

## Airport information:

Country: Oman

City: MUSCAT INTL

Coordinates: N 23° 35.6', E058 16.9

Elevation: 48

Customs: Customs

Fuel: 100LL, Jet A1

RFF: CAT 9, CAT 10 30MI N PNR

hours: H24

## Runways:

Runway 08

Takeoff length: 3584, Landing length: 3165

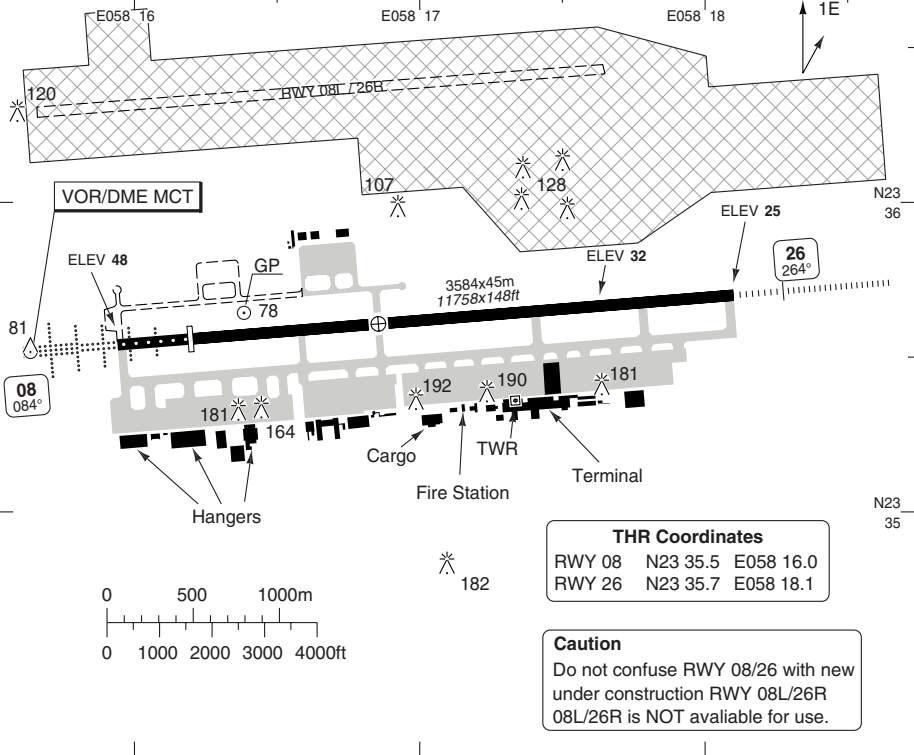
Runway 26

Takeoff length: 3584, Landing length: 3584

# AERODROME

Muscat GND <b>121.8</b>	TWR <b>118.4</b>	RAD <b>126.25</b> <b>134.75</b>	ATIS <b>126.8</b>	FIRE <b>121.6</b>	
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AD Elev <b>48</b>	ARP: N23 35.6 E058 16.9	RFF: CAT 9 , CAT 10: 30 mins PN	AD HR: H24
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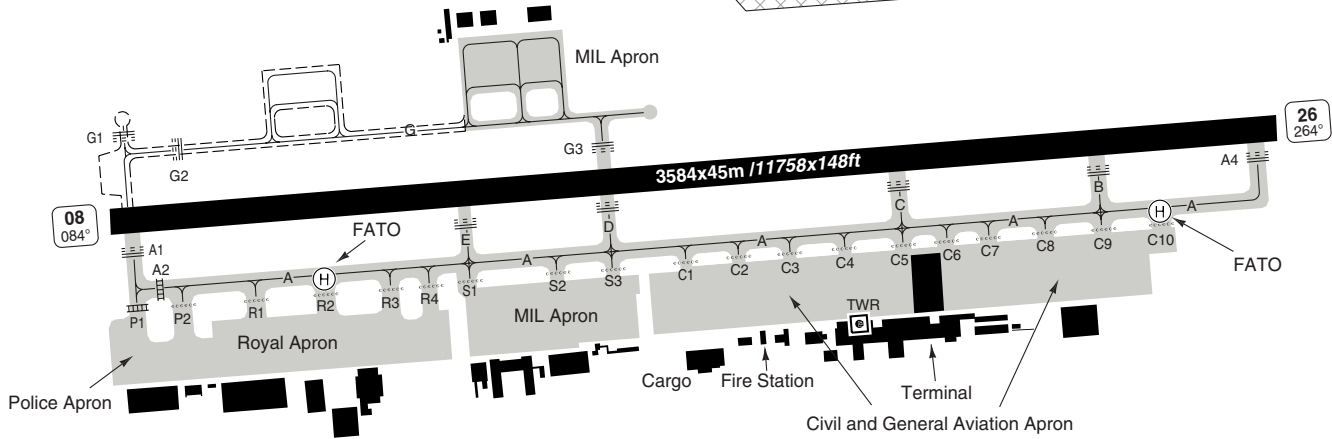
THR Coordinates	
RWY 08	N23 35.5 E058 16.0
RWY 26	N23 35.7 E058 18.1

**Caution**  
Do not confuse RWY 08/26 with new under construction RWY 08L/26R  
08L/26R is NOT available for use.

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
08	- 0.2	3584 / 11758	3165 / 10384	H-C	H	P 3° (62)
26	+0.2	3584 / 11758	3584 / 11758	H-D	H	P 3° (65)

STATE		TAKE OFF MINIMA	
RWY	Facilities	RVR A B C D	
08/26	RCL (day only) or RCL + REDL	<b>800m</b>	

Muscat GND 121.8	TWR 118.4	RAD 126.25 134.75	ATIS 126.8
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**Caution**  
Taxiway G is unlit

**Caution**  
Various lit masts from 95-192ft  
high situated at edges of civil apron

**Note**  
A380 to hold parallel to Runway 08/26

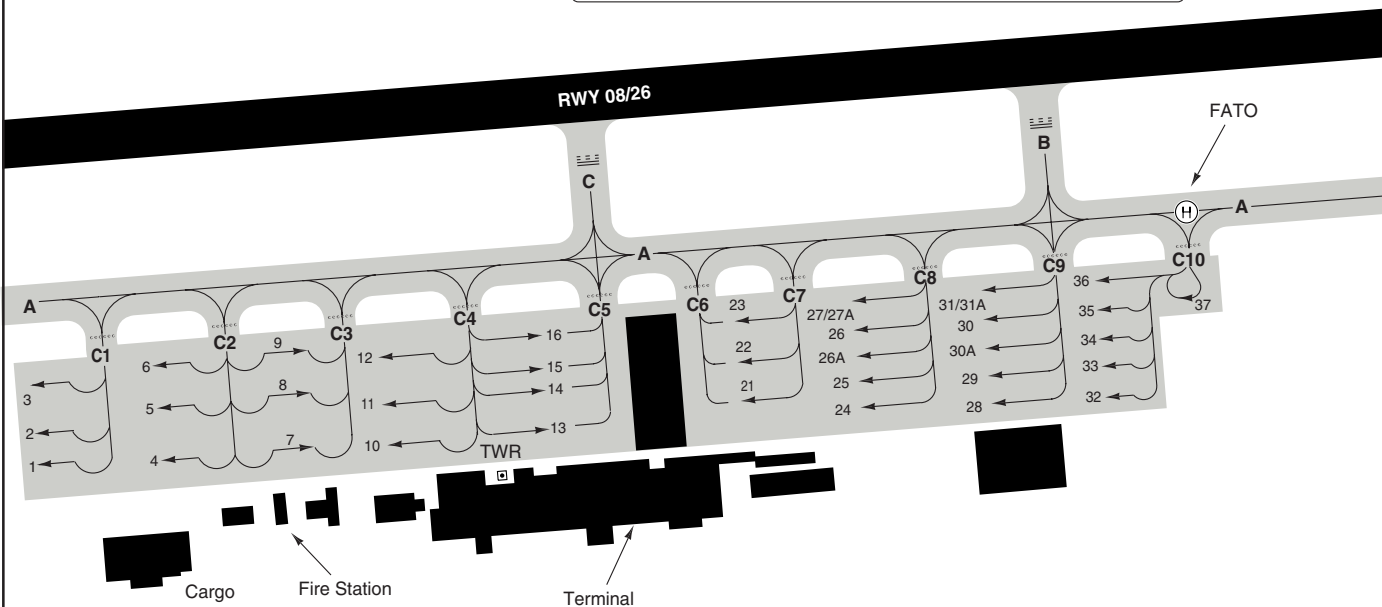
Muscat GND	TWR	RAD	ATIS
121.8	118.4	126.25	126.8
		134.75	

**NOTE:**

Push back clearance from Tower required for stands 1-3, push and pull to C1 hold

**Parking position coordinates**

1	N23 35.3	E058 17.0	21-23	N23 35.4	E058 17.6
2, 3	N23 35.4	E058 17.0	24-26, 26A	N23 35.4	E058 17.7
4	N23 35.3	E058 17.1	27, 27A	N23 35.5	E058 17.7
5, 6	N23 35.4	E058 17.1	28-30, 30A	N23 35.4	E058 17.8
7	N23 35.3	E058 17.2	31, 31A	N23 35.5	E058 17.8
8, 9	N23 35.4	E058 17.2	32-34	N23 35.4	E058 17.9
10, 11, 12	N23 35.4	E058 17.3	35 - 37	N23 35.5	E058 17.9
13-16	N23 35.4	E058 17.4			



THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Change: RAD freq, stand 37

GROUND Parking

10 - 3 | 22 FEB 12

Oman - OOMS / MCT  
INTL MUSCAT

## GENERAL

## INTL MUSCAT

## GENERAL

**1. AERODROME RESTRICTION**

- 1.1 Aerodrome is restricted to aircraft capable of two way communication with Muscat ATC.
- 1.2 Non-scheduled and private flights 72hrs PPR.

**2. WARNING**

Bird hazard in vicinity of airport, large solitary predatory birds in area, pilots are advised to exercise extreme caution when approaching or departing particularly below 3000ft. Pilot reports of bird concentrations is requested.

**3. CAUTION:**

- 3.1 Various lit masts from 95-192ft high situated at edges of civil apron.
- 3.2 TWY G is unlit.
- 3.3 Aircraft on final approach may be subject to unauthorised targeting by laser pointing devices operated by members of the public. Pilots experiencing such targeting must immediately inform ATC who will take necessary reporting action.
- 3.4 RWY 08/26 thresholds identification lights (RTIL) operating H24. Unless otherwise notified by ATC, pilots should only land on the RWY-in-use that is indicated by the flashing white RTILs. RWY 08L/26R which is marked by illuminated elevated white X is under construction and is not to be used for landing under any circumstances.

**4. TRANSPONDER**

- 4.1 Transponder operation on apron is not permitted except with ATC permission.
- 4.2 Departing aircraft shall squawk STBY until take off clearance is received

**5. CIRCUITS**

- 5.1 RWY 26 right hand.

**6. TRAFFIC NOTES**

- 6.1 Local flights must obtain permission from OMAN CAA.

**7. A380/AN124 OPERATIONS**

- 7.1 A380 to taxi on TWY A, TWY B,C,E available as an alternate but judgemental over steer must be used on the turn to/from TWY A.
- 7.2 On TWY A, exercise caution, use taxi camera and reduce speed with outboard engines at idle thrust. OAMC to inspect RWY and TWY A before and after each A380 movement.
- 7.3 RWY holding positions G3 and TWY holding positions B,C,D and E are not available to other aircraft while the A380 is on TWY A or the RWY.
- 7.4 Aircraft holding at C1-C10, S1-S3, R1-R4 and P1,P2 must be south of the holding position when A380 on TWY A.
- 7.5 A380 MTOW 540000kg unless authorised by OAMC.
- 7.6 An A380 can be on TWY A at the same time as another A380 is on the RWY.
- 7.7 A380 holding positions to be parallel to RWY on TWY A at A2 or near Taxiway C10.
- 7.8 A380 to use stand 5, entry via TWY C2 and exit via TWY C1.
- 7.9 When A380 on stand 5, stand 4 and 6 must be limited to code C max aircraft size, B773, B747, A345 and A346 not permitted on stand 3.
- 7.10 Aircraft to be marshalled on/off stand with wing walkers on both sides of in use TWY (C1, C2 or C3), pilots to use judgemental over steer.
- 7.11 Stand 8 is alternate for a second A380, entry via TWY C2 and exit via Taxiway C3.
- 7.12 When A380 on stand 8, stands 7 and 9 must be limited to code C max aircraft size.
- 7.13 If necessary OAMC may allocate other stands for A380 use.
- 7.14 Aircrew are to advise Muscat ground the time at which the ACFT will be ready for start-up at least 10 mins before start-up.

10 - 5

## GENERAL

## ARRIVAL

## 1. COMMUNICATION FAILURE

1.1 At or above **9000**:

1.1.1 If in VMC, continue flight in VMC.

1.1.2 If in IMC, proceed direct to D114.5 MCT VOR at last assigned level and comply with standard communication failure procedures. If unable to land climb in holding pattern and depart controlled airspace at applicable minimum en-route level to alternate aerodrome.

1.2 Below **9000**:

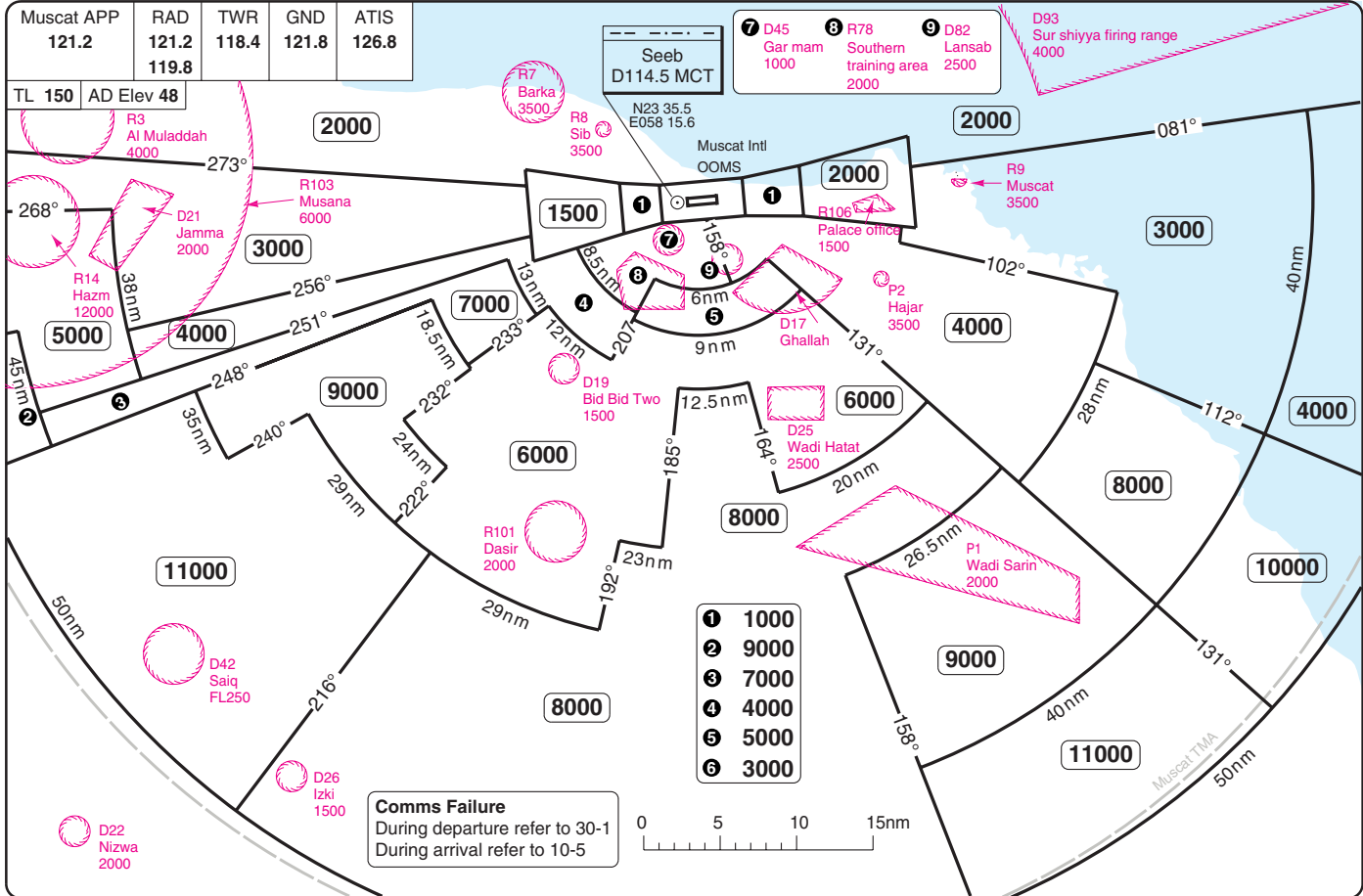
1.2.1 If in VMC, continue flight in VMC.

1.2.2 If in IMC, climb immediately to applicable minimum safe altitude, proceed direct to D114.5 MCT VOR and comply with standard communication failure procedures. If unable to land climb in holding pattern and depart controlled airspace at applicable minimum en-route level to alternate aerodrome.

1.2.3 If in IMC, when on a heading to intercept RWY 08/26 extended centreline and a failure is experienced or suspected, make the shortest turn onto a HDG 020°, climb to **5000** and then proceed to D114.5 MCT VOR and comply with standard communication failure procedures. If unable to land climb in holding pattern and depart controlled airspace at applicable minimum en-route level to alternate aerodrome.

1.3 NOTE: Due to terrain south of RWY 08/26 extended centreline, pilots must monitor position on VOR/DME or LOC when on intercept heading. Pilots must ensure they do not proceed through the extended centreline unless positively instructed by ATC.

Change: RAD freq. Area



RADAR Minimum Altitudes

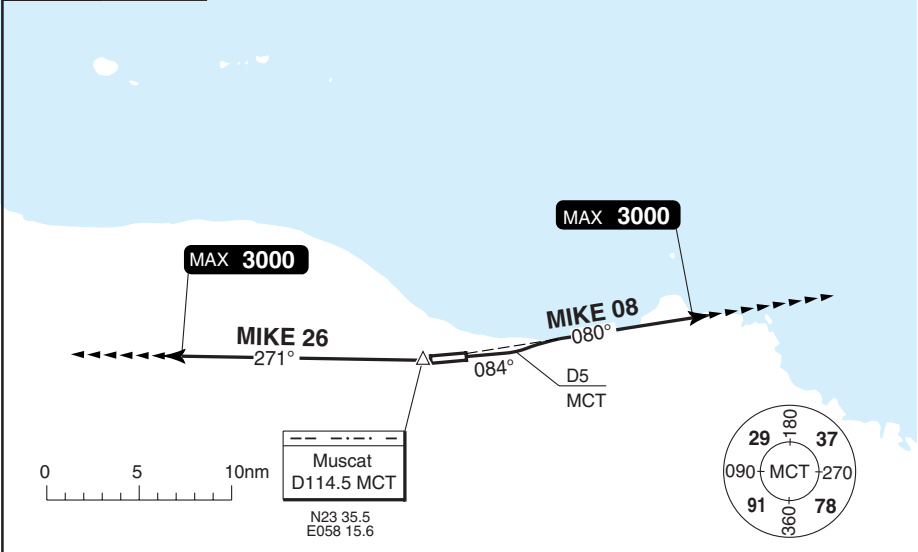
20 - 1 | 22 FEB 12

Oman - OOMS / MCT  
INTL MUSCAT

**SID** RADAR DEPARTURES

Muscat GND <b>121.8</b>	TWR <b>118.4</b>	APP <b>121.2</b>	RAD <b>126.25</b> <b>134.75</b>	ATIS <b>126.8</b>
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TA **13000** AD Elev **48**



30 - 1

**COMMS FAILURE**

**MIKE 08**, Squawk 7600, continue on R080 MCT maintain **3000** or last assigned radar instructions to D20 MCT. Then:

For R462 - track T500 to VUSET then R462.

For G216 - track direct to ITILA then G216.

For traffic entering Mumbai FIR via RASKI, PARAR and TOTOX - continue on R080 until passing **5000** then track direct to MUSRU.

Climb to **FL230** or flight planned level if lower or last assigned level if higher, enroute destination.

Other routes turn left, climb to set course over MCT at **12000**, then climb to **FL200** or planned level if lower (westbound) or **FL230** or planned level if lower (eastbound) or last assigned level if higher, enroute destination.

**MIKE 26**, Squawk 7600, continue on R271 MCT maintain **3000** or last assigned radar instructions to D20 MCT. Then:

For P899 (westbound) track via L764 to IVETO, then PAXIM to ITRAX

For P574, M762 or B540 route via T508

Climb to **FL200** or planned level if lower, or assigned level if higher, enroute destination.

Other routes turn right, climb to set course over MCT at **12000**, then climb to **FL200** or planned level if lower (westbound) or **FL230** or planned level if lower (eastbound) or last assigned level if higher, enroute destination.

**NOTE:** RCF aircraft observed on radar to be flying other than the above procedure will be assumed to be an emergency situation and will have priority for landing at Muscat.

**Speed:** Max 250kt below **10000**

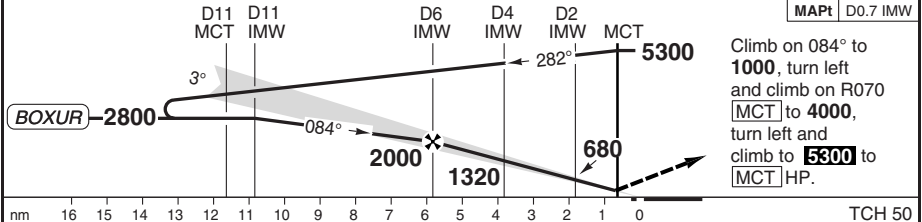
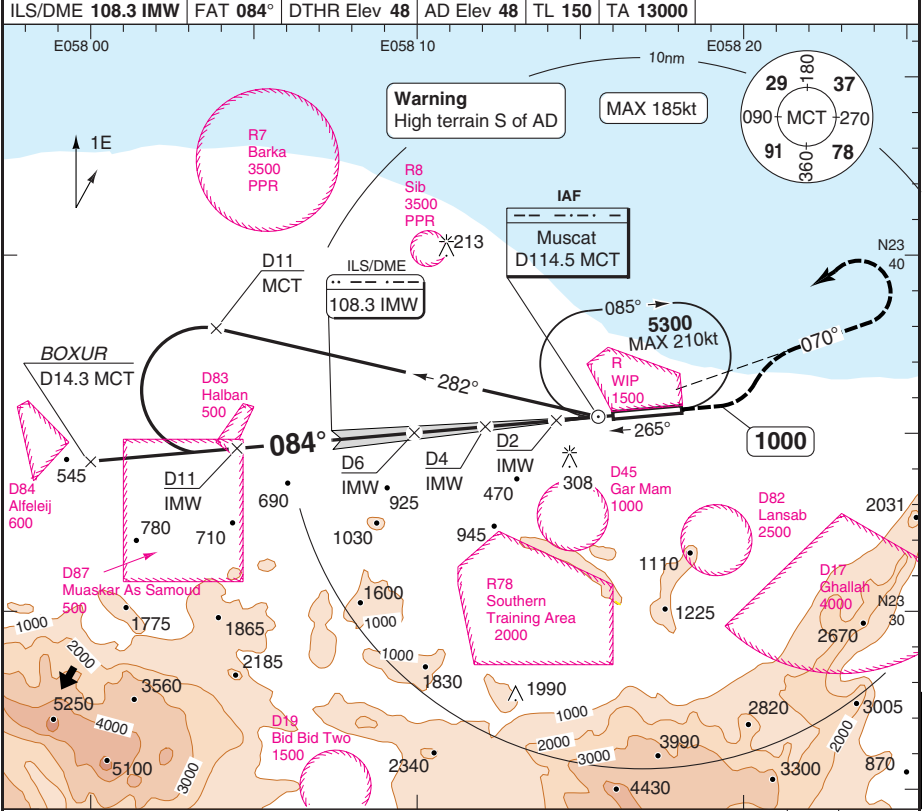
**Alt Restriction:** Climb to **3000**

SID	RWY	Routeing
MIKE 08	08	Climb on 084° to intercept R080 MCT prior to D5 MCT - Radar Vectors
MIKE 26	26	Climb to MCT - turn right R271 MCT - Radar Vectors

Change: RAD freq

ILS RWY 08 CAT C/D

Muscat APP 121.2	RAD 126.25 134.75	TWR 118.4	GND 121.8	ATIS 126.8
ILS/DME 108.3 IMW		FAT 084°	DTHR Elev 48	AD Elev 48
E058 00		E058 10		E058 20



Climb on 084° to 1000, turn left and climb on R070 [MCT] to 4000, turn left and climb to 5300 to [MCT] HP.

nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 50
ACFT	ILS+DME		LOC+DME		Circling <b>a</b>													
C	260 (209) 800m		430 (377) 1000m		660 (612) 2.4km													
D	280 (227) 800m				750 (700) 3.6km													

**a** North of RWY only.

DME IMW	3.0° ALT	LDA 3165x45 10383x148ft P 3° (62)
8.4	2800	
7	2330	
6	2000	
5	1680	
4	1350	
3	1020	
2	690	
1.2	420	

GS	80	100	120	140	160
ROD 3.0°	430	540	640	760	850

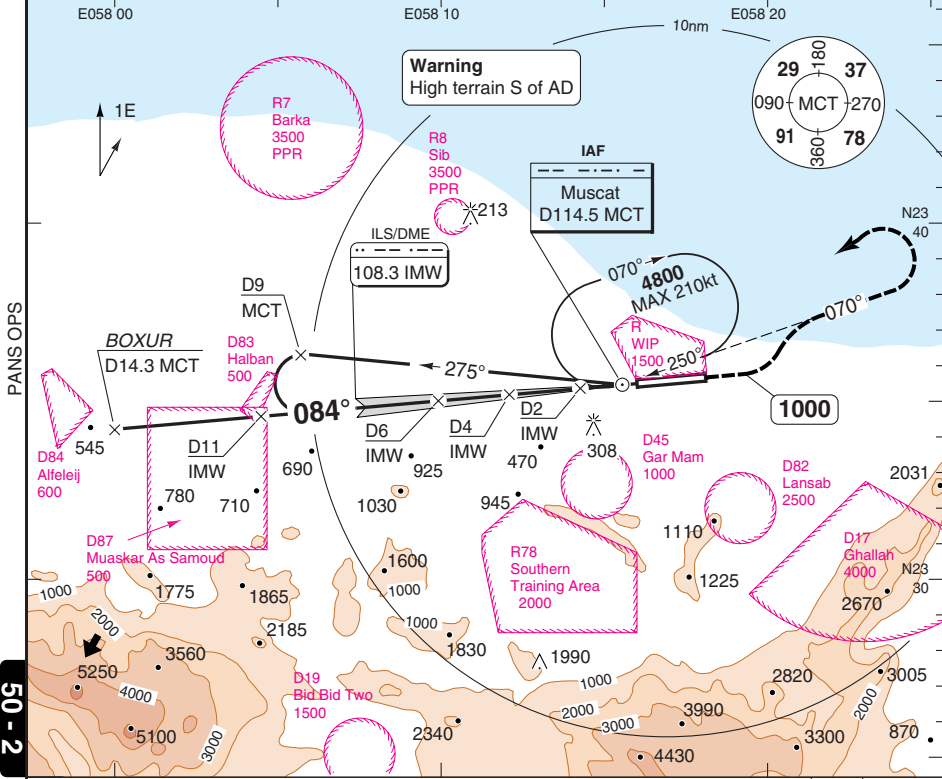
Change: RAD freq, Restricted area, Minima

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ILS RWY 08 CAT A/B

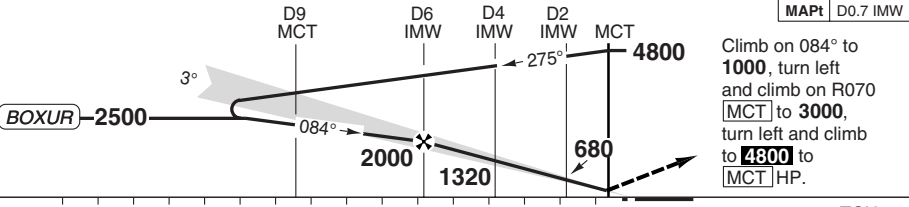
Muscat APP 121.2	RAD 126.25 134.75	TWR 118.4	GND 121.8	ATIS 126.8
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ILS/DME 108.3 IMW	FAT 084°	DTHR Elev 48	AD Elev 48	TL 150	TA 13000
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PANS OPS

50 - 2



nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 50

ACFT	ILS+DME	LOC+DME	Circling <b>a</b>
A	250 (200) 800m	430 (377) 1000m	550 (500) 1.6km <b>b</b>
B			

**a** North of RWY only.  
**b** CAT A: 490 (442) 1.5km

DME IMW	3.0° ALT	LDA 3165x45 10383x148ft P 3° (62)
8.4	2800	
7	2330	
6	2000	
5	1680	
4	1350	
3	1020	
2	690	
1.2	420	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	750	860

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Change: RAD freq, Restricted area, Minima

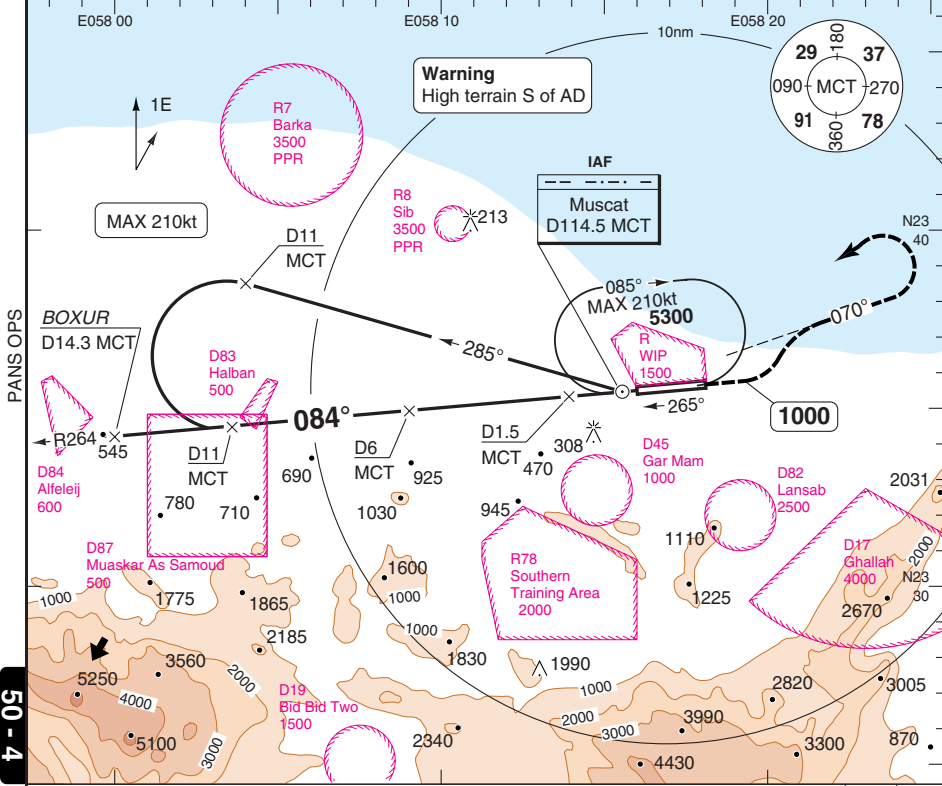
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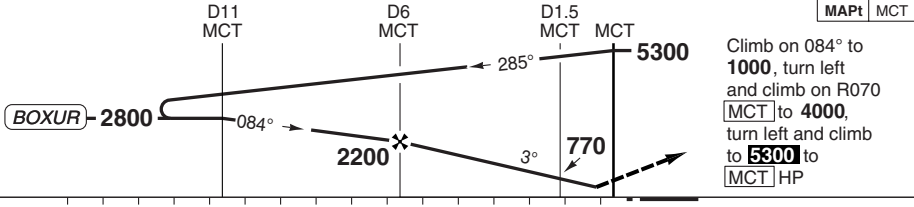
VOR/DME RWY 08 CAT C/D

Muscat APP 121.2	RAD 126.25 134.75	TWR 118.4	GND 121.8	ATIS 126.8
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VOR/DME 114.5 MCT	FAT 084°	DTHR Elev 48	AD Elev 48	TL 150	TA 13000
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50 - 4



Climb on 084° to 1000, turn left and climb on R070 to 4000, turn left and climb to 5300 to MCT HP

nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
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ACFT VOR+DME Circling **a** **a** North of RWY only.

C	450 (402) 1200m	660 (612) 2.4km
		750 (700) 3.6km

DME MCT	3.0° ALT	LDA 3165x45 10383x148ft P 3° (62)
7.8	2800	
6	2220	
5	1900	
4	1570	
3	1250	
2	930	
0.5	450	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	750	860

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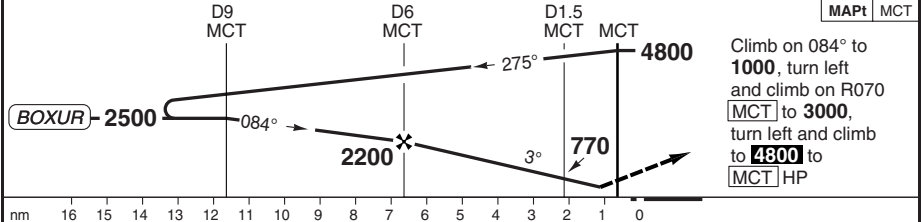
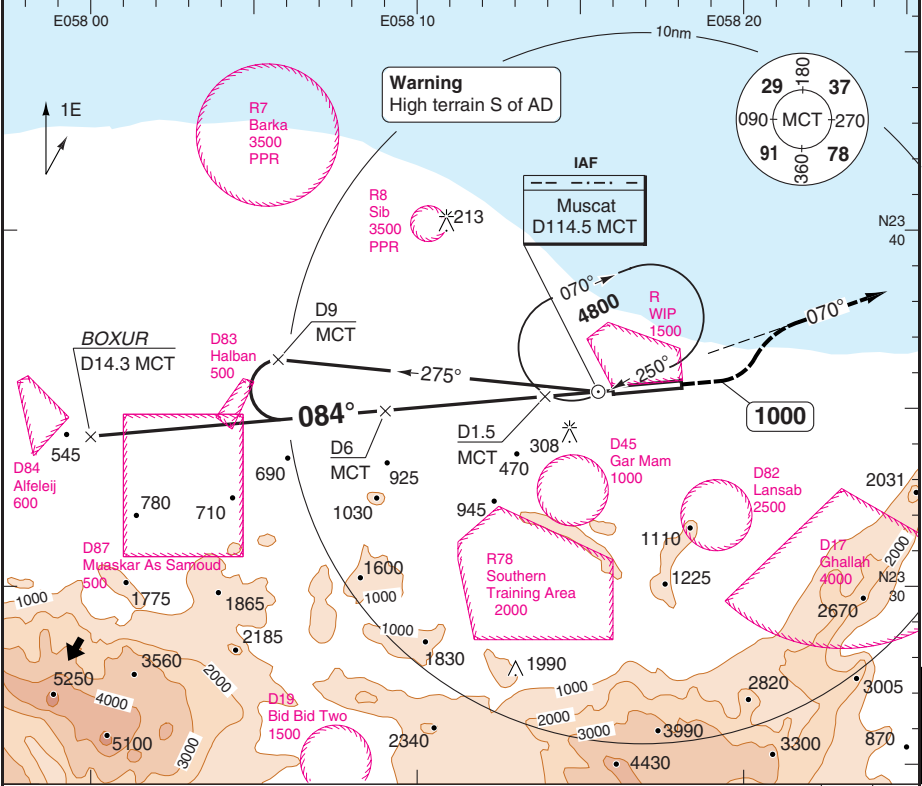
FALS

VOR/DME RWY 08 CAT A/B

INTL MUSCAT

Muscat APP 121.2	RAD 126.25 134.75	TWR 118.4	GND 121.8	ATIS 126.8
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VOR/DME 114.5 MCT	FAT 084°	DTHR Elev 48	AD Elev 48	TL 150	TA 13000
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nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT	<b>VOR+DME</b>		<b>Circling a</b>		<b>a</b> North of RWY only.												
A	490 (442) 1.5km																
B	450 (402) 1200m																
	550 (500) 1.6km																
GS	80	100	120	140	160												
ROD 3.0°	430	540	650	750	860												
DME MCT	3.0° ALT	LDA 3165x45 10383x148ft P 3° (62)															
7.8	2800																
6	2220																
5	1900																
4	1570																
3	1250																
2	930																
0.5	450																

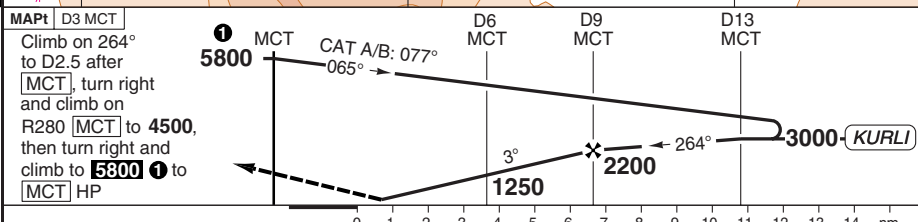
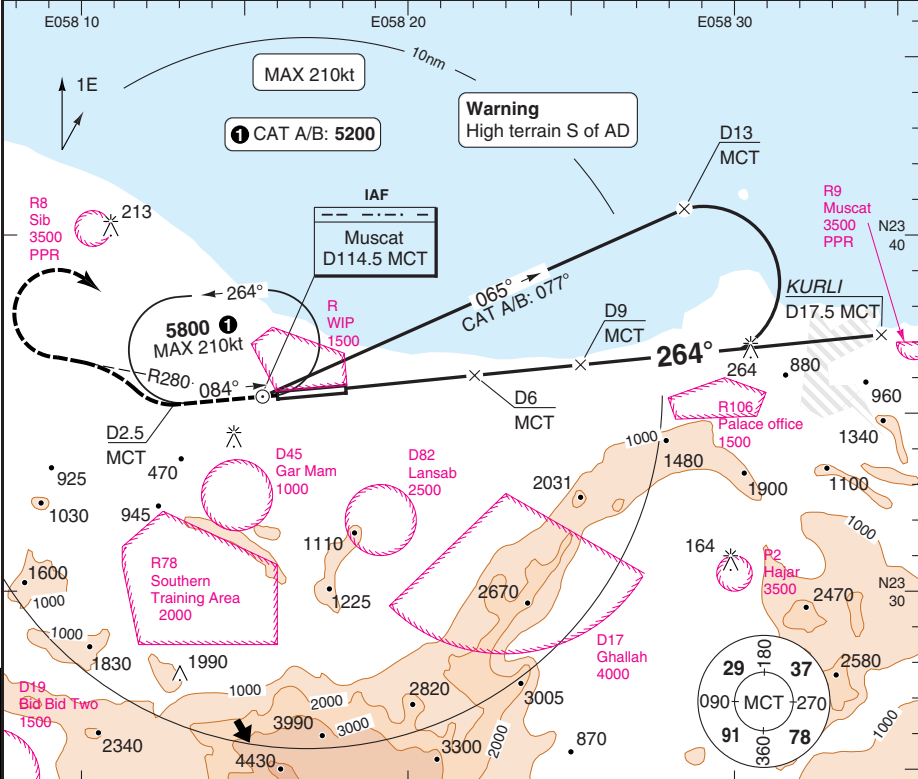
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# VOR/DME RWY 26

Muscat APP 121.2	RAD 124.25 134.75	TWR 118.4	GND 121.8	ATIS 126.8
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VOR/DME 114.5 MCT	FAT 264°	THR Elev 25	AD Elev 48	TL 150	TA 13000
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ACFT	VOR+DME	Circling <b>a</b>	<b>a</b> North of RWY only.					DME MCT ALT	LDA 3584x45 11758x148ft P 3° (65)			
A	500 (473) 1500m	490 (442) 1.5km	3.0°	3000	11.4	10	8	7	6	5	4	3.4
B		550 (500) 1.6km	10	2560	8	1910	7	1580	6	1250	5	930
C		660 (612) 2.4km	7	1580	6	1250	5	930	4	600	3.4	400
D		750 (700) 3.6km	6	1250	5	930	4	600	3.4	400		
GS	80	100	120	140	160							
ROD 3.0°	430	540	650	760	860							

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EU OPS  
50 - 6

## JAR-OPS Landing Minima

INTL MUSCAT

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
08	ILS/DME	260	210	600	1000	280	230	600	1000
08	LLZ/DME	420	380	1000	1800	420	380	1400	2000
08	VOR/DME	450	410	1000	1800	450	410	1400	2000
26	ILS/DME	250	220	600	1000	260	230	600	1000
26	LLZ/DME	440	420	1000	1800	440	420	1400	2000
26	VOR/DME	400	380	1000	1800	400	380	1400	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All procs (1)		660	620	2400	750	700	3600

Notes:

(1) North of Rwy 08/26 only.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
08/26	REDL and/or RCL	400	-	400	-
08/26	Nil (Day only)	500	-	500	-

Notes:

## JAR-OPS Landing Minima

INTL MUSCAT

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
08	ILS/DME	250	200	550	1000	250	200	550	1000
08	LLZ/DME	420	380	900	1500	420	380	1000	1500
08	VOR/DME	450	410	900	1500	450	410	1000	1500
26	ILS/DME	230	200	550	1000	240	210	600	1000
26	LLZ/DME	440	420	900	1500	440	420	1000	1500
26	VOR/DME	400	380	900	1500	400	380	1000	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All procs (1)		490	450	1500	550	500	1600

Notes:

(1) North of Rwy 08/26 only.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
08/26	REDL and/or RCL	400	-	400	-
08/26	Nil (Day only)	500	-	500	-

Notes: