

OMSJ/SHJ
SHARJAH INTL

13 AUG 10

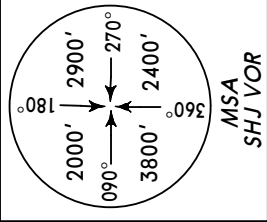
2

SHARJAH, UAE

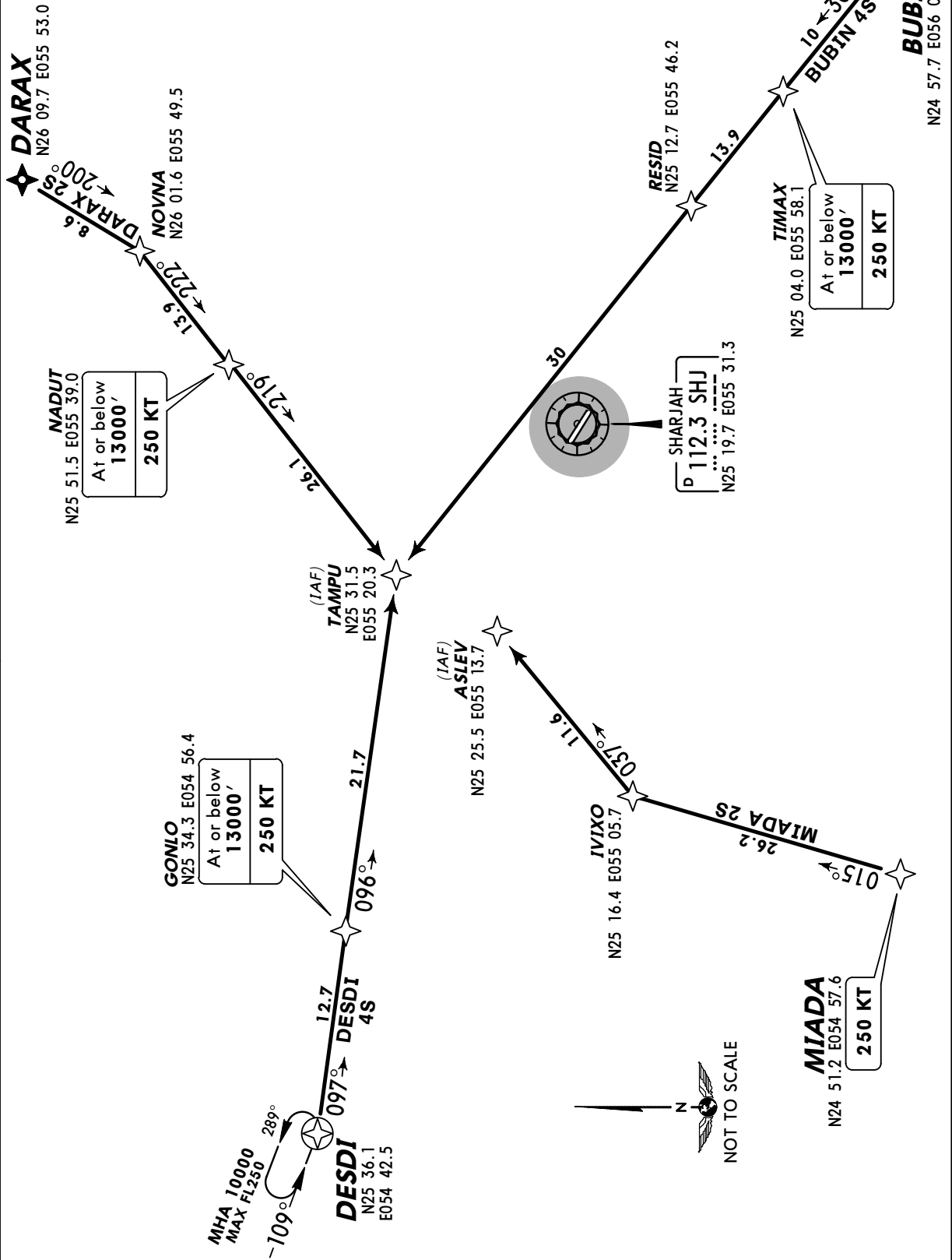
RNAV STAR

Apt Elev
116'

Alt Set: hPa Trans level: FL150 Trans alt: 13000'
On initial call pass aircraft callsign, passing level and STAR designation if applicable to DUBAI Arrivals.



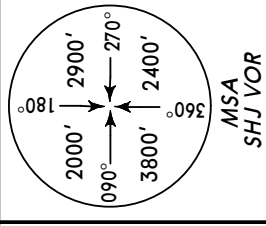
**BUBIN 4S [BUBI4S]
DARAX 2S [DARA2S]
DESDI 4S [DESD4S]
MIADA 2S [MIAD2S]
RWY 12 RNAV ARRIVALS
RNAV 5**



NOT TO SCALE

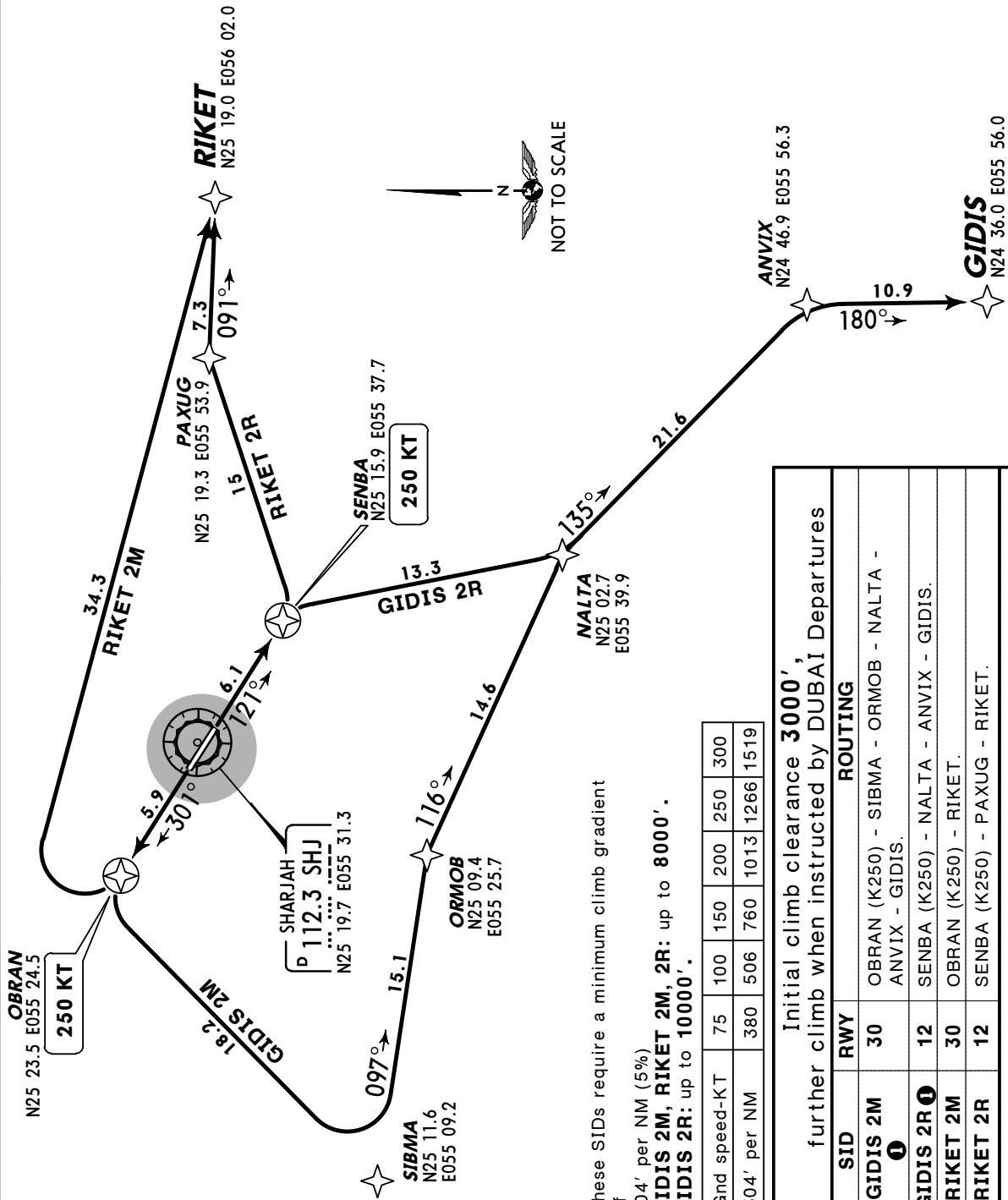
Apt Elev
116'

Trans level: FL150 Trans alt: 13000'
 1. Contact DUBAI Departures as soon as possible after passing 500'.
 2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator.
 3. If unable to comply advise ATC at start-up.



GIDIS 2M [GIDI2M]
 GIDIS 2R [GIDI2R]
 RIKET 2M [RIKE2M]
 RIKET 2R [RIKE2R]
 RWYS 30, 12 RNAV DEPARTURES
 RNAV 5

SPEED MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient of 304' per NM (5%)
GIDIS 2M, RIKET 2M, 2R: up to 8000'.
GIDIS 2R: up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

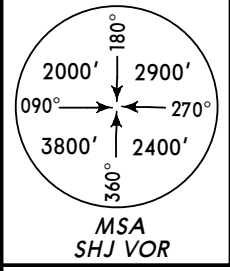
Initial climb clearance 3000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
GIDIS 2M ①	30	OBRAN (K250) - SIBMA - ORMOB - NALTA - ANVIX - GIDIS.
GIDIS 2R ①	12	SENBA (K250) - NALTA - ANVIX - GIDIS.
RIKET 2M	30	OBRAN (K250) - RIKET.
RIKET 2R	12	SENBA (K250) - PAXUG - RIKET.

① Provide ATC on start-up with crossing altitude or level at ANVIX.

Apt Elev **116'**

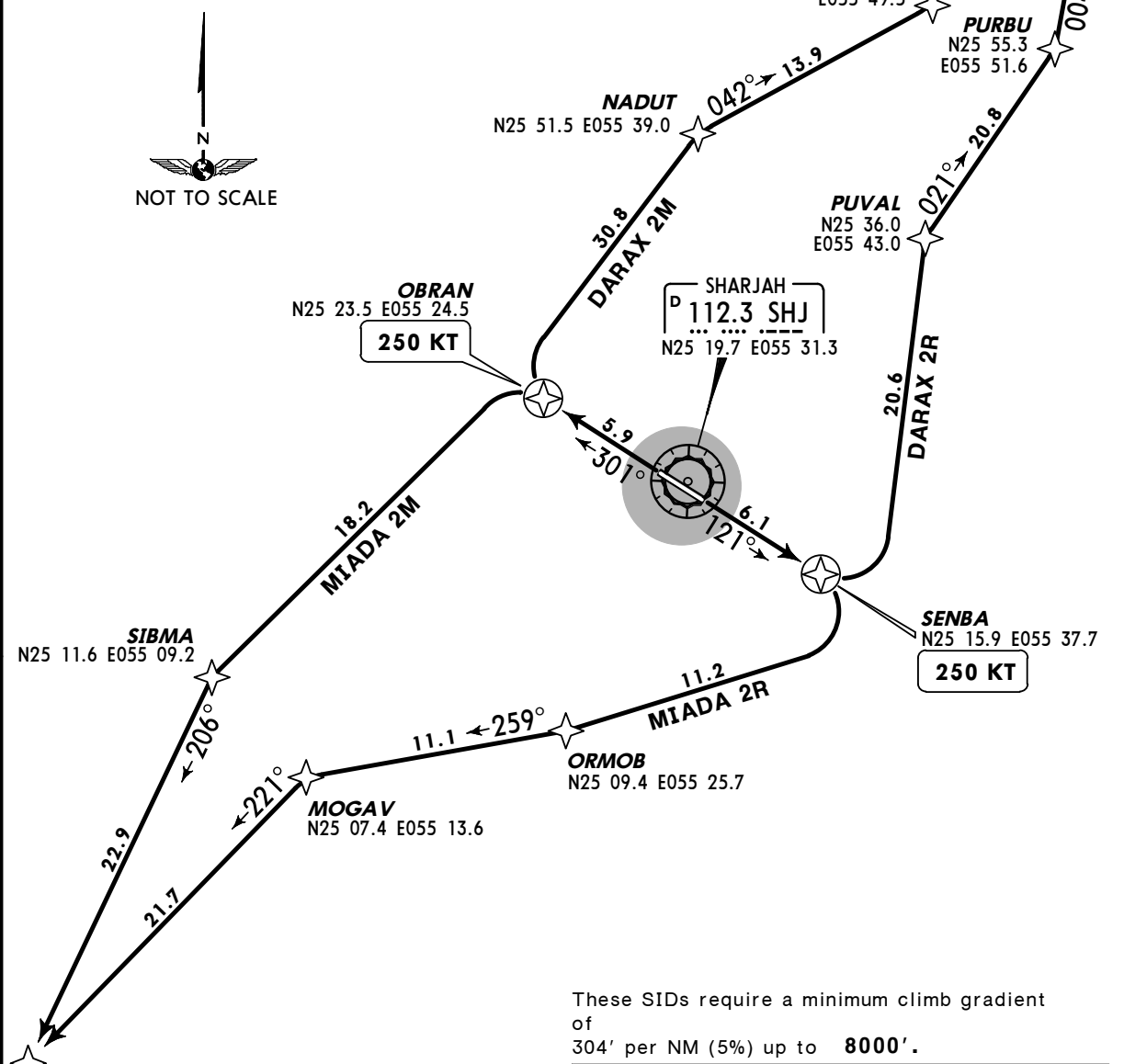
Trans level: FL150 Trans alt: 13000'

1. Contact DUBAI Departures as soon as possible after passing 500'.
2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator.
3. If unable to comply advise ATC at start-up.



DARAX 2M [DARA2M]
DARAX 2R [DARA2R]
MIADA 2M [MIAD2M]
MIADA 2R [MIAD2R]
RWYS 30, 12 RNAV DEPARTURES
RNAV 5

SPEED: MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient of 304' per NM (5%) up to **8000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

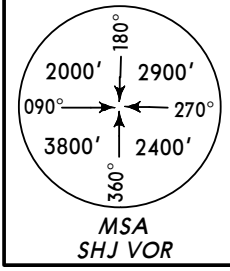
Initial climb clearance **3000'**, further climb when instructed by DUBAI Departures

SID	RWY	ROUTING
DARAX 2M	30	OBRAN (K250) - NADUT - NOVNA - DARAX.
DARAX 2R	12	SENBA (K250) - PUVAL - PURBU - DARAX.
MIADA 2M	30	OBRAN (K250) - SIBMA - MIADA.
MIADA 2R	12	SENBA (K250) - ORMOB - MOGAV - MIADA.

Apt Elev
116'

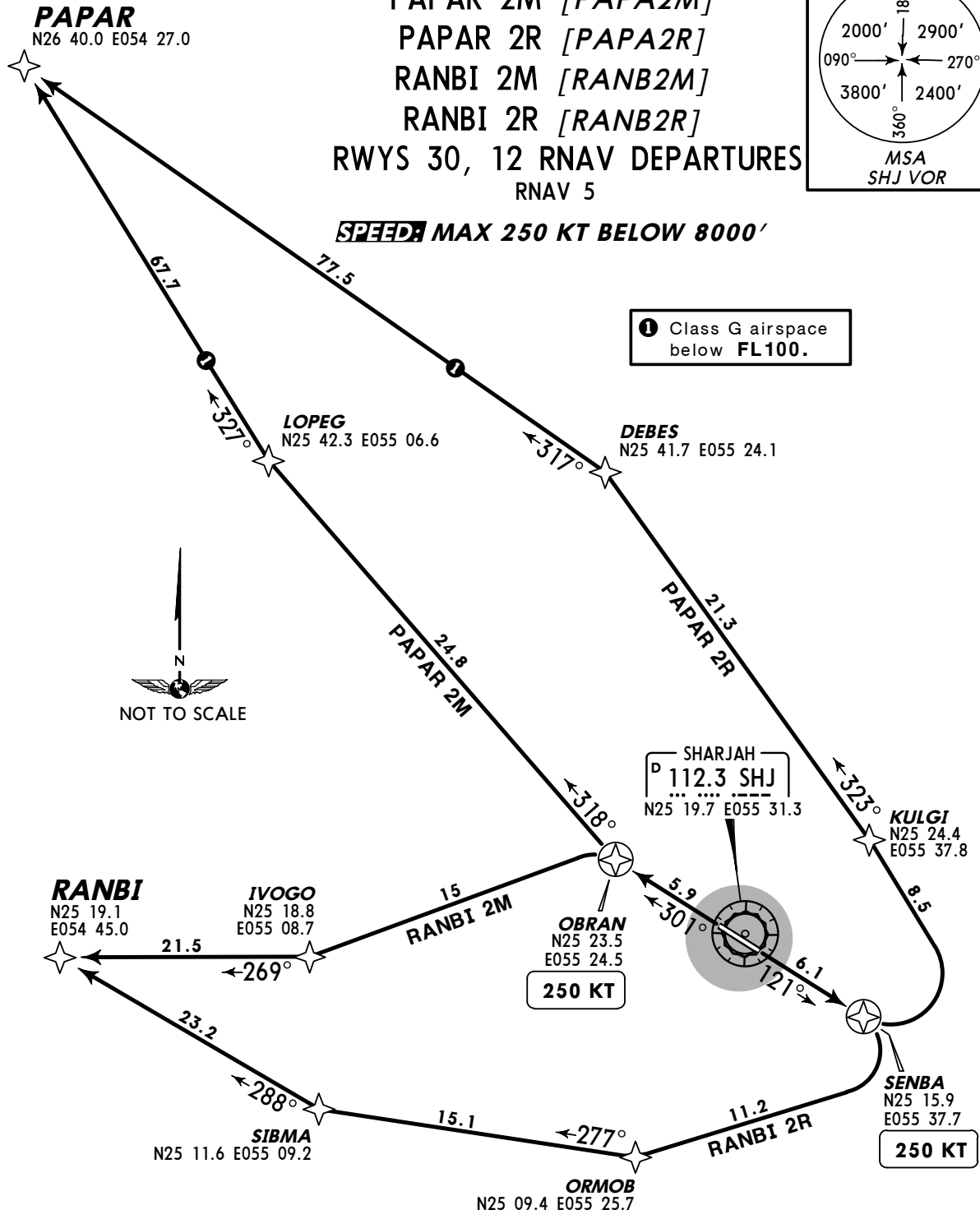
- Trans level: FL150 Trans alt: 13000'
1. Contact DUBAI Departures as soon as possible after passing 500'.
 2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator.
 3. If unable to comply advise ATC at start-up.

PAPAR 2M [PAPA2M]
PAPAR 2R [PAPA2R]
RANBI 2M [RANB2M]
RANBI 2R [RANB2R]
RWYS 30, 12 RNAV DEPARTURES
RNAV 5



SPEED MAX 250 KT BELOW 8000'

1 Class G airspace below **FL100**.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to **8000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

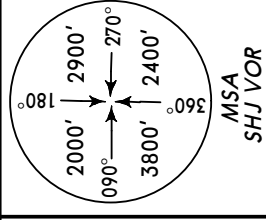
Initial climb clearance **3000'**, further climb when instructed by DUBAI Departures

SID	RWY	ROUTING
PAPAR 2M	30	OBRAN (K250) - LOPEG - PAPAR.
PAPAR 2R	12	SENBA (K250) - KULGI - DEBES - PAPAR.
RANBI 2M	30	OBRAN (K250) - IVOGO - RANBI.
RANBI 2R	12	SENBA (K250) - ORMOB - SIBMA - RANBI.

Apt Elev
116'

Trans level: FL150 Trans alt: 13000'

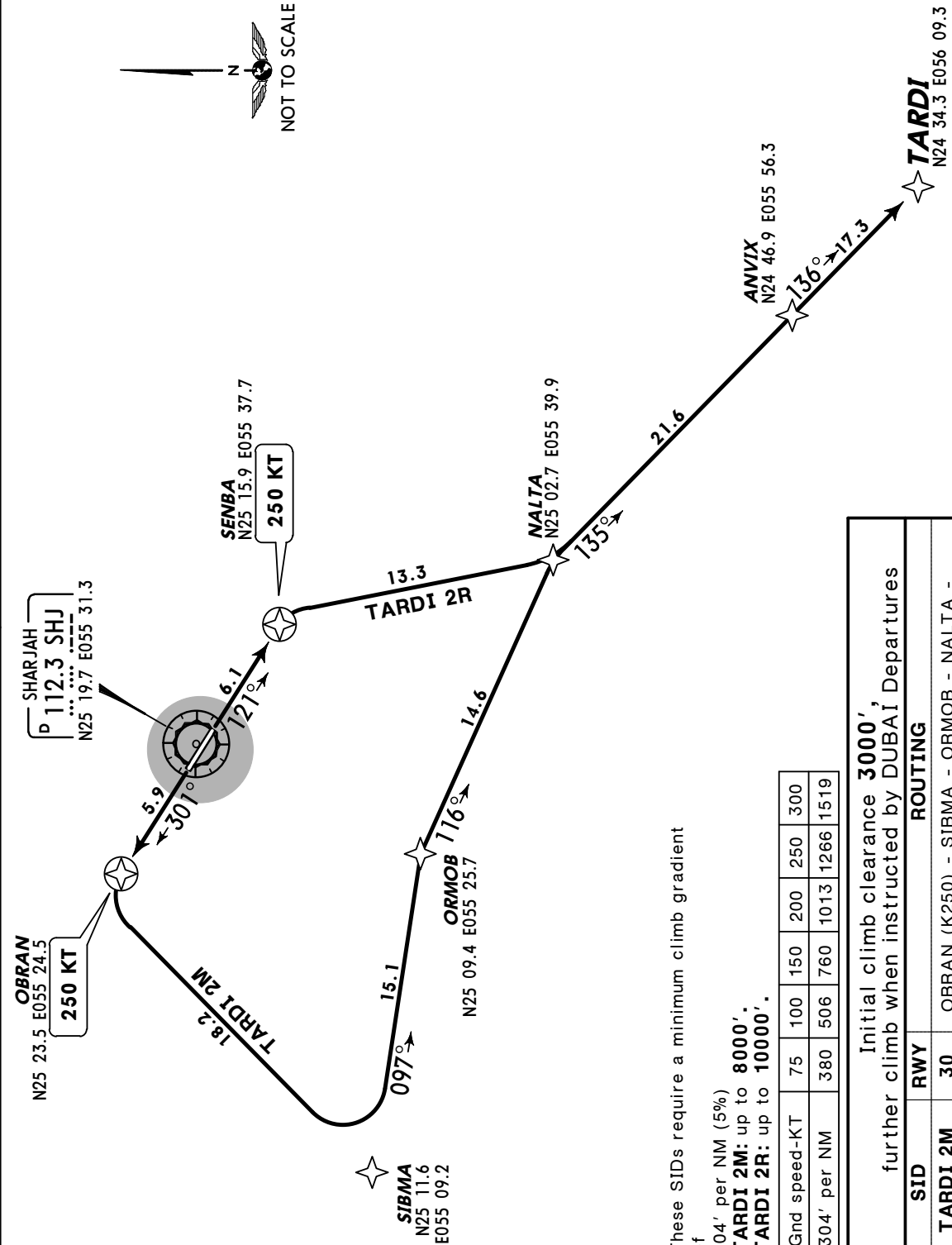
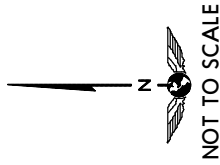
1. Contact DUBAI Departures as soon as possible after passing 500'.
2. Contact DUBAI Departures state callsign, passing level and, if applicable, SID designator.
3. If unable to comply advise ATC at start-up.



TARDI 2M [TARD2M]
TARDI 2R [TARD2R]
RWYS 30, 12 RNAV DEPARTURES
RNAV 5

PROVIDE ATC ON START-UP WITH
CROSSING ALTITUDE OR LEVEL AT ANVIX

SPEED: MAX 250 KT BELOW 8000'



These SIDs require a minimum climb gradient

of 304' per NM (5%)
TARDI 2M: up to 8000'.
TARDI 2R: up to 10000'.

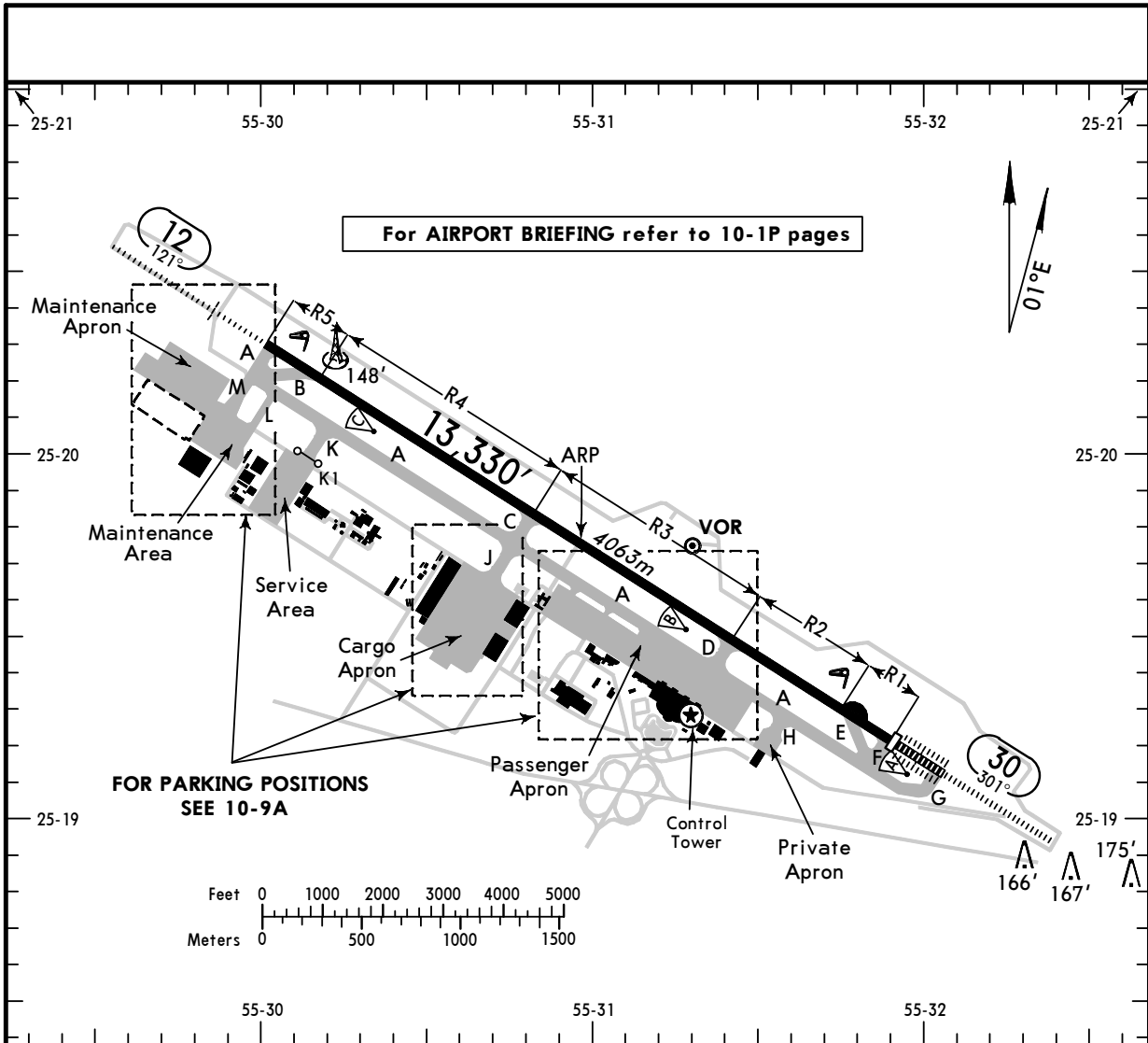
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 3000', further climb when instructed by DUBAI Departures		ROUTING
SID	RWY	
TARDI 2M	30	OBRAN (K250) - SIBMA - ORMOB - NALTA - ANVIX - TARDI.
TARDI 2R	12	SENBA (K250) - NALTA - ANVIX - TARDI.

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 Apt Elev **116'**
 N25 19.8 E055 31.0

13 AUG 10 7

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ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL(30m) ALSF-I SFL REIL PAPI (3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
12	HIRL CL(30m) ALSF-I SFL REIL PAPI (3.0°)		12,236' 3729m	1	148' 45m
30	HIRL CL(30m) ALSF-II SFL REIL TDZ PAPI(3.0°) RVR	12,349' 3764m	11,195' 3412m		

1 TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	13,330' (4063m)
twy B int	12,651' (3856m)
twy C int	8117' (2474m)
twy D int	4180' (1274m)

RWY 30:

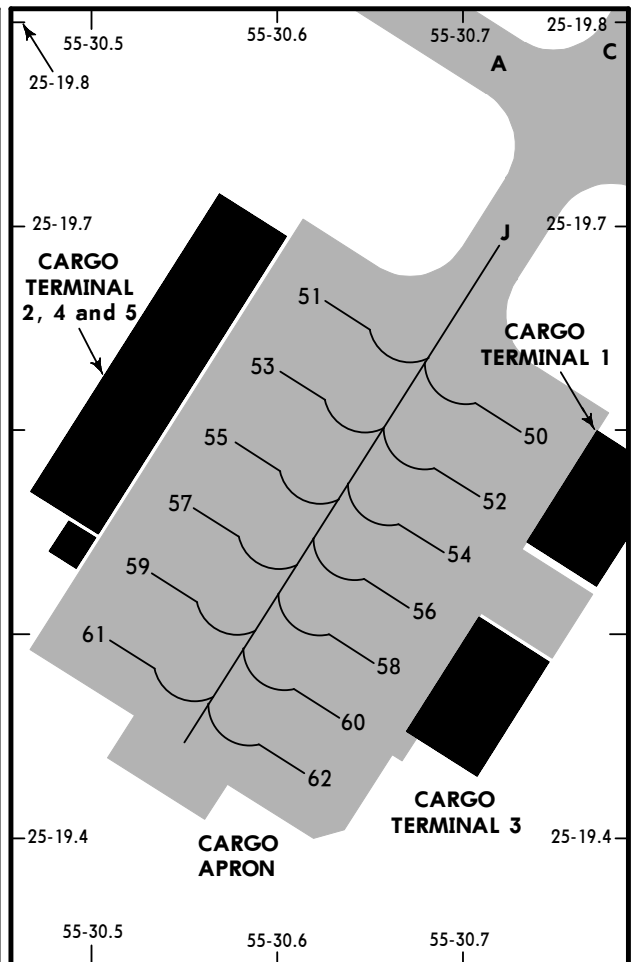
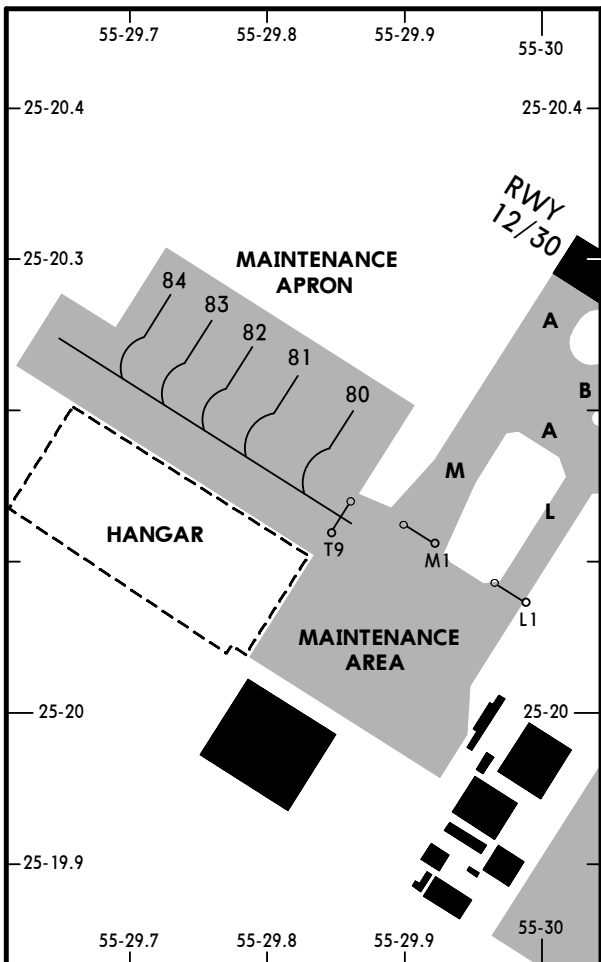
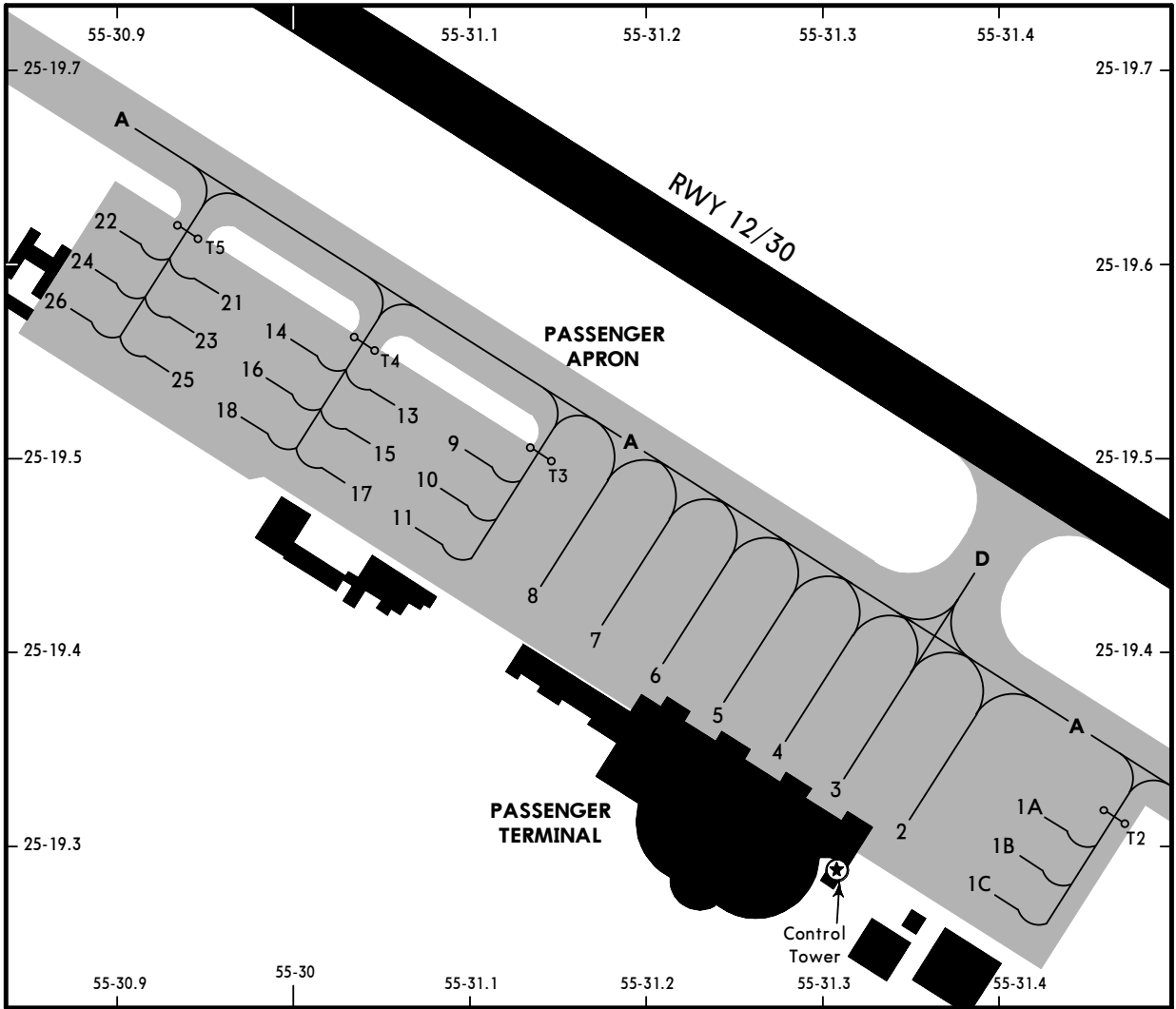
From rwy head	13,330' (4063m)
twy F int	12,349' (3764m)
twy E int	11,660' (3554m)
twy D int	9236' (2815m)
twy C int	5305' (1617m)

JAR-OPS

TAKE-OFF 1

	All Rwys		
	LVP must be in force	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	RL & CL		NIL (DAY only)
B			
C	350m	400m	500m
D			

1 Operators applying U.S. Ops Specs: CL required below 300m.

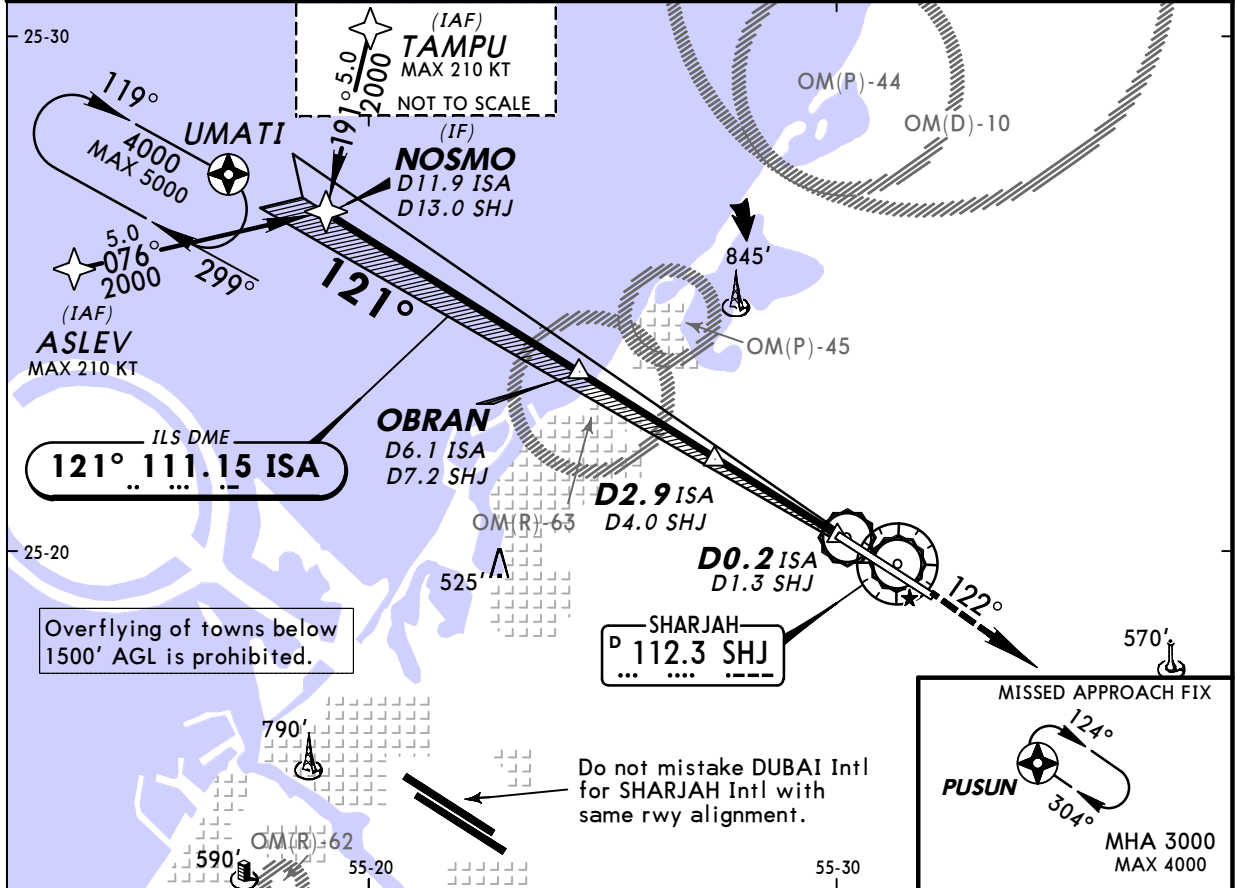


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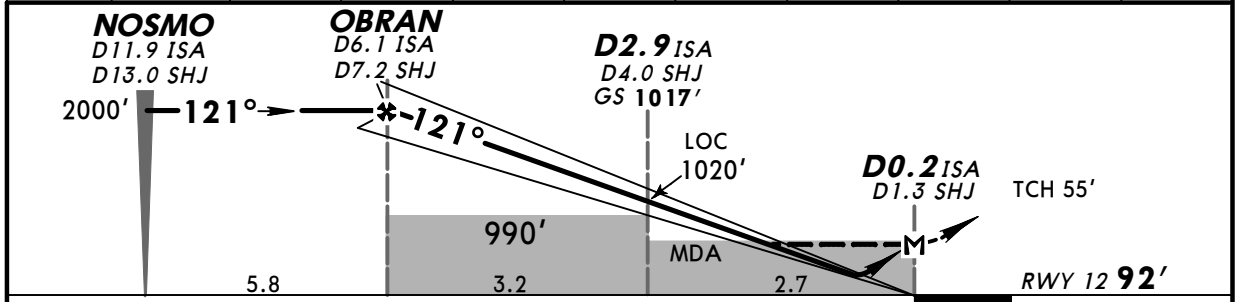
13 AUG 10 (9)

SHARJAH, UAE
ILS Rwy 12

LOC ISA 111.15	Final Apch Crs 121°	GS D2.9 ISA 1017' (925')	ILS DA(H) 292' (200')	Apt Elev 116' RWY 92'	
MISSED APCH: Climb to 3000' direct to PUSUN and hold.					
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000' SHJ or ISA DME, RNAV 5 and Basic GNSS required.					



LOC (GS out)	DIST to TDZ	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2960'	2640'	2330'	2010'	1690'	1370'	1050'	730'	410'



Gnd speed-Kts	70	90	100	120	140	160	ALS F-1	3000'	D → PUSUN
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	REIL PAPI		
MAP at D0.2 ISA/D1.3 SHJ							PAPI		

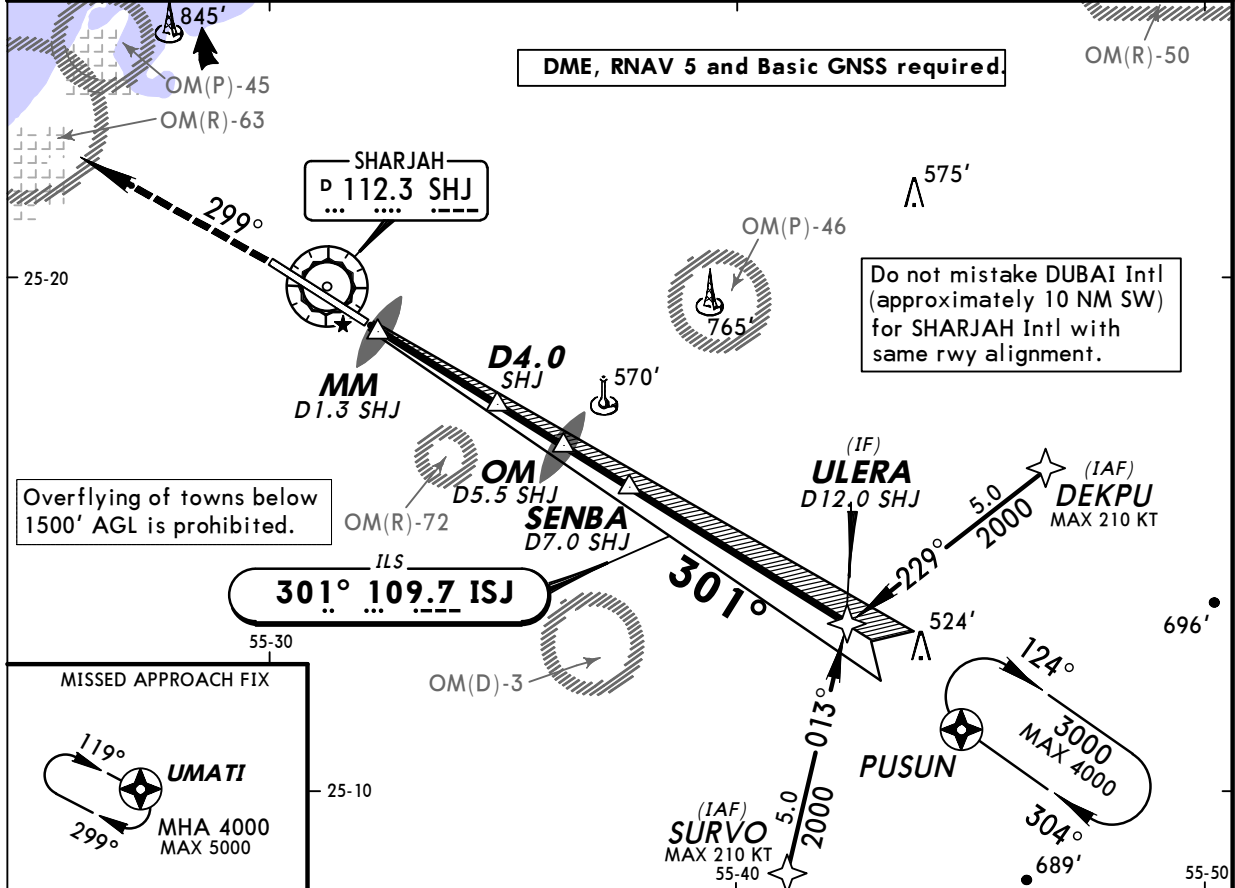
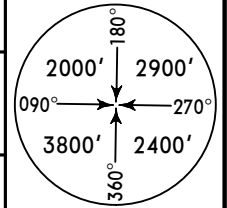
JAR-OPS STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized Southwest of runway		
ILS DA(H) 292' (200')		LOC (GS out) MDA(H) 410' (318')		Max Kts	MDA(H) VIS	
FULL	ALS out	ALS out				
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	560' (444') 1500m
B			RVR 1000m	RVR 1800m	135	620' (504') 1600m
C			RVR 1400m	RVR 2000m	180	790' (674') 2400m
D					205	1250' (1134') 3600m

OMSJ/SHJ
SHARJAH INTL

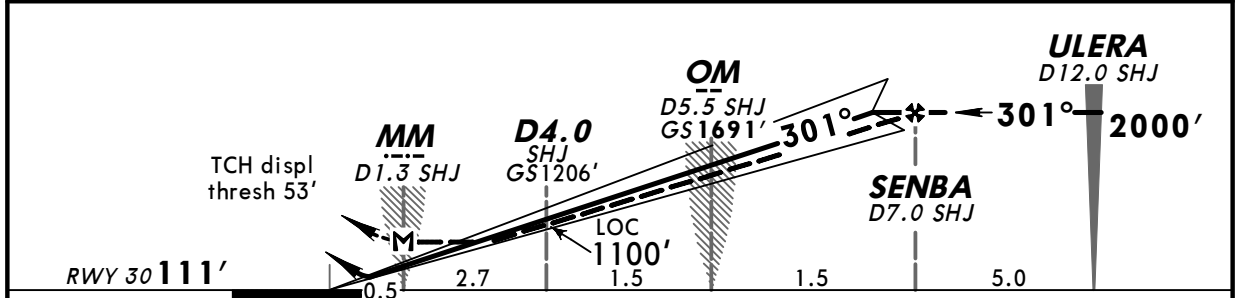
13 AUG 10 (10)

SHARJAH, UAE
ILS Rwy 30

LOC ISJ 109.7	Final Apch Crs 301°	GS OM 1691'(1580')	ILS DA(H) 311'(200')	Apt Elev 116' RWY 111'
MISSED APCH: Climb to 4000' direct to UMATI and hold.				
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 150	Trans alt: 13000'	



LOC (GS out)	DIST to TDZ	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	430'	750'	1070'	1390'	1710'	2030'	2340'	2660'	2980'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI PAPI 4000' UMATI	
ILS GS	3.00°	377	485	539	647	755		862
LOC Descent Angle	2.81°	347	447	496	595	695		794
MAP at MM/D1.3 SHJ								

JAR-OPS STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND Not authorized Southwest of runway	
ILS DA(H) 311'(200')		LOC (GS out) MDA(H) 480'(369')		Max Kts	MDA(H) VIS
FULL	ALS out	ALS out	ALS out		
A	RVR 550m	RVR 1000m	RVR 900m	100	560'(444') 1500m
B			RVR 1500m	135	620'(504') 1600m
C			RVR 1000m	180	790'(674') 2400m
D			RVR 1400m	205	1250'(1134') 3600m

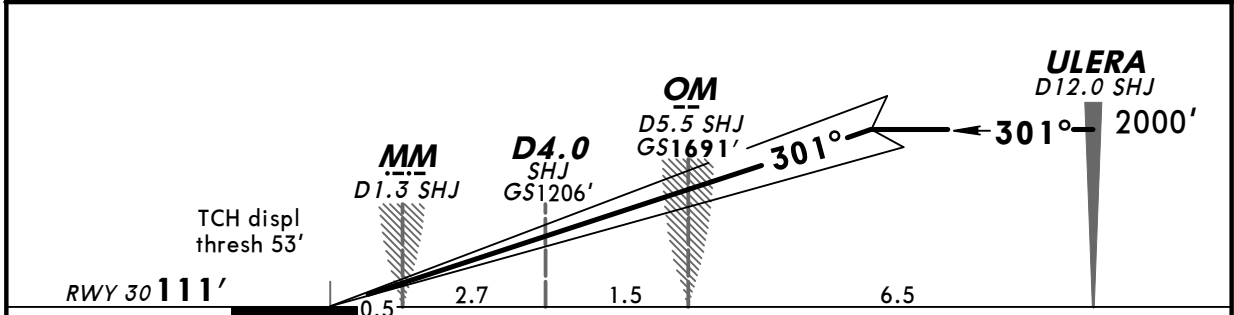
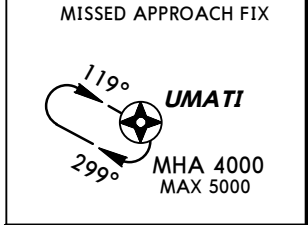
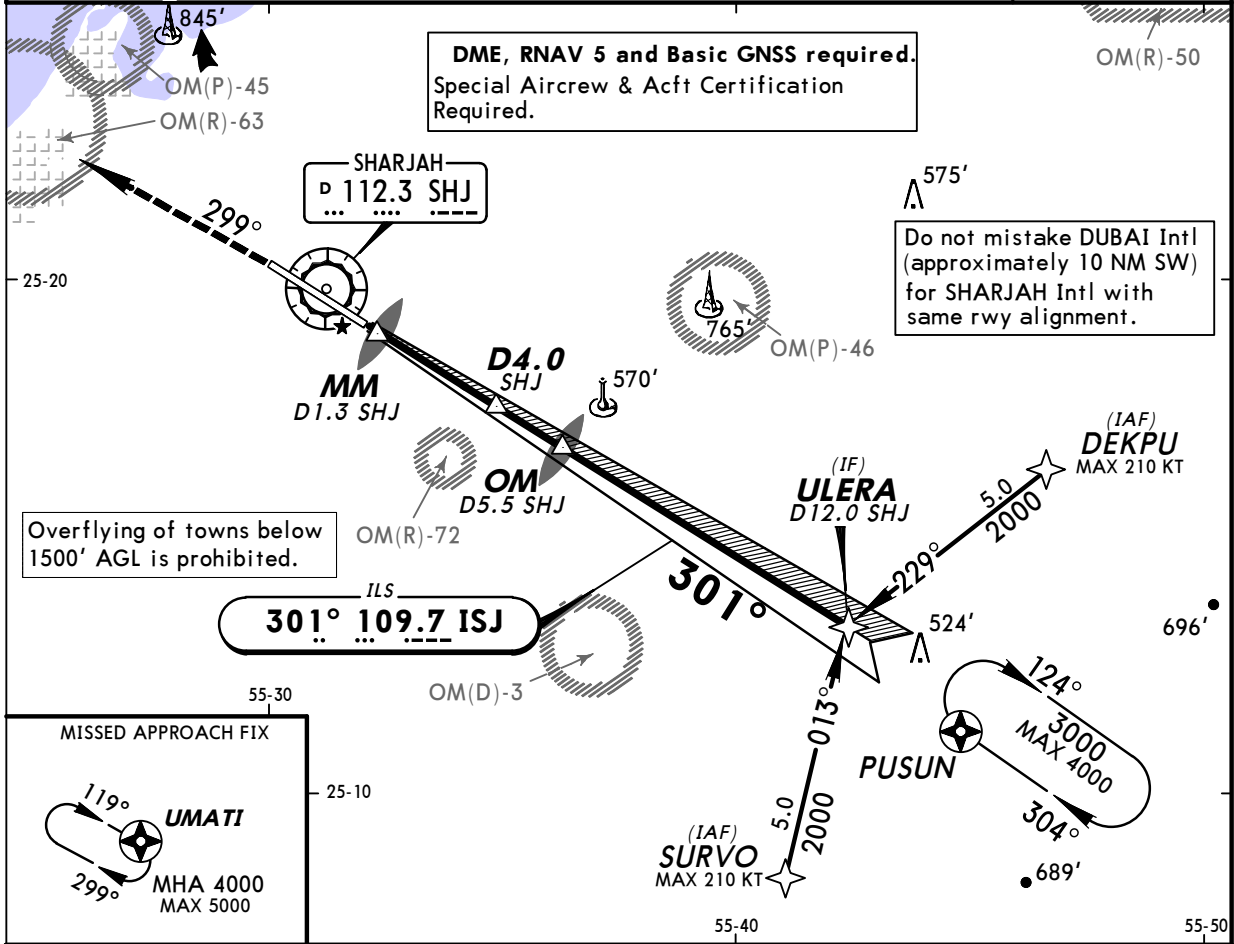
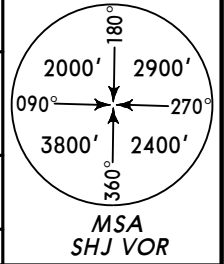
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13 AUG 10

11

SHARJAH, UAE
CAT II ILS Rwy 30

LOC ISJ 109.7	Final Apch Crs 301°	GS OM 1691'(1580')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 116' RWY 111'
MISSED APCH: Climb to 4000' direct to UMATI and hold.				
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 150	Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	4000'	D → UMATI
GS	3.00°	377	485	539	647	755			

JAR-OPS		STRAIGHT-IN LANDING RWY 30 CAT II ILS	
ABC	RA 95'	D	RA 102'
DA(H) 211'(100')		DA(H) 218'(107')	

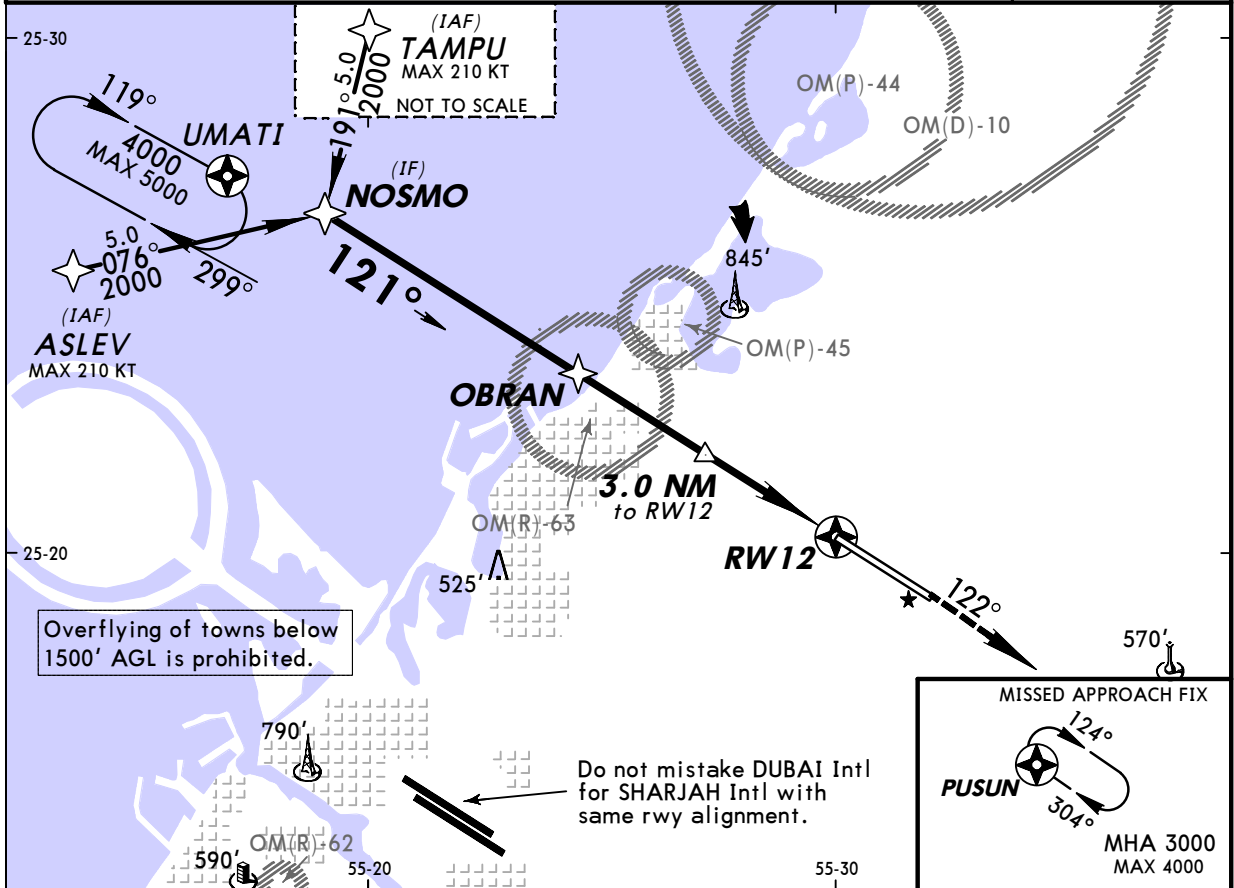
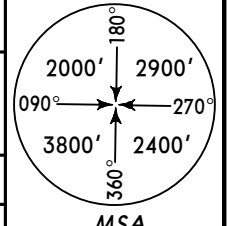
RVR 350m

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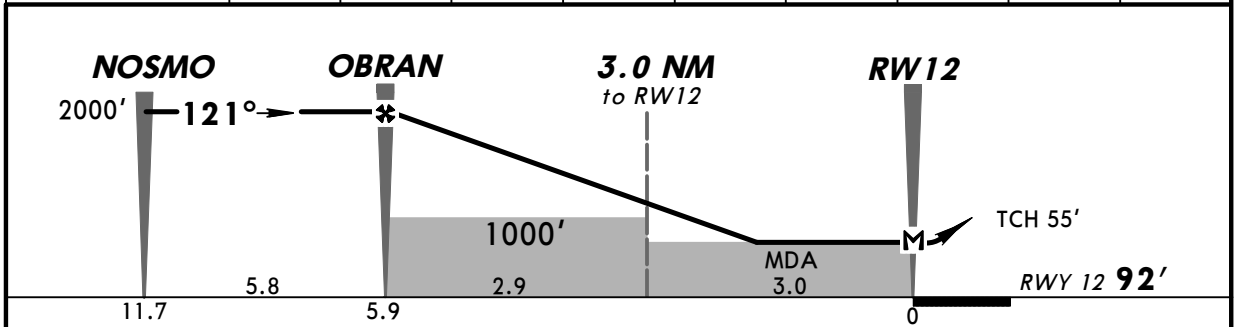
13 AUG 10 (12)

SHARJAH, UAE
RNAV (GNSS) Rwy 12

RNAV	Final Apch Crs 121°	Procedure Alt OBRAN 2000' (1908')	LNAV/VNAV DA(H) 370' (278')	Apt Elev 116' RWY 92'
MISSED APCH: Climb to 3000' direct to PUSUN and hold.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'				
1. Basic GNSS required. 2. Baro-VNAV operations not authorized below 5°.				



DIST to RW12	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2990'	2670'	2360'	2040'	1720'	1410'	1090'	780'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	3000'	D → PUSUN
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW12									

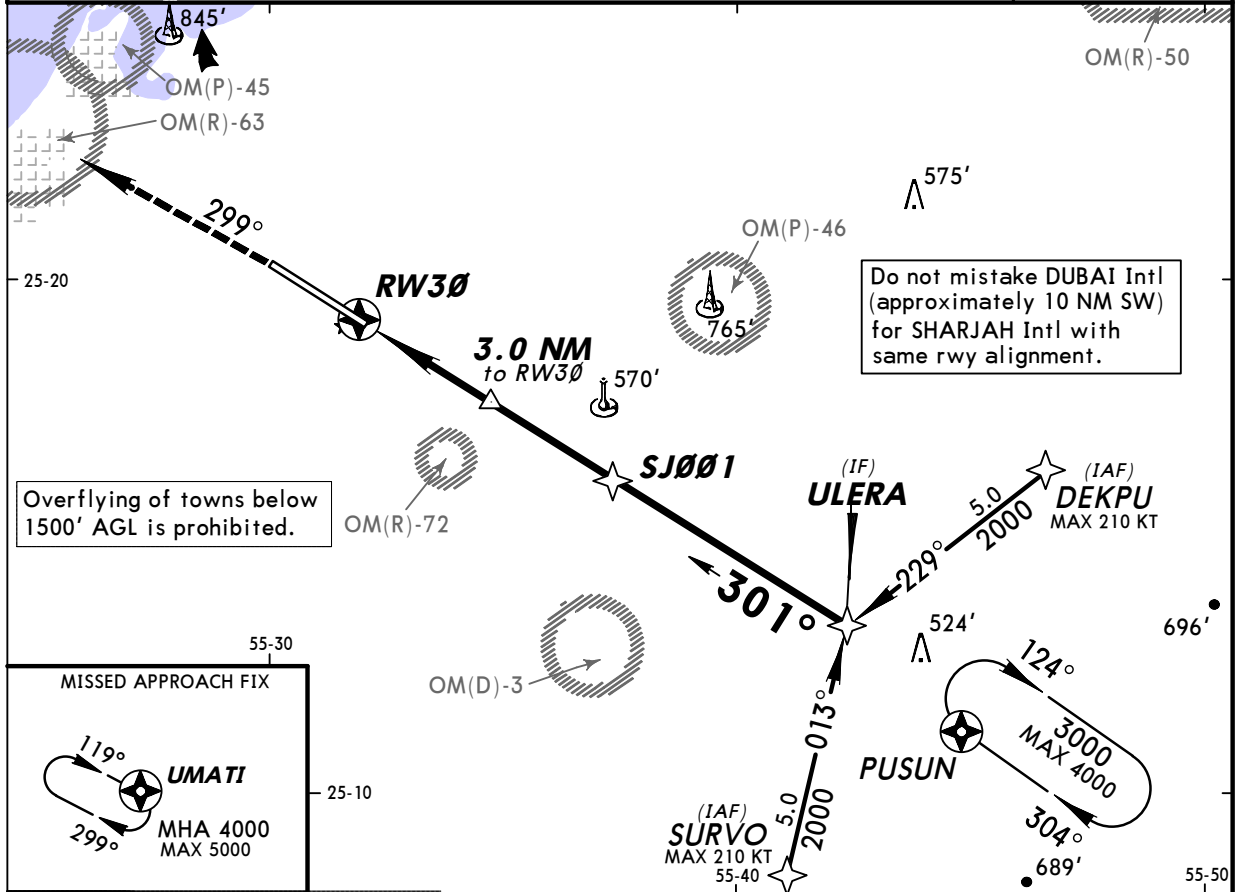
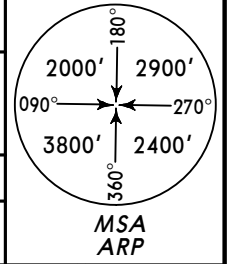
JAR-OPS STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized Southwest of runway	
LNAV/VNAV DA(H) 370' (278')		LNAV MDA(H) 430' (338')		Max Kts	MDA(H) VIS
	ALS out		ALS out		
A	RVR 800m	RVR 1500m	RVR 900m	100	560' (444') 1500m
B	RVR 800m	RVR 1500m	RVR 1000m	135	620' (504') 1600m
C	RVR 800m	RVR 1600m	RVR 1000m	180	790' (674') 2400m
D	RVR 1200m	RVR 1800m	RVR 1400m	205	1250' (1134') 3600m

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SHARJAH INTL

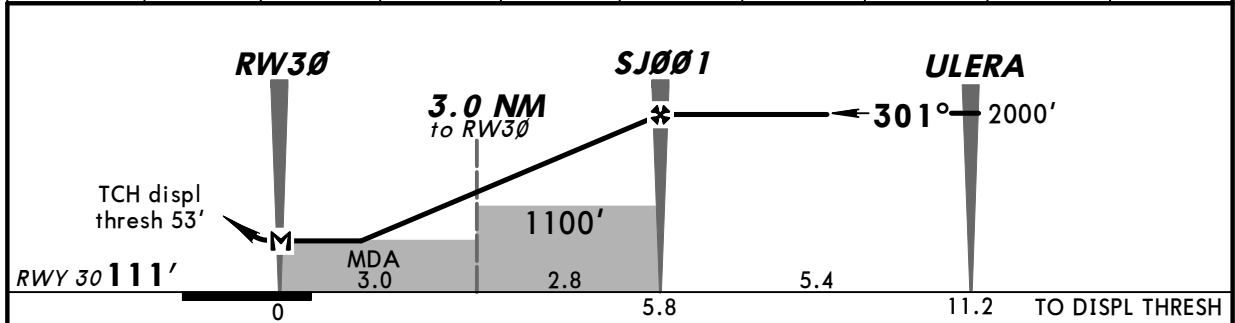
13 AUG 10 (13)

SHARJAH, UAE
RNAV (GNSS) Rwy 30

RNAV	Final Apch Crs 301°	Procedure Alt SJ001 2000'(1889')	LNAV/VNAV DA(H) 490'(379')	Apt Elev 116' RWY 111'
MISSED APCH: Climb to 4000' direct to UMATI and hold.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 13000'				
1. Basic GNSS required. 2. Baro-VNAV operations not authorized below 5°.				



DIST to RW30	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	480'	800'	1110'	1430'	1740'	2060'	2380'	2690'	3010'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	4000'	D → UMATI
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW30									

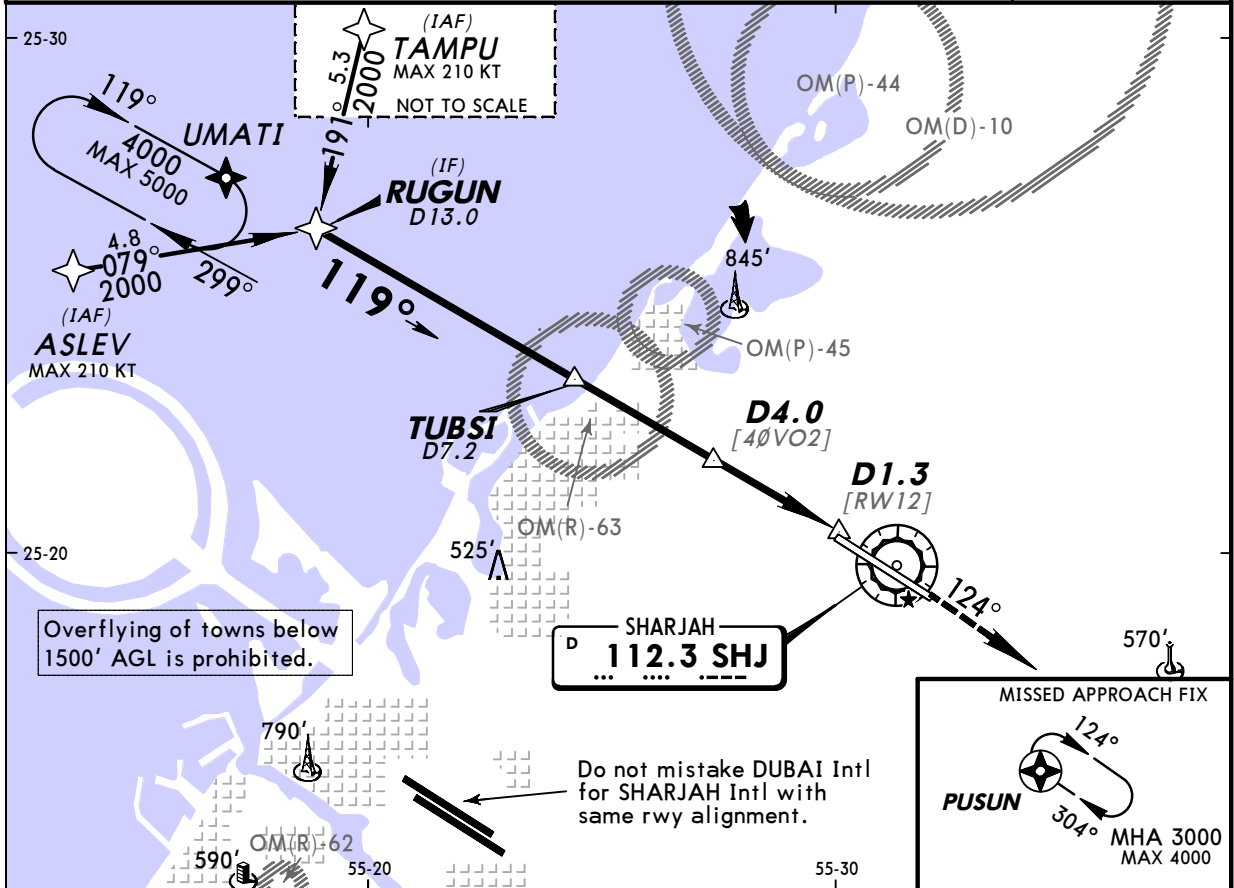
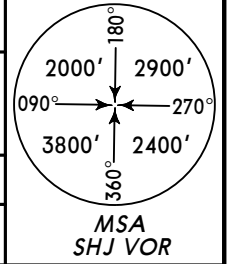
JAR-OPS STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND Not authorized Southwest of runway	
LNAV/VNAV DA(H) 490'(379')		LNAV MDA(H) 510'(399')		Max Kts	MDA(H) VIS
ALS out		ALS out			
A	RVR 900m	RVR 1500m	RVR 900m	100	560'(444') 1500m
B	RVR 1000m	RVR 1500m	RVR 1000m	135	620'(504') 1600m
C	RVR 1000m	RVR 1800m	RVR 1000m	180	790'(674') 2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	205	1250'(1134') 3600m

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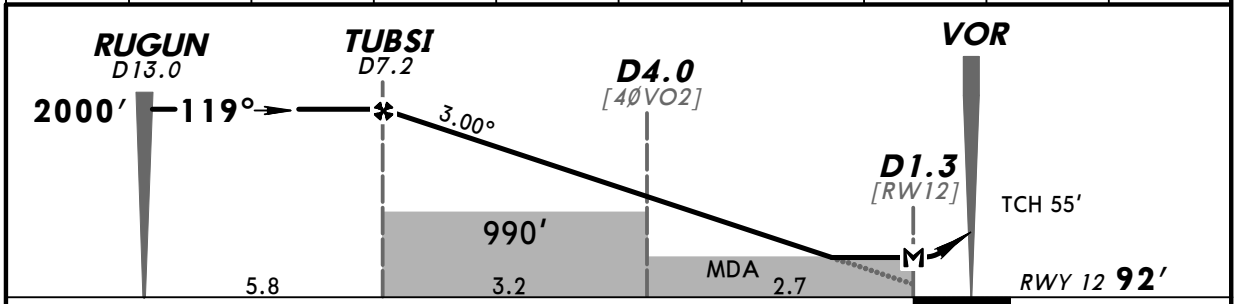
13 AUG 10 (14)

SHARJAH, UAE
VOR Rwy 12

VOR SHJ 112.3	Final Apch Crs 119°	Minimum Alt TUBSI 2000' (1908')	MDA(H) 490' (398')	Apt Elev 116' RWY 92'
MISSED APCH: Climb to 3000' direct to PUSUN and hold.				
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 150	Trans alt: 13000'
DME, RNAV 5 and Basic GNSS required.				



SHJ DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2900'	2580'	2270'	1950'	1640'	1320'	1000'	690'	370'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I REIL PAPI PAPI	3000'	D → PUSUN
Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.3									

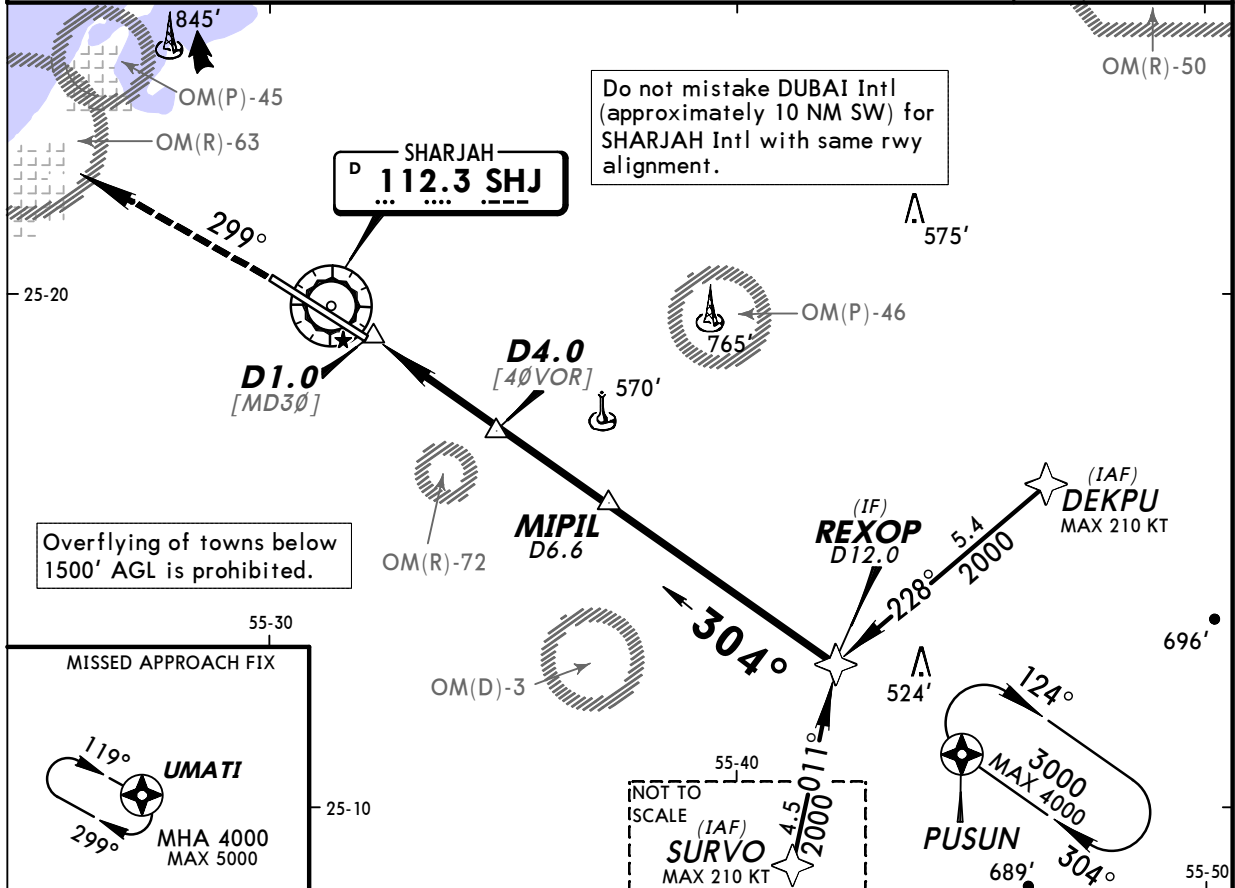
JAR-OPS		STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
		MDA(H) 490' (398')		Not authorized Southwest of runway	
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	MDA(H) 560' (444') VIS 1500m
B	RVR 1000m	RVR 1800m		135	620' (504') 1600m
C	RVR 1400m	RVR 2000m		180	790' (674') 2400m
D	RVR 1400m			205	1250' (1134') 3600m

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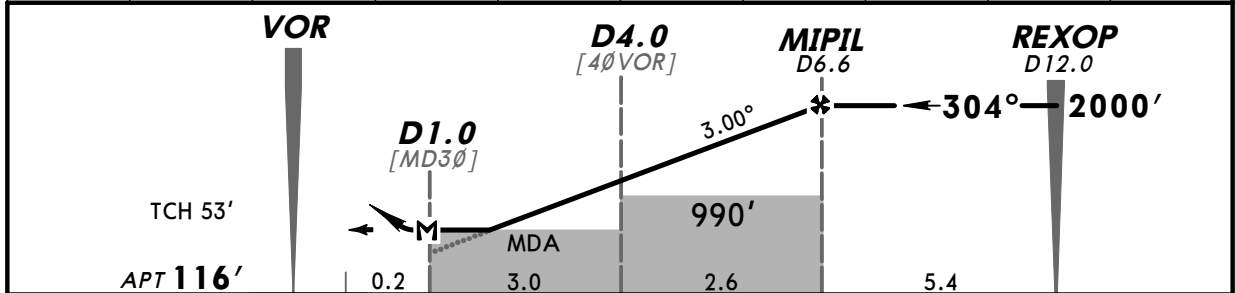
13 AUG 10 (15)

SHARJAH, UAE
VOR Rwy 30

VOR SHJ 112.3	Final Apch Crs 304°	Minimum Alt MIPIL 2000' (1884')	MDA(H) 540' (424')	Apt Elev 116'	
MISSED APCH: Climb to 4000' direct to UMATI and hold.					
Alt Set: hPa Apt Elev: 4 hPa Trans level: FL 150 Trans alt: 13000'					



SHJ DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	240'	560'	870'	1190'	1500'	1820'	2130'	2450'	2760'



Gnd speed-Kts	70	90	100	120	140	160		4000'	D → UMATI
Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.0									

JAR-OPS		STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
		MDA(H) 540' (424')		Not authorized Southwest of runway	
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	560' (444') 1500m
B	RVR 1000m	RVR 1800m		135	620' (504') 1600m
C		RVR 2000m		180	790' (674') 2400m
D	RVR 1400m	RVR 2000m		205	1250' (1134') 3600m