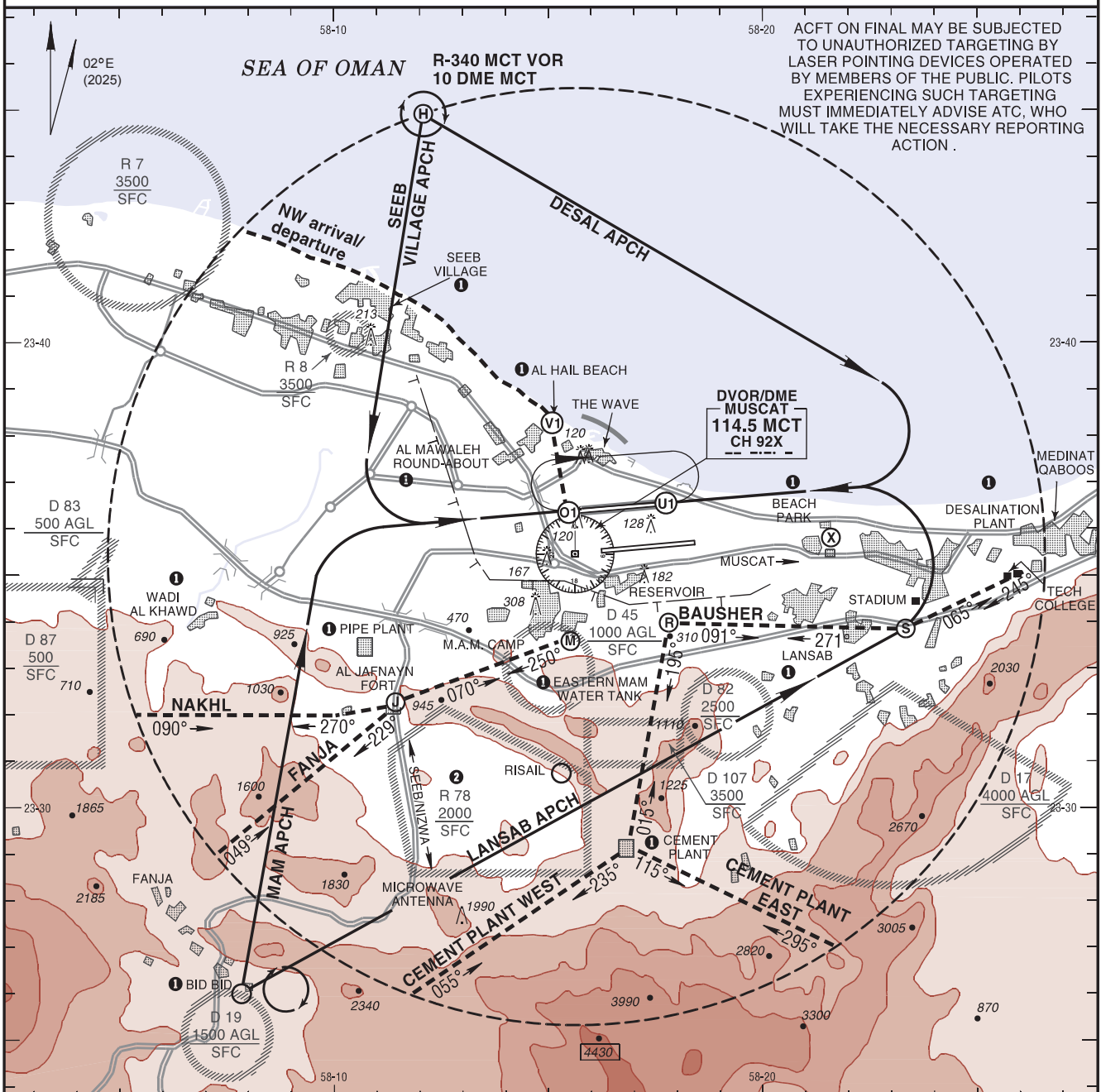


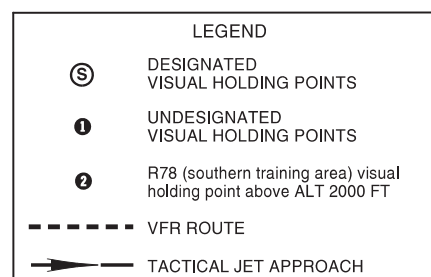
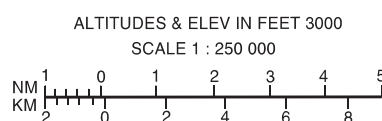
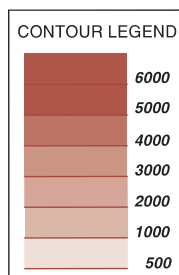
AD ELEV 49 FT

Muscat Information	126.800	Muscat Approach	121.200
Muscat Tower North	118.825	Muscat Ground North	127.875
Muscat Tower South	118.4	Muscat Ground South	121.800

MUSCAT/Muscat Intl
OMAN

ACFT ON FINAL MAY BE SUBJECTED TO UNAUTHORIZED TARGETING BY LASER POINTING DEVICES OPERATED BY MEMBERS OF THE PUBLIC. PILOTS EXPERIENCING SUCH TARGETING MUST IMMEDIATELY ADVISE ATC, WHO WILL TAKE THE NECESSARY REPORTING ACTION.

FOR TEXTUAL DESCRIPTION OF VFR ARRIVALS/DEPARTURES
AND TACTICAL JET APPROACHES REFER TO REVERSE



CHANGE: Page Renumbered. VAR Updated

MUSCAT CONTROL ZONE

NORTHWEST

ARRIVALS RWY 08L

VFR traffic arriving landing direction 08L from north- west shall maintain 1500 FT and route via the coastlineto Holding Point VICTOR ONE N233816 E0581506 (Al Hail Beach). With ATC clearance proceed to remain west of THR RWY 08L to point OSCAR ONE (End of THR RWY 08L) to land or as instructed by Muscat TWR.

DEPARTURE RWY 08L

VFR traffic to the northwest, subject to ATC clearance shall climb to 1500 FT and proceed on taxiway/ runway heading to point UNIFORM ONE (end of thresh-old RWY 26R) to remain east of THR RWY 26R to follow 18 November ST dual carriage way to point VICTOR ONE N233816 E0581506 (Al Hail Beach). Then proceed along the coastline to zone boundary or as instructed by Muscat Approach.

VFR DEPARTURE ROUTES

BAUSHER

Point Romeo (N23 34.0 E058 17.8) Reservoir 091° Mag to Point Sierra (N23 33.8 E058 23.3) Stadium 065° Mag to 10 DME MCT (N23 35.0 E058 26.3). Not above 2000 FT AMSL unless otherwise cleared by ATC.

CEMENT PLANT EAST

Point Romeo (N23 34.0 E058 17.8) Reservoir 195° Mag to Cement Plant (N23 29.1 E058 16.8) 115° Mag to 10 DME MCT (N23 27.0 E058 21.2). Not above 2000 FT AMSL unless otherwise cleared by ATC.

CEMENT PLANT WEST

Point Romeo (N23 34.0 E058 17.8) Reservoir 195° Mag to Cement Plant (N23 29.1 E058 16.8) 235° Mag to 10 DME MCT (N23 26.0 E058 11.5). Not above 2000 FT AMSL unless otherwise cleared by ATC.

TACTICAL JET APPROACHES

MAM Approach RWY 08L

Route direct to BIDBID at 3500 FT. From BIDBID, with ATC clearance, route direct to 5 DME initial, for RWY in use, not below 2500 FT until west abeam pipe plant then descend not below 1500 FT for run and break.

LANSAB Approach RWY 26R

Route direct to BIDBID at 3500 FT. From BIDBID with ATC clearance, route to LANSAB at 3500 FT. At LANSAB turn left for 7 DME initial, for RWY in use, not below 2500 FT until north of BAUSHER Stadium then descend not below 1500 FT for run and break.

SEEB VILLAGE Approach RWY 08L

Route direct to Hotel at 2500 FT. From Hotel with ATC clearance route direct to 5 DME initial, for RWY in use, not

below 2000 FT until crossing SEEB/SUHAR road, then descend not below 1500 FT for run and break.

ARRIVALS RWY 26R

VFR traffic arriving for landing direction 26R from north west shall maintain 1500 FT and route via coastline to holding point VICTOR ONE N233816 E0581506 (Al Hail Beach). With ATC clearance enter the circuit or proceed to remain east of THR RWY 26R (helicopters) to point UNIFORM ONE (End of THR RWY 26R) to land or as instructed by Muscat TWR.

Departure RWY 26R

VFR traffic to the northwest, subject ATC clearance shall climb to 1500 FT and proceed on TWY/RWY heading to point OSCAR ONE (End of THR RWY 08L) to remain west of THR RWY 08L to point VICTOR ONE N233816 E0581506 (Al Hail Beach). Then proceed to remain west of the dual carriage way via coastal departure or as instructed by Muscat Approach.

Fanja

Point Mike (N23 33.5 E058 15.5) Eastern MAM Water Tank, 250° Mag to Point Juliette (N23 32.2 E058 11.4) Al JAFNAYN Fort 229° Mag to 10 DME MCT (N23 29.0 E058 07.6). Not above 2000 FT AMSL unless otherwise cleared by ATC.

Nakhl

Point Mike (N23 33.5 E058 15.5) Eastern MAM Water Tank, 250° Mag to Point Juliette (N23 32.2 E058 11.4) Al JAFNAYN Fort 229° Mag to Turning Point, TP (N23 32.0 E058 10.0) 270° Mag to 10 DME MCT (N23 32.0 E058 05.1). Not above 2000 FT AMSL unless otherwise cleared by ATC.

Note: VFR arrivals may fly the reverse of the above routes.

DESAL APPROACH RWY 26R

Route to Hotel at 2500 FT. From Hotel with ATC clearance, route direct for 7 DME initial, for runway in use, not below 2000 FT until intersect extended runway centre line, then descend not below 1500 FT for run and break.

Note 1: Tactical Jet aircraft may be held at BIDBID at 3500 FT or Point Hotel at 2500 FT right hand pattern until ATC Approach clearance is available.

Note 2: These approaches are separated from BAUSHER to NAKHL routes.

Note 3: Unless holding, tactical jets will fly at speeds up to 450 KT.