

## APRON CHART- GENERAL AVIATION APRON

## RIYADH/King Khaled Intl

### GENERAL AVIATION AIRCRAFT OPERATIONS PROCEDURE

#### A. GENERAL RULES:

1. Clearance must be obtained from ATC before aircraft engine start, aircraft tow and push back operations at GA ramp and all other locations at King Khaled International Airport.
2. Aircraft without radio contact with ATC and needs to be repositioned must be escorted by a vehicle equipped with two- way radio to contact ATC for clearance.
3. Aircraft that are allowed to start engines or taxi IN/OUT with the engines running at GA apron shall use minimal power when maneuvering at the apron, this is due to the limited space and to protect personnel, small aircraft, equipment and the buildings from the effect of the engine blast.
4. No aircraft is allowed to be parked at the covered (shaded) equipment parking (east and west of GA building).
5. Handling agencies must take all precautionary measures when maneuvering aircraft, especially large aircraft at GA Apron; this includes but not limited to:
  - \* Using the special procedure for handling aircraft at congested areas that may require the use of wing walkers and marshallsers.
  - \* Maintain the ICAO standard clearance when parking aircraft at GA apron.
6. TWY H2 Limited to aircraft CODE D and below except aircraft MD-11, DC-10 for all series, B767-400ER and IL-86.
7. The restricted aircraft and any aircraft with a wing span of 52m or greater are not allowed to use H-1 and H-4 taxiways IN and OUT of GA apron. H-3 is the only taxiway to be used for these aircraft.
8. Aircraft under GW 12,500 pounds, unattended on the apron for extended periods of time, regardless of the weather condition, shall be tied down.
9. At any time that winds are forecasted above 35 knots, that aircraft less than or equal to GW 25,000 pounds shall be tied down, and that all equipment will be moved from the vicinity of the aircraft and secured.

#### B. AIRCRAFT OPERATIONS:

1. These aircraft are allowed unrestricted operations to/from the General Aviation (GA) apron:

	B-727-100	DC-8-43	Fokker-all series
B-757	B-737	DC-9	Convair-all series
B-707			BAC111
B-727-200 (standard)			Caravelle

2. These aircraft are restricted in their operations to/from the General Aviation (GA) apron:

B-747 All Series	MD-11	C-17 Globe Master III	Antonov 124
B-777 All Series	DC-10 All Series	L-1011 All Series	IL-76
B-727 (advance)	DC-8-63/73		IL-62
B-767 All Series	DC-8-62/72		
	DC-8-61/71		
	DC-8-55		
Airbus - all models, except A318, A319, A320 & A321			

These aircraft are restricted from general operation in the GA area because of size or limiting

classification number (ACN) and due to Engine Blast danger; however the aircraft can use the GA area when certain operational conditions are met.

These conditions must be examined each time one of the listed aircraft, or an unlisted aircraft, is scheduled to use the GA area.

#### PROCEDURE:

- A. To obtain approval for aircraft on the restricted list to use the GA area, the handling agency shall contact the Duty Supervisor, Airfield Operations (DAS) at 221-3400/221-4444 at least one hour prior to the aircraft's arrival.
- B. To obtain approval for a large aircraft not listed above, the handling agency shall contact the DAS 24 hours prior to the aircraft's arrival.
- C. All aircraft mentioned in the restricted aircraft list and any large aircraft that is not listed with a wing span of 52m or greater, when approved to use GA apron shall comply with the following rules.

#### ARRIVAL TRAFFIC:

1. Upon landing at Runway 33R/15L, the aircraft shall exit the runway thru H-3 taxiway and taxi-in thru this taxiway to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
2. When landing at Runway 33L/15R or repositioning the aircraft from the Royal Apron to GA, aircraft shall also taxi-in thru H-3 taxiway and continue through this taxiway to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
3. Aircraft shall stop at the stop position, Aircraft engines shall be shut down and the aircraft will be towed-in to GA apron.

#### DEPARTURE TRAFFIC:

1. Aircraft shall not start engines at GA apron. Aircraft will be towed or pushed-back to the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
2. Aircraft can start engines and establish taxi-out from the marked Aircraft Stop position (GA-wide body aircraft stop position) located at the intersection of H-3 with GA apron.
3. Aircraft shall continue taxi-out thru H-3 taxiway to the runway.

#### NOTE:

More Detailed Procedure is available with the GA apron control and with the handling agencies.

CHANGES: General Rules Revised