV (GNSS)
RNP 5



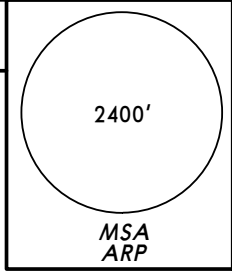
STAR	RWY	ROUTING
WAFRA 2C	33L/R	On 019° track to PEDEL, then descend to 2500' for ILS approach or as instructed by ATC.
WAFRA 2D	15L/R	On 358° track to SODAP, then to LOTAL, then to IVETA, establish on the ILS approach or as instructed by ATC.

OKBK/KWI
KUWAIT INTL

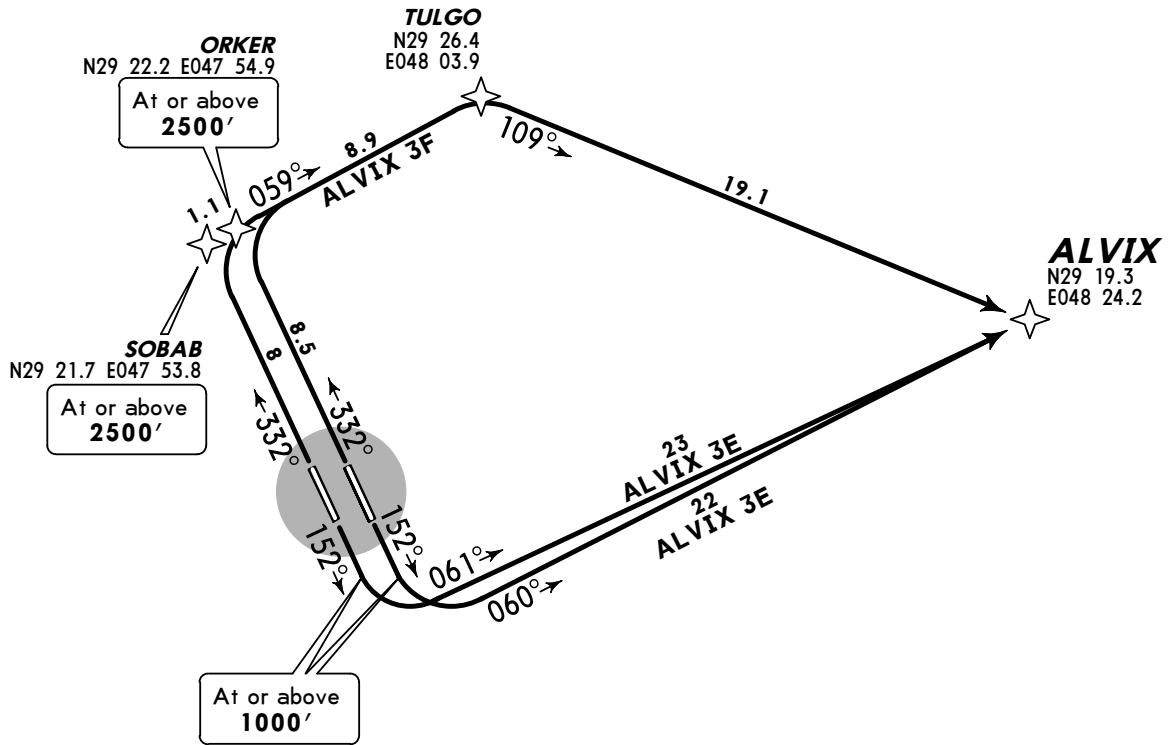
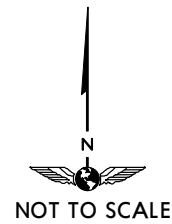
17 JUL 09 7

KUWAIT, KUWAIT
RNAV SID

Apt Elev 205'
Trans level: FL150 Trans alt: 13000'



ALVIX THREE ECHO (ALVIX 3E) [ALVI3E]
ALVIX THREE FOXTROT (ALVIX 3F) [ALVI3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)
RNP 5



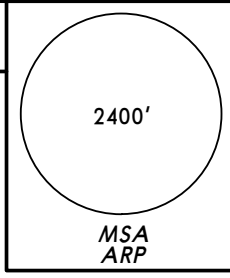
SID	RWY	ROUTING
ALVIX 3E	15L	Climb on 152° track to at or above 1000', 060° track to ALVIX, then as directed by ATC.
	15R	Climb on 152° track to at or above 1000', 061° track to ALVIX, then as directed by ATC.
ALVIX 3F	33L	Climb on 332° track to SOBAB, 059° track to TULGO, 109° track to ALVIX, then as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

OKBK/KWI
KUWAIT INTL

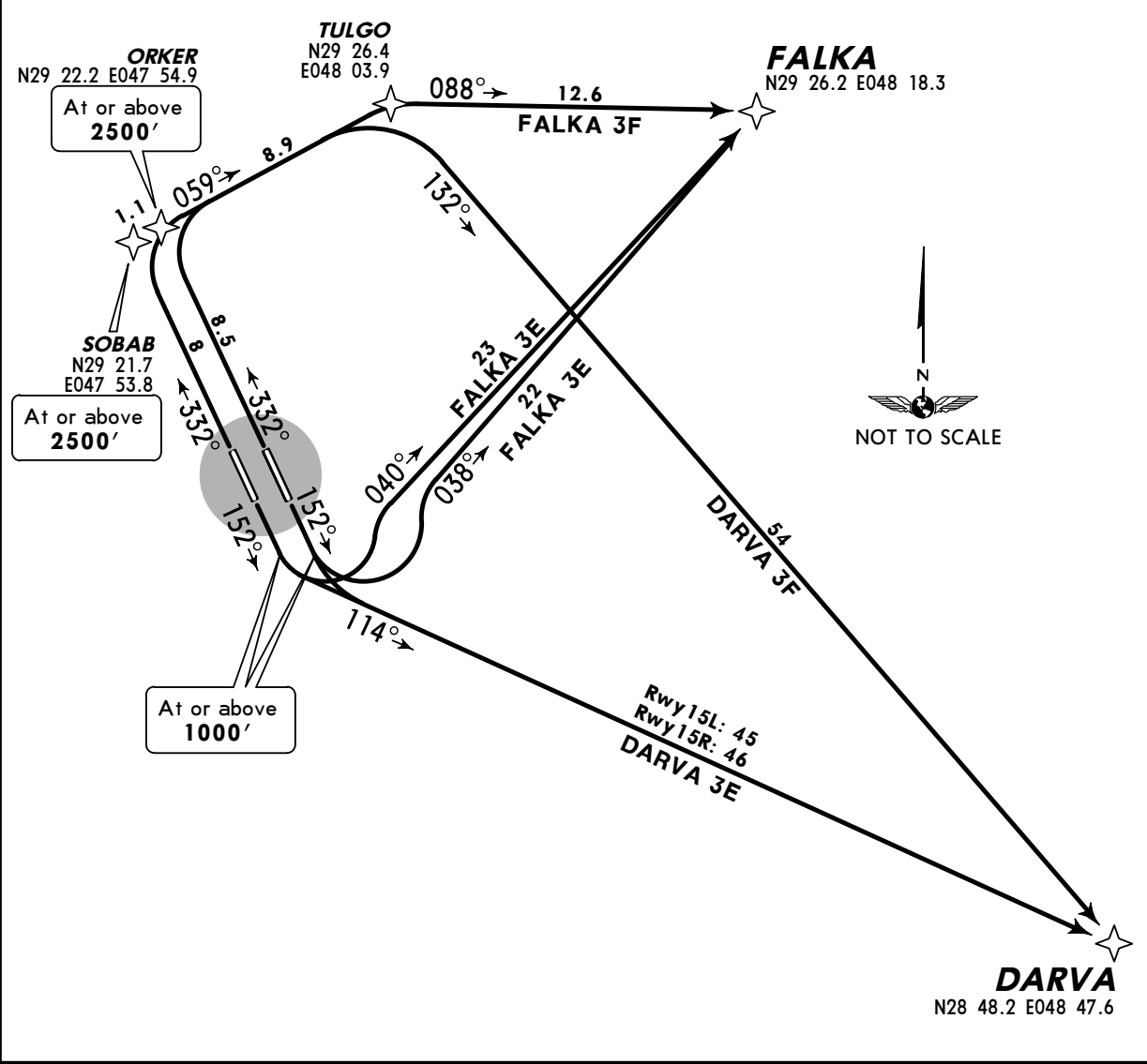
17 JUL 09 9

KUWAIT, KUWAIT
RNAV SID

Apt Elev 205' Trans level: FL150 Trans alt: 13000'



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)
 RNP 5



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

OKBK/KWI
KUWAIT INTL

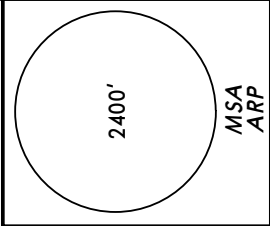
17 JUL 09

10

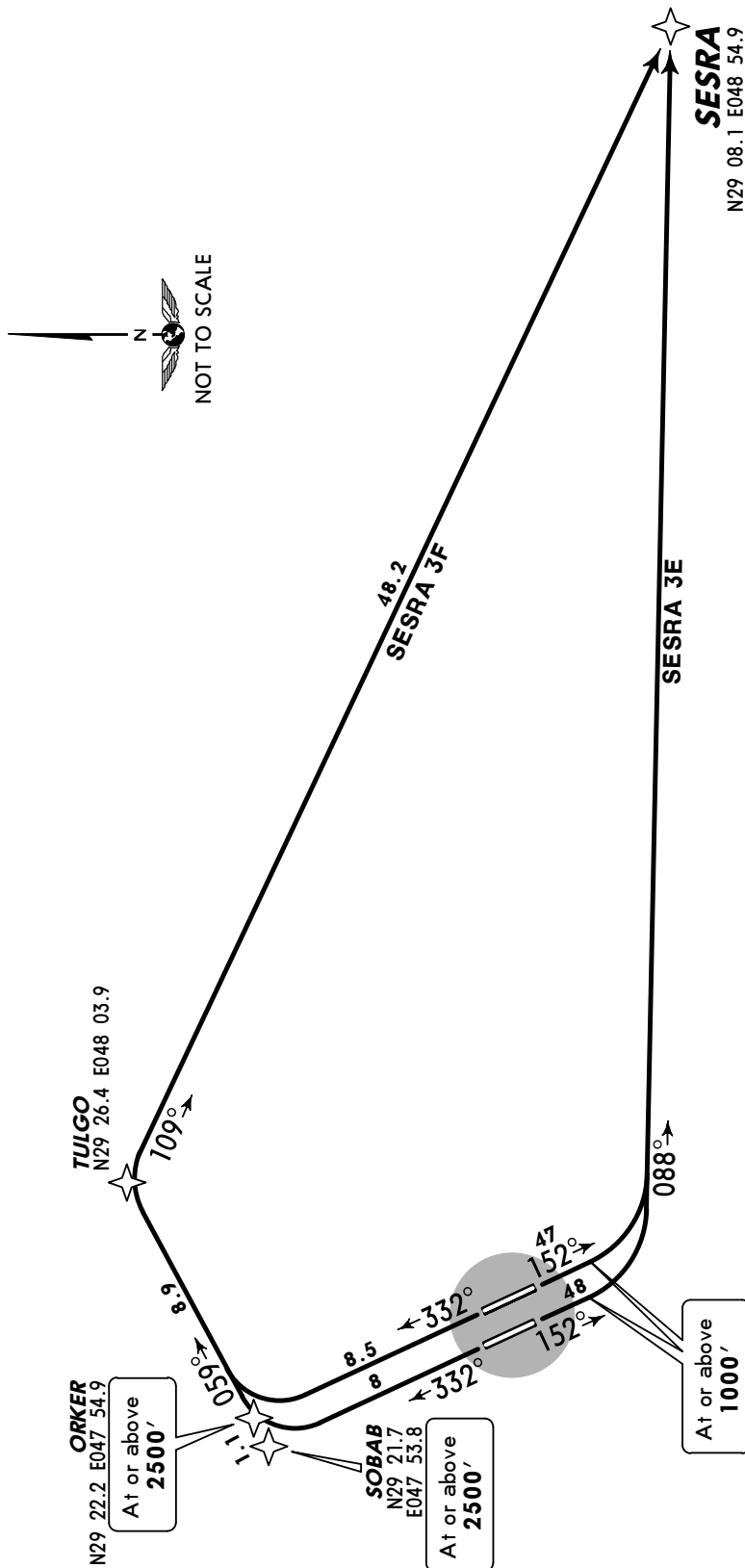
KUWAIT, KUWAIT
RNAV SID

Apt Elev 205' Trans level: FL150 Trans alt: 13000'

SESRA THREE ECHO (SESRA 3E) [SESR3E]
SESRA THREE FOXTROT (SESRA 3F) [SESR3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)
RNP 5



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

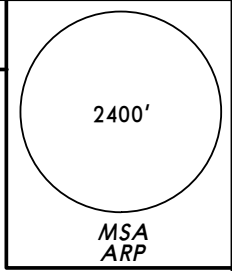


OKBK/KWI
KUWAIT INTL

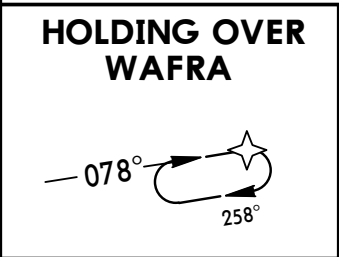
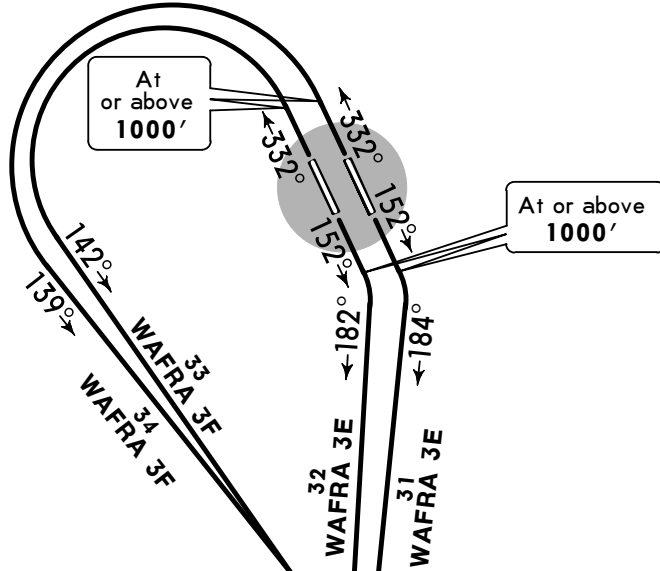
17 JUL 09 11

KUWAIT, KUWAIT
RNAV SID

Apt Elev 205'
Trans level: FL150 Trans alt: 13000'



WAFRA THREE ECHO (WAFRA 3E) [KFR3E]
WAFRA THREE FOXTROT (WAFRA 3F) [KFR3F]
RWYS 15L/R, 33L/R RNAV DEPARTURES
RNAV (GNSS)
RNP 5



NIDAP
N28 39.0 E047 36.9

WAFRA
D 112.0 KFR
N28 37.2 E047 57.5

WAFRA
N28 37.3 E047 57.5

DEKOP
N28 31.6 E047 51.1

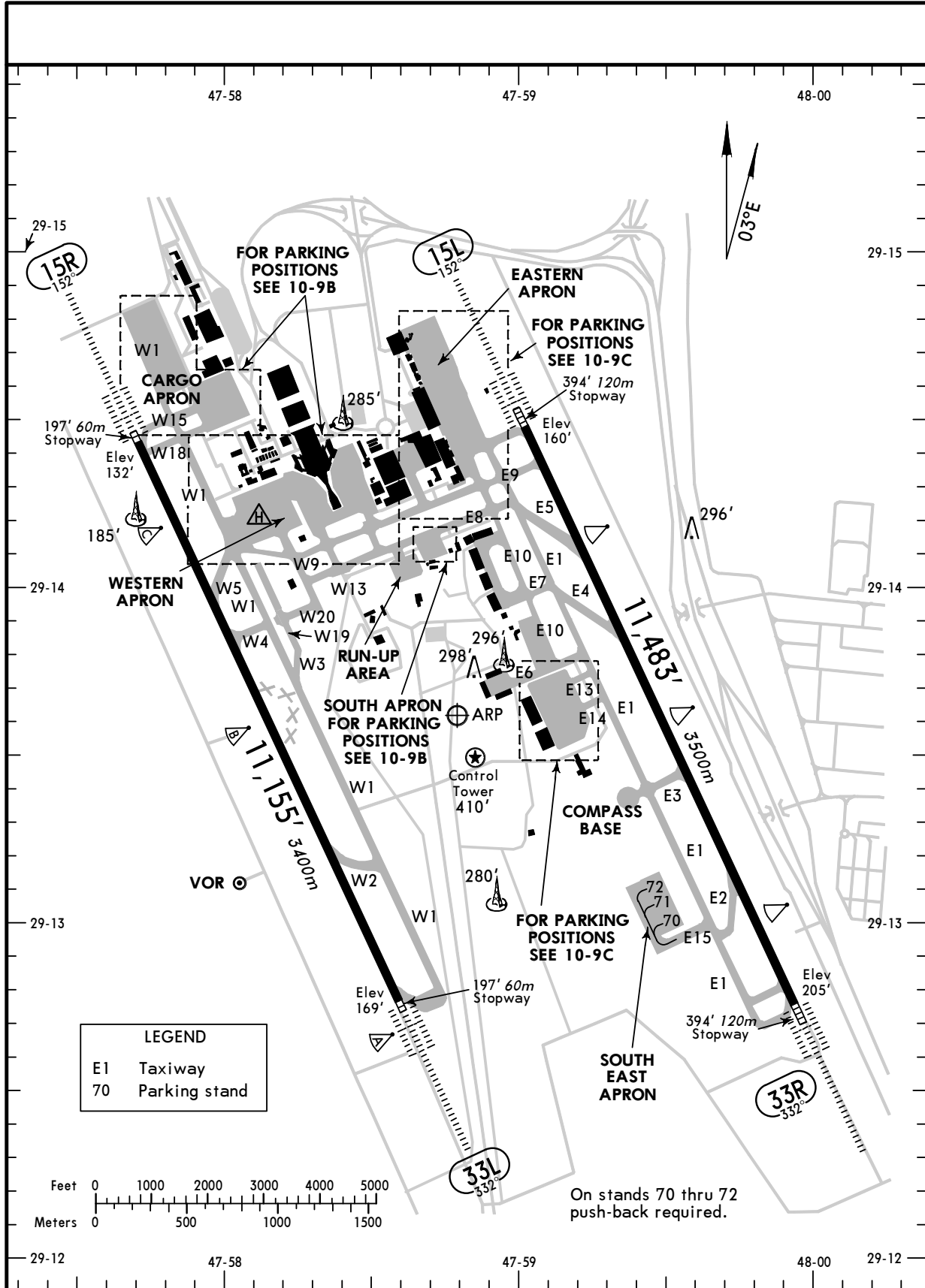
KATOD
N28 31.7 E047 55.9

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

OKBK/KWI
 Apt Elev 205'
 N29 13.6 E047 58.8

10 SEP 10 (12)

KUWAIT, KUWAIT
 KUWAIT INTL



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.

OKBK/KWI

10 SEP 10 13

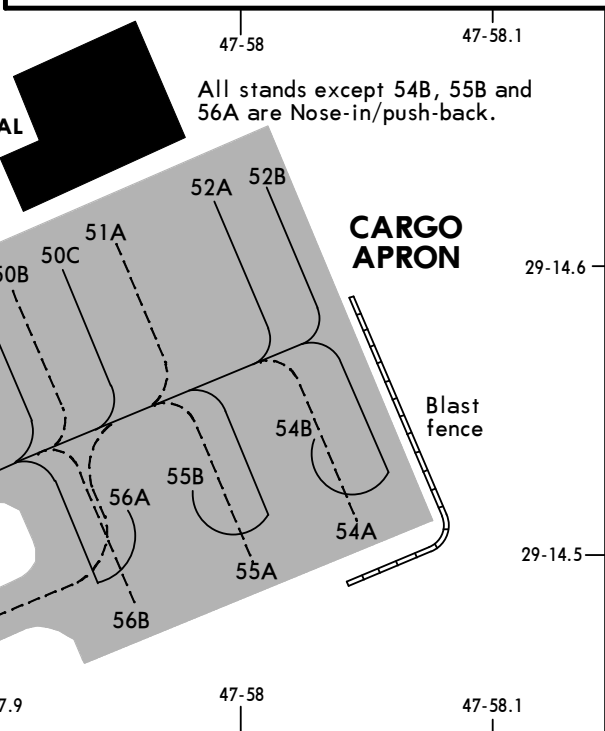
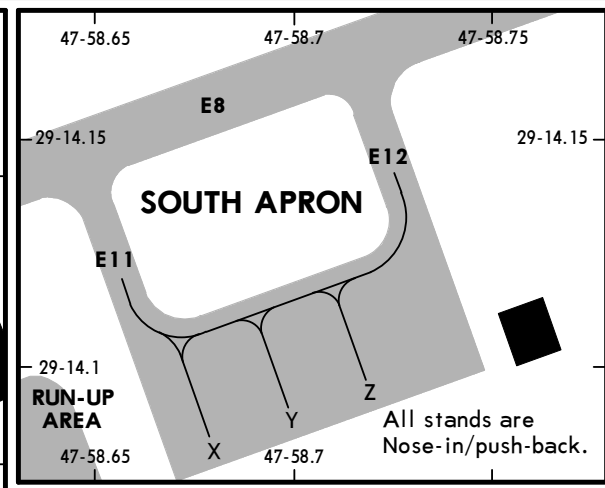
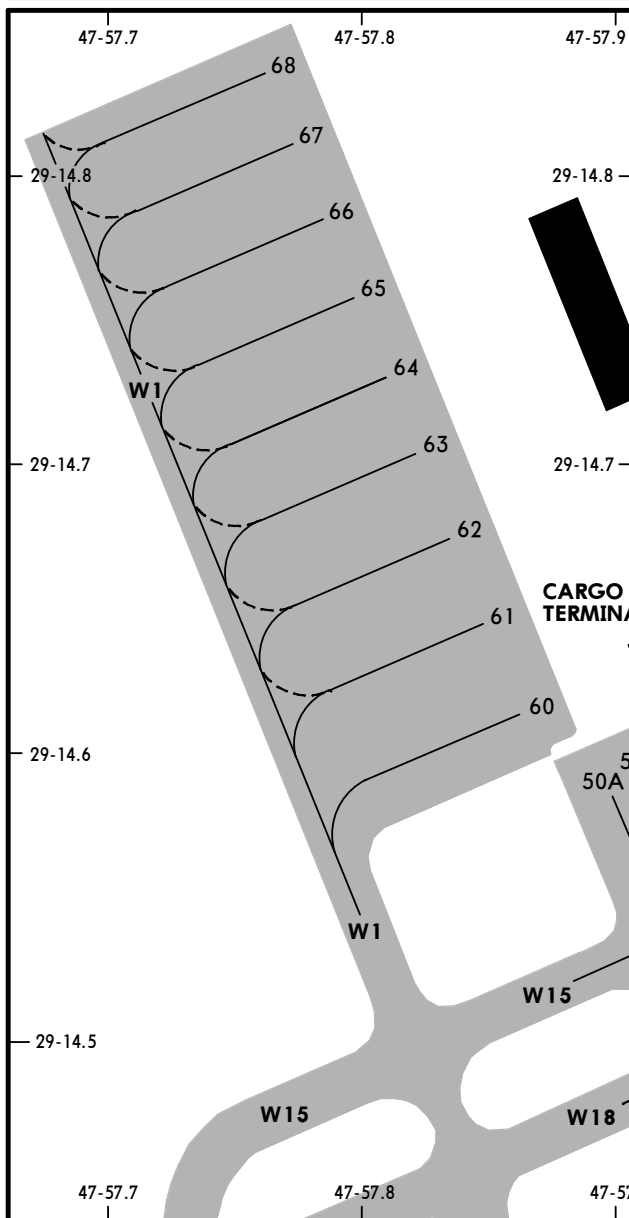
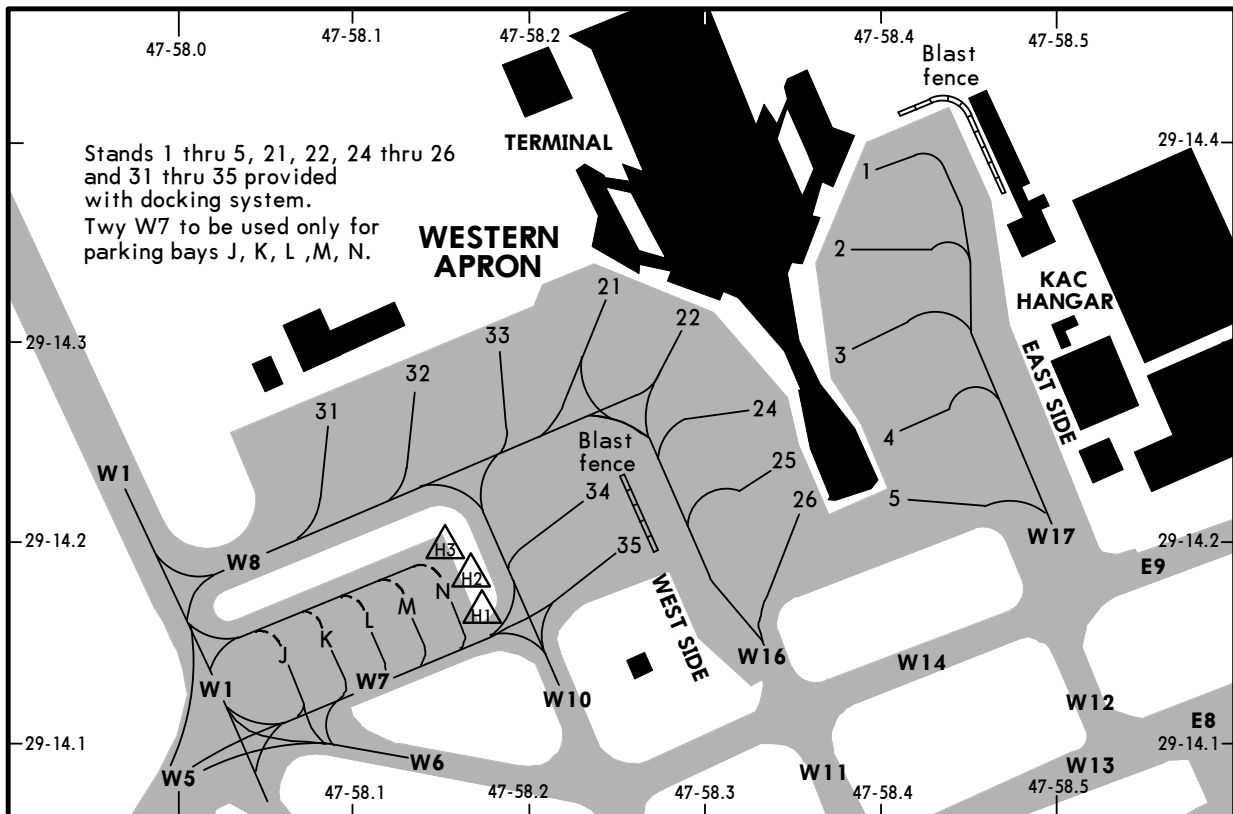
KUWAIT, KUWAIT
KUWAIT INTL

GENERAL																													
All rwys approved for CAT II operations, special aircrew and aircraft certification required. Rwys 15R and 33R right-hand circuit.																													
ADDITIONAL RUNWAY INFORMATION																													
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH																								
		Threshold	Landing Beyond Glide Slope																										
15L	HIRL (60m) CL (30m) ALSF-II TDZ ① HST-E2 RVR		10,511' 3204m	②	148' 45m																								
33R	HIRL (60m) CL (30m) ALSF-II TDZ ① HST-E4, E5 RVR		10,389' 3167m																										
① PAPI (3.0°). ② TAKE-OFF RUN AVAILABLE <table border="0"> <tr> <td colspan="3"><u>RWY 15L</u></td> <td colspan="3"><u>RWY 33R</u></td> </tr> <tr> <td>From rwy head</td> <td>11,483' (3500m)</td> <td></td> <td>From rwy head</td> <td>11,483' (3500m)</td> <td></td> </tr> <tr> <td>twy E5 int</td> <td>8858' (2700m)</td> <td></td> <td>twy E2 int</td> <td>8858' (2700m)</td> <td></td> </tr> <tr> <td>twy E4 int</td> <td>7054' (2150m)</td> <td></td> <td>twy E3 int</td> <td>6562' (2000m)</td> <td></td> </tr> </table>						<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)	
<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	HIRL (60m) CL (30m) ALSF-II TDZ PAPI (3.0°) RVR		10,183' 3104m	③	148' 45m																								
33L			10,001' 3048m																										
③ TAKE-OFF RUN AVAILABLE <table border="0"> <tr> <td colspan="3"><u>RWY 15R</u></td> <td colspan="3"><u>RWY 33L</u></td> </tr> <tr> <td>From rwy head</td> <td>11,155' (3400m)</td> <td></td> <td>From rwy head</td> <td>11,155' (3400m)</td> <td></td> </tr> <tr> <td>twy W5 int</td> <td>7874' (2400m)</td> <td></td> <td>twy W2 int</td> <td>8202' (2500m)</td> <td></td> </tr> <tr> <td>twy W4 int</td> <td>7054' (2150m)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						<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)				
<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.																													

OKBK/KWI

10 SEP 10 14

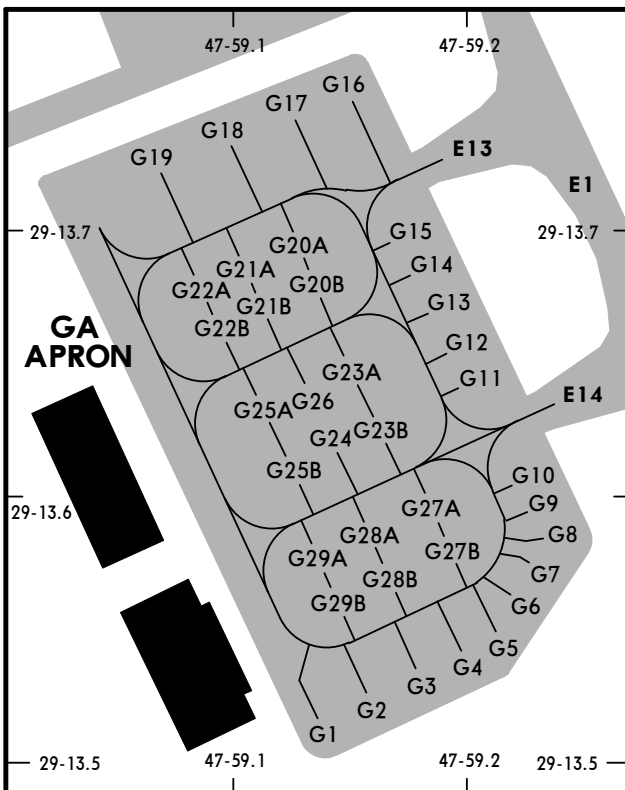
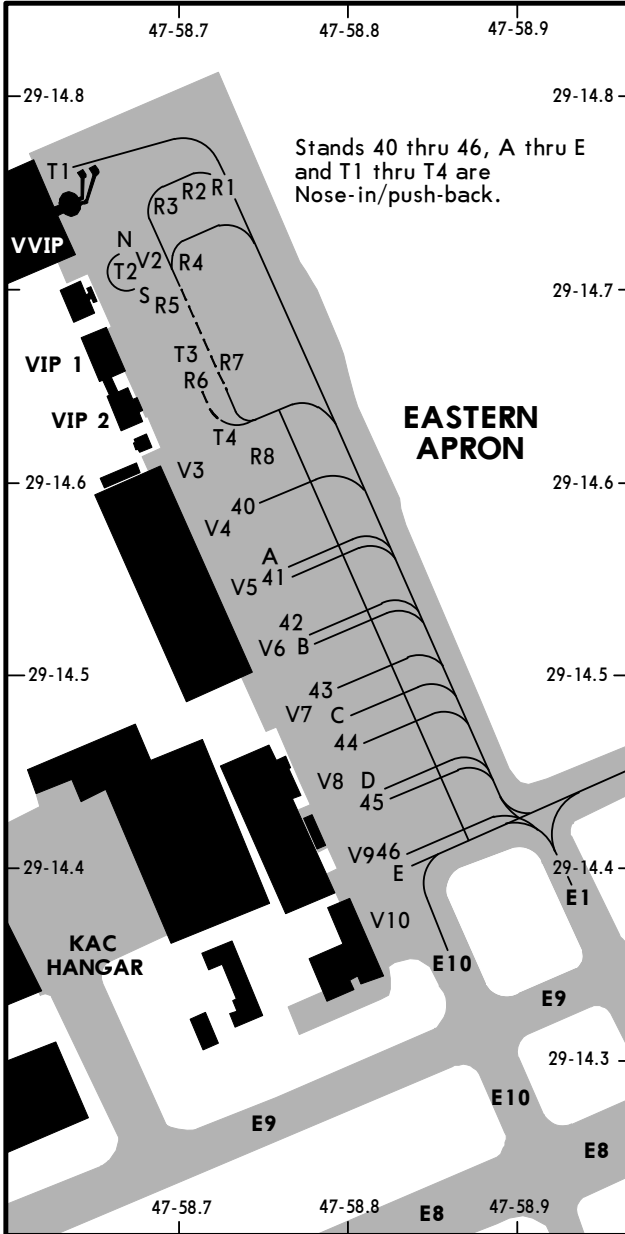
KUWAIT, KUWAIT
KUWAIT INTL



OKBK/KWI

10 SEP 10 15

KUWAIT, KUWAIT
KUWAIT INTL



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 57.9
61	N29 14.6 E047 57.8
62 thru 64	N29 14.7 E047 57.8
65 thru 68	N29 14.8 E047 57.8
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 58.7
T4	N29 14.6 E047 58.7
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

OKBK/KWI

26 FEB 10

16

Standard
KUWAIT, KUWAIT
KUWAIT INTL

STRAIGHT-IN RWY		A	B	C	D
15L	CAT 2 ILS	260' (100')	260' (100')	260' (100')	260' (100')
		RA 102'R300m	RA 102'R300m	RA 102'R300m	RA 102'R300m
	ILS	360' (200')	360' (200')	360' (200')	360' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	550' (390')	550' (390')	550' (390')	550' (390')
		R1100m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV/VNAV)	410' (250')	410' (250')	410' (250')	410' (250')
	R800m	R800m	R800m	R1200m	
<i>ALS out</i>	R1500m	R1500m	R1600m	R1800m	
RNAV (LNAV) ①	620' (460')	620' (460')	620' (460')	620' (460')	
	R1400m	R1400m	R1400m	R1600m	
<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m	
SRA	650' (490')	650' (490')	650' (490')	650' (490')	
	R1700m	R1700m	R1900m	R1900m	
<i>ALS out</i>	C2500m	C2500m	C2700m	C2700m	
15R	CAT 2 ILS	232' (100')	232' (100')	232' (100')	232' (100')
		RA 100'R300m	RA 100'R300m	RA 100'R300m	RA 100'R300m
	ILS	332' (200')	332' (200')	332' (200')	332' (200')
	<i>FULL</i>	R600m	R600m	R650m	R650m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	440' (308')	440' (308')	440' (308')	440' (308')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV/VNAV)	390' (258')	390' (258')	390' (258')	390' (258')
		R800m	R800m	R800m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1800m
	RNAV (LNAV) ①	550' (418')	550' (418')	550' (418')	550' (418')
		R1200m	R1200m	R1200m	R1400m
<i>ALS out</i>	R1500m	R1500m	R1900m	R2000m	
VOR ①	600' (468')	600' (468')	600' (468')	600' (468')	
	R1500m	R1500m	R1500m	R1600m	
<i>ALS out</i>	C2200m	C2200m	C2200m	C2200m	
Lctr ①	630' (498')	630' (498')	630' (498')	630' (498')	
	R1500m	R1500m	R1500m	R1600m	
<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m	
SRA	650' (518')	650' (518')	650' (518')	650' (518')	
	R1800m	R1800m	R2000m	R2000m	
<i>ALS out</i>	C2600m	C2600m	C2800m	C2800m	
33L	CAT 2 ILS	269' (100')	269' (100')	269' (100')	269' (100')
		RA 102'R300m	RA 102'R300m	RA 102'R300m	RA 102'R300m
	ILS	369' (200')	369' (200')	369' (200')	369' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m	

① Continuous Descent Final Approach.

OKBK/KWI

26 FEB 10

17

Standard
KUWAIT, KUWAIT
KUWAIT INTL

STRAIGHT-IN RWY		A	B	C	D
33L (contd)	LOC ①	490' (321') R1000m	490' (321') R1200m	490' (321') R1200m	490' (321') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
RNAV (LNAV/VNAV)		660' (491') R1500m	660' (491') R1500m	660' (491') R1500m	660' (491') R1600m
	ALS out	R1500m	R1500m	C2300m	C2300m
RNAV (LNAV) ①		660' (491') R1500m	660' (491') R1500m	660' (491') R1500m	660' (491') R1600m
	ALS out	R1500m	R1500m	C2300m	C2300m
VOR ①		490' (321') R1000m	490' (321') R1200m	490' (321') R1200m	490' (321') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
SRA		700' (531') R1900m	700' (531') R1900m	700' (531') C2100m	700' (531') C2100m
	ALS out	C2600m	C2600m	C2800m	C2800m
33R	CAT 2 ILS	305' (100') RA96'R300m	305' (100') RA96'R300m	305' (100') RA96'R300m	305' (100') RA96'R300m
	ILS FULL Limited ALS out	405' (200') R550m R750m R1200m	405' (200') R550m R750m R1200m	405' (200') R550m R750m R1200m	405' (200') R550m R750m R1200m
LOC ①		500' (295') R1000m	500' (295') R1200m	500' (295') R1200m	500' (295') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
RNAV (LNAV/VNAV)		460' (255') R800m	460' (255') R800m	460' (255') R800m	460' (255') R1200m
	ALS out	R1500m	R1500m	R1600m	R1800m
RNAV (LNAV) ①		580' (375') R1000m	580' (375') R1000m	580' (375') R1000m	580' (375') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
SRA		700' (495') R1700m	700' (495') R1700m	700' (495') R1900m	700' (495') R1900m
	ALS out	C2500m	C2500m	C2700m	C2700m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	710' (505')	840' (635')	1090' (885')	1090' (885')
After VOR DME A	800' (595')	840' (635')	1090' (885')	1090' (885')
	V1500m ②	V1600m ②	V2400m ②	V3600m

② or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 15L/R, 33L/R

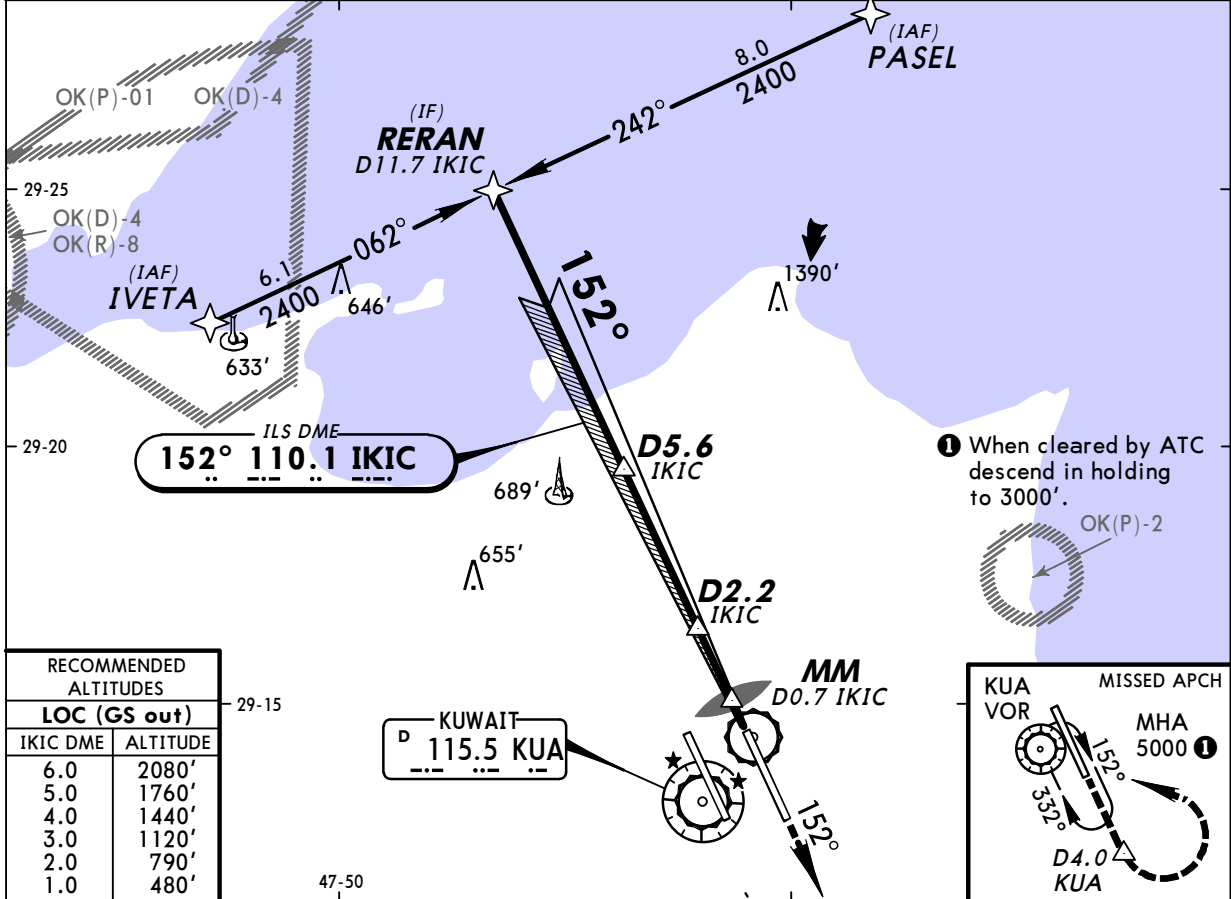
LVP must be in Force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

OKBK/KWI
KUWAIT INTL

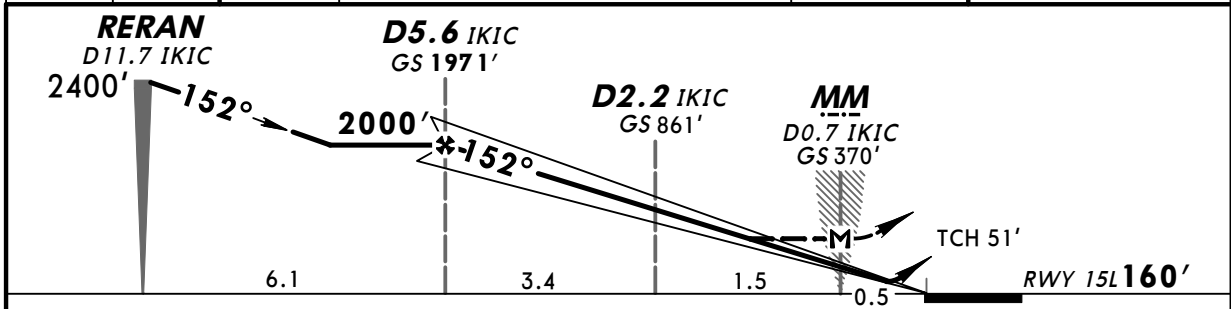
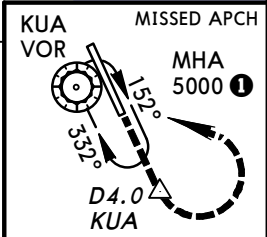
30 APR 10 18

KUWAIT, KUWAIT
RNAV ILS DME Rwy 15L

LOC IKIC 110.1	Final Apch Crs 152°	GS D5.6 IKIC 1971' (1811')	ILS DA(H) 360' (200')	Apt Elev 205' RWY 160'	2400'
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.					MSA KUA VOR



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 PAPI PAPI	D4.0 KUA
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at MM/D0.7 IKIC								

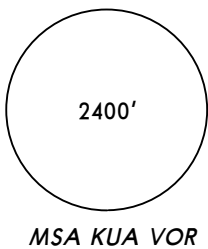
JAR-OPS STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
FULL	ALS out	FULL	ALS out			
A	RVR 550m	RVR 1000m	RVR 1000m	100	710' (505')	1500m
B		RVR 1000m	RVR 1500m	135	840' (635')	1600m
C		RVR 1200m	RVR 2000m	180	1090' (885')	2400m
D		RVR 1600m	RVR 2000m	205	1090' (885')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

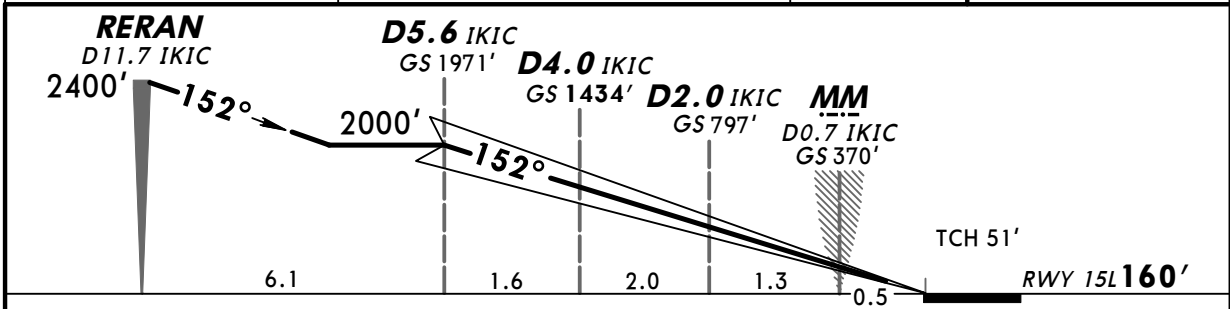
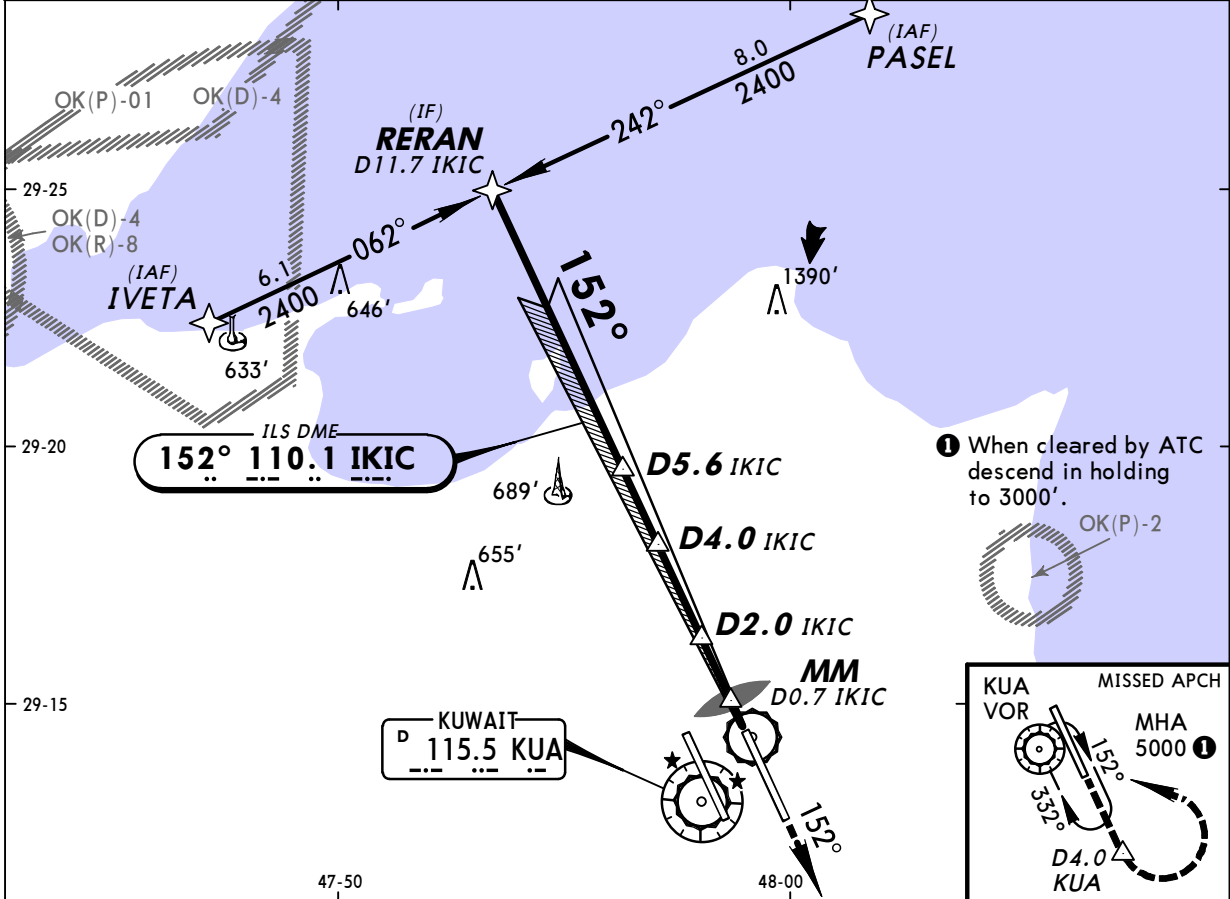
OKBK/KWI
KUWAIT INTL


30 APR 10

19

CAT II KUWAIT, KUWAIT
RNAV ILS DME Rwy 15L

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 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.					MSA KUA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	D4.0 KUA ↑
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')**

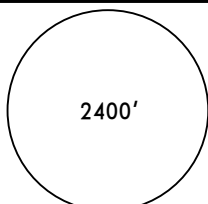
RVR **300m** **1**

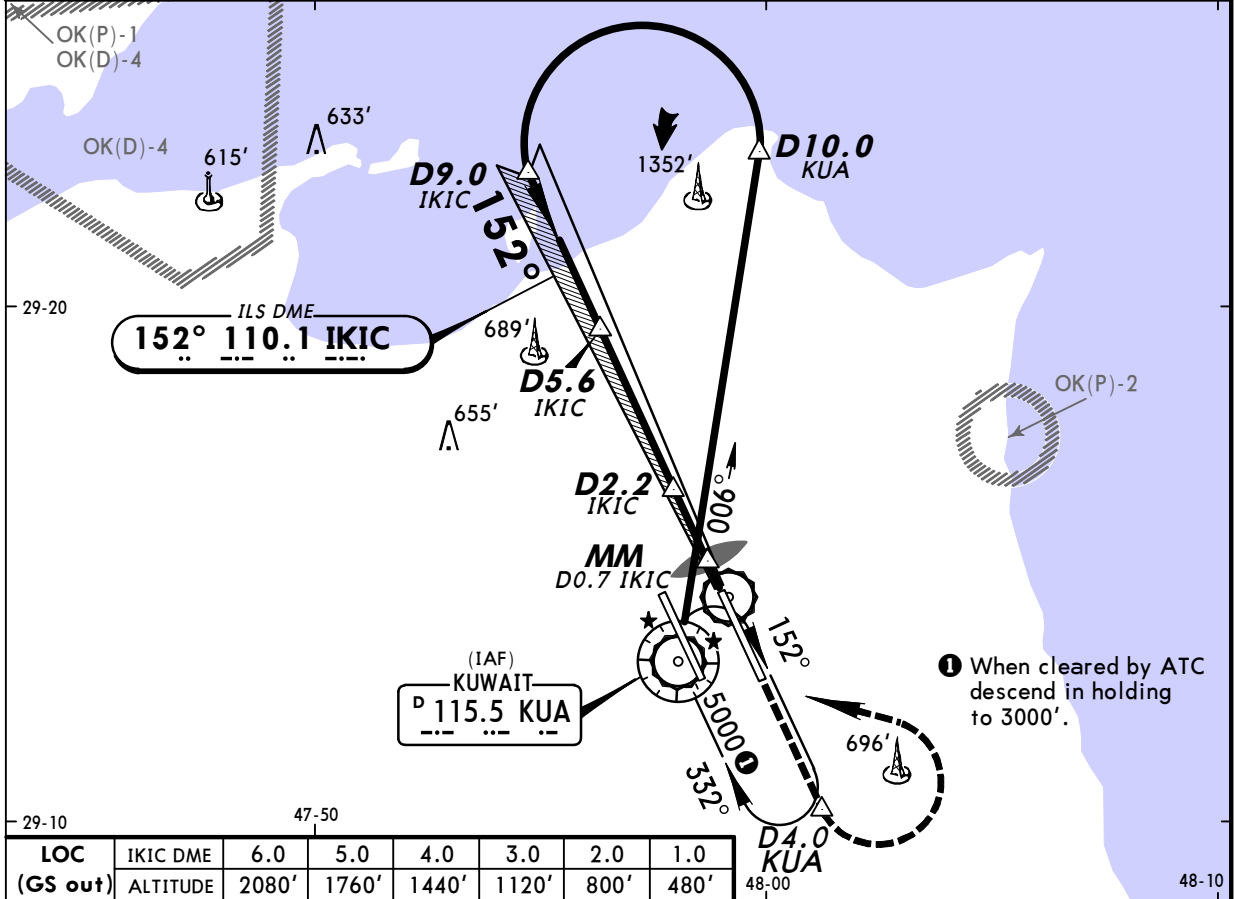
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

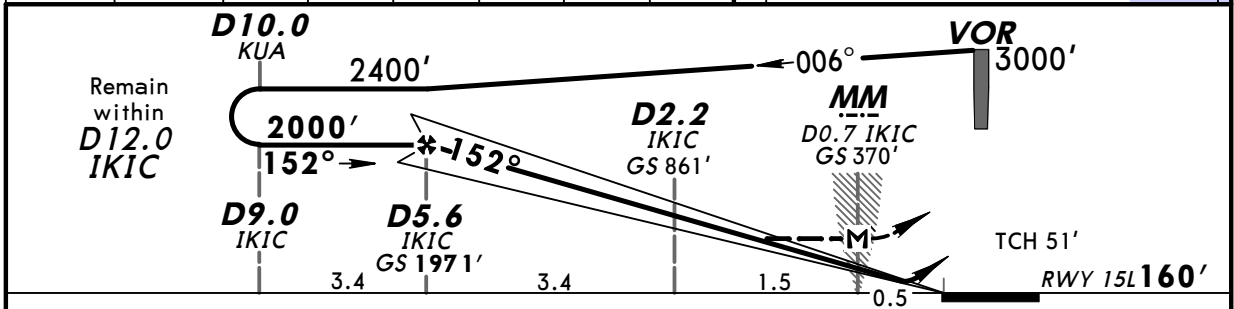
22 MAY 09 (20)

KUWAIT, KUWAIT
ILS DME Rwy 15L

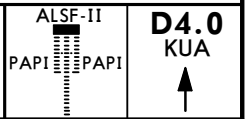
LOC IKIC 110.1	Final Apch Crs 152°	GS D5.6 IKIC 1971' (1811')	ILS DA(H) 360' (200')	Apt Elev 205' RWY 160'	2400' 
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000' 1. CAUTION: 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.					MSA KUA VOR



LOC	IKIC DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2080'	1760'	1440'	1120'	800'	480'



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



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	ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505') 1500m
B		RVR 1200m	RVR 2000m	135	840' (635') 1600m
C	RVR 550m	RVR 1200m	RVR 2000m	180	1090' (885') 2400m
D		RVR 1600m	RVR 2000m	205	1090' (885') 3600m

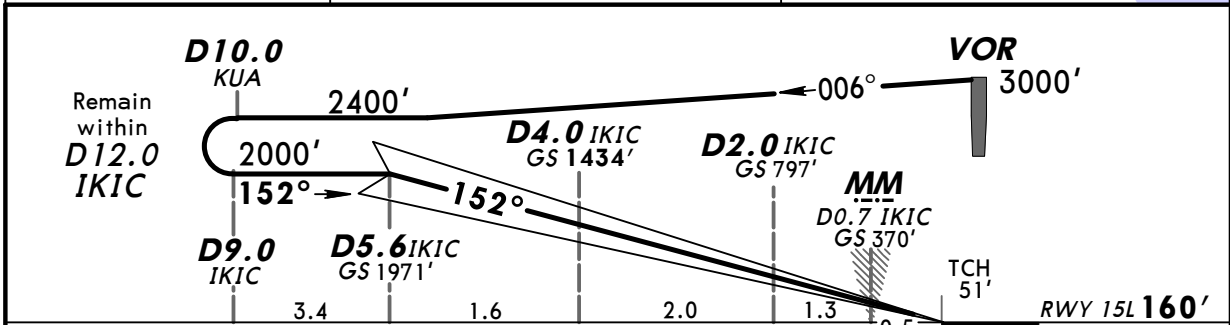
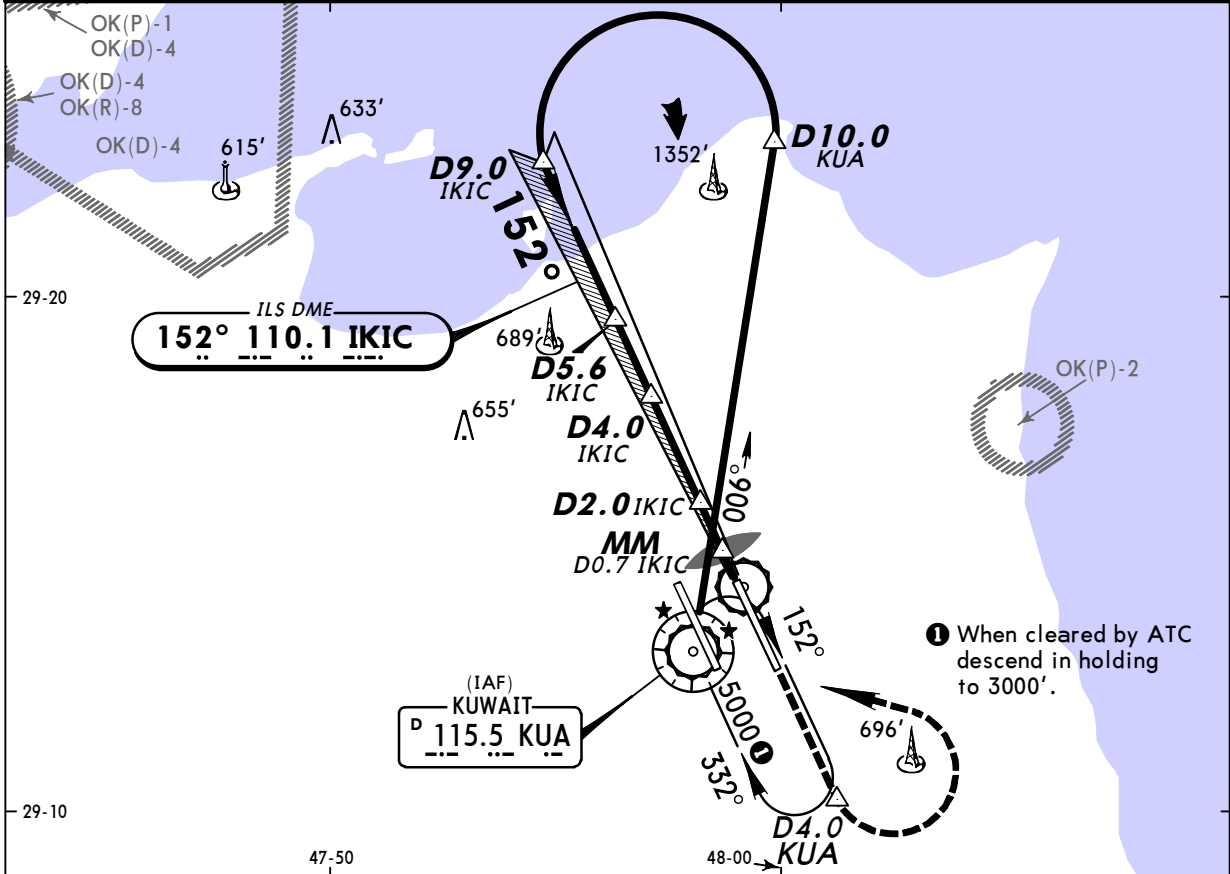
OKBK/KWI
KUWAIT INTL

22 MAY 09

21

KUWAIT, KUWAIT
CAT II ILS DME Rwy 15L

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'
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.					MSA KUA VOR



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 15L
CAT II ILS
ABCD
RA 102'
DA(H) **260' (100')**

RVR **300m**

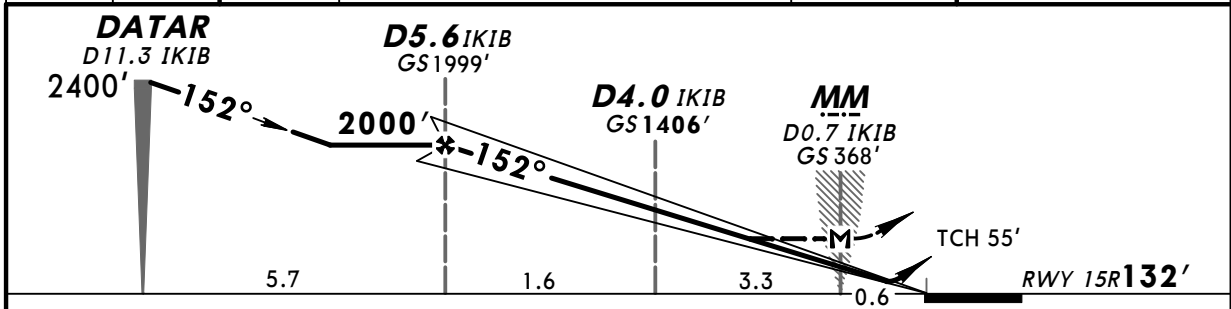
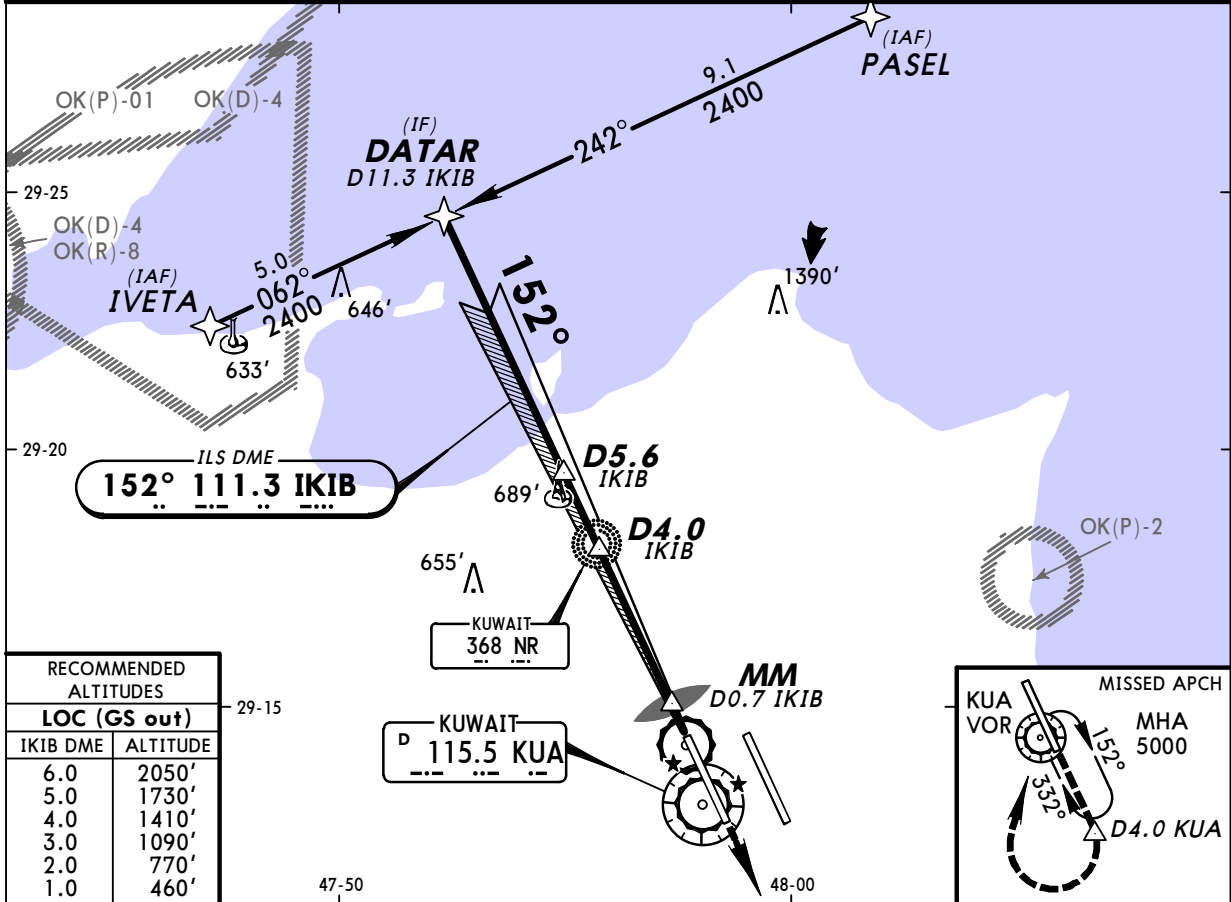
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

30 APR 10 (22)

KUWAIT, KUWAIT
RNAV ILS DME Rwy 15R

LOC IKIB 111.3	Final Apch Crs 152°	GS D4.0 IKIB 1406' (1274')	ILS DA(H) 332' (200')	Apt Elev 205' RWY 132'	2400'
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'	MSA KUA VOR



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

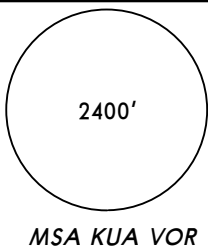
	STRAIGHT-IN LANDING RWY 15R				Max Kts	CIRCLE-TO-LAND	
	ILS		LOC (GS out)			MDA(H)	VIS
	DA(H) 332' (200')		MDA(H) 440' (308')				
	FULL	ALS out	ALS out	ALS out			
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	100	710' (505')	1500m
B			RVR 1200m		135	840' (635')	1600m
C			RVR 1600m		180	1090' (885')	2400m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

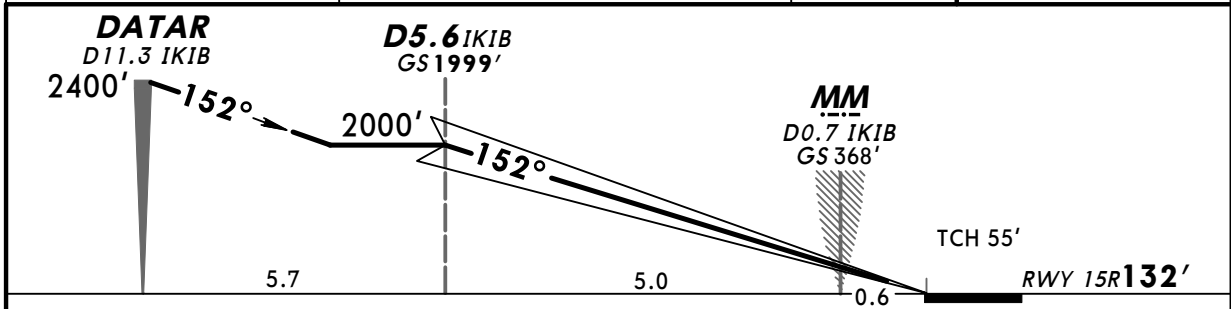
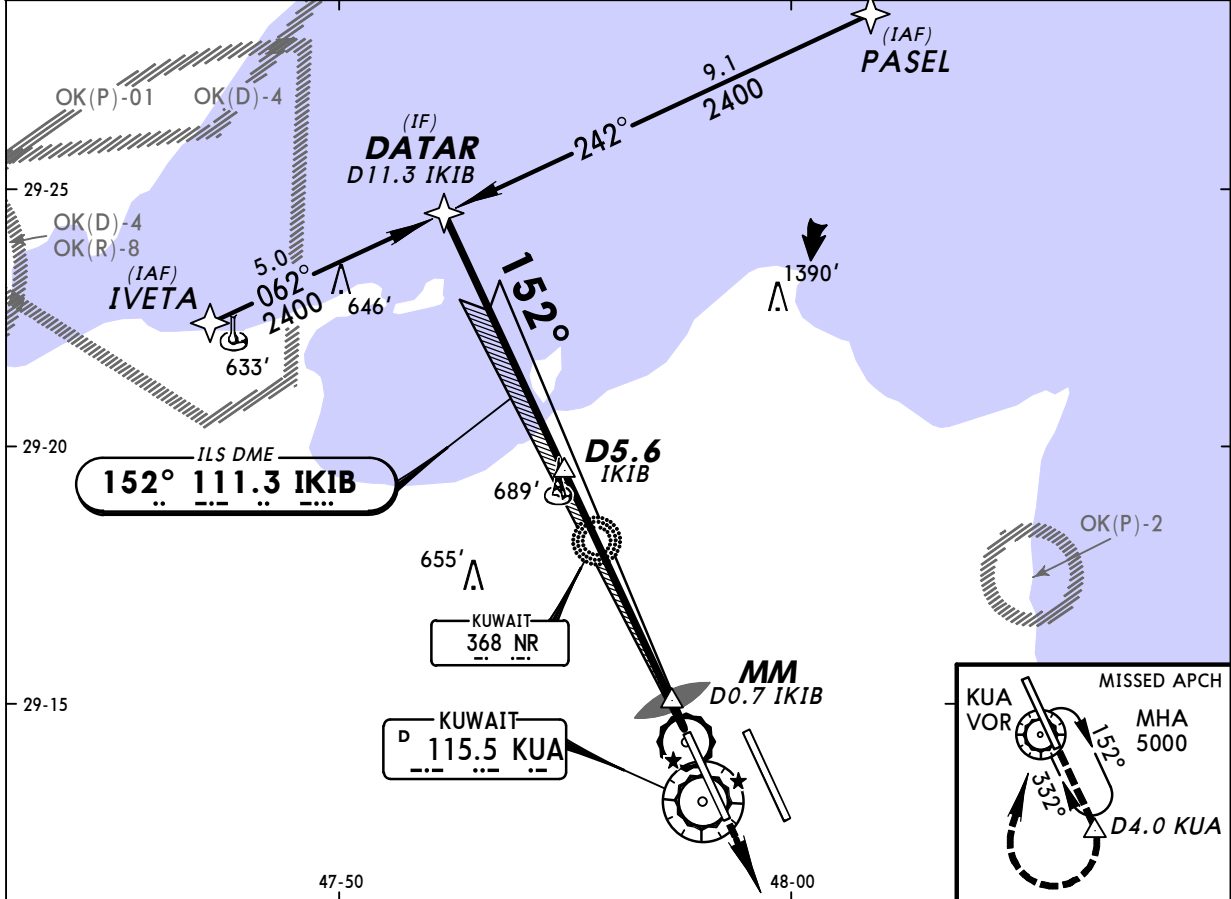
OKBK/KWI
KUWAIT INTL

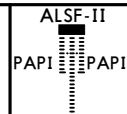
30 APR 10

23

CAT II KUWAIT, KUWAIT
RNAV ILS DME Rwy 15R

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 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'	



Gnd speed-Kts	70	90	100	120	140	160		D4.0 KUA ↑
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** **I**

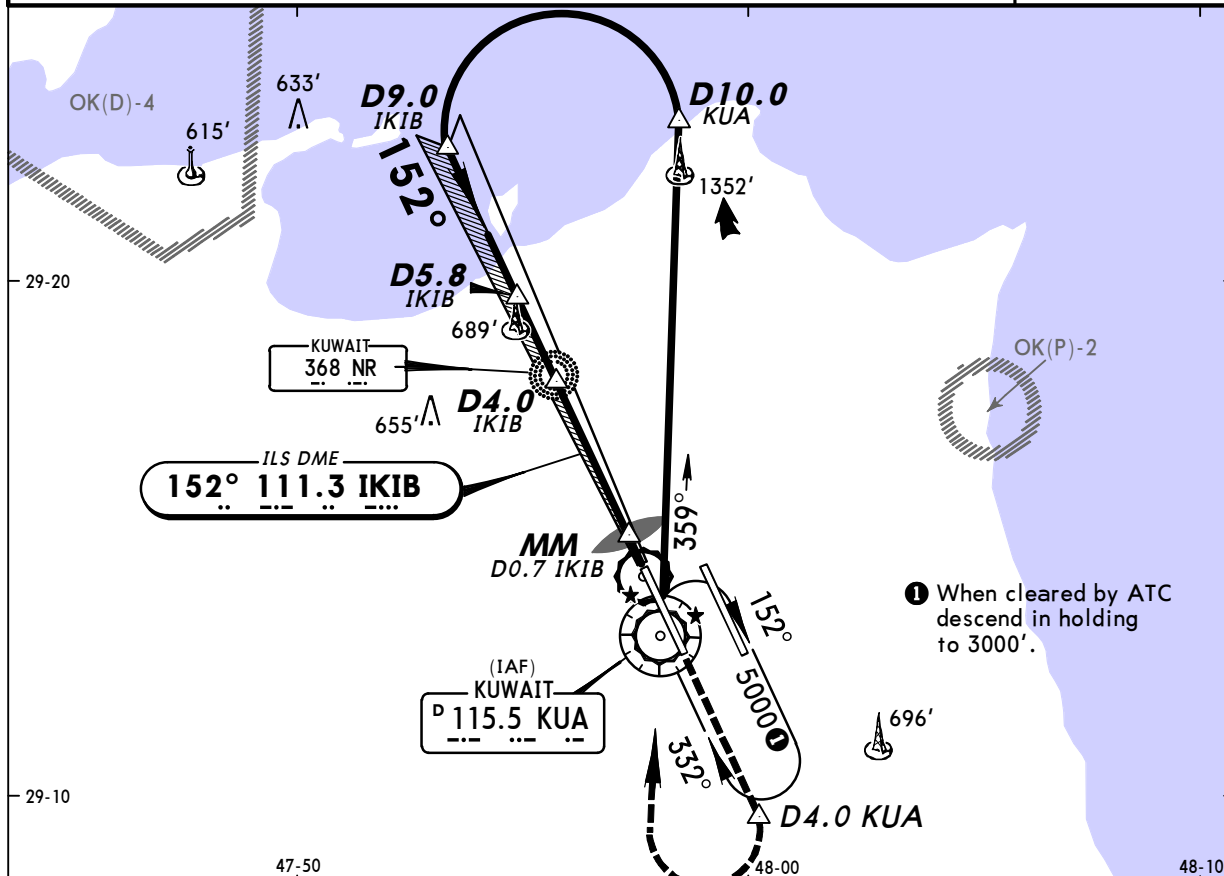
I Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

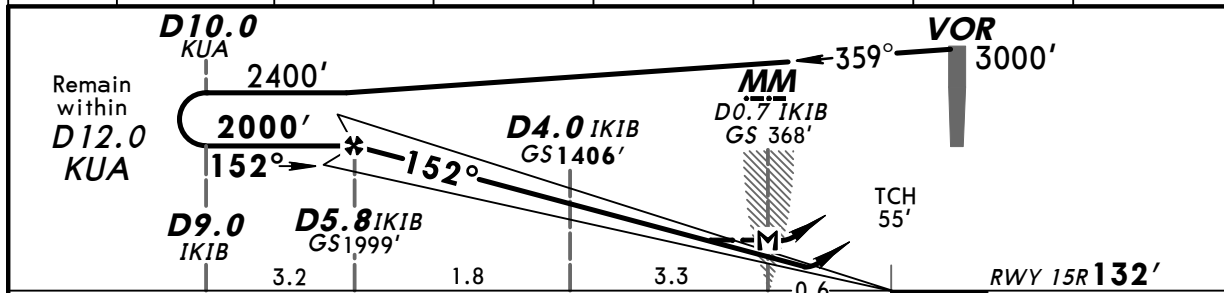
22 MAY 09 (24)

KUWAIT, KUWAIT
ILS DME Rwy 15R

LOC IKIB 111.3	Final Apch Crs 152°	GS D4.0 IKIB 1406' (1274')	ILS DA(H) 332' (200')	Apt Elev 205' RWY 132'	2400'
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 LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at MM/D0.7 IKIB								

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	MDA(H) VIS
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m	100	710'(505')	1500m
B			RVR 1200m		135	840'(635')	1600m
C	RVR 650m	RVR 1200m		RVR 2000m	180	1090'(885')	2400m
D			RVR 1600m		205	1090'(885')	3600m

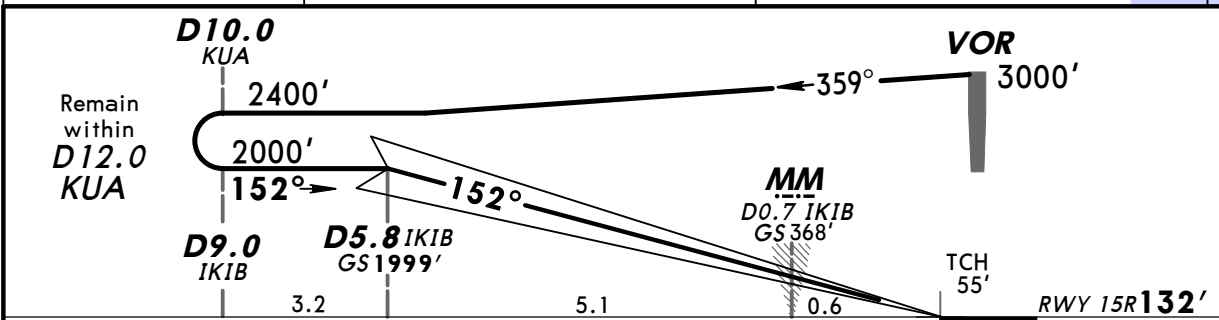
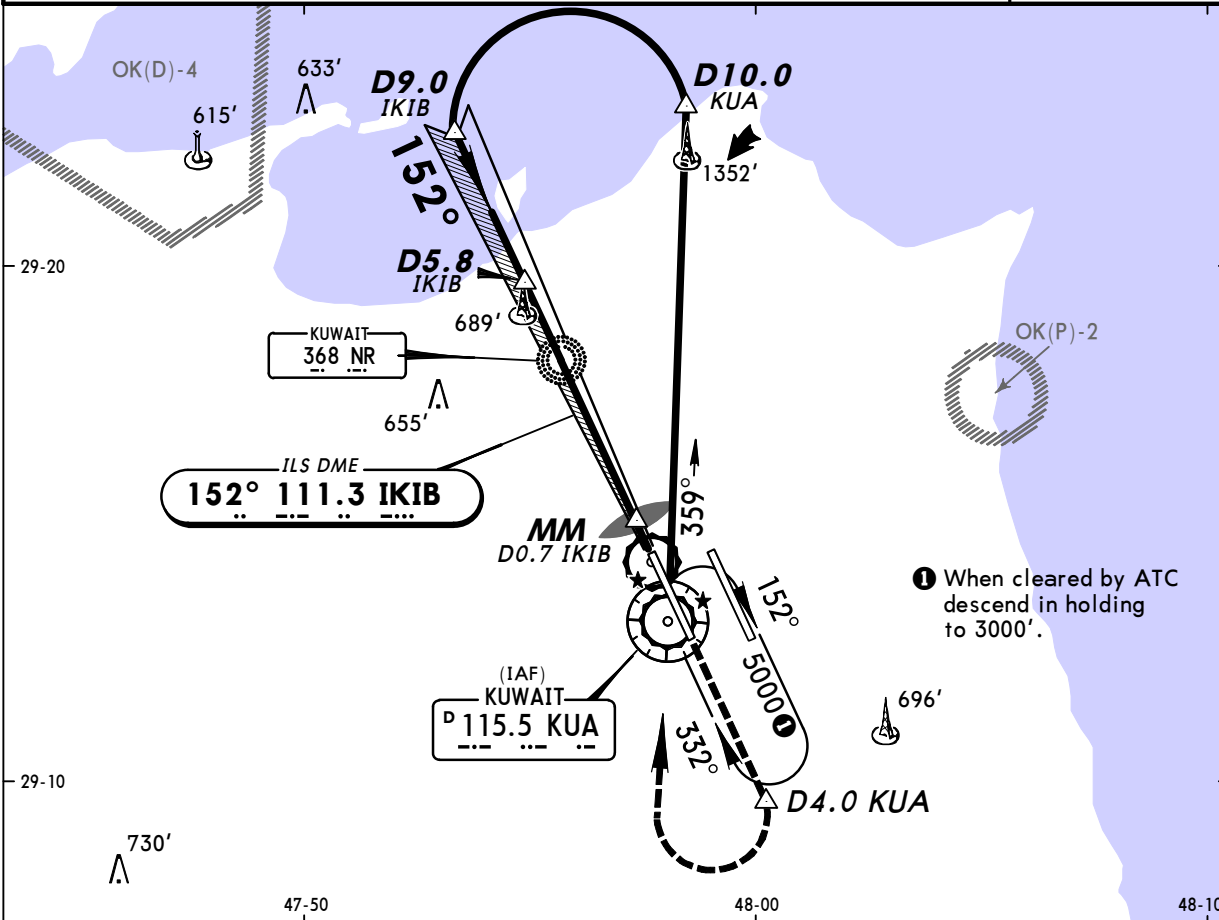
OKBK/KWI
KUWAIT INTL

22 MAY 09

25

KUWAIT, KUWAIT
CAT II ILS DME Rwy 15R

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' RWY132'	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	ALSF-II PAPI PAPI	D4.0 KUA
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')**

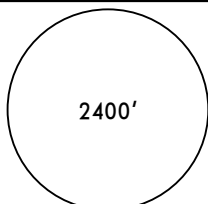
RVR **300m**

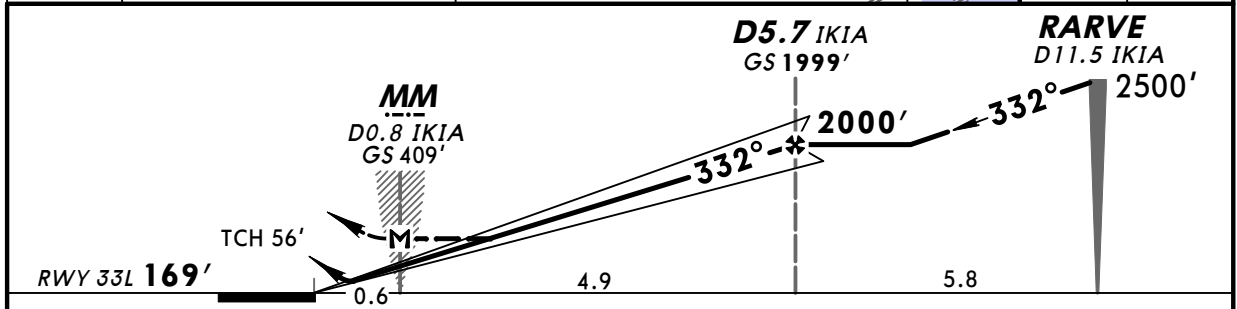
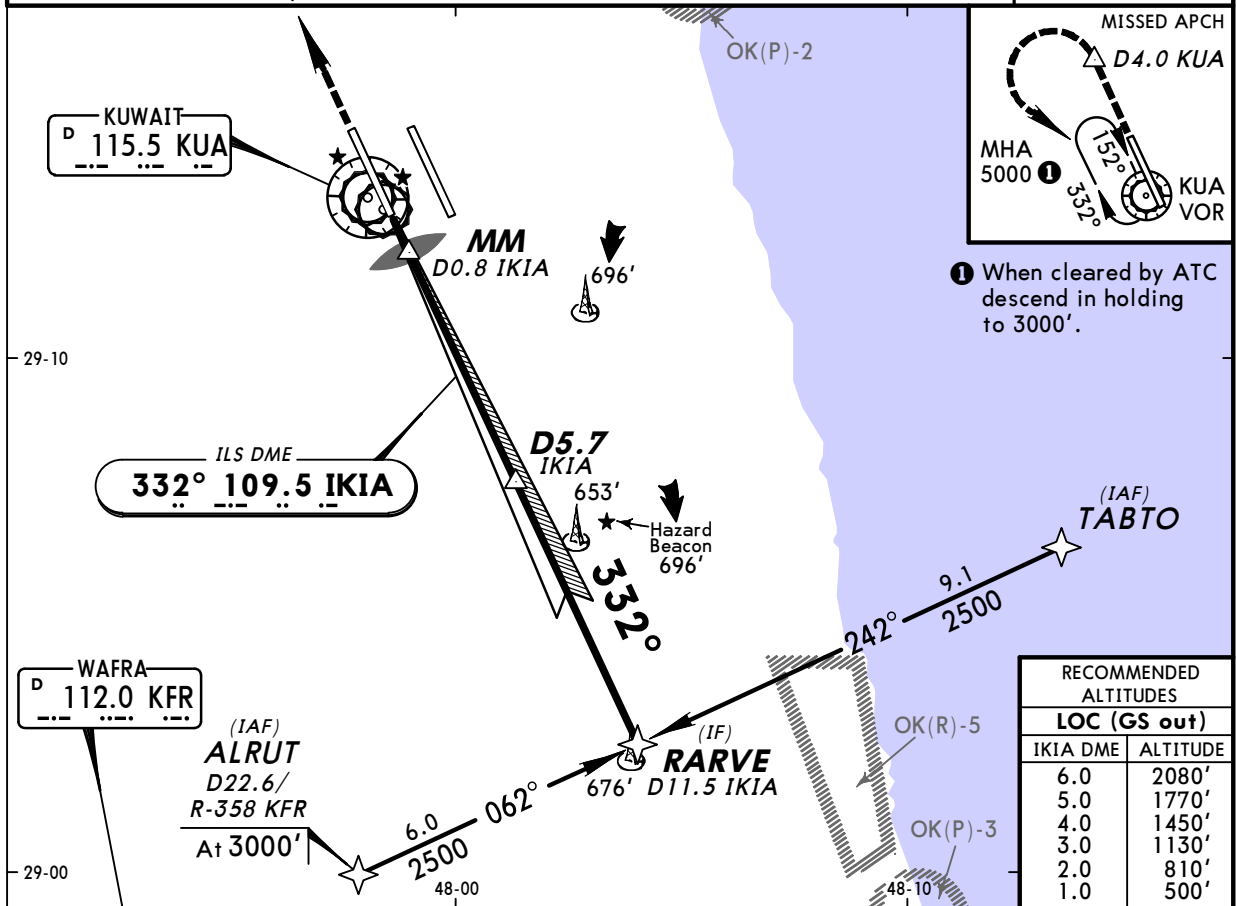
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

30 APR 10 26

KUWAIT, KUWAIT
RNAV ILS DME Rwy 33L

LOC IKIA 109.5	Final Apch Crs 332°	GS D5.7 IKIA 1999' (1830')	ILS DA(H) 369' (200')	Apt Elev 205' RWY 169'	
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	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	D4.0 KUA
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at MM/D0.8 IKIA								

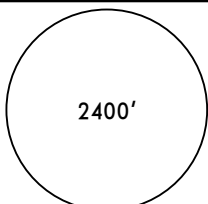
JAR-OPS STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
DA(H) 369' (200')		MDA(H) 490' (321')				
FULL	ALS out	ALS out				
A		RVR 1000m	RVR 1500m	100	710' (505')	1500m
B		RVR 1200m	RVR 2000m	135	840' (635')	1600m
C	RVR 550m	RVR 1000m		180	1090' (885')	2400m
D		RVR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

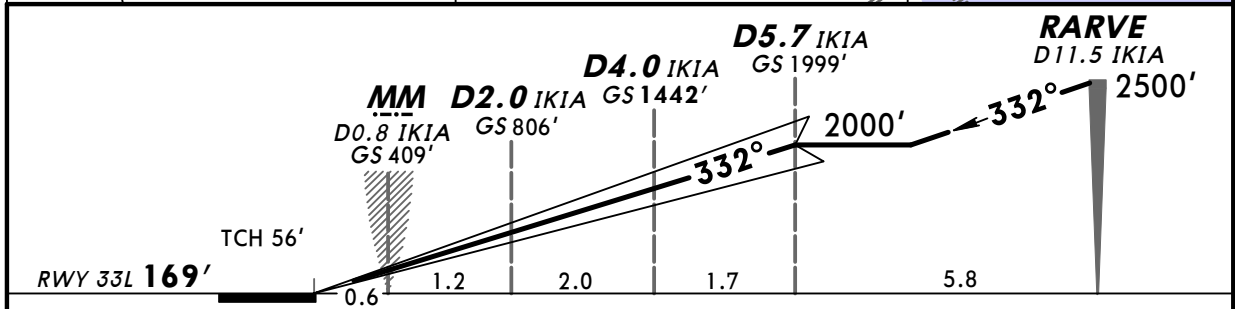
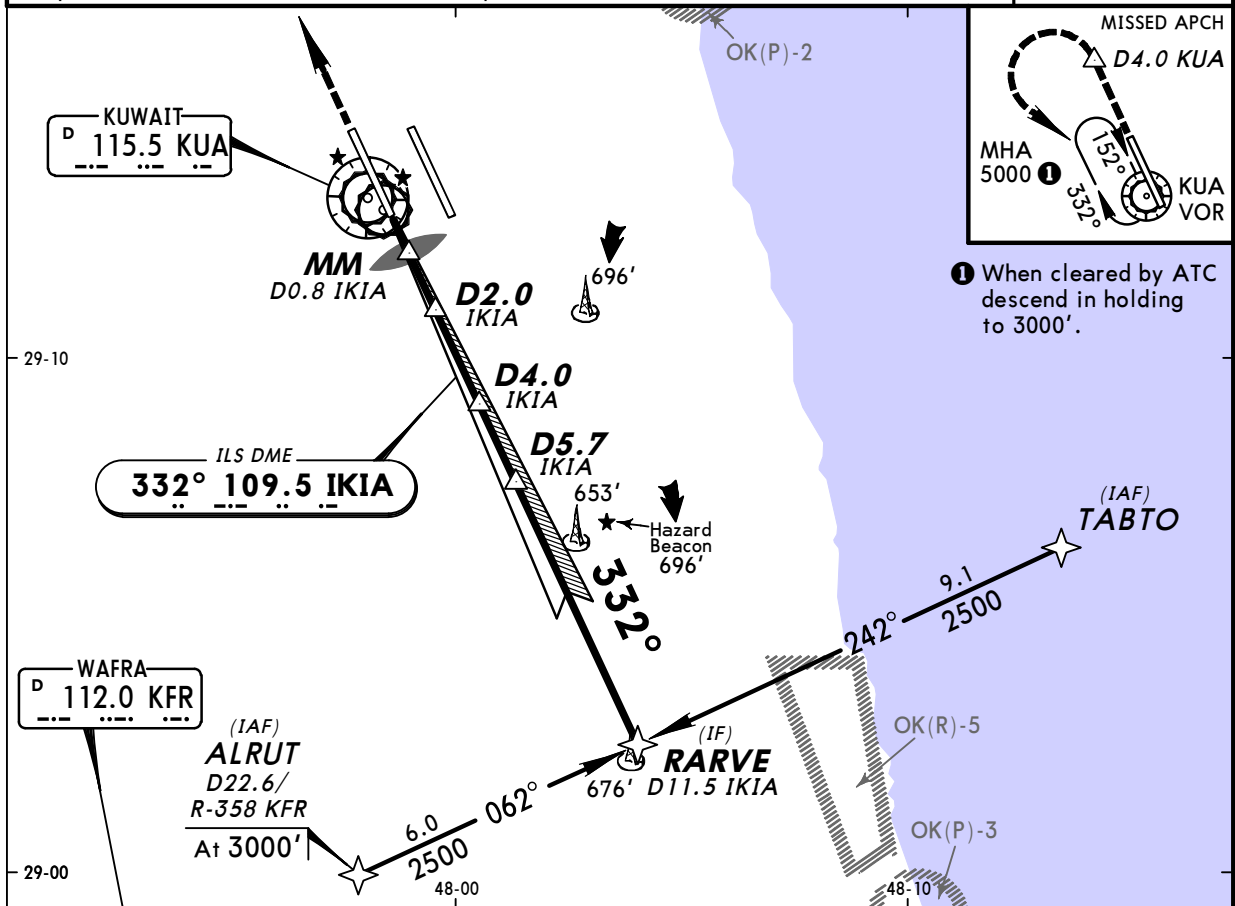
OKBK/KWI
KUWAIT INTL

30 APR 10

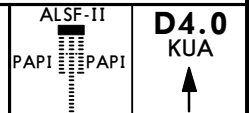
27

CAT II KUWAIT, KUWAIT
RNAV ILS DME Rwy 33L

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'	 <p>2400'</p> <p>MSA KUA VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn LEFT to VOR climbing to 3000', or as directed.</p> <p>Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000'</p> <p>1. ILS DME reads zero at rwy 33L touchdown. 2. Special Aircrew & Acft Certification Required.</p>					



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



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

RVR 300m ①

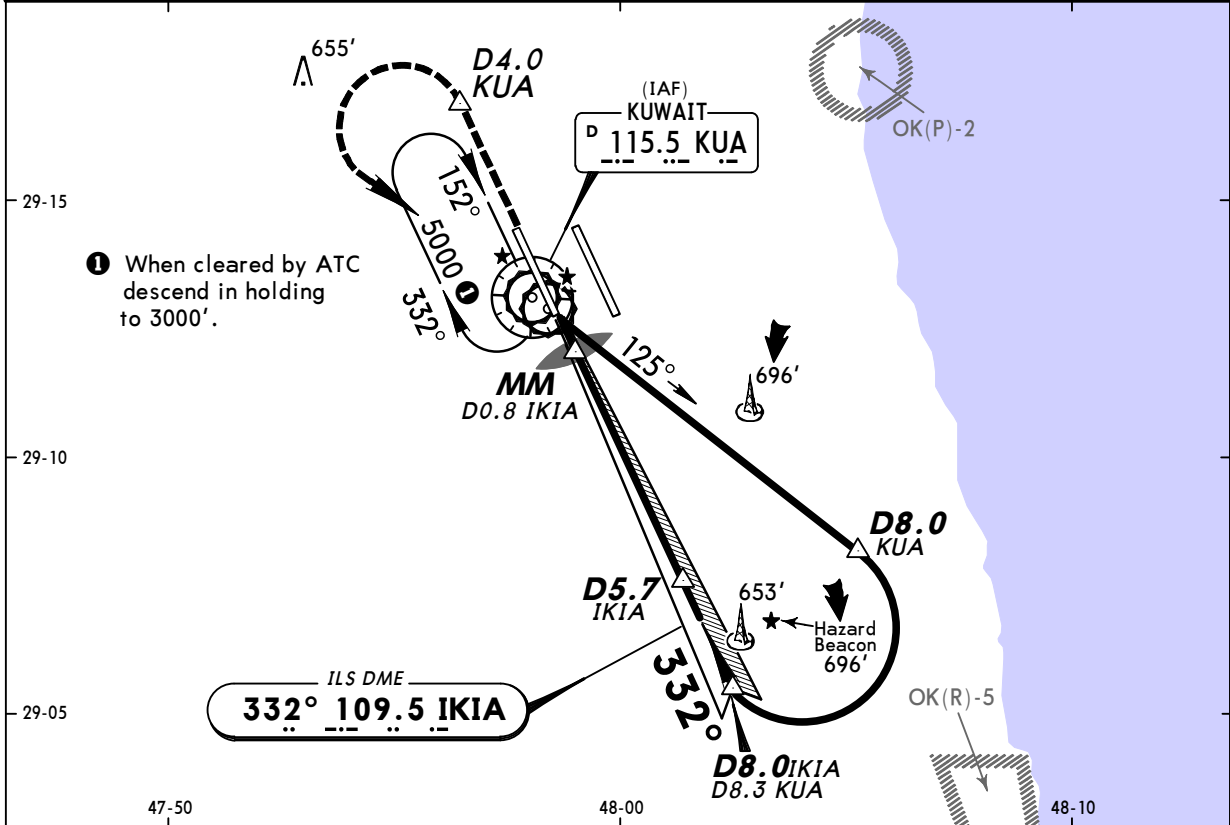
① Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

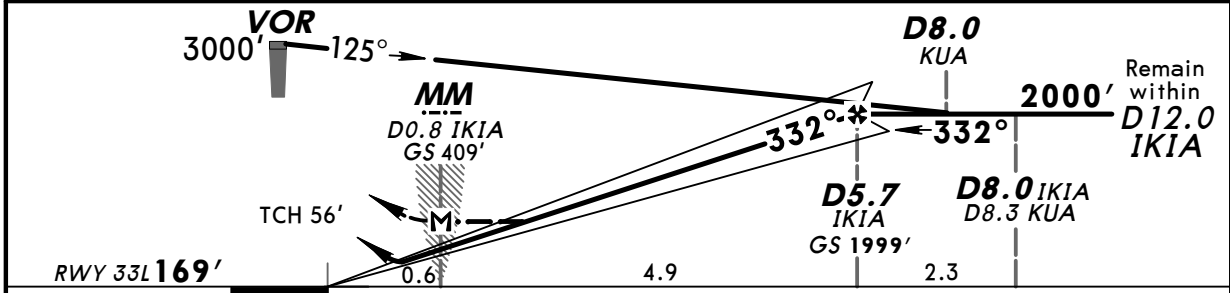
22 MAY 09 (28)

KUWAIT, KUWAIT
ILS DME Rwy 33L

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'	



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



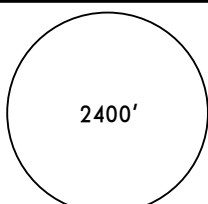
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	D4.0 KUA
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at MM/D0.8 IKIA								

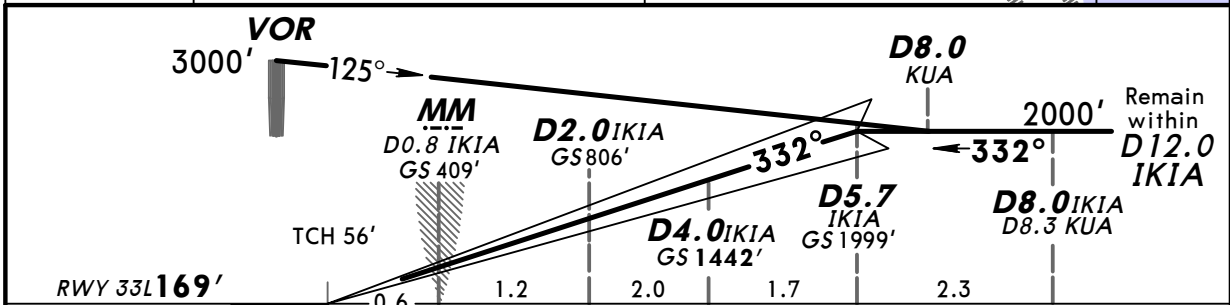
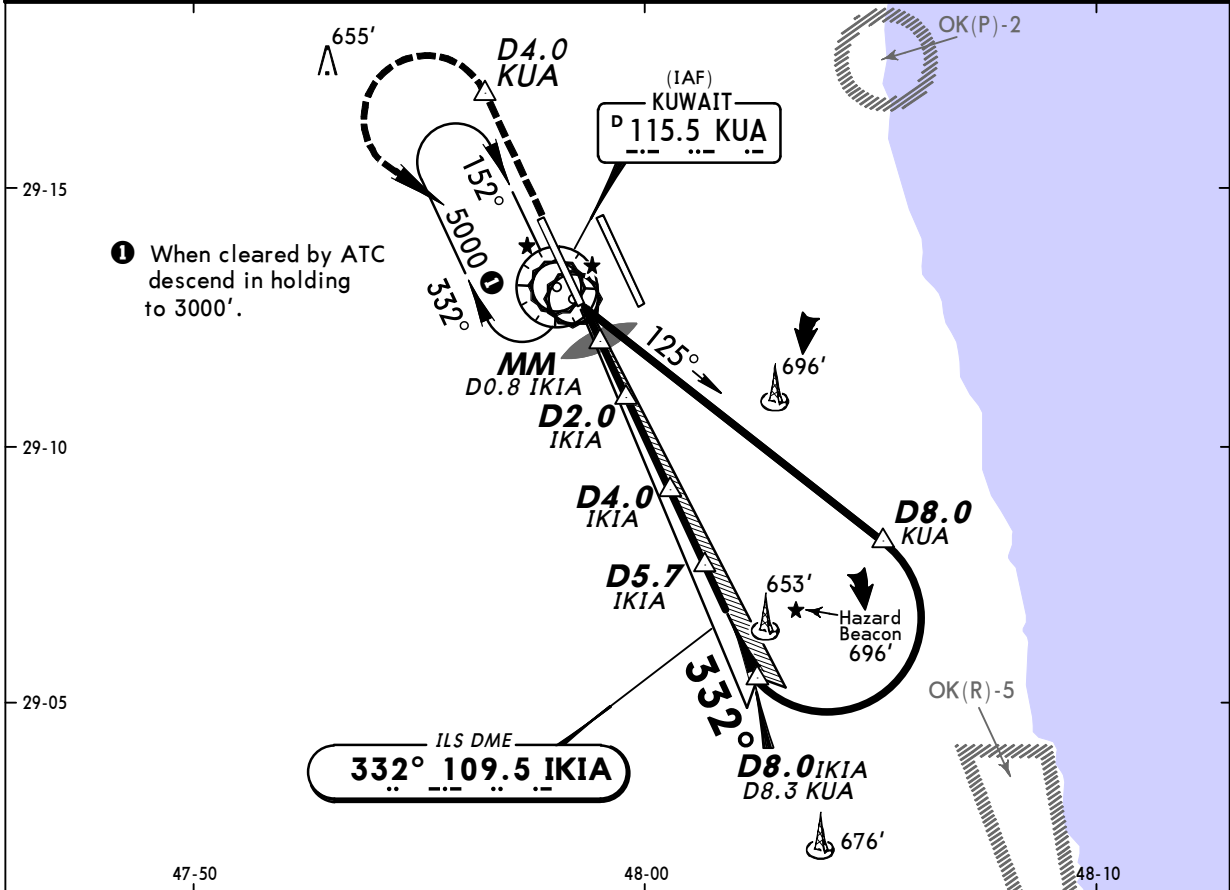
JAR-OPS STRAIGHT-IN LANDING RWY 33L				CIRCLE-TO-LAND		
ILS DA(H) 369' (200')		LOC (GS out) MDA(H) 490' (321')		Max Kts	MDA(H)	VIS
FULL	ALS out	ALS out				
A		RVR 1000m	RVR 1500m	100	710' (505')	1500m
B				135	840' (635')	1600m
C	RVR 550m	RVR 1000m	RVR 1200m	180	1090' (885')	2400m
D			RVR 1600m	205	1090'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

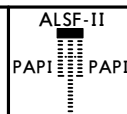
OKBK/KWI
KUWAIT INTL

22 MAY 09 29

KUWAIT, KUWAIT
CAT II ILS DME Rwy 33L

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' RWY169'	 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'	



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')**

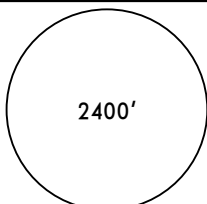
RVR **300m**

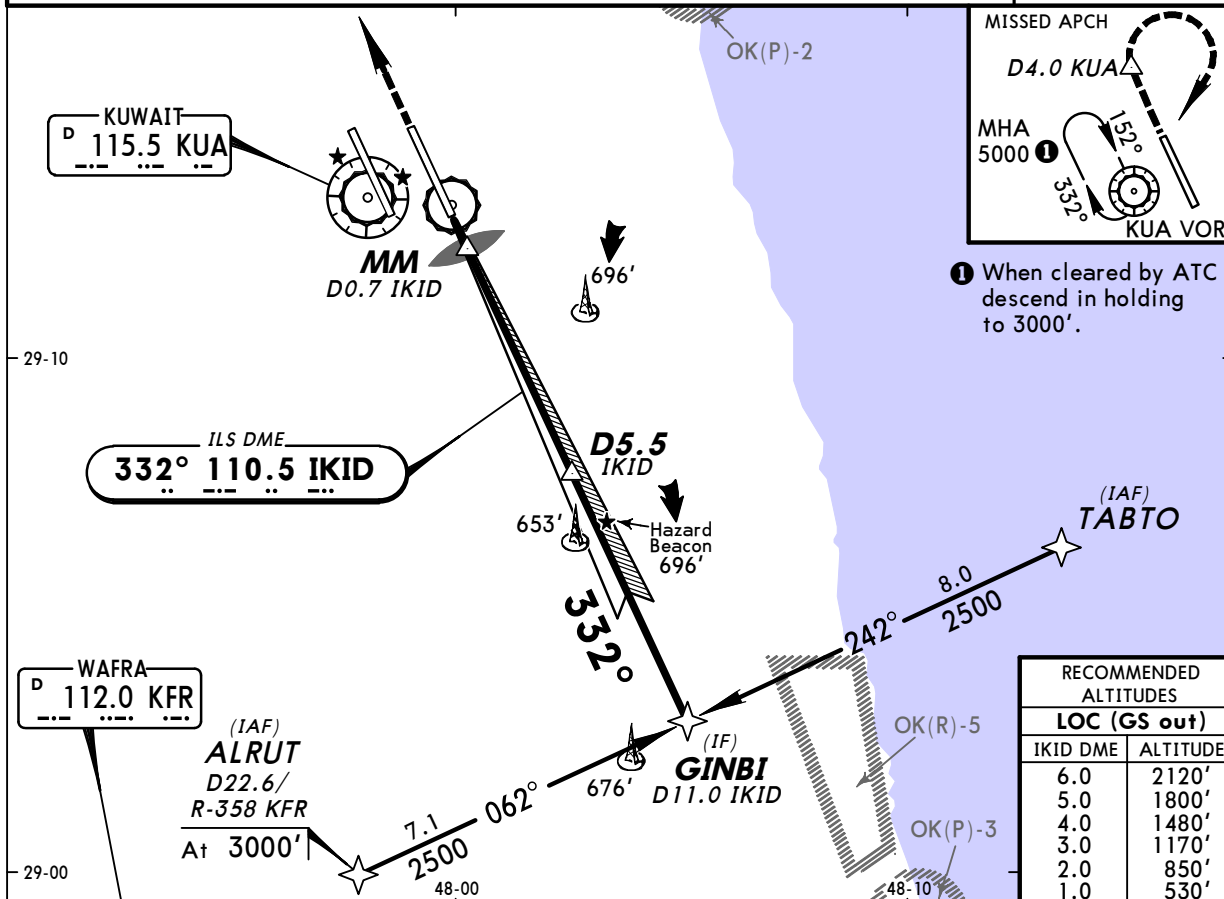
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

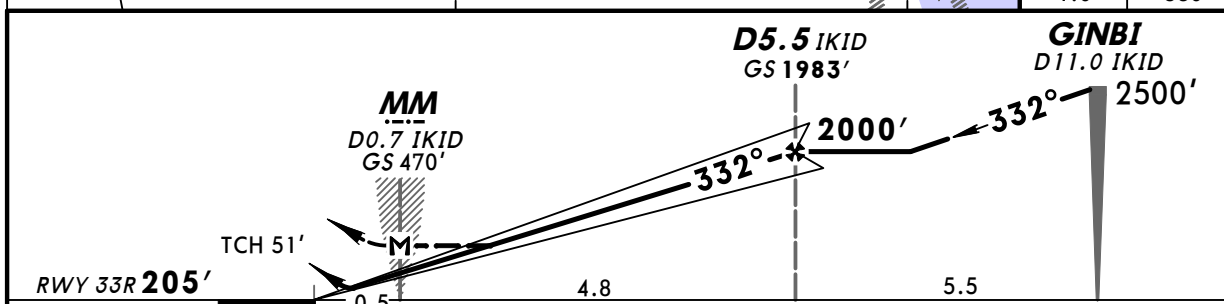
30 APR 10 (30)


KUWAIT, KUWAIT
RNAV ILS DME Rwy 33R

LOC IKID 110.5	Final Apch Crs 332°	GS D5.5 IKID 1983' (1778')	ILS DA(H) 405' (200')	Apt Elev 205' RWY 205'	
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: 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.					MSA KUA VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IKID DME	ALTITUDE
6.0	2120'
5.0	1800'
4.0	1480'
3.0	1170'
2.0	850'
1.0	530'



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

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

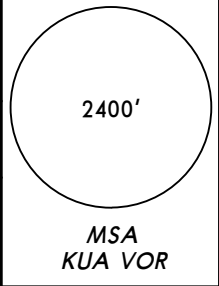
OKBK/KWI
KUWAIT INTL

30 APR 10

31

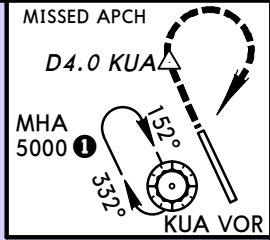
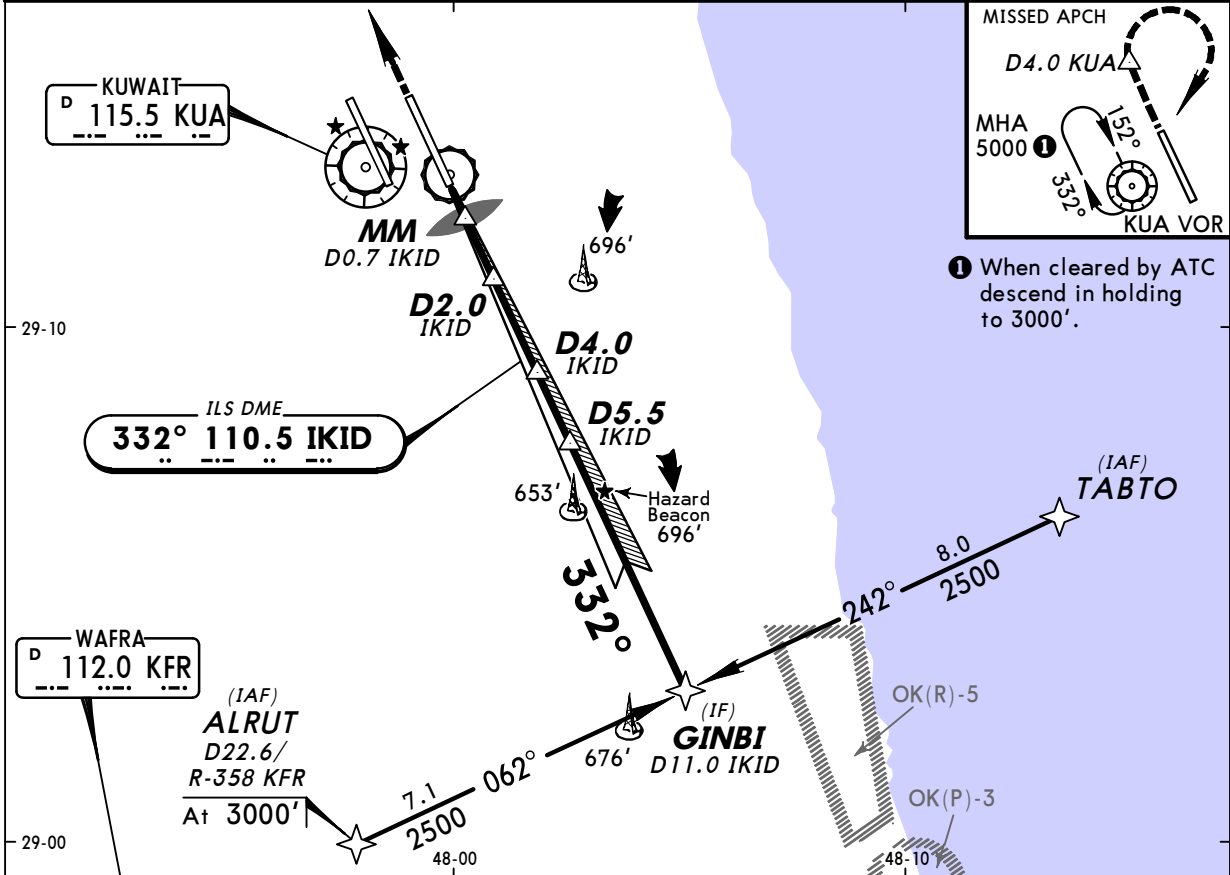
CAT II KUWAIT, KUWAIT
RNAV ILS DME Rwy 33R

LOC IKID 110.5	Final Apch Crs 332°	GS D4.0 IKID 1479' (1274')	CAT II ILS RA 96' DA(H) 305'(100')	Apt Elev 205' RWY 205'
-----------------------------	----------------------------------	---	--	----------------------------------

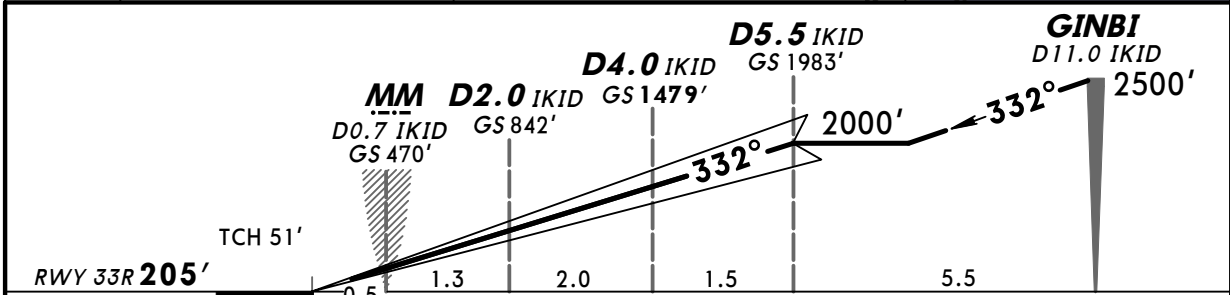


MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn RIGHT to VOR climbing to 3000', or as directed.

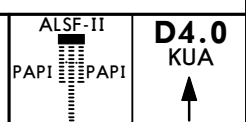
Alt Set: hPa Rwy Elev: 8 hPa Trans level: FL 150 Trans alt: 13000'
 1. CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy. 2. ILS DME reads zero at rwy 33R touchdown.
 3. Special Aircrew & Acft Certification Required.



1 When cleared by ATC descend in holding to 3000'.



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



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

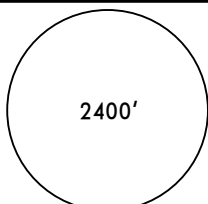
RVR 300m 1

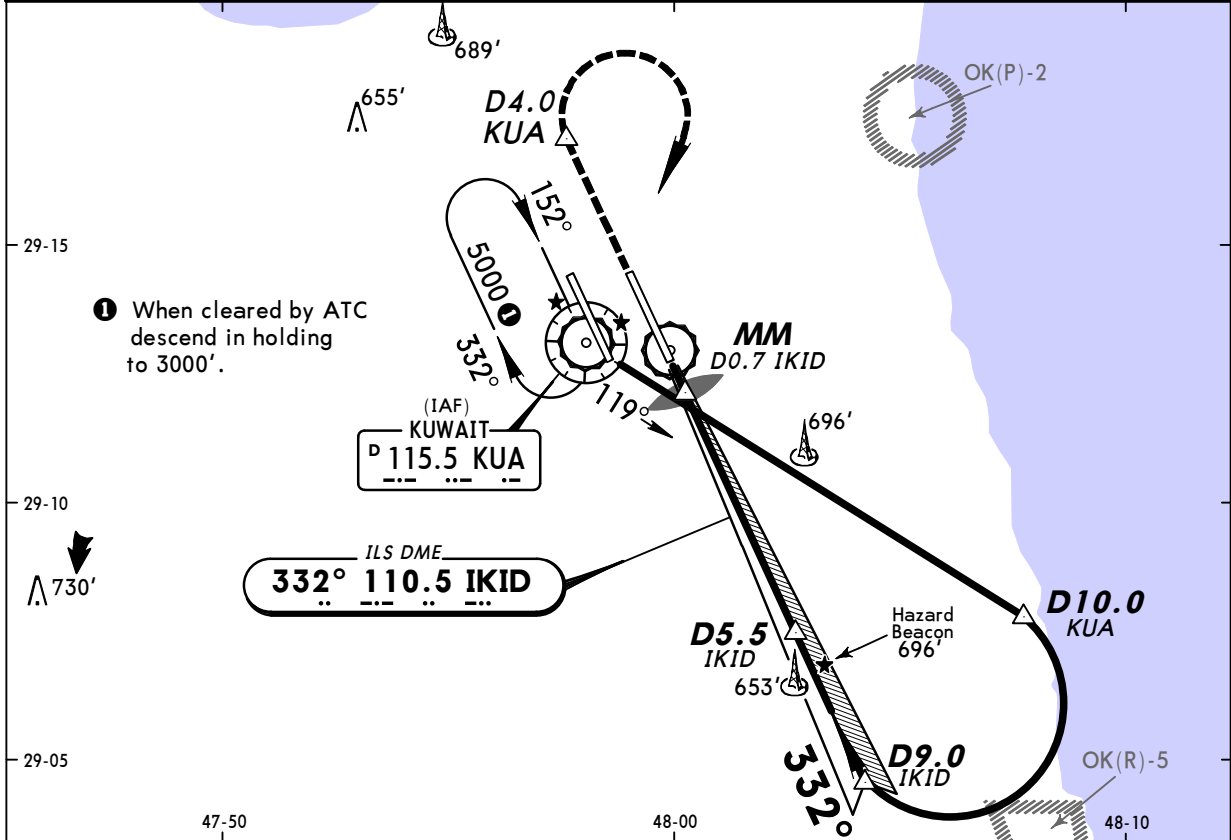
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

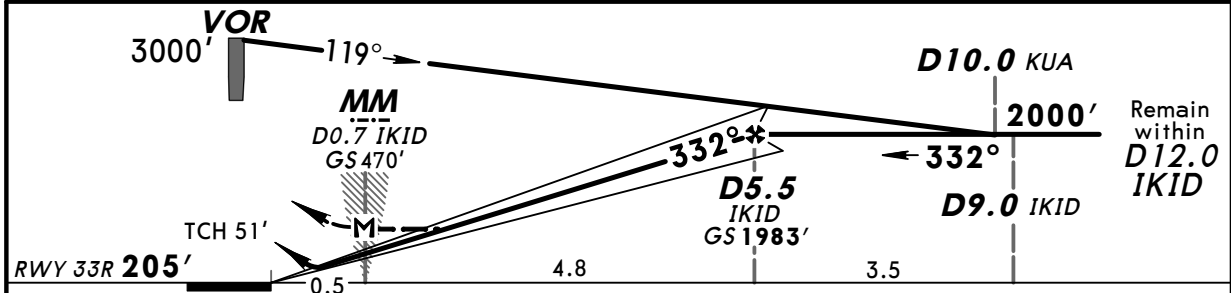
22 MAY 09 (32)



KUWAIT, KUWAIT
ILS DME Rwy 33R

LOC IKID 110.5	Final Apch Crs 332°	GS D5.5 IKID 1983' (1778')	ILS DA(H) 405' (200')	Apt Elev 205' RWY205'	 <p>2400'</p> <p>MSA KUA VOR</p>
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: 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.					



LOC (GS out)	IKID DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	530'	850'	1170'	1480'	1800'	2120'



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

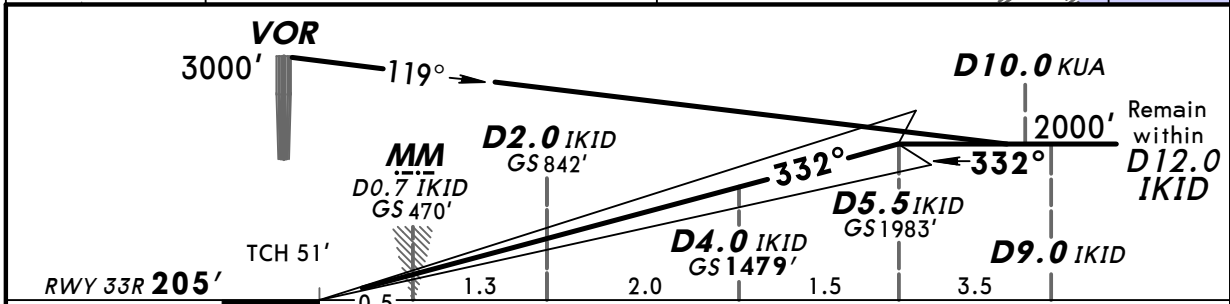
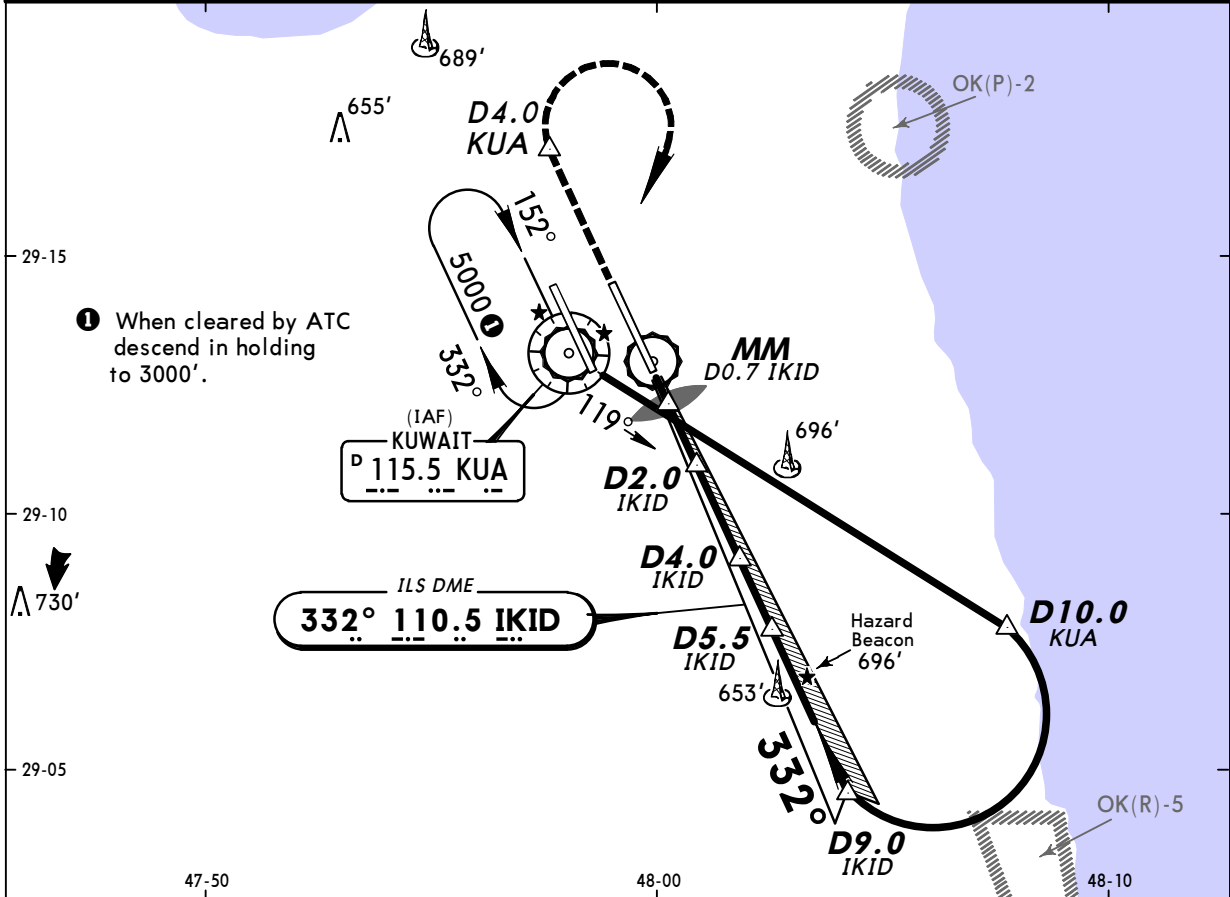
JAR-OPS		STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 405' (200')		MDA(H) 500' (295')					
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
A			RVR 1000m		RVR 1500m	100	710' (505') 1500m
B						135	840' (635') 1600m
C	RVR 550m	RVR 1000m	RVR 1200m		RVR 2000m	180	1090' (885') 2400m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

OKBK/KWI
KUWAIT INTL

22 MAY 09 33

KUWAIT, KUWAIT
CAT II ILS DME Rwy 33R

LOC IKID 110.5	Final Apch Crs 332°	GS D4.0 IKID 1479' (1274')	CAT II ILS RA 96' DA(H) 305' (100')	Apt Elev 205' RWY205'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2400'</p> <p>MSA KUA VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KUA, then turn RIGHT to VOR climbing to 3000', 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>D4.0 KUA</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')**

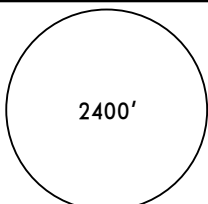
RVR **300m** 1

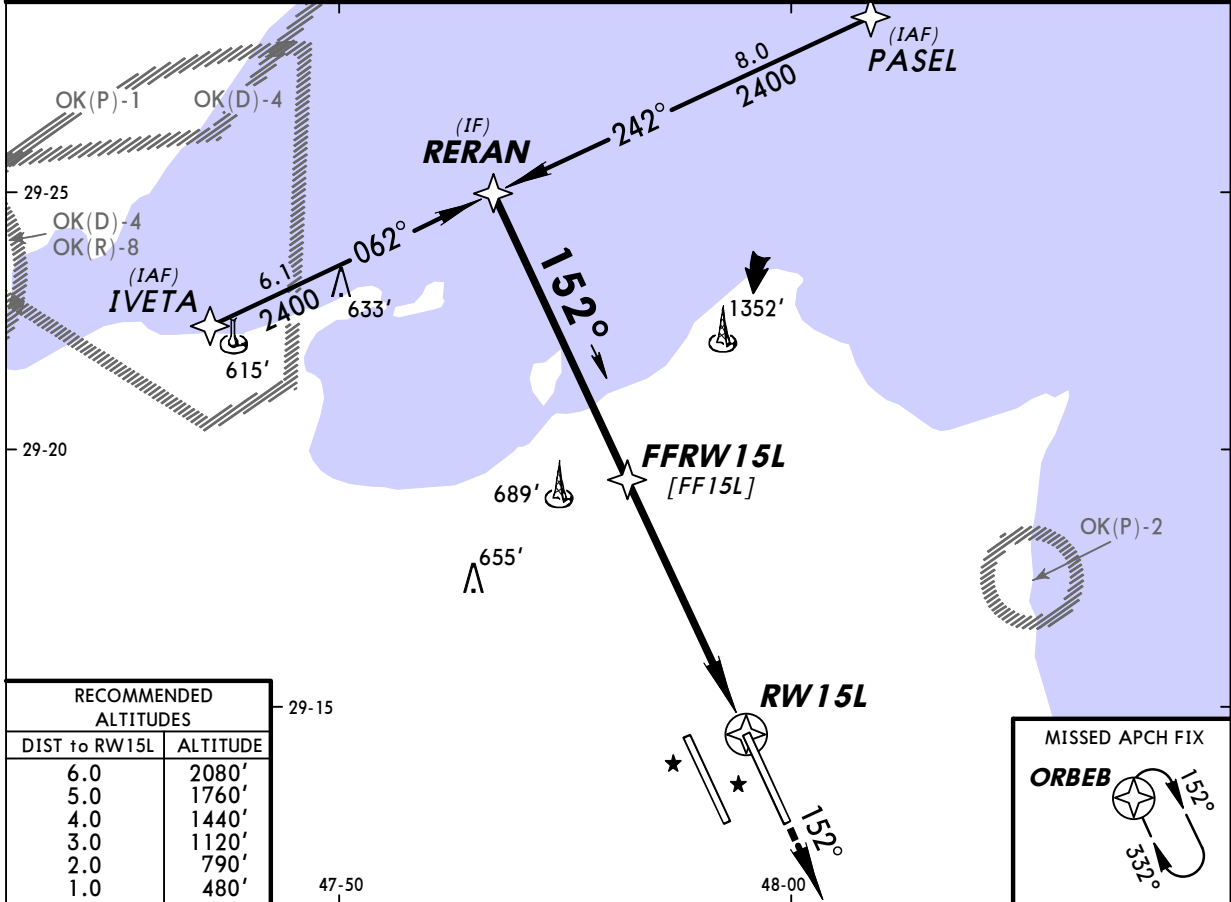
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

OKBK/KWI
KUWAIT INTL

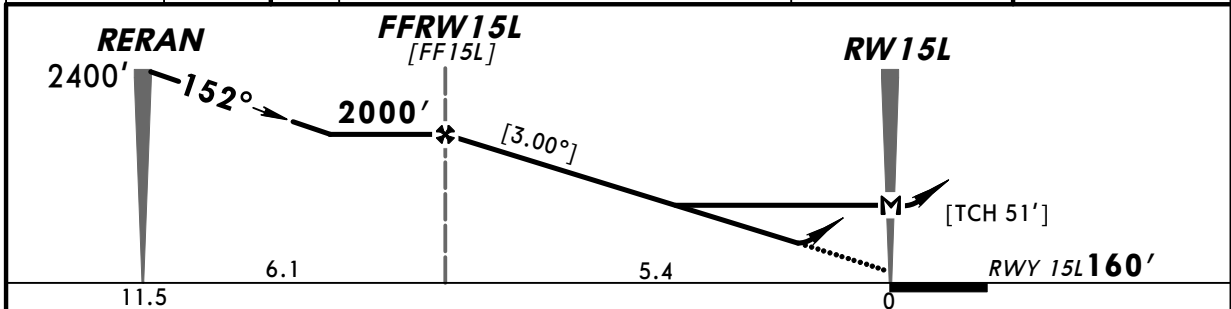
11 APR 08 (34)

KUWAIT, KUWAIT
RNAV (GNSS) Rwy 15L

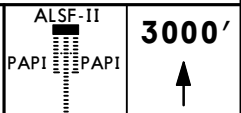
RNAV	Final Apch Crs 152°	Minimum Alt FFRW15L 2000' (1840')	LNAV/VNAV DA(H) 410' (250')	Apt Elev 205' RWY 160'	 <p>2400'</p> <p>MSA ARP</p>
MISSED APCH: Climb to 3000' direct ORBEB and hold, or as directed.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: FL 150 Trans alt: 13000'					
CAUTION: Parallel 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	849
MAP at RW15L							



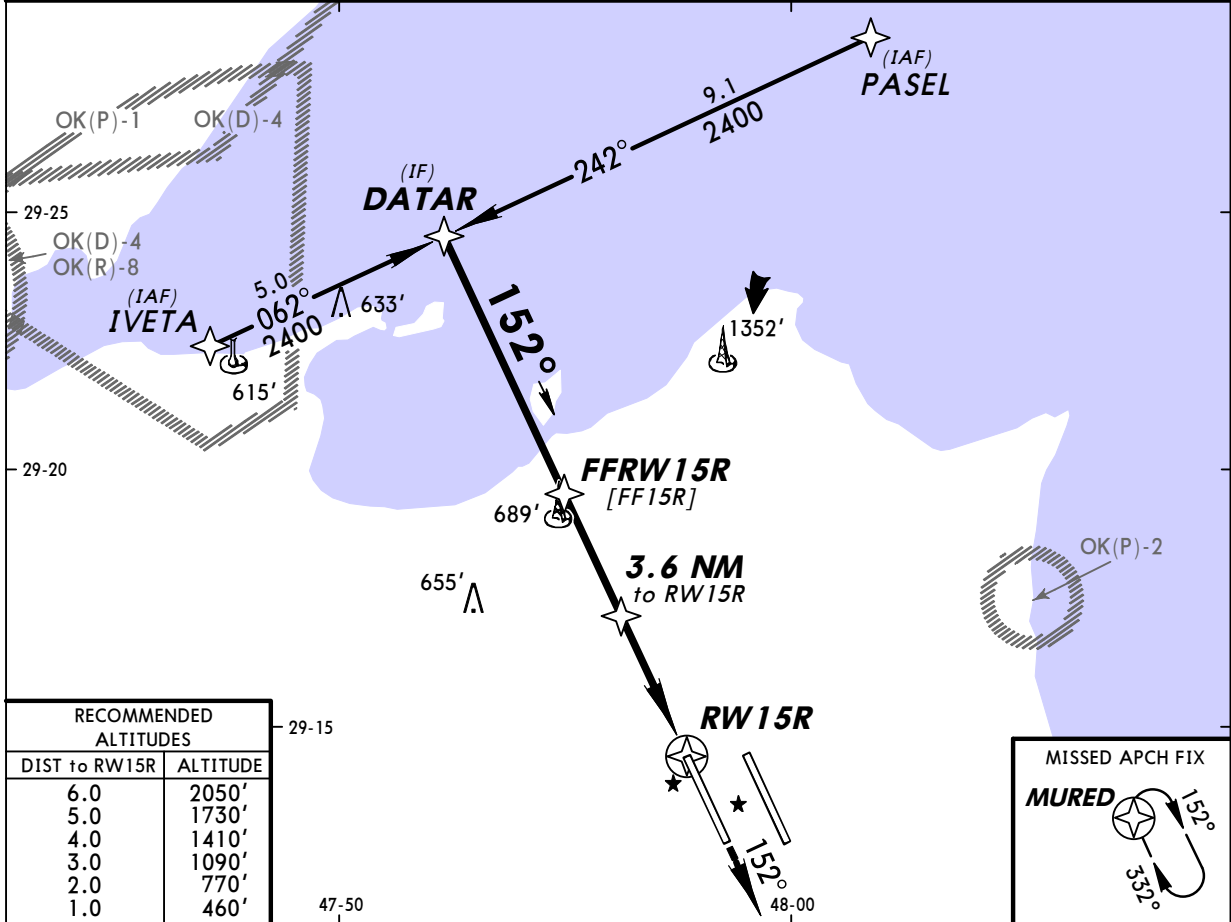
JAR-OPS STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND		
LNAV/VNAV		LNAV		Max Kts	MDA(H)	VIS
DA(H) 410' (250')		MDA(H) 620' (460')				
	ALS out	ALS out	ALS out			
A	RVR 800m	RVR 1500m	RVR 1000m	100	710' (505')	1500m
B		RVR 1600m	RVR 1200m	135	840' (635')	1600m
C		RVR 1800m	RVR 1600m	180	1090' (885')	2400m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

OKBK/KWI
KUWAIT INTL

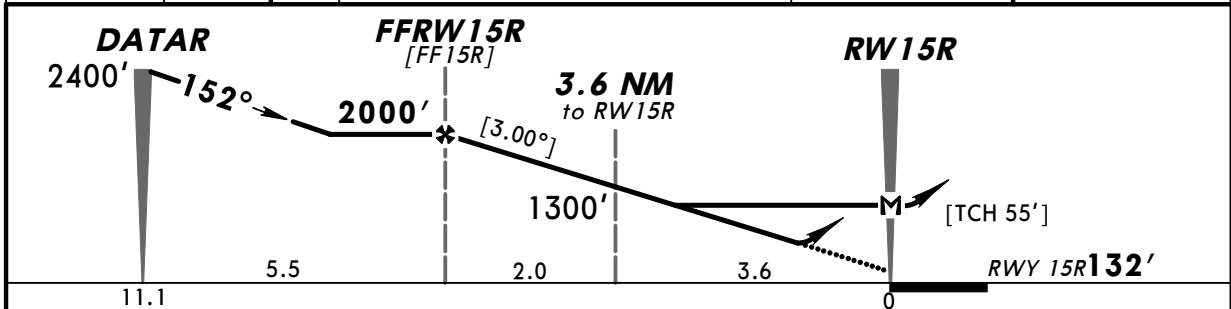
11 APR 08 (35)

KUWAIT, KUWAIT
RNAV (GNSS) Rwy 15R

RNAV	Final Apch Crs 152°	Minimum Alt FFRW15R 2000' (1868')	LNAV/VNAV DA(H) 390' (258')	Apt Elev 205' RWY 132'	2400' MSA ARP
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'	



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



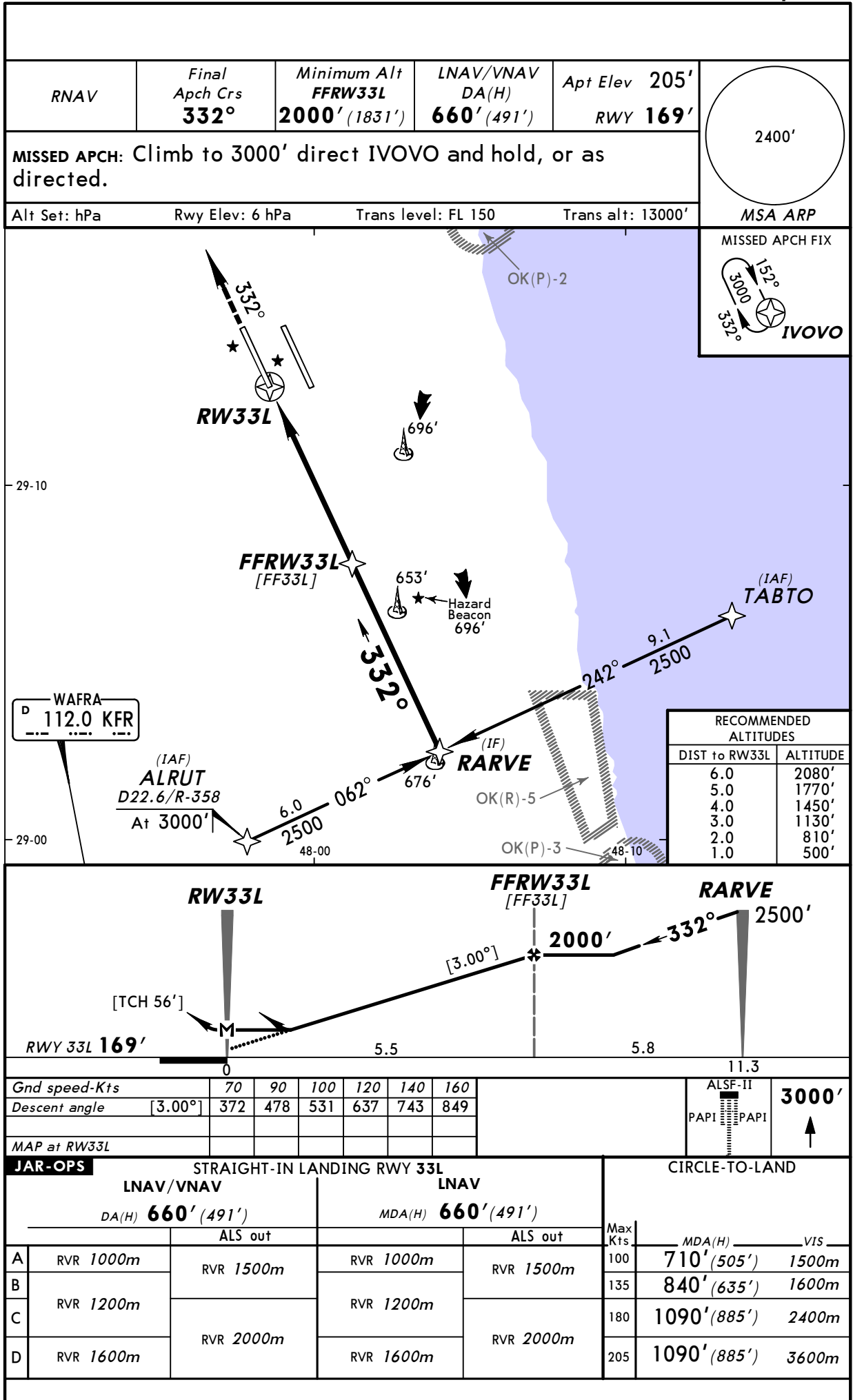
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000'
Descent angle	[3.00°]	372	478	531	637	849	
MAP at RW15R							

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

OKBK/KWI
KUWAIT INTL

11 APR 08 (36)

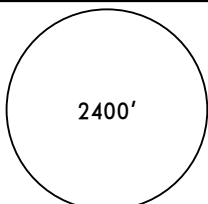

KUWAIT, KUWAIT
RNAV (GNSS) Rwy 33L

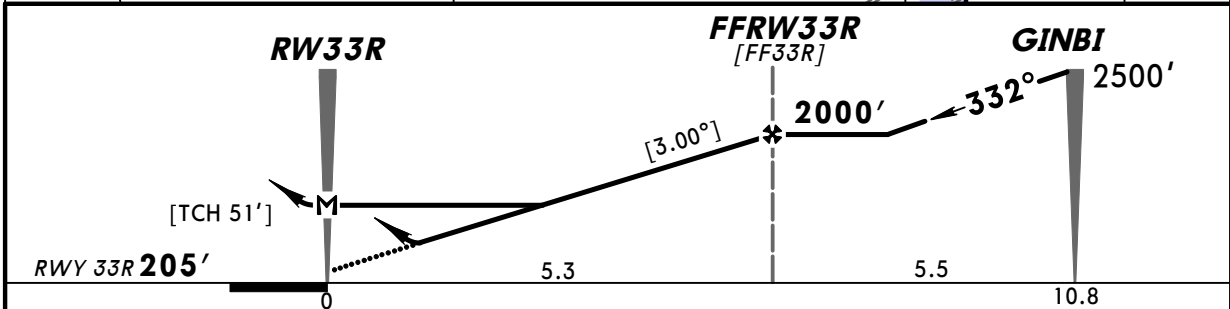
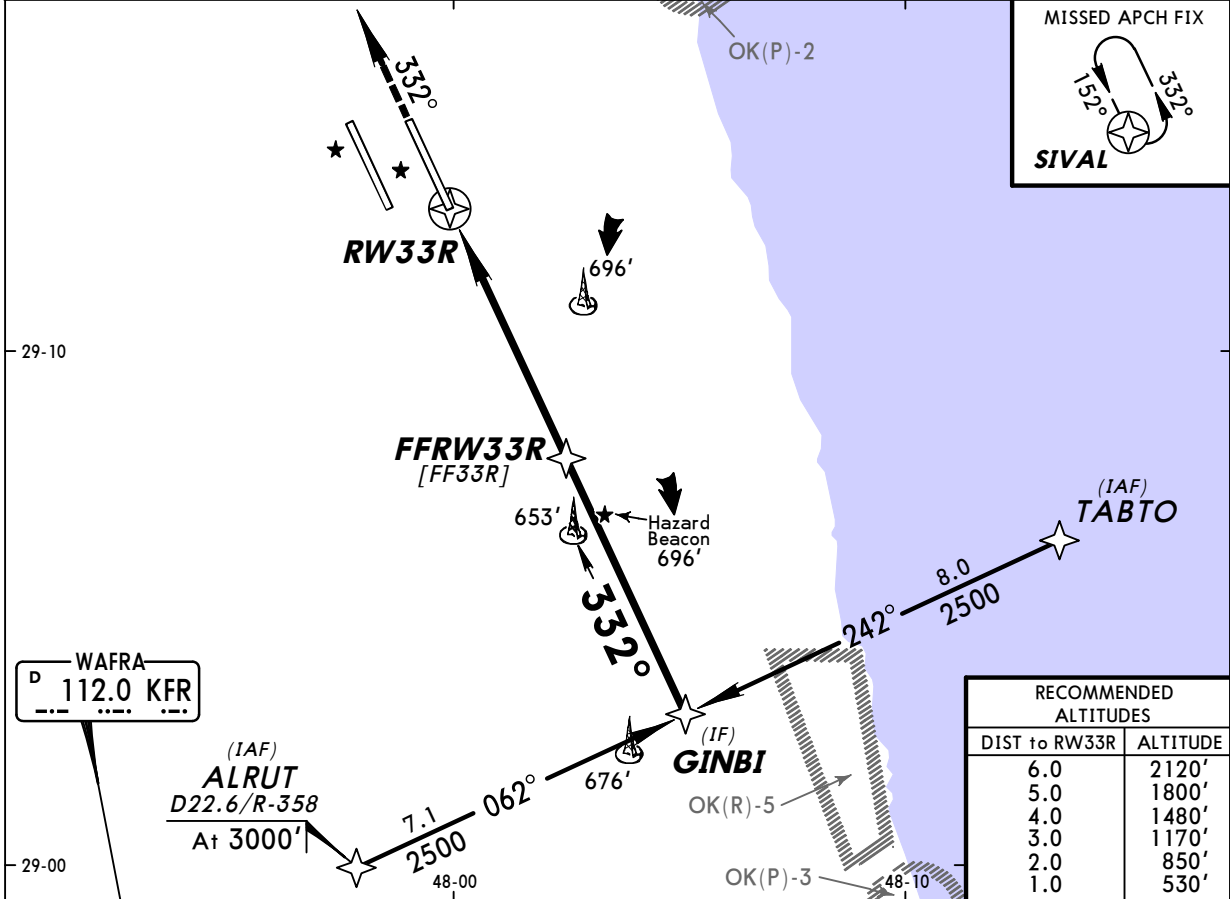


OKBK/KWI
KUWAIT INTL

11 APR 08 (37)

KUWAIT, KUWAIT
RNAV (GNSS) Rwy 33R

RNAV	Final Apch Crs 332°	Minimum Alt FFRW33R 2000' (1795')	LNAV/VNAV DA(H) 460' (255')	Apt Elev 205' RWY 205'	 2400' MSA ARP
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' CAUTION: Parallel highway, lighted by NIGHT, 0.2 NM East of rwy centerline may be mistaken for rwy.					MISSED APCH FIX  SIVAL



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000'
Descent angle	[3.00°]	372	478	531	637	849	
MAP at RW33R							

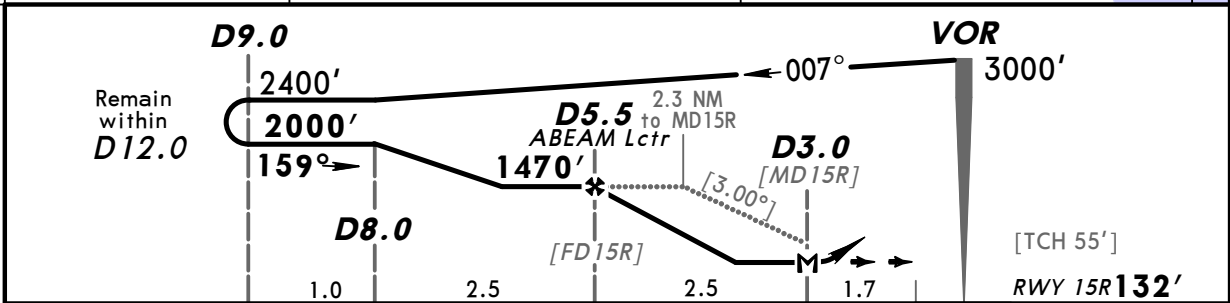
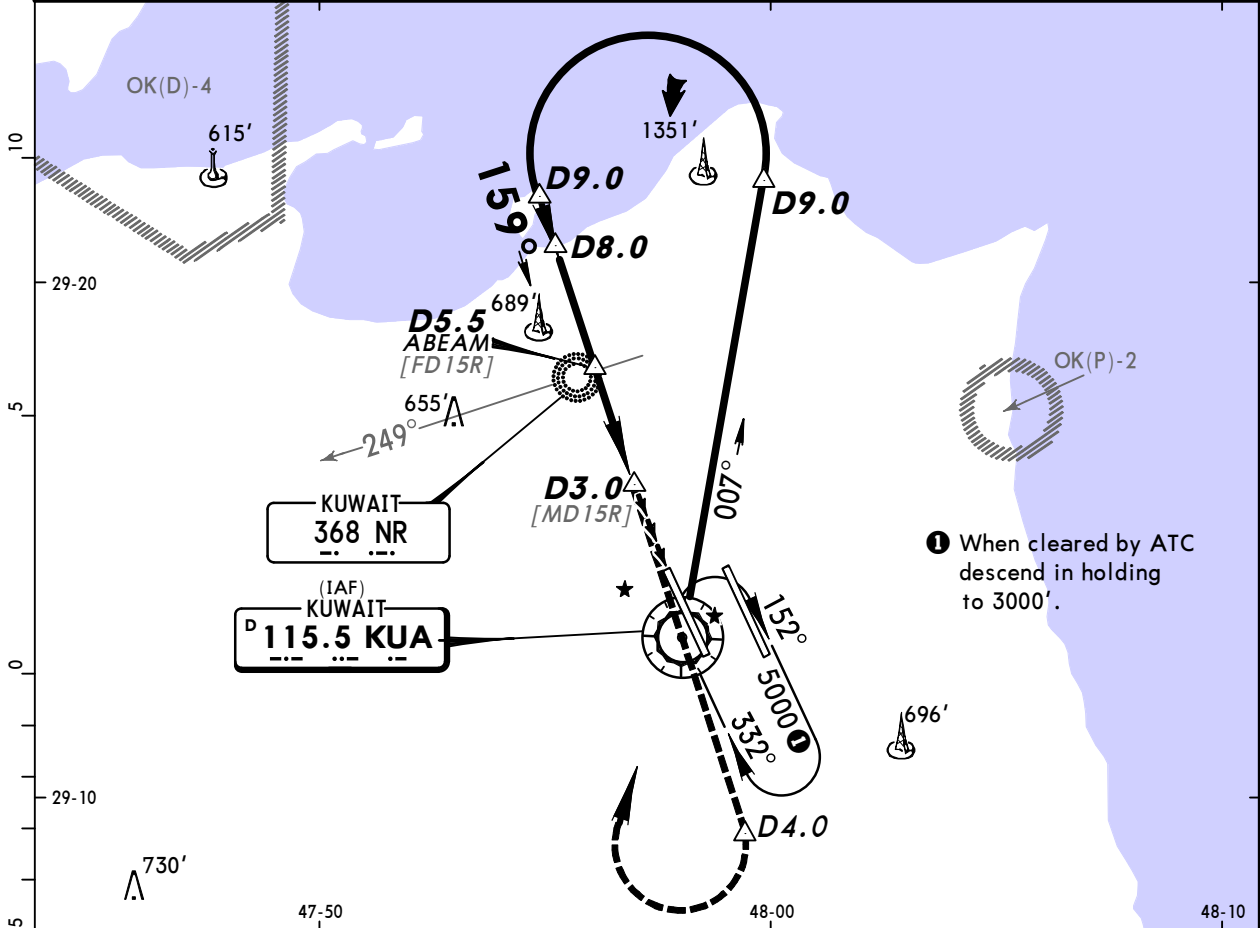
JAR-OPS STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND		
LNAV/VNAV		LNAV		Max Kts	MDA(H)	VIS
DA(H) 460' (255')		MDA(H) 580' (375')				
	ALS out	ALS out	ALS out			
A	RVR 1500m	RVR 900m	RVR 1500m	100	710' (505')	1500m
B	RVR 800m	RVR 1000m	RVR 1800m	135	840' (635')	1600m
C	RVR 1600m	RVR 1400m	RVR 2000m	180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

OKBK/KWI
KUWAIT INTL

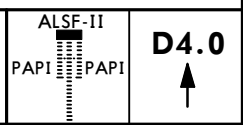
27 APR 07 (38)

KUWAIT, KUWAIT
VOR DME Rwy 15R

VOR KUA 115.5	Final Apch Crs 159°	Minimum Alt D5.5 1470' (1338')	MDA(H) 600' (468')	Apt Elev 205' RWY 132'	2400'
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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.0						



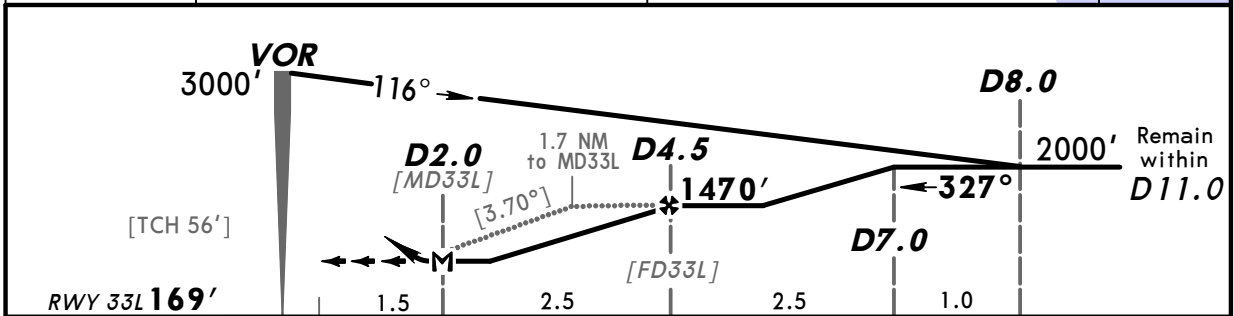
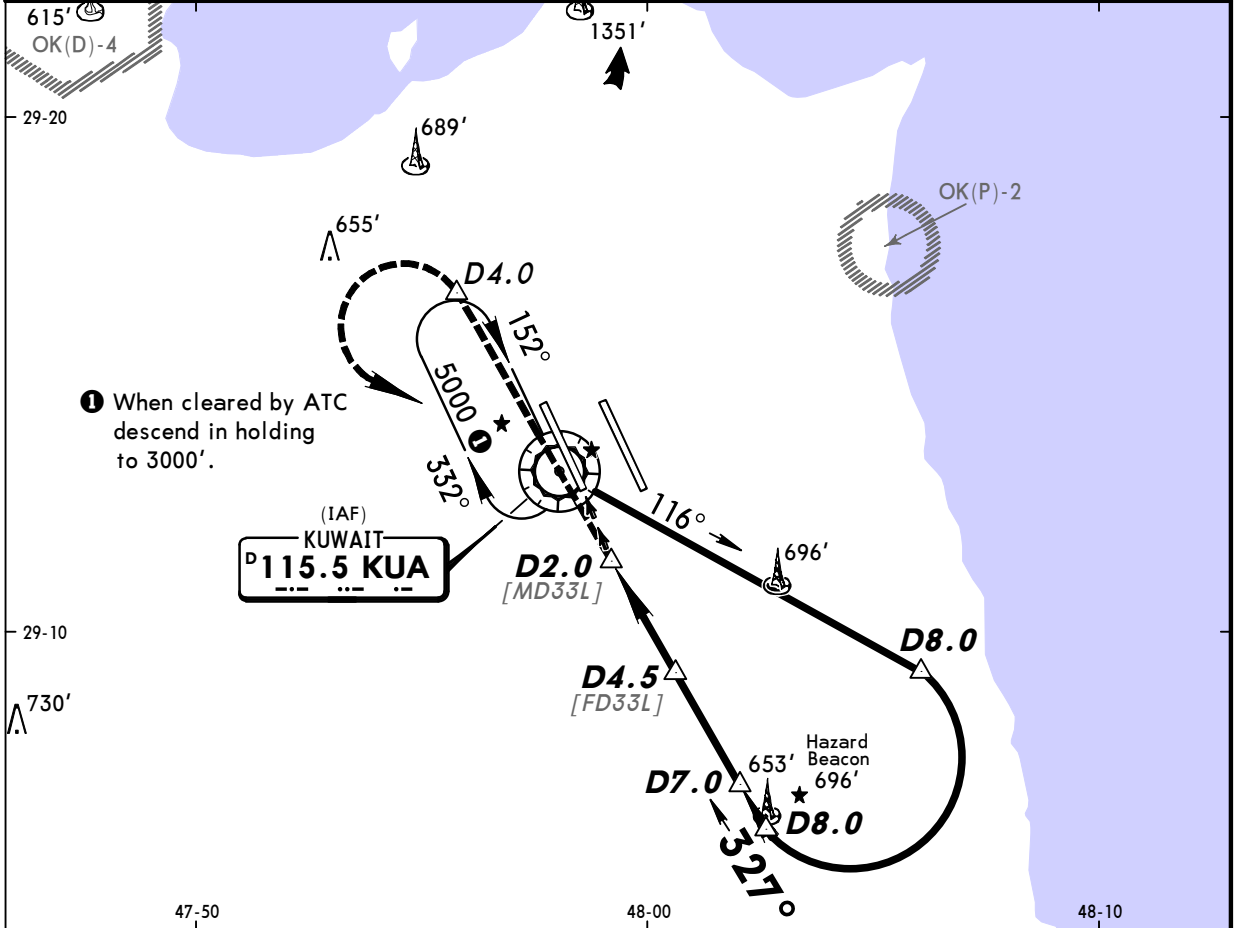
JAR-OPS STRAIGHT-IN LANDING RWY 15R		CIRCLE-TO-LAND	
MDA(H) 600' (468')		Max Kts	MDA(H) VIS
A	RVR 1000m	100	710' (505') 1500m
B	RVR 1200m	135	840' (635') 1600m
C	RVR 1600m	180	1090' (885') 2400m
D	RVR 1600m	205	1090' (885') 3600m

OKBK/KWI
KUWAIT INTL

27 APR 07 39

KUWAIT, KUWAIT
VOR DME Rwy 33L

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	ALSF-II PAPI PAPI PAPI D4.0
Descent Gradient 6.47% or Descent angle [3.70°]	458	589	655	786	917	1048	
MAP at D2.0							

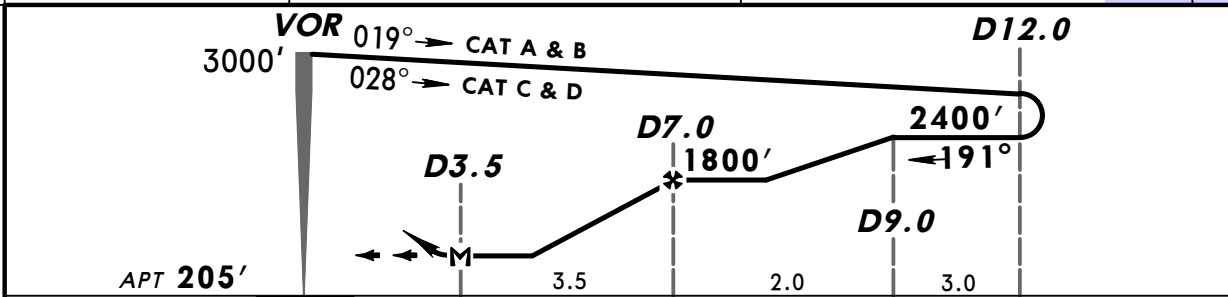
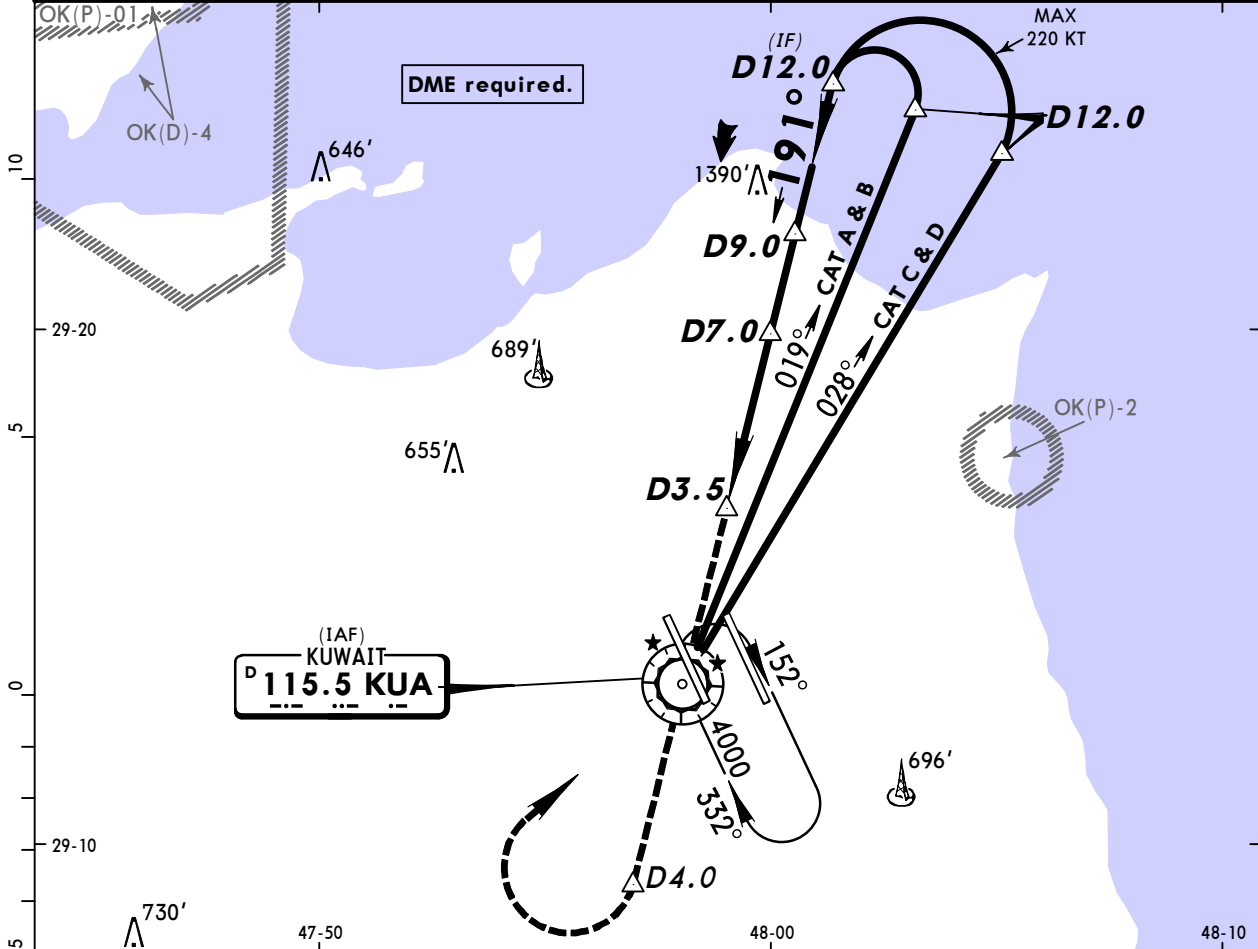
JAR-OPS STRAIGHT-IN LANDING RWY 33L			CIRCLE-TO-LAND		
MDA(H) 490' (321')			Max Kts	MDA(H)	VIS
A	RVR 1000m	ALS out	100	710' (505')	1500m
B	RVR 1200m	RVR 1500m	135	840' (635')	1600m
C	RVR 1600m	RVR 2000m	180	1090' (885')	2400m
D	RVR 1600m		205	1090' (885')	3600m

OKBK/KWI
KUWAIT INTL

26 FEB 10 (40)

KUWAIT, KUWAIT
VOR DME A

VOR KUA 115.5	Final Apch Crs 191°	Minimum Alt D7.0 1800' (1595')	MDA(H) Refer to Minimums	Apt Elev 205'	2400'
MISSED APCH: Climb to 4000' outbound on R-191, at D4.0 turn RIGHT (MAX 210 KT) direct to VOR and hold, or as directed.					
Alt Set: hPa	Apt Elev: 8 hPa	Trans level: FL 150	Trans alt: 13000'	MSA KUA VOR	



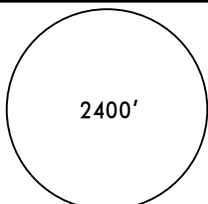
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	D4.0 ↑ KUA 115.5 on R-191	
Descent Angle	3.08°	381	490	545	654	763			872
MAP at D3.5									

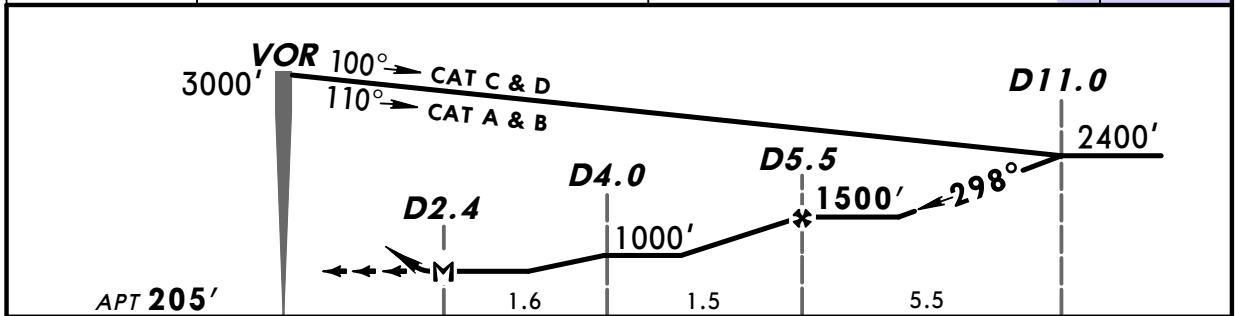
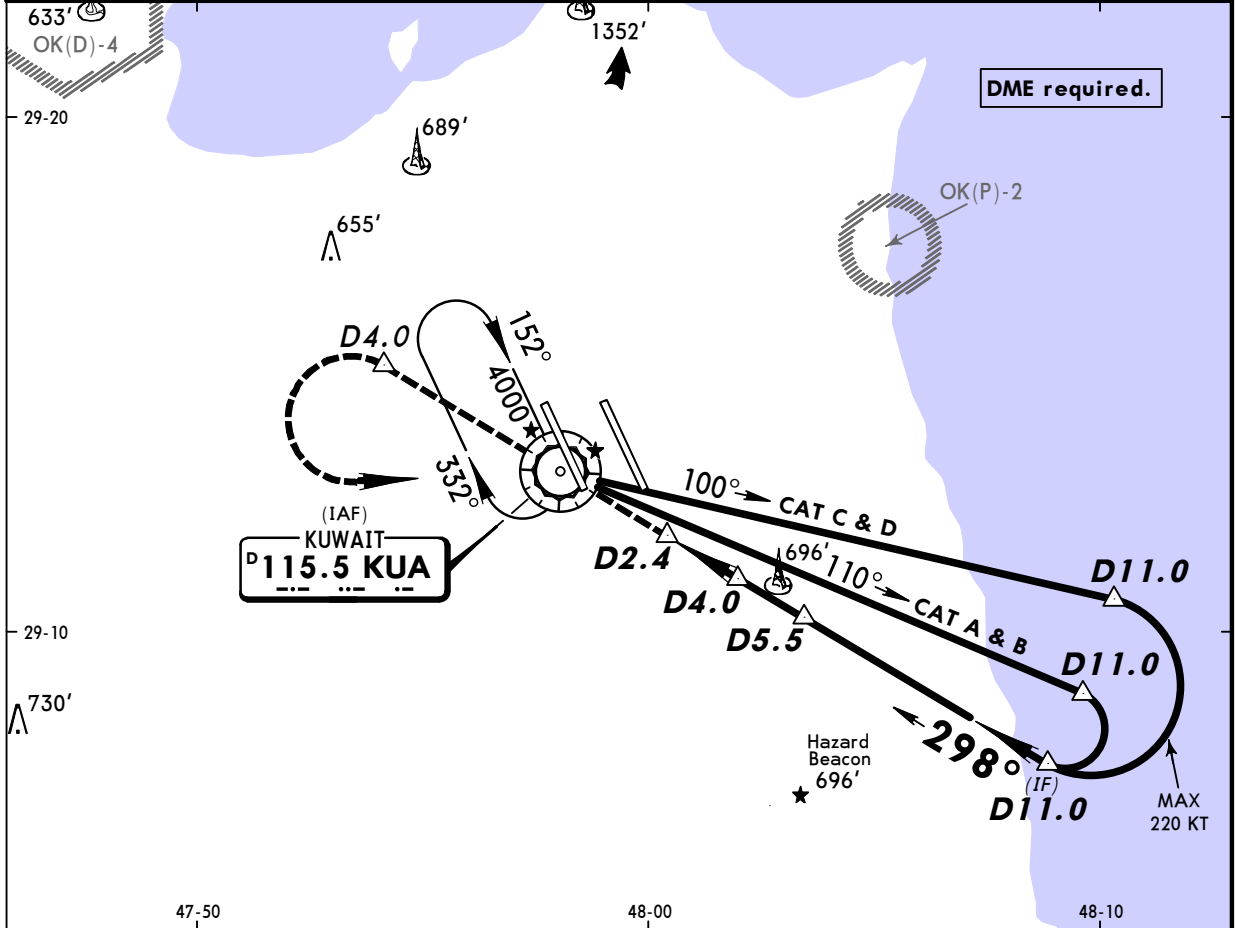
JAR-OPS		STRAIGHT-IN LANDING	CIRCLE-TO-LAND
A	NOT AUTHORIZED		Max Kts: 100, MDA(H): 800' (595'), VIS: 1500m
B			Max Kts: 135, MDA(H): 840' (635'), VIS: 1600m
C			Max Kts: 180, MDA(H): 1090' (885'), VIS: 2400m
D			Max Kts: 205, MDA(H): 1090' (885'), VIS: 3600m

OKBK/KWI
KUWAIT INTL

26 FEB 10 (41)

KUWAIT, KUWAIT
VOR DME B

D-ATIS 126.22		KUWAIT Approach/Radar 121.3		KUWAIT Tower 118.3		Ground 121.7	
VOR KUA 115.5	Final Apch Crs 298°	Minimum Alt D5.5 1500' (1295')	MDA(H) Refer to Minimums	Apt Elev 205'			
MISSED APCH: Climb to 4000' outbound on R-298, at D4.0 turn LEFT (MAX 210 KT) direct to VOR and hold, or as directed.							
Alt Set: hPa		Apt Elev: 8 hPa		Trans level: FL 150		Trans alt: 13000'	



				Lighting - Refer to Airport Chart	D4.0	KUA 115.5
MAP at D2.4					↑	on R-298

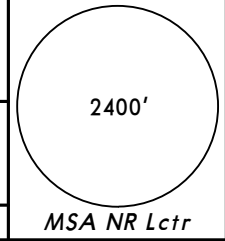
JAR-OPS		STRAIGHT-IN LANDING	CIRCLE-TO-LAND	
A	NOT AUTHORIZED		Max Kts	
B			100	710' (505') 1500m
C			135	840' (635') 1600m
D			180	1090' (885') 2400m
			205	1090' (885') 3600m

OKBK/KWI
KUWAIT INTL

28 SEP 07 (42)

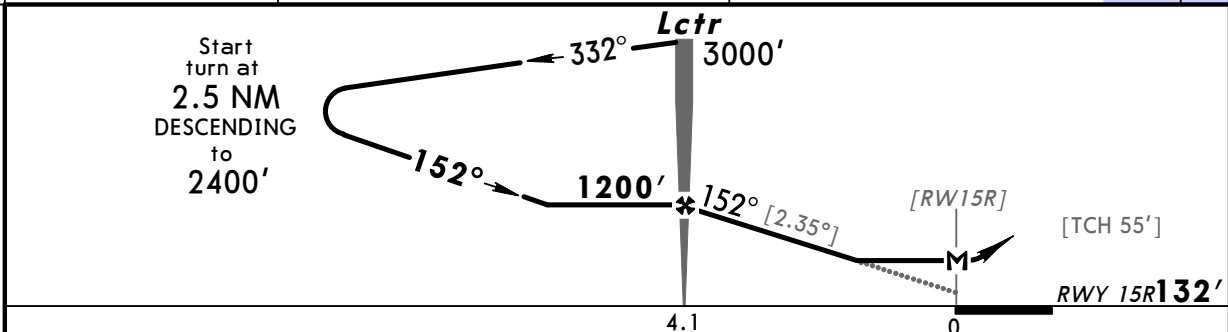
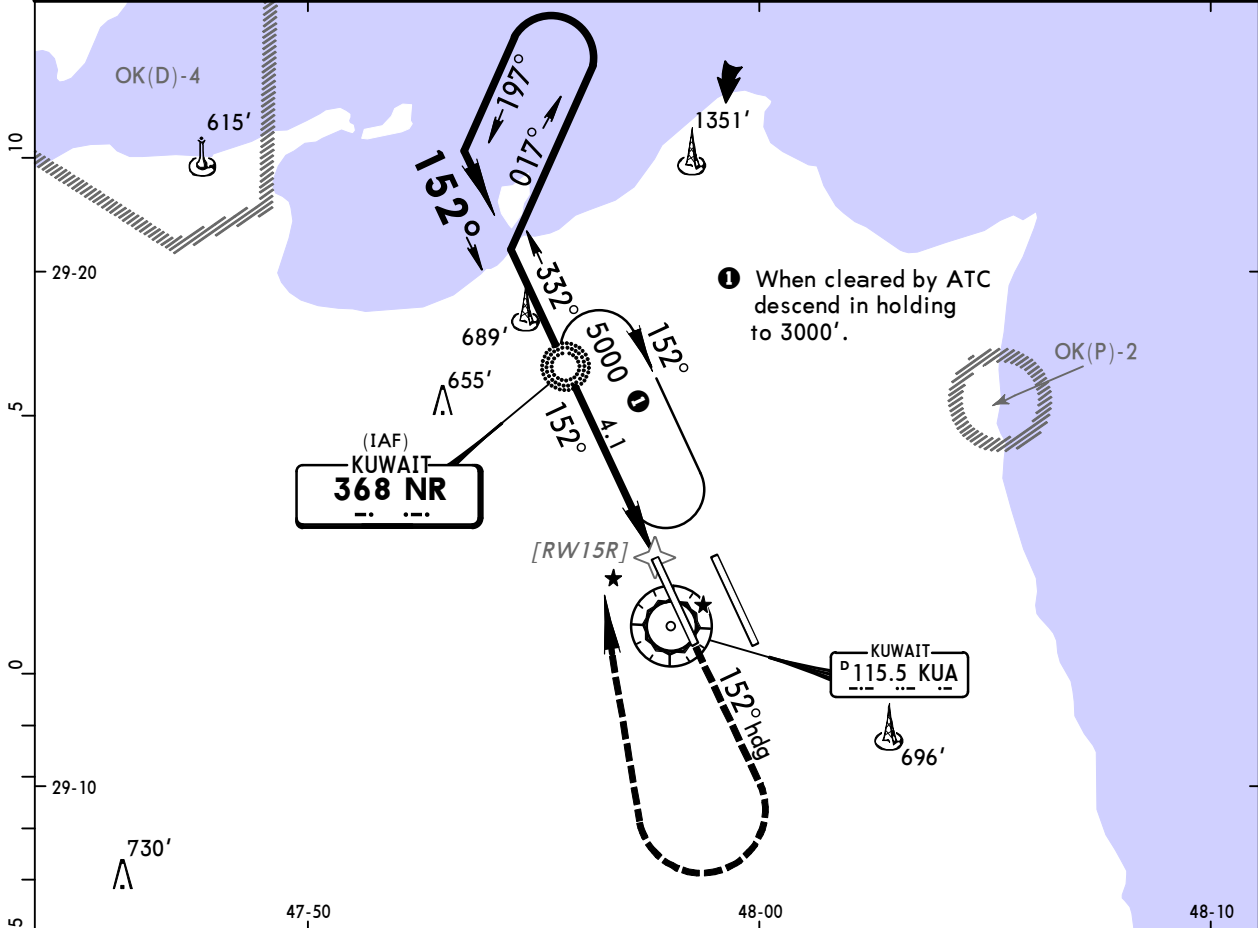
KUWAIT, KUWAIT
Lctr Rwy 15R

Lctr NR 368	Final Apch Crs 152°	Minimum Alt Lctr 1200' (1068')	MDA(H) 630' (498')	Apt Elev 205' RWY 132'
-----------------------	-------------------------------	--	------------------------------	---

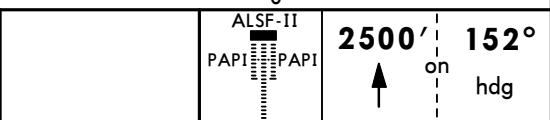


MISSED APCH: Climb STRAIGHT AHEAD on heading 152° to 2500', then turn RIGHT to Lctr and hold, or as directed.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 150 Trans alt: 13000'



Gnd speed-Kts	70	90	100	120	140	160
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

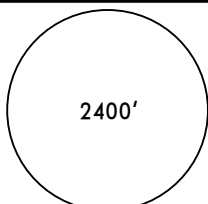


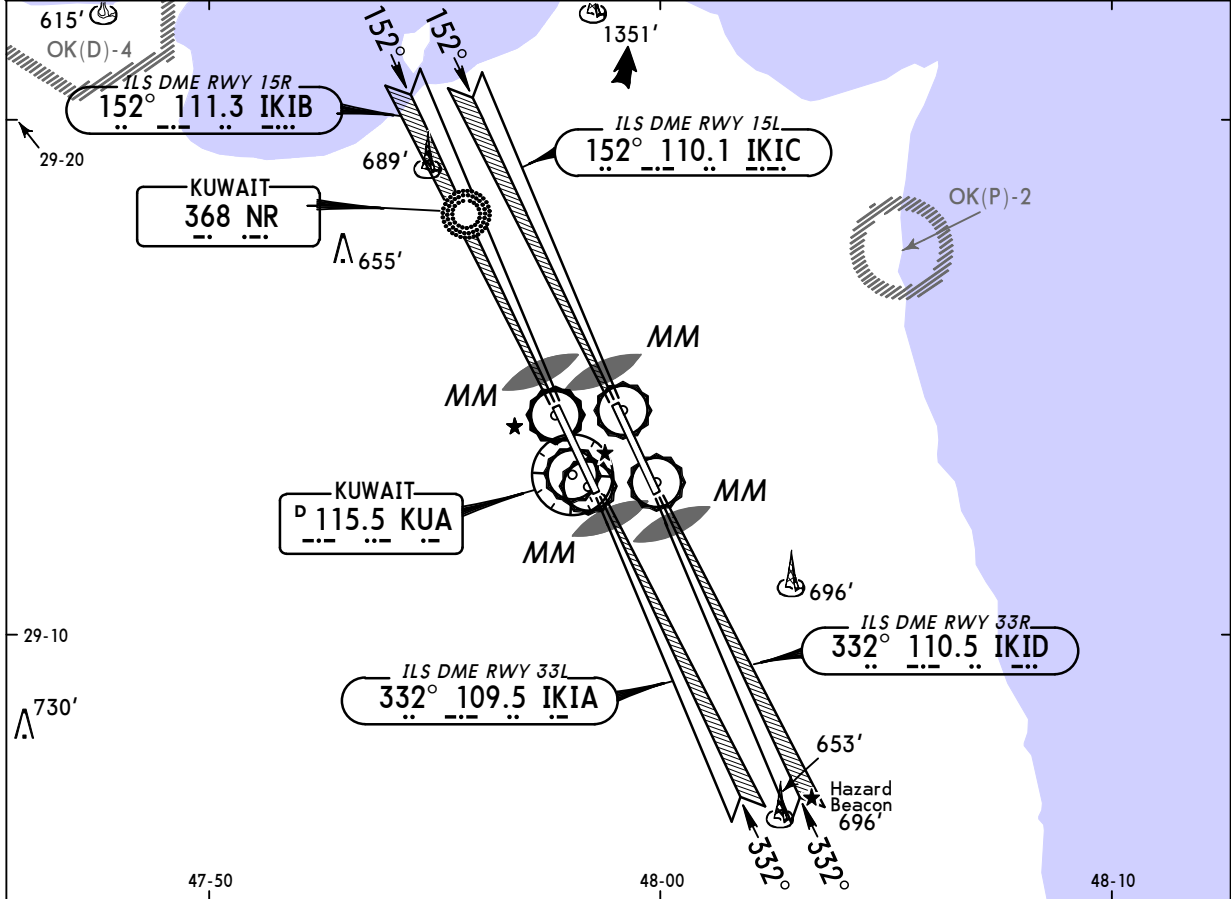
JAR-OPS STRAIGHT-IN LANDING RWY 15R		CIRCLE-TO-LAND	
MDA(H) 630' (498')		Max Kts	MDA(H) VIS
A	RVR 1000m	100	710' (505') 1500m
B	RVR 1200m	135	840' (635') 1600m
C	RVR 1600m	180	1090' (885') 2400m
D	RVR 1600m	205	1090' (885') 3600m

OKBK/KWI
KUWAIT INTL

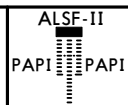
28 SEP 07 43

KUWAIT, KUWAIT
SRA All Rwys

RADAR	<i>Final Apch Crs By ATC</i>	<i>Minimum Alt No FAF</i>	<i>MDA(H) Refer to Minimums</i>	<i>Apt Elev 205'</i> RWY - See below	 <p>2400'</p> <p>MSA KUA VOR</p>
MISSED APCH: Climb on rwy heading to 3000' or as directed. Contact KUWAIT Approach.					
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 rwy 15L/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						

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 <p>3000' Rwy on hdg</p>	
<i>Descent Gradient</i>	5.2%	369	474	527	632	737		843

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