

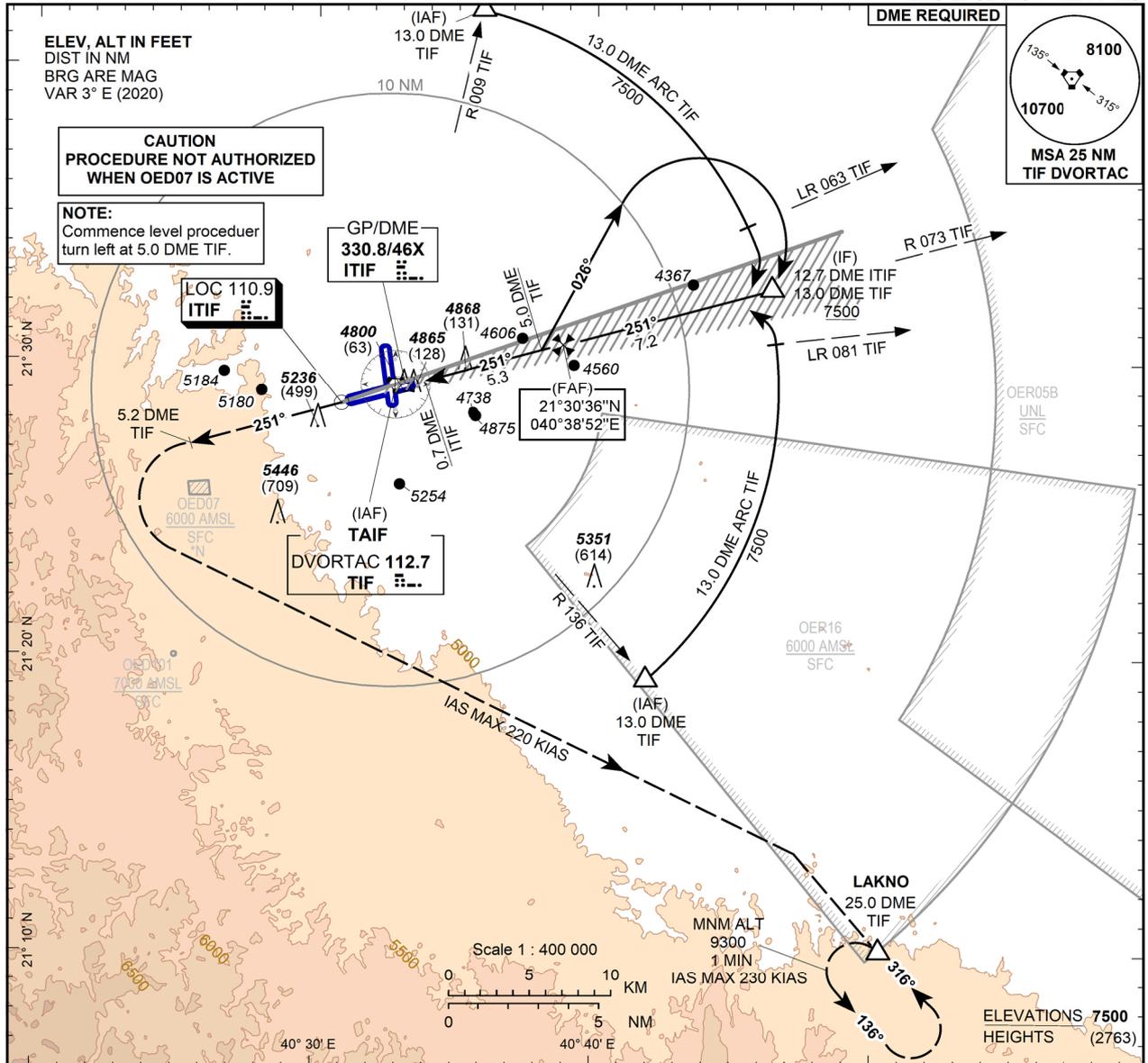
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 4848 ft  
HEIGHTS RELATED TO  
THR RWY 25 - ELEV 4737 ft**

TWR : 118.7 237.6  
APP : 119.7 349.5  
SMC : 121.9 335.3  
ATIS : 127.05

**TAIF/Taif Intl (OETF)**

**ILS Z or LOC RWY 25**



**TRANSITION ALT 13000  
TRANSITION LEVEL FL150**

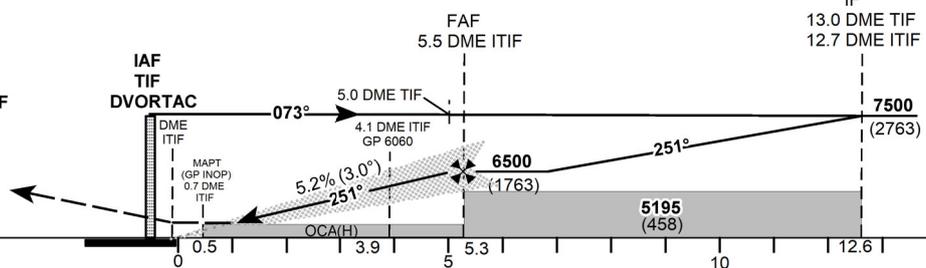
**MISSED APPROACH**

Climb to **9300 FT**, proceed on RWY heading until passing **5.2 DME TIF** then turn left (IAS MAX 220 KIAS) to join and follow **RDL 136 TIF** to **LAKNO** and hold.

**ILS RDH 60**

**THR ELEV 4737**

NM to/from **THR RWY 25**



		ACFT CAT	A	B	C	D									
Straight-in Approach	CAT I	OCA(H)	4988 (251)				GND SPEED	Knots	70	90	110	130	150	170	190
		RVR(m)	750					FAF-MAPT 4.8 NM	min:s	4:08	3:13	2:38	2:13	1:56	1:42
	GP INOP	OCA(H)	5340 (603)				Rate of Descent	ft/min	370	480	580	690	800	900	1010
		RVR(m)	2100												
Circling	OCA(H)	5580 (732)	5720 (872)	5860 (1012)	DME ITIF NM		2	3	4	5					
	VIS(m)	3400	4000	4900	ALT (HGT) 3.0° APCH		5380 (643)	5700 (963)	6020 (1283)	6340 (1603)					

- CIRCLING CAT D NOT AUTHORIZED BETWEEN RWY 07 AND RWY 35 CCW WHEN OED07 IS ACTIVE.  
- RVR/VIS Related DA (H) = OCA (H)

Amdt.: Original, 05 SEP 24 CHANGE: Plan view: LAKNO HLDG and missed approach revised.

ICAO PANS OPS